

# Connecticut Highway Safety

---

# ANNUAL REPORT

---

**Federal Fiscal Year 2021**



Prepared by  
Connecticut Department of Transportation  
Bureau of Policy and Planning  
Highway Safety Office  
P.O. Box 317546  
2800 Berlin Turnpike  
Newington, Connecticut 06131-7546

## Table of Contents

INTRODUCTION.....	1
CRASH DATA TRENDS.....	3
PERFORMANCE MEASURES .....	4
DESCRIPTION AND DATA SOURCES .....	5
C-1 – NUMBER OF TRAFFIC FATALITIES.....	7
C-2 – NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES .....	9
C-3 – FATALITIES/VMT.....	11
C-4 – NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITES, ALL SEAT POSITIONS.....	13
C-5 – NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF 0.08 AND ABOVE.....	15
C-6 – NUMBER OF SPEEDING-RELATED FATALITIES.....	18
C-7 – NUMBER OF MOTORCYCLIST FATALITIES.....	20
C-8 – NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES.....	22
C-9 – NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES* .....	24
C-10 – NUMBER OF PEDESTRIAN FATALITIES.....	26
C-11 – NUMBER OF BICYCLIST FATALITIES .....	28
B-1 – OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY).....	30
NUMBER OF AGENCIES PARTICIPATING IN DISTRACTED DRIVING HIGH VISIBILITY ENFORCEMENTS (HVE).....	32
PERCENTAGE OF CITATIONS ADJUDICATED THROUGH ON-LINE DISPOSITION SYSTEM AND POSTED TO DRIVER HISTORY FILE .....	33
PERCENTAGE OF LAW ENFORCEMENT AGENCIES PARTICIPATING IN USE OF E-CITATION.....	35
TRAFFIC STOP DATA COLLECTION .....	36
FINANCIAL SUMMARY .....	38
FFY2021 FINANCIAL SUMMARY.....	39
FFY2021 PROJECT LIST.....	40
FFY2021 AMENDMENT LIST.....	62
LIST OF PROJECTS INCLUDED IN THE FFY2021 HSP BUT NO GRANTS RECEIVED .....	63
LIST OF PROJECTS THAT RECEIVED GRANTS FOR FFY2021 BUT NO FUNDS EXPENDED .....	71

PROGRAM AREAS.....	72
IMPAIRED DRIVING .....	73
OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY .....	89
POLICE TRAFFIC SERVICES .....	103
DISTRACTED DRIVING .....	110
MOTORCYCLE SAFETY .....	119
TRAFFIC RECORDS.....	122
COMMUNITY TRAFFIC SAFETY.....	126
PLANNING AND ADMINISTRATION .....	131
NOTEWORTHY PRACTICE .....	133
ATTITUDES AND AWARENESS SURVEYS .....	135
PAID MEDIA REPORTS .....	202

# INTRODUCTION

The goal of the Connecticut Highway Safety Program is to prevent roadway fatalities and injuries as a result of crashes related to driver behavior. Under the Highway Safety Act of 1966 (23 USC-Chapter 4) the Governor is required to implement a highway safety program through a designated State agency suitably equipped and organized to carry out the program. An appointed Governor's Highway Safety Representative oversees the program and supporting Section 402, 405 and 1906 highway safety grant funds made available to the States to carry out their annual Highway Safety Plan. The Connecticut Highway Safety Program is an extension of this Federal requirement. The Connecticut Highway Safety Office (HSO) is located in the Connecticut Department of Transportation (CT-DOT) in the Bureau of Policy and Planning. The primary objectives of the HSO are to plan, coordinate, and implement effective highway safety programs and to provide technical leadership, support and policy direction to highway safety partners.

This Annual Report contains information on initiatives, projects, accomplishments, and financial expenditures of Connecticut's Highway Safety Program for Federal Fiscal Year (FFY) 2021. Fatality data in this report are sourced from the Fatality Analysis Reporting System (FARS). Injury and other data are sourced through the HSO. Please note, the 2019 and 2020 Connecticut FARS data used in this document are from the FARS Annual Report Files and may change when the FARS files are finalized. Enforcement efforts, coupled with bilingual media, public information and education campaigns, and training programs for law enforcement, car seat technicians, motorcycle safety instructors and other safety professionals make up the basis of Highway Safety activity. As the Moving Ahead for Progress in the 21st Century (MAP-21) Act and the Fixing America's Surface Transportation (FAST) Act requires, the HSO has coordinated safety efforts shared by the Department's Highway Safety Improvement Plan (HSIP) and Strategic Highway Safety Plan (SHSP). The 2021 Highway Safety Plan shares the four core performance goals required by MAP-21 and FAST Act and the HSO is an active member of the SHSP steering committee.

The success of the Highway Safety Program is contingent upon cooperation and coordination with safety partners and the motoring public. The National Highway Traffic Safety Administration (NHTSA) and the Federal Highway Administration (FHWA) continue to provide leadership and technical assistance. Various state agencies are active participants, including the Governor's and Lieutenant Governor's Office, Department of Emergency Services and Public Protection (DESPP) [Connecticut State Police and State Police Toxicology Laboratory], Department of Mental Health and Addiction Services (DMHAS), Department of Public Health (DPH), Department of Motor Vehicles (DMV), Federal Motor Carrier Safety Administration (FMSCA), Division of Criminal Justice, Office of the Chief State's Attorney, Office of Policy and Management (OPM) and State Universities and Colleges. Municipal law enforcement agencies, through coordinated efforts with the Connecticut Police Chiefs Association (CPCA), are also essential partners. Schools, civic and non-profit groups (including Mothers Against Drunk Driving, the Connecticut Coalition to Stop Underage Drinking, Safe Kids Connecticut, The Boys and Girls Club, The Governor's Prevention Partnership and the Connecticut Motorcycle Riders Association), Yale New Haven Children's

Hospital (YNHCH), Hartford Hospital including the Connecticut Children’s Medical Center and private sector and business organizations all serve as cooperative partners. Connecticut also actively participates as a member in the Governor’s Highway Safety Association (GHSA) and the National Association of State Motorcycle Safety Administrators (SMSA). Other partners include Metropolitan Planning Organizations and Regional Planning Organizations.

During FFY2021, the following core “Activity Measures” were achieved during grant funded overtime enforcement. Overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, *Click It or Ticket* (CIOT) and major cities speed enforcement and distracted driving High Visibility Enforcement (HVE):

Speeding Citations: .....	7,354
Safety-Belt Citations: .....	1,725
Impaired Driving Arrests: .....	665

**Attitude Measure:**

As part of nationally mandated GHSA-NHTSA attitude measures, the HSO 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 Surveys Section to view these data.

**Evidence Based Enforcement:**

The HSO understands that the collection of accurate and timely statewide traffic/crash data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of an effective strategic plan. The Elements of Evidence Based Enforcement include Stakeholder Input, Crash Data Analysis/Problem Identification, Countermeasure Selection, Project Implementation and Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan. These elements were addressed as part of the enforcement planning in the corresponding 2021 Highway Safety Plan. For more complete and concise narrative descriptions of the enforcement activities that were completed during FFY2021, please see the Activities Sections for the program areas of Impaired Driving, Occupant Protection, Police Traffic Services, Community Traffic Services and Distracted Driving in this Annual Report.

## CRASH DATA TRENDS

Crash Data	2016	2017	2018	2019	2020	Preliminary 2021 (data as of 11/22/21)
C-1 – Number of traffic fatalities (FARS)	304	281	293	249	295	295
C-2 – Number of serious injuries in traffic crashes (State crash data files)	1689	1641	1363	1366	1314	947*
C-3 – Fatalities/VMT (FARS, FHWA)	0.961	0.892	0.927	0.788	0.991	**
C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	65	53	73	57	65	56
C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	114	122	120	98	118	**
C-6 – Number of speeding-related fatalities (FARS)	82	90	100	64	96	63
C-7 – Number of motorcyclist fatalities (FARS)	52	57	49	46	58	66
C-8 – Number of unhelmeted motorcyclist fatalities (FARS)	36	33	28	28	25	22
C-9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)	32	29	32	38	39	28
C-10 – Number of pedestrian fatalities (FARS)	59	49	59	54	56	53
C-11 – Number of bicyclists fatalities (FARS)	6	3	1	3	5	3
B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	89.40%	90.30%	92.10%	93.70%	93.70%***	91.50%

Source: FARS Final Files 2015-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21), Preliminary State Data 2021 as of 11/22/21. Serious (A) Injury data were obtained from the Connecticut Crash Data Repository

\*The Serious Injury number is under-reported due to issues receiving data from two Police Departments for the calendar year 2021.

\*\*The preliminary 2021 State data were not included due to uncertainty/unavailability of the data for this measure at this time.

\*\*\*The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to report the outcome.

## PERFORMANCE MEASURES

## DESCRIPTION AND DATA SOURCES

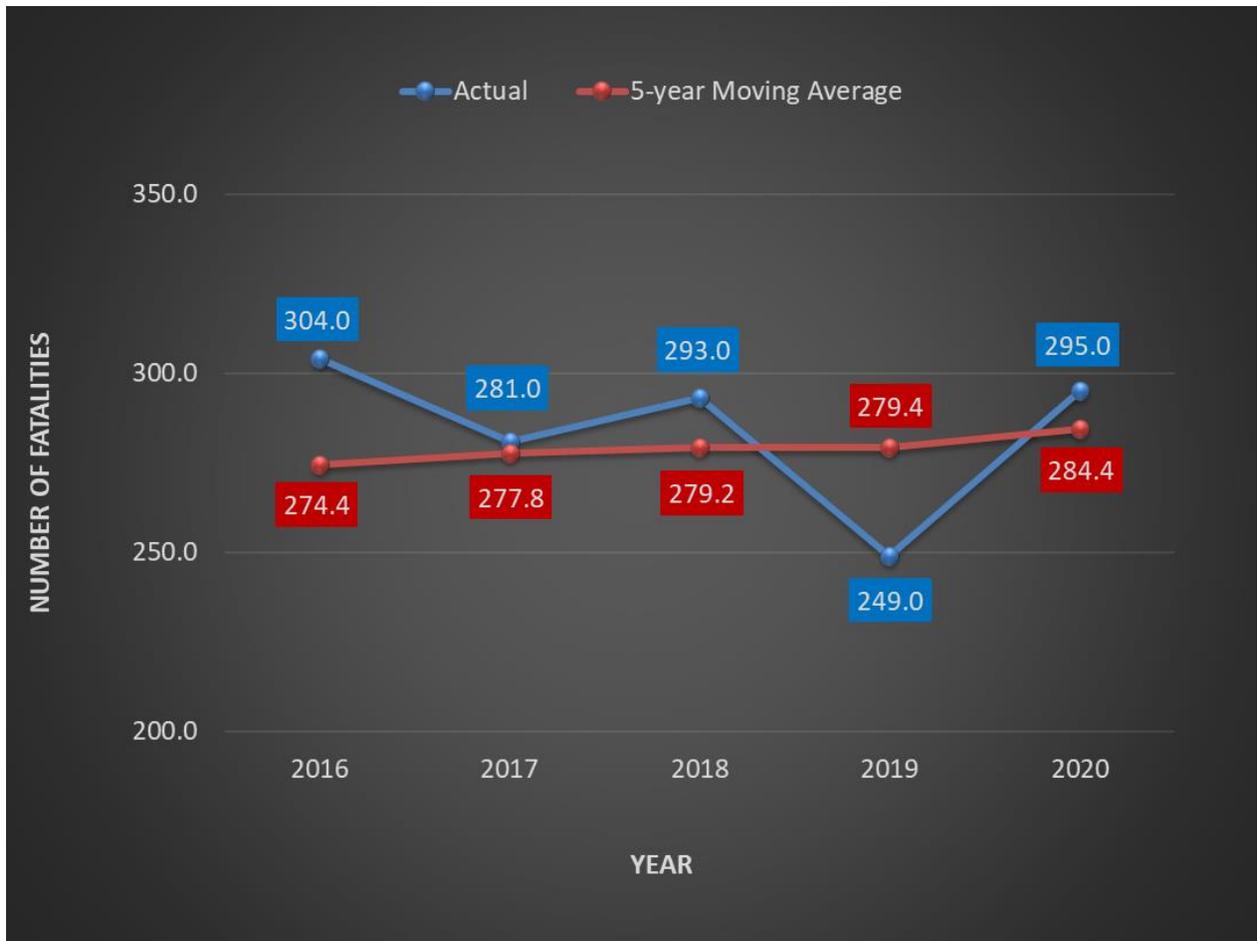
This section reviews Connecticut’s performance measures using the most recent available data. Fatality data are sourced from the FARS final report file (2016-2018) and the FARS Annual report file for the years 2019 and 2020. The Vehicle Miles Traveled (VMT) data are obtained from FHWA and data up to year 2019 were available at the time of publication. The CT-DOT 2020 VMT number for Connecticut was used to calculate the 2020 Fatality Rate for the purpose of this Annual Report, since the 2020 VMT number is not yet published by FHWA. Serious (A) Injury data were obtained from the Connecticut Crash File at the Connecticut Crash Data Repository. Statewide Observed Belt Use rates are sourced from Connecticut’s Annual Statewide Belt Use Survey, conducted by PRG. The NHTSA Coronavirus Aid, Relief, and Economic Security (CARES) Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to report the outcome.

	Performance Measure	Most Current	Target 2017-2021	Status
1	C-1 – Number of traffic fatalities (FARS)	284.4 (5-yr Moving Avg; 2016-2020)	270	In Progress Possibility that target will not be met
2	C-2 – Number of serious injuries in traffic crashes (State crash data files)	1474.6 (5-yr Moving Avg; 2016-2020)	1360	In Progress Possibility that target will be met
3	C-3 – Fatalities/VMT (FARS, FHWA)	0.912 (5-yr Moving Avg; 2016-2020)	0.85	In Progress Possibility that target will not be met
4	C-4 – Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	63 (5-yr Moving Avg; 2016-2020)	61	In Progress Possibility that target will be met
5	C-5 – Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above (FARS)	114 (5-yr Moving Avg; 2016-2020)	109	In Progress Possibility that target will not be met
6	C-6 – Number of speeding-related fatalities (FARS)	86 (5-yr Moving Avg; 2016-2020)	82	In Progress Possibility that target will not be met

7	C-7 – Number of motorcyclist fatalities (FARS)	52 (5-yr Moving Avg; 2016-2020)	54	In Progress Possibility that target will not be met
8	C-8 – Number of unhelmeted motorcyclist fatalities (FARS)	30 (5-yr Moving Avg; 2016-2020)	32	In Progress Possibility that target will be met
9	C-9 – Number of drivers age 20 or younger involved in fatal crashes (FARS)	34 (5-yr Moving Avg; 2016-2020)	28	In Progress Possibility that target will not be met
10	C-10 – Number of pedestrian fatalities (FARS)	55 (5-yr Moving Avg; 2016-2020)	52	In Progress Possibility that target will not be met
11	C-11 – Number of bicyclists fatalities (FARS)	4 (5-yr Moving Avg; 2016-2020)	3	In Progress Possibility that target will be met
12	B-1 – Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	91.5% (Annual; 2021)	94%	Not Met
13	Number of agencies participating in Distracted Driving High Visibility Enforcement	50 (Annual; 2021)	60	Not Met
14	Percentage of Citations adjudicated through On-Line Disposition System and posted to Driver History File	133% (Annual; 2021)	80%	Not Met
15	Percentage of Law Enforcement Agencies Participating in the Use of e-Citation	62% (Annual; 2021)	80%	Not Met
16	Traffic Stop Data Collection	99% (Annual; 2021)	100%	Not Met

## C-1 – NUMBER OF TRAFFIC FATALITIES

---



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

---

**Performance Target:** CT-DOT chose to set the target of 270.0 during the HSP 2021 planning period.

**Analysis:** The number of fatalities in 2020 were 19% higher than 2019. Despite approximately 6% drop in Vehicle Miles Traveled (VMT) in 2020 due to the COVID-19 pandemic, the number of fatalities observed on Connecticut roadways did not reduce in proportion to the drop in traffic volume. Connecticut preliminary data for 2021 (as of November 22, 2021) have a fatality number of 295. The final fatality count for 2020 and 2021 may change as additional information regarding the cases is received. In order to meet the target of 270 for the five-year period of 2017-2021, data analysis suggests that the fatality number needs to be 232 or lower in 2021. With additional

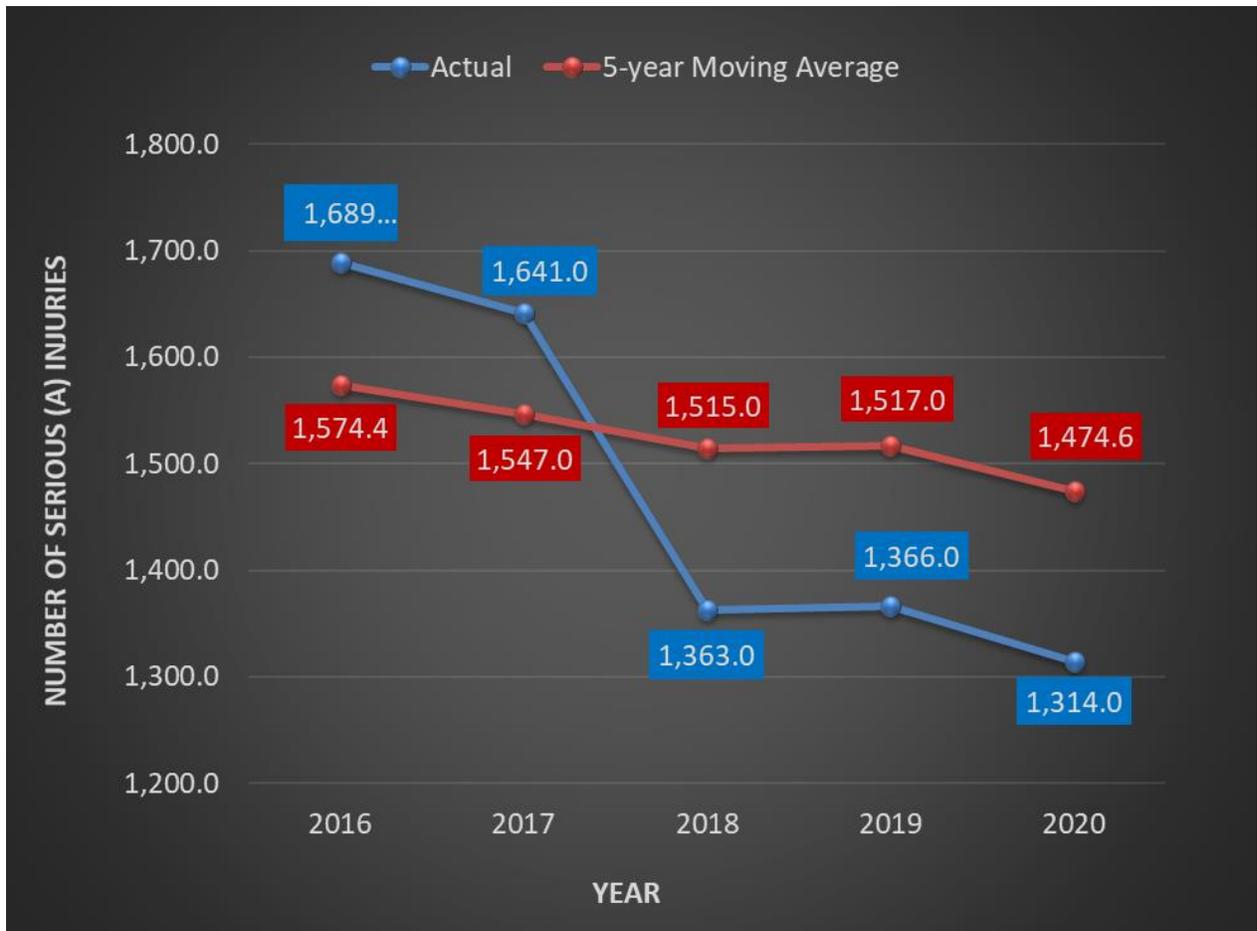
days until the end of 2021, the potential to meet the target looks difficult.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** The initial phase of the COVID-19 pandemic changed the travel patterns significantly. There was reduced traffic volume and increased speeding observed on Connecticut roadways. There were also increased alcohol impaired driving fatalities. The High Visibility Enforcement (HVE) efforts also took a hit during the pandemic with cancellations of some of the HVE campaigns and reduced number of police agencies participating in the campaigns during the on-going pandemic. There was also a drop in the sustained enforcement efforts. The data for 2020 and the preliminary data for 2021 show the number of motorcyclist, pedestrian, bicyclist and motor vehicle fatalities increased compared to the same time period for 2019.

With the COVID-19 pandemic still on-going at the time of writing of this Annual Report, the HSO will work with law enforcement agencies to curb the speeding behavior as well as the impaired driving observed on Connecticut roadways, which is the likely cause of increased fatalities. Major strategies include the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crackdown" mobilizations such as *Click It or Ticket* and *Drive Sober or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Recreational use of Cannabis was legalized in Connecticut in 2021 and the HSO is working with the Governor's support to increase the number of DRE trainings and certifications in the State. Various training programs and technical support from law enforcement training based on better identification of impaired drivers, to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash 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. Educational campaigns to clarify misconceptions about impaired driving after Cannabis consumption are being developed and advertised. For FFY2023, in addition to the above, the HSO intends to continue to focus on high-risk areas and over-represented groups, engaging the targeted communities and renewed networking efforts with other agencies such as the DMV, DPH, Local Health Agencies, etc.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## C-2 – NUMBER OF SERIOUS INJURIES IN TRAFFIC CRASHES



Source: Connecticut Crash Data Repository as of 11/22/21. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

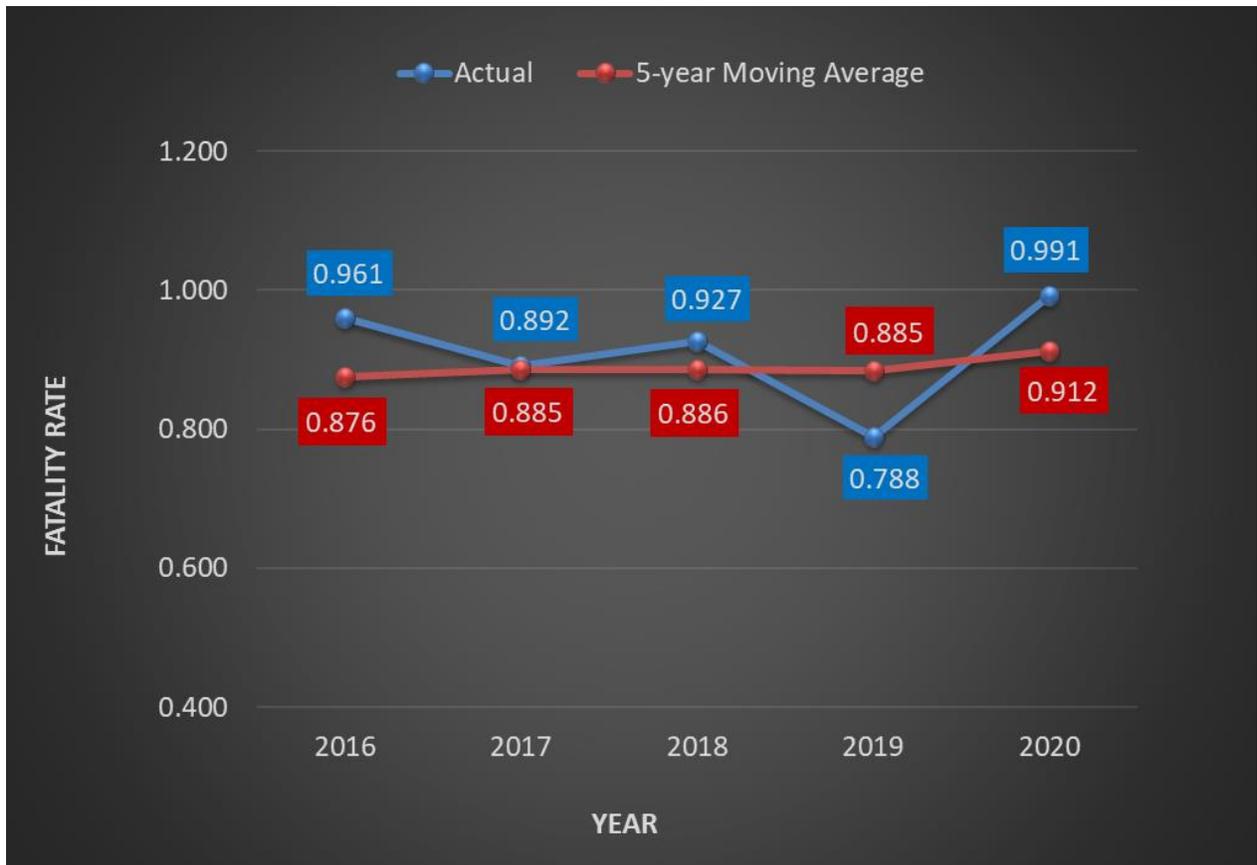
**Performance Target:** CT-DOT chose to set the target of 1,360.0 during the HSP 2021 planning period

**Analysis:** Connecticut preliminary data for 2021 (as of November 22, 2021) have a serious injury number of 947. In order to meet the target of 1,360 for the five-year period of 2017-2021, data analysis suggests that the serious injury number needs to be 1,116 in 2021. Data for 2018-2019 suggest that the serious injuries in Connecticut have stayed relatively flat with a small drop in 2020 probably due to lower VMT during the initial phase of the COVID-19 pandemic. The 2021 preliminary data suggest lower serious injuries. The serious injury number for the calendar year 2021 is slightly under-reported due to issues receiving data from two law enforcement agencies.

However, even with the under-reporting and after assessing the serious injury cases received from the two law enforcement agencies in prior years, it is anticipated that the HSO will likely meet the performance target.

**State's effort to show progress in meeting target:** Connecticut will continue to improve and enhance enforcement programs to help reduce unsafe driving behaviors on the roadways. The State's effort will be to continue the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crackdown" mobilizations such as *Click It or Ticket* and *Drive Sober or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Various training programs and technical support, from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data, are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut's roadways. The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts.

## C-3 – FATALITIES/VMT



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21), CT-DOT 2020 VMT data. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

**Performance Target:** CT-DOT chose to set the target of 0.850 during the HSP 2021 planning period.

**Analysis:** Looking ahead, Connecticut preliminary data for 2021 (as of November 22, 2021) have an actual fatality number of 295, which is higher than the number of fatalities observed in 2019 and 2020 during the same time period. There was an approximate 6% drop in VMT in 2020, and the number of fatalities did not drop proportionally in Connecticut but instead showed an alarming increase. The final fatality count for 2020 and 2021 may change as additional information regarding the cases is received. However, with additional days until the end of 2021, the potential to meet the target looks difficult.

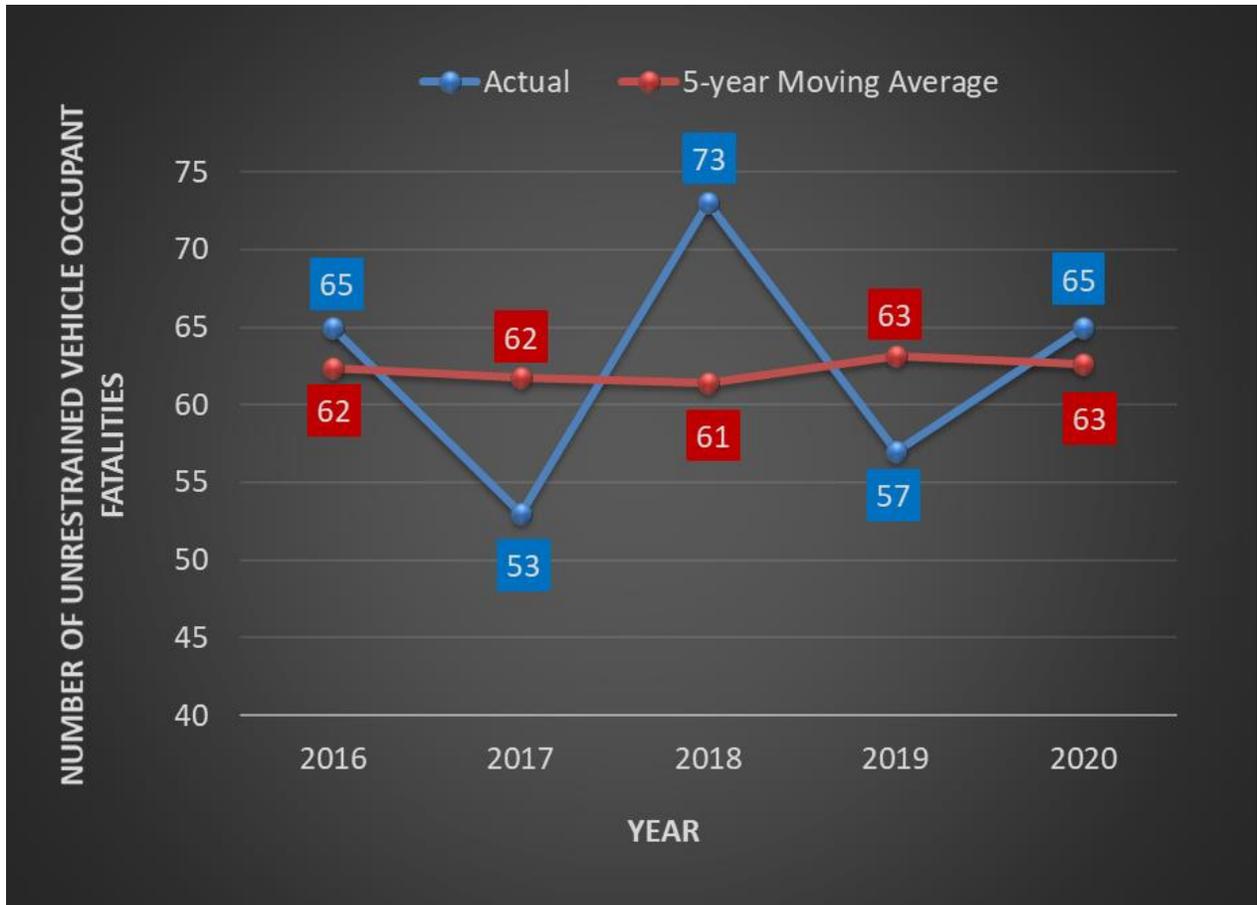
**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** The COVID-19 pandemic changed travel patterns significantly. There was reduced traffic volume, increased speeding observed on Connecticut roadways as well as increased alcohol impaired driving fatalities. The High Visibility Enforcement (HVE) efforts also took a hit during the pandemic with cancellations of some of the HVE campaigns and reduced number of police agencies participating in the campaigns during the on-going pandemic as well as a drop in the sustained enforcement efforts. The data for 2020 and the preliminary data for 2021, show the number of motorcyclist, pedestrian, bicyclist and motor vehicle fatalities increased, compared to the same time period for 2019.

With the COVID-19 pandemic still on-going at the time of writing of this Annual Report, the HSO will work with law enforcement agencies to curb the speeding behavior as well as the impaired driving observed on Connecticut roadways, which is the likely cause of increased fatalities. Major strategies include the execution of countermeasures developed to specifically target over-represented groups identified through data analysis. These strategies include participation in National "crackdown" mobilizations such as *Click It or Ticket* and *Drive Sober or Get Pulled Over* as well as the promotion of sustained enforcement year-round based on local problem identification by law enforcement agencies and other highway safety partners. Recreational use of Cannabis was legalized in Connecticut in 2021 and the HSO is working with the Governor's support to increase the number of DRE trainings and certifications in the State. Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut's roadways. The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Educational campaigns to clarify misconceptions about impaired driving after Cannabis consumption are being developed and advertised. For FFY2023, in addition to the above, the HSO intends to continue to focus on the high-risk areas and over-represented groups, engaging the targeted communities and renewing networking efforts with other agencies such as the DMV, DPH, Local Health Agencies etc.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## C-4 – NUMBER OF UNRESTRAINED PASSENGER VEHICLE OCCUPANT FATALITIES, ALL SEAT POSITIONS

---



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

**Performance Target:** To maintain the five-year (2014-2018) moving average of 61 unrestrained passenger vehicle occupant fatalities in all seat positions, during the five-year moving average of 2017-2021.

**Analysis:** Connecticut preliminary data for 2021 (as of November 22, 2021) have the number of unrestrained passenger vehicle occupant fatalities in all seat positions at 56. The final numbers for 2021 may change as additional information regarding the cases is received. In order to meet the target of 61 for the five-year period of 2017-2021, data analysis suggests that the fatality number needs to be 57 in 2021. Although the five-year moving average has stayed relatively flat,

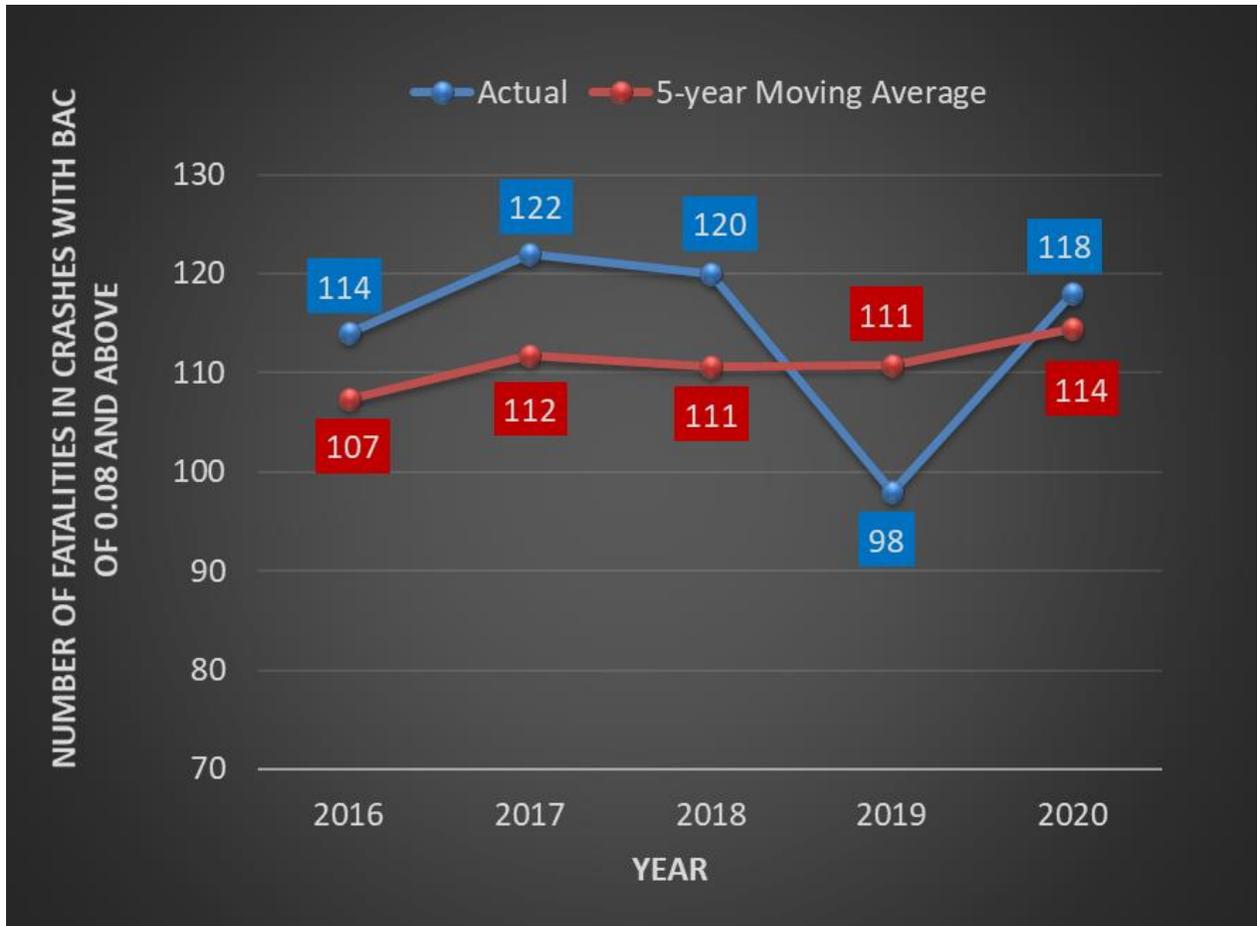
the 2021 number-to-date looks encouraging. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2021.

**State's effort to show progress in meeting target:** The HSO will continue to work to increase sustained enforcement of seat belt use by encouraging police agencies to enforce seat belt laws as a secondary focus during other overtime enforcement grant work. The HSO used year-round seat belt social norming media campaigns as well as ran commercials during the mobilization to increase seat belt use. Greater effort and funding were placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. This process served to prioritize funding opportunities for participating law enforcement agencies. The HSO then assigned a greater funding priority to towns and agencies that showed the greatest need in this area. This increased focus on low belt use and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO will continue to encourage law enforcement agencies statewide to apply for and participate in the *Click It or Ticket* mobilizations in May and November regardless of funding availability. Connecticut's seat belt use increased to its highest level to 93.7% in 2019-2020. However, the 2021 data show a decrease in the seat belt use rate. Starting October 1, 2021, a Connecticut rear seat belt law went into effect which now requires all occupants in a vehicle, regardless of age, to wear seat belts. Connecticut is hopeful that the new law will aid in the HSO's ongoing effort to reduce motor vehicle fatalities and serious injuries. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.



## C-5 – NUMBER OF FATALITIES IN CRASHES INVOLVING A DRIVER OR MOTORCYCLE OPERATOR WITH A BAC OF 0.08 AND ABOVE

---



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

**Performance Target:** To maintain the five-year (2014-2018) moving average of 109 fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above, during the five-year moving average of 2017-2021.

**Analysis:** The number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above steadily declined until 2019 after a high in 2017. However, the COVID-19 pandemic upended the progress and Connecticut saw an increase in alcohol impaired fatalities in 2020. In order to meet the target of 109 for the five-year period of 2017-2021, data analysis

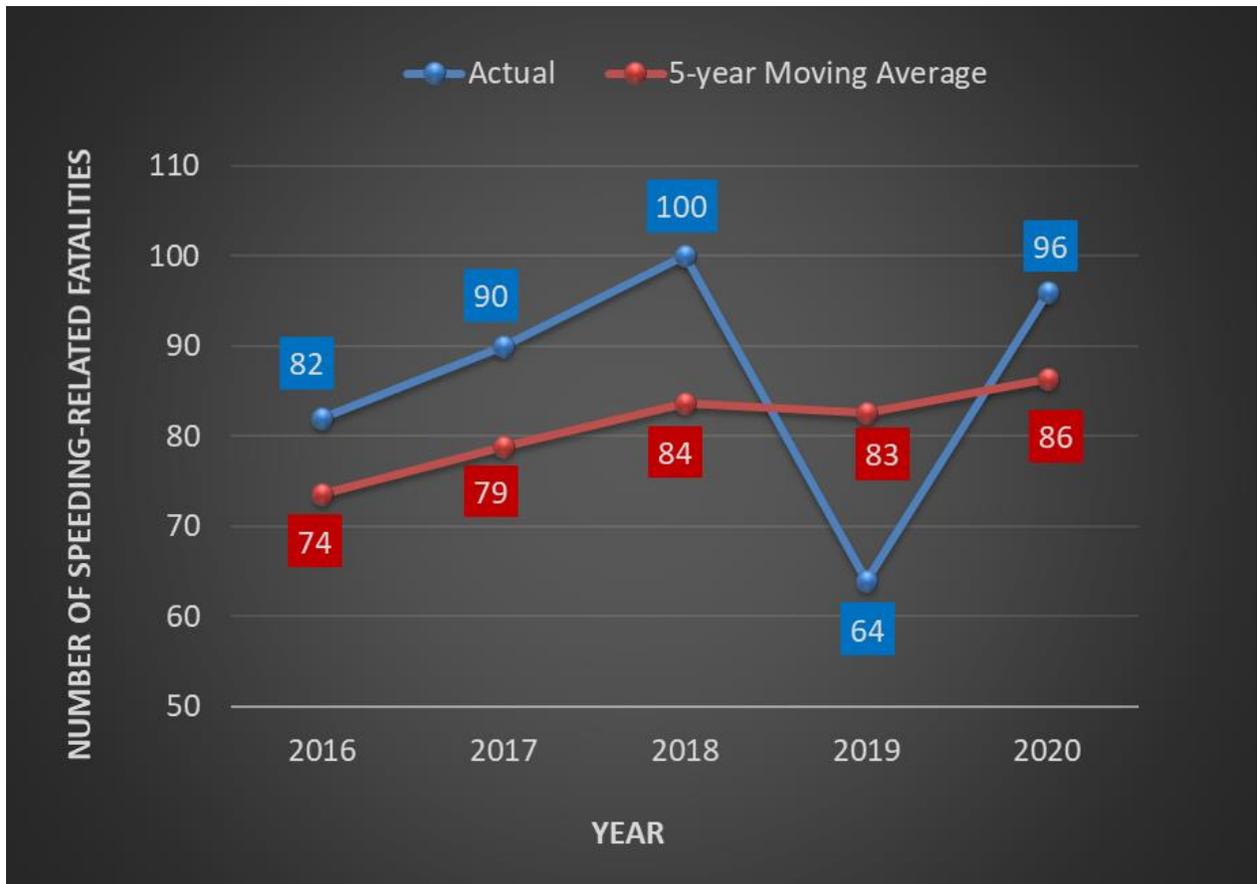
suggests that the alcohol-impaired fatality number needs to be 87 or lower in 2021. The preliminary 2021 State data are not available for the measure at this time. However, the potential to meet the target looks difficult based on the number of alcohol-impaired fatalities observed in prior years.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** The Impaired Driving program emphasized HVE efforts to reduce driving under the influence (DUI) of drugs and/or alcohol. Municipalities are encouraged to work cooperatively with neighboring towns in the form of Regional Traffic Units which provide for opportunities for smaller towns with limited financial resources to benefit from HVE activities. The Impaired Driving program helped to substantially increase the number of officers throughout the State engaged in HVE. Activities included a combination of extra DUI patrols and sobriety checkpoints. These activities were aimed at deterring motorists from driving impaired. Efforts are being made to promote sustained enforcement year-round, with an emphasis during the days and times when DUI crashes are more likely. The Impaired Driving program will continue to partner with State and Municipal law enforcement agencies in an effort to expand the Comprehensive DUI Enforcement program by increasing enforcement activity beyond the amount of police patrols that were conducted in FFY2021. There will be continued training activities to increase the number of certified Standardized Field Sobriety Test (SFST) instructors and practitioners by providing ongoing SFST training to law enforcement personnel. The number of law enforcement officers trained in various other types of impaired driving beyond alcohol impairment will be continued by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) training through the Drug Evaluation and Classification Program (DECP). The goal of the DECP is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). The Traffic Safety Resource Prosecutor (TSRP) will perform prosecutorial activities, such as researching DUI law and assisting in the preparation of DUI cases. The TSRP will also act in an advisory capacity to State and Municipal law enforcement agencies and the HSO on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. In addition, the TSRP will conduct other DUI enforcement related training for prosecutors and judges. The Administrative Hearing Attorneys will continue to review Administrative Per Se cases and will continue to provide procedural oversight during hearings and provide assistance to law enforcement personnel. These attorneys will also represent the DMV at Ignition Interlock Device (IID) violation hearings and provide administrative oversight of components of the IID program. HSO staff will work cooperatively with the TSRP and the Administrative Hearing Attorneys to increase successful prosecution and conviction of DUI offenders. Media efforts will also be enhanced through new partnerships and new messaging. The HSO will continue to lead an Impaired Driving Task Force where members identify problems, share information, explore options and provide sustainable solutions. DUI Overtime Enforcement project monitoring activities will be conducted through periodic visits to participating law enforcement agencies. Meetings will be held with law enforcement representatives to address the use of crash data in the planning of DUI activities, grant participation issues and grant performance issues. Police training needs will also be assessed, and police training opportunities discussed. It should be noted

that the ability to hold live meetings may be impacted by the COVID-19 pandemic.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## C-6 – NUMBER OF SPEEDING-RELATED FATALITIES



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

**Performance Target:** To maintain the five-year (2014-2018) moving average of 82 speeding-related fatalities during the five-year moving average of 2017-2021.

**Analysis:** The 36% drop in speeding-related fatalities from 2018 to 2019 was a positive development. However, the COVID-19 pandemic upended the progress and Connecticut saw a sharp increase in speeding-related fatalities in 2020. Connecticut preliminary data for 2021 (as of November 22, 2021) have the speeding-related fatality number at 63. The final speeding-related fatality count for 2020 and 2021 may change as additional information regarding the cases is received. In order to meet the target of 82 for the five-year period of 2017-2021, data analysis suggests that the speeding-related fatality number needs to be 60 or below in 2021. However, with additional days until the end of 2021, the potential to meet the target looks difficult.

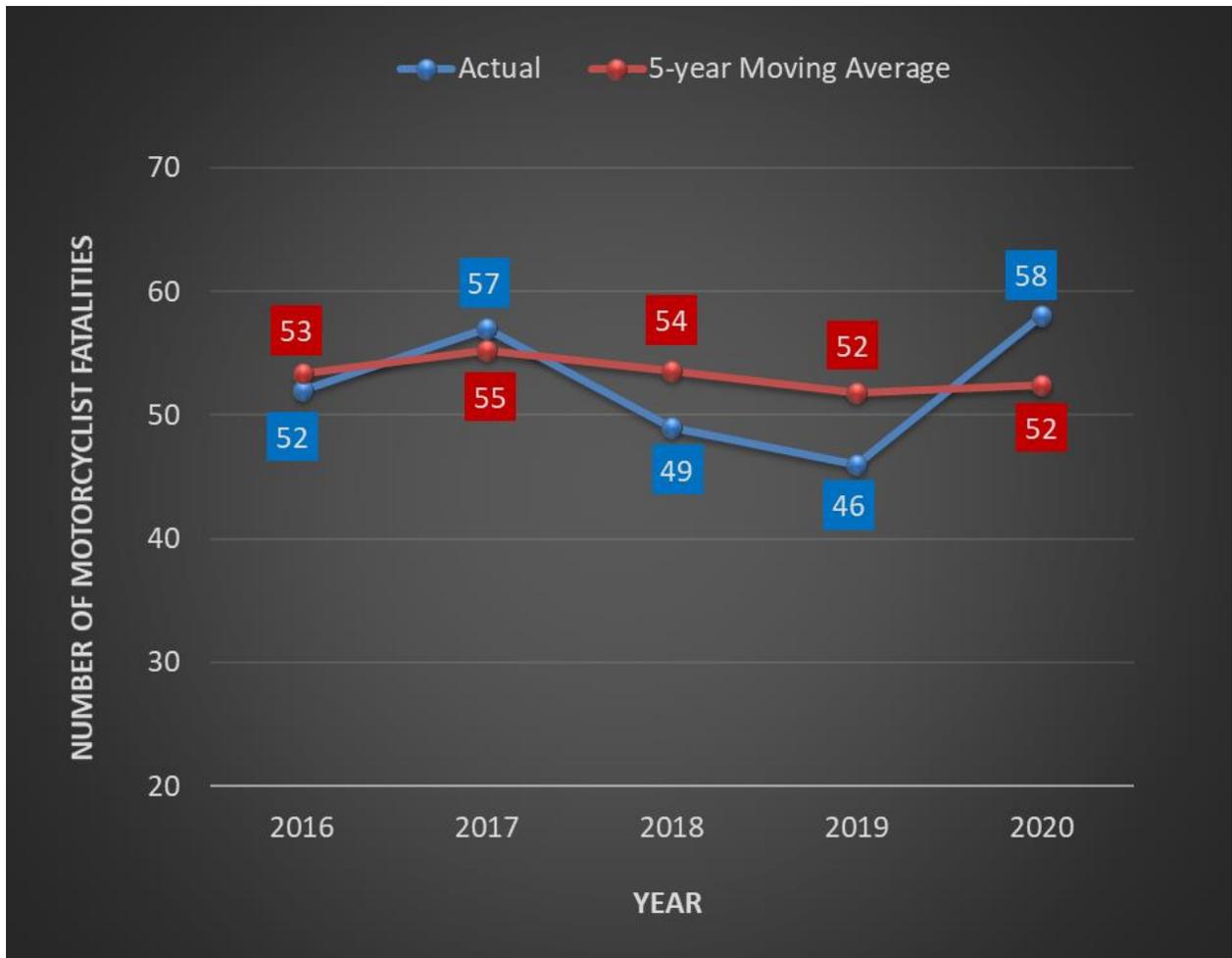
**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** In the past, the HSO has utilized flexible Distracted Driving resources to fund a speed enforcement campaign taking place during the summer months when most speed related crashes occur. This HVE effort included a corresponding media campaign. To address the continuing increase in speed related fatalities and serious injuries, the HSO will seek to increase the number of law enforcement agencies participating as well as increase the amount of funding allocated to projects to address speed and aggressive driving.

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

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## C-7 – NUMBER OF MOTORCYCLIST FATALITIES

---



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

---

**Performance Target:** To maintain the five-year (2014-2018) moving average of 54 motorcyclist fatalities during the five-year moving average of 2017-2021.

**Analysis:** The number of motorcyclist fatalities steadily declined until 2019 but the COVID-19 pandemic upended the progress and Connecticut saw a sharp increase in motorcyclist fatalities in 2020. Looking ahead, Connecticut preliminary data for 2021 (as of November 22, 2021) have a motorcyclist fatality number of 66. The final fatality count for 2020 and 2021 may change as additional information regarding the cases is received. In order to meet the target of 54 for the

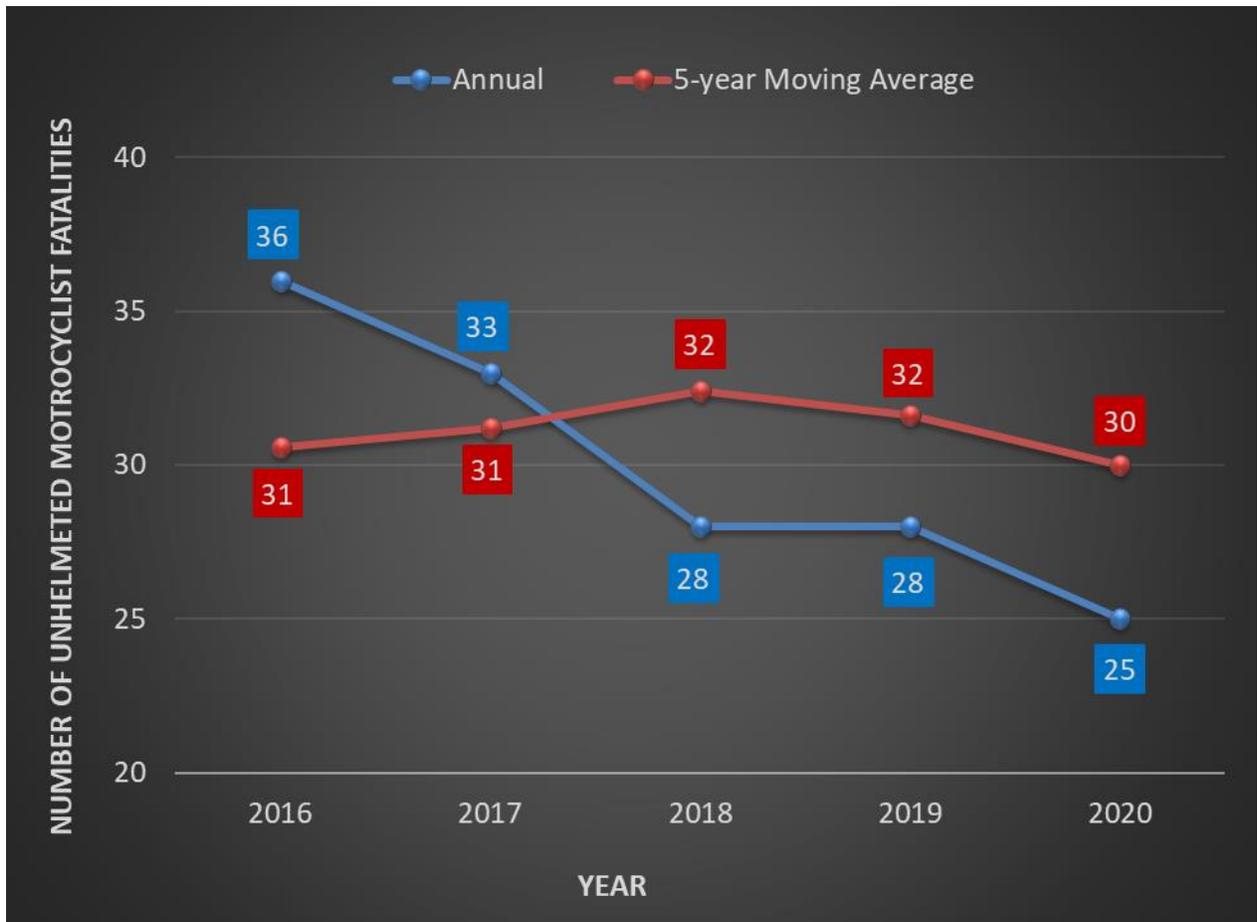
five-year period of 2017-2021, data analysis suggests that the fatality number needs to be 60 or lower in 2021. With additional days until the end of 2021, the potential to meet the target looks difficult.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** The HSO has worked to raise awareness about motorcyclist safety prior to the summer months when rider fatalities are at their highest. The HSO will continue an aggressive advertising campaign reminding motorists to share the road with motorcyclists and a continued effort will be made to expand on existing motorcycle safety courses targeting returning and beginner riders.

Current available data from 2021 indicate that this performance measure will likely not be met. Renewed efforts to reach un-licensed and un-trained riders with beginning and experienced training will be explored. Continued efforts to remind the motoring public to *Share the Road* with motorcyclists will also be used via a summer-long multi-media campaign featuring radio spots, billboards and bus boards. The Connecticut Rider Education Program will continue a quality assurance pilot to ensure that proper delivery of approved curriculum is being taught. Additional Rider Coaches may be trained to allow The Connecticut Rider Education Program to continue to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced level. Crash data indicate that single vehicle motorcycle crashes are most influenced by excessive speed. A continued effort will be made to make riders aware of their own level of riding proficiency and to ride within their skill level.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## C-8 – NUMBER OF UNHELMETED MOTORCYCLIST FATALITIES



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

**Performance Target:** To maintain the five-year (2014-2018) moving average of 32 unhelmeted motorcyclist fatalities during the five-year moving average of 2017-2021.

**Analysis:** The number of unhelmeted motorcyclist fatalities have declined over the past two years and so has the five-year moving average. Looking ahead, Connecticut preliminary data for 2021 (as of November 22, 2021) have an unhelmeted motorcyclist fatality number of 22. The final fatality count for 2020 and 2021 may change as additional information regarding the cases is received. In order to meet the target of 32 for the five-year period of 2017-2021, data analysis suggests that the fatality number needs to be 46 in 2021. Although there are additional days until the end of 2021, Connecticut is cautiously optimistic about achieving the five-year moving average

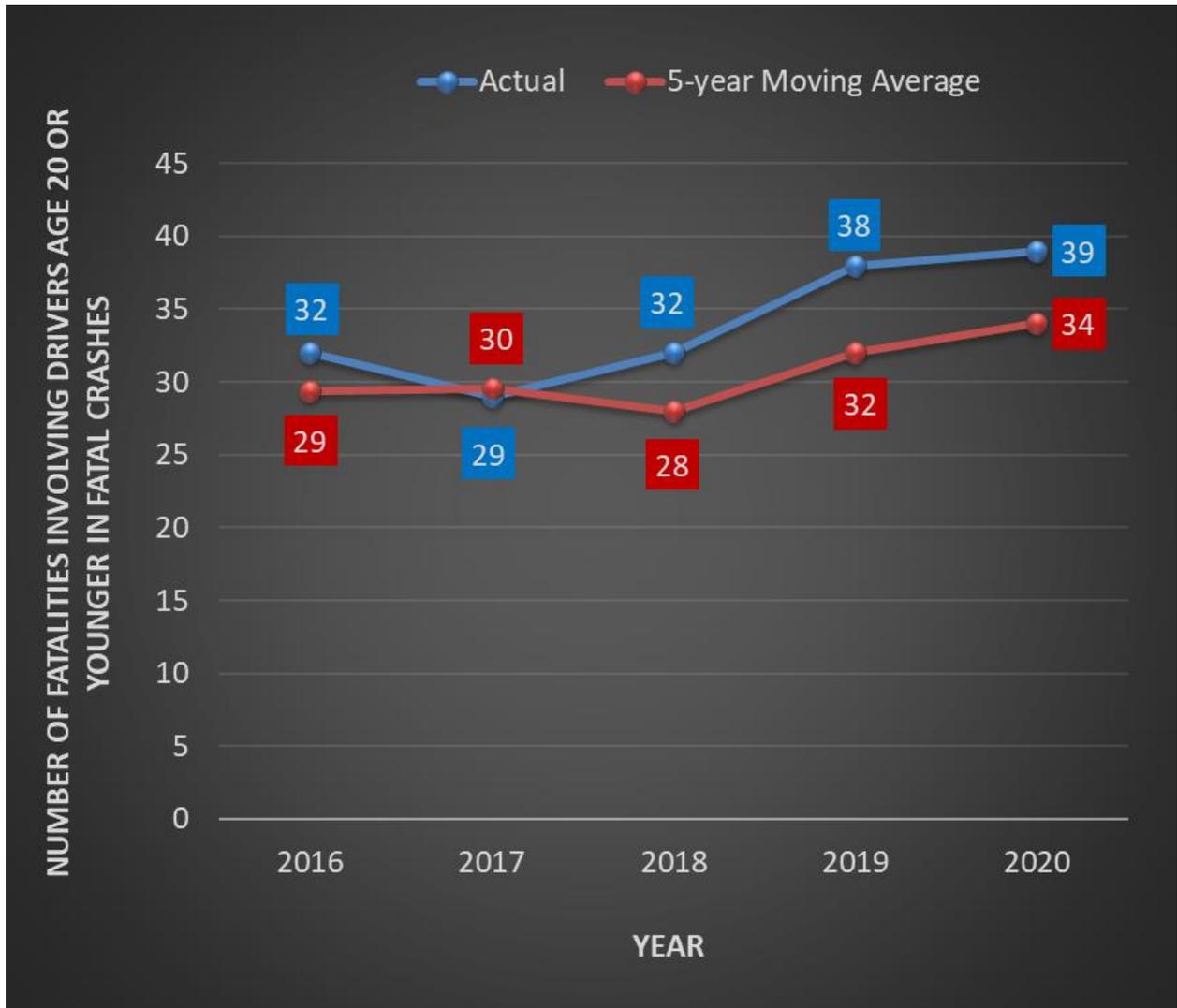
target by December 31, 2021.

**State's effort to show progress in meeting target:** The HSO has worked to raise awareness of motorcyclist safety prior to the summer months when rider fatalities are at their highest. Although un-helmeted fatalities continue to be a problem, the Connecticut Legislature failed to pass a raised bill requiring the use of helmets for all motorcycle riders. A continued effort will be made to expand on existing motorcycle safety courses targeting returning and beginner riders.

Current available data from 2021 indicate that this performance measure has likely been met. Renewed efforts to reach un-licensed and un-trained riders with beginning and experienced training will be explored. Continued efforts to remind the motoring public to *Share the Road* with motorcyclists will also be used via a summer-long multi-media campaign featuring radio spots, billboards and bus boards. The Connecticut Rider Education Program will continue a quality assurance pilot to ensure that proper delivery of approved curriculum is being taught. Additional Rider Coaches may be trained to allow The Connecticut Rider Education Program to continue to address single vehicle crashes by increasing the availability of safety training at both the novice and experienced level. Crash data indicate that single vehicle motorcycle crashes are most influenced by excessive speed. A continued effort will be made to make riders aware of their own level of riding proficiency and to ride within their skill level.

## C-9 – NUMBER OF DRIVERS AGE 20 OR YOUNGER INVOLVED IN FATAL CRASHES\*

---



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, Connecticut Crash Data Repository for Preliminary 2020 Data as of 11/30/21. The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

\*The graph shows Connecticut's fatalities involving drivers age 20 or younger involved in fatal crashes.

---

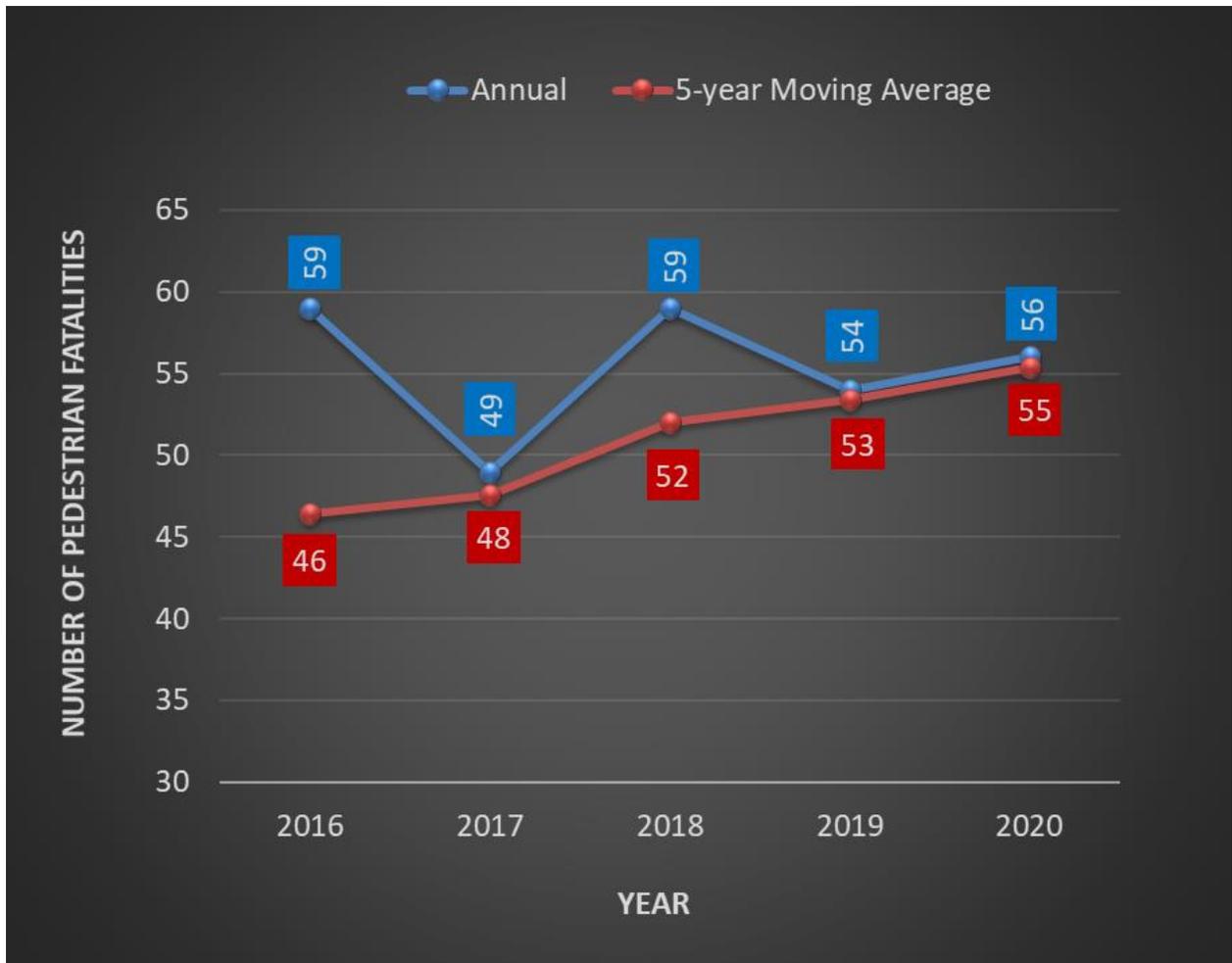
**Performance Target:** To maintain the five-year (2014-2018) moving average of 28 for the number of drivers age 20 or younger involved in fatal crashes, during the five-year moving average of 2017-2021.

**Analysis:** Looking ahead, Connecticut preliminary data for 2021 (as of November 30, 2021) have drivers age 20 or younger fatality number of 28. The final fatality count for 2020 and 2021 may change as additional information regarding the cases is received. In order to meet the target of 28 for the five-year period of 2017-2021, data analysis suggests that the drivers age 20 or younger fatality number needs to be 2 in 2021. It is not likely that Connecticut can meet this performance target.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** The HSO has continued to make safe driving educational programming for high school students a priority. Due to the COVID-19 pandemic, schools were severely impacted and were forced into early closures and remote learning. These circumstances made it impossible for the HSO to deliver its typical high school programming in FFY2021. Fortunately, both of the HSO's youth driving programs are returning to the State for FFY2022. These interactive programs utilize motivational speakers, driving simulators and educational tools that focus on the dangers of distracted and impaired driving and typically reach well over 100 schools per year. For FFY2023, these and other new potential programs that can safely deliver these messages to students will be a part of the HSO's efforts to reach younger drivers. The HSO will again consider its previous media and education campaign aimed at younger drivers, *Not My Kid*, and revamp the campaign as needed with input from stakeholders. As a member of the State's Teen Driving Task Force, the HSO will continue to assist in the creation of policy directives aimed at reducing the growing number of younger driver crashes that result in injuries and fatalities during FFY2022 and 2023. The HSO will also continue to engage other agencies, such as but not limited to the DMV, to collaborate on new efforts related to younger drivers.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## C-10 – NUMBER OF PEDESTRIAN FATALITIES



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

**Performance Target:** To maintain the five-year (2014-2018) moving average of 52 pedestrian fatalities during the five-year moving average of 2017-2021.

**Analysis:** Connecticut preliminary data for 2021 (as of November 22, 2021) show a pedestrian fatality number of 53. The final fatality count for 2020 and 2021 may change as additional information regarding the cases is received. In order to meet the target of 52 for the five-year period of 2017-2021, data analysis suggests that the pedestrian fatality number needs to be 42 in 2021. It is not likely that Connecticut can meet this performance target.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** Pedestrian safety continues to be a major area of focus for the HSO, and these numbers have unfortunately mirrored the national numbers with an upward trend. The HSO continues to dedicate significant resources to addressing pedestrian safety, and innovative pedestrian safety programs and projects will continue to be a priority in FFY2023 for the HSO. In FFY2021 and into FFY2022, the HSO developed a new education and outreach campaign focusing on legislative changes that were passed in the state in an effort to promote the safety of pedestrians. The *Pedestrian Rules* campaign will continue for the foreseeable future as road users adjust to these new laws, and the HSO will continue to be responsible for disseminating these messages. An additional campaign was developed with AARP, *Words to Live By*, which increased awareness and education to the older population being over-represented in pedestrian crashes. Efforts will continue with both of these campaigns to enhance pedestrian safety and protect vulnerable road users. The *Watch for Me CT* program continues to be a crucial component of these projects, as their involvement in both of these campaigns and their annual statewide efforts for non-motorized safety continue to further penetrate the state. The HSO will continue to support and promote National Pedestrian Safety Month, which will include press releases, media interviews and social media posts. The HSO will also work with additional safety partners and stakeholders on potential legislative changes and SHSP emphasis areas as well as serve on Complete Streets and related committees.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## C-11 – NUMBER OF BICYCLIST FATALITIES



Source: FARS Final Files 2016-2018, FARS Annual Report File 2019, FARS Annual Report File 2020 (NHTSA e-mail dated 11/18/21). The graph data have been updated to reflect current numbers and may not correspond with some previously reported data.

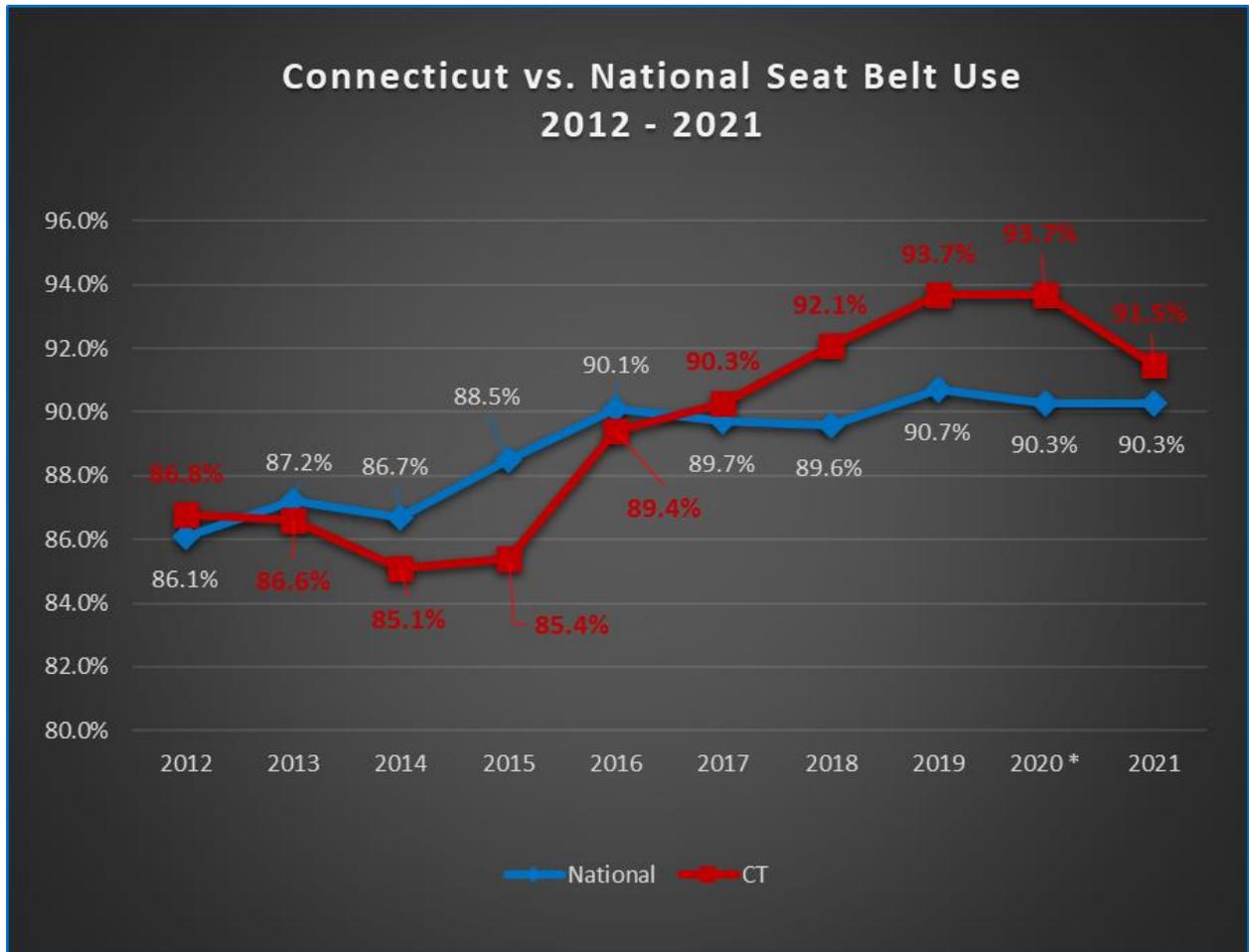
**Performance Target:** To maintain the five-year (2014-2018) moving average of 3 bicyclist fatalities during the five-year moving average of 2017-2021.

**Analysis:** The number of bicyclist fatalities has fluctuated over the past years with a sharp increase in 2020, but the five-year moving average has stayed relatively flat. Connecticut preliminary data for 2021 (as of November 22, 2021) have a bicyclist fatality number of 3. The final fatality count for 2020 and 2021 may change as additional information regarding the cases is received. In order to meet the target of 3 for the five-year period of 2017-2021, data analysis suggests that the fatality number needs to be 3 in 2021. Although there are additional days until the end of 2021, Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2021.

**State's effort to show progress in meeting target:** The HSO continues to dedicate significant resources to addressing non-motorized safety, and innovative safety programs and projects that include bicycle safety will continue to be a priority in future planning documents for the HSO. Prior to and following law changes that went into effect on October 1, 2021, the HSO developed a new education and outreach campaign focusing on legislative changes that were passed in the state in an effort to promote the safety of bicyclists which included enacting a dooring law. The HSO's campaign materials included significant advertising and the creation of a website that informed road users of this new law. The *Watch for Me CT* program continues to be a crucial component of bicyclist safety efforts, as their involvement in this campaign and their annual statewide efforts for non-motorized safety continue to further penetrate the state. These efforts are planned to continue into FFY2023 to enhance bicyclist safety and protect vulnerable road users. The HSO also continues to be an active member of the DOT's Complete Streets Committee and SHSP's Non-Motorized Emphasis Area committee that focuses on bicyclist and pedestrian safety.

## B-1 – OBSERVED SEAT BELT USE FOR PASSENGER VEHICLES, FRONT SEAT OUTBOARD OCCUPANTS (SURVEY)

---



\*The NHTSA CARES Act Waiver Notice issued on April 9, 2020, waived the requirement to conduct the annual seat belt survey in 2020. Therefore, the HSO did not conduct the 2020 seat belt survey and used the 2019 observed seat belt use rate to report the outcome.

**Performance Target:** This is an annual target. The Performance Target for the observed seat belt use for passenger vehicles, front seat outboard occupants, was 94% in 2021.

**Outcome:** Performance Target was not met.

The observed seat belt use dropped in 2021 from a high of 93.7% to 91.5%.

Due to continued staffing shortages as well as the on-going COVID-19 pandemic, law enforcement agencies face difficulties in being able to participate in enforcement campaigns.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** Connecticut will continue efforts to increase the use of seat belts. The HSO will be meeting with law enforcement to see how to raise seat belt usage, as the challenges are well known nationally and not specific to Connecticut. A Seatbelt Working Group was created to discuss methods to increase belt use in Connecticut. The Working Group is represented by state and Municipal law enforcement, PRG, American Automobile Association (AAA), CashmanKatz Media Consultants, Connecticut Transportation Safety Research Center (CTSRC), DPH, area hospital ER doctors, hospitals injury prevention departments and the HSO. As a result of the Working Group, changes were made which included revisions to the media campaign which focused on educating drivers on the fines associated with not wearing a seatbelt and increased sustained enforcement along with other education strategies. A combination of adding the fines to the media campaign, having year-round seat belt messaging and encouraging law enforcement agencies to increase sustained enforcement will continue to be the main focus to help raise the belt use rate.

The HSO joined law enforcement agencies in mobilizing the national campaign for CIOT "Thanksgiving Holiday Travel" to reinforce the message that driving or riding unbuckled will result in a ticket. The HSO will continue year-round social norming campaign during non-CIOT periods. The HSO is working to increase sustained enforcement of belts by encouraging police agencies to enforce belt laws as a secondary focus during other overtime enforcement grant work. Greater effort and funding will be placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. Working to decrease unbelted injuries and fatalities, the Connecticut Legislature passed a bill requiring belt use for all seating positions including rear seat occupants. The law went into effect Oct 1, 2021. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## NUMBER OF AGENCIES PARTICIPATING IN DISTRACTED DRIVING HIGH VISIBILITY ENFORCEMENTS (HVE)

---

**Performance Target:** This is an annual target. The performance target for the number of agencies participating in Distracted Driving HVE, was 60 in 2021.

**Outcome:** Performance Target not met.

Fifty (50) police agencies (State Police and 49 Municipal law enforcement agencies) participated in the FFY2021 high visibility enforcement campaigns. Due to the continued COVID-19 pandemic and a decrease in staff, the law enforcement agencies have not been able to participate in high visibility enforcement grants.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** Per the recommendation from NHTSA Region 2, the HSO changed the performance measure for Distracted driving in FFY2022. The new performance measure is to maintain the five-year (2015-2019) moving average of 10 distracted driver fatalities for FFY2022.

The HSO will work closely with State and Municipal law enforcement to increase participation in high visibility enforcement campaigns to reduce distracted driving fatalities and injuries on Connecticut roadways. The HSO will continue to work closely with media contractors to raise public awareness and educate the public about the importance of not driving distracted and ultimately to convince the public to change their attitudes and driving behaviors resulting in safer roadways for everyone. The HSO will be bringing the *Save a Life Tour* program back to approximately 80 high schools, bringing safety programs and messaging to students who are in the process of or have just obtained their license and will educate students on the consequences of distracted driving.

While the information about the FFY2023 activities included in here is based on the current available data, it may be necessary to revise or amend the activities based on the data that will be available at the time of submission of the FFY2023 HSP and other developments with regards to the COVID-19 pandemic.

## PERCENTAGE OF CITATIONS ADJUDICATED THROUGH ON-LINE DISPOSITION SYSTEM AND POSTED TO DRIVER HISTORY FILE

**Performance Target:** This is an annual target. The Performance Target was to decrease the mean number of days from the date a citation is issued to the date the citation/adjudication disposition is entered into the Driver Record file. The targeted improvement (reduction) was 80%.

**Outcome:** Performance Target not met.

Due to the COVID-19 pandemic, the percentage of citations adjudicated through on-line disposition by the court decreased by 41.14% (7,890 citation in 2019-2020 compared to 4,644 citations in 2020-2021) and the time it takes for the adjudication increased by 133.87% (0.070 days to 0.164 days per citation).

Performance Measure	04/01/2017 to 03/31/2018	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020	04/01/2020 to 03/31/2021
Reduced the number of days from Citation Issuance to when Disposition is entered in Driver History File	1.227642276 days	0.274798928 days	0.07034221 days	0.16451335 days
Change	-	-77.62%	-74.40%	133.87%
Improvement (Reduction)	-	77.62%	74.40%	-133.87%

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** There were less citations issued with the on-going COVID-19 pandemic and the processing time was also impacted by courts shutting down due to the pandemic. With the courts opening up, the backlog being cleared and the routine work activities resuming back to as normal as it possibly could be with the on-going pandemic, it is anticipated that the improvements in the processing timeline will be evident.

Based on the most recent data, there has been significant improvement in the time that it takes to adjudicate citations processed through the On-Line Disposition System compared to the same period in 2020. Using the 2020 baseline period of April 1, 2020 to November 30, 2020 (when there was maximum disruption to the court services), there were 3,130 electronic citations processed

through the On-Line Disposition System with a total average number of days per citation at 0.18881789. The current performance measure period of April 1, 2021 to November 30, 2021, has a total of 7,083 Electronic Citation adjudicated through the On-Line Disposition System, which is an increase of 55.82% with an average number of days per citation at 0.04715516.

The result is a 75.03% decrease in the amount of time it takes to adjudicate and post the outcome to the Driver History File. Even though the annual performance target for 2021 of 80% was not met due to the impact of the COVID-19 pandemic, the current improvements show that the program is back on track and on target to surpass the performance target.

## PERCENTAGE OF LAW ENFORCEMENT AGENCIES PARTICIPATING IN USE OF E-CITATION

---

**Performance Target:** This is an annual target. The performance target was to increase the number of law enforcement agencies using the e-Citation system to 80% in 2021.

**Outcome:** Performance Target not met.

Out of 95 law enforcement agencies (94 Municipal and one University Police Department), currently there are 59 agencies using the e-Citation system (58 Municipal and one University Police Department) and 36 agencies are still using paper tickets. Two new agencies started using the e-Citation system in 2021. A total of 62% of law enforcement agencies are currently using e-Citation. The State Police also uses e-Citation.

**State's effort to show progress in meeting target/State's adjustment to 2023 HSP to facilitate meeting target:** The COVID-19 pandemic slowed the progress due to delays in obtaining and installing equipment and software as well as resolving issues with the police agency RMS vendors. Eight law enforcement agencies are in the process of transitioning from a paper-based citation process to the e-Citation platform. The HSO has renewed outreach and discussions with additional law enforcement agencies in the HSO's overarching goal to have 100% of agencies transition to using e-Citation.

## TRAFFIC STOP DATA COLLECTION

---

**Performance Target:** This is an annual target. The Performance Target for the traffic stop data collection performance measure was to have 100% of the 107 police agencies that collect and submit traffic stop records, do so electronically during 2021.

**Outcome:** Performance Target not met.

At present, 106 of the 107 police agencies report data electronically at the time of the stop, which equals 99% of the police agencies submitting data electronically.

**State’s effort to show progress in meeting target/State’s adjustment to 2023 HSP to facilitate meeting target:**

Reporting Year	Number of agencies required to report traffic stop records to the state	Percentage of agencies reporting data	Percentage of agencies reporting data electronically at time of stop
10/1/13 to 9/30/14	105	96%	76%
10/1/14 to 9/30/15	105	100%	81%
10/1/15 to 9/30/16	106	97%	93%
10/1/16 to 9/30/17	106	99%	93%
10/1/17 to 9/30/18	107	100%	94%
10/1/18 to 9/30/19	107	100%	97%
10/1/19 to 9/30/20	107	100%	98%
10/1/20 to 9/30/21	107	100%	99%

The current available data indicate that the Performance Target has not been met. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. These include 94 Municipal Police agencies, six University Police agencies, two Tribal Police agencies, State Police and four Special Police agencies. 106 (99%) of the 107 police departments required to collect and submit traffic stop records do so electronically through the department’s records management system (RMS). At the time of the stop, the officer will complete the required data collection fields by entering the information into the computer available in the police car. Most of the RMS systems are designed to automatically complete basic information for the officer such as date, time, location, etc. The RMS vendor then sends the data to the Criminal Justice Information System (CJIS). Some RMS systems are designed to send the records to CJIS at the end of each day, while others are designed to send the records to CJIS once a month.

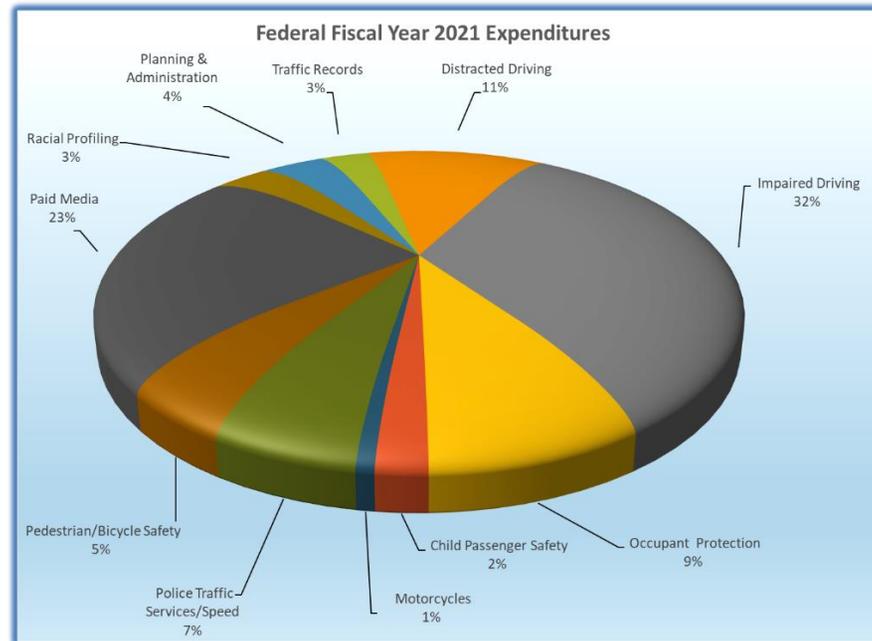
In a continued effort to meet the performance target for FFY2022 and FFY2023, the HSO has developed multiple alternatives for the one department (New London) that does not enter the data through their RMS system. This department can have the dispatcher enter the data through an online portal or the Connecticut Online Law Enforcement Communications Teleprocessing (COLLECT) system at the time of the stop. The other option is for officers to collect the records on paper forms and have a records clerk enter the data into the online portal or COLLECT system. In all cases, the records must be submitted to CJIS on a monthly basis.

The HSO has discussed with New London about transitioning to the RMS model. However, New London prefers the system the department currently uses and does not want to change. The HSO will continue discussions with New London to persuade the department to transition to the RMS model.

## FINANCIAL SUMMARY

# FFY2021 FINANCIAL SUMMARY

Financial Summary (Data as of 12/27/21)													
	402	154AL	154PM	1906	405 B	405 C	405 D	405 D Int	405 E	405 F	405 H	Total	% of Total
Planning & Administration	\$383,858											\$383,858	3.8%
Traffic Records	\$73,131					\$126,912			\$100,000			\$300,043	3.0%
Distracted Driving									\$1,126,506			\$1,126,506	11.1%
Impaired Driving	\$61	\$1,906,362					\$1,382,096					\$3,288,519	32.4%
Occupant Protection	\$593,422				\$362,576							\$955,998	9.4%
Child Passenger Safety	\$225,491											\$225,491	2.2%
Motorcycles	\$20,806									\$59,979		\$80,786	0.8%
Police Traffic Services/Speed	\$272,900							\$170,114	\$211,442			\$654,455	6.4%
Pedestrian/Bicycle Safety	\$331,354							\$200,000				\$531,354	5.2%
Paid Media	\$200,000		\$731,627				\$200,000		\$827,478		\$325,000	\$2,284,106	22.5%
Racial Profiling				\$327,612								\$327,612	3.2%
<b>TOTAL</b>	<b>\$2,101,022</b>	<b>\$1,906,362</b>	<b>\$731,627</b>	<b>\$327,612</b>	<b>\$362,576</b>	<b>\$126,912</b>	<b>\$1,582,096</b>	<b>\$370,114</b>	<b>\$2,265,427</b>	<b>\$59,979</b>	<b>\$325,000</b>	<b>\$10,158,728</b>	<b>100%</b>



## FFY2021 PROJECT LIST

Prog. Area	Project Number	Town/ Agency	Project Description	HSP Original	HSP Amended	Grant	FFY 21 Expenses
154-AL	0201-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$50,000.00	\$50,000.00	\$50,000.00	\$2,603.28
154-AL	0201-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$50,000.00	\$50,000.00	\$50,000.00	\$809.96
154-AL	0201-0722-AD	CT-DOT/HSO	Data Analysis and Surveys	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
154-AL	0201-0722-AE	Bethany	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-AF	Killingly	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-AG	Glastonbury	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$24,793.35	\$23,875.08
154-AL	0201-0722-AH	Durham	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-AJ	Bristol	Comprehensive DUI Enforcement	\$150,000.00	\$150,000.00	\$80,728.00	\$33,774.71
154-AL	0201-0722-AK	Ledyard	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$19,613.84	\$4,913.67
154-AL	0201-0722-AL	Greenwich	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-AM	Watertown	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$25,303.59	\$8,857.19
154-AL	0201-0722-AN	New Britain	Comprehensive DUI Enforcement	\$150,000.00	\$150,000.00	\$0.00	\$0.00
154-AL	0201-0722-AO	Ellington	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00

154-AL	0201-0722-AP	Somers	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$24,845.68	\$6,023.89
154-AL	0201-0722-AQ	Naugatuck	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$37,362.29	\$32,699.89
154-AL	0201-0722-AR	Wethersfield	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-AS	Prospect	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-AT	Fairfield	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$32,950.96	\$19,293.30
154-AL	0201-0722-AU	Meriden	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-AV	Groton, City of	Comprehensive DUI Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
154-AL	0201-0722-AY	CT-DOT/HSO	Choices Matter	\$250,000.00	\$250,000.00	\$0.00	\$0.00
154-AL	0201-0722-AZ	Plainville	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-BA	Bridgeport	Comprehensive DUI Enforcement	\$80,000.00	\$80,000.00	\$60,489.08	\$5,068.05
154-AL	0201-0722-BB	Stafford	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$39,914.90	\$35,277.80
154-AL	0201-0722-BC	Cromwell	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$10,615.02	\$10,137.14
154-AL	0201-0722-BD	Norwalk	Comprehensive DUI Enforcement	\$80,000.00	\$80,000.00	\$49,669.92	\$14,190.83
154-AL	0201-0722-BE	Bethel	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-BH	Manchester	Comprehensive DUI Enforcement	\$150,000.00	\$150,000.00	\$149,729.94	\$135,597.06
154-AL	0201-0722-BI	Branford	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-BJ	North Haven	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

154-AL	0201-0722-BK	Groton, Town of	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$39,803.34	\$21,294.69
154-AL	0201-0722-BL	Coventry	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$5,372.66	\$1,306.61
154-AL	0201-0722-BM	Norwich	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-BN	Windsor	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-BO	East Haven	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-BQ	Old Lyme	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-BT	Jewett City (Griswold)	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-BU	New Canaan	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-BW	Darien	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-BX	Danbury	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-BY	Berlin	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$19,217.41	\$3,823.23
154-AL	0201-0722-BZ	Wilton	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$40,000.00	\$29,133.20
154-AL	0201-0722-CA	East Lyme	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-CB	Hartford	Comprehensive DUI Enforcement	\$300,000.00	\$300,000.00	\$299,949.81	\$270,768.05
154-AL	0201-0722-CC	Wallingford	Comprehensive DUI Enforcement	\$80,000.00	\$80,000.00	\$38,282.62	\$16,474.27
154-AL	0201-0722-CD	East Haddam	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$16,162.50	\$16,013.95

154-AL	0201-0722-CE	North Stonington	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CF	Tolland	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-CG	Chester	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CH	Vernon	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$29,217.45	\$11,409.71
154-AL	0201-0722-CI	Monroe	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$39,398.62	\$22,415.04
154-AL	0201-0722-CJ	Willimantic	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-CK	Haddam	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CL	Trumbull	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0201-0722-CM	Stratford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-CN	Enfield	Comprehensive DUI Enforcement	\$130,000.00	\$130,000.00	\$87,513.67	\$41,534.28
154-AL	0201-0722-CO	Newington	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-CP	Colchester	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$14,907.00	\$11,042.40
154-AL	0201-0722-CQ	Lisbon	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CS	Montville	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$58,164.44	\$43,477.92
154-AL	0201-0722-CT	Madison	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-CU	Westport	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00

154-AL	0201-0722-CV	Waterford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0201-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CZ	Woodbridge	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-DA	Newtown	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-DC	Westbrook	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$14,399.11	\$7,054.96
154-AL	0201-0722-DE	Torrington	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$50,671.25	\$46,799.73
154-AL	0201-0722-DH	Cheshire	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-DI	New Haven	Comprehensive DUI Enforcement	\$200,000.00	\$200,000.00	\$0.00	\$0.00
154-AL	0201-0722-DJ	South Windsor	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$15,969.96	\$9,507.14
154-AL	0201-0722-DK	Plainfield	Comprehensive DUI Enforcement	\$35,000.00	\$35,000.00	\$34,423.90	\$30,435.84
154-AL	0201-0722-DL	Old Saybrook	Comprehensive DUI Enforcement	\$60,000.00	\$60,000.00	\$27,532.69	\$5,219.50
154-AL	0201-0722-DM	Brooklyn	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-DN	Orange	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-DO	North Branford	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-DP	Hamden	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-DQ	Windsor Locks	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$38,627.09	\$20,857.75

154-AL	0201-0722-DR	West Hartford	Comprehensive DUI Enforcement	\$80,000.00	\$80,000.00	\$74,651.52	\$26,681.06
154-AL	0201-0722-DS	Farmington	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$17,213.38	\$6,150.66
154-AL	0201-0722-DU	Mansfield	Comprehensive DUI Enforcement	\$70,000.00	\$70,000.00	\$57,240.31	\$37,116.89
154-AL	0201-0722-DV	Rocky Hill	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-DW	East Windsor	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$24,802.56	\$13,024.97
154-AL	0201-0722-DY	East Hartford	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-DZ	New London	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$29,424.63	\$2,400.68
154-AL	0201-0722-EA	Redding	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-EC	Preston	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-ED	Waterbury	Comprehensive DUI Enforcement	\$180,000.00	\$180,000.00	\$114,009.76	\$97,882.48
154-AL	0201-0722-EE	MADD	Power of Parents	\$55,000.00	\$55,000.00	\$49,047.68	\$32,439.44
154-AL	0201-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-EH	DMV	Administrative (Per Se) Hearing Attorneys	\$480,000.00	\$500,000.00	\$498,492.40	\$496,370.09
154-AL	0201-0722-EI	DMV	Ignition Interlock Device Program Analysts	\$170,000.00	\$170,000.00	\$72,800.00	\$63,381.52
154-AL	0201-0722-EQ	Hartford	Underage Alcohol Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
154-AL	0201-0722-ET	Willimantic	Underage Alcohol Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00

154-AL	0201-0722-EW	Mansfield	Underage Alcohol Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-EZ	Stamford	Comprehensive DUI Enforcement	\$120,000.00	\$120,000.00	\$95,444.16	\$34,540.90
154-AL	0201-0722-FA	New Milford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-FB	Clinton	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$10,468.92	\$4,683.47
154-AL	0201-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement (YY)	\$0.00	\$0.00	\$0.00	\$0.00
154-AL	0201-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment	\$240,000.00	\$220,000.00	\$0.00	\$0.00
154-PM	0201-0720-AA	CT-DOT/HSO	DUI Media Campaign	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$731,627.43
154-PM	0201-0720-AB	CT-DOT/HSO	DUI Safe States Media Campaign	\$0.00	\$665,600.00	\$0.00	\$0.00
1906-F1906ER	0201-0725-AA	CCSU	Racial Profiling Prohibition	\$650,000.00	\$650,000.00	\$605,574.15	\$327,612.14
402-AL	0201-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$10,000.00	\$10,000.00	\$10,000.00	\$60.60
402-CR	0201-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$5,000.00	\$5,000.00	\$5,000.00	\$0.00
402-CR	0201-0709-AB	CT-DOT/HSO	CPS Training	\$20,000.00	\$20,000.00	\$20,000.00	\$3,526.00
402-CR	0201-0709-AC	CCMC	CPS Fitting Stations Support	\$75,000.00	\$75,000.00	\$75,000.00	\$49,209.78
402-CR	0201-0709-AD	YNHH	CPS Fitting Stations Support	\$100,000.00	\$100,000.00	\$100,000.00	\$76,461.53
402-CR	0201-0709-AE	YNHH	Community Traffic Safety Program	\$150,000.00	\$150,000.00	\$146,268.23	\$96,293.58

402-MC	0201-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$15,000.00	\$15,000.00	\$15,000.00	\$163.88
402-MC	0201-0701-AB	CT-DOT/HSO	CONREP Technical Assist.	\$100,000.00	\$100,000.00	\$100,000.00	\$20,642.50
402-OP	0201-0702-AA	CT-DOT/HSO	OP Program Administration	\$115,000.00	\$115,000.00	\$65,000.00	\$694.52
402-OP	0201-0702-AB	CT-DOT/HSO	Data Analysis & Surveys	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
402-OP	0201-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$200,000.00	\$200,000.00	\$130,758.05	\$113,266.22
402-OP	0201-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$100,000.00	\$100,000.00	\$0.00	-\$900.00
402-OP	0201-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
402-OP	0201-0702-AG	CT-DOT/HSO	Look Before You Lock Education Campaign	\$0.00	\$150,000.00	\$150,000.00	\$149,222.39
402-OP	0201-0702-AK	Berlin	Click It or Ticket Enforcement	\$8,900.00	\$8,900.00	\$8,407.62	\$3,113.86
402-OP	0201-0702-AL	Bloomfield	Click It or Ticket Enforcement	\$9,100.00	\$9,100.00	\$8,735.13	\$2,718.13
402-OP	0201-0702-AM	Bridgeport	Click It or Ticket Enforcement	\$16,900.00	\$16,900.00	\$16,418.82	\$14,042.16
402-OP	0201-0702-AN	Danbury	Click It or Ticket Enforcement	\$17,300.00	\$17,300.00	\$17,300.00	\$15,578.51
402-OP	0201-0702-AO	Darien	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-AP	East Hartford	Click It or Ticket Enforcement	\$11,600.00	\$11,600.00	\$0.00	\$0.00
402-OP	0201-0702-AQ	Enfield	Click It or Ticket Enforcement	\$11,300.00	\$11,300.00	\$11,019.86	\$5,997.47

402-OP	0201-0702-AR	Fairfield	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$9,761.28	\$8,962.97
402-OP	0201-0702-AS	Farmington	Click It or Ticket Enforcement	\$10,100.00	\$10,100.00	\$9,272.65	\$9,272.66
402-OP	0201-0702-AT	Glastonbury	Click It or Ticket Enforcement	\$7,600.00	\$7,600.00	\$7,346.18	\$7,346.18
402-OP	0201-0702-AU	Hamden	Click It or Ticket Enforcement	\$15,000.00	\$15,000.00	\$15,000.00	\$772.08
402-OP	0201-0702-AV	Hartford	Click It or Ticket Enforcement	\$15,100.00	\$15,100.00	\$15,091.81	\$14,715.43
402-OP	0201-0702-AW	Manchester	Click It or Ticket Enforcement	\$17,200.00	\$17,200.00	\$0.00	\$0.00
402-OP	0201-0702-AX	Meriden	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$8,000.00	\$7,897.66
402-OP	0201-0702-AY	Monroe	Click It or Ticket Enforcement	\$9,000.00	\$9,000.00	\$8,914.31	\$3,147.85
402-OP	0201-0702-AZ	Naugatuck	Click It or Ticket Enforcement	\$7,600.00	\$7,600.00	\$7,600.00	\$6,842.03
402-OP	0201-0702-BA	New Britain	Click It or Ticket Enforcement	\$16,200.00	\$16,200.00	\$15,976.32	\$3,731.84
402-OP	0201-0702-BB	New London	Click It or Ticket Enforcement	\$9,500.00	\$9,500.00	\$9,263.31	\$3,112.92
402-OP	0201-0702-BC	Orange	Click It or Ticket Enforcement	\$7,600.00	\$7,600.00	\$6,899.66	\$463.04
402-OP	0201-0702-BD	South Windsor	Click It or Ticket Enforcement	\$7,900.00	\$7,900.00	\$7,488.00	\$4,682.07
402-OP	0201-0702-BE	Southington	Click It or Ticket Enforcement	\$8,100.00	\$8,100.00	\$0.00	\$0.00
402-OP	0201-0702-BF	Stonington	Click It or Ticket Enforcement	\$6,800.00	\$6,800.00	\$0.00	\$0.00
402-OP	0201-0702-BG	Vernon	Click It or Ticket Enforcement	\$7,800.00	\$7,800.00	\$7,669.57	\$2,819.43

402-OP	0201-0702-BH	Wallingford	Click It or Ticket Enforcement	\$11,300.00	\$11,300.00	\$11,300.00	\$9,511.46
402-OP	0201-0702-BI	Waterbury	Click It or Ticket Enforcement	\$9,800.00	\$9,800.00	\$9,139.52	\$9,047.88
402-OP	0201-0702-BJ	Watertown	Click It or Ticket Enforcement	\$7,600.00	\$7,600.00	\$7,600.00	\$5,937.52
402-OP	0201-0702-BK	West Hartford	Click It or Ticket Enforcement	\$7,400.00	\$7,400.00	\$7,400.00	\$2,759.02
402-OP	0201-0702-BL	West Haven	Click It or Ticket Enforcement	\$7,600.00	\$7,600.00	\$7,584.72	\$5,161.52
402-OP	0201-0702-BM	Westport	Click It or Ticket Enforcement	\$7,800.00	\$7,800.00	\$7,488.00	\$930.36
402-OP	0201-0702-BN	Wilton	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$6,500.00	\$6,500.00	\$0.00	\$0.00
402-OP	0201-0702-BP	Branford	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BQ	Bristol	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$7,572.92	\$2,952.61
402-OP	0201-0702-BR	Brookfield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BS	Canton	Click It or Ticket Enforcement	\$0.00	\$6,000.00	\$6,000.00	\$5,467.93
402-OP	0201-0702-BT	Cheshire	Click It or Ticket Enforcement	\$0.00	\$9,000.00	\$0.00	\$0.00
402-OP	0201-0702-BU	Granby	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BV	Groton	Click It or Ticket Enforcement	\$0.00	\$12,000.00	\$0.00	\$0.00
402-OP	0201-0702-BW	Middletown	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00

402-OP	0201-0702-BX	Milford	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BY	New Haven	Click It or Ticket Enforcement	\$0.00	\$17,000.00	\$0.00	\$0.00
402-OP	0201-0702-BZ	New Milford	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$8,000.00	\$3,316.55
402-OP	0201-0702-CA	Newington	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$7,946.28	\$0.00
402-OP	0201-0702-CB	Newtown	Click It or Ticket Enforcement	\$0.00	\$6,000.00	\$0.00	\$0.00
402-OP	0201-0702-CC	North Haven	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CD	Norwalk	Click It or Ticket Enforcement	\$0.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-CE	Norwich	Click It or Ticket Enforcement	\$0.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-CF	Plainville	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$8,000.00	\$7,885.59
402-OP	0201-0702-CG	Ridgefield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CH	Shelton	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CI	Simsbury	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$7,908.03	\$1,232.38
402-OP	0201-0702-CJ	Stamford	Click It or Ticket Enforcement	\$0.00	\$17,000.00	\$16,546.50	\$4,529.66
402-OP	0201-0702-CK	Stratford	Click It or Ticket Enforcement	\$0.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-CL	Suffield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CM	Torrington	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$7,966.36	\$7,190.01

402-OP	0201-0702-CN	Trumbull	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CO	Wethersfield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CP	Winchester	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CQ	Windsor	Click It or Ticket Enforcement	\$0.00	\$9,000.00	\$8,837.91	\$0.00
402-OP	0201-0702-CR	Wolcott	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (ZZ)	\$493,400.00	\$227,400.00	\$0.00	\$0.00
402-PA	0201-0733-AA	CT-DOT/HSO	Planning and Administration	\$595,000.00	\$595,000.00	\$595,000.00	\$383,857.63
402-PM	0201-0711-AC	CPCA	Holiday & Back to School Safety Media Buy	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00
402-PS	0201-0710-AC	CCMC	Pedestrian Safety Awareness Project-Watch for Me CT	\$360,000.00	\$360,000.00	\$360,000.00	\$331,354.23
402-PS	0201-0710-AE	CT-DOT/HSO	PI&E	\$15,000.00	\$15,000.00	\$0.00	\$0.00
402-PT	0201-0707-AA	CT-DOT/HSO	PTS Administration	\$50,000.00	\$50,000.00	\$50,000.00	\$215.00
402-PT	0201-0707-AF	CT Judicial	TSRP (2)	\$520,000.00	\$520,000.00	\$519,870.36	\$192,991.42
402-PT	0201-0707-AI	CT-DOT/HSO	DRE Overtime Call-Out Pilot	\$600,000.00	\$600,000.00	\$0.00	\$0.00
402-PT	0201-0707-AL	CT-DOT/HSO	DRE Training	\$150,000.00	\$150,000.00	\$150,000.00	\$16,289.37
402-PT	0201-0707-AM	DESPP	DRE Instructor Support	\$35,000.00	\$35,000.00	\$34,045.47	\$18,282.49
402-PT	0201-0707-AN	Manchester	DRE Instructor Support	\$35,000.00	\$35,000.00	\$32,016.12	\$6,190.33
402-PT	0201-0707-AO	Montville	DRE Instructor Support	\$35,000.00	\$35,000.00	\$29,879.16	\$15,009.51

402-PT	0201-0707-AP	Newtown	DRE Instructor Support	\$35,000.00	\$35,000.00	\$24,434.06	\$14,270.10
402-PT	0201-0707-AQ	Norwich	DRE Instructor Support	\$35,000.00	\$35,000.00	\$0.00	\$0.00
402-PT	0201-0707-AR	South Windsor	DRE Instructor Support	\$35,000.00	\$35,000.00	\$0.00	\$0.00
402-PT	0201-0707-AS	Waterford	DRE Instructor Support	\$35,000.00	\$35,000.00	\$31,833.94	\$9,651.28
402-TR	0201-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$100,000.00	\$100,000.00	\$100,000.00	\$58,130.81
402-TR	0201-0705-AH	CT-DOT/HSO	On-line Adjudication Educational Video Grant	\$0.00	\$15,000.00	\$15,000.00	\$15,000.00
402-TR	0201-0705-AI	Westport	E-citation Local Law Enforcement	\$0.00	\$4,500.00	\$0.00	\$0.00
402-TR	0201-0705-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement	\$700,000.00	\$680,500.00	\$0.00	\$0.00
405b-1 (M1HVE)	0201-0741-1-AC	DESPP	Occupant Protection Enforcement	\$150,000.00	\$150,000.00	\$110,487.36	\$51,794.01
405b-2 (M1PE)	0201-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$800,000.00	\$800,000.00	\$800,000.00	\$292,156.01
405b-2 (M1PE)	0201-0741-2-AE	DESPP	Convincer/Rollover Simulator Education and Equipment	\$150,000.00	\$150,000.00	\$100,000.00	\$18,626.31
405c (M3DA)	0201-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$155,000.00	\$155,000.00	\$155,000.00	\$37,128.00
405c (M3DA)	0201-0742-AD	CT Judicial (CIB)	Online Disposition System	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405c (M3DA)	0201-0742-AE	CT Judicial (CIB)	E-Citation Processing System	\$180,000.00	\$180,000.00	\$180,000.00	\$89,784.00
405c (M3DA)	0201-0742-AI	CT-DOT/HSO	Digitizing Collection of A-44 DMV Form	\$0.00	\$136,500.00	\$0.00	\$0.00

405d-1 (M5HVE)	0201-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$550,000.00	\$550,000.00	\$550,000.00	\$516,391.47
405d-1 (M5HVE)	0201-0743-1-AM	Central CT State University	Underage Alcohol Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-AN	Eastern CT State University	Underage Alcohol Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-AP	Southern CT State University	Underage Alcohol Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-AQ	University of Connecticut	Underage Alcohol Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$70,000.00	\$70,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-DM	DESPP	Expanded DUI Enforcement & Equipment	\$610,000.00	\$610,000.00	\$605,921.71	\$185,635.17
405d-1 (M5HVE)	0201-0743-1-DR	DESPP	Underage Alcohol Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-DK	UCONN (CTSRC)	Tablets, Software, and Evaluation for DRE Program	\$50,000.00	\$50,000.00	\$41,608.69	\$33,846.73
405d-1 (M5HVE)	0201-0743-1-YY	CT State Universities	Underage Alcohol Enforcement (YY)	\$245,000.00	\$245,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement (ZZ)	\$560,000.00	\$382,650.00	\$0.00	\$0.00
405d-5 (M5BAC)	0201-0743-5-BQ	DESPP	Toxicology Lab Personnel	\$309,000.00	\$309,000.00	\$309,000.00	\$219,640.62
405d-5 (M5BAC)	0201-0743-5-DO	DESPP	Toxicology Supplies	\$84,000.00	\$84,000.00	\$84,000.00	\$82,886.20

405d-5 (M5BAC)	0201-0743-5-DN	DESPP	Warranties and Equipment	\$392,000.00	\$392,000.00	\$343,909.94	\$343,695.67
405d-7 (M5PEM)	0201-0743-7-AD	CT-DOT/HSO	Cannabis Impairment Awareness Media Campaign	\$0.00	\$200,000.00	\$200,000.00	\$200,000.00
405d-ii-3 (M7*SE)	0201-0740-3-AK	DESPP	Speed and Aggressive Driving Enforcement	\$175,000.00	\$175,000.00	\$170,291.53	\$170,113.56
405d-ii-4 (M7*PS)	0201-0740-4-AT	CT-DOT/HSO	Bike/Ped Media Buy (AARP)	\$200,000.00	\$200,000.00	\$200,000.00	\$200,000.00
405d-ii-5 (M7*OP)	0201-0740-5-AJ	DESPP	Night-Time Seatbelt Enforcement Pilot	\$161,000.00	\$161,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0201-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$150,000.00	\$150,000.00	\$150,000.00	\$0.00
405e-1 (M8PE)	0201-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AC	New Haven	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$56,268.09	\$45,858.59
405e-2 (M8DDLE)	0201-0745-2-AD	Danbury	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$59,136.90	\$55,935.70
405e-2 (M8DDLE)	0201-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$80,000.00	\$80,000.00	\$49,981.75	\$45,043.22
405e-2 (M8DDLE)	0201-0745-2-AF	Hartford	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$58,750.36	\$58,372.40
405e-2 (M8DDLE)	0201-0745-2-AG	Manchester	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$39,053.42	\$31,772.76
405e-2 (M8DDLE)	0201-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$50,000.00	\$36,501.71
405e-2 (M8DDLE)	0201-0745-2-AI	Newington	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$29,845.21	\$22,100.80
405e-2 (M8DDLE)	0201-0745-2-AJ	Westport	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$28,080.00	\$7,830.82

405e-2 (M8DDLE)	0201-0745-2-AK	Hamden	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$60,000.00	\$36,913.21
405e-2 (M8DDLE)	0201-0745-2-AL	Farmington	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$29,672.49	\$18,030.91
405e-2 (M8DDLE)	0201-0745-2-AM	Orange	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$28,461.08	\$8,425.49
405e-2 (M8DDLE)	0201-0745-2-AN	Bristol	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$16,854.72	\$9,176.87
405e-2 (M8DDLE)	0201-0745-2-AO	Norwich	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$28,581.10	\$12,889.83
405e-2 (M8DDLE)	0201-0745-2-AP	West Haven	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$58,803.41	\$42,331.84
405e-2 (M8DDLE)	0201-0745-2-AR	Stamford	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$55,391.70	\$24,852.01
405e-2 (M8DDLE)	0201-0745-2-AS	Derby	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AT	Stratford	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AU	Plainville	Distracted Driving Enforcement	\$21,500.00	\$21,500.00	\$21,448.81	\$20,817.97
405e-2 (M8DDLE)	0201-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AX	Vernon	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$13,147.85	\$7,379.31
405e-2 (M8DDLE)	0201-0745-2-AY	North Haven	Distracted Driving Enforcement	\$14,000.00	\$14,000.00	\$13,968.26	\$10,071.32
405e-2 (M8DDLE)	0201-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$10,000.00	\$10,000.00	\$9,983.00	\$6,262.04

405e-2 (M8DDLE)	0201-0745-2-BA	New London	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,423.82	\$11,904.42
405e-2 (M8DDLE)	0201-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$60,000.00	\$60,000.00	\$60,000.00	\$48,669.87
405e-2 (M8DDLE)	0201-0745-2-BC	Southington	Distracted Driving Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$28,764.22	\$25,929.40
405e-2 (M8DDLE)	0201-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,561.27	\$23,248.21
405e-2 (M8DDLE)	0201-0745-2-BG	Waterford	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$9,129.45	\$6,298.10
405e-2 (M8DDLE)	0201-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,541.50	\$10,804.06
405e-2 (M8DDLE)	0201-0745-2-BI	Willimantic	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$19,302.03	\$9,704.42
405e-2 (M8DDLE)	0201-0745-2-BK	Berlin	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$34,604.64	\$15,754.62
405e-2 (M8DDLE)	0201-0745-2-BL	Meriden	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$30,000.00	\$15,546.74
405e-2 (M8DDLE)	0201-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BN	Wilton	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$19,992.00	\$18,704.56
405e-2 (M8DDLE)	0201-0745-2-BO	Monroe	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$18,029.88	\$4,917.82
405e-2 (M8DDLE)	0201-0745-2-BQ	Old Saybrook	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BR	Cromwell	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$10,823.41	\$9,209.60
405e-2 (M8DDLE)	0201-0745-2-BS	Canton	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$20,000.00	\$19,147.88

405e-2 (M8DDLE)	0201-0745-2-BT	Enfield	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BU	East Windsor	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$14,554.28	\$14,554.28
405e-2 (M8DDLE)	0201-0745-2-BV	New Milford	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$13,252.37	\$6,998.91
405e-2 (M8DDLE)	0201-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,986.56	\$29,712.48
405e-2 (M8DDLE)	0201-0745-2-BX	Avon	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BY	New Britain	Distracted Driving Enforcement	\$55,000.00	\$55,000.00	\$51,084.00	\$39,708.12
405e-2 (M8DDLE)	0201-0745-2-BZ	Rocky Hill	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$25,438.16	\$20,377.83
405e-2 (M8DDLE)	0201-0745-2-CB	Stonington	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-CD	Milford	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,613.22	\$20,074.15
405e-2 (M8DDLE)	0201-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$19,659.60	\$10,973.44
405e-2 (M8DDLE)	0201-0745-2-CI	Bethel	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,904.00	\$29,413.20
405e-2 (M8DDLE)	0201-0745-2-CJ	Clinton	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-CK	Watertown	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$19,464.30	\$11,199.77
405e-2 (M8DDLE)	0201-0745-2-CL	New Canaan	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$14,696.64	\$13,719.02

405e-2 (M8DDLE)	0201-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$28,925.57	\$28,810.79
405e-2 (M8DDLE)	0201-0745-2-CP	Torrington	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$19,850.59	\$18,788.55
405e-2 (M8DDLE)	0201-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$49,203.25	\$24,394.30
405e-2 (M8DDLE)	0201-0745-2-CU	South Windsor	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$28,251.44	\$9,120.09
405e-2 (M8DDLE)	0201-0745-2-CV	Middletown	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$29,287.44	\$28,474.19
405e-2 (M8DDLE)	0201-0745-2-CW	Simsbury	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$19,770.08	\$4,235.61
405e-2 (M8DDLE)	0201-0745-2-CX	Windsor	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-DG	Darien	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-DW	DESPP	Distracted Driving Enforcement	\$100,000.00	\$100,000.00	\$99,919.00	\$92,141.28
405e-2 (M8DDLE)	0201-0745-2-EF	Newtown	Distracted Driving Enforcement	\$25,000.00	\$25,000.00	\$17,157.63	\$3,403.51
405e-2 (M8DDLE)	0201-0745-2-EM	Coventry	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement (ZZ)	\$444,500.00	\$845,700.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-BD	Bristol	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-CY	Trumbull	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00

405e-4 (M8*SE)	0201-0745-4-CZ	West Hartford	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-DB	Middletown	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-DD	Danbury	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$48,441.68	\$46,605.12
405e-4 (M8*SE)	0201-0745-4-DE	New Britain	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,246.00	\$19,802.44
405e-4 (M8*SE)	0201-0745-4-DK	Waterbury	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,997.50	\$49,985.87
405e-4 (M8*SE)	0201-0745-4-DN	Wethersfield	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$24,842.87	\$14,569.03
405e-4 (M8*SE)	0201-0745-4-DP	Bridgeport	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,762.86	\$30,948.85
405e-4 (M8*SE)	0201-0745-4-DS	New Haven	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$27,752.89	\$12,548.36
405e-4 (M8*SE)	0201-0745-4-DT	Hartford	Speed and Aggressive Driving Enforcement	\$50,000.00	\$50,000.00	\$49,277.56	\$36,982.38
405e-4 (M8*SE)	0201-0745-4-VV	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (VV)	\$75,000.00	\$375,000.00	\$0.00	\$0.00
405e-5 (M8*TSP)	0201-0745-5-EA	CT-DOT/HSO	Save A Life Tour	\$240,000.00	\$240,000.00	\$0.00	\$0.00

405e-6 (M8*PM)	0201-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$250,000.00	\$250,000.00	\$250,000.00	\$244,978.48
405e-6 (M8*PM)	0201-0745-6-DX	CT-DOT/HSO	Distracted Driving Media buy	\$700,000.00	\$700,000.00	\$700,000.00	\$582,500.00
405e-8 (M8X)	0201-0745-8-EO	CT-DOT/HSO	Data Analysis & Surveys	\$150,000.00	\$0.00	\$0.00	\$0.00
405e-9 (M8*TR)	0201-0745-9-EO	CT-DOT/HSO	Data Analysis & Surveys	\$0.00	\$100,000.00	\$100,000.00	\$100,000.00
405f-1 (M11MT)	0201-0744-1-AB	CT-DOT/HSO	PI&E	\$17,000.00	\$17,000.00	\$17,000.00	\$0.00
405f-2 (M11MA)	0201-0744-2-AC	CT-DOT/HSO	PI&E Media	\$70,000.00	\$70,000.00	\$70,000.00	\$59,979.47
405h-2 (FHPE)	0201-0746-2-AC	CT-DOT/HSO	Non-Motorized Media and Outreach	\$0.00	\$325,000.00	\$325,000.00	\$325,000.00
405h-2 (FHPE)	0201-0746-2-AD	CT-DOT/HSO	Law Enforcement Training	\$100,000.00	\$100,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AE	New Haven	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AF	Hartford	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AG	Bridgeport	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AH	Stamford	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AI	East Hartford	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00

405h-3 (FHLE)	0201-0746-3-AJ	Waterbury	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AK	New Britain	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AL	Bristol	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-ZZ	Municipal Police Agencies	Non-Motorized Enforcement and Outreach	\$325,000.00	\$0.00	\$0.00	\$0.00
<b>Total</b>				<b>\$23,668,000.00</b>	<b>\$25,293,950.00</b>	<b>\$15,621,518.74</b>	<b>\$10,158,727.57</b>

## FFY2021 AMENDMENT LIST

Amendment Number	Project	Project Number	Sent	Approved	Amount	Funding Taken From	Increase in Plan
1	FFY21 HSP Projects	ALL	9/9/2020	9/16/2020*	\$23,818,000		\$0
2	Impaired Driving	0201-0722-EH	9/21/2020	9/24/2020	\$500,000	0200-0722-ZZ	\$20,000
3	Click It or Ticket Enforcement	0201-0702-*	10/16/2020	10/21/2020	\$258,000	0201-0702-ZZ	\$0
4	On-line Adjudication Educational Video Grant	0201-0705-AH	1/11/2021	1/19/2021	\$15,000	0201-0705-ZZ	\$0
5	Click It or Ticket	0201-0702-AX	1/11/2021	1/14/2021	\$8,000	0201-0702-ZZ	\$0
6	Digitization of A-44 DMV Form	0201-0742-AI	2/8/2021	2/10/2021	\$136,500	Carry Forward and New funds	\$136,500
7	DUI Media Campaign	0201-0720-AB	2/8/2021	3/1/2021	\$665,600	Carry Forward and New funds	\$665,600
8	Comprehensive DUI Enforcement HVE DD Enforcement Speed & Aggressive Driving Enforcement	0201-0743-1-ZZ 0201-0745-2-ZZ 0201-0745-4-VV	2/8/2021	3/1/2021	\$22,650 \$351,200 \$300,000	Carry Forward and New funds	\$673,850
9	Data Analysis & Surveys DD Program	0201-0745-9-EO	4/1/2021	4/2/2021	\$100,000	0201-0745-8-EO	\$0
10	E-Citation Local Law Enforcement	0201-0705-AI	5/11/2021	5/13/2021	\$4,500	0201-0705-ZZ	\$0
11	Non-Motorized Media and Outreach	0201-0746-2-AC	5/13/2021	5/14/2021	\$325,000	0201-0746-3-ZZ	\$0
12	<i>Look Before You Lock, Where's Baby</i> Education Campaign	0201-0702-AG	5/18/2021	5/18/2021	\$0		\$0
13	Cannabis Impairment Awareness Media Campaign	0201-0743-1-AD	8/10/2021	8/13/2021	\$200,000	0201-0743-1-ZZ	\$0
						<b>TOTAL</b>	<b>\$1,495,950</b>

\* Various Police Departments – see Amendment #3

## LIST OF PROJECTS INCLUDED IN THE FFY2021 HSP BUT NO GRANTS RECEIVED

Prog. Area	Project Number	Town/Agency	Project Description	HSP Original	HSP Amended	Grant	FFY 20 Expenses
154-AL	0201-0722-AE	Bethany	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-AF	Killingly	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-AH	Durham	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-AL	Greenwich	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-AN	New Britain	Comprehensive DUI Enforcement	\$150,000.00	\$150,000.00	\$0.00	\$0.00
154-AL	0201-0722-AO	Ellington	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-AR	Wethersfield	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-AS	Prospect	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-AU	Meriden	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-AV	Groton, City of	Comprehensive DUI Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
154-AL	0201-0722-AY	CT-DOT/HSO	Choices Matter	\$250,000.00	\$250,000.00	\$0.00	\$0.00
154-AL	0201-0722-AZ	Plainville	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-BE	Bethel	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-BI	Branford	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00

154-AL	0201-0722-BJ	North Haven	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0201-0722-BM	Norwich	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-BN	Windsor	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-BO	East Haven	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-BQ	Old Lyme	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-BT	Jewett City (Griswold)	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-BU	New Canaan	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-BW	Darien	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-BX	Danbury	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-CA	East Lyme	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-CE	North Stonington	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CF	Tolland	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-CG	Chester	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CJ	Willimantic	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-CK	Haddam	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CL	Trumbull	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0201-0722-CM	Stratford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00

154-AL	0201-0722-CO	Newington	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-CQ	Lisbon	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CT	Madison	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-CU	Westport	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CV	Waterford	Comprehensive DUI Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0201-0722-CX	Plymouth	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-CZ	Woodbridge	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-DA	Newtown	Comprehensive DUI Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0201-0722-DH	Cheshire	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-DI	New Haven	Comprehensive DUI Enforcement	\$200,000.00	\$200,000.00	\$0.00	\$0.00
154-AL	0201-0722-DM	Brooklyn	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-DN	Orange	Comprehensive DUI Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-DO	North Branford	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-DP	Hamden	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-DV	Rocky Hill	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-DY	East Hartford	Comprehensive DUI Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0201-0722-EA	Redding	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00

154-AL	0201-0722-EC	Preston	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-EF	Wolcott	Comprehensive DUI Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0201-0722-EQ	Hartford	Underage Alcohol Enforcement	\$80,000.00	\$80,000.00	\$0.00	\$0.00
154-AL	0201-0722-ET	Willimantic	Underage Alcohol Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-EW	Mansfield	Underage Alcohol Enforcement	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0201-0722-FA	New Milford	Comprehensive DUI Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0201-0722-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement & Equipment	\$240,000.00	\$220,000.00	\$0.00	\$0.00
154-PM	0201-0720-AB	CT-DOT/HSO	DUI Safe States Media Campaign	\$0.00	\$665,600.00	\$0.00	\$0.00
402-OP	0201-0702-AO	Darien	Click It or Ticket Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-AP	East Hartford	Click It or Ticket Enforcement	\$11,600.00	\$11,600.00	\$0.00	\$0.00
402-OP	0201-0702-AW	Manchester	Click It or Ticket Enforcement	\$17,200.00	\$17,200.00	\$0.00	\$0.00
402-OP	0201-0702-BE	Southington	Click It or Ticket Enforcement	\$8,100.00	\$8,100.00	\$0.00	\$0.00
402-OP	0201-0702-BF	Stonington	Click It or Ticket Enforcement	\$6,800.00	\$6,800.00	\$0.00	\$0.00
402-OP	0201-0702-BN	Wilton	Click It or Ticket Enforcement	\$8,000.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BO	Woodbridge	Click It or Ticket Enforcement	\$6,500.00	\$6,500.00	\$0.00	\$0.00
402-OP	0201-0702-BP	Branford	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BR	Brookfield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BT	Cheshire	Click It or Ticket Enforcement	\$0.00	\$9,000.00	\$0.00	\$0.00
402-OP	0201-0702-BU	Granby	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BV	Groton	Click It or Ticket Enforcement	\$0.00	\$12,000.00	\$0.00	\$0.00
402-OP	0201-0702-BW	Middletown	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BX	Milford	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-BY	New Haven	Click It or Ticket Enforcement	\$0.00	\$17,000.00	\$0.00	\$0.00
402-OP	0201-0702-CB	Newtown	Click It or Ticket Enforcement	\$0.00	\$6,000.00	\$0.00	\$0.00
402-OP	0201-0702-CC	North Haven	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00

402-OP	0201-0702-CD	Norwalk	Click It or Ticket Enforcement	\$0.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-CE	Norwich	Click It or Ticket Enforcement	\$0.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-CG	Ridgefield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CH	Shelton	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CK	Stratford	Click It or Ticket Enforcement	\$0.00	\$10,000.00	\$0.00	\$0.00
402-OP	0201-0702-CL	Suffield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CN	Trumbull	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CO	Wethersfield	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CP	Winchester	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-CR	Wolcott	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$0.00	\$0.00
402-OP	0201-0702-ZZ	Municipal Police Agencies	Click It or Ticket Enforcement (ZZ)	\$493,400.00	\$227,400.00	\$0.00	\$0.00
402-PS	0201-0710-AE	CT-DOT/HSO	PI&E	\$15,000.00	\$15,000.00	\$0.00	\$0.00
402-PT	0201-0707-AI	CT-DOT/HSO	DRE Overtime Call-Out Pilot	\$600,000.00	\$600,000.00	\$0.00	\$0.00
402-PT	0201-0707-AQ	Norwich	DRE Instructor Support	\$35,000.00	\$35,000.00	\$0.00	\$0.00
402-PT	0201-0707-AR	South Windsor	DRE Instructor Support	\$35,000.00	\$35,000.00	\$0.00	\$0.00
402-TR	0201-0705-AI	Westport	E-citation Local Law Enforcement	\$0.00	\$4,500.00	\$0.00	\$0.00
402-TR	0201-0705-ZZ	Municipal Police Agencies	E-citation Local Law Enforcement	\$700,000.00	\$680,500.00	\$0.00	\$0.00
405c (M3DA)	0201-0742-AD	CT Judicial (CIB)	Online Disposition System	\$200,000.00	\$200,000.00	\$0.00	\$0.00
405c (M3DA)	0201-0742-AI	CT-DOT/HSO	Digitizing Collection of A-44 DMV Form	\$0.00	\$136,500.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-AM	Central CT State University	Underage Alcohol Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-AN	Eastern CT State University	Underage Alcohol Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-AP	Southern CT State University	Underage Alcohol Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-AQ	University of Connecticut	Underage Alcohol Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$70,000.00	\$70,000.00	\$0.00	\$0.00

405d-1 (M5HVE)	0201-0743-1-DR	DESPP	Underage Alcohol Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-YY	CT State Universities	Underage Alcohol Enforcement (YY)	\$245,000.00	\$245,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0201-0743-1-ZZ	Municipal Police Agencies	Comprehensive DUI Enforcement (ZZ)	\$560,000.00	\$382,650.00	\$0.00	\$0.00
405d-ii-5 (M7*OP)	0201-0740-5-AJ	DESPP	Night-Time Seatbelt Enforcement Pilot	\$161,000.00	\$161,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0201-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AP	West Haven	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AS	Derby	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AT	Stratford	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BC	Southington	Distracted Driving Enforcement	\$10,000.00	\$10,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BQ	Old Saybrook	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BT	Enfield	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BX	Avon	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-BZ	Rocky Hill	Distracted Driving Enforcement	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-CB	Stonington	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00

405e-2 (M8DDLE)	0201-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-CJ	Clinton	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-CX	Windsor	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-DG	Darien	Distracted Driving Enforcement	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-EM	Coventry	Distracted Driving Enforcement	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0201-0745-2-ZZ	Municipal Police Agencies	Distracted Driving Enforcement (ZZ)	\$444,500.00	\$845,700.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-BD	Bristol	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-CY	Trumbull	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-CZ	West Hartford	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-DB	Middletown	Speed and Aggressive Driving Enforcement	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0201-0745-4-VV	Municipal Police Agencies	Speed and Aggressive Driving Enforcement (VV)	\$75,000.00	\$375,000.00	\$0.00	\$0.00
405e-5 (M8*TSP)	0201-0745-5-EA	CT-DOT/HSO	Save A Life Tour	\$240,000.00	\$240,000.00	\$0.00	\$0.00
405e-8 (M8X)	0201-0745-8-EO	CT-DOT/HSO	Data Analysis & Surveys	\$150,000	\$0.00	\$0.00	\$0.00
405h-2 (FHPE)	0201-0746-2-AD	CT-DOT/HSO	Law Enforcement Training	\$100,000.00	\$100,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AE	New Haven	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AF	Hartford	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AG	Bridgeport	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00

405h-3 (FHLE)	0201-0746-3-AH	Stamford	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AI	East Hartford	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AJ	Waterbury	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AK	New Britain	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-AL	Bristol	Non-Motorized Enforcement and Outreach	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0201-0746-3-ZZ	Municipal Police Agencies	Non-Motorized Enforcement and Outreach	\$325,000	\$0.00	\$0.00	\$0.00
<b>Total</b>				<b>\$7,622,100.00</b>	<b>\$8,350,050.00</b>	<b>\$0.00</b>	<b>\$0.00</b>

## LIST OF PROJECTS THAT RECEIVED GRANTS FOR FFY2021 BUT NO FUNDS EXPENDED

Prog. Area	Project Number	Town/ Agency	Project Description	HSP Original	HSP Amended	Grant	FFY 21 Expenses
402-CR	0201-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$5,000.00	\$5,000.00	\$5,000.00	\$0.00
402-OP	0201-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
402-OP	0201-0702-CA	Newington	Click It or Ticket Enforcement	\$0.00	\$8,000.00	\$7,946.28	\$0.00
402-OP	0201-0702-CQ	Windsor	Click It or Ticket Enforcement	\$0.00	\$9,000.00	\$8,837.91	\$0.00
405e-1 (M8PE)	0201-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$150,000.00	\$150,000.00	\$150,000.00	\$0.00
405f-1 (M11MT)	0201-0744-1-AB	CT-DOT/HSO	PI&E	\$17,000.00	\$17,000.00	\$17,000.00	\$0.00
<b>Total</b>				<b>\$192,000.00</b>	<b>\$209,000.00</b>	<b>\$208,784.19</b>	<b>\$0.00</b>

Note: An explanation of why these planned activities were not implemented during FFY2021 has been provided in the respective program areas.

## PROGRAM AREAS

## IMPAIRED DRIVING

---

### Performance Measure

**C-5 – Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of 0.08 and Above.**

### Performance Target

To maintain the five-year moving average of 109 (2014-2018) alcohol impaired driving fatalities (BAC = 0.08+) during the HSP 2021 planning period.

Please refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

### Activities

#### Planned Activities Implemented

**Planned Activity: Impaired Driving Administration**

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

*Staff Person:* Eugene Interlandi / Kathryn Overturf

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

The Connecticut Statewide Impaired Driving Task Force was established in March 2013. The purpose of this forum is to bring together area highway safety stakeholders and develop comprehensive strategies to prevent and reduce impaired driving behavior. The mission of the task force is “To save lives and reduce injuries due to impaired driving on Connecticut roadways through program leadership, innovation, and facilitation of effective partnerships with public and private organizations.” The task force is comprised of a variety of disciplines including the HSO, the Federal Motor Carrier Safety Administration, the Department of Mental Health and Addiction

Services, the Department of Motor Vehicles, the Office of the Chief State’s Attorney, the Police Officer Standards and Training (POST) Council, the State and Municipal police agencies, the University of Connecticut (UConn), the University of New Haven, Connecticut Children’s Medical Center, Mothers Against Drunk Driving, AAA and PRG.

The task force held four meetings in FFY2021 (November 4, 2020, February 3, 2021, May 5, 2021, and August 4, 2021). Objectives addressed by the task force throughout the year included HVE initiatives, police training initiatives, Administrative Per Se hearing evaluations, Ignition Interlock Device (IID) updates, media campaigns, legislative efforts pertaining to DUI, drug impaired driving issues and research.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
402-AL	0201-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$60.60
154-AL	0201-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$2,603.28

**Planned Activity: DUI Overtime Enforcement and Equipment**

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

*Staff Person:* Eugene Interlandi / Robert Klin / Kathryn Overturf

The HVE objectives were accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies were offered DUI overtime enforcement grants to conduct HVE activities. In order to fulfill the Impaired Driving program countermeasures, the HSO made an extra effort to add additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year’s holidays, as well as Super Bowl Sunday, Saint Patrick’s Day, Cinco de Mayo, Memorial Day, July 4th and Labor Day. These grants were available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained HVE. The enforcement efforts were targeted at high DUI activity periods identified in the statewide DUI problem identification, and by Municipal police departments based on specific community core hours of related alcohol activity. Through this task, HSO staff made every effort to encourage DUI checkpoint activity throughout the year. The HSO awarded 39 Comprehensive DUI Enforcement projects in FFY2021 to the State Police, Resident State Trooper offices and municipal police agencies. Enforcement targeted high risk regions and communities where DUI activity was known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

During the reporting period, there were a total of 39 law enforcement agencies (the State Police, 6 Resident State Trooper offices and 32 Municipal police agencies) that participated in the

Comprehensive DUI Enforcement program. A total of 654 DUI arrests were made statewide through this program. In addition, there were 1,952 speeding citations. Federal fund totals expended by mobilization crackdown period were: Thanksgiving/Christmas/New Year's - \$155,267; Memorial Day - \$100,315; July 4th - \$93,742; and Labor Day - \$187,093. The HVE crackdown periods were supplemented with the Expanded DUI enforcement periods that fell outside the crackdowns. Throughout the entire reporting period, there were 57 checkpoints conducted using 3,298 man-hours.

Due to the COVID-19 pandemic, many DUI enforcement activities were reduced during the reporting period. As a result, actual activities performed during the reporting period were significantly less than planned activities.

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

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
154-AL	0201-0722-AG	Glastonbury	DUI Enforcement	\$23,875.08
154-AL	0201-0722-AJ	Bristol	DUI Enforcement	\$33,774.71
154-AL	0201-0722-AK	Ledyard	DUI Enforcement	\$4,913.67
154-AL	0201-0722-AM	Watertown	DUI Enforcement	\$8,857.19
154-AL	0201-0722-AP	Somers*	DUI Enforcement	\$6,023.89
154-AL	0201-0722-AQ	Naugatuck	DUI Enforcement	\$32,699.89
154-AL	0201-0722-AT	Fairfield	DUI Enforcement	\$19,293.30
154-AL	0201-0722-BA	Bridgeport	DUI Enforcement	\$5,068.05
154-AL	0201-0722-BB	Stafford*	DUI Enforcement	\$35,277.80
154-AL	0201-0722-BC	Cromwell	DUI Enforcement	\$10,137.14
154-AL	0201-0722-BD	Norwalk	DUI Enforcement	\$14,190.83
154-AL	0201-0722-BH	Manchester	DUI Enforcement	\$135,597.06

154-AL	0201-0722-BK	Town of Groton	DUI Enforcement	\$21,294.69
154-AL	0201-0722-BL	Coventry	DUI Enforcement	\$1,306.61
154-AL	0201-0722-BY	Berlin	DUI Enforcement	\$3,823.23
154-AL	0201-0722-BZ	Wilton	DUI Enforcement	\$29,133.20
154-AL	0201-0722-CB	Hartford	DUI Enforcement	\$270,768.05
154-AL	0201-0722-CC	Wallingford	DUI Enforcement	\$16,474.27
154-AL	0201-0722-CD	East Haddam*	DUI Enforcement	\$16,013.95
154-AL	0201-0722-CH	Vernon	DUI Enforcement	\$11,409.71
154-AL	0201-0722-CI	Monroe	DUI Enforcement	\$22,415.04
154-AL	0201-0722-CN	Enfield	DUI Enforcement	\$41,534.28
154-AL	0201-0722-CP	Colchester*	DUI Enforcement	\$11,042.40
154-AL	0201-0722-CS	Montville	DUI Enforcement	\$43,477.92
154-AL	0201-0722-DC	Westbrook	DUI Enforcement	\$7,054.96
154-AL	0201-0722-DE	Torrington	DUI Enforcement	\$46,799.73
154-AL	0201-0722-DJ	South Windsor	DUI Enforcement	\$9,507.14
154-AL	0201-0722-DK	Plainfield	DUI Enforcement	\$30,435.84
154-AL	0201-0722-DL	Old Saybrook	DUI Enforcement	\$5,219.50
154-AL	0201-0722-DQ	Windsor Locks	DUI Enforcement	\$20,857.75
154-AL	0201-0722-DR	West Hartford	DUI Enforcement	\$26,681.06
154-AL	0201-0722-DS	Farmington	DUI Enforcement	\$6,150.66
154-AL	0201-0722 DU	Mansfield*	DUI Enforcement	\$37,116.89
154-AL	0201-0722-DW	East Windsor	DUI Enforcement	\$13,024.97
154-AL	0201-0722-DZ	New London	DUI Enforcement	\$2,400.68
154-AL	0201-0722-ED	Waterbury	DUI Enforcement	\$97,882.48
154-AL	0201-0722-EZ	Stamford	DUI Enforcement	\$34,540.90
154-AL	0201-0722-FB	Clinton	DUI Enforcement	\$4,683.47
405d-1 (M5HVE)	0201-0743-1-DM	DESPP	Expanded DUI Program and Equipment PBT	\$185,635.17

\*Resident State Trooper Towns



**Planned Activity: Data Analysis and Surveys**

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

*Staff Person:* Flavia Pereira

This project provided funding for the provision of data to the HSO used for problem identification and the creation of countermeasures to decrease fatalities and injuries related to impaired driving. The project included data evaluation and support for the Impaired Driving program and the annual planning documents. This project also included the NHTSA core performance measure mandated attitude and awareness survey that was conducted via the web/telephone medium and the analysis thereof, to track the impact of enforcement activities. Due to the COVID-19 pandemic, the DMV offices in Connecticut were open to the public with appointments only, which curtailed the ability of the HSO contractor to conduct in-person awareness surveys at the DMV as has been done in the past.

The Connecticut Highway Safety Office 2021 Awareness survey was conducted via telephone during FFY2021, and the findings of the survey are included in the Attitudes and Awareness Surveys Section of this Annual Report.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0201-0722-AD	CT-DOT/HSO	Data Analysis and Surveys	\$150,000

**Planned Activity: Standardized Field Sobriety Test (SFST) Training**

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

*Staff Person:* Eugene Interlandi / Robert Klin

Funding was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. Five SFST and eight ARIDE training sessions were conducted at various locations and 278 officers were trained through this project. This task ensured that NHTSA approved SFST procedures were implemented uniformly by practitioners throughout the State. Funding was provided for overtime expenses, travel and lodging for instructors. The COVID-19 pandemic continued to have an adverse effect on all training classes.

Training Class	2019	2020	2021
SFST - HVE Trained Officers	146	62	103
ARIDE - Advanced Roadside Impaired Driving Enforcement	102	84	175
TOTAL Law Enforcement Trained	248	146	278

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0201-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$809.96

**Planned Activity: DRE Overtime Call Out and DRE Instructor Support**

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

*Staff Person:* Robert Klin

The DRE call out grant initiative was impacted by the COVID-19 pandemic. This planned activity is critical to maintaining a responsive DRE program. Additional funding was obtained in the form of instructor support grants which allowed DRE instructors to participate in the coordination of DRE training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, and providing support to all current Connecticut DRE's throughout the state. Of the seven DRE instructor grants, the Norwich Police Department and the South Windsor Police Department did not apply for funding. It is anticipated that those agencies will apply for future funding. Many police agencies were severely impacted by the COVID-19 pandemic, thus limiting their travel and training opportunities.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0201-0707-AM	DESPP	DRE Instructor Support	\$18,282.49
402-PT	0201-0707-AN	Manchester	DRE Instructor Support	\$6,190.33
402-PT	0201-0707-AO	Montville	DRE Instructor Support	\$15,009.51
402-PT	0201-0707-AP	Newtown	DRE Instructor Support	\$14,270.10
402-PT	0201-0707-AQ	Norwich	DRE Instructor Support	\$0
402-PT	0201-0707-AR	South Windsor	DRE Instructor Support	\$0
402-PT	0201-0707-AS	Waterford	DRE Instructor Support	\$9,651.28

#### Planned Activity: Toxicology Testing Program

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

*Staff Person:* Eugene Interlandi

This task provided for a full-time Laboratory Assistant position and a full-time Office Assistant position at the DESPP Division of Scientific Services (DSS). The two positions were divided equally between support of the Breath Alcohol Testing (BAT) program and analysis of toxicology samples in DUI cases. Activities in BAT included instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Activities in casework analysis included determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, Enzyme Multiplied Immunoassay Technique (EMIT) screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures. A total of 833 DUI related cases were received during the project period.

There was a need to acquire service protection plans, warranties and operating supplies used for equipment maintenance and case work analysis in the determination of alcohol concentration in blood and urine and screening for drugs of abuse and pharmaceuticals that may impair driving. The following purchases assisted in the identification of impairment through forensic science activity:

- Equipment and Warranties – The DESPP DSS purchased multi-year service protection

plan warranties for its Agilent GC/MS instruments, the Alcotest Breathalyzer instruments, the Thermo Fisher LC instruments and the existing nitrogen generators. The warranties will ensure that routine maintenance be done on the instruments and that the equipment will continue to operate effectively. The purchase of a new nitrogen generator was also requested under this project but was not approved.

- Operational Supplies and Consumables – The DESPP DSS purchased general consumables and breathalyzer gases. General consumables purchased through this project will be used to achieve the objective of adequately processing, analyzing, and maintaining biological specimens. Breathalyzer gases purchased through this project will be used to achieve the objective of ensuring that every breathalyzer instrument is verified with a certifying reagent gas.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-5 (M5BAC)	0201-0743-5-BQ	DESPP	Toxicology Lab Personnel	\$219,640.62
405d-5 (M5BAC)	0201-0743-5-DO	DESPP	Operational Supplies and Consumables	\$82,886.20
405d-5 (M5BAC)	0201-0743-5-DN	DESPP	Equipment and Warranties	\$343,695.67

**Planned Activity: Traffic Safety Resource Prosecutor (TSRP)**

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

*Staff Person:* Eugene Interlandi / Robert Klin

A Statewide Traffic Safety Resource Prosecutor (TSRP) position was funded within the Office of the Chief State’s Attorney. Objectives included implementing and continually refining a DUI training component for all prosecutors, researching DUI prosecution efforts and disseminating this information to prosecutors and grant funding sources, maintaining a liaison between NHTSA, the Division of Criminal Justice, State and municipal police agencies, and other State agencies and interested organizations, handling significant DUI cases, serving as consultant to other prosecutors handling DUI cases and providing training to law enforcement officials. Activities included successful prosecutions of DUI and other drug impaired related cases through training/education programs for professionals from all related fields, including law enforcement officials, prosecutors, judges, and hearing officers. The TSRP is also creating and updating training manuals which will aid in the successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRP acted in an advisory capacity to State and Municipal law enforcement agencies and the HSO on all DUI and/or impaired driving legislation and has worked on drafting legislation to strengthen the DUI laws. The TSRP networked with

many traffic safety partners including the HSO, the Department of Motor Vehicles, Mothers Against Drunk Driving (MADD), the Central Infractions Bureau (CIB), the Connecticut Police Training Academy and the Connecticut Police Chiefs Association and serves as a member of the Connecticut Statewide Impaired Driving Task Force. Reports on TSRP activities were submitted monthly to the HSO.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0201-0707-AF	CT Judicial (CIB)	TSRP	\$192,991.42

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

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

*Staff Person:* Nicholas Just

*Power of Parents It's Your Influence*

The MADD educational outreach program, *Power of Parents, It's Your Influence*, received federal funding under this task. The program was a 30-minute workshop given to parents. It was based on a parent handbook, which motivated parents to talk with their teens about alcohol. Handbooks were presented in a virtual environment to every parent in attendance at each workshop. The workshops were presented by trained facilitators who attended a facilitator training led by the MADD Connecticut Youth Department (7 additional facilitators were trained during the grant period). A Program Specialist had administrative oversight regarding the implementation of this program. A total of 79 virtual distribution events were held over the course of the grant year, reaching 3,792 parents, caregivers and community members. A total of 2,332 digital handbooks were distributed to high school and middle school students. Eight in-person program events were attended included workshops, community events, school events and health fairs in various towns.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0201-0722-EE	Mothers Against Drunk Driving (MADD)	<i>Power of Parents</i>	\$32,439.44

**Planned Activity: DUI Media Campaign**

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

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

Funding was used for paid advertising in support of NHTSA scheduled crackdown periods (i.e.,

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

Advertising impaired driving messages (including *Drive Sober or Get Pulled Over* and *Buzzed Driving is Drunk Driving*) in the form of signage, in-event promotions and message specific promotions related to the respective partners was purchased at the following venues, including Hartford's XL Center, Bridgeport's Harbor Yard Arena, Gampel Pavilion in Storrs, and Rentschler Field in East Hartford, Live Nation Theatres in Hartford and Wallingford. Due to the COVID-19 pandemic, many of the usual partners were forced to cancel or shorten their seasons.

Fortunately, some outreach partnerships were still able to be executed.

- The total amount spent for the digital campaign was \$58,000. The cost breakdown was: Pre-Roll Video - \$29,000 for 1,046,532 impressions; Social Video - \$29,000 for 2,281,397 impressions.
- The total amount spent for the cable TV campaign was \$36,000 for 1,305 spots.
- The total amount spent for the streaming TV campaign was \$30,600 for 760,100 impressions.
- The total amount spent for the billboard campaign was \$19,200 for 17 boards.
- The total amount spent for the radio campaign was \$66,200. The cost breakdown was: Radio - \$28,000 for 801 spots; Gas Station Radio - \$4,000 for 135,235 spots; Pandora/Podcasts - \$34,200 for 1,846,880 impressions.
- The total amount spent for the environmental campaign was \$15,000 for 22 stores. This campaign involved the placement of liquor store floor decals.
- Additionally, a Spanish campaign ran from November 23, 2020, to January 3, 2021, from May 24, 2021, to June 6, 2021, and from June 21, 2021, to July 4, 2021. The Spanish campaign utilized radio and outdoor mediums and produced 28,410,564 impressions and spots.

In FFY2021, the HSO participated in the Safe States Driver Behavior Change Seed Grant program. Connecticut was one of the four States that received the award from the Safe States Seed Grant program along with Alaska, North Carolina and Texas A&M Transportation Institute. Connecticut's project was to develop a messaging campaign to address the impaired-driving

issues. With the funding available from the Seed Grant program, the HSO along with its partners contracted with the media company, CashmanKatz, and conducted focus groups for the age groups of men 18-35 (group with the highest incidence of crashing while impaired with alcohol in CT) and 51-69 (group with rising numbers of crashes while impaired with alcohol in CT). The outcome was a messaging campaign that would resonate with these age groups. The development of the messaging campaign was funded by the Safe States project, but the implementation of the campaign was to be covered by NHTSA funding. However, by the time the development of the messaging campaign was complete, there was very little time to implement in FFY2021. Hence, the HSO postponed this project to FFY2022.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-PM	0201-0720-AA	CT-DOT/HSO	DUI Media Campaign	\$731,627.43
154-PM	0201-0720-AB	CT-DOT/HSO	Implementation of Media Campaign Developed with the Safe States Driver Behavior Change Seed Grant Program	\$0

**Planned Activity: Healthcare Heroes Against Impaired Driving: A Hospital-based Impaired Driving Messaging Approach to Behavior Change**

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

*Staff Person:* Kathryn Overturf

Funding was used for the employment of a full-time program coordinator position to administer the Healthcare Heroes Against Impaired Driving campaign. The program coordinator began outreach with MADD, local public health departments and Connecticut trauma centers. A coalition of the 12 trauma centers in the State of Connecticut was formed with the mutual goal to use the voices of medical professionals to reduce impaired driving.

A large portion of the grant funding was used for the impaired driving prevention campaign that uses the voices of healthcare providers with new creative materials in print, graphics, video and audio formats. A freestanding website (<https://www.notonemore.org>) was also created to serve as a home for the campaign. The website features all creative materials of the *Not One More* campaign, for saying “no” to one more; one more beer, joint, etc. The campaign also consists of a pledge that can be taken online, which shows a tally of the current number of individuals who have signed. Creatives have been shared widely on social media, television, radio and billboards across the state. Due to the late start of the grant period, surveys were not given for FFY 2021.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-1 (M5HVE)	0201-0743-1-AB	Hartford Hospital	Healthcare Heroes Against Impaired Driving	\$516,391.47

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

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

*Staff Person:* Eugene Interlandi

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

Due to the COVID-19 pandemic, hearings were conducted in a virtual format.

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

- From October 2020 to December 2020: Reports Reviewed – 1,143; Cases Presented – 181; Non-processable Reports Reviewed – 222; Non-processable Reports Saved – 9.
- From January 2021 to March 2021: Reports Reviewed – 1,152; Cases Presented – 129; Non-processable Reports Reviewed – 289; Non-processable Reports Saved – 6.
- From April 2021 to June 2021: Reports Reviewed – 1,436; Cases Presented – 142; Non-processable Reports Reviewed – 221; Non-processable Reports Saved – 6.
- From July 2021 to September 2021: Reports Reviewed – 1,820; Cases Presented – 180; Non-processable Reports Reviewed – 105.

The total number of Per Se hearings reports reviewed was 5,551. The total number of cases presented was 632. The total number of non-processable reports reviewed was 837. The total number of non-processable reports saved was 21.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0201-0722-EH	DMV	Administrative (Per Se) Hearing Improvement Initiative	\$496,370.09

**Planned Activity: Ignition Interlock Device (IID) Program Analysts**

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

*Staff Person:* Eugene Interlandi

Funding was provided for an Office Assistant position at the Connecticut Department of Motor Vehicles (DMV) to perform clerical duties in support of the Ignition Interlock Device (IID) program. Current activities include opening and processing incoming mail, pulling driver histories for Motor Vehicle Analyst (MVA) review, preparing incoming documents for MVA review, scanning conviction information, entering fee payments and performing other clerical duties as needed. Additionally, the Office Assistant answers telephone calls from attorneys and customers. Having clerical staff perform these duties allows Program Coordinators and MVAs more time to review incoming cases, respond to inquiries and perform analytical IID program duties. The DMV Driver Services Unit reported a total of 2,740 DUI arrests, 1,371 DUI convictions and 9,130 driver license reinstatements with an IID requirement for the reporting period.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0201-0722-EI	DMV	Ignition Interlock Device (IID) Program Analysts	\$63,381.52

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

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

*Staff Person:* Robert Klin

Funding was allocated to train personnel in the latest methods of drug evaluation and classification. Also included in this task was the recertification of practitioners and instructors. This task ensured that the NHTSA/International Association of Chiefs of Police (IACP) credentialed DRE evaluations are implemented uniformly by seven (7) DRE instructors and 45 DRE practitioners (52 total DRE's) throughout the State. Due to the COVID-19 pandemic, many trainings were cancelled/not scheduled. All DRE schools and DRE Instructor schools were postponed due to the pandemic. All activities will resume as soon as possible.

The HSO partnered with the UConn Transportation Safety Research Center (CTSRC), to collect

and analyze DRE evaluation data. The data collected assist in tracking and problem identification. The use of electronic tablets to collect data allowed for expedited reporting to the NHTSA DRE data system. This task directly supported the DRE training program and provided expert field material for each of the 52 State's DRE's.

Field kits were not purchased this fiscal year but will be purchased in conjunction with the HSO's next DRE School.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0201-0707-AL	CT-DOT/HSO	DRE Training	\$16,289.37
405d-1 (M5HVE)	0201-0743-1- BM	CT-DOT/HSO	Drug Recognition Expert Field Kits	\$0
405d-1 (M5HVE)	0201-0743-1-DK	UConn/CTSRC	Tablets, Software and Evaluation for DRE Program	\$33,846.73

**Planned Activity: Cannabis Impairment Awareness Media Campaign**

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

*Staff Person:* Bryan Pavlik / Phyllis DiFiore

Funding was used for paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to drug impaired driving. The HSO created a *Drive High = DUI* media campaign that focused on the dangers of driving under the influence of cannabis. Funds were used for paid advertising in support of Cannabis Impairment Awareness efforts throughout the State. Media buys included television, radio, billboards, bus panels and internet and social media. Media effectiveness was tracked through impressions, reach and interactions, as seen in the Impaired Cannabis Campaign post-buy report included in the Paid Media Reports Section of this Annual Report. The messaging ran on various dates from September 1 through September 30, 2021.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-7 (M5PEM)	0201-0743-7-AD	CT-DOT/HSO	Cannabis Impairment Awareness Media Campaign	\$200,000

## Total Amount of Funds Expended in this Program Area during FFY2021

Funding Source	Total Amount Expended
402-AL	\$60.60
402-PT	\$272,684.50
405d	\$1,582,095.86
154-PM	\$731,627.43
154-AL	\$1,906,362.28

## Planned Activities Not Implemented

### Planned Activity: Underage Alcohol Enforcement Grant Program

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

*Staff Person:* Eugene Interlandi

The Underage Alcohol Enforcement projects were not approved by the NHTSA Region 2 Office.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-1 (M5HVE)	0201-0743-1-YY	Connecticut State Universities	Underage Alcohol Enforcement Grant	\$0
405d-1 (M5HVE)	0201-0743-1-DR	DESPP	Underage Alcohol Enforcement Grant	\$0
154-AL	0201-0722-YY	Municipal Police Agencies	Underage Alcohol Enforcement Grant	\$0

### Planned Activity: *Choices Matter* Impaired Driving Program Featuring Chris Sandy

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

*Staff Person:* Michael Whaley

Due the COVID-19 pandemic, high schools in Connecticut were forced to adhere to new health and safety guidelines which included hybrid schooling models with remote learning. Because of

this the Choices Matter was unable to complete any Impaired Driving programs in FFY2021.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
154-AL	0201-0722-AY	CT-DOT/HSO	<i>Choices Matter</i>	\$0

## OCCUPANT PROTECTION AND CHILD PASSENGER SAFETY

---

### Performance Measures

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

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

### Performance Target

To maintain the five-year moving average of 61 (2014-2018) unrestrained vehicle occupant fatalities during the HSP 2021 planning period.

To attain a statewide observed seat belt use rate of 94.0% or above in 2021.

Please refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

### Activities for Occupant Protection

#### Planned Activities Implemented

**Planned Activity: Occupant Protection Program Administration**

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

*Staff Person:* Juliet Little

The goal of this project was to increase seat belt use in Connecticut. This project included coordination of activities and projects outlined in the Occupant Protection/Child Passenger Safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events, and other related operating expenses. The HSO continued Seat Belt Working Group meetings, sustained enforcement, educational outreach and media buys during enforcement and non-enforcement periods.

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

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0201-0702-AA	CT-DOT/HSO	Occupant Protection Program Administration	\$694.52

**Planned Activity: Data Analysis and Surveys**

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

*Staff Person:* Flavia Pereira

The goal of this project was to provide data to the HSO to increase the statewide seat belt usage rate. This also included the required NHTSA core performance measure attitude and awareness surveys and analysis. The project included the data evaluation and support for annual planning documents. This project provided funding for the provision of data to the HSO used for problem identification and the creation of countermeasures to decrease fatalities and injuries related to occupant protection and child passenger safety.

The following surveys were conducted during FFY2021 and the findings of the surveys are included in the Attitudes and Awareness Surveys Section of this Annual Report:

- Connecticut Highway Safety Office 2021 Awareness survey
- Connecticut seat Belt Observations 2020 (Alternate Survey)
- Connecticut seat Belt Observations 2021
- Connecticut Child Restraint Use Observation

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0201-0702-AB	CT-DOT/HSO	Data Analysis and Surveys	\$150,000

**Planned Activity: Click It or Ticket (CIOT) Enforcement**

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

*Staff Person:* Juliet Little

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during a focused patrol. This project provided funding for enforcement of occupant protection laws through the selective traffic enforcement program or WAVE during the Thanksgiving Holiday Travel, in conjunction with the focused patrol and roving/saturation patrols. Law enforcement agencies reported a pre, post and enforcement survey to the HSO.



In FFY2021, there were two CIOT Enforcement Mobilizations effort commencing in November 2020 and May 2021. Municipal law enforcement departments conducted seat belt checkpoints that included local media news coverage. During the November and May mobilizations there were a total of 1,388 seat belt citations; 11 child safety seat citations; 57 speeding and reckless driving citations; 310 cellphone and distracted driving citations; and 6 DUI arrest.



Connecticut joined law enforcement agencies across the United States in the CIOT Thanksgiving Holiday mobilization to reinforce the message that driving or riding unbuckled will result in a ticket. During the CIOT Thanksgiving Holiday mobilization, the extra earned media helped to educate the public. There were 20 law

enforcement agencies that participated in the November 2020 mobilization and 30 law enforcement agencies participated in the May 2021 mobilization. The agencies were selected based on a data and performance-driven process.

The HSO increased the focus on low seat belt use towns and areas with unrestrained crashes based on data from Connecticut's 2019 *Seat Belt Use Report*. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five-year period. Increased effort was focused on low seat belt use towns through increased enforcement and education.

**Participating Funded Agencies**

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>November 2020</b>	<b>May 2021</b>	<b>Title</b>	<b>\$ Amount Expended</b>
402-OP	0201-0702-AK	Berlin	Y	Y	<i>Click It or Ticket Enforcement</i>	\$3,113.86
402-OP	0201-0702-AL	Bloomfield	Y	Y	<i>Click It or Ticket Enforcement</i>	\$2,718.13
402-OP	0201-0702-AM	Bridgeport	Y	Y	<i>Click It or Ticket Enforcement</i>	\$14,042.16
402-OP	0201-0702-AN	Danbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$15,578.51
402-OP	0201-0702-AQ	Enfield	N	Y	<i>Click It or Ticket Enforcement</i>	\$5,997.47
402-OP	0201-0702-AR	Fairfield	Y	Y	<i>Click It or Ticket Enforcement</i>	\$8,962.97
402-OP	0201-0702-AS	Farmington	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,272.66
402-OP	0201-0702-AT	Glastonbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,346.18
402-OP	0201-0702-AU	Hamden	N	Y	<i>Click It or Ticket Enforcement</i>	\$772.08
402-OP	0201-0702-AV	Hartford	N	Y	<i>Click It or Ticket Enforcement</i>	\$14,715.43
402-OP	0201-0702-AX	Meriden	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,897.66
402-OP	0201-0702-AY	Monroe	Y	Y	<i>Click It or Ticket Enforcement</i>	\$3,147.85
402-OP	0201-0702-AZ	Naugatuck	Y	Y	<i>Click It or Ticket Enforcement</i>	\$6,842.03
402-OP	0201-0702-BA	New Britain	N	Y	<i>Click It or Ticket Enforcement</i>	\$3,731.84
402-OP	0201-0702-BB	New London	N	Y	<i>Click It or Ticket Enforcement</i>	\$3,112.92
402-OP	0201-0702-BC	Orange	Y	N	<i>Click It or Ticket Enforcement</i>	\$463.04
402-OP	0201-0702-BD	South Windsor	N	Y	<i>Click It or Ticket Enforcement</i>	\$4,682.07
402-OP	0201-0702-BG	Vernon	N	Y	<i>Click It or Ticket Enforcement</i>	\$2,819.43
402-OP	0201-0702-BH	Wallingford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,511.46

402-OP	0201-0702-BI	Waterbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$9,047.88
402-OP	0201-0702-BJ	Watertown	N	Y	<i>Click It or Ticket Enforcement</i>	\$5,937.52
402-OP	0201-0702-BK	West Hartford	N	Y	<i>Click It or Ticket Enforcement</i>	\$2,759.02
402-OP	0201-0702-BL	West Haven	Y	Y	<i>Click It or Ticket Enforcement</i>	\$5,161.52
402-OP	0201-0702-BM	Westport	N	Y	<i>Click It or Ticket Enforcement</i>	\$930.36
402-OP	0201-0702-BQ	Bristol	N	Y	<i>Click It or Ticket Enforcement</i>	\$2,952.61
402-OP	0201-0702-BS	Canton	Y	Y	<i>Click It or Ticket Enforcement</i>	\$5,467.93
402-OP	0201-0702-BZ	New Milford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$3,316.55
402-OP	0201-0702-CF	Plainville	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,885.59
402-OP	0201-0702-CI	Simsbury	Y	Y	<i>Click It or Ticket Enforcement</i>	\$1,232.38
402-OP	0201-0702-CJ	Stamford	Y	Y	<i>Click It or Ticket Enforcement</i>	\$4,529.66
402-OP	0201-0702-CM	Torrington	Y	Y	<i>Click It or Ticket Enforcement</i>	\$7,190.01

Newington and Windsor law enforcement agencies had approved grants but did not participate in the CIOT enforcement due to staffing issues related to the COVID-19 pandemic. No funds were expended by these two law enforcement agencies.

**Planned Activity: Occupant Protection Enforcement/Connecticut State Police**

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

*Staff Person:* Juliet Little

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the State Police.

Due to staffing issues and the pandemic, the State Police were not able to implement the Nighttime Seat Belt Enforcement project. This project could be revisited in the future.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-1 (M1HVE)	0201-0741-1-AC	DESPP	Occupant Protection Enforcement	\$51,794.01
405d-ii-5 (M7*OP)	0201-0740-5-AJ	DESPP	Nighttime Seat Belt Enforcement Pilot	\$0

**Planned Activity: Waterbury Area Traffic Safety Program**

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

The Waterbury Area Traffic Safety Program (WATSP), administered through the City’s Police Department, serves primarily the Waterbury and Litchfield County region of the State and also other locations in the State, as needed. The COVID-19 pandemic continues to make it difficult at times to conduct some of the activities normally conducted throughout the year. Five certification classes were held. All classes for DMV for violators of the Child Passenger Safety (CPS) Law are still being postponed. These presentations are normally held for groups as small as 8 to as large as 300, and some of these presentations were a minimum of two-hours in duration. Educational materials were handed out at every presentation to the parents, caregivers and children.

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



There were six police officers who received POST credits on child passenger safety while attending regional trainings conducted at the Waterbury Police Department. The WATSP updates the statewide car seat fitting station listing and submits it to CT-DOT on a monthly basis. This involves tracking the contact at each location and making sure their location continues to have a certified CPS technician on hand, adding new information with new contacts, verifying their days and times of operation and removing stations that are no longer active. In addition, all departments of newly trained technicians were contacted to see if the departments are actively checking car seats and want to be on the State listing. There are presently 80 fitting stations in the State of Connecticut.

Five CPS Certification classes were held during the grant year, adding 43 new technicians to the State.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0201-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$113,266.22

**Planned Activity: Safety Belt Convincer/Rollover Simulator Education and Equipment**

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

*Staff Person:* Juliet Little

The goal of this task was to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. Utilizing the Convincer and the Rollover Simulator the State Police are able to demonstrate visually and physically the value of wearing a seat belt. Seat Belt Convincer and Rollover Simulator demonstrations were planned at schools, fairs, places of employment and community events. However, due to the COVID-19 pandemic, the State Police conducted only one Safety Belt Convincer demonstration at a school event. Total observers for the Convincer were 235 people.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-2 (M1PE)	0201-0741-2-AE	DESPP	Convincer/Rollover Simulator Education and Equipment	\$18,626.31

**Planned Activity: Occupant Protection (OP) Media Buy and Earned Media**

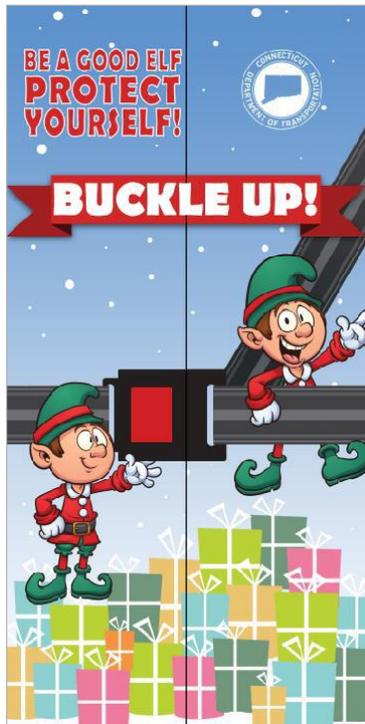
*Administrative Oversight:* Department of Transportation, Highway Safety Office

*Staff Person:* Phyllis DiFiore

The goal of this task was to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing seat belts or not using proper child safety restraints.



This project also included a bilingual component for Spanish speaking audiences. This campaign utilized broadcast media to deliver culturally relevant messages to educate those in the Latino community about the importance of using seat belts. Both the English and Spanish multi-media campaign included components featuring both paid media and bonus spots. The prominence of the *Click It or Ticket* message and its ability to reach the target audience is particularly important and timely as the HSO focuses on increasing the seat belt usage rate. Media effectiveness was tracked and measured through required evaluation reports from media agencies, and telephone/web awareness survey.



During this federal year, paid media including TV ads, radio spots, outdoor billboards, bus panels, web banners, gas station media and online video advertising was purchased through the HSO media consultants. A media consultant also developed a Connecticut specific media messages on the importance of using seat belts. The HSO partnered with a local popular TV station sponsorship to keep seat belt use awareness in the news and media. This partnership allows the HSO to reach a great majority of the target audience.

Value added media and public outreach at sporting and concert venues, health and safety fairs and civic organizations was received under this task. Advertising safety belt messages (including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives*) in the form of signage, event promotions and message specific promotions was also received at the following venues: in the form of signage, in-event promotions and message specific promotions related to the respective partners was purchased at the following venues, including: Hartford's XL Center and Dunkin'

Donuts Park, Bridgeport's Harbor Yard Arena and Ballpark, Gampel Pavilion in Storrs, Ives Theater in Danbury, Rentschler Field in East Hartford, Dodd Stadium in Norwich, Live Nation Theatres in Hartford and Wallingford, New Britain Stadium, Lime Rock Park in Salisbury, Stafford Motor Speedway in Stafford Springs, Thompson International Speedway in Thompson and high school state tournament locations throughout the state. However, due to the COVID-19 pandemic, these venues were temporarily closed. The HSO utilized statewide variable message boards with

Click It or Ticket. Seat Belts Save Lives message during the May 2021 HVE.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0201-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$ (900)
405b-2 (M1PE)	0201-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$292,156.01



## Planned Activities Not Implemented

### Planned Activity: Occupant Protection Public Information and Education (PI&E)

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

*Staff Person:* Juliet Little

The focus of this project was public information and education efforts at a variety of public outreach venues and State sports venues through paid media and tabling opportunities. This project included purchase of brochures and citation holders to be used during HVE. The purchase of brochures or citation holders were not required in FFY2021 due to availability of inventory from the prior fiscal year.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
402-OP	0201-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$0

## Activities for Child Passenger Safety

### Planned Activities Implemented

#### Planned Activity: Child Restraint Administration

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

*Staff Person:* Juliet Little

There were 358 technicians who were eligible to recertify for Connecticut from October 2020 through September 2021. A total of 190 technicians did recertify bringing Connecticut to a 51.3% recertification rate compared to a 46.2% national average. For many that did not recertify, it was due to their position change at their job or due to retirement.

In 2021, the number of fitting stations remains at 80. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 339 CPS Certified Technicians of which 20 are CPS Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

No funds were utilized to achieve the activities described.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0201-0709-AA	CT-DOT/HSO	Child Restraint Administration	\$0

#### Planned Activity: Child Passenger Safety Support – Training

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

*Staff Person:* Juliet Little

The HSO along with Yale New Haven Health, Yale New Haven Children’s Hospital hosted four CPS Update Classes where six (6) CEU’s were provided to assist the 57 technicians that attended in maintaining their certification. This class provided technicians hands-on learning with some of the latest car seats and technology on the market. The classes were held at various locations across the State. The Stork Committee Advisory board continues to discuss ways to assist children with special healthcare needs.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0201-0709-AB	CT-DOT/HSO	CPS Training	\$3,526

**Planned Activity: Child Passenger Safety Support – Fitting Stations**

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

*Staff Person:* Juliet Little

Connecticut Children’s Medical Center purchased CPS supplies for 20 grant applicants, where 210 seats were checked, and 73 free seats were distributed. Approximately 306 children and 2 parents/caregivers were reached. Grant recipients held 11 events during Child Passenger Safety Week. At the fitting station in Hartford, in addition to performing safety checks and fittings for all families, free car seats were provided to families in financial need. Safe Kids Connecticut works with Connecticut Children’s Medical Center and other community partners to identify expecting parents who cannot afford a car seat. Replacement seats were also provided for seats that have been in a car crash which the family cannot afford to replace. Being positioned in Hartford allows families to be served at all levels of need, and the funding received helps ensure every child has safe transportation, regardless of financial hardship.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0201-0709-AC	Connecticut Children’s Medical Center	CPS Fitting Stations Support	\$49,209.78

Yale-New Haven Children’s Hospital had a total of 40 applications received. These applicants included police departments, state troop locations, fire/ems departments, hospitals and one AAA office, one community-based family services organization and one not-for-profit livery service. There were total of 1,050 sheets of educational materials given out. There was a total of 120 *KIDS Alert!* kits distributed during this grant cycle. “Right Fit” and proper seat belt usage during pregnancy forms were offered in English and Spanish. Every recipient received 50 *KIDS Alert!* kits as well as 50 extra child information cards. A total of 1,150 were distributed to police, fire and other organizations throughout Connecticut.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0201-0709-AD	Yale New Haven Children's Hospital	CPS Fitting Stations Support	\$76,461.53

**Planned Activity: Yale New Haven Children's Hospital Community Traffic Safety Program**

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

*Staff Person:* Juliet Little

The coordinator of this program taught at three certification classes as well as four CPS update classes. Despite the COVID-19 pandemic the fitting station program continues to be in demand. The Coordinator was able to assist families through virtual methods as well as in-person. This coordinator also serves as a resource to other technicians, parents and caregivers to help with the proper way to transport children with special health care needs. Provided 32 car seat signoffs and assisted 28 techs on maintaining active status as a car seat technician. During this grant period 40 scheduled seat checks/installations were performed. Approximately 2 seats were given/replaced during this cycle in order to ensure safe transportation of children.

Yale New Haven Children's Hospital (YNHCH) alga-rhythm continues to be an invaluable service in order to properly identify car seat use, lack of use, misuse or the need for a new seat due to damage for any child who presents to YNHCH Pediatric Emergency Department after a motor vehicle collision. An alga-rhythm PEDI Flow Chart was developed to triage any child who presents to YNHCH's Pediatric emergency after a motor vehicle crash. A specific criterion was developed, and an alga-rhythm established to assist staff in determining the need for a child restraint system to be issued. The entire pediatric medical staff and nursing staff have all received in-service education of the car seat law, specific type of car seat and booster seat selection, and education material to be given to families.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0201-0709-AE	Yale New Haven Children's Hospital	Community Traffic Safety Program	\$96,293.58

**Planned Activity: Look Before You Lock, Where's Baby**

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

*Staff Person:* Juliet Little

The *Look Before You Lock, Where's Baby* Education Campaign emphasized child passenger safety by delivering safety messages to increase awareness of the issue of hot cars and to provided tips

for parents and caregivers. A summer safety press event was held to kick-off this event. Safety tips included how not to forget children or leave them in a motor vehicle unattended. The campaign utilized radio, billboards, shopping carts, bus tails, streaming audio, online media and social media, to deliver the safety messages. Posters were also put at area rest stops throughout the State. The campaign ran from June 28 – August 29, 2021.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0201-0702-AG	CT-DOT/HSO	Look Before You Lock Education Campaign	\$149,222.39



### Total Amount of Funds Expended in this Program Area (Occupant Protection and Child Passenger Safety) during FFY2021

Funding Source	Total Amount Expended
405b	\$362,576.33
405d	\$0
402-OP	\$593,421.91
402-CR	\$225,490.89

### Planned Activities Not Implemented

None

## POLICE TRAFFIC SERVICES

---

### Performance Measures

#### **C-6 – Number of Speeding-Related Fatalities Traffic Stop Data Collection**

### Performance Target

To maintain the five-year moving average of 82 (2014 - 2018) speeding related fatalities during the HSP 2021 planning period.

Please refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

### Activities

#### Planned Activities Implemented

##### **Planned Activity: Police Traffic Services Program Administration**

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

*Staff Person:* Robert Klin

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

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0201-0707-AA	CT-DOT/HSO	Police Traffic Administration	\$215

**Planned Activity: Speed and Aggressive Driving Enforcement**

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

*Staff Person:* Nicholas Just

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

The State and Municipal law enforcement agencies who participated in this initiative issued 5119 infractions for speeding and reckless driving; 20 infractions for cell phone violations; 41 suspended licenses and uninsured; four (4) seat belt violations; two (2) DUI and 314 other violations. The HVE ran July 1 through September 6, 2021.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-4 (M8*SE)	0201-0745-4-DD	Danbury	Speed and Aggressive Driving Enforcement	\$46,605.12
405e-4 (M8*SE)	0201-0745-4-DE	New Britain	Speed and Aggressive Driving Enforcement	\$19,802.44
405e-4 (M8*SE)	0201-0745-4-DK	Waterbury	Speed and Aggressive Driving Enforcement	\$49,985.87
405e-4 (M8*SE)	0201-0745-4-DN	Wethersfield	Speed and Aggressive Driving Enforcement	\$14,569.03
405e-4 (M8*SE)	0201-0745-4-DP	Bridgeport	Speed and Aggressive Driving Enforcement	\$30,948.85

405e-4 (M8*SE)	0201-0745-4-DS	New Haven	Speed and Aggressive Driving Enforcement	\$12,548.36
405e-4 (M8*SE)	0201-0745-4-DT	Hartford	Speed and Aggressive Driving Enforcement	\$36,982.38
405d-ii-3 (M7*SE)	0201-0740-3-AK	DESPP	Speed and Aggressive Driving Enforcement	\$170,113.56

**Planned Activity: Speed High Visibility Enforcement Media Buy**

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

*Staff Person:* Nicholas Just

The goal of this project was a Speed Enforcement program media campaign for the HSO. This campaign increased awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the HVE activity of the HSO’s law enforcement partners is the most effective way of obtaining results.

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

The media campaign included cable television, radio, outdoor billboards, social media and digital banners. Media ran May 1 through July 31, 2020 and included both English and Spanish language media buy.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
405e-6 (M8*PM)	0201-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$244,978.48



**Planned Activity: Connecticut Police Chiefs Associations – Public Information and Education**

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

*Staff Person:* Robert Klin / Phyllis DiFiore

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

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

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PM	0201-0711-AC	CT Police Chiefs Association	Holiday and Back to School Safety Media Buy	\$200,000

**Planned Activity: 1906 Racial Profiling**

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

*Staff Person:* Robert Klin / Kathryn Overturf

Connecticut Statute requires that nearly all law enforcement agencies with the power to make a traffic stop, report race and ethnicity data to the OPM. The Racial Profiling Prohibition Project

funded through Connecticut's Federal 1906 funds has established a system for all statutorily required police agencies to report their data electronically through the Criminal Justice Information System (CJIS). The goal is that 100% of agencies required to report these data do so electronically. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. These include 94 Municipal Police agencies, six University Police agencies, two Tribal Police agencies, State Police and four Special Police agencies. 106 (99%) of the 107 police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS).

Since May of 2012, the Institute for Municipal and Regional Policy (IMRP) at Central Connecticut State University has been developing and implement the Connecticut Racial Profiling Prohibition Project (CTRP3). In the more than nine years of this project, the IMRP project team with guidance from several national experts on racial profiling, developed a standardized method to more efficiently and effectively collect racial profiling data from traffic stops. IMRP team also worked to develop a system that will inform government officials, the public at large and police agencies of the information that is availed through the data collection process. Lastly, IMRP published numerous advanced analytical reports on traffic stops in the country.

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

The work to date on this project has been significant. In FFY2021 the project team completed the following objectives outlined in the grant application:

1. Maintained the statewide data collection portal and continued to work with law enforcement vendors to troubleshoot any connection issues throughout the year.
2. Redesigned and launched a new project website (<https://www.ctrp3.org/>) to inform the public of all project activities. The website includes advisory board minutes, agendas, research, reports and other information related to the Connecticut racial profiling law. The website has received over 750,000 visitors as of August 1, 2021.
3. Maintained a partnership with the Connecticut Data Collaborative to update the online portal for public consumption of raw data collected as well as information in summary format. The Connecticut Data Collaborative has direct access to the data server, which helps with more regular uploads of data. The collaborative also integrated data stories to the website, which helps the public better understand the analytical methodologies applied to the data.

4. Continued to meet with the advisory board compiled of end users, agencies, community members and interested groups to discuss IMRP's findings.
5. Worked with technical consultants Matthew Ross and Jesse Kalinowski to analyze Connecticut's traffic stop data at the Municipal department and State Police troop level. The scope of work consisted of four distinct components:
  - Synthetic Control for Departments
  - Veil of Darkness Methodology data and robustness checks for departments identified using this method
  - Post-Stop Search and Stop Disposition analysis
  - Support with general descriptive statistics
6. Completed the sixth annual analysis (2019 Traffic Stop Data Analysis and Findings Report) of traffic stop data and published IMRP's findings in September 2021, in accordance with C.G.S. 54-1m. The report was released through a presentation to the Connecticut Racial Profiling Prohibition Advisory Board. The report analyzed approximately 512,000 traffic stops conducted by 107 law enforcement agencies in Connecticut.
7. Made modifications to the analytical methods used based on the most readily available academic literature.
8. Worked with "Machine Learning" experts to develop a computer algorithm to automatically convert the written address provided by police officers for each stop to geographical coordinates (when stop location was detailed enough).
9. Conducted an in-depth follow-up analysis of traffic stop data for the Wethersfield Police Department, which has been identified with statistical disparities over the last five years. The report was released in June 2021.
10. Worked with CJIS to update the data portal to allow additional police departments to submit more detailed location information, including latitude and longitude information when available. Also worked with CJIS to onboard two additional police department's ability to send "real time" data to the state system.
11. Testified before the House of Representatives Transportation and Infrastructure Committee on the development and implementation of CTRP3.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
1906-F1906ER	0201-0725-AA	Central Connecticut State University	Racial Profiling Prohibition	\$327,612.14

### Total Amount of Funds Expended in this Program Area during FFY2021

<b>Funding Source</b>	<b>Total Amount Expended</b>
402-PT	\$215.00
402-PM	\$200,000.00
405d	\$170,113.56
405e	\$456,420.53
1906	\$327,612.14

### Planned Activities Not Implemented

None

## DISTRACTED DRIVING

---

### Performance Measures

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

### Performance Target

To increase the number of police agencies participating in HVE distracted driving enforcement to 60 in 2021.

Please refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

### Activities

#### Planned Activities Implemented

##### Planned Activity: HVE Distracted Driving – Enforcement (DDHVE)

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

*Staff Person:* Phyllis DiFiore

This task provided funding for HVE distracted driving enforcement by municipal law enforcement agencies. This evidence-based enforcement program used data sourced from table DD-1 (see FFY2021 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the state's *U Drive. U Text. U Pay.* mobilization in April. The Distracted Driving campaign was planned for two (2) weeks in October 2020 and the entire month of April 2021. Participating agencies were able to choose dates throughout the six-week period to carry out HVE, targeting drivers who use mobile phones behind the wheel. Fifty (50) police agencies (State Police plus 49 Municipal law enforcement agencies) were approved grants to participate in the DDHVE campaign.





The six-week mobilization saw a combined 8,199 citations written by municipal law enforcement agencies for cell phone, texting and distracted driving violations. A total of 9,745 citations were written for speeding, seatbelts, suspended license and other motor vehicle citations. Due to the COVID-19 pandemic and hostility towards law enforcement, more warnings were issued compared to the 2019 HVE.

Participating Law Enforcement also contributed to earned media campaign. News media outlets in the State covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted observation surveys before and after the August 2020, enforcement period to measure its effect. The data analysis has not been completed at the time of submission of this Annual Report. The HSO will submit the results to

NHTSA as soon as the data are available.

List of 49 Municipal Law Enforcement Agencies that participated in the October 2020 and April 2021 DDHVE campaigns:

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
405e-2 (M8DDLE)	0201-0745-2-AC	New Haven	Distracted Driving Enforcement	\$45,858.59
405e-2 (M8DDLE)	0201-0745-2-AD	Danbury	Distracted Driving Enforcement	\$55,935.70
405e-2 (M8DDLE)	0201-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$45,043.22
405e-2 (M8DDLE)	0201-0745-2-AF	Hartford	Distracted Driving Enforcement	\$58,372.40
405e-2 (M8DDLE)	0201-0745-2-AG	Manchester	Distracted Driving Enforcement	\$31,772.76
405e-2 (M8DDLE)	0201-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$36,501.71
405e-2 (M8DDLE)	0201-0745-2-AI	Newington	Distracted Driving Enforcement	\$22,100.80
405e-2 (M8DDLE)	0201-0745-2-AJ	Westport	Distracted Driving Enforcement	\$7,830.82

405e-2 (M8DDLE)	0201-0745-2-AK	Hamden	Distracted Driving Enforcement	\$36,913.21
405e-2 (M8DDLE)	0201-0745-2-AL	Farmington	Distracted Driving Enforcement	\$18,030.91
405e-2 (M8DDLE)	0201-0745-2-AM	Orange	Distracted Driving Enforcement	\$8,425.49
405e-2 (M8DDLE)	0201-0745-2-AN	Bristol	Distracted Driving Enforcement	\$9,176.87
405e-2 (M8DDLE)	0201-0745-2-AO	Norwich	Distracted Driving Enforcement	\$12,889.83
405e-2 (M8DDLE)	0201-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$42,331.84
405e-2 (M8DDLE)	0201-0745-2-AR	Stamford	Distracted Driving Enforcement	\$24,852.01
405e-2 (M8DDLE)	0201-0745-2-AU	Plainville	Distracted Driving Enforcement	\$20,817.97
405e-2 (M8DDLE)	0201-0745-2-AX	Vernon	Distracted Driving Enforcement	\$7,379.31
405e-2 (M8DDLE)	0201-0745-2-AY	North Haven	Distracted Driving Enforcement	\$10,071.32
405e-2 (M8DDLE)	0201-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$6,262.04
405e-2 (M8DDLE)	0201-0745-2-BA	New London	Distracted Driving Enforcement	\$11,904.42
405e-2 (M8DDLE)	0201-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$48,669.87
405e-2 (M8DDLE)	0201-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$25,929.40
405e-2 (M8DDLE)	0201-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$23,248.21
405e-2 (M8DDLE)	0201-0745-2-BG	Waterford	Distracted Driving Enforcement	\$6,298.10
405e-2 (M8DDLE)	0201-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$10,804.06

405e-2 (M8DDLE)	0201-0745-2-BI	Willimantic/ Windham	Distracted Driving Enforcement	\$9,704.42
405e-2 (M8DDLE)	0201-0745-2-BK	Berlin	Distracted Driving Enforcement	\$15,754.62
405e-2 (M8DDLE)	0201-0745-2-BL	Meriden	Distracted Driving Enforcement	\$15,546.74
405e-2 (M8DDLE)	0201-0745-2-BN	Wilton	Distracted Driving Enforcement	\$18,704.56
405e-2 (M8DDLE)	0201-0745-2-BO	Monroe	Distracted Driving Enforcement	\$4,917.82
405e-2 (M8DDLE)	0201-0745-2-BR	Cromwell	Distracted Driving Enforcement	\$9,209.60
405e-2 (M8DDLE)	0201-0745-2-BS	Canton	Distracted Driving Enforcement	\$19,147.88
405e-2 (M8DDLE)	0201-0745-2-BU	East Windsor	Distracted Driving Enforcement	\$14,554.28
405e-2 (M8DDLE)	0201-0745-2-BV	New Milford	Distracted Driving Enforcement	\$6,998.91
405e-2 (M8DDLE)	0201-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$29,712.48
405e-2 (M8DDLE)	0201-0745-2-BY	New Britain	Distracted Driving Enforcement	\$39,708.12
405e-2 (M8DDLE)	0201-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$20,377.83
405e-2 (M8DDLE)	0201-0745-2-CD	Milford	Distracted Driving Enforcement	\$20,074.15
405e-2 (M8DDLE)	0201-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$10,973.44
405e-2 (M8DDLE)	0201-0745-2-CI	Bethel	Distracted Driving Enforcement	\$29,413.20
405e-2 (M8DDLE)	0201-0745-2-CK	Watertown	Distracted Driving Enforcement	\$11,199.77
405e-2 (M8DDLE)	0201-0745-2-CL	New Canaan	Distracted Driving Enforcement	\$13,719.02

405e-2 (M8DDLE)	0201-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$28,810.79
405e-2 (M8DDLE)	0201-0745-2-CP	Torrington	Distracted Driving Enforcement	\$18,788.55
405e-2 (M8DDLE)	0201-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$24,394.30
405e-2 (M8DDLE)	0201-0745-2-CU	South Windsor	Distracted Driving Enforcement	\$9,120.09
405e-2 (M8DDLE)	0201-0745-2-CV	Middletown	Distracted Driving Enforcement	\$28,474.19
405e-2 (M8DDLE)	0201-0745-2-CW	Simsbury	Distracted Driving Enforcement	\$4,235.61
405e-2 (M8DDLE)	0201-0745-2-EF	Newtown	Distracted Driving Enforcement	\$3,403.51

**Planned Activity: HVE Distracted Driving – Enforcement (DDHVE) – Connecticut State Police /DESPP**

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

*Staff Person:* Phyllis DiFiore

This task provided funding for HVE distracted driving enforcement by the Connecticut State Police. This evidence-based enforcement program used data sourced from table DD-1 (See FFY2020 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the state’s *U Drive. U Text. U Pay.* mobilization.

The DDHVE ran from October 1-15, 2020 and April 1-30, 2021. The State Police were able to choose dates throughout the six-week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel. The mobilization saw a combined 617 citations written by the State Police for cell phone, texting and distracted driving violations. Total citations written were 765, which included citations for speeding, seat belts, DUI and other motor vehicle citations. The State Police also contributed to a very highly publicized earned media campaign. Paid and earned media supported the HVE mobilization. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted observation surveys before and after the August 2020 enforcement period to measure its effect. The data from this survey (2020 Connecticut Distracted Driving Observations) are included in the Attitude and Awareness Section of this Annual Report.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
405e-2 (M8DDLE)	0201-0745-2-DW	DESPP	Distracted Driving Enforcement	\$92,141.28

**Planned Activity: Data Analysis and Surveys**

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

*Staff Person:* Flavia Pereira

This project provided funding for the provision of data to the HSO used for problem identification and the creation of countermeasures to decrease traffic fatalities and injuries related to distracted driving. The project included the data evaluation and support for annual planning documents. This also included the required NHTSA core performance measure attitude and awareness surveys and analysis.

The following surveys were conducted during FFY2021 and the findings of the surveys are included in the Attitudes and Awareness Surveys Section of this Annual Report:

- Connecticut Highway Safety Office 2021 Awareness survey
- 2020 Connecticut Distracted Driving Observations
- Connecticut Distracted Driving Observations May-March 2021 Overview (the final report of this survey was not available at the time of submission of this Annual Report and will be submitted to NHTSA upon completion)

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
405e-9 (M8*TR)	0201-0745-9-EO	CT-DOT/HSO	Data Analysis and Surveys	\$100,000

**Planned Activity: HVE Distracted Driving – Media Buy**

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

*Staff Person:* Phyllis DiFiore

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

This effort was comprised of two major components:

1. The first component of this task was to directly support NHTSA’s national *U Drive. U Text. U Pay*. Mobilization during the month of April 2021. Paid media was purchased in support to supplement the media buy using the same demographic information contained in NHTSA’s 2021 media plan. Media buys included TV, radio, internet, gas station radio, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and telephone/web awareness surveys. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience.
2. The second component of this task funded year-round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use, year-round. Media buys included TV, radio, internet, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and telephone/web awareness surveys. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience. Further information regarding this media campaign can be found in the Paid Media Reports Section of this Annual Report.



Another component of this task funded a new partnership with FOX61 for the Drive Safe CT Public Awareness Campaign. This partnership with a local news station was launched to bring public awareness messaging to all highway safety program areas. Program areas were selected based on either coinciding with a national high visibility enforcement campaign or to address emerging safe driving issues. This included the dangers of driving distracted, driving under the influence of alcohol, pedestrian safety, occupant protection and the dangers of speeding. The project included but was not limited to public service announcements during multiple varieties of news broadcasts, the sponsorship of traffic updates and live and recorded interviews with HSO staff and other partners.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-6 (M8*PM)	0201-0745-6-DX	CT-DOT/HSO	Distracted Driving Media Buy	\$582,500

## Total Amount of Funds Expended in this Program Area during FFY2021

Funding Source	Total Amount Expended
405e	\$1,809,006.02

## Planned Activities Not Implemented

### Planned Activity: Public Outreach and Education Campaigns

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

*Staff Person:* Phyllis DiFiore

The goal of this task will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use. Due to the COVID-19 pandemic, the venues were shut down and hence there were no funds expended for Project 0201-0745-1-DY, “Distracted Driving Outreach Venue.”

The funding for Project 0201-0745-1-DZ, “Distracted Driving Citation Holders” was not used because there were enough citation holders to use for both DDHVE FFY2021 campaigns.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0201-0745-1-DY	CT-DOT/HSO	Distracted Driving Public Messaging Campaign	\$0
405e-1 (M8PE)	0201-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$0

### Planned Activity: Distracted Driving Education Programming and Younger Driver Education

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

*Staff Person:* Michael Whaley

Due the COVID-19 pandemic, high schools in Connecticut were forced to adhere to new health and safety guidelines which included hybrid schooling models with remote learning. Because of this. the Save a Life Tour was unable to complete any Distracted Driving programs in FY2021.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-5 (M8*TSP)	0201-0745-5-EA	CT-DOT/HSO	<i>Save a Life Tour</i>	\$0

# MOTORCYCLE SAFETY

---

## Performance Measures

**C-7 – Number of Motorcyclist Fatalities**

**C-8 – Number of Unhelmeted Motorcyclist Fatalities**

## Performance Target

To maintain the five-year moving average of 54 (2014-2018) motorcyclist fatalities during the HSP 2021 planning period.

To maintain the five-year moving average of 32 (2014-2018) motorcyclist fatalities during the HSP 2021 planning period.

Please refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

## Activities

### Planned Activities Implemented

**Planned Activity: Motorcycle Safety Program Administration**

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

*Staff Person:* Nicholas Just

The task included coordination of activities and projects outlined in the Motorcycle Safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. The Program Coordinator served as a direct line of communication between the HSO and the Connecticut Community College system that administers the



Connecticut Rider Education Program (CONREP), including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the Motorcycle Safety program. Funding was provided for personnel, employee-related expenses, overtime, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

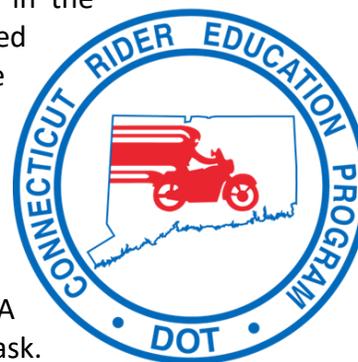
Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-MC	0201-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$163.88

**Planned Activity: Connecticut Rider Education Program (Training) Administration**

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

*Staff Person:* Nicholas Just

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provided for the oversight of the CONREP in the following ways; the training and monitoring of 85 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 website (<https://www.ride4ever.org>), which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator was utilized to accomplish this task. Preparing and maintaining project documentation and evaluating task accomplishments. Funding was provided for professional and outside services, materials, supplies, and other related operating expenses.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-MC	0201-0701-AB	CT-DOT/HSO	CONREP Technical Assistance	\$20,642.50

**Planned Activity: Public Information and Education/Community Outreach about Motorcycle Riders**

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

*Staff Person:* Nicholas Just

This task served to fund a media campaign and “share the road messaging”. In support of these visual messages, public outreach was planned at assigned venues through tabling events but due to the COVID-19 pandemic tabling was not carried out. Due to a rash of fatal crashes early in the riding season, radio was run on weekends from April 5 to April 19. Radio and billboards were run from June 28 to August 15 with a total of 11,019,259 impressions. 405(f) funds were used to purchase media only and did not include any messaging about helmet use.

The project 0201-0744-1--AB, was not implemented due to the COVID-19 pandemic. Local restrictions on gatherings, limited in person dealer open-houses and safety fairs where the CONREP would normally attend. The CONREP plans on continuing efforts to reach the public to remind everyone to Share the Road with Motorcyclists in FFY2022.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405f-2 (M11MA)	0201-0744-2-AC	CT-DOT/HSO	PI&E Media	\$59,979.47
405f-1 (M11MT)	0201-0744-1-AB	CT-DOT/HSO	PI&E	\$0

**Total Amount of Funds Expended in this Program Area during FFY2021**

Funding Source	Total Amount Expended
402-MC	\$20,806.38
405f	\$59,979.47

**Planned Activities Not Implemented**

None

## TRAFFIC RECORDS

---

### Performance Measures

**Percentage of Citations Adjudicated through On-Line Disposition System and Posted to Driver History File**

**Percentage of Law Enforcement Agencies Participating in the Use of e-Citation**

### Performance Target

To decrease the time it takes to adjudicate and post the outcome to the Driver History File to 80% in 2021.

To increase the number of law enforcement agencies using the e-Citation system to 80% in 2021.

Please refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

### Activities

#### Planned Activities Implemented

**Planned Activity: Traffic Records Administration**

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

*Staff Person:* Flavia Pereira

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

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0201-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$37,128
402-TR	0201-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$58,130.81

**Planned Activity: Traffic Records Strategic Plan Implementation**

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

*Staff Person:* Flavia Pereira

This task provided funding to assess and develop the Connecticut Traffic Records program by implementing the following projects outlined in the Section 405(c).

**Online Adjudication Educational Video Grant**

The goal of this project was to develop an educational video which will be made available to the defendant during the online adjudication process. The educational material would focus to modify the behavior of the defendants and cultivate an understanding of the whole traffic law enforcement system and cast the law enforcement efforts in a positive light. The production of the educational video was completed in FFY2021.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TR	0201-0705-AH	CT-DOT/HSO	Online Adjudication Educational Video Grant	\$15,000

**E-Citation Processing System**

During the FFY2021 period, two more Municipal law enforcement agencies (Enfield and Seymour Police Department) were added to electronic citation through validation of the new vendor schema and both technical and business process support through implementation; comprehensive monthly statistical reports was created to monitor the use of e-citation by recording the monthly percentage of e-citations vs manual citations by law enforcement agencies; and, several disparate databases were combined to enhance operating speed as well as the acceptance of attachments to integrate the e-citation processing system with the online adjudication program. Modification of the e-

citation template to incorporate a “crash flag” and confiscation of license as an additional method of enforcement, were not accomplished during FFY21 and will be incorporated into FY22 grant application.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0201-0742-AE	CT Judicial (CIB)	E-Citation Processing System	\$89,784

## Total Amount of Funds Expended in this Program Area during FFY2021

Funding Source	Total Amount Expended
402-TR	\$73,130.81
405c	\$126,912.00

## Planned Activities Not Implemented

### Planned Activity: Electronic Citation – Technology/Software Support for Local Law Enforcement

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

*Staff Person:* Flavia Pereira

The goal of this project was to assist local/municipal law enforcement agencies with acquiring the equipment as well as software support to implement E-Citation. The Westport Police Department approached the HSO for funding in FFY2021 but failed to submit the grant and were not funded.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TR	0201-0705-ZZ	Municipal Police Agencies	E-Citation Local Law Enforcement	\$0
402-TR	0201-0705-AI	Westport PD	Westport E-Citation Local Law Enforcement Grant	\$0

### Planned Activity: Online Disposition System

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

*Staff Person:* Flavia Pereira

The goal of this project was the continued development of the online disposition system in Connecticut. This project was not implemented in FFY2021 due to staffing issue with the subgrantee, Centralized Infractions Bureau (CIB), because of the on-going COVID-19 pandemic. The pandemic created the need for changes to the mainframe systems which could not be accomplished simultaneously with new projects or enhancements to current projects.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0201-0742-AD	CT Judicial (CIB)	Online Disposition System	\$0

### Planned Activity: Digitization of A-44 DMV Form

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

*Staff Person:* Flavia Pereira

The goal of this project was to work with the Department of Motor Vehicles (DMV) to digitize the A-44 form. The A-44 form, "Officer's Arrest and Alcohol Test Refusal or Failure Report," is used by the Law Enforcement under Section 14-227b of the Connecticut General Statutes, to report information to the Department of Motor Vehicles (DMV). This form is currently only available at the DMV in paper format. Digitization of the A-44 form, such that law enforcement can collect and submit the data electronically, would be a huge step in making the alcohol-impaired arrest and alcohol test data readily available for Traffic Records data linkage efforts and data driven decision making. However, the DMV decided to pursue the A-44 form digitization efforts through the State offered information technology initiative.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0201-0742-AI	CT-DOT/HSO	Digitization of A-44 DMV Form	\$0

# COMMUNITY TRAFFIC SAFETY

---

## Performance Measures

**C-9 – Number of drivers age 20 or younger involved in fatal crashes**

**C-10 – Number of Pedestrian Fatalities**

**C-11 – Number of Bicyclist Fatalities**

## Performance Target

To maintain the five-year moving average of 28 (2014-2018) fatalities involving drivers aged 20 or younger during the HSP 2021 planning period.

To maintain the five-year moving average of 52 (2014-2018) pedestrian fatalities during the HSP 2021 planning period.

To maintain the five-year (2014-2018) moving average of three (3) bicyclist fatalities during the HSP 2021 planning period.

Please refer to the Performance Measures Section of this Annual Report for the supporting data and data analysis.

## Activities

### Planned Activities Implemented

**Planned Activity: Pedestrian and Bicycle Safety Media and Community Awareness Project**

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

*Staff Person:* Michael Whaley

The HSO continued its partnership with the Connecticut Children's Medical Center on the *Watch for Me CT* pedestrian and bicycle community awareness project in year five of the program. The program's reach continued to further penetrate the state. The HSO message continues to be widely recognized due to the outreach, education, and media efforts combined with the work of the Pedestrian/Bicyclist Safety Outreach Coordinator and the HSO.

In FFY2021, *Watch for Me CT* maintained a year-long media campaign that included holidays and other key times of the year when a rise in pedestrian deaths is typically seen, in addition to the

HSO's regular summer campaign. TV, radio, and mobile advertisements also disseminated safety messages to audiences across the state. A multi-channel digital and social media strategy was used to provide additional targeted reach and message frequency while driving website traffic and encouraging social media discussion. Display banners ran across a range of websites based upon the target audience's online behaviors and searches, as well as the *Watch for Me CT* social media channels on Facebook and Instagram. Bus tail posters were placed in the state's largest urban and suburban markets to provide broad audience coverage on secondary roads near dining, shopping, and recreational areas where crashes historically occur. Digital billboards were placed on main highways and at main intersections for reach and frequency throughout New London, Hartford, New Haven, and Bridgeport.

In addition, the HSO continued working with CashmanKatz Media Consultants to update graphics and safety messaging, keep WatchforMeCT.org current, and create monthly social media plans. The HSO launched targeted social media campaigns for Pedestrian Safety Month, School Bus Safety Week, Teen Driver Safety Week, and Halloween, among others. The HSO assisted with the development of *The Pedestrian Rules* website (<https://watchformect.org/the-pedestrian-rules/>).

With the COVID-19 pandemic beginning to wane, *Watch for Me CT* was able to resume a presence at community events. The HSO brought educational and safety materials to communities such as Hartford, Simsbury, Bolton, Canton, and others. The HSO assisted with walk audits in Hartford (with Hartford Athletic and area partners) and in Waterbury (with NVCOG, the City of Waterbury, and community agencies). The HSO continued to engage with the community virtually, including giving online presentations for the Highway Safety Plan Summit, Complete Streets Information Exchange, the T2 Center's Coffee and Conversations, and other conferences and meetings. The HSO provided technical assistance to communities around the state and even assisted Vermont in creating its own version of *Watch for Me* (<https://safestreets.vermont.gov/WatchForMe>).

The HSO continued to be heavily involved with community partners, including the Bicycle and Pedestrian Advisory Board, Farmington Valley Trails Council, CRCOG Active Transportation Committee, Hartford Complete Streets Committee, the T2 Center, AARP, and the CT SHIP Injury & Prevention Action Team. The HSO combined its expertise with that of partners to help launch related campaigns such as *Words to Live By*, *The Pedestrian Rules*, Healthcare Heroes' *Not One More* campaign, and a Safe States driver impairment campaign. The HSO also created unique scooter share safety messaging for the City of Hartford, ahead of and during the launch of their new scooter share program.

FFY2021 was fantastic for earned media coverage. Nationwide trends showing an increase in pedestrian and other traffic deaths, as well as the passage of new pedestrian and bicyclist safety laws in Connecticut, led to *Watch for Me CT* being invited numerous times to participate in interviews on the radio, TV, and print. Some of these included WTIC Radio 1080, Fox 61, Hearst Media, Hartford Courant, NBC CT, and the Journal Inquirer. One Hartford Courant article that featured the HSO's work was shared on Yahoo News and received 69 million views in one day. HSO Staff were interviewed for the famous podcast "Revisionist History" and took part in a film

documentary segment on vehicle blind spots and pedestrian safety.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0201-0710-AC	Connecticut Children's Medical Center	Pedestrian Safety Awareness Project – <i>Watch for Me CT</i>	\$331,354.23

**Planned Activity: Non-Motorized Safety Media Buy**

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

*Staff Person:* Michael Whaley

According to FHWA, Connecticut had an increase in the traffic fatalities and serious injuries for drivers and pedestrians over the age of 65 for the periods of 2013-2017 and 2015-2019.

In an effort to address this, in FFY2021 the HSO collaborated with Watch for Me CT and AARP members by holding a focus group to explore the experiences of older adults as both pedestrians and drivers. With this feedback, the HSO partnered with AARP and developed a new educational campaign titled *Words to Live By* that included advertisements on broadcast and cable television, transit and digital and social media.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-ii-4 (M7*PS)	0201-0740-4-AT	CT-DOT/HSO	Bike/Ped Media Buy (AARP)	\$200,000

**Planned Activity: Non-Motorized Media and Outreach**

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

*Staff Person:* Michael Whaley

Traffic safety advocates in Connecticut worked to pass numerous new laws and revisions to past laws related to pedestrians and bicyclists. Laws centered on “granting the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk” and to “establish a fine for opening the door of a motor vehicle in a way that impedes the travel of a pedestrian or a person riding a bicycle” were passed via HB-5429 becoming Public Act 21-28 in 2021. This project was to develop and deliver an education and awareness campaign specifically

about the new state laws related to non-motorized safety to increase the knowledge and wellbeing of road users prior to the laws taking effect on 10/1/21. The *Pedestrian Rules* campaign was created as the method to promote this awareness and the safety of non-motorized road users in accordance with the new laws. This included public service announcements on a variety of platforms, public relations and social media messaging. This effort has been led by many units within the DOT, and the HSO has been designated as the unit to handle the educational/media component of these law changes.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-2 (FHLE)	0201-0746-2-AC	Municipal Police Agencies	Non-Motorized Media and Outreach	\$325,000

## Total Amount of Funds Expended in this Program Area during FFY2021

Funding Source	Total Amount Expended
402-PS	\$331,354.23
405d	\$200,000.00
405h	\$325,000.00

## Planned Activities Not Implemented

### Planned Activity: Public Information and Education/Community Outreach to Pedestrians and Bicyclists

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

*Staff Person:* Michael Whaley

Due to the continued health and safety issues facing law enforcement from the COVID-19 pandemic combined with societal challenges during this period, the HSO chose to focus non-motorized safety efforts on creating an educational campaign for the new legislation related to non-motorized safety as well as a campaign done in partnership with AARP focusing on the safety of older pedestrians. Encouraging in-person engagement was not a viable option during this period.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0201-0710-AE	CT-DOT/HSO	Non-Motorized PI&E	\$0

**Planned Activity: Pedestrian Training for Law Enforcement**

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

*Staff Person:* Michael Whaley

Due to the continued health and safety issues facing law enforcement from the COVID-19 pandemic combined with societal challenges during this period, the HSO chose to focus non-motorized safety efforts on creating an educational campaign for the new legislation related to non-motorized safety as well as a campaign done in partnership with AARP focusing on the safety of older pedestrians. In-person training was not a viable option during this period.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-2 (FHPE)	0201-0746-2-AD	CT-DOT/HSO	Law Enforcement Training	\$0

**Planned Activity: Non-Motorized Safety Community Education and Outreach Program**

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

*Staff Person:* Michael Whaley

Due to the continued health and safety issues facing law enforcement from the COVID-19 pandemic combined with societal challenges during this period, the HSO chose to focus non-motorized safety efforts on creating an educational campaign for the new legislation related to non-motorized safety as well as a campaign done in partnership with AARP focusing on the safety of older pedestrians.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-3 (FHLE)	0201-0746-3-ZZ	Municipal Police Agencies	Non-Motorized Education and Outreach	\$0

## PLANNING AND ADMINISTRATION

---

### Activities

#### **Planned Activity: Planning and Administration Program Administration**

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

*Staff Person:* Flavia Pereira

The Connecticut Office of Highway Safety served 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 included the costs necessary that are related to the overall management of the programs and projects FFY2021. The HSO worked with traffic safety stakeholders, including state and municipal law enforcement agencies and all grant recipients to administer the statewide traffic safety program and coordinate activities and projects outlined in the 2021 HSP including statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and staff member's travel, materials, supplies and other related operating expenses.

Other activities accomplished include but not limited to:

- Provide data required for Federal and state reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
- Identify and prioritize highway safety problems for future HSO attention, programming, and activities.
- Conduct program management and oversight for all activities within this priority area.
- Participate on various traffic safety committees.
- Promote safe driving activities.
- Equipment costs related to completion of highway safety plans, reports and grant management.
- Prepare and submit the annual planning documents including the Highway Safety Plan and this Annual Report.

<b>Funding Source</b>	<b>Project Number</b>	<b>Agency</b>	<b>Title</b>	<b>\$ Amount Expended</b>
402-PA	0201-0733-AA	CT-DOT/HSO	Planning and Administration	\$383,857.63

**Total Amount of Funds Expended in this Program Area during FFY2021**

<b>Funding Source</b>	<b>Total Amount Expended</b>
402-PA	\$383,857.63

## NOTEWORTHY PRACTICE

**PROJECT TITLE:** Advancing the Behavioral Safety Analytic Tools Capabilities of the Connecticut Department of Transportation

**TARGET:**

- Develop crash prediction models to identify towns with the highest potential for driver behavior-related crashes
- Create countermeasure database related to driver behavior crashes
- Develop a web application tool for CT-DOT to investigate behavioral safety issues across the state

**PROGRAM AREA:** Driver Behavior and Planning

**PROBLEM STATEMENT:** According to NHTSA, in 2017, Connecticut had the highest percentage of drunk driving fatalities of all 50 states. Out of the 278 fatalities in 2017, 120, or 43% involved at least one driver who had a BAC of 0.08 or more. In 2018, preliminary NHTSA data show that Connecticut ranks third in the nation with 39% of the State's fatalities involving a driver with a BAC of 0.08 or greater. Driving while impaired is one of Connecticut's most pressing transportation safety issues, and lawmakers and law enforcement are struggling to bring those numbers down, including other dangerous driver behaviors. Traffic fatalities related to risky driving behaviors such as speeding also contributes to 32% of total fatalities occurred in 2017 in Connecticut. Pedestrian-related fatalities increased from 12.9% to 21.7% from 2013 to 2019.

Connecticut reaffirms its strong commitment to data driven decisions, and as part of that commitment, has started to link datasets across state agencies. Arrest, citation and adjudication data from Connecticut's Judicial Department, injury data from the Department of Public Health, Toxicology data from the State Medical Examiner's Office are being collected and linked with crash and roadway data from the CT-DOT to produce a dataset that can be used in conjunction with a public health approach to have a meaningful and positive impact on traffic safety. However, there are limited tools at the CT-DOT to allow for quick and easy analysis of driver behaviors and risk-taking programs and their effectiveness.

**OBJECTIVES:** The main objectives of this project are to develop crash prediction models for driver behavior related crashes and to develop a web application tool to be used by practitioners for performing hot spot identification and selecting effective countermeasures to mitigate crashes related to different types of driver behaviors.

**STRATEGIES:**

The activities included:

1. Crash data, roadway geometric and traffic data, crime and citation data, toxicology data

and business data were collected and integrated to formulate a centric dataset for model estimation.

2. Crash prediction models were estimated using multidisciplinary datasets listed above for six types of driver behavior related crashes, i.e. 1) aggressive driving related crashes; 2) impaired driving related crashes; 3) young driver involved crashes; 4) motorcycle involved crashes; 5) pedestrian involved crashes; and 6) distracted driving related crashes.
3. A comprehensive literature review was conducted for creating a countermeasure database related to driver behavior crashes.
4. A user-friendly web application tool was developed using Esri GIS-related products.

**RESULTS:**

1. Crash prediction models can be used by CT-DOT to investigate behavioral safety.
2. 115 countermeasures related to driver behavior crashes was created and can be used by CT-DOT to select effective countermeasures to mitigate crashes related to different types of driver behaviors.
3. The web application tool can be used by CT-DOT to conduct the entire behavioral safety management process.

**CITATION:** <https://rosap.ntl.bts.gov/view/dot/58690>

**COST:** \$450,500

**FUNDING SOURCE(S):**

- Office of the Secretary of Transportation (OST)
- United States Department of Transportation (USDOT)

# ATTITUDES AND AWARENESS SURVEYS

## List of Surveys

1. Connecticut Highway Safety Office 2021 Awareness Survey
2. Connecticut Child Restraint Use Observation
3. Connecticut Distracted Driving Observations 2020
4. Connecticut Distracted Driving Observations May/March 2021 Overview
5. Connecticut Seat Belt Observations 2020 (Alternate Survey)
6. Connecticut Seat Belt Observations 2021

---

---

**Connecticut Highway Safety Office**  
**2021 Awareness Survey Results**

*(TELEPHONE & WEB COMBINED)*

---

---

# Connecticut Highway Safety Office

## 2021 Awareness Survey Results

*(TELEPHONE & WEB COMBINED)*

---

---

The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) early results of the 2021 telephone and web awareness survey. This single survey wave was conducted in lieu of in-person DMV surveys (not possible during the ongoing COVID-19 pandemic). The survey questions covered four key highway safety program areas: occupant protection, distracted driving, speed, and impaired driving and assessed the likelihood of getting a ticket for each type of infraction.

### DATA COLLECTION

A 65-question combination phone/web survey was conducted in July 2021. It was designed to assess respondents' knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. All Connecticut DMV offices shut down in mid-March 2020 due to the ongoing COVID-19 pandemic. While DMVs have resumed business operations, it is on a "by appointment" basis only. We are uncertain when (or if) operations will ever return to pre-COVID conditions where we had a captive audience for data collection (e.g., a room full of people waiting for the processing of their driver license or vehicle registration transactions).

### BASIC INFORMATION AND DEMOGRAPHICS

Data were collected from 500 telephone respondents. The data presented here was weighted by sex and age to reduce possible sampling error. Table 1 summarizes the demographic characteristics of survey respondents. Half of respondents were female (50.9%), close to half (48.5%) were male, and less than 1 percent were non-binary. The two most common reported age categories for respondents were *55-64 years old* (19.0%) and second most common age group were *25-34 years old* (17.0%). Most respondents were *White* (81.0%), followed by African American (9.6%). Respondents also reported that 9.6 percent were of Hispanic origin.

**TABLE 1.**

**DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS**

	<i>Characteristic</i>	<i>Percent</i>
<i>Q59. Gender</i>	<b>Male</b>	48.5
	<b>Female</b>	50.9
	<b>Non-binary</b>	0.6
	<b>Self-describe</b>	0.0
	<i>Total N</i>	<b>500</b>
<i>Q60. Age</i>	<b>18-20</b>	4.3
	<b>21-24</b>	6.1
	<b>25-34</b>	17.0
	<b>35-44</b>	16.0
	<b>45-54</b>	16.4
	<b>55-64</b>	19.0
	<b>65-74</b>	12.7
	<b>75+</b>	8.5
	<i>Total N</i>	<b>500</b>
<i>Q61. Race</i>	<b>White</b>	81.0
	<b>African-Am</b>	9.6
	<b>Native</b>	0.6
	<b>Asian-Am</b>	2.0
	<b>Hawaiian/Pac Isl</b>	0.0
	<b>Other</b>	4.3
	<b>No response</b>	2.5
	<i>Total N</i>	<b>500</b>
<i>Q62. Hispanic</i>	<b>Yes</b>	9.6
	<b>No</b>	90.4
		<i>Total N</i>

**TRANSPORTATION HABITS**

Table 2 provides a snapshot of respondents' transportation driving habits. Driving is by far the most common mode of transportation, followed by walking. The majority (61.5%) of participants report driving every single day; a quarter (25.6%) of respondents report walking every single day. About forty (41.6%) do not currently commute to work. Of those who do, close to 90 percent (89.5%) drive themselves to work, and 69 percent commute at least 5 days a week (Table 3).

TABLE 2. MODES OF TRANSPORTATION

<i>Question</i>		<i>Percent</i>
<i>Q11. How often do you currently use the following modes of transportation?</i>		
<i>Driving</i>	Never	2.5
	Once a month or less	3.2
	A few times a month	3.8
	A few times a week	29.1
	Every day	61.5
	<i>Total N</i>	<i>500</i>
<i>Bus</i>	Never	76.0
	Once a month or less	15.6
	A few times a month	5.4
	A few times a week	1.4
	Every day	1.7
	<i>Total N</i>	<i>500</i>
<i>Train</i>	Never	62.5
	Once a month or less	31.3
	A few times a month	4.5
	A few times a week	1.1
	Every day	0.7
	<i>Total N</i>	<i>500</i>
<i>Bike</i>	Never	67.7
	Once a month or less	15.8
	A few times a month	11.8
	A few times a week	3.8
	Every day	0.9
	<i>Total N</i>	<i>500</i>
<i>Walking</i>	Never	14.5
	Once a month or less	14.6
	A few times a month	16.7
	A few times a week	28.6
	Every day	25.6
	<i>Total N</i>	<i>500</i>

**TABLE 3. COMMUTING HABITS**

<i>Question</i>	<i>Percent</i>	
<i>Q12. Do you currently commute to work?</i>	<b>Yes</b>	58.4
	<b>No</b>	41.6
	<b>Total N</b>	<b>500</b>
<i>Q12-1. If so, how?</i>		
<i>Car driven by me</i>	<b>Yes</b>	89.5
	<b>No</b>	10.5
	<b>Total N</b>	<b>292</b>
<i>Car driven by other</i>	<b>Yes</b>	8.9
	<b>No</b>	91.1
	<b>Total N</b>	<b>292</b>
<i>Public transportation</i>	<b>Yes</b>	6.6
	<b>No</b>	93.4
	<b>Total N</b>	<b>292</b>
<i>Foot or Bike</i>	<b>Yes</b>	3.6
	<b>No</b>	96.4
	<b>Total N</b>	<b>292</b>
<i>Other</i>	<b>Yes</b>	1.8
	<b>No</b>	98.2
	<b>Total N</b>	<b>292</b>
<i>Q12-2. If yes, how many days a week do you currently commute?</i>	<b>One or two</b>	6.2
	<b>3 or 4</b>	25.1
	<b>5 or more</b>	68.7
	<b>Total N</b>	<b>291</b>
<i>Q13. Did you commute to work 6 months ago?</i>	<b>Yes</b>	58.0
	<b>No</b>	42.0
	<b>Total N</b>	<b>500</b>
<i>Q13-1. If so, how?</i>		
<i>Car driven by me</i>	<b>Yes</b>	88.8
	<b>No</b>	11.2
	<b>Total N</b>	<b>290</b>
<i>Car driven by other</i>	<b>Yes</b>	10.0
	<b>No</b>	90.0
	<b>Total N</b>	<b>290</b>
<i>Public transportation</i>	<b>Yes</b>	8.2
	<b>No</b>	91.8
	<b>Total N</b>	<b>290</b>
<i>Foot or Bike</i>	<b>Yes</b>	3.5
	<b>No</b>	96.5
	<b>Total N</b>	<b>290</b>
<i>Other</i>	<b>Yes</b>	1.0
	<b>No</b>	99.0
	<b>Total N</b>	<b>290</b>
<i>Q13a. If yes, how many days a week did you commute?</i>	<b>One or two</b>	8.6
	<b>3 or 4</b>	22.8
	<b>5 or more</b>	68.6
	<b>Total N</b>	<b>290</b>

Respondents' attitudes toward various groups and agencies related to traffic and automotive safety information were also assessed. Results are shown in Table 4.

**TABLE 4. ATTITUDES TOWARD TRAFFIC SAFETY AGENCIES/GROUPS**

<i>Question</i>	<i>Percent</i>
<b><i>Q14. How much do you trust the following groups to provide traffic and auto safety info?</i></b>	
<b><i>CT Dept of Transportation</i></b>	<b>Greatly trust</b> 32.1
	<b>Slightly trust</b> 35.4
	<b>Neither trust nor distrust</b> 25.8
	<b>Slightly distrust</b> 3.9
	<b>Greatly distrust</b> 2.9
	<b>Total N</b> <b>500</b>
<b><i>US DOT/NHTSA</i></b>	<b>Greatly trust</b> 30.4
	<b>Slightly trust</b> 34.1
	<b>Neither trust nor distrust</b> 29.3
	<b>Slightly distrust</b> 4.1
	<b>Greatly distrust</b> 2.2
	<b>Total N</b> <b>500</b>
<b><i>CT State Police</i></b>	<b>Greatly trust</b> 41.0
	<b>Slightly trust</b> 31.1
	<b>Neither trust nor distrust</b> 16.5
	<b>Slightly distrust</b> 6.9
	<b>Greatly distrust</b> 4.6
	<b>Total N</b> <b>500</b>
<b><i>Local Police</i></b>	<b>Greatly trust</b> 39.6
	<b>Slightly trust</b> 30.2
	<b>Neither trust nor distrust</b> 18.1
	<b>Slightly distrust</b> 6.8
	<b>Greatly distrust</b> 5.3
	<b>Total N</b> <b>500</b>
<b><i>Governor's Office</i></b>	<b>Greatly trust</b> 20.4
	<b>Slightly trust</b> 31.3
	<b>Neither trust nor distrust</b> 33.9
	<b>Slightly distrust</b> 7.6
	<b>Greatly distrust</b> 6.9
	<b>Total N</b> <b>500</b>
<b><i>Universities</i></b>	<b>Greatly trust</b> 22.2
	<b>Slightly trust</b> 28.8
	<b>Neither trust nor distrust</b> 38.7
	<b>Slightly distrust</b> 6.2
	<b>Greatly distrust</b> 4.1
	<b>Total N</b> <b>500</b>

TABLE 4 (continued)

<i>Question</i>		<i>Percent</i>
<i>AAA</i>	<b>Greatly trust</b>	43.4
	<b>Slightly trust</b>	33.9
	<b>Neither trust nor distrust</b>	19.7
	<b>Slightly distrust</b>	1.9
	<b>Greatly distrust</b>	1.1
	<i>Total N</i>	<b>500</b>
<i>MADD</i>	<b>Greatly trust</b>	30.1
	<b>Slightly trust</b>	31.8
	<b>Neither trust nor distrust</b>	30.8
	<b>Slightly distrust</b>	5.1
	<b>Greatly distrust</b>	2.2
	<i>Total N</i>	<b>500</b>
<i>CT Dept of Motor Vehicles</i>	<b>Greatly trust</b>	27.3
	<b>Slightly trust</b>	34.1
	<b>Neither trust nor distrust</b>	29.6
	<b>Slightly distrust</b>	4.7
	<b>Greatly distrust</b>	4.2
	<i>Total N</i>	<b>500</b>
<i>CT Dept of Public Health</i>	<b>Greatly trust</b>	27.1
	<b>Slightly trust</b>	32.2
	<b>Neither trust nor distrust</b>	33.7
	<b>Slightly distrust</b>	4.4
	<b>Greatly distrust</b>	2.6
	<i>Total N</i>	<b>500</b>
<b><i>Q15. How do you feel about each of the following groups and agencies?</i></b>		
<i>CT Dept of Transportation</i>	<b>Greatly like</b>	19.9
	<b>Slightly like</b>	31.9
	<b>Neither like nor dislike</b>	40.3
	<b>Slightly dislike</b>	4.7
	<b>Greatly dislike</b>	3.2
	<i>Total N</i>	<b>500</b>
<i>US DOT/NHTSA</i>	<b>Greatly like</b>	18.7
	<b>Slightly like</b>	29.6
	<b>Neither like nor dislike</b>	44.0
	<b>Slightly dislike</b>	4.8
	<b>Greatly dislike</b>	2.9
	<i>Total N</i>	<b>500</b>
<i>CT State Police</i>	<b>Greatly like</b>	31.1
	<b>Slightly like</b>	31.3
	<b>Neither like nor dislike</b>	27.3
	<b>Slightly dislike</b>	5.2
	<b>Greatly dislike</b>	5.1
	<i>Total N</i>	<b>500</b>

TABLE 4 (continued)

	<i>Question</i>	<i>Percent</i>
<i>Local Police</i>	Greatly like	34.9
	Slightly like	26.8
	Neither like nor dislike	25.1
	Slightly dislike	8.0
	Greatly dislike	5.4
	<i>Total N</i>	<i>500</i>
<i>Governor's Office</i>	Greatly like	18.1
	Slightly like	28.9
	Neither like nor dislike	36.3
	Slightly dislike	7.6
	Greatly dislike	9.2
	<i>Total N</i>	<i>500</i>
<i>Universities</i>	Greatly like	26.9
	Slightly like	27.7
	Neither like nor dislike	36.0
	Slightly dislike	6.5
	Greatly dislike	2.9
	<i>Total N</i>	<i>500</i>
<i>AAA</i>	Greatly like	41.7
	Slightly like	32.3
	Neither like nor dislike	23.6
	Slightly dislike	1.8
	Greatly dislike	0.5
	<i>Total N</i>	<i>500</i>
<i>MADD</i>	Greatly like	33.0
	Slightly like	27.0
	Neither like nor dislike	33.6
	Slightly dislike	4.3
	Greatly dislike	2.1
	<i>Total N</i>	<i>500</i>
<i>CT Dept of Motor Vehicles</i>	Greatly like	18.3
	Slightly like	25.5
	Neither like nor dislike	37.2
	Slightly dislike	12.3
	Greatly dislike	6.6
	<i>Total N</i>	<i>500</i>
<i>CT Dept of Public Health</i>	Greatly like	22.9
	Slightly like	29.3
	Neither like nor dislike	38.9
	Slightly dislike	5.2
	Greatly dislike	3.7
	<i>Total N</i>	<i>500</i>

## SAFETY HABITS AND AWARENESS QUESTIONS

### OCCUPANT PROTECTION/SEAT BELTS

Respondents were asked about their seat belt wearing habits and whether they had heard of any enforcement program focused on seat belt use. Close to 90 percent (88.9%) of those surveyed indicated *always* wearing their seatbelt when riding in a motor vehicle. The rate of belt use in the rear seat was much lower. Fourteen percent (13.7%) reported never riding in the back. Of those who do ride in the rear seat, half (49.9%) reported *always* wearing their seat belt in the rear seat (see Table 5 for details).

**TABLE 5. SEAT BELT HABITS**

<i>Question</i>		<i>Percent</i>
<b>Q20. How often do you wear a seat belt when your drive or ride in a motor vehicle?</b>	<b>Always</b>	88.9
	<b>Nearly always</b>	5.5
	<b>Sometimes</b>	2.3
	<b>Rarely</b>	2.0
	<b>Never</b>	1.4
	<b>Total N</b>	<b>500</b>
<b>Q21. When was the last time you did not wear your seat belt while driving?</b>	<b>Today</b>	9.0
	<b>Past week</b>	5.2
	<b>Past month</b>	4.1
	<b>Past year</b>	4.1
	<b>Don't know/more than a year</b>	77.6
	<b>Total N</b>	<b>500</b>
<b>Q22. How often do you wear a seat belt when you are in the rear seat of a motor vehicle? (if YES)</b>	<b>Always</b>	49.9
	<b>Nearly always</b>	14.4
	<b>Sometimes</b>	15.1
	<b>Rarely</b>	11.4
	<b>Never</b>	9.3
	<b>Total N</b>	<b>431</b>

More than one third (35.3%) of respondents reported having *read, seen, or heard* about police being focused on seat belt enforcement. *TV, Radio, and Electric Message Sign* were the more common source of awareness among those who had heard of such enforcement (Table 6). Ten percent (9.6%) of respondents did not know the name of any belt enforcement program in CT; the program slogan *Click It or Ticket* recognized by nearly 80 percent (79.4%) of respondents (Table 7).

TABLE 6. MEDIA AWARENESS – SEAT BELT

<i>Question</i>		<i>Percent</i>
<i>Q23. In the past 3 month, have you read, seen, or heard about police being focused on seat belt enforcement?</i>	<b>Yes</b>	35.3
	<b>No</b>	64.7
	<b>Total N</b>	<b>500</b>
<i>Q23A. If yes, where did you see or hear about it?</i>		
<i>Newspaper</i>	<b>Yes</b>	22.1
	<b>No</b>	77.9
	<b>Total N</b>	<b>176</b>
<i>Radio</i>	<b>Yes</b>	36.6
	<b>No</b>	63.4
	<b>Total N</b>	<b>176</b>
<i>Internet/Online Ad/Website</i>	<b>Yes</b>	15.0
	<b>No</b>	85.0
	<b>Total N</b>	<b>176</b>
<i>TV</i>	<b>Yes</b>	43.8
	<b>No</b>	56.2
	<b>Total N</b>	<b>176</b>
<i>Poster</i>	<b>Yes</b>	6.9
	<b>No</b>	93.1
	<b>Total N</b>	<b>176</b>
<i>Billboard</i>	<b>Yes</b>	23.0
	<b>No</b>	77.0
	<b>Total N</b>	<b>176</b>
<i>Police Patrol</i>	<b>Yes</b>	8.1
	<b>No</b>	91.9
	<b>Total N</b>	<b>176</b>
<i>Electronic message sign</i>	<b>Yes</b>	24.4
	<b>No</b>	75.6
	<b>Total N</b>	<b>176</b>
<i>Bus Ad</i>	<b>Yes</b>	3.7
	<b>No</b>	96.3
	<b>Total N</b>	<b>176</b>
<i>Other</i>	<b>Yes</b>	1.4
	<b>No</b>	98.6
	<b>Total N</b>	<b>176</b>
<i>Don't know/remember</i>	<b>Yes</b>	3.8
	<b>No</b>	96.2
	<b>N</b>	<b>176</b>

TABLE 7. SLOGAN RECOGNITION – SEAT BELT

<i>Question</i>	<i>Percent</i>	
<b><i>Q24. Do you know the name or any seat belt enforcement programs in CT?</i></b>		
<b><i>Click It or Ticket</i></b>	<b>Yes</b>	79.4
	<b>No</b>	20.6
	<b>Total N</b>	<b>500</b>
<b><i>Buckle Up, No Excuses! It's the Law, It's Enforced</i></b>	<b>Yes</b>	18.1
	<b>No</b>	81.9
	<b>Total N</b>	<b>500</b>
<b><i>Seat belts save lives. Buckle Up Every Time</i></b>	<b>Yes</b>	20.7
	<b>No</b>	79.3
	<b>Total N</b>	<b>500</b>
<b><i>Clickity Clack, in the front and the back</i></b>	<b>Yes</b>	3.6
	<b>No</b>	96.4
	<b>Total N</b>	<b>500</b>
<b><i>Survive your drive and stay alive</i></b>	<b>Yes</b>	4.9
	<b>No</b>	95.1
	<b>Total N</b>	<b>500</b>
<b><i>Buckle Up Connecticut</i></b>	<b>Yes</b>	26.6
	<b>No</b>	73.4
	<b>Total N</b>	<b>500</b>
<b><i>Seat belts rule! Wear yours (it's cool)</i></b>	<b>Yes</b>	1.6
	<b>No</b>	98.4
	<b>Total N</b>	<b>500</b>
<b><i>Other</i></b>	<b>Yes</b>	0.1
	<b>No</b>	99.9
	<b>Total N</b>	<b>500</b>

**DISTRACTED DRIVING**

Respondents were asked about their cell phone use while driving and whether they had heard of any enforcement program focused on distracted driving. More than half (55.6%) of respondents indicated *never talking on a cell phone* while driving (Table 8); more than 60 percent (63.3%) reported *never sending text messages, DMS, or emails* while driving (Table 9).

TABLE 8. TALKING ON A CELL PHONE USE WHILE DRIVING

<i>Question</i>	<i>Percent</i>	
<i>Q25. How often do you talk on a phone while driving?</i>	<b>Multiple times/trip</b>	3.8
	<b>Once a trip</b>	4.9
	<b>On occasional trips</b>	7.7
	<b>Rarely</b>	28.1
	<b>Never</b>	55.6
	<i>Total N</i>	<b>500</b>
<i>Q26. How do you talk on you cell while driving?</i>		
<i>Hold phone in hand and up to ear</i>	<b>Yes</b>	4.5
	<b>No</b>	95.5
	<i>Total N</i>	<b>500</b>
<i>Hold phone in hand and use speaker function</i>	<b>Yes</b>	10.6
	<b>No</b>	89.4
	<i>Total N</i>	<b>500</b>
<i>Use hands free in-vehicle or phone voice activated technology</i>	<b>Yes</b>	40.5
	<b>No</b>	59.5
	<i>Total N</i>	<b>500</b>
<i>Use Bluetooth (handsfree) headset</i>	<b>Yes</b>	29.9
	<b>No</b>	70.1
	<i>Total N</i>	<b>500</b>
<i>I do not talk on cell while driving</i>	<b>Yes</b>	29.6
	<b>No</b>	70.4
	<i>Total N</i>	<b>500</b>
<i>Q27. When was the last time you talked on a cell phone while driving?</i>	<b>Today</b>	12.0
	<b>Past week</b>	22.4
	<b>Past month</b>	17.7
	<b>Past year</b>	7.9
	<b>Don't know/more than a year</b>	13.8
	<b>Never</b>	26.2
	<i>Total N</i>	<b>500</b>

TABLE 9. USING TEXT FUNCTIONS WHILE DRIVING

<i>Question</i>	<i>Percent</i>	
<i>Q28. How often do you send text messages, DMs, or emails on a cell phone while driving?</i>	<b>Multiple times/trip</b>	4.2
	<b>Once a trip</b>	4.1
	<b>On occasional trips</b>	9.1
	<b>Rarely</b>	19.3
	<b>Never</b>	63.3
	<i>Total N</i>	<i>500</i>
<i>Q29. How do you send texts, DMs, or emails on your cell while driving?</i>		
<i>Hold phone in hand and look down/up briefly (multitask)</i>	<b>Yes</b>	7.1
	<b>No</b>	92.9
	<i>Total N</i>	<i>500</i>
<i>Wait until you are at a red light or stop sign and quickly type/send message</i>	<b>Yes</b>	15.9
	<b>No</b>	84.1
	<i>Total N</i>	<i>500</i>
<i>Use handsfree in-vehicle or phone voice activated technology</i>	<b>Yes</b>	16.8
	<b>No</b>	83.2
	<i>Total N</i>	<i>500</i>
<i>Use Bluetooth (handsfree) headset</i>	<b>Yes</b>	8.1
	<b>No</b>	91.9
	<i>Total N</i>	<i>500</i>
<i>Pull over in safe area or exit roadway, put car in park, then write/send text, DM, or email</i>	<b>Yes</b>	13.1
	<b>No</b>	86.9
	<i>Total N</i>	<i>500</i>
<i>I do not write/send texts, DMs or email when I drive</i>	<b>Yes</b>	58.9
	<b>No</b>	41.1
	<i>Total N</i>	<i>500</i>
<i>Q30. When was the last time you texted etc. while driving?</i>	<b>Today</b>	5.4
	<b>Past week</b>	9.9
	<b>Past month</b>	13.5
	<b>Past year</b>	3.9
	<b>Don't know/more than a year</b>	12.5
	<b>Never</b>	54.8
	<i>Total N</i>	<i>500</i>

The vast majority (79.5%) of respondents *never use their cell phone for entertainment or social media* while driving. Details on frequency and manner of use are available in Table 10.

TABLE 10. USE OF CELL PHONE FOR ENTERTAINMENT

<i>Question</i>		<i>Percent</i>
<i>Q31. How often do you use your cell for entertainment or social media while driving?</i>	<b>Multiple times/trip</b>	4.2
	<b>Once a trip</b>	4.7
	<b>On occasional trips</b>	3.9
	<b>Rarely</b>	7.7
	<b>Never</b>	79.5
	<b>Total N</b>	<b>500</b>
<i>Q32. How do you use your cell for entertainment or social media while driving?</i>		
<i>Hold phone in one hand and look down/up briefly (multitask)</i>	<b>Yes</b>	3.1
	<b>No</b>	96.9
	<b>Total N</b>	<b>500</b>
<i>Phone is mounted in holder, hands are on the wheel, eyes on the road</i>	<b>Yes</b>	6.7
	<b>No</b>	93.3
	<b>Total N</b>	<b>500</b>
<i>Phone is mounted and connected to in-vehicle technology (manually use touch screen or buttons)</i>	<b>Yes</b>	7.3
	<b>No</b>	92.7
	<b>Total N</b>	<b>500</b>
<i>Phone is mounted and connected to in-vehicle technology, handsfree</i>	<b>Yes</b>	8.0
	<b>No</b>	92.0
	<b>Total N</b>	<b>500</b>
<i>Kee phone on lap so you can quickly look down at red lights and stop signs</i>	<b>Yes</b>	3.3
	<b>No</b>	96.7
	<b>Total N</b>	<b>500</b>
<i>I do not use my phone for entertainment or social media while driving</i>	<b>Yes</b>	77.9
	<b>No</b>	22.1
	<b>Total N</b>	<b>500</b>
<i>Q33. When was the last time you used your phone for entertainment or social media while driving?</i>	<b>Today</b>	4.4
	<b>Past week</b>	5.0
	<b>Past month</b>	4.2
	<b>Past year</b>	5.3
	<b>Don't know/more than a year</b>	6.4
	<b>Never</b>	74.8
	<b>Total N</b>	<b>500</b>

More than one third (37.4%) of respondents reported having *read, seen, or heard* about police being focused on enforcing distracted driving related to cell phone use. Close to a quarter (22.9%) did not know the name of any distracted driving program in CT; the slogan *U Drive, U Text, U Pay* was the most widely recognized (41.5%) (Table 11).

TABLE 11. SLOGAN RECOGNITION – DISTRACTED DRIVING

<i>Question</i>		<i>Percent</i>
<i>Q34. In the past 3 months, have you read, seen, or heard anything about police being focused on enforcing distracted driving?</i>	Yes	37.4
	No	62.6
	<i>Total N</i>	<i>500</i>
<i>Q35. Do you know the name or any distracted driving enforcement programs in CT?</i>		
<i>Phone in one hand, ticket in the other</i>	Yes	9.5
	No	90.5
	<i>Total N</i>	<i>500</i>
<i>U Drive, U Text, U Pay</i>	Yes	41.5
	No	58.5
	<i>Total N</i>	<i>500</i>
<i>It can wait</i>	Yes	24.2
	No	75.8
	<i>Total N</i>	<i>500</i>
<i>Want to survive? Don't text and drive</i>	Yes	7.1
	No	92.9
	<i>Total N</i>	<i>500</i>
<i>Drivers in the front (seat), cell phones in the back</i>	Yes	2.3
	No	97.7
	<i>Total N</i>	<i>500</i>
<i>SubstraCT the distraction</i>	Yes	1.1
	No	98.9
	<i>Total N</i>	<i>500</i>
<i>Put the phone away or you will pay</i>	Yes	5.4
	No	94.6
	<i>Total N</i>	<i>500</i>
<i>Don't be a clown, put your phone down</i>	Yes	3.8
	No	96.2
	<i>Total N</i>	<i>500</i>
<i>Eyes on the road, not on your phone</i>	Yes	5.4
	No	94.6
	<i>Total N</i>	<i>500</i>

**SPEED**

Respondents were asked about their speeding habits and whether they had heard of any enforcement program focused on speeding. Close to a quarter (23.9%) of respondents indicated *never* driving more than 35mph on local roads with a 20mph speed limit and 17 percent (17.1%) reported never driving faster than 70mph on local roads with a speed limit of 65mph (Table 12).

**TABLE 12. SPEEDING HABITS**

<i>Question</i>		<i>Percent</i>
<i>Q36. On local roads with a speed limit of 20 mph, how often do you drive faster than 35mph?</i>	<b>Always</b>	2.4
	<b>Nearly always</b>	7.2
	<b>Sometimes</b>	29.8
	<b>Rarely</b>	36.7
	<b>Never</b>	23.9
	<b>Total N</b>	<b>500</b>
<i>Q37. On local roads with a speed limit of 65 mph, how often do you drive faster than 70mph?</i>	<b>Always</b>	5.9
	<b>Nearly always</b>	20.4
	<b>Sometimes</b>	34.4
	<b>Rarely</b>	22.1
	<b>Never</b>	17.1
	<b>Total N</b>	<b>500</b>

Close to 30 percent (29.3%) of respondents reported having heard, seen, or heard of police being focused on speed enforcement. Close to 50 percent (49.8%) did not know the name of any speed enforcement programs in CT and slogans recognition rates were fairly low (Table 13).

**TABLE 13. SPEED MEDIA AND SLOGAN RECOGNITION**

<i>Question</i>		<i>Percent</i>
<i>Q38. In the past 3 months, haven you read, seen, or heard anything about police being focused on speed enforcement?</i>	<b>Yes</b>	29.3
	<b>No</b>	70.7
	<b>Total N</b>	<b>500</b>
<i>Q39. Do you know the name of any speeding related enforcement programs in CT?</i>		
<i>Slow Down or Pay Up</i>	<b>Yes</b>	16.6
	<b>No</b>	83.4
	<b>Total N</b>	<b>500</b>
<i>Go too fast &amp; you will crash</i>	<b>Yes</b>	5.8
	<b>No</b>	94.2
	<b>Total N</b>	<b>500</b>
<i>Driving &amp; Speeding = Crashing &amp; Bleeding</i>	<b>Yes</b>	4.1
	<b>No</b>	95.9
	<b>Total N</b>	<b>500</b>
<i>When speed kills, it's never an accident</i>	<b>Yes</b>	10.3
	<b>No</b>	89.7
	<b>Total N</b>	<b>500</b>
<i>Other</i>	<b>Yes</b>	0.1
	<b>No</b>	99.9
	<b>Total N</b>	<b>500</b>

**IMPAIRED DRIVING**

Respondents were asked about their habits with regards to impaired driving and whether they had heard of any enforcement program focused on enforcing drunk driving laws. Most (88.0%) of respondents indicated *never* having driven within two hours of drinking alcohol (Table 14).

**TABLE 14. IMPAIRED DRIVING HABITS**

<i>Question</i>		<i>Percent</i>
<i>Q40. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of drinking alcohol?</i>	<b>Zero</b>	88.0
	<b>Once or twice</b>	7.9
	<b>3 or more</b>	4.2
	<i>Total N</i>	<b>500</b>
<i>Q41. In the past 3 months, how many times have you driven a motor vehicle within 2 hours of using cannabis/marijuana?</i>	<b>Zero</b>	91.7
	<b>Once or twice</b>	3.1
	<b>3 or more</b>	5.2
	<i>Total N</i>	<b>500</b>
<i>Q42. In the past 3 months, how often have you driven within 2 hours of using drug other than cannabis/marijuana?</i>	<b>Zero</b>	97.2
	<b>Once or twice</b>	1.5
	<b>3 or more</b>	1.3
	<i>Total N</i>	<b>500</b>

More than one quarter (26.0%) of respondents reported having *read, seen, or heard* about police being focused on enforcing drunk driving laws. *TV, Radio, and Billboard* were the more common source of awareness among those who had heard of such enforcement (Table 15). Close to 20 percent (18.3%) of respondents did not know the name of any belt enforcement program in CT; the slogan *Sober or Get Pulled Over* was recognized by 40 percent (40.5%) of respondents (Table 16).

TABLE 15. MEDIA AWARENESS - IMPAIRED DRIVING

<i>Question</i>	<i>Percent</i>	
<i>Q43. In the past 30 days, have you seen a mobile alcohol breath testing unit where police process drunk drivers?</i>	<b>Yes</b>	4.9
	<b>No</b>	95.1
	<b>Total N</b>	<b>500</b>
<i>Q44. In the past 30 days, have you read, seen, or heard anything about police being focused on enforcing drunk driving laws?</i>	<b>Yes</b>	26.0
	<b>No</b>	74.0
	<b>Total N</b>	<b>500</b>
<i>Q45a. If yes, where did you read, see or hear about it?</i>		
<i>Newspaper</i>	<b>Yes</b>	27.0
	<b>No</b>	73.0
	<b>Total N</b>	<b>130</b>
<i>Radio</i>	<b>Yes</b>	34.8
	<b>No</b>	65.2
	<b>Total N</b>	<b>130</b>
<i>Internet/Online Ad/Website</i>	<b>Yes</b>	23.2
	<b>No</b>	76.8
	<b>Total N</b>	<b>130</b>
<i>TV</i>	<b>Yes</b>	55.9
	<b>No</b>	44.1
	<b>Total N</b>	<b>130</b>
<i>Poster</i>	<b>Yes</b>	8.7
	<b>No</b>	91.3
	<b>Total N</b>	<b>130</b>
<i>Billboard</i>	<b>Yes</b>	27.5
	<b>No</b>	72.5
	<b>Total N</b>	<b>130</b>
<i>Police Patrol</i>	<b>Yes</b>	14.4
	<b>No</b>	85.6
	<b>Total N</b>	<b>130</b>
<i>Electronic message sign</i>	<b>Yes</b>	19.3
	<b>No</b>	80.7
	<b>Total N</b>	<b>130</b>
<i>Bus Ad</i>	<b>Yes</b>	7.1
	<b>No</b>	92.9
	<b>Total N</b>	<b>130</b>
<i>Other</i>	<b>Yes</b>	1.4
	<b>No</b>	98.6
	<b>Total N</b>	<b>130</b>

**TABLE 16. SLOGAN RECOGNITION – IMPAIRED DRIVING**

<i>Question</i>	<i>Percent</i>	
<b><i>Q46. Do you know the name or any alcohol impaired enforcement programs in CT?</i></b>		
<b><i>Drive Sober or Get Pulled Over</i></b>	<b>Yes</b>	40.5
	<b>No</b>	59.5
	<b>Total N</b>	<b>500</b>
<b><i>The Ripple Effect</i></b>	<b>Yes</b>	3.6
	<b>No</b>	96.4
	<b>Total N</b>	<b>500</b>
<b><i>You Drink and Drive. You Lose.</i></b>	<b>Yes</b>	23.2
	<b>No</b>	76.8
	<b>Total N</b>	<b>500</b>
<b><i>Team DUI</i></b>	<b>Yes</b>	3.9
	<b>No</b>	96.1
	<b>Total N</b>	<b>500</b>
<b><i>Friends don't let friends drive drunk</i></b>	<b>Yes</b>	37.5
	<b>No</b>	62.5
	<b>Total N</b>	<b>500</b>
<b><i>Please step away from your vehicles</i></b>	<b>Yes</b>	3.9
	<b>No</b>	96.1
	<b>Total N</b>	<b>500</b>
<b><i>Enough!</i></b>	<b>Yes</b>	2.0
	<b>No</b>	98.0
	<b>Total N</b>	<b>500</b>
<b><i>MADD's red ribbon</i></b>	<b>Yes</b>	8.4
	<b>No</b>	91.6
	<b>Total N</b>	<b>500</b>
<b><i>Buzzed Driving is Drunk Driving</i></b>	<b>Yes</b>	28.7
	<b>No</b>	71.3
	<b>Total N</b>	<b>500</b>
<b><i>Other</i></b>	<b>Yes</b>	0.0
	<b>No</b>	100.0
	<b>Total N</b>	<b>500</b>

**PERCEPTIONS OF SAFE DRIVING**

Respondents were asked how various behaviors may impact *a person's* ability to drive and were then asked how these same behaviors might impact *their own* ability to drive safely. Results are shown in Table 17.

**TABLE 17. PERCEPTIONS OF SAFE DRIVING**

<i>Question</i>	<i>Percent</i>	
<i>Q50. Would texting while driving negatively affect a <u>person's</u> ability to drive safely?</i>	<b>A great deal</b>	87.7
	<b>Somewhat</b>	9.2
	<b>Not at all</b>	3.1
	<i>N</i>	<b>500</b>
<i>Q51. Would using cannabis/ marijuana negatively affect a <u>person's</u> ability to drive safely?</i>	<b>A great deal</b>	67.2
	<b>Somewhat</b>	26.2
	<b>Not at all</b>	6.6
	<i>N</i>	<b>500</b>
<i>Q52. Would drinking alcohol negatively affect a <u>person's</u> ability to drive safely?</i>	<b>A great deal</b>	86.9
	<b>Somewhat</b>	9.9
	<b>Not at all</b>	3.3
	<i>N</i>	<b>500</b>
<i>Q53. Would texting while driving negatively affect <u>your</u> ability to drive?</i>	<b>A great deal</b>	79.9
	<b>Somewhat</b>	14.6
	<b>Not at all</b>	5.5
	<i>N</i>	<b>500</b>
<i>Q54. Would using cannabis/ marijuana negatively affect <u>your</u> ability to drive?</i>	<b>A great deal</b>	71.0
	<b>Somewhat</b>	17.0
	<b>Not at all</b>	12.0
	<i>N</i>	<b>500</b>
<i>Q55. Would drinking alcohol negatively affect <u>your</u> ability to drive?</i>	<b>A great deal</b>	82.1
	<b>Somewhat</b>	12.0
	<b>Not at all</b>	5.9
	<i>N</i>	<b>500</b>

**CHANCE OF TICKETING DAYTIME/NIGHTTIME**

Respondents were asked about their likelihood of receiving a citation for a variety of safety violations. Table 20 shows the results for daytime ticketing, Table 21 shows nighttime ticketing.

TABLE 20. CHANCES OF TICKETING IN THE DAYTIME

Question	Percent	
<i>Q57. What do you think the chances are of someone getting a ticket or being arrested during daylight hours for:</i>		
<i>57a. Driving while talking on a handheld phone?</i>	Always	20.1
	Nearly always	16.0
	Sometimes	38.0
	Rarely	20.0
	Never	6.0
	<i>Total N</i>	<b>500</b>
<i>57b. Driving while texting/messaging (etc.) on a handheld phone?</i>	Always	22.0
	Nearly always	19.3
	Sometimes	33.3
	Rarely	18.8
	Never	6.6
	<i>Total N</i>	<b>500</b>
<i>57c. Driving while not wearing a seatbelt?</i>	Always	19.3
	Nearly always	15.4
	Sometimes	38.7
	Rarely	19.1
	Never	7.5
	<i>Total N</i>	<b>500</b>
<i>57d. Driving with a young child not properly restrained?</i>	Always	25.1
	Nearly always	16.1
	Sometimes	33.0
	Rarely	16.8
	Never	8.9
	<i>Total N</i>	<b>500</b>
<i>57e. Driving over the speed limit?</i>	Always	20.7
	Nearly always	21.0
	Sometimes	42.9
	Rarely	11.3
	Never	4.0
	<i>Total N</i>	<b>500</b>
<i>57f. Driving under the influence of alcohol (DUI)?</i>	Always	31.6
	Nearly always	22.7
	Sometimes	31.4
	Rarely	8.2
	Never	6.0
	<i>Total N</i>	<b>500</b>
<i>57g. Driving under the influence of drugs (DUID)?</i>	Always	30.6
	Nearly always	19.3
	Sometimes	32.8
	Rarely	9.8
	Never	7.6
	<i>Total N</i>	<b>500</b>

TABLE 21. CHANCES OF TICKETING IN THE NIGHTTIME

Question	<i>Percent</i>	
<b><i>Q58. What do you think the chances are of someone getting a ticket or being arrested during <u>nighttime/after dark hours</u> for:</i></b>		
<b><i>58a. Driving while talking on a handheld phone?</i></b>	Always	18.6
	Nearly always	15.3
	Sometimes	37.2
	Rarely	22.0
	Never	6.9
	<b><i>Total N</i></b>	<b><i>500</i></b>
<b><i>58b. Driving while texting/messaging (etc.) on a handheld phone?</i></b>	Always	20.5
	Nearly always	14.7
	Sometimes	35.9
	Rarely	22.2
	Never	6.8
	<b><i>Total N</i></b>	<b><i>500</i></b>
<b><i>58c. Driving while not wearing a seatbelt?</i></b>	Always	15.7
	Nearly always	13.5
	Sometimes	31.1
	Rarely	29.9
	Never	9.9
	<b><i>Total N</i></b>	<b><i>500</i></b>
<b><i>58d. Driving with a young child not properly restrained?</i></b>	Always	19.5
	Nearly always	14.4
	Sometimes	31.2
	Rarely	25.8
	Never	9.1
	<b><i>Total N</i></b>	<b><i>500</i></b>
<b><i>58e. Driving over the speed limit?</i></b>	Always	22.0
	Nearly always	24.1
	Sometimes	40.4
	Rarely	8.8
	Never	4.7
	<b><i>Total N</i></b>	<b><i>500</i></b>
<b><i>58f. Driving under the influence of alcohol (DUI)?</i></b>	Always	32.4
	Nearly always	22.1
	Sometimes	34.6
	Rarely	4.6
	Never	6.2
	<b><i>Total N</i></b>	<b><i>500</i></b>
<b><i>58g. Driving under the influence of drugs (DUID)?</i></b>	Always	29.1
	Nearly always	21.7
	Sometimes	34.7
	Rarely	8.1
	Never	6.3
	<b><i>Total N</i></b>	<b><i>500</i></b>

# Connecticut Child Restraint Use Observation: October 2020

## Problem Identification: *Child Restraints*

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State’s child restraint observations. A resample of sites was performed in 2017 in lieu of a child restraint survey that year. A convenience sample was conducted to choose the new locations; sites were primarily chosen based on the likelihood of children being in the vehicle with their parents (being near family friendly attractions and shopping centers, etc.). The new sites selected in 2017 better reflect child restraint use across the state and may not be comparable to previous years. The table indicates that in early October 2020, 88 percent of children under age 4 were being restrained in some type of child seat and 100 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (75.0% versus 89.2% when the driver is belted). According to data collected in both 2019 and 2020, 100% 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 2013-2020**

	1997 (N=247)	2013 (N=358)	2014 (N=362)	2015 (N=165)	2016 (N=163)	2018 (N=392)	2019 (N=163)	2020 (N=212)
<b>Child Restraint Use*</b>	70.4%	89.5%	91.1%	93.9%	90.8%	92.4%	93.3%	88.2%
<b>Driver Belt Use</b>	63.6%	94.4%	91.7%	90.3%	95.7%	93.6%	90.7%	90.1%
<b>When Driver Belted</b>	80.3%	90.1%	92.0%	94.0%	91.0%	94.6%	94.6%	89.2%
<b>When Driver Not Belted</b>	56.3%	83.3%	82.1%	93.3%	83.3%	60.0%	78.6%	75.0%
<b>Children in: Front Seat</b>	23.9%	13.7%	17.4%	1.2%	0.6%	0.6%	0.0%	0.0%
<b>Children in: Rear Seat</b>	76.1%	86.3%	82.6%	98.8%	99.4%	99.4%	100.0%	100.0%

*Source:* 1997-2020, 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.

# 2020 Connecticut Distracted Driving Observations

PRG conducted three (3) total rounds of roadside distracted driving observations in 2020. Site locations, which have been modified over the years, were originally selected from towns that received HSO grant funding to conduct distracted driving enforcement. We chose one control town that received no additional funding (Torrington). The remaining cities/towns included Berlin, Danbury, Fairfield, Hamden, Hartford, Monroe, New Haven, and Trumbull. It is not currently known the extent to which these towns are still productively enforcing the distracted driving laws during the most recent HVE waves.

As in prior years, there were two HVE periods in 2020 consisting of an annual total of 6 weeks of enforcement. However, due to the COVID-19 pandemic, the timing of the two waves changed. The 2020 observations followed a Pre/Post/Post design. Instead of the “usual” 4 weeks of enforcement in April and 2 weeks of enforcement in August, 2020 consisted of 4 weeks of enforcement in August and 2 weeks of enforcement in October. Round 1 (Wave 19) of the observations occurred in July 2020 prior to the August HVE. Round 2 (Wave 20) took place in early September (after the August campaign). The 3<sup>rd</sup> and final round (Wave 21) occurred in late October following the second 2020 high visibility enforcement period.

Trained and experienced PRG observers coded vehicle type, sex of driver, estimated age of driver, and whether the driver was engaged in either a hand-held (phone to the ear) conversation or manipulating a cell phone (e.g., texting or typing of any kind).

Tables 1 through 3 below show the number of observations for each variable broken down by Wave. Not surprisingly, the number of observations in July 2020 (during the height of the pandemic) were the lowest. Each subsequent round of observations resulted in more observed drivers presumably due to an increase in traffic volume.

**Table 1. Frequency of Vehicle Types by Wave**

<i>Vehicle Type</i>	<b>Wave #</b>			<i>Total</i>
	<i>19</i>	<i>20</i>	<i>21</i>	
Car	4,685	4,888	5,182	14,755
Pickup	1,135	1,150	1,321	3,606
SYV	4,188	4,712	5,109	14,009
Van	789	778	942	2,509
<b>Total</b>	<b>10,797</b>	<b>11,528</b>	<b>12,554</b>	<b>34,879</b>

**Table 2. Frequency of Age by Wave**

<i>Age</i>	<b>Wave #</b>			<i>Total</i>
	<i>19</i>	<i>20</i>	<i>21</i>	
Under 25	1,672	1,829	1,753	5,254
25-59	7,627	7,658	9,130	24,415
60+	1,498	2,040	1,667	5,205
Unknown	0	0	4	4
<b>Total</b>	<b>10,797</b>	<b>11,527</b>	<b>12,554</b>	<b>34,878</b>

**Table 3 Frequency of Sex by Wave**

<i>Age</i>	<i>Wave #</i>			<i>Total</i>
	<i>19</i>	<i>20</i>	<i>21</i>	
Male	6,219	6,494	7,122	19,835
Female	4,560	5,029	5,426	15,015
Unknown	18	4	6	28
<b>Total</b>	<b>10,797</b>	<b>11,527</b>	<b>12,554</b>	<b>34,878</b>

Observed cell phone use (phone to ear or manipulating) was relatively stable across all three waves (See Table 4). There was a slight, non-significant decline in use following the most recent HVE period (Wave 21).

**Table 4. “Any” Use by Wave**

	<i>Wave #</i>			<i>Total</i>
	<i>19</i>	<i>20</i>	<i>21</i>	
N “Any”	681	726	759	2166
% “Any”	6.3%	6.3%	6.0%	6.2%
<b>Total N</b>	<b>10,799</b>	<b>11,532</b>	<b>12,556</b>	<b>34,887</b>

Results seem to indicate an impact when looking at handheld use alone, but it does not appear to be driven by the HVE. Handheld use increased from Wave 19 to Wave 20 (Table 5). Conversely, manipulating a phone (e.g., texting) declined between Wave 19 and 20 (See Table 6). It is possible that the pandemic changed the way drivers communicated.

**Table 5A. Handheld (Phone to Ear) by Wave**

	<i>Wave #</i>			<i>Total</i>
	<i>19</i>	<i>20</i>	<i>21</i>	
N “Handheld”	208	364	425	997
% “Handheld”	1.9%	3.2%	3.4%	2.9%
<b>Total N</b>	<b>10,799</b>	<b>11,532</b>	<b>12,556</b>	<b>34,887</b>

**Table 5B. Manipulating by Wave**

	<i>Wave #</i>			<i>Total</i>
	<i>19</i>	<i>20</i>	<i>21</i>	
N “Manipulating”	567	553	595	1715
% “Manipulating”	5.3%	4.8%	4.7%	4.9%
<b>Total N</b>	<b>10,799</b>	<b>11,532</b>	<b>12,556</b>	<b>34,887</b>

Table 6 shows use by different variables for “any” cell phone use. The lowest observed use was seen among SUV drivers. It is possible that the higher position of the SUV driver relative to the observers causes the observers to miss some use (i.e., this may not be an accurate absolute use rate). Car and Pickup truck drivers had similar use to each other, and Van drivers had the highest use. The observations make no attempt to distinguish between minivans and vans that might be for work use (e.g., plumber). Car driver use decreased significantly from Wave 19 to Wave 21. SUV driver use *increased* significantly over the same time period.

**Table 6. “Any” Use by Vehicle Type, Sex and Age by Wave**

		<b>Wave #</b>				<b>Chi Square p-Value</b>
		<b>19</b>	<b>20</b>	<b>21</b>	<b>Total</b>	
Car	%	6.6%	6.4%	6.2%	6.4%	0.001
	N	309	311	323	943	
	"Any"					
	Total N	4,685	4,888	5,182	14,755	
Pickup	%	6.9%	7.3%	6.4%	6.8%	N.S.
	N	78	84	85	247	
	"Any"					
	Total N	1,135	1,150	1,321	3,606	
SUV	%	5.3%	5.6%	5.6%	5.5%	0.001
	N	220	264	287	771	
	"Any"					
	Total N	4,188	4,712	5,109	14,009	
Van	%	9.4%	8.6%	6.8%	8.2%	N.S.
	N	74	67	64	205	
	"Any"					
	Total N	789	778	942	2,509	
Male	%	6.6%	6.8%	5.9%	6.4%	N.S.
	N	408	442	422	1272	
	"Any"					
	Total N	6,219	6,494	7,122	19,835	
Female	%	6.0%	5.6%	6.2%	5.9%	N.S.
	N	272	284	337	893	
	"Any"					
	Total N	4,560	5,029	5,426	15,015	
< 25	%	9.2%	8.6%	9.3%	9.0%	N.S.
	N	154	157	163	474	
	"Any"					
	Total N	1,672	1,829	1,753	5,254	
25-59	%	6.6%	7.0%	6.4%	6.6%	N.S.
	N	500	534	588	1622	
	"Any"					
	Total N	7,627	7,658	9,130	24,415	
60+	%	1.8%	1.7%	0.5%	1.3%	0.001
	N	27	35	8	70	
	"Any"					
	Total N	1,498	2,040	1,667	5,205	

Table 6 also Male drivers had higher use than did female drivers (but this finding is not consistent in other work—sometimes men have higher use; sometime women have higher use. Neither sex’s use changed across wave. They youngest drivers had the highest use. This effect is typical in these types of observational surveys. The oldest drivers were observed only rarely using their cell phone (also consistent across these types of observations). Older drivers increased their use from Wave 19 to Wave 21.

Table 7 shows handheld use only among the subgroups. Wave 19 saw the lowest use among all groups (except 60+ drivers). Again, drivers of Vans had the highest use of all vehicle types. The lowest observed handheld use was seen among SUV drivers. In most circumstances, “phone to ear” observations should not be hampered by the height of the vehicle. Men and women had roughly the same observed handheld use. The difference between the youngest driver age group and the middle age group was smaller for handheld use, with the youngest age group still having the higher use.

**Table 7. Handheld Use by Vehicle Type, Sex and Age by Wave**

<i>Driver</i>		<b>Wave#</b>			<i>Total</i>	<i>Chi Square p-Value</i>
		<i>19</i>	<i>20</i>	<i>21</i>		
Car	%	1.9%	3.4%	3.5%	2.9%	0.001
	N	87	166	180	433	
	Handheld					
	Total N	4,685	4,888	5,182	14,755	
Pickup	%	2.6%	3.0%	3.9%	3.2%	N.S.
	N	30	35	51	116	
	Handheld					
	Total N	1,135	1,150	1,321	3,606	
SUV	%	1.6%	2.7%	2.9%	2.4%	0.001
	N	67	129	147	343	
	Handheld					
	Total N	4,188	4,712	5,109	14,009	
Van	%	3.0%	4.4%	5.0%	4.2%	N.S.
	N	24	34	47	105	
	Handheld					
	Total N	789	778	942	2,509	
Male	%	2.0%	3.2%	3.2%	2.8%	0.001
	N	123	209	231	563	
	Handheld					
	Total N	6,219	6,494	7,122	19,835	
Female	%	1.9%	3.1%	3.6%	2.9%	0.001
	N	85	155	194	434	
	Handheld					
	Total N	4,560	5,029	5,426	15,015	
< 25	%	2.3%	4.4%	5.1%	4.0%	0.001
	N	38	81	89	208	
	Handheld					
	Total N	1,672	1,829	1,753	5,254	
25-59	%	2.1%	3.4%	3.6%	3.1%	0.001
	N	161	261	329	751	
	Handheld					
	Total N	7,627	7,658	9,130	24,415	
60+	%	0.6%	1.1%	0.4%	0.7%	N.S.
	N	9	22	7	38	
	Handheld					
	Total N	1,498	2,040	1,667	5,205	

Table 8 shows incidence of manipulating a phone by variable. Phone manipulation exceeded the rates of handheld use. Drivers of Vans had the highest use and SUV drivers had the lowest, but only slightly below pickup truck drivers. Manipulation of the phone decreased significantly among van drivers across each wave. There were no differences between male and female drivers' rate of phone manipulation and no differences were observed across the three waves. The youngest drivers were observed manipulating their phones more frequently than any other age group. The oldest drivers rarely manipulated devices and decreased this behavior from Wave 19 to Wave 21. Use among the other two age groups remained constant across all waves.

<i>Driver</i>		<b>Wave #</b>			<i>Total</i>	<i>Chi Square p-Value</i>
		<i>19</i>	<i>20</i>	<i>21</i>		
Car	%	5.7%	4.9%	5.2%	5.2%	N.S.
	N	267	240	267	774	
	Manipulating Total N	4,685	4,888	5,182	14,755	
Pickup	%	4.7%	5.3%	4.3%	4.7%	N.S.
	N	53	61	57	171	
	Manipulating Total N	1,135	1,150	1,321	3,606	
SUV	%	4.6%	4.4%	4.5%	4.5%	N.S.
	N	191	207	232	630	
	Manipulating Total N	4,188	4,712	5,109	14,009	
Van	%	7.1%	5.8%	4.1%	5.6%	0.05
	N	56	45	39	140	
	Manipulating Total N	789	778	942	2,509	
Male	%	5.3%	5.1%	4.5%	5.0%	N.S.
	N	328	334	323	985	
	Manipulating Total N	6,219	6,494	7,122	19,835	
Female	%	5.2%	4.4%	5.0%	4.9%	N.S.
	N	238	219	272	729	
	Manipulating Total N	4,560	5,029	5,426	15,015	
< 25	%	8.2%	6.8%	8.0%	7.7%	N.S.
	N	137	124	141	402	
	Manipulating Total N	1,672	1,829	1,753	5,254	
25-59	%	5.4%	5.4%	4.9%	5.2%	N.S.
	N	409	413	448	1270	
	Manipulating Total N	7,627	7,658	9,130	24,415	
60+	%	1.4%	0.8%	0.4%	0.8%	0.005
	N	21	16	6	43	
	Manipulating Total N	1,498	2,040	1,667	5,205	

## **Summary**

Data examining cell phone use over time (not always from the same observation sites or towns) indicates that the use in CT is plateauing. Further investigation is needed to discover the cause of this leveling off. Whereas earlier waves of enforcement consistently drove use rates down, more recent waves have failed to do so in a statistically significant manner. It may be that enforcement has waned in recent times. It may also be that the messaging is not reaching the public. Another potentially troubling possibility is that we have reached a point that is difficult to push past. Higher levels of enforcement (perhaps more frequent waves or extra hours during the two existing waves) and media are required to drive the numbers down in the future.

# Connecticut Distracted Driving Observations May/March 2021 Overview

---

## ***PRELIMINARY OVERVIEW OF AVAILABLE 2021 DD DATA RESULTS***

### ***Enforcement Period***

- April 1-30, 2021: see below
- October 15 – 31, 2021: data entry in process(April & October 2021)

In March 2021, prior to the annual month-long April distracted driving enforcement, 8.7% of drivers observed across the state were either “texting” or using a hand-held phone. Immediately after enforcement, there were 21% fewer motorists observed driving distracted (6.9%).

***\*\*\*THIS NEXT PART OPTIONAL BASED ON HSO GOALS. \*\*\****

It should be noted that 8.7% is tied for the highest observed distracted driving rate since 2015. The post enforcement rate—clearly showing the effectiveness of the police efforts—was still higher than all the observed rates from 2019 (pre-pandemic).

It is unclear to what extent, if any, these increases in distracted driving may be related to the global pandemic.

A similar evaluation was conducted by Trumbull-based Preusser Research Group, Inc. for the October 16-31, 2021 enforcement wave; data entry is currently in process and final results are forthcoming.

---

---

# Connecticut Seat Belt Observations 2020 (Alternate Survey)

## *PRG Survey Results (November/December 2020)*

---

---

The purpose of this summary report is to share with the Connecticut Department of Transportation's Highway Safety Office (HSO) results for a special seat belt observational survey conducted in November/December 2020. The NHTSA compliant statewide survey is typically carried every June, soon after the completion of the nationwide *Click It or Ticket* campaign. However, due to the ongoing COVID-19 pandemic that started in early 2020, enforcement and media campaign efforts did not take place as usual. NHTSA waived the statewide reporting requirement for 2020; which gave the states an opportunity to collect some alternate data.

The tables that follow summarize belt use rates across key characteristics such as County, Vehicle Type (car/pickup/SUV/van), Day of Week (weekday/weekend), and Occupant Type (driver/passenger), Sex (male/female) and Race (white/other). Across all observation sites, a total of 17,132 drivers and front outboard passengers were observed during daytime hours. A total of 15,790 occupants were belted, 1,294 were unbelted, and 48 had unknown belt use. The results reported here are based on the 17,084 observations resulting in *known* use. All statistical significance testing was done with chi-square analyses with the statistical significance level set at  $p < .05$ .

### COUNTY

Roadside observations were conducted in 6 of 8 Connecticut counties. Overall belt use was 92.4 percent. Tolland and New Haven counties, both above 94 percent, had the highest belt use rate. Fairfield County had the lowest observed belt use rate at 89.7 percent (Table 1). Results of the chi-square analysis showed a significant difference in belt use across counties,  $\chi^2(5) = 84.27, p < .0001$ .

**Table 1. Observed Seatbelt Use by County**

County	Observations (N)	Percent Belted
Fairfield	3,394	89.7%
Hartford	3,035	93.0%
Middlesex	2,591	90.7%
New Haven	2,963	94.4%
New London	2,329	92.2%
Tolland	2,772	94.7%



PREUSSER RESEARCH GROUP, INC.

115 TECHNOLOGY DRIVE • UNIT B-307 • TRUMBULL, CONNECTICUT 06611 • 203-459-8700

1104 VAN BUREN AVENUE • OXFORD, MISSISSIPPI 38655 • 662-236-9288

*Total*                      *17,084*                      *92.4%*

---



**PREUSSER RESEARCH GROUP, INC.**

115 TECHNOLOGY DRIVE • UNIT B-307 • TRUMBULL, CONNECTICUT 06611 • 203-459-8700

1104 VAN BUREN AVENUE • OXFORD, MISSISSIPPI 38655 • 662-236-9288

## VEHICLE TYPE

Table 2 summarizes belt observations results by vehicle type. Vehicle type was coded into one of four categories: passenger car, pick-up truck, SUV, and van. Observed belt use was highest in SUVs (95.0%), followed by cars and vans (each at 92.3%). Only pick-up trucks had a use rate below 90 percent, and as such had the lowest use at 84.8 percent. Results of the chi-square analysis showed a significant difference in belt use across vehicle type,  $\chi^2(3) = 258.36$ ,  $p < .0001$ .

**Table 2. Observed Seatbelt Use by Vehicle Type**

Vehicle Type	Observations (N)	Percent Belted
Car	6,462	92.3%
Pick-Up Truck	2,301	84.8%
SUV	7,068	95.0%
Van	1,253	92.3%
<b>Total</b>	<b>17,084</b>	<b>92.4%</b>

## WEEKDAY/WEEKEND

Table 3 summarizes the findings for belt use on weekdays and weekends. Belt use rate was slightly, and significantly, higher on weekends (93.8%) than on weekdays (92.1%),  $\chi^2(1) = 11.99$ ,  $p < .01$ .

**Table 3. Observed Belt Use by Weekday/Weekend**

Day of Week	Observations (N)	Percent Belted
Weekday (Mon-Fri)	13,751	92.1%
Weekend (Sat-Sun)	3,333	93.8%
<b>Total</b>	<b>17,084</b>	<b>92.4%</b>



PREUSSER RESEARCH GROUP, INC.

115 TECHNOLOGY DRIVE • UNIT B-307 • TRUMBULL, CONNECTICUT 06611 • 203-459-8700

1104 VAN BUREN AVENUE • OXFORD, MISSISSIPPI 38655 • 662-236-9288

## OCCUPANT CHARACTERISTICS

Table 4 summarizes seat belt use by various demographic characteristics of occupants. survey respondents. Drivers and passengers had similar belt use rates (92.4% and 92.7%, respectively). The difference was not significant. Female occupants had significantly higher belt use rate (95.1%) than male occupants (90.4%),  $\chi^2(1) = 128.46, p < .0001$ . Belt use did show a significant difference across race (92.5% for White occupants, 91.7% for non-White occupants).

**Table 4. Observed Belt Use by Occupant Type**

<b>Characteristic</b>	<b>Observations (N)</b>	<b>Percent Belted</b>
<b>Occupant Type</b>		
Driver	14,291	92.4%
Passenger	2,793	92.7%
<b>Total</b>	<b>17,084</b>	<b>92.4%</b>
<b>Sex</b>		
Male	9,577	90.4%
Female	7,439	95.1%
<b>Total (N)</b>	<b>17,016</b>	<b>92.4%</b>
<b>Race</b>		
White	15,714	92.5%
Other	1,346	91.7%
<b>Total (N)</b>	<b>17,060</b>	<b>92.4%</b>



**PREUSSER RESEARCH GROUP, INC.**

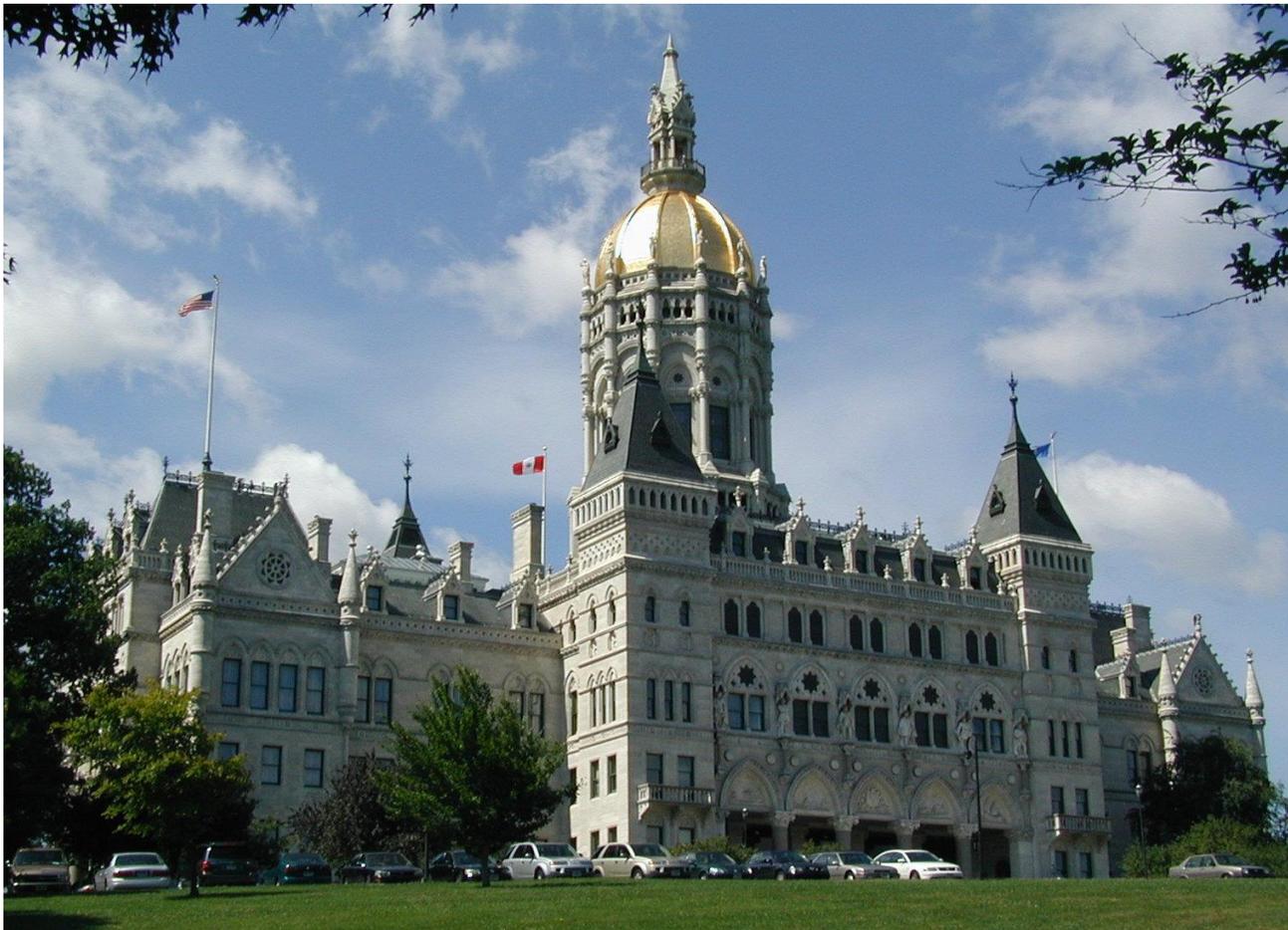
115 TECHNOLOGY DRIVE • UNIT B-307 • TRUMBULL, CONNECTICUT 06611 • 203-459-8700

1104 VAN BUREN AVENUE • OXFORD, MISSISSIPPI 38655 • 662-236-9288

---

# Connecticut Statewide Seat Belt Use:

## 2021 Post “*Click It or Ticket*” Daytime Roadside Observation Results



### *Final Report*

**Connecticut Department of Transportation  
Highway Safety Office**

---

---

## 2021 Seat Belt Use in Connecticut



**DECEMBER 2021**

*Prepared for:*  
**Connecticut Department of Transportation;  
Highway Safety Office**

*Prepared by:*  
**Katie Raboin & Neil Chaudhary, Ph.D.**

**PREUSSER RESEARCH GROUP, INC.  
115 TECHNOLOGY DRIVE, UNIT B-307  
TRUMBULL, CONNECTICUT 06611**

---

# Table of Contents

<b>I. INTRODUCTION .....</b>	<b>1</b>
Background.....	1
Survey Scope.....	1
Overview of Results.....	2
<b>II. PROCEDURES .....</b>	<b>3</b>
Seat Belt Usage Rate and Variability Calculations .....	3
Calculation of Overall Seat Belt Usage Rate.....	3
Seat Belt Observations .....	4
Site Selection .....	4
Site Observation Details.....	5
Observers .....	5
Scheduling .....	6
Data Collection .....	6
Building a Data Set.....	7
Quality Control.....	7
<b>III. RESULTS.....</b>	<b>8</b>
Statewide Daytime Seat Belt Use .....	8
Descriptive Statistics .....	11
<b>Appendix A. Site Location, Time, Day, and Direction of Travel for Observations .....</b>	<b>A-1</b>
<b>Appendix B. Seat Belt Use Observation Procedures .....</b>	<b>B-1</b>
<b>Appendix C. Data Collection Form .....</b>	<b>C-1</b>
<b>Appendix D. 2021 Observation Totals by Site Number .....</b>	<b>D-1</b>

## List of Tables and Figures

### TABLES

Table 1. Driver/Passenger Daytime and Nighttime Statewide Percent Seat Belt Use by Year.....	2
Table 2. Drivers and Passengers Observed by Municipality, 2021.....	8
Table 3. Driver and Passenger Statewide Daytime Percent Seat Belt Use by Year.....	10
Table 4. Driver and Passenger Percent Belt Use by Municipality, 2021.....	11
Table 5. Percent Seat Belt Use by Vehicle Type and Year.....	15
Table 6. Percent Seat Belt Use by County, 2021.....	15
Table 7. Percent Seat Belt Use by Roadway Functional Classification, 2021.....	16
Table 8. Percent Seat Belt Use by Gender and Year.....	16
Table 9. Percent Seat Belt Use by Race and Year.....	17
Table 10. Percent Seat Belt Use by Type of Day and Year.....	17

### FIGURES

Figure 1. Connecticut vs. National Seat Belt Use (2010 – 2021).....	10
---	----

# I. INTRODUCTION

## Background

This report documents Connecticut’s 2021 statewide seat belt use survey. The survey was conducted under the direction of the Connecticut Department of Transportation’s Highway Safety Office (HSO).

The HSO is responsible for the administration of the State of Connecticut’s Highway Safety Program. Occupant protection is among several significant program areas for which HSO is responsible. A portion of HSO occupant protection program funding comes from the Federal Government which requires administration of a statewide survey of seat belt use that must adhere to Federal Register Guidelines. Connecticut’s first statewide survey using Federal Register Guidelines was completed in 1995. There was no statewide survey conducted in 2020 due to the COVID-19 pandemic. This is the twenty-third (23<sup>rd</sup>) follow-up to the original survey in 1995.

The current survey was conducted in June 2021, directly after the national (and State) “*Click It or Ticket*” campaign. The campaign combines heightened law enforcement efforts with supporting media messages. The daytime survey provides a statewide estimate of seat belt use in Connecticut that is comparable to the 1995 estimate accredited by NHTSA in September 1998, and the statewide surveys conducted thereafter.

## Survey Scope

The 2021 survey used the same sites which were resampled in 2018. NHTSA approved our resample for a five-year period (2018 – 2022). New sites will be selected prior to June 2023 data collection. The purpose of the annual roadside survey is to determine statewide safety belt usage for drivers and outboard front seat passengers in passenger vehicles during daytime hours. Additional use rates were calculated for specific locations, type of vehicle, as well as other factors that may have had an effect on seat belt use.

The 2021 survey was probability based and estimates are representative of seat belt use for the entire State of Connecticut. Statewide belt use (the official belt use rate reported to NHTSA) is derived solely from *daytime* observations; the 2021 survey results provide an up-to-date estimate comparable to the twenty-two (22) previous statewide surveys of belt use.

## Overview of Results

Across the 120 observation sites, a total of 28,225 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers combined was **91.5** percent. To date, statewide safety belt use has increased 32.3 percentage points since the first statewide survey in 1995.

**Table 1. Driver/Passenger Daytime and Nighttime Statewide Percent Seat Belt Use by Year**

<b>YEAR</b>	<b>DAYTIME SEAT BELT USE</b>	<b>NIGHTTIME SEAT BELT USE</b>
1995	59.2%	-----
1998	70.1%	-----
1999	72.9%	-----
2000	76.3%	-----
2001	78.0%	-----
2002	78.0%	-----
2003	78.0%	-----
2004	82.9%	76.7%
2005	81.6%	-----
2006	83.5%	76.2%
2007	85.8%	81.3%
2008	88.0%	85.2%
2009	85.9%	-----
2010	88.2%	81.0%
2011	88.4%	-----
2012	86.8%	-----
2013	86.6%	-----
2014	85.1%	-----
2015	85.4%	-----
2016	89.4%	-----
2017	90.3%	-----
2018	92.1%	-----
2019	93.7%	-----
2020	<i>no observations (COVID)</i>	-----
<b>2021</b>	<b>91.5%</b>	-----

## II. PROCEDURES

### *Seat Belt Usage Rate and Variability Calculations*

The sample sites used in the 2021 daytime observational surveys provide a statewide representation.

#### **Calculation of Overall Seat Belt Usage Rate**

Seat belt use rates will be calculated using formulas based on the proportion of the state’s total DVMT<sup>1</sup> “represented” by each site. Seat belt use rate calculations will follow a three-step process.

First, estimated rates will be calculated for each of the five road type strata within each county. Observed use rates for all of the sites within each road stratum-county combination will be combined by simple averaging, as shown in Formula 1. Since the sites’ original probability of inclusion in the sample was proportional to their DVMT (as adjusted, where appropriate, to ensure that every segment in the database in the county-road stratum was proportionally representative of all comparable road segments), averaging their use rates makes use of that sampling probability to reflect their different DVMTs.

$$P_{ij} = \sum_{k=1}^{n_{ij}} p_{ijk} / n_{ij} \quad (1)$$

where  $i$  = road stratum,  $j$  = county,  $k$  = site within road stratum-county,  $n_{ij}$  = number of sites within the road stratum-county, and  $p_{ijk}$  = the observed seat belt use rate at site  $ijk = B_{ijk}/O_{ijk}$ , where  $B_{ijk}$  = total number of belted occupants (drivers and outboard front-seat passengers) observed at the site and  $O_{ijk}$  = total number of occupants whose belt use was observed at the site, excluding Unknown use, according to the selection and observation procedures described in the Observations section of this proposal.

Next, road stratum-county seat belt use rates will be combined across road strata within counties, weighted by the road stratum’s relative contribution to total county DVMT<sup>2</sup>, to yield a county-by-county seat belt use rate  $p_j$ :

$$P_j = \frac{\sum_i DVMT_{ij} p_{ij}}{\sum_i DVMT_{ij}} \quad (2)$$

---

<sup>1</sup> Again, “adjusted DVMT” (this was done by dividing the actual DVMT values of the municipally owned roads by their sampling proportion).

<sup>2</sup> As determined from the State’s HPMS reporting to FHWA; weights are based on a separate run of (town within) county × roadway functional class DVMT on 4/10/2012. DVMT values are available upon request.

where  $i$  = road stratum,  $j$  = county,  $DVMT_{ij}$  = DVMT of all roads in road stratum  $i$  in county  $j$ , and  $p_{ij}$  = seat belt use rate for road stratum  $i$  in county  $j$ .

Finally, rates from the 6 counties will be combined by weighting them by their total DVMT values  $DVMT_j$ :

$$p = \frac{\sum_j DVMT_j p_j}{\sum_j DVMT_j} \quad (3)$$

where  $DVMT_j$  = total DVMT for county  $j$ .

The result will be a weighted combination of the individual site seat belt use rates.

Estimates of subgroups of occupants, such as male drivers, female passengers, male drivers of pickup trucks, etc., may be calculated in the same way.

#### ***Calculation of the Standard Error of the Overall Seat Belt Use Rate***

Standard error of estimate values will be estimated through a jackknife approach, based on the general formula:

$$\hat{\sigma}_{\hat{p}} = \left[ \frac{n-1}{n} \sum_{i=1}^n (\hat{p}_i - \hat{p})^2 \right]^{1/2} \quad (4)$$

where  $\hat{\sigma}_{\hat{p}}$  = standard deviation (standard error) of the estimated statewide seat belt use proportion  $\hat{p}$  (equivalent to  $p$  in the notation of Formulas 1-3),  $n$  = the number of sites, i.e., 120, and  $\hat{p}_i$  = the estimated statewide belt use proportion with site  $i$  excluded from the calculation. The 95% confidence interval, i.e.,  $\hat{p} \pm 1.96\hat{\sigma}_{\hat{p}}$ , will also be calculated. These values will be reported for the overall statewide seatbelt use rate.

### ***Seat Belt Observations***

#### **Site Selection**

The following steps were taken when selecting new sites during the last resample (2019). Prior to the actual data collection, specific locations for data observations were carefully selected, based on observer visits to the locations, maps, and/or available online satellite images and street-level aerial photos.

The direction of travel to be observed (for 2-way roadways) was selected randomly, with each direction having equal probability of selection. Sites were chosen for both observer and general traffic safety so that the observer has a clear view of the vehicles to be coded. When possible, sites were selected where traffic naturally slows (intersections, etc.). More details are provided in the following section.

Day of week was assigned across counties. For each county, one or two observation days were on a weekend, the rest were chosen from the weekdays. Specific days were randomly assigned within these selection constraints. A detailed site list is attached as *Appendix A*.

### **Site Observation Details**

After initial site selection took place, all sites were described by location, possible observation points, and direction of travel to be observed (selected randomly in advance). The complete road segment was also described by map details such as road name or number and segment begin and end points. This was done so that each observer would know the range of alternate sites to consider in the off chance that a replacement site needed to be selected.

Due to the extent of data that needs to be collected for each vehicle, (vehicle type, gender, race, driver/passenger belt use, etc.), we gave preference to observation points where traffic naturally slows or stops. Preferable locations were near intersections which may cause vehicles to slow, increasing the time for observation and improving data completeness and accuracy. For limited access highway segments, we capture traffic at or near an exit ramp where traffic should be slow enough to allow reliable and accurate observations to be made. Finding a location with slowing traffic is not a strict requirement; in the past our observers have accurately made such observations during free-flowing traffic with a minimum number of “unknowns.”

### **Observers**

All observers are hired and trained by PRG. Four (4) PRG staff members participated in the 2021 daytime observations, all having had extensive seat belt observation experience in addition to field instruction and multiple training sessions. These observers, working alone, performed all field data collection for this evaluation. Prior to any data collection, all observers went through a “refresher course” where the procedures were reviewed with all observers in a training session which included classroom and roadside practice sessions. Training included additional procedures to follow should a site be temporarily unusable (e.g., due to bad weather or temporary traffic disruption), unusable during this survey period (e.g., due to construction), or permanently unusable. Training was conducted in the weeks leading up to the start of observations.

## **Scheduling**

Daytime observations were conducted Friday-Thursday during daylight hours between 7:00 a.m. and 6:00 p.m. Each county's observations were scheduled, in advance, to be conducted in four clusters, with roughly five sites scheduled for each day. The first site to be observed was randomly selected; the subsequent sites were assigned in an order which provided balance by type of site and time of day while minimizing travel distance and time. For each site, the schedule specified time of day, day of week, roadway to observe, and direction of traffic to observe. Time of day was specified as one of five time periods, 7:00 – 9:00 a.m., 9:00 – 11:00 a.m., 11:00 a.m. – 2:00 p.m., 2:00 – 4:00 p.m., and 4:00 – 6:00 p.m., with a 45-minute observation period to take place for each individual site (within the timeframes noted above).

Observation sites were mapped in advance by the survey manager. Mapping helped to identify geographic location of sites as well as the target day for observation. Advanced mapping preparation enabled observers to plan trips well ahead of time, thereby increasing efficiency in travel and labor. Each scheduled observer used GPS to reach all site locations, then referred to individual maps for instructions on where to park, stand, etc.

## **Data Collection**

Data collection procedures were set forth before any observations took place. These procedures were guided by the Federal Register's Uniform Criteria for State Observational Surveys of Seat Belt Use.

All data collection was conducted according to the observer instructions/procedures provided in *Appendix B*. Observers were told to review these instructions on a regular basis during the observation process.

In general, the procedures indicated:

- Length of observation period is exactly 45 minutes;
- Qualifying vehicles include cars, pickup trucks, sport utility vehicles and vans;
- Qualifying occupants include the driver and the outboard, front seat passenger (children in a front seat child restraint are excluded from the survey; children that are not restrained and in the front seat qualify);
- Each lane of traffic in one direction is to be observed for equal amounts of time;

- If traffic is moving too quickly on heavy traffic roadways, a reference point some distance away on the road is chosen, by which the next qualifying vehicle must pass before being recorded on the data sheet;
- If rain, heavy fog, or other inclement weather occurs, the observer will halt the survey for 15 minutes; if bad weather persists, the site is to be rescheduled; and
- If construction compromises a site, the observer is to move to a nearby location (on the same street) and observe the same stream of traffic. If this is not feasible, an alternate site will be selected.

All passenger vehicles less than 10,000 lbs Gross Vehicle Weight Rating (GVWR) were eligible to be observed. Survey information was recorded on an observation data collection form (*Appendix C*) for each 45-minute seat belt observation session. The form was designed so that all pertinent site information can be documented, including county name, city/town/area identifier, exact roadway location, date, day of week, time, weather condition, direction of traffic flow and lane(s) observed. All through lanes will be observed; if traffic is too heavy to observe all at one time, then time should be split among the lanes to give each through lane equal observation time. Each one-page form includes space to record information on 70 vehicles, the driver of that vehicle, and the outboard, front seat passenger, if any. If more than 70 observations are made, additional sheets will be used and all sheets for the observation site will be stapled together. Observations will include vehicle type (Car, Pick-up truck, SUV or Van) and person gender and race (white, non-white) in addition to belt use.

### **Building a Data Set**

Two staff members were assigned the responsibility of entering all collected data into an Excel database. After all data was entered, a minimum of 10 percent of all data records were checked and confirmed in order to verify the quality and accuracy of data entry. No substantial keypunch problems were found from any of the data entry staff. The data set was then analyzed using both Excel and the Statistical Package for the Social Sciences (SPSS).

### **Quality Control**

Quality control monitors conducted random, unannounced visits to a minimum of 10 observation sites for the purpose of quality control. The monitor ensured that the observer is in place and making observations during the observation period. When and where possible, the monitor remained undetected by the observer.

Comparisons were made between data collected by individual observers. Differences were not beyond what would be expected and accepted as normal.

### III. Results

#### Statewide Daytime Seat Belt Use

Across the 120 sample sites, 22,836 drivers and 5,389 outboard front seat passengers were observed during daytime statewide observations. Roadside data was collected in 66 cities and towns across the State of Connecticut. The number of drivers and passengers observed for each municipality are displayed in Table 2 below. An overview of all 120 observation site locations showing driver, passenger and combined belt use rates across all sites is provided at the end of this report in *Appendix D*.

**Table 2. Drivers and Passengers Observed by Municipality, 2021**

<b>City/ Town</b>	<b>Drivers <i>N Observed</i></b>	<b>Passengers <i>N Observed</i></b>	<b>Combined <i>Total N Observed</i></b>
<b>BETHANY</b>	<b>88</b>	<b>16</b>	<b>104</b>
<b>BETHEL</b>	<b>702</b>	<b>147</b>	<b>849</b>
<b>BOLTON</b>	<b>466</b>	<b>82</b>	<b>548</b>
<b>BRANFORD</b>	<b>220</b>	<b>21</b>	<b>241</b>
<b>BRIDGEPORT</b>	<b>962</b>	<b>295</b>	<b>1257</b>
<b>BROOKFIELD</b>	<b>363</b>	<b>86</b>	<b>449</b>
<b>CANTON</b>	<b>149</b>	<b>80</b>	<b>229</b>
<b>CHESHIRE</b>	<b>158</b>	<b>40</b>	<b>198</b>
<b>CHESTER</b>	<b>452</b>	<b>102</b>	<b>554</b>
<b>COLCHESTER</b>	<b>283</b>	<b>69</b>	<b>352</b>
<b>COLUMBIA</b>	<b>613</b>	<b>101</b>	<b>714</b>
<b>COVENTRY</b>	<b>287</b>	<b>68</b>	<b>355</b>
<b>CROMWELL</b>	<b>978</b>	<b>213</b>	<b>1191</b>
<b>DANBURY</b>	<b>410</b>	<b>91</b>	<b>501</b>
<b>DURHAM</b>	<b>200</b>	<b>67</b>	<b>267</b>
<b>EAST HADDAM</b>	<b>21</b>	<b>7</b>	<b>28</b>
<b>EAST HAMPTON</b>	<b>34</b>	<b>7</b>	<b>41</b>
<b>EAST HARTFORD</b>	<b>400</b>	<b>83</b>	<b>483</b>
<b>EAST LYME</b>	<b>435</b>	<b>86</b>	<b>521</b>
<b>EAST WINDSOR</b>	<b>44</b>	<b>5</b>	<b>49</b>
<b>EASTON</b>	<b>169</b>	<b>34</b>	<b>203</b>
<b>ENFIELD</b>	<b>189</b>	<b>23</b>	<b>212</b>
<b>ESSEX</b>	<b>209</b>	<b>42</b>	<b>251</b>
<b>FAIRFIELD</b>	<b>524</b>	<b>153</b>	<b>677</b>
<b>FRANKLIN</b>	<b>188</b>	<b>52</b>	<b>240</b>
<b>GRANBY</b>	<b>173</b>	<b>32</b>	<b>205</b>
<b>GRISWOLD</b>	<b>164</b>	<b>26</b>	<b>190</b>
<b>GROTON</b>	<b>836</b>	<b>202</b>	<b>1038</b>
<b>GUILFORD</b>	<b>719</b>	<b>167</b>	<b>886</b>

<b>City/ Town</b>	<b>Drivers <i>N Observed</i></b>	<b>Passengers <i>N Observed</i></b>	<b>Combined <i>Total N Observed</i></b>
<b>HADDAM</b>	<b>380</b>	<b>85</b>	<b>465</b>
<b>HARTFORD</b>	<b>468</b>	<b>130</b>	<b>598</b>
<b>HEBRON</b>	<b>130</b>	<b>26</b>	<b>156</b>
<b>LEBANON</b>	<b>70</b>	<b>13</b>	<b>83</b>
<b>LEDYARD</b>	<b>130</b>	<b>38</b>	<b>168</b>
<b>MANCHESTER</b>	<b>631</b>	<b>148</b>	<b>779</b>
<b>MANSFIELD</b>	<b>107</b>	<b>20</b>	<b>127</b>
<b>MERIDEN</b>	<b>286</b>	<b>99</b>	<b>385</b>
<b>MIDDLETOWN</b>	<b>406</b>	<b>104</b>	<b>510</b>
<b>MILFORD</b>	<b>182</b>	<b>43</b>	<b>225</b>
<b>MONROE</b>	<b>198</b>	<b>38</b>	<b>236</b>
<b>NEW HAVEN</b>	<b>149</b>	<b>41</b>	<b>190</b>
<b>NEWTOWN</b>	<b>441</b>	<b>117</b>	<b>558</b>
<b>NORTH HAVEN</b>	<b>417</b>	<b>143</b>	<b>560</b>
<b>NORTH STONINGTON</b>	<b>250</b>	<b>50</b>	<b>300</b>
<b>OLD SAYBROOK</b>	<b>133</b>	<b>32</b>	<b>165</b>
<b>PLAINVILLE</b>	<b>1002</b>	<b>277</b>	<b>1279</b>
<b>PORTLAND</b>	<b>257</b>	<b>61</b>	<b>318</b>
<b>PRESTON</b>	<b>194</b>	<b>39</b>	<b>233</b>
<b>PROSPECT</b>	<b>113</b>	<b>24</b>	<b>137</b>
<b>REDDING</b>	<b>161</b>	<b>33</b>	<b>194</b>
<b>ROCKY HILL</b>	<b>314</b>	<b>96</b>	<b>410</b>
<b>SEYMOUR</b>	<b>243</b>	<b>40</b>	<b>283</b>
<b>SHELTON</b>	<b>442</b>	<b>71</b>	<b>513</b>
<b>SOUTHBURY</b>	<b>302</b>	<b>56</b>	<b>358</b>
<b>SOUTHINGTON</b>	<b>413</b>	<b>115</b>	<b>528</b>
<b>SPRAGUE</b>	<b>56</b>	<b>11</b>	<b>67</b>
<b>STRATFORD</b>	<b>374</b>	<b>80</b>	<b>454</b>
<b>SUFFIELD</b>	<b>146</b>	<b>34</b>	<b>180</b>
<b>TOLLAND</b>	<b>693</b>	<b>124</b>	<b>817</b>
<b>TRUMBULL</b>	<b>1246</b>	<b>347</b>	<b>1593</b>
<b>UNION</b>	<b>150</b>	<b>25</b>	<b>175</b>
<b>VERNON</b>	<b>549</b>	<b>96</b>	<b>645</b>
<b>WESTBROOK</b>	<b>541</b>	<b>139</b>	<b>680</b>
<b>WILLINGTON</b>	<b>168</b>	<b>28</b>	<b>196</b>
<b>WINDSOR</b>	<b>214</b>	<b>87</b>	<b>301</b>
<b>WOODBIDGE</b>	<b>291</b>	<b>37</b>	<b>328</b>

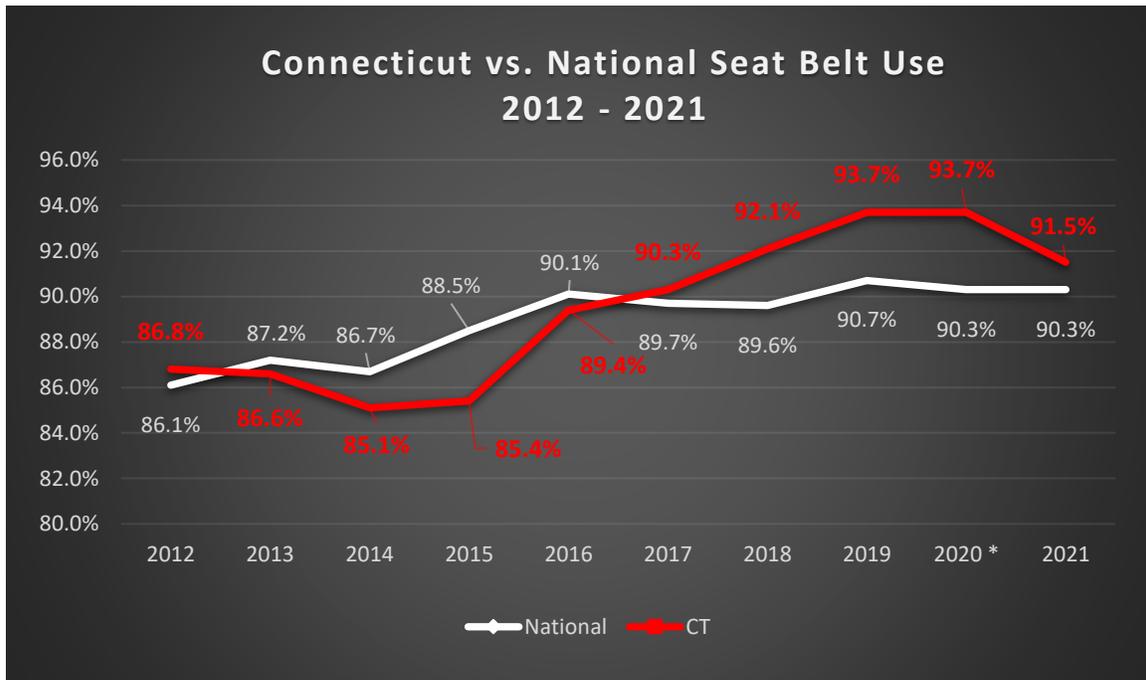
The 2021 seat belt use rate for Connecticut, based on the formulas previously described, was **91.5** percent for drivers and passengers combined (95 percent CI,  $\pm$  2 percent). The Connecticut statewide belt use rate has increased steadily over time, from 59.2 percent in 1995 to

a high of 93.7 percent in 2019. There was a decline in belt use in 2021 to 91.5%, but Connecticut is still above the national average. See Table 3 for details.

**Table 3. Connecticut vs. National Statewide Daytime Percent Seat Belt Use by Year**

YEAR	NATIONAL DAYTIME SEAT BELT USE	CONNECTICUT DAYTIME SEAT BELT USE
2009	84.0%	85.9%
2010	85.0%	88.2%
2011	84.0%	88.4%
2012	86.0%	86.8%
2013	87.0%	87.0%
2014	87.0%	85.1%
2015	87.0%	85.4%
2016	90.1%	89.4%
2017	89.7%	90.3%
2018	89.6%	92.1%
2019	90.7%	93.7%
2020	90.3%	93.7%*
<b>2021</b>	<b>90.7%</b>	<b>91.5%</b>

\*A statewide survey was not conducted in June 2020 due to the COVID-19 pandemic.



**Figure 1. Connecticut vs. National Seat Belt Use (2010 – 2019)**

### Descriptive Statistics

The results displayed in the tables and discussion that follow were calculated from raw data counts of drivers and outboard front seat passengers during daytime observations.

**Table 4. Driver and Passenger Percent Belt Use by Municipality, 2021**

<i>Site #</i>	<i>City/Town</i>	<b>PERCENT BELTED</b>		
		<b>Drivers</b>	<b>Passengers</b>	<b>Combined (N=23,445)</b>
9401	BETHANY	95%	100%	97%
1302	BETHEL	92%	100%	93%
1401	BETHEL	93%	95%	93%
13203	BOLTON	92%	100%	94%
13302	BOLTON	89%	100%	90%
13303	BOLTON	91%	100%	92%
9102	BRANFORD	95%	95%	95%
1103	BRIDGEPORT	92%	93%	92%
1104	BRIDGEPORT	94%	94%	94%
1304	BROOKFIELD	93%	92%	93%
3402	CANTON	94%	100%	94%
9204	CHESHIRE	95%	96%	95%
7402	CHESTER	94%	96%	95%
7403	CHESTER	94%	100%	95%
11208	COLCHESTER	94%	100%	95%
11402	COLCHESTER	93%	100%	94%
11502	COLCHESTER	96%	100%	97%
13204	COLUMBIA	95%	100%	96%
13403	COLUMBIA	91%	100%	92%
13404	COLUMBIA	93%	95%	93%
13202	COVENTRY	91%	98%	93%
13304	COVENTRY	90%	98%	91%
7103	CROMWELL	95%	94%	95%
7201	CROMWELL	97%	93%	96%
7204	CROMWELL	94%	96%	95%
7503	CROMWELL	94%	86%	91%
1501	DANBURY	95%	100%	96%
1504	DANBURY	94%	100%	95%
7301	DURHAM	95%	95%	95%
7404	EAST HADDAM	83%	100%	86%
7501	EAST HAMPTON	90%	100%	90%
7504	EAST HAMPTON	100%	100%	100%
3302	EAST HARTFORD	94%	100%	95%
3304	EAST HARTFORD	84%	85%	85%
11103	EAST LYME	96%	96%	96%

<b>PERCENT BELTED</b>				
<i>Site #</i>	<i>City/Town</i>	<b>Drivers</b>	<b>Passengers</b>	<b>Combined (N=23,445)</b>
11104	EAST LYME	95%	94%	95%
11106	EAST LYME	96%	96%	96%
3510	EAST WINDSOR	86%	100%	87%
1404	EASTON	96%	100%	97%
3204	ENFIELD	92%	97%	93%
7502	ESSEX	97%	100%	97%
1101	FAIRFIELD	94%	89%	93%
11203	FRANKLIN	93%	100%	94%
3404	GRANBY	95%	80%	94%
11301	GRISWOLD	98%	100%	98%
11101	GROTON	94%	98%	94%
11302	GROTON	97%	97%	97%
11303	GROTON	94%	91%	93%
11304	GROTON	93%	95%	94%
11503	GROTON	92%	100%	93%
9104	GUILFORD	95%	95%	95%
9302	GUILFORD	89%	87%	89%
9402	GUILFORD	96%	100%	97%
9403	GUILFORD	95%	83%	94%
9404	GUILFORD	95%	100%	95%
7302	HADDAM	91%	63%	88%
7304	HADDAM	92%	99%	94%
3104	HARTFORD	93%	84%	92%
3501	HARTFORD	92%	91%	91%
3503	HARTFORD	86%	80%	84%
3504	HARTFORD	89%	88%	89%
13401	HEBRON	95%	100%	95%
11501	LEBANON	92%	100%	93%
11504	LEBANON	100%	100%	100%
11403	LEDYARD	92%	100%	94%
3101	MANCHESTER	96%	94%	95%
3301	MANCHESTER	91%	94%	92%
3305	MANCHESTER	92%	94%	92%
13201	MANSFIELD	93%	98%	94%
9303	MERIDEN	92%	93%	92%
7202	MIDDLETOWN	95%	93%	94%

<b>PERCENT BELTED</b>				
<i>Site #</i>	<i>City/Town</i>	<b>Drivers</b>	<b>Passengers</b>	<b>Combined</b> (N=23,445)
7401	MIDDLETOWN	93%	83%	92%
9203	MILFORD	93%	93%	93%
1402	MONROE	93%	100%	94%
9101	NEW HAVEN	94%	94%	94%
1303	NEWTOWN	95%	97%	95%
9202	NORTH HAVEN	92%	96%	92%
9502	NORTH HAVEN	91%	90%	91%
11205	NORTH STONINGTON	92%	89%	91%
11401	NORTH STONINGTON	91%	100%	92%
7102	OLD SAYBROOK	95%	95%	95%
3201	PLAINVILLE	93%	100%	94%
3203	PLAINVILLE	95%	89%	94%
3401	PLAINVILLE	96%	100%	96%
7205	PORTLAND	96%	100%	96%
11201	PRESTON	94%	88%	93%
9304	PROSPECT	84%	91%	85%
1403	REDDING	93%	92%	93%
3107	ROCKY HILL	97%	94%	96%
9301	SEYMOUR	91%	93%	91%
1202	SHELTON	93%	95%	94%
1301	SHELTON	93%	84%	92%
1502	SHELTON	80%	100%	82%
9103	SOUTHBURY	97%	95%	96%
9501	SOUTHBURY	83%	100%	84%
9503	SOUTHBURY	93%	87%	92%
3102	SOUTHINGTON	97%	100%	98%
11404	SPRAGUE	90%	97%	90%
1102	STRATFORD	93%	98%	94%
1204	STRATFORD	94%	90%	94%
3403	SUFFIELD	93%	100%	94%
13101	TOLLAND	91%	97%	92%
13102	TOLLAND	93%	100%	95%
13402	TOLLAND	87%	100%	89%
1201	TRUMBULL	96%	93%	96%
1203	TRUMBULL	96%	97%	96%
1503	TRUMBULL	89%	91%	89%

		PERCENT BELTED		
		Drivers	Passengers	Combined
Site #	City/Town			(N=23,445)
13501	UNION	95%	100%	95%
13502	UNION	100%	100%	100%
13503	UNION	100%	100%	100%
13504	UNION	100%	100%	100%
13103	VERNON	92%	100%	94%
13104	VERNON	92%	100%	93%
7101	WESTBROOK	97%	93%	96%
7104	WESTBROOK	97%	94%	96%
7303	WESTBROOK	93%	100%	95%
13301	WILLINGTON	96%	94%	95%
3202	WINDSOR	95%	100%	96%
9201	WOODBIDGE	94%	99%	96%
9504	WOODBIDGE	90%	96%	92%

Results from the 2021 daytime statewide survey indicate that drivers of passenger cars, sport utility vehicles and vans were far more likely to wear a seat belt when compared to drivers of pickup trucks. Historically, pick-up truck drivers/passengers have had the lowest observed belt use. This continued to be the case for both pick-up truck categories in 2021. Driver and passenger belt use was similar across vehicle type. Sport utility vehicles had the highest seat belt use rates for both drivers and passengers (see Table 5 for details).

**Table 5. Percent Seat Belt Use by Vehicle Type and Year**

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'21
<b>DRIVERS</b>																
<i>Car</i>	83.2	84.4	84.3	86.0	85.4	87.3	87.6	88.8	87.9	86.7	86.4	89.9	90.2	91.8	93.3	<b>91.0</b>
<i>Pick-Up Truck</i>	65.3	70.7	73.5	78.2	75.5	76.2	77.1	80.1	80.2	75.2	76.2	80.2	81.9	84.8	86.6	<b>84.1</b>
<i>SUV</i>	83.9	86.3	87.0	88.3	88.2	89.3	91.0	90.4	90.7	88.2	88.3	93.7	93.4	94.4	95.9	<b>94.8</b>
<i>Van</i>	78.1	84.0	84.2	87.3	88.2	88.1	88.0	90.6	89.9	86.4	86.2	91.2	90.3	94.3	92.6	<b>89.3</b>
<b>PASSENGERS</b>																
<i>Car</i>	81.9	84.5	82.6	86.8	83.5	85.8	85.6	87.8	87.2	86.4	86.8	90.7	91.9	92.4	95.0	<b>89.7</b>
<i>Pick-Up Truck</i>	58.8	68.0	74.4	76.1	71.2	68.5	72.0	77.8	78.3	76.5	78.7	82.0	84.8	83.0	92.8	<b>85.2</b>
<i>SUV</i>	85.1	87.3	88.6	89.9	89.0	91.5	90.4	89.7	91.3	87.6	90.7	93.5	95.2	96.3	96.1	<b>93.7</b>
<i>Van</i>	79.0	85.6	87.8	89.7	87.3	90.2	87.7	90.3	87.6	88.8	86.2	91.8	90.5	95.6	95.2	<b>90.7</b>

The highest driver belt use rates were found in Fairfield, Hartford, and Tolland counties (all 92.2 %). The highest passenger belt use rates were found in Middlesex and Tolland counties (94.5% and 93%, respectively). The “lowest” driver and passenger belt use rates were found in New Haven County (89.4% and 91.0%).

**Table 6. Percent Seat Belt Use by County, 2021**

	Fairfield	Hartford	Middlesex	New Haven	New London	Tolland
<b>DRIVER</b>	92.2%	92.2%	92.1%	89.4%	91.9%	92.2%
<b>PASSENGER</b>	91.5%	92.4%	94.5%	91.0%	90.5%	93.0%

Statewide seat belt use in 2021 was also analyzed by roadway functional classification type (categorized as Interstate, Principal Arterial, Minor Arterial, Collector, or Local Road). Both driver and passenger belt use were highest on Collectors and Local Roads in 2021. Belt use was lowest on Interstates for drivers (91.0%) and Principal Arterial (other Freeways & Expressways) for passengers. See Table 7 for details.

**Table 7. Percent Seat Belt Use by Roadway Functional Classification, 2021**

ROADWAY FUNCTIONAL CLASSIFICATION	PERCENT BELTED		
	<i>Drivers</i>	<i>Passengers</i>	<i>Total (D + P)</i>
<i>Interstate</i>	91.0%	91.0%	91.0%
<i>Principal Arterial (other Freeways &amp; Expressways)</i>	91.7%	90.4%	91.4%
<i>Minor Arterial</i>	91.5%	92.3%	91.7%
<i>Collector</i>	92.1%	93.4%	92.3%
<i>Local Road</i>	92.7%	95.2%	92.9%

In 2021, seat belt use showed some declines from 2019 to 2021 for both male and female drivers and passengers. Male drivers went from 91.9 to 89.4 percent and female drivers went from 95.7 to 94.3 percent. The male passenger belt use rate decreased by 5.1 percentage points while female passengers decreased by 2.8 percentage points. Historically, female motorists have been shown to wear their seat belts more frequently than male motorists. Results from the current survey demonstrate this trend, with female drivers achieving a 94.3 percent belt use rate and female passengers a 93.2 percent use rate, compared to male drivers and passengers (89.4 percent and 89.6 percent, respectively). The percentage point difference between male and female seat belt use has decreased over time. In 2005, the difference was 11.3 percentage points for drivers and 18.3 percentage points for passengers. In 2021, the percentage point difference

was much less, with a 4.9 percentage point difference for drivers and a 4.6 percentage point difference for passengers.

**Table 8. Percent Seat Belt Use by Gender and Year 2005-2021**

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'21
<i><b>DRIVERS</b></i>																
<i>Male</i>	76.4	80.7	80.8	84.2	82.8	84.8	85.3	86.8	84.1	83.1	83.5	88.2	87.5	90.4	91.9	<b>89.4</b>
<i>Female</i>	87.7	87.6	88.4	88.5	89.1	90.0	90.7	90.8	89.8	88.0	88.9	92.7	92.9	94.4	95.7	<b>94.3</b>
<i><b>PASSENGERS</b></i>																
<i>Male</i>	68.9	77.3	77.4	78.3	79.1	80.7	82.8	84.9	83.5	80.3	82.6	88.3	90.1	89.9	93.7	<b>88.6</b>
<i>Female</i>	87.2	88.5	88.6	91.3	87.3	90.5	88.8	89.5	90.1	86.9	90.2	92.8	93.2	95.3	96.0	<b>93.2</b>

Historically, Connecticut's annual seat belt surveys have shown that white drivers and white passengers are more likely to wear a seat belt, compared to non-white drivers and passengers. The 2021 survey showed a substantial decline in belt use among non-white drivers. White drivers and passengers produced the highest belt use rates in 2021 (92.1 percent and 92.5 percent, respectively). Non-white passenger belt use increased slightly from 2019 to 2021 (from 90.8 to 91.4 percent, respectively).

**Table 9. Percent Seat Belt Use by Race and Year 2005-2021**

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'21
<i><b>DRIVERS</b></i>																
<i>White</i>	81.6	83.8	84.9	86.5	86.6	87.6	88.1	88.9	88.3	86.1	86.4	90.7	90.4	92.4	93.7	<b>92.1</b>
<i>Non-White</i>	73.8	79.5	77.3	81.6	76.4	81.6	82.1	83.4	84.6	82.9	79.3	84.6	83.9	89.3	91.6	<b>87.2</b>
<i><b>PASSENGERS</b></i>																
<i>White</i>	81.0	85.1	85.2	88.1	85.6	87.2	87.3	88.2	87.8	86.6	87.9	91.7	92.9	93.8	95.6	<b>92.5</b>
<i>Non-White</i>	70.6	74.8	76.6	78.0	74.9	82.2	78.3	83.1	84.9	82.0	81.7	83.8	80.6	90.3	90.8	<b>91.4</b>

In 2021, driver and passenger seat belt use were about the same during the week and on weekends (see Table 10). Belt use decreased across all days of week for both drivers and passengers. Specifically, the weekday use rate for drivers went from 93.5% in 2019 to 91.8% in 2021. The weekday use for passengers decreased from 95.5% in 2019 to 92.5% in 2021. A similar pattern was shown for both drivers and passengers on weekends.

**Table 10. Percent Seat Belt Use by Type of Day and Year 2005-2021**

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'21
<i><b>DRIVERS</b></i>																
<i>Weekday</i>	81.1	83.2	84.6	86.4	85.7	87.2	87.5	88.8	88.2	85.7	86.0	90.1	89.7	92.3	93.5	<b>91.8</b>
<i>Weekend</i>	80.1	84.5	80.9	83.9	84.0	85.7	87.9	87.7	87.6	85.9	85.4	90.2	89.9	91.7	93.5	<b>91.4</b>
<i><b>PASSENGERS</b></i>																
<i>Weekday</i>	77.8	80.9	82.7	86.9	83.6	86.2	85.3	88.0	85.8	85.0	87.1	90.6	92.5	93.4	95.5	<b>92.5</b>
<i>Weekend</i>	84.1	90.8	86.9	87.2	86.0	87.6	89.6	87.5	90.1	87.6	87.6	91.6	91.6	93.5	94.7	<b>92.1</b>

## Appendix A. Connecticut Daytime Seat Belt Observation Site List

Site #	Site Description	City/Town	Day of Week	Time	Date
1101	Site 1101 - FAIRFIELD I -95 Northbound Mill Hill Rd Overpass	FAIRFIELD	TUESDAY	9:00 am - 9:45 pm	6/4/2019
1102	Site 1102 - Stratford Exit 32 Southbound	STRATFORD	THURSDAY	11:15 am - 12:00 pm	6/20/2019
1103	Site 1103 - Bridgeport I-95 Northbound Plains Rd Overpass	BRIDGEPORT/MILFORD	MONDAY	3:30 pm - 4:15 pm	6/3/2019
1104	Site 1104 - Bridgeport I-95 Southbound Meadowbrook Rd Overpass	BRIDGEPORT/FAIRFIELD	MONDAY	1:45 pm - 2:30 pm	6/3/2019
1201	Site 1201 - Trumbull Route 15 Northbound Huntington Tpk Overpass	TRUMBULL/STRATFORD	MONDAY	7:45 am - 8:30 am	6/3/2019
1202	Site 1202 - Shelton Route 8 Southbound Huntington Rd Overpass (NEEDS TO CHANGE TO RTE 8 South @ WOODCREST AVE OVERPASS TRUMBULL) 41.2481525, - 73.1497979	SHELTON	THURSDAY	1:45 pm - 2:30 pm	6/20/2019
1203	Site 1203 - Trumbull Route 15 Northbound Plattsville Rd Overpass	TRUMBULL	MONDAY	9:30 am - 10:15 am	6/3/2019
1204	Site 1204 - Stratford Route 1 (Ferry Blvd / Barnum Ave Cutoff) Northbound	STRATFORD	THURSDAY	7:45 am - 8:30 am	6/20/2019
1301	Site 1301 - Shelton Route 110 (Howe Ave) Northbound	SHELTON	THURSDAY	3:30 pm - 4:15 pm	6/20/2019
1302	Site 1302 - Bethel Route 6 (Stoney Hill Rd) Westbound	BETHEL	WEDNESDAY	1:00 pm - 1:45 pm	6/5/2019
1303	Site 1303 - Newtown Route 6 (Mt Pleasant) Eastbound	NEWTOWN	WEDNESDAY	5:15 pm - 6:00 pm	6/5/2019
1304	Site 1304 - Brookfield Route 202 (Candlewood Lake Rd / White Turkey Rd Ext) Southbound. Park south of entrance to Rt 7 S. Observe north of entrance if possible. Use caution.	BROOKFIELD	WEDNESDAY	9:00 am - 9:45 pm	6/5/2019
1401	Site 1401 - Bethel Route 53 (Redding Rd / Turkey Plain Rd) Northbound	BETHEL	TUESDAY	3:45 pm - 4:30 pm	6/4/2019
1402	Site 1402 - Monroe Route 59 (Stepney Rd) Southbound	MONROE	WEDNESDAY	3:45 pm - 4:30 pm	6/5/2019
1403	Site 1403 - Redding Route 58 (Black Rock Turnpike) Northbound	REDDING	TUESDAY	1:00 pm - 1:45 pm	6/4/2019
1404	Site 1404 - Easton Route 58 (Black Rock Turnpike) Southbound	EASTON	TUESDAY	10:45 am - 11:30 am	6/4/2019
1501	Site 1501 - Danbury Route 824 (Milestone Rd) Northbound	DANBURY	WEDNESDAY	10:45 am - 11:30 am	6/5/2019
1502	Site 1502 - Shelton Route 454 (Indian Well Rd) Northbound	SHELTON	SUNDAY	11:15 am - 12:00 pm	6/2/2019
1503	Site 1503 - Trumbull Route 739 (Park St) Southbound	TRUMBULL	MONDAY	11:15 am - 12:00 pm	6/3/2019
1504	Site 1504 - Danbury Route 824 (Milestone Rd) Southbound	DANBURY	TUESDAY	5:15 pm - 6:00 pm	6/4/2019
3101	Site 3101 - Manchester Westbound Route 84 from Demming Rd (Rt30) Overpass	MANCHESTER	SUNDAY	11:15 am - 12:00 pm	6/9/2019
3102	Site 3102 - Southington Route 84 Westbound from Prospect St Overpass (WB 2018)	SOUTHINGTON	SATURDAY	9:30 am - 10:15 am	6/1/2019

Site #	Site Description	City/Town	Day of Week	Time	Date
3104	Site 3104 - Hartford Route 84 Eastbound Exit 49 from High St Overpass. Curb cut at crosswalk. Park on grass Gov FootGuard Bldg. Crosswalks to overpass. (Observe Exit Ramp if fence is too thick to see through)	HARTFORD	THURSDAY	1:00 pm - 1:45 pm	6/13/2019
3107	Site 3107 - ROCKY HILL Route 091 Southbound from West St (Rte 411) Overpass	ROCKYHILL	SUNDAY	7:45 am - 8:30 am	6/9/2019
3201	Site 3201 - Plainville Route 72 Westbound from Corbin Ave (Rte372) Overpass	PLAINVILLE	SATURDAY	3:30 pm - 4:15 pm	6/1/2019
3202	Site 3202 - Windsor Route 20 (Bradley International Airport Con) Eastbound from Ella Grasso Tpk (Rt 75) Overpass	WINDSOR	WEDNESDAY	1:45 pm - 2:30 pm	6/12/2019
3203	Site 3203 - Plainville Route 10 (Farmington Ave) Northbound	PLAINVILLE	SATURDAY	11:15 am - 12:00 pm	6/1/2019
3204	Site 3204- Enfield Route 5 (King St) Southbound	ENFIELD	WEDNESDAY	11:15 am - 12:00 pm	6/12/2019
3301	Site 3301 - Manchester Route 6 & 44 (Center St) Westbound	MANCHESTER	THURSDAY	9:00 am - 9:45 pm	6/13/2019
3302	Site 3302 - East Hartford Route 44 (Burnside Ave) Westbound	EAST HARTFORD	THURSDAY	10:45 am - 11:30 am	6/13/2019
3304	Site 3304 - East Hartford - Route 44 (Burnside Ave) Eastbound	EAST HARTFORD	SUNDAY	1:45 pm - 2:30 pm	6/9/2019
3305	Site 3305 - Manchester Route 6 & 44 (E Center St / Middle Turnpike E) Eastbound	MANCHESTER	SUNDAY	9:30 am - 10:15 am	6/9/2019
3401	Site 3401 - Plainville Route 536 (Crooked St) Westbound	PLAINVILLE	SATURDAY	1:45 pm - 2:30 pm	6/1/2019
3402	Site 3402 - Canton Route 179 (Cherry Brook Rd) Southbound	CANTON	THURSDAY	7:45 am - 8:30 am	6/13/2019
3403	Site 3403 - Suffield Route 168 (Mountain Rd) Eastbound	SUFFIELD	WEDNESDAY	9:30 am - 10:15 am	6/12/2019
3404	Site 3404 - Granby Route 219 (Barkhamsted Rd) Northbound	GRANBY	WEDNESDAY	7:45 am - 8:30 am	6/12/2019
3501	Site 3501 - Hartford Route 503 (West Blvd from Newton St to On-Ramp) Weekday Eastbound	HARTFORD	WEDNESDAY	3:30 pm - 4:15 pm	6/12/2019
3503	Site 3503 - Hartford Route 503 (West Blvd from Newton St to On-Ramp) Weekend Eastbound	HARTFORD	SUNDAY	3:30 pm - 4:15 pm	6/9/2019
3504	Site 3504 - Hartford Route 503 (West Blvd from On-Ramp to Evergreen Ave) Westbound	HARTFORD	THURSDAY	3:45 pm - 4:30 pm	6/13/2019
3510	Site 3510 - EAST WINDSOR Route 510 (Main ST) Northbound	EAST WINDSOR	SUNDAY	7:45 am - 8:30 am	6/9/2019
7101	Site 7101 - Westbrook Route 95 Southbound from Willard Ave Overpass (SB 2018)	WESTBROOK	TUESDAY	9:15 am - 10:00 am	6/18/2019
7102	Site 7102 - Old Saybrook Route 95 Southbound Spencer Plains Rd Overpass	OLD SAYBROOK	MONDAY	9:30 am - 10:15 am	6/10/2019
7103	Site 7103 - Cromwell Route 91 - Southbound Country Club Rd Overpass	CROMWELL	SUNDAY	11:00 am - 11:45 am	6/9/2019
7104	Site 7104 - Westbrook Route 95 Northbound from Horse Hill Rd Overpass	WESTBROOK	MONDAY	7:45 am - 8:30 am	6/10/2019
7201	Site 7201 - Cromwell Route 9 Northbound from Beckley Rd Overpass	CROMWELL	SUNDAY	9:00 am - 9:45 am	6/9/2019

Site #	Site Description	City/Town	Day of Week	Time	Date
7202	Site 7202 - Middletown Route 9 (Chester Bowles Hwy) Southbound @ Washington St	MIDDLETOWN	SUNDAY	3:30 pm - 4:15 pm	6/9/2019
7204	Site 7204 - Cromwell Route 9 Southbound Coles Rd Overpass	CROMWELL	SUNDAY	12:30 pm - 1:15 pm	6/9/2019
7205	Site 7205-PORTLAND Route 066 (Portland-Cobalt Rd) Eastbound	PORTLAND	WEDNESDAY	1:00 pm - 1:45 pm	6/12/2019
7301	Site 7301 - Durham Route 68 (Durham Rd) Westbound	DURHAM	FRIDAY	10:45 am - 11:30 am	6/14/2019
7302	Site 7302 - Haddam Route 81 (Killingworth Rd) Southbound	HADDAM	WEDNESDAY	9:00 am - 9:45 pm	6/12/2019
7303	Site 7303 Westbrook Route 1 (Boston Post Rd) Southbound	WESTBROOK	TUESDAY	10:45 am - 11:30 am	6/18/2019
7304	Site 7304 - Haddam Route 154 (Saybrook Rd) Northbound	HADDAM	THURSDAY	10:45 am - 11:30 am	6/13/2019
7401	Site 7401 - Middletown Route 154 (Saybrook Rd) Southbound	MIDDLETOWN	WEDNESDAY	10:45 am - 11:30 am	6/12/2019
7402	Site 7402 - Chester Route 154 (Middlesex Turnpike) Southbound	CHESTER	THURSDAY	1:00 pm - 1:45 pm	6/13/2019
7403	Site 7403 - Chester Route 148 (West Main St) Eastbound	CHESTER	THURSDAY	3:45 pm - 4:30 pm	6/13/2019
7404	Site 7404 - East Haddam Route 431 (River Rd) Northbound	EAST HADDAM	THURSDAY	9:15 am - 10:00 pm	6/13/2019
7501	Site 7501 - East Hampton Route 439 (Hurd Park Rd) Southbound	EAST HAMPTON	WEDNESDAY	5:15 pm - 6:00 pm	6/12/2019
7502	Site 7502 - Essex Route 621 (From Rt9 S Exit 3 Middlesex Tpk (154) to Plains Rd (153) Entrance to Rt9 S) Southbound	ESSEX	THURSDAY	7:45 am - 8:30 am	6/13/2019
7503	Site 7503 - Cromwell Route 99 (Main St) Northbound	CROMWELL	SUNDAY	2:00 pm - 2:45 pm	6/9/2019
7504	Site 7504 - East Hampton Route 439 (Hurd Park Rd) Northbound	EAST HAMPTON	WEDNESDAY	3:45 pm - 4:30 pm	6/12/2019
9101	Site 9101 - NEW HAVEN Route 95 Northbound Howard Ave overpass	NEW HAVEN	SATURDAY	3:30 pm - 4:15 pm	6/1/2019
9102	Site 9102 - BRANFORD Route 95 Northbound Hosley Ave overpass	BRANFORD	SATURDAY	9:30 am - 10:15 am	6/1/2019
9103	Site 9103 - SOUTHBURY Route 84 Eastbound Bucks Hill Rd overpass	SOUTHBURY	SUNDAY	3:30 pm - 4:15 pm	6/2/2019
9104	Site 9104 - GUILFORD Route 95 Northbound Tanner Marsh Rd overpass	GUILFORD	TUESDAY	12:30 pm - 1:15 pm	6/18/2019
9201	Site 9201 - WOODBRIDGE Route 15 Northbound Racebrook Rd overpass	WOODBRIDGE	SATURDAY	1:00 pm - 1:45 pm	6/1/2019
9202	Site 9202 - NORTH HAVEN Route 15 Northbound Upper State St overpass	NORTH HAVEN	FRIDAY	3:45 pm - 4:30 pm	6/14/2019
9203	Site 9203 - MILFORD Route 1 (Boston Post Rd) Southbound	MILFORD	THURSDAY	9:30 am - 10:15 am	6/20/2019
9204	Site 9204 - CHESHIRE Route 10 (Highland Ave) Northbound	CHESHIRE	SATURDAY	7:45 am - 8:30 am	6/1/2019
9301	Site 9301 - SEYMOUR Route 67 (New Haven Rd) Eastbound	SEYMOUR	SATURDAY	9:00 am - 9:45 am	6/15/2019
9302	Site 9302 - GUILFORD Route 1 (Boston Post Rd) Northbound	GUILFORD	TUESDAY	2:30 pm - 3:15 pm	6/18/2019

<b>Site #</b>	<b>Site Description</b>	<b>City/Town</b>	<b>Day of Week</b>	<b>Time</b>	<b>Date</b>
9303	Site 9303 - MERIDEN Route 5 (S. Broad St) Southbound	MERIDEN	FRIDAY	1:00 pm - 1:45 pm	6/14/2019
9304	Site 9304 - PROSPECT Route 68 (Union City Rd) Westbound	PROSPECT	SUNDAY	7:45 am - 8:30 am	6/2/2019
9401	Site 9401 - BETHANY Route 42 (Cheshire Rd) Westbound	BETHANY	SUNDAY	9:30 am - 10:15 am	6/2/2019
9402	Site 9402 - GUILFORD Route 77 (Durham Rd) Southbound	GUILFORD	TUESDAY	7:45 am - 8:30 am	6/18/2019
9403	Site 9403 - GUILFORD Route 77 (Durham Rd) Northbound	GUILFORD	FRIDAY	9:00 am - 9:45 pm	6/14/2019
9404	Site 9404 - GUILFORD Route 77 (Durham Rd) Southbound	GUILFORD	TUESDAY	3:45 pm - 4:30 pm	6/18/2019
9501	Site 9501 - SOUTHBURY Route 492 (GARAGE RD) Southbound	SOUTHBURY	SATURDAY	7:45 am - 8:30 am	6/15/2019
9502	Site 9502 - NORTH HAVEN Route 715 (Universal Dr) Northbound	NORTH HAVEN	FRIDAY	7:45 am - 8:30 am	6/14/2019
9503	Site 9503 - SOUTHBURY Route 492 (Garage Rd) Northbound	SOUTHBURY	SUNDAY	1:45 pm - 2:30 pm	6/2/2019
9504	Site 9504 - WOODBRIDGE Route 749 (Lucy St) Eastbound	WOODBRIDGE	SATURDAY	11:00 am - 11:45 am	6/1/2019
11101	Site 11101 - Groton I-95 Northbound Exit 85 Overpass	GROTON	FRIDAY	3:45 pm - 4:30 pm	6/21/2019
11103	Site 11103 - EAST LYME I-95 Northbound Cross Rd Overpass	EAST LYME	FRIDAY	9:00 am - 9:45 pm	6/21/2019
11104	Site 11104 - EAST LYME Route 95 Northbound Exit 81	EAST LYME	MONDAY	1:45 pm - 2:30 pm	6/10/2019
11106	Site 11106 - EAST LYME I-95 Northbound 4 Mile River Rd Overpass	EAST LYME	MONDAY	11:15 am - 12:00 pm	6/10/2019
11201	Site 11201 - PRESTON Route 2 (Norwich-Westerly Rd) Eastbound	PRESTON	TUESDAY	1:00 pm - 1:45 pm	6/11/2019
11203	Site 11203 - FRANKLIN Route 32 (Franklin Turnpike) Northbound	FRANKLIN	MONDAY	2:30 pm - 3:15 pm	6/3/2019
11205	Site 11205 - North Stonington Route 2 (Norwich Westerly Rd) Eastbound	NORTH STONINGTON	TUESDAY	9:00 am - 9:45 pm	6/11/2019
11208	Site 11208 - COLCHESTER Route 2 Westbound from Middletown Rd / Linwood Ave Overpass	COLCHESTER	MONDAY	10:45 am - 11:30 am	6/3/2019
11301	Site 11301 - GRISWOLD Route 12 (Main St) Northbound	GRISWOLD	MONDAY	5:15 pm - 6:00 pm	6/3/2019
11302	Site 11302 - GROTON U.S. Route 1 (Fort Hill Rd) Southbound	GROTON	TUESDAY	3:45 pm - 4:30 pm	6/11/2019
11303	Site 11303 - GROTON Route 1 (Long Hill Rd) Northbound	GROTON	FRIDAY	5:15 pm - 6:00 pm	6/21/2019
11304	Site 11304 - GROTON Route 1 (Long Hill Rd) Southbound	GROTON	FRIDAY	1:00 pm - 1:45 pm	6/21/2019
11401	Site 11401 - NORTH STONINGTON Route 216 (Clarks Falls Rd) Westbound	NORTH STONINGTON	TUESDAY	7:45 am - 8:30 am	6/11/2019
11402	Site 11402 - COLCHESTER Route 16 (Lebanon Ave) Eastbound	COLCHESTER	MONDAY	9:00 am - 9:45 am	6/3/2019
11403	Site 11403 - LEDYARD Route 214 (Lantern Hill Rd) Eastbound	LEDYARD	TUESDAY	10:45 am - 11:30 am	6/11/2019
11404	Site 11404 - SPRAGUE Route 207 (Willimantic Rd)	SPRAGUE	MONDAY	3:45 pm - 4:30 pm	6/3/2019

<b>Site #</b>	<b>Site Description</b>	<b>City/Town</b>	<b>Day of Week</b>	<b>Time</b>	<b>Date</b>
11501	Site 11501 - LEBANON Route 616 (Norwich-Colchester Turnpike / Fitchville Rd) Eastbound	LEBANON	MONDAY	3:30 pm - 4:15 pm	6/10/2019
11502	Site 11502 - COLCHESTER Route 429 (Peck Ln) Either Direction	COLCHESTER	TUESDAY	7:45 am - 8:30 am	6/4/2019
11503	Site 11503 - GROTON Route 900 (Bonnie Cir) Southbound	GROTON	FRIDAY	10:45 am - 11:30 am	6/21/2019
11504	Site 11504 - LEBANON Route 616 (Norwich-Colchester Turnpike / Fitchville Rd) Westbound	LEBANON	MONDAY	12:30 pm - 1:15 pm	6/3/2019
13101	Site 13101 - TOLLAND Route 84 Eastbound from Mountain Spring Rd / Reed Rd Overpass	TOLLAND	SATURDAY	7:45 am - 8:30 am	6/1/2019
13102	Site 13102 - TOLLAND Route 84 Westbound from Bamforth Rd Overpass	TOLLAND	MONDAY	9:15 am - 10 am	6/10/2019
13103	Site 13103 - VERNON Route 84 Eastbound from Dobson Rd Overpass	VERNON	MONDAY	8:00 am - 8:45 am	6/10/2019
13104	Site 13104 - VERNON Route 84 Westbound from Tunnel Rd Overpass	VERNON	FRIDAY	10:45 am - 11:30 am	6/7/2019
13201	Site 13201 - MANSFIELD Route 44 (Middle Turnpike) Westbound	MANSFIELD	SATURDAY	10:45 am - 11:30 am	6/1/2019
13202	Site 13202 - COVENTRY Route 44 (Middle Turnpike) Westbound	COVENTRY	SATURDAY	3:45 pm - 4:30 pm	6/1/2019
13203	Site 13203 - BOLTON Route 6 (Hop River Rd) Eastbound	BOLTON	FRIDAY	3:45 pm - 4:30 pm	6/7/2019
13204	Site 13204 - COLUMBIA Route 6 (Willimantic Rd) Eastbound	COLUMBIA	TUESDAY	1:45 pm - 2:30 pm	6/4/2019
13301	Site 13301 - WILLINGTON Route 32 (River Rd) Northbound	WILLINGTON	MONDAY	12:15 pm - 1:00 pm	6/10/2019
13302	Site 13302 - BOLTON Route 6 (Boston Turnpike) Eastbound	BOLTON	FRIDAY	1:00 pm - 1:45 pm	6/7/2019
13303	Site 13303 - BOLTON Route 44 (Boston Turnpike) Eastbound	BOLTON	FRIDAY	9:00 am - 9:45 pm	6/7/2019
13304	Site 13304 - COVENTRY Route 44 (Boston Turnpike) Westbound	COVENTRY	FRIDAY	5:15 pm - 6:00 pm	6/7/2019
13401	Site 13401 - HEBRON Route 94 (Gilead St) Westbound	HEBRON	TUESDAY	3:30 pm - 4:15 pm	6/4/2019
13402	Site 13402 - TOLLAND Route 74 (Tolland Stage Rd) Eastbound	TOLLAND	MONDAY	11:00 am - 11:45 am	6/10/2019
13403	Site 13403 - COLUMBIA Route 87 (Jonathan Trumbull Hwy) Southbound	COLUMBIA	TUESDAY	9:30 am - 10:15 am	6/4/2019
13404	Site 13404 - COLUMBIA Route 66 (Willimantic Rd) Westbound	COLUMBIA	TUESDAY	11:15 am - 12:00 pm	6/4/2019
13501	Site 13501 - UNION Route 620 (Buckley Hwy/ Rte 171) Southbound	UNION	MONDAY	3:30 pm - 4:15 pm	6/10/2019
13502	Site 13502 - UNION Weekday Route 620 (Mashapaug Rd) Northbound	UNION	SATURDAY	1:00 pm - 1:45 pm	6/1/2019
13503	Site 13503 - UNION Route 620 (Mashapaug Rd) Southbound	UNION	SATURDAY	9:00 am - 9:45 pm	6/1/2019
13504	Site 13504 - UNION Weekend Route 620 (Mashapaug Rd) Northbound	UNION	MONDAY	2:15 pm - 3:00 pm	6/10/2019

## Appendix B. Seat Belt Observation Procedures

The total observation period will consist of a 45-minute session of driver and passenger seat belt use observations.

### Driver and Passenger Seat Belt Use Observations - General Instructions

- Qualifying vehicles include passenger automobiles, pickup trucks, SUVs, minivans, and standard vans (private, public, and commercial) of less than 10,000 lbs GVWR. Pickup trucks should be coded as “trucks.” Jeeps, Broncos, Blazers, and other vehicles of that type should be coded as sport utility vehicles. Eligible vehicles should be observed regardless of the state in which they are registered. All qualified vehicles should be coded.
- Belt use will be observed for front seat occupants only. Observe and record data for the driver and passenger in the right front seat. If there is more than one front seat passenger, observe only the “outside” passenger. Do not record data for passengers in the back seat or for a third passenger riding in the middle of the front seat.
- If a child is present in the outboard front seat in a child restraint seat, do not record anything. However, children riding in the outboard front seat, of any age, who are not in child restraint seats should be observed as any other outboard front seat passenger. Record belt use for children in booster seats.
- If a qualified passenger is in the outboard front seat, record belt use; leave the passenger section blank only if there is no qualified passenger in the outboard front seat.
- Each observation period will last exactly 45 minutes.

The following procedures will be used in conducting observations of seat belt use:

1. As you observe a qualifying vehicle, record the type of vehicle (car, truck, SUV, van), the occupants’ race (white, non-white, or (rarely) unsure), sex (male, female, or (rarely) unsure) and shoulder restraint use (yes, no, or (rarely) unsure) for the front seat occupants (driver and front seat “outside” passenger only).
2. Code restrained (yes) if you see a properly positioned shoulder belt. If you notice a lap belt in use without a shoulder belt, it should be recorded as not restrained. Only shoulder belts are to be counted.
3. If the person has the shoulder strap under his/her arm or behind the back, record this as not restrained.
4. If you cannot tell whether or not the person has a properly positioned shoulder belt, code unsure.
5. For multi-lane roads too busy to record all vehicles, you may observe traffic in each lane for an equal amount of time, and in the direction specified, throughout the 45-minute observation time period.
6. In many situations, it will be possible to observe every qualified vehicle. However, if traffic is moving too quickly to observe every vehicle, you should determine a reference point up the road. Observe the next vehicle to pass the reference point (in the appropriate lane) after the last vehicle has been coded.
7. Do not observe if it is raining or foggy or other inclement weather arises. If you arrive at a site and it begins to rain, do not collect data in the rain. Find a dry place and wait 15 minutes to see if the rain stops. If the rain does stop, begin observing again and extend the observation period to make up for the time missed. Otherwise, you will have to reschedule the site; consult your supervisor to do this. (Note: observer may continue observations in light fog, drizzle, or mist; use your judgment).
8. If more than one data sheet is used, staple the sheets together at the end of the observation period and note the number of sheets used at the top of the first data form.
9. It may happen that the site you are assigned is seriously compromised due to construction or some other condition. If this occurs, you may move one block in any direction on the same street such that you are observing the same stream of traffic that would have normally been observed had there been no obstruction. If moving one block will not solve the problem, then do not conduct the observation. An alternate site will be selected and observed at a future time.

## Appendix C. Connecticut Seat Belt Observation Data Collection Form

SITE NUMBER: \_\_\_\_\_ SITE: \_\_\_\_\_

NOTES: \_\_\_\_\_

DATE: \_\_\_\_\_ - \_\_\_\_\_ - \_\_\_\_\_ DAY OF WEEK: \_\_\_\_\_

**WEATHER CONDITIONS**  
 1 Clear / Sunny      4 Fog  
 2 Light Rain        5 Clear but Wet  
 3 Cloudy

DIRECTION OF TRAFFIC FLOW (Circle one): N S E W

START TIME: \_\_\_\_\_ (Observation period will last exactly 45 minutes)

DRIVER				PASSENGER				DRIVER				PASSENGER			
Veh. #	Vehicle C = car T = truck S = suv V = van	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Veh. #	Vehicle C = car T = truck S = suv V = van	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure	Race W = white B = black N/S = unsure	Sex M = male F = female N/S = unsure	Use Y = yes N = no N/S = unsure
1								36							
2								37							
3								38							
4								39							
5								40							
6								41							
7								42							
8								43							
9								44							
10								45							
11								46							
12								47							
13								48							
14								49							
15								50							
16								51							
17								52							
18								53							
19								54							
20								55							
21								56							
22								57							
23								58							
24								59							
25								60							
26								61							
27								62							
28								63							
29								64							
30								65							
31								66							
32								67							
33								68							
34								69							
35								70							

**Appendix D. 2021 Statewide Daytime Observation Totals by Site Number**

Site Code	City/ Town	Drivers			Passengers			Combined		
		N Observed	N Belted	%	N Observed	N Belted	%	Total N	Total Belted	Total %
1101	FAIRFIELD	524	486	93%	153	142	93%	677	628	93%
1102	STRATFORD	197	174	88%	51	40	78%	248	214	86%
1103	BRIDGEPORT	492	471	96%	162	157	97%	654	628	96%
1104	BRIDGEPORT	470	426	91%	133	119	89%	603	545	90%
1201	TRUMBULL	537	509	95%	138	130	94%	675	639	95%
1202	SHELTON	250	228	91%	34	27	79%	284	255	90%
1203	TRUMBULL	495	462	93%	163	158	97%	658	620	94%
1204	STRATFORD	177	161	91%	29	24	83%	206	185	90%
1301	SHELTON	176	158	90%	33	28	85%	209	186	89%
1302	BETHEL	418	378	90%	103	98	95%	521	476	91%
1303	NEWTOWN	441	410	93%	117	114	97%	558	524	94%
1304	BROOKFIELD	363	343	94%	86	84	98%	449	427	95%
1401	BETHEL	284	260	92%	44	40	91%	328	300	91%
1402	MONROE	198	185	93%	38	37	97%	236	222	94%
1403	REDDING	161	145	90%	33	32	97%	194	177	91%
1404	EASTON	169	157	93%	34	33	97%	203	190	94%
1501	DANBURY	160	157	98%	38	37	97%	198	194	98%
1502	SHELTON	16	14	88%	4	4	100%	20	18	90%
1503	TRUMBULL	214	196	92%	46	42	91%	260	238	92%
1504	DANBURY	250	243	97%	53	52	98%	303	295	97%
3101	MANCHESTER	270	248	92%	40	36	90%	310	284	92%
3102	SOUTHINGTON	413	367	89%	115	110	96%	528	477	90%
3104	HARTFORD	49	43	88%	7	6	86%	56	49	88%
3107	ROCKY HILL	314	298	95%	96	88	92%	410	386	94%
3201	PLAINVILLE	431	405	94%	131	123	94%	562	528	94%
3202	WINDSOR	214	209	98%	87	79	91%	301	288	96%
3203	PLAINVILLE	216	198	92%	58	51	88%	274	249	91%

3204	ENFIELD	189	175	93%	23	21	91%	212	196	92%
3301	MANCHESTER	198	187	94%	86	82	95%	284	269	95%
3302	EAST HARTFORD	157	142	90%	34	32	94%	191	174	91%
3304	EAST HARTFORD	243	224	92%	49	44	90%	292	268	92%
3305	MANCHESTER	163	155	95%	22	22	100%	185	177	96%
3401	PLAINVILLE	355	331	93%	88	80	91%	443	411	93%
3402	CANTON	149	139	93%	80	74	93%	229	213	93%
3403	SUFFIELD	146	139	95%	34	33	97%	180	172	96%
3404	GRANBY	173	159	92%	32	32	100%	205	191	93%
3501	HARTFORD	172	167	97%	81	78	96%	253	245	97%
3503	HARTFORD	138	128	93%	26	25	96%	164	153	93%
3504	HARTFORD	109	100	92%	16	14	88%	125	114	91%
3510	EAST WINDSOR	44	40	91%	5	5	100%	49	45	92%
7101	WESTBROOK	242	220	91%	79	70	89%	321	290	90%
7102	OLD SAYBROOK	133	123	92%	32	32	100%	165	155	94%
7103	CROMWELL	271	242	89%	49	45	92%	320	287	90%
7104	WESTBROOK	134	124	93%	28	27	96%	162	151	93%
7201	CROMWELL	359	331	92%	110	106	96%	469	437	93%
7202	MIDDLETOWN	174	165	95%	38	35	92%	212	200	94%
7204	CROMWELL	259	236	91%	36	32	89%	295	268	91%
7205	PORTLAND	257	237	92%	61	60	98%	318	297	93%
7301	DURHAM	200	183	92%	67	66	99%	267	249	93%
7302	HADDAM	138	128	93%	26	24	92%	164	152	93%
7303	WESTBROOK	165	153	93%	32	31	97%	197	184	93%
7304	HADDAM	242	231	95%	59	57	97%	301	288	96%
7401	MIDDLETOWN	232	206	89%	66	62	94%	298	268	90%
7402	CHESTER	197	181	92%	49	47	96%	246	228	93%
7403	CHESTER	255	239	94%	53	51	96%	308	290	94%
7404	EAST HADDAM	21	20	95%	7	6	86%	28	26	93%
7501	EAST HAMPTON	20	20	100%	5	5	100%	25	25	100%
7502	ESSEX	209	180	86%	42	36	86%	251	216	86%
7503	CROMWELL	89	80	90%	18	18	100%	107	98	92%

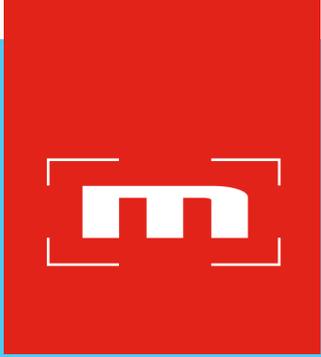
<b>7504</b>	EAST HAMPTON	14	14	100%	2	2	100%	16	16	100%
<b>9101</b>	NEW HAVEN	149	136	91%	41	38	93%	190	174	92%
<b>9102</b>	BRANFORD	220	195	89%	21	20	95%	241	215	89%
<b>9103</b>	SOUTHBURY	172	154	90%	40	36	90%	212	190	90%
<b>9104</b>	GUILFORD	224	203	91%	32	28	88%	256	231	90%
<b>9201</b>	WOODBIDGE	176	159	90%	27	27	100%	203	186	92%
<b>9202</b>	NORTH HAVEN	332	295	89%	117	100	85%	449	395	88%
<b>9203</b>	MILFORD	182	153	84%	43	37	86%	225	190	84%
<b>9204</b>	CHESHIRE	158	141	89%	40	38	95%	198	179	90%
<b>9301</b>	SEYMOUR	243	217	89%	40	33	83%	283	250	88%
<b>9302</b>	GUILFORD	167	145	87%	30	25	83%	197	170	86%
<b>9303</b>	MERIDEN	286	265	93%	99	92	93%	385	357	93%
<b>9304</b>	PROSPECT	113	97	86%	24	22	92%	137	119	87%
<b>9401</b>	BETHANY	88	77	88%	16	15	94%	104	92	88%
<b>9402</b>	GUILFORD	87	80	92%	40	35	88%	127	115	91%
<b>9403</b>	GUILFORD	93	83	89%	31	30	97%	124	113	91%
<b>9404</b>	GUILFORD	148	133	90%	34	28	82%	182	161	88%
<b>9501</b>	SOUTHBURY	104	88	85%	14	13	93%	118	101	86%
<b>9502</b>	NORTH HAVEN	85	78	92%	26	24	92%	111	102	92%
<b>9503</b>	SOUTHBURY	26	23	88%	2	2	100%	28	25	89%
<b>9504</b>	WOODBIDGE	115	101	88%	10	10	100%	125	111	89%
<b>11101</b>	GROTON	203	185	91%	56	51	91%	259	236	91%
<b>11103</b>	EAST LYME	220	201	91%	32	29	91%	252	230	91%
<b>11104</b>	EAST LYME	112	104	93%	31	28	90%	143	132	92%
<b>11106</b>	EAST LYME	103	95	92%	23	21	91%	126	116	92%
<b>11201</b>	PRESTON	194	181	93%	39	37	95%	233	218	94%
<b>11203</b>	FRANKLIN	188	171	91%	52	43	83%	240	214	89%
<b>11205</b>	NORTH STONINGTON	146	138	95%	37	35	95%	183	173	95%
<b>11208</b>	COLCHESTER	174	149	86%	44	37	84%	218	186	85%
<b>11301</b>	GRISWOLD	164	152	93%	26	25	96%	190	177	93%
<b>11302</b>	GROTON	300	282	94%	48	47	98%	348	329	95%

<b>11303</b>	GROTON	162	154	95%	53	48	91%	215	202	94%
<b>11304</b>	GROTON	144	125	87%	37	30	81%	181	155	86%
<b>11401</b>	NORTH STONINGTON	104	100	96%	13	13	100%	117	113	97%
<b>11402</b>	COLCHESTER	99	87	88%	21	17	81%	120	104	87%
<b>11403</b>	LEDYARD	130	119	92%	38	36	95%	168	155	92%
<b>11404</b>	SPRAGUE	56	52	93%	11	10	91%	67	62	93%
<b>11501</b>	LEBANON	55	52	95%	6	6	100%	61	58	95%
<b>11502</b>	COLCHESTER	10	9	90%	4	3	75%	14	12	86%
<b>11503</b>	GROTON	27	25	93%	8	7	88%	35	32	91%
<b>11504</b>	LEBANON	15	14	93%	7	6	86%	22	20	91%
<b>13101</b>	TOLLAND	145	131	90%	21	19	90%	166	150	90%
<b>13102</b>	TOLLAND	388	355	91%	79	77	97%	467	432	93%
<b>13103</b>	VERNON	369	346	94%	73	69	95%	442	415	94%
<b>13104</b>	VERNON	180	154	86%	23	22	96%	203	176	87%
<b>13201</b>	MANSFIELD	107	100	93%	20	18	90%	127	118	93%
<b>13202</b>	COVENTRY	129	117	91%	25	22	88%	154	139	90%
<b>13203</b>	BOLTON	137	122	89%	38	31	82%	175	153	87%
<b>13204</b>	COLUMBIA	240	219	91%	49	48	98%	289	267	92%
<b>13301</b>	WILLINGTON	168	159	95%	28	27	96%	196	186	95%
<b>13302</b>	BOLTON	182	160	88%	27	25	93%	209	185	89%
<b>13303</b>	BOLTON	147	137	93%	17	15	88%	164	152	93%
<b>13304</b>	COVENTRY	158	141	89%	43	34	79%	201	175	87%
<b>13401</b>	HEBRON	130	121	93%	26	24	92%	156	145	93%
<b>13402</b>	TOLLAND	160	149	93%	24	21	88%	184	170	92%
<b>13403</b>	COLUMBIA	147	140	95%	32	31	97%	179	171	96%
<b>13404</b>	COLUMBIA	226	214	95%	20	20	100%	246	234	95%
<b>13501</b>	UNION	73	69	95%	16	13	81%	89	82	92%
<b>13502</b>	UNION	44	43	98%	5	5	100%	49	48	98%
<b>13503</b>	UNION	18	18	100%	2	2	100%	20	20	100%
<b>13504</b>	UNION	15	15	100%	2	2	100%	17	17	100%

# PAID MEDIA REPORTS

## List of Reports

1. Motorcycle Awareness Campaign Report (4/21-8/21)
2. Anti-Speeding and Aggressive Driving Campaign Report (6/28/2021-8/29/2021)
3. Where's Baby Campaign Report (6/28/2021-7/25/2021 and 7/26/2021-8/29/2021)
4. Distracted Driving – Spanish Campaign Report (10/1/2020-10/18/2020 and 3/29/2021-4/25/2021)
5. Occupant Protection – Spanish Campaign Report (11/23/2020-12/6/2020 and 5/17/2021-6/6/2021)
6. Impaired Driving – Spanish Campaign Report (11/23/2020-1/3/2021, 5/24/2021-6/6/2021 and 6/21/2021-7/4/2021)
7. Distracted Driving Post Buy Report
8. Occupant Protection Post Buy Report
9. Impaired Driving Post Buy Report
10. Cannabis Impairment Awareness Media Campaign Post Buy Report



CT Department of Transportation Highway Safety Office  
**Motorcycle Awareness**

**2021 Year-End Report**





# Campaign Overview

- **Flight Dates**
  - April – August 2021
- **Targeting**
  - Adults 18+
    - Male skew
  - Connecticut
    - Concentration in/around Greater Bridgeport, New Haven, Waterbury, Hartford metro areas
- **Media**
  - Broadcast Radio
  - Outdoor



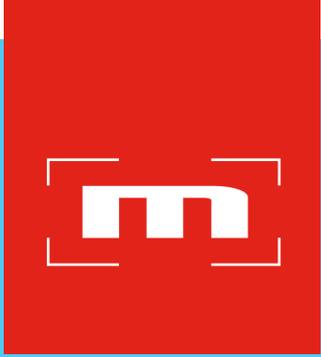
# Media Calendar

MEDIUM	2021																								MEDIA TOTAL	% MEDIA
	APRIL				MAY				JUNE				JULY				AUGUST				SEPTEMBER					
	29	5	12	19	26	3	10	17	24	31	7	14	21	28	5	12	19	26	2	9	16	23	30	6		
<b>RADIO</b>																										
WEZN-FM 99.9	█												█								█				\$ 24,020	39%
WPLR-FM 99.1	█												█								█					
WWYZ-FM 92.5	█												█								█					
WHCN-FM 105.9	█												█								█					
<b>OUT OF HOME (OOH)</b>																										
Bridgeport #7000: I-95 @ South Ave																										
Bridgeport #112: I-95 near Exit 24																										
Stratford #1417: I-95 N/O Exit 30																										
New Haven #1379A: I-91 N/O I-95																										
New Haven #889A: I-95 S/O Stiles St																										
Waterbury #912A: I-84 E/O Rt 8																										
Waterbury #1263A: I-84 W/O Austin Rd																										
Hartford #361A: I-91 S/O Wawarme Ave																										
Hartford #391BA: I-91 N/O Talcott Rd																										
New Britain #1432: Rt 9 @ East St																										
<b>AGENCY FEES</b>																										
Account Management & Creative																									\$ 471	1%
<b>Campaign Totals</b>																									\$ 61,315	100%
2020 Balance Forward																									\$ 1,348	
2021 Budget																									\$ 60,000	
2021 Balance Forward																									\$ 33.47	



# Delivery Overview

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED	NET REACH	FREQUENCY	IMPRESSION
<b>RADIO</b>						
WEZN-FM 99.9	121	121	100.0%	81,800	4.7	384,000
WPLR-FM 99.1	121	121	100.0%	41,200	5.2	214,800
WWYZ-FM 92.5	134	134	100.0%	107,700	2.7	231,500
WHCN-FM 105.9	180	180	100.0%	117,100	4.0	291,900
<b>OUT-OF-HOME (OOH)</b>						
Bridgeport #112: I-95 near Exit 24						
Stratford #1417: I-95 N/O Exit 30						
Hartford #391BA: I-91 N/O Talcott Rd						
Bridgeport #7000: I-95 @ South Ave						
New Haven #1379A: I-91 N/O I-95	10,110,128	11,018,883	109.0%			
New Haven #889A: I-95 N/O Stiles St						
Waterbury #912A: I-84 E/O Rt 8						
Waterbury #1263A: I-84 W/O Austin Rd						
Hartford #361A: I-91 S/O Wawarme Ave						
<b>CAMPAIGN TOTAL</b>	<b>10,110,684</b>	<b>11,019,439</b>	<b>109.0%</b>	<b>347,800</b>	<b>4.2</b>	<b>1,122,200</b>



# Outdoor

Sampling of Boards in Market





## Bridgeport #112: I-95 near Exit 24





# Stratford #1417: I-95 N/O Exit 30



CT-HAR28 - 0001417 2021.08.05



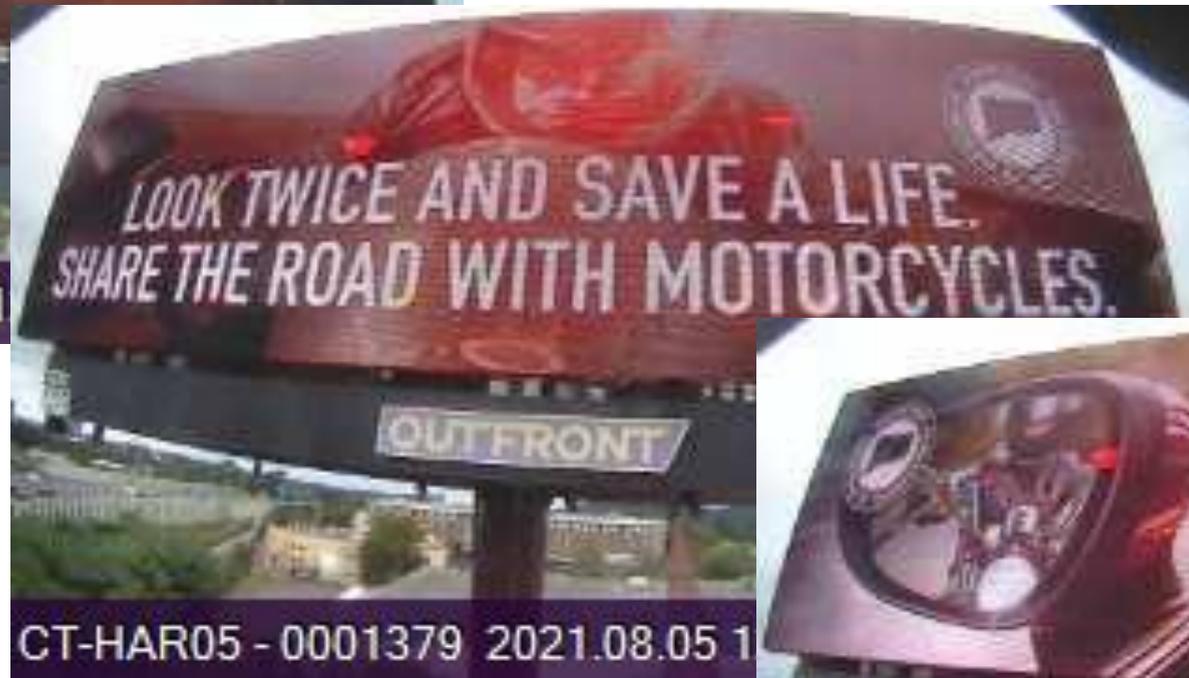
CT-HAR28 - 0001417 2021.08.05 12:41



CT-HAR28 - 0001417 2021.08.05 12:38:55 PM

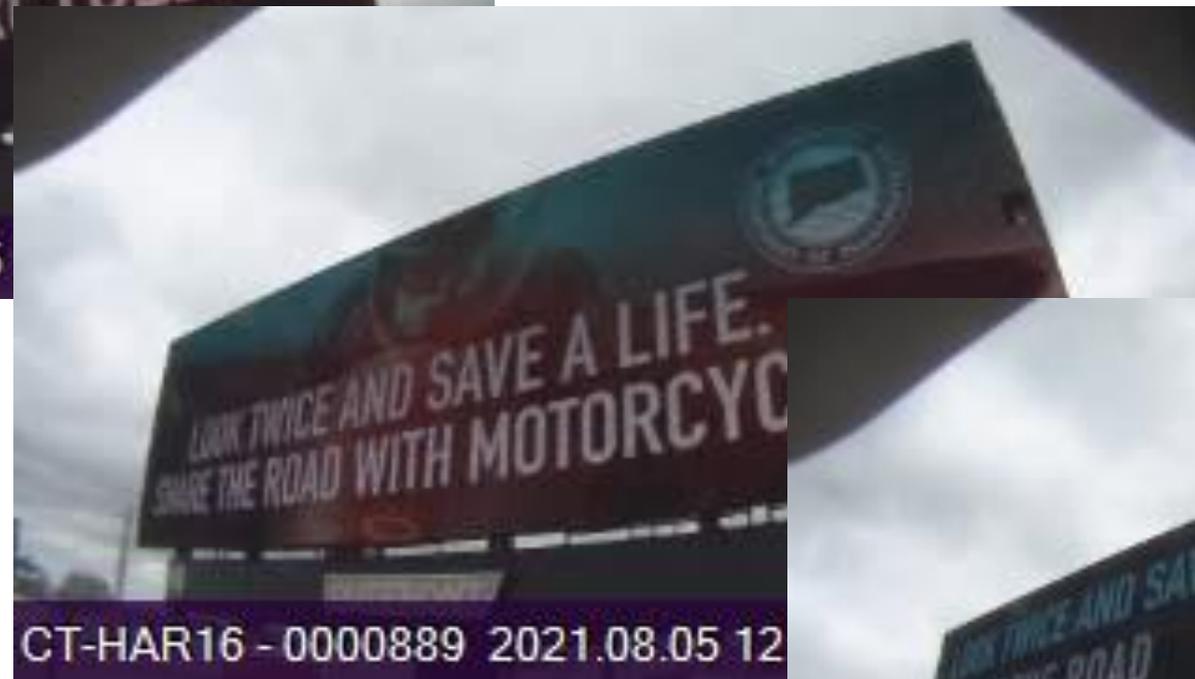


# New Haven #1379A: I-91 N/O I-95





# New Haven #889A: I-91 S/O Stiles St





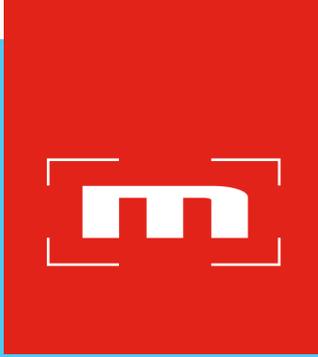
# Waterbury #1263A: I-84 W/O Austin Rd





# New Britain #1432: Rt 9 @ East St





CT Department of Transportation Highway Safety Office

# Anti-Speeding & Aggressive Driving

**2021 Year-End Report**





# Campaign Overview

- **Flight Dates**
  - June 28 – August 29, 2021
- **Targeting**
  - Connecticut
    - Concentration in/around Greater Bridgeport, New Haven, Waterbury, Hartford metro areas
  - Adults 18 – 34
    - English, Spanish
    - Male skew
- **Media**
  - Broadcast & Cable TV
  - YouTube
  - Broadcast Radio
  - Streaming Audio
  - Outdoor Digital Bulletins
  - Digital Display



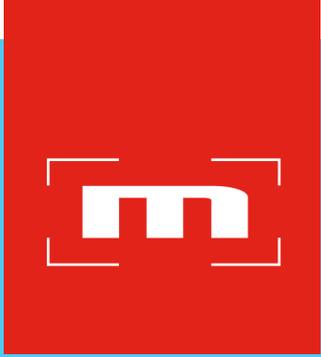
# Media Calendar

MEDIUM	2021												MEDIA TOTAL	% MEDIA
	JULY				AUGUST					SEPTEMBER				
	28	5	12	19	26	2	9	16	23	30	6	13		
<b>TV</b>														
Effectv (Cable Hartford, New Haven)	[Bar chart showing spots from July 28 to August 23]												\$ 78,985	32%
a4 (Cable Bridgeport, Meridien)	[Bar chart showing spots from July 12 to August 16]													
WRMD-TV (Telemundo)	[Bar chart showing spots from July 26 to August 23]													
WUWN-TV (Univision) & WUTH (Unimar)	[Bar chart showing spots from July 26 to August 23]													
<b>SPANISH LANGUAGE BROWSERS</b>														
YouTube	[Bar chart showing spots from August 2 to August 23]												\$ 11,765	5%
<b>RADIO</b>														
W2MX-FM 93.7	[Bar chart showing spots from July 28 to August 23]												\$ 36,690	15%
WMRQ-FM 104.1	[Bar chart showing spots from July 12 to August 16]													
WKCI-FM 101.3	[Bar chart showing spots from July 26 to August 23]													
WE2N-FM 99.9	[Bar chart showing spots from July 12 to August 16]													
WMRQ-F2 (various)	[Bar chart showing spots from July 26 to August 23]													
WNEZ-AM 1230	[Bar chart showing spots from July 12 to August 16]													
WCUM-AM 1450	[Bar chart showing spots from July 26 to August 23]													
<b>STREAMING AUDIO</b>														
Pandora	[Bar chart showing spots from July 26 to August 23]												\$ 23,529	9%
Electric Symphony (Spotify, iHeart)	[Bar chart showing spots from July 26 to August 23]													
<b>OUT OF HOME (OOH)</b>														
Bridgeport 7030: I-95 @ Stratford Ave	[Bar chart showing spots from July 26 to August 23]												\$ 79,794	32%
New Haven 8150: I-95 @ I-91 Interchange	[Bar chart showing spots from July 26 to August 23]													
Waterbury 913BA: I-84 E/O Rt 8	[Bar chart showing spots from July 26 to August 23]													
Meriden 1252BA: I-691 W/O State St	[Bar chart showing spots from July 26 to August 23]													
New Britain 1431BA: Rt 9 @ East St	[Bar chart showing spots from July 26 to August 23]													
Hartford 391BA: I-91 N/O Talcott Rd	[Bar chart showing spots from July 26 to August 23]													
<b>DIGITAL DISPLAY</b>														
Electric Symphony	[Bar chart showing spots from July 26 to August 23]												\$ 12,000	5%
<b>ACCOUNT MANAGEMENT/CREATIVE</b>														
Support through the life of the campaign													\$ 7,000	3%
<b>Total</b>													\$ 249,763	100%



# Delivery Overview

MEDIUM	PLANNED SPOTS/IMPRESSIONS	DELIVERED SPOTS/IMPRESSIONS	% DELIVERED
<b>TV</b>			
a4 (Cable Bridgeport, Norwalk)	1,040	1,040	100.0%
WRMD-TV (Telemundo)	86	86	100.0%
WUTH (Unimas)	115	115	100.0%
WUVN-TV (Univision)	135	135	100.0%
Effectv (Cable Hartford, New Haven)	217	217	100.0%
<b>STREAMING VIDEO</b>			
YouTube	166,666	487,792	292.7%
<b>RADIO</b>			
WCUM-AM 1450	90	90	100.0%
WEZN-FM 99.9	48	48	100.0%
WKCI-FM 101.3	89	89	100.0%
WMQR-F2 (various)	395	395	100.0%
WMQR-FM 104.1	76	76	100.0%
WNEZ-AM 1230	77	77	100.0%
WZMX-FM 93.7	45	45	100.0%
<b>STREAMING AUDIO</b>			
Electric Symphony (Spotify, iHeart, etc)	444,444	523,500	117.8%
Pandora	519,297	566,999	109.2%
<b>OUT-OF-HOME (OOH)</b>			
Bridgeport #7030: I-95 @ Stratford Ave	23,237,855	24,372,288	104.9%
Hartford #391BA: I-91 N/O Talcott Rd			
Meriden #1252BA: I-691 W/O State St			
New Britain #1431BA: Rt 9 @ East St			
New Haven #8150: I-95 @ I-91 Interchange			
Waterbury #913BA: I-84 E/O Rt 8			
<b>DIGITAL</b>			
Digital Display	1,511,110	1,717,675	113.7%
<b>CAMPAIGN TOTAL</b>	<b>25,881,785</b>	<b>27,670,667</b>	<b>106.9%</b>



# Video & Audio





# Broadcast & Cable TV

Net Reach

233,002

Frequency

1.8

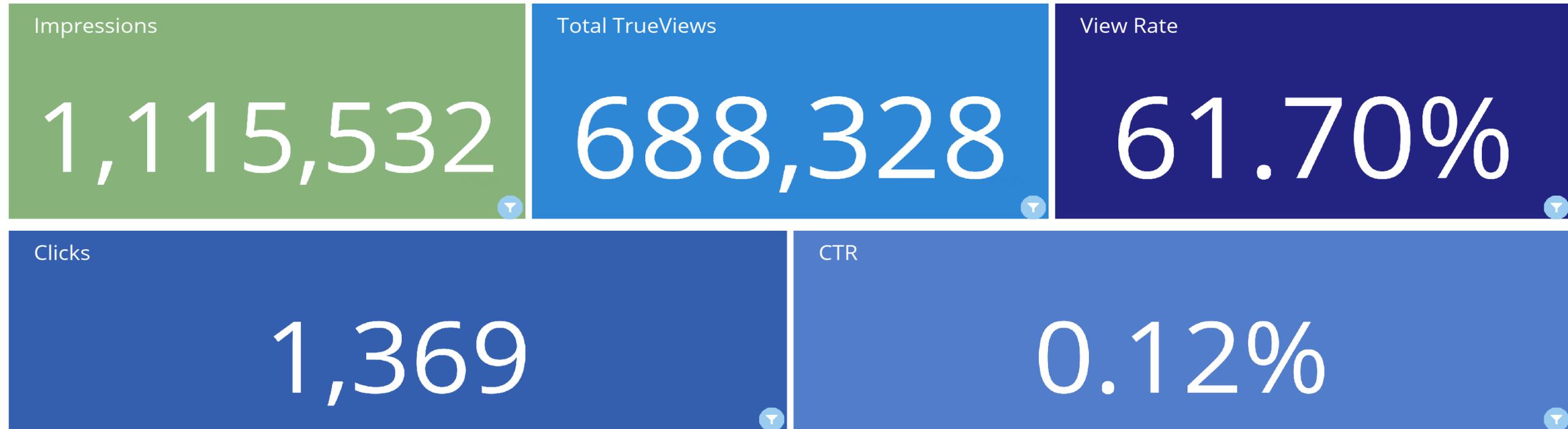
Impressions

449,818





# YouTube





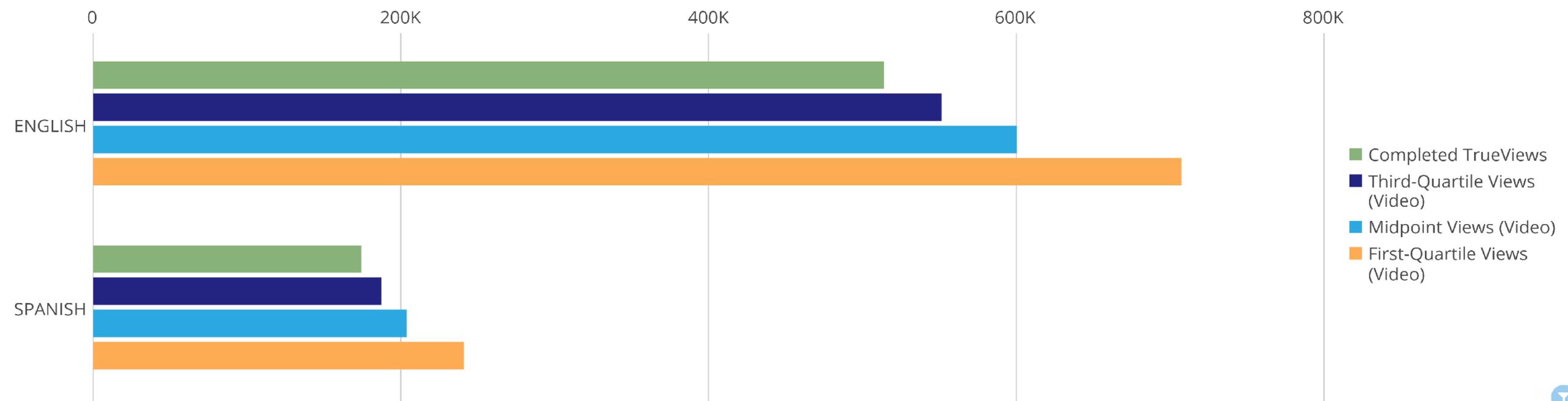
# YouTube, continued

Creative Table

YouTube Ad	Impressions	Clicks	TrueViews	View Rate
ENGLISH	832,169	991	513,961	61.8%
SPANISH	283,362	378	174,366	61.5%



Video View Trends by Creative





# Broadcast Radio

Net Reach\*

73,500

Frequency

1.7

Impressions

148,800



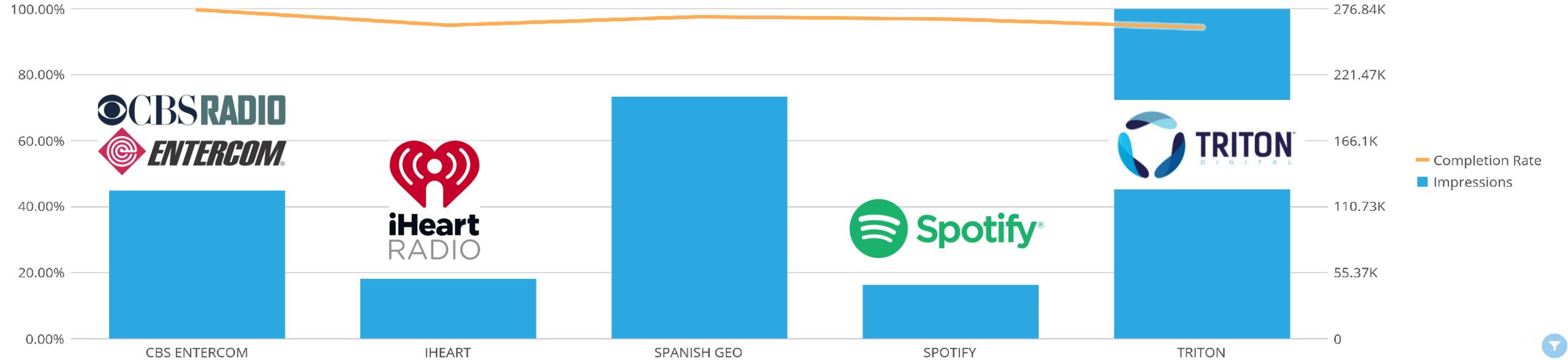
\*Not all broadcast stations are rated; actual net reach is considerably higher.



# Streaming Audio

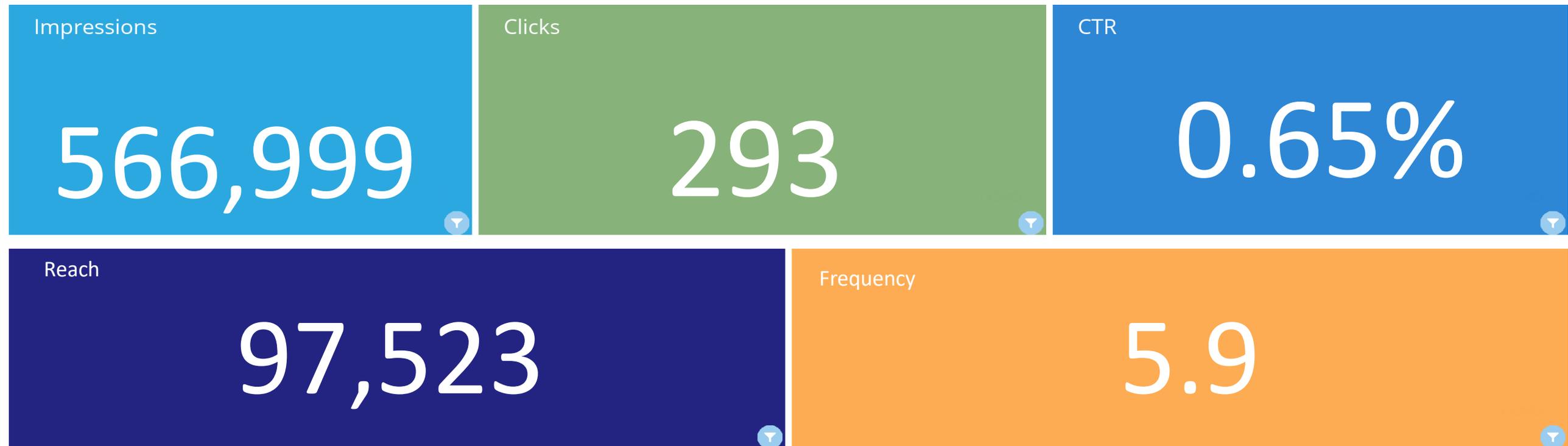


Impression Delivery, Completion Rate by Placement



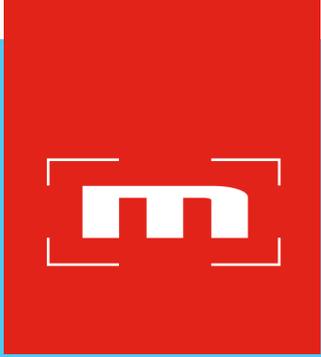


## Streaming Audio, continued



pandora®

 **SOUNDCLOUD**



# Outdoor

Sampling of Boards in Market





# OOH Digital Bulletins

Planned Impressions

23,237,855

Delivered Impressions

24,372,288

Bonus Impressions

1,134,433



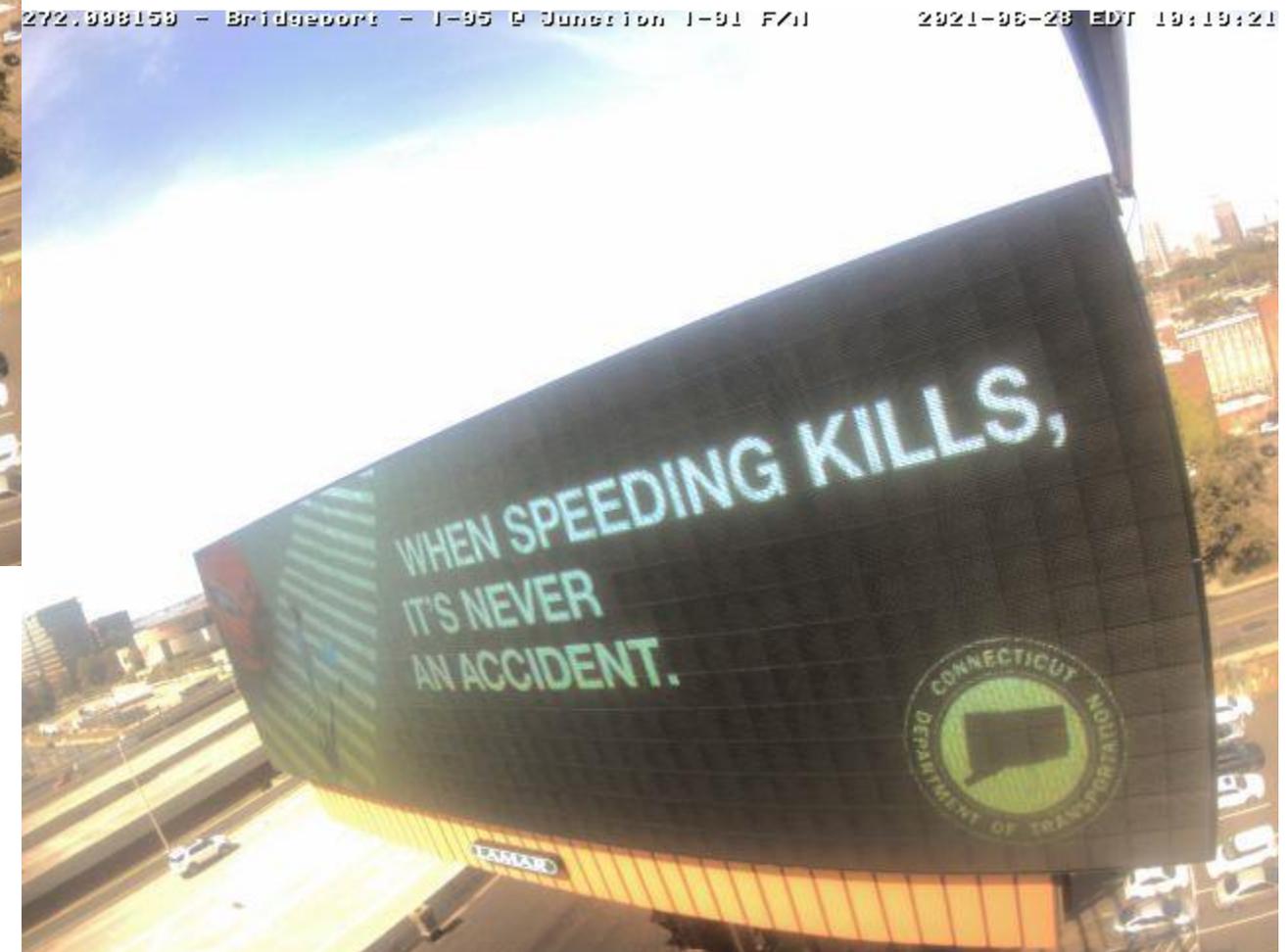


# Bridgeport #7030: I-95 @ Stratford Ave





# New Haven #8150: I-95 @ I-91 Interchange





## Waterbury #913BA: I-84 E/O Rt 8



CT-HAR19 - 000913B 2021.06



CT-HAR19 - 000913B 2021.06.28 3:06:35 PM



# Meriden #1252BA: I-691 W/O State St





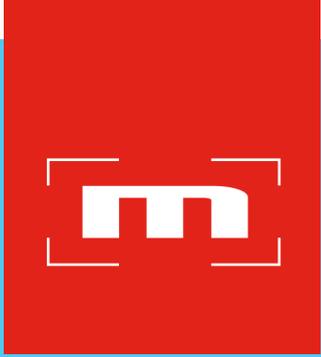
## New Britain #1431BA: Rt 9 @ East St





## Hartford #391BA: I-91 N/O Talcott Rd





# Digital Display





# Digital Summary

## Executive Summary



## Creative Performance

Creative Table

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0213-Speed320x50	320x50	1,487,585	1,963	0.13%
HSO-0213-Speed728x90	728x90	464,048	746	0.16%
HSO-0212_Speed300x250	300x250	276,398	238	0.09%
HSO-0213-Speed160x600	160x600	40,731	75	0.18%
HSO-0213-Speed300x600	300x600	23,897	79	0.33%



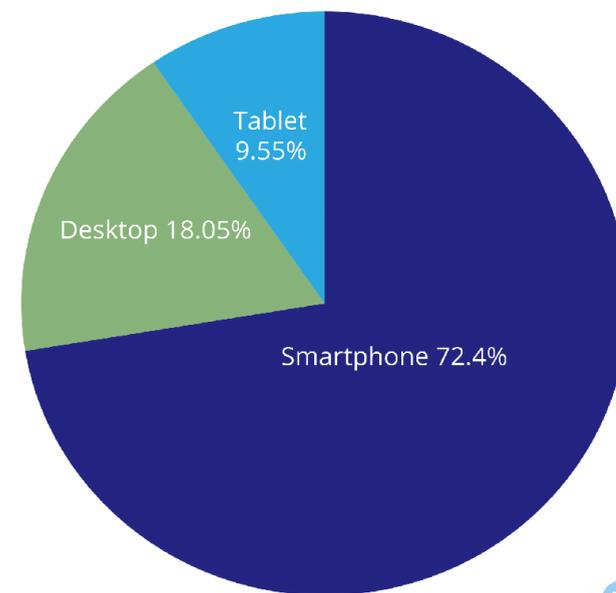


# Digital Summary

## Device Overview

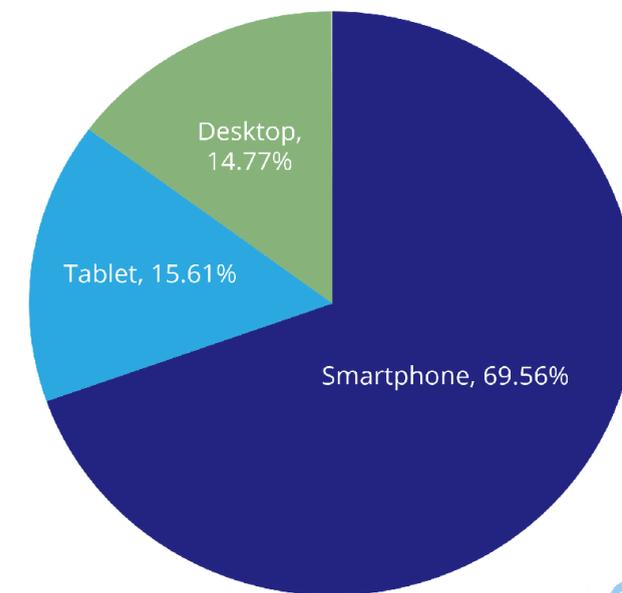
Impressions by Device

Smartphone	1,659,885
Desktop	413,804
Tablet	218,929
Connected TV	22
Mobile midrange: feature phone	10
Unknown platform	9

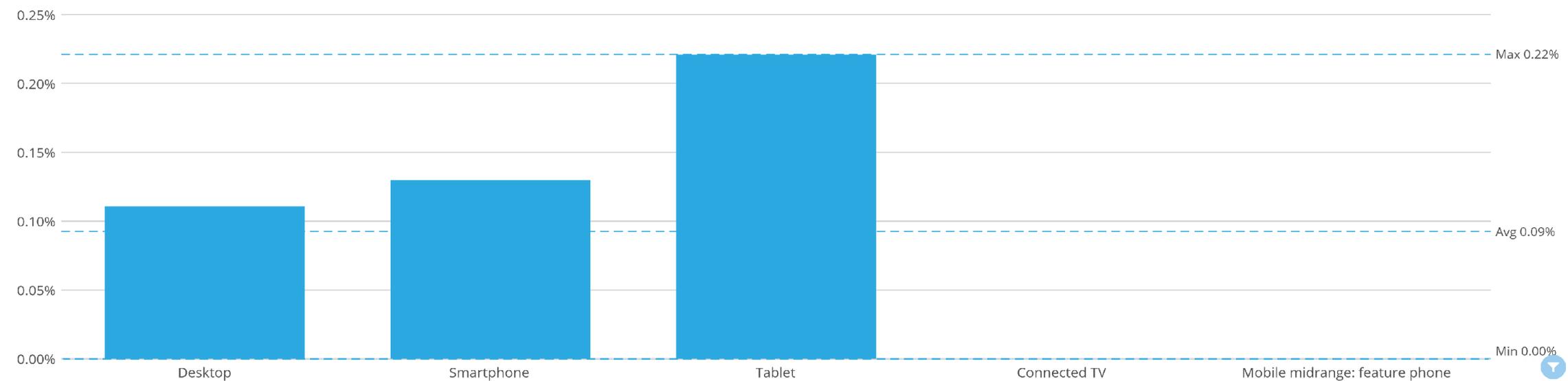


Clicks by Device

Smartphone	2,157
Tablet	484
Desktop	458
Unknown platform	2
Mobile midrange: feature phone	0
Connected TV	0



CTR by Device

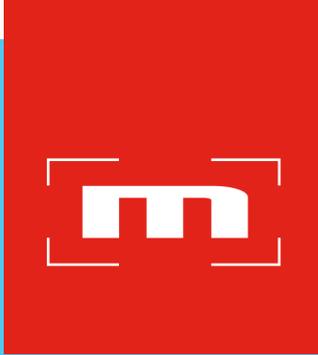




# Digital Summary

## Creative





CT Department of Transportation Highway Safety Office & Connecticut Children's  
**Where's Baby Campaign**

**2021 Year-End Report**





# Campaign Overview

## Flight Dates

- June 28 – July 25, 2021
- July 26 – August 29, 2021

## Targeting

- Adults 21 – 49
  - Parents with babies and toddlers
  - All ethnicities
- Connecticut
  - Concentration in/around Greater Bridgeport, New Haven, Waterbury, Hartford metro areas

## Media

- Broadcast Radio
- Streaming Audio
- Outdoor Digital Bulletins
- Digital Display





# Media Calendar (Cont.)

## Grocery Carts - Avg 25/location - Sample Location List

Bridgeport: Gala Foods

Meriden: C-Town

New Britain: Compare Foods

Hartford: Five Star Farmers Market

Hartford: Key Food

Hartford: Key Food

Waterbury: Cherry Valley Marketplace

Bridgeport: Food Farmers Market

New Britain: America's Food Basket

Waterbury: Key Food

Bridgeport: Gala Foods

New Haven: C-Town

Meriden: Save-A-Lot Food Stores

Hartford: Paradise Supermarket

Waterbury: Ideal Meat Market

1,080,000

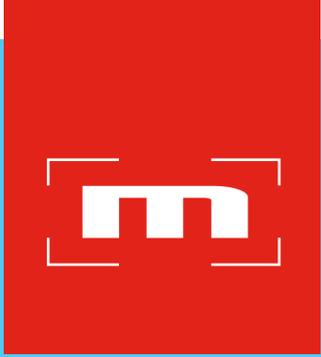






# Delivery Overview

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED
<b>RADIO</b>			
WKSS-FM 95.7	165	165	100.0%
WVYZ-FM 92.5	161	161	100.0%
WPLR-FM 99.1	55	55	100.0%
WEZN-FM 99.9	60	60	100.0%
<b>STREAMING AUDIO</b>			
Pandora	340,000	347,284	102.1%
Electric Symphony (Spotify, iHeart, Triton, Reach, etc.)	283,333	294,979	104.1%
<b>OUT OF HOME (OOH)</b>			
<b>Digital Billboards</b>			
Hartford 391B: I-91 N/O Talcott St			
Hartford 327A: I-91 S/O Jennings Rd			
New Britain 1257A: I-84 E/O Rt 72			
Meriden 1253: I-691 W/O State St			
Meriden 1252BA: I-691 W/O State St			
Bridgeport 8198: I-95 N/B @ Rt 8 Interchange			
New Haven 1207A: I-95 N/O Kimberly Ave			
New Haven 1310: I-95 S/O Peatmeadow Rd			
Waterbury 1268A: I-84 W/O Scott St			
	11,144,548	21,534,314	193.2%
<b>Grocery Carts - Location List</b>			
Bridgeport: Gala Foods			
Meriden: C-Town			
New Britain: Compare Foods			
Hartford: Five Star Farmers Market			
Hartford: Key Food			
Hartford: Key Food			
Waterbury: Cherry Valley Marketplace			
Bridgeport: Food Farmers Market			
New Britain: America's Food Basket			
Waterbury: Key Food			
Bridgeport: Gala Foods			
New Haven: C-Town			
Meriden: Save-A-Lot Food Stores			
Hartford: Paradise Supermarket			
Waterbury: Ideal Meat Market			
Hartford: Sigourney Market			
	1,080,000	1,890,000	175.0%
<b>Transit - Bus Tails</b>			
Hartford: 20 units			
New Haven: 15 units			
Bridgeport: 10 units			
Waterbury: 10 units			
New London: 10 units			
	4,876,250	6,994,750	143.4%
<b>DIGITAL</b>			
Digital Display	872,727	900,000	103.1%
<b>Totals</b>	<b>18,597,299</b>	<b>31,961,768</b>	<b>171.9%</b>



# Audio





# Broadcast Radio

Net Reach*	Frequency	Impressions
272,600	3.2	816,500

**KISS 95-7**

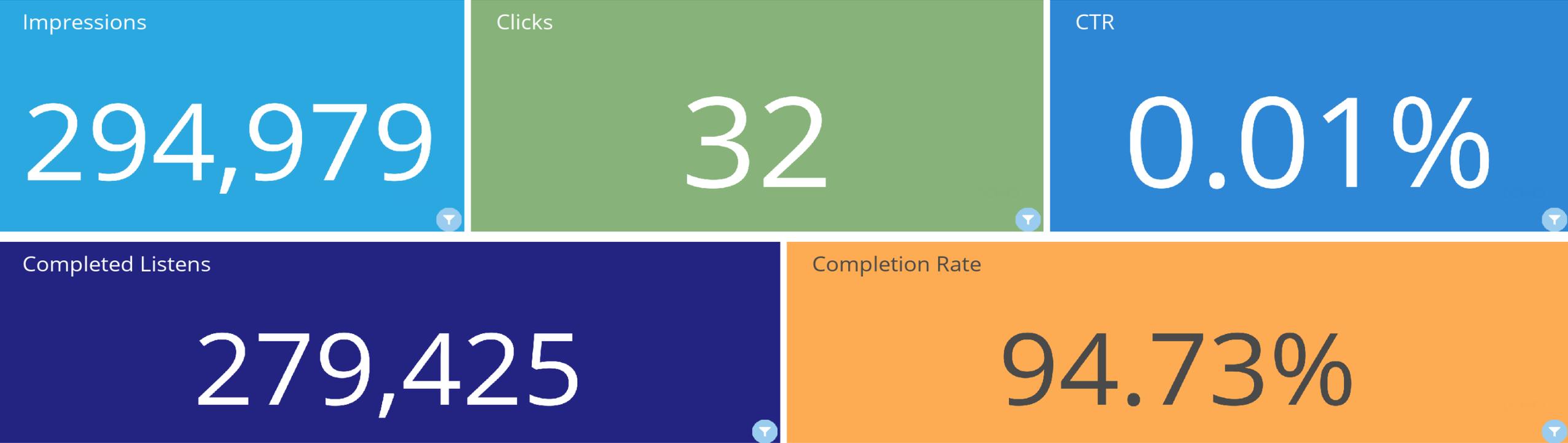


**99.1  
PLR**

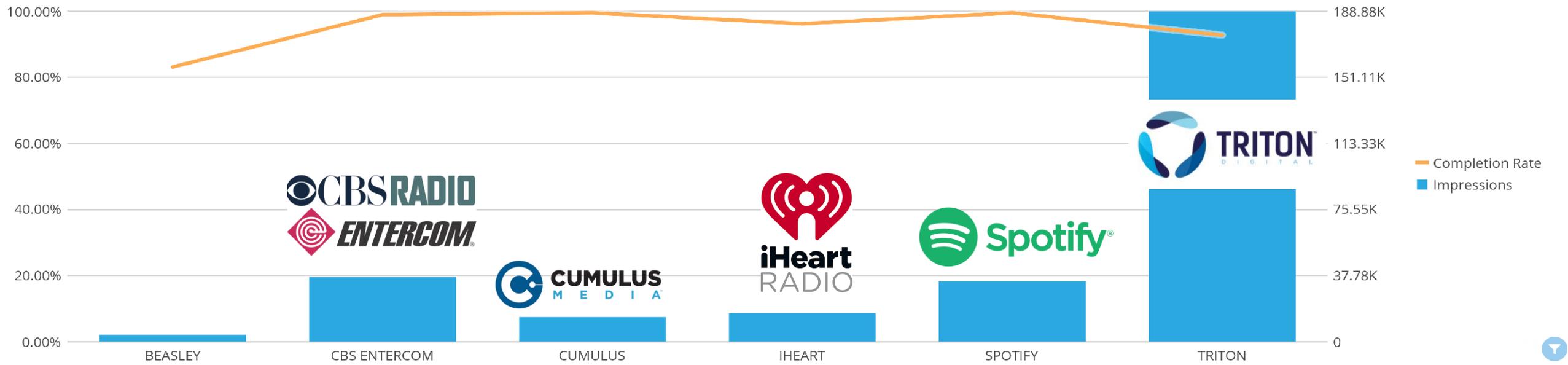
Star  
Today's **99.9**  
Best Mix!



# Streaming Audio

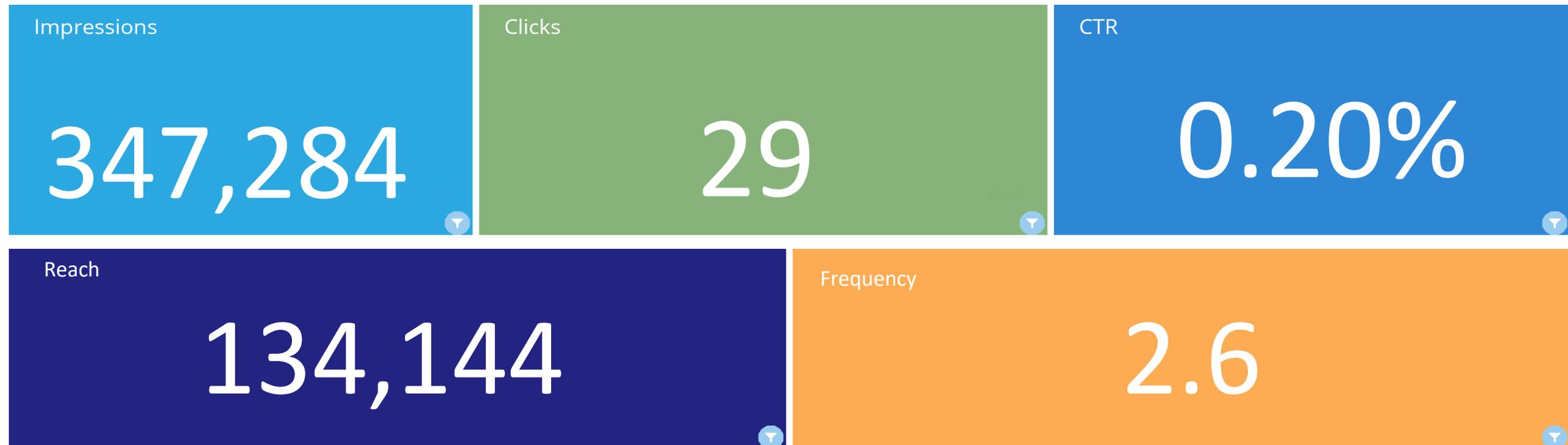


Impression Delivery, Completion Rate by Placement



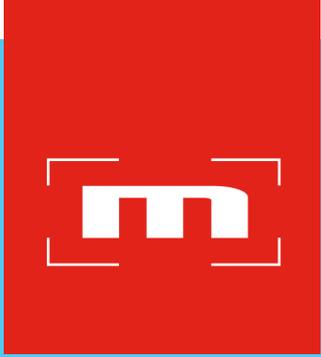


## Streaming Audio, continued



pandora®

 **SOUNDCLOUD**



# Outdoor

Sampling of Boards in Market





# Digital Bulletins

Impressions Order

11,145,548

Delivered Impressions

21,534,314

Bonus Impressions

10,389,766

**WHERE'S BABY?**  
**LOOK BEFORE YOU LOCK!**  
WheresBaby.org

## Current Temperature

OUTSIDE CURRENTLY      INSIDE YOUR CAR AFTER 26 MINUTES

85      115

Made possible by:



**¿DÓNDE ESTÁ EL BEBÉ?**  
**NO SALGAS DEL CARRO SIN REVISAR.**  
WheresBaby.org

## Temperatura Actual

AFUERA DEL AUTO      DENTRO DEL AUTO DESPUÉS DE 26 MINUTOS

85      115

Posible gracias a:





## New Britain #1257A: I-84 E/O Rt 72





# Hartford #391B: I-91 N/O Talcott St





# Bridgeport #8198: I-95 N/B @ Rt 8 Interchange

272.008198 - Bridgeport - I-95 at Rt 2021-07-12 EDT 08:12:45



Last Refresh: Mon Jul 12 2021 08:12:31 GMT-0400 (Eastern Daylight Time) [Save](#)

272.008198 - Bridgeport - I-95 at Rt 2021-07-12 EDT 08:15:35



Last Refresh: Mon Jul 12 2021 08:15:25 GMT-0400 (Eastern Daylight Time) [Save](#)



## New Haven #1207A: I-95 N/O Kimberly Rd



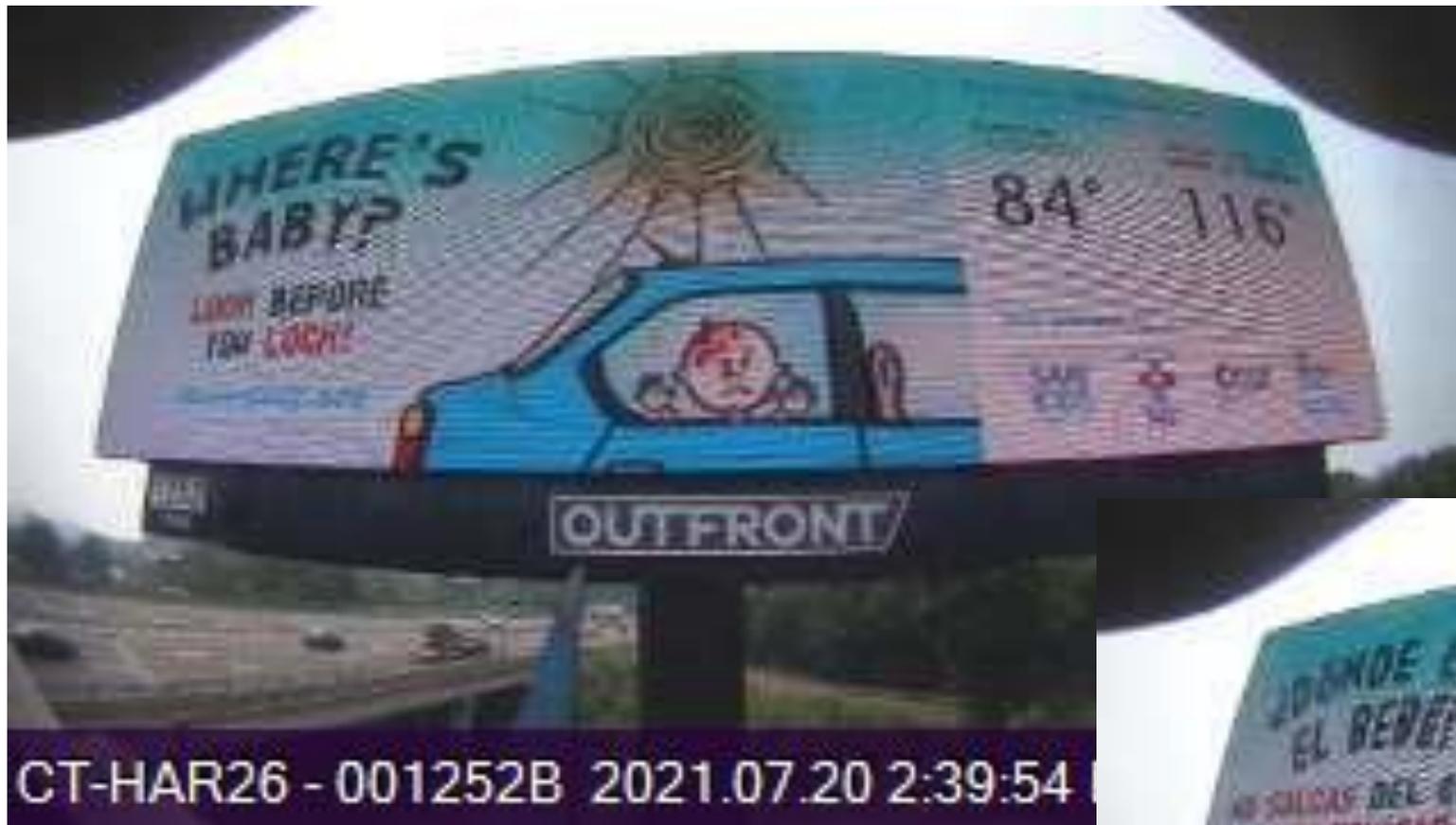


# Waterbury #1268A: I-84 W/O Scott Rd





# Meriden #1252BA: I-691 W/O State St





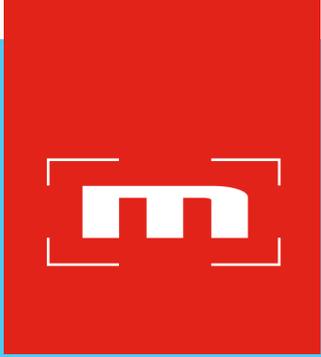
## Hartford #327A: I-91 S/O Jennings Rd





# New Haven #1310: I-95 S/O Peatmeadow Rd





# Outdoor

Grocery Carts





# Grocery Carts

Planned Impressions

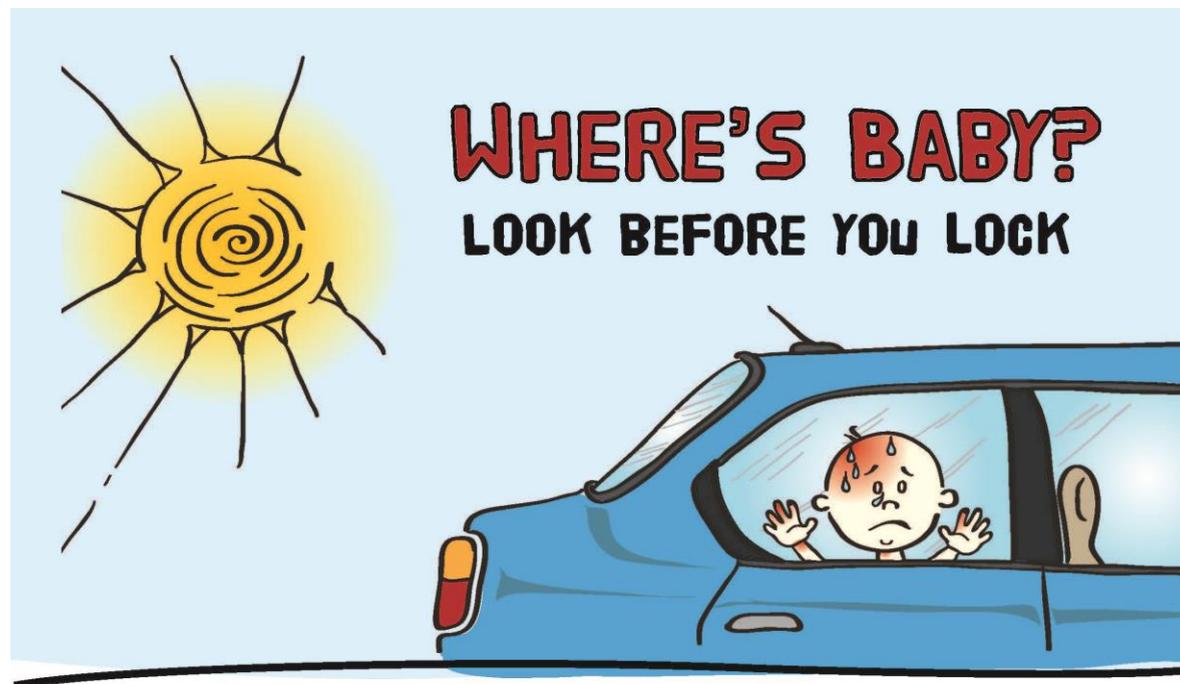
1,080,000

Delivered Impressions

1,890,000

Bonus Impressions

810,000



Yale  
NewHaven  
Health  
Yale New Haven  
Children's Hospital

Get tips at  
[wheresbaby.org](http://wheresbaby.org)



Yale  
NewHaven  
Health  
Yale New Haven  
Children's Hospital

MÁS CONSEJOS EN  
[wheresbaby.org](http://wheresbaby.org)



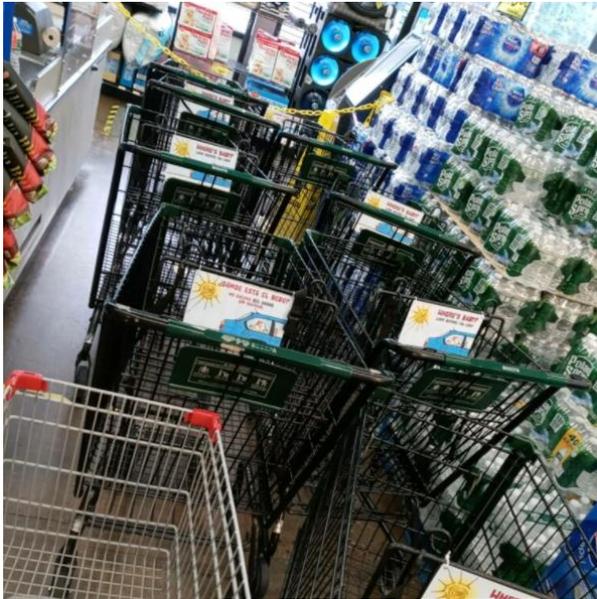
# Grocery Carts

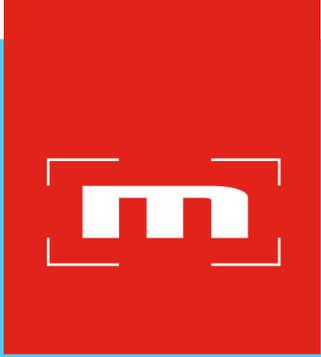
#	Location Name	Address	City	State	Zip
Grocery Stores (15/15)					
1	Gala Foods	1050 E Main St # 1	Bridgeport	CT	06608
2	C-Town	160 Colony St	Meriden	CT	06451
3	Compare Foods	72 Broad St	New Britain	CT	06053
4	Five Star Farmers Market	475 Flatbush Ave.	Hartford	CT	06106
5	Key Food	1250 Park St	Hartford	CT	06106
6	Key Food	165 Weathersfield Ave.	Hartford		
7	Cherry Valley Marketplace	155 Thomaston Ave	Waterbury		
8	Food Farmerers market	345 Huntington Tpke	Bridgeport		
9	America's Food Basket	250 Allen St	New Britain		
10	Key Food	286 Fairfield Ave	Waterbury		
11	Gala Foods	1457 Fairfield Ave	Bridgeport		
12	C-Town	325 Ferry St	New Haven		
13	International Halal Meat	130 Scott Rd # 8	Waterbury		
14	Paradise Supermarket	1478 Albany Ave	Hartford		
15	Ideal Meat Market	426 Hill St	Waterbury		





# Grocery Carts





# Outdoor

Transit Bus Tails





# Transit Bus Tails

Planned Impressions

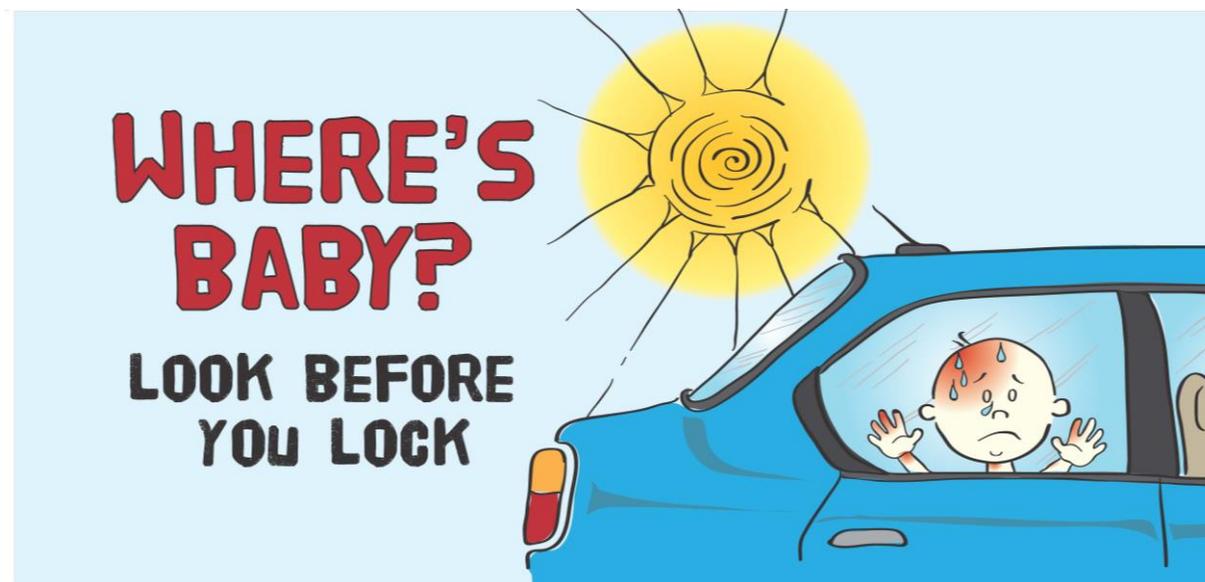
4,876,250

Delivered Impressions

6,994,750

Bonus Impressions

2,118,500





# Bus Tails – New London





# Bus Tails – Waterbury



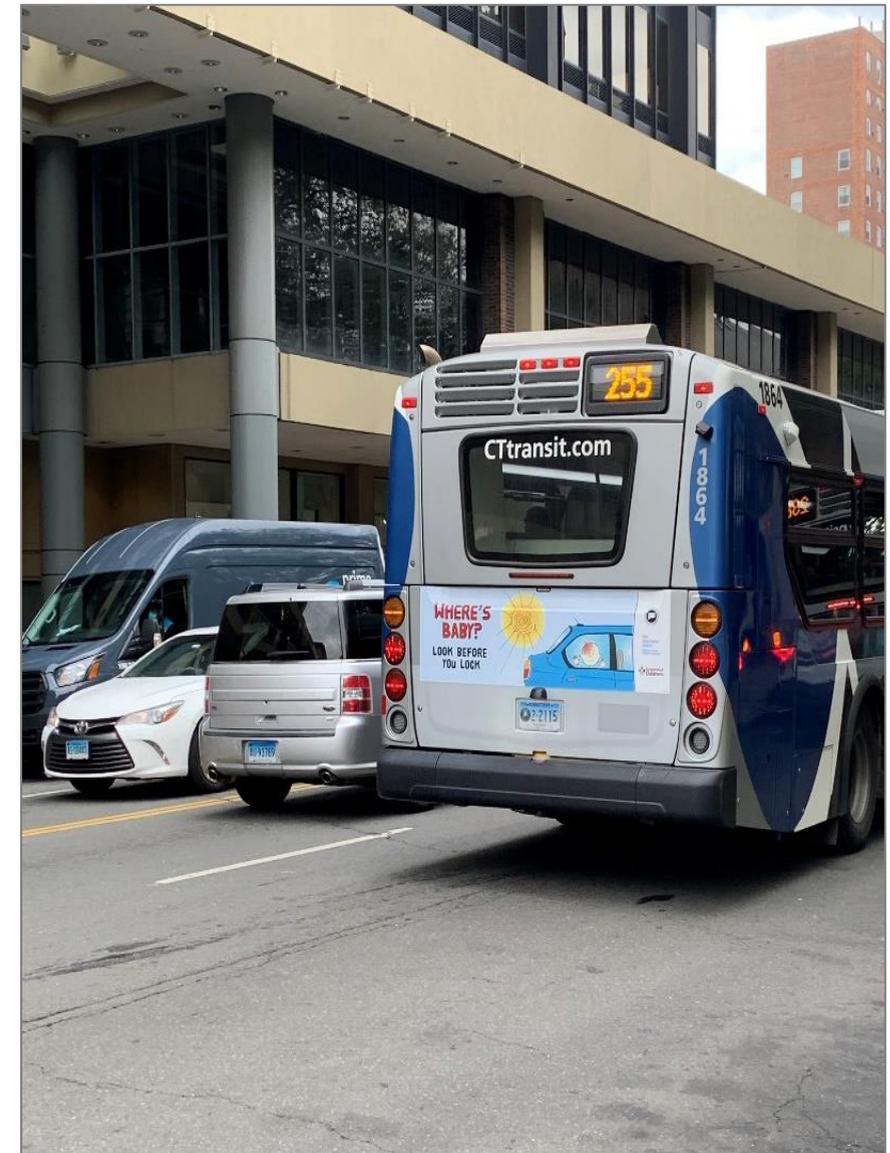


# Bus Tails – Bridgeport





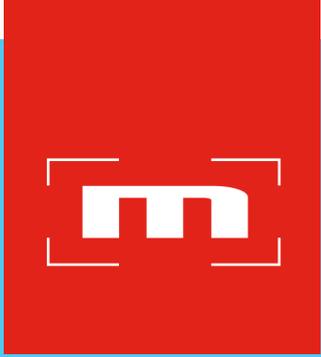
# Bus Tails – New Haven





# Bus Tails – Hartford





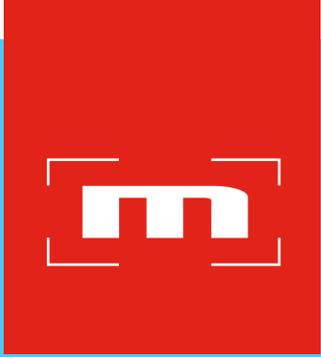
# Digital Display





# Digital Display





CT Department of Transportation Highway Safety Office

# Distracted Driving

**Spanish Campaign | 2020-2021 Year-End Report**





# Campaign Overview

## Flight Dates

- October 1 – October 18, 2020
- March 29 – April 25, 2021

## Targeting

- Hispanic Males 18-34
- Connecticut
  - Concentration in/around Bridgeport, New Haven, Waterbury, Meriden, New Britain, Hartford

## Media

- Broadcast Radio
- Streaming Audio
- Outdoor Digital Bulletins
- Digital Display





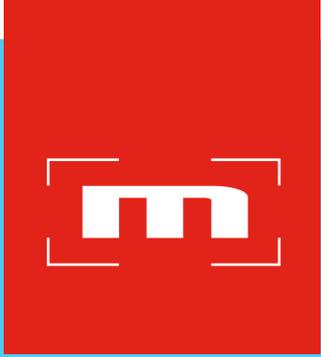
# Delivery Overview

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED
<b>RADIO</b>			
WCUM-AM	286	286	100.0%
WMRQ-HD2	634	634	100.0%
WNEZ-AM	308	308	100.0%
<b>STREAMING AUDIO</b>			
Pandora	1,057,364	1,067,073	100.9%
<b>OUT OF HOME (OOH)</b>			
Bridgeport #7030: I-95 @ Stratford Ave			
New Haven #1379A: I-91 N/O I-95 E/S F/W			
New Haven #889A: I-95 S/O Stiles Rd			
Waterbury #912A: I-84 E/O Rt 8 N/S F/W			
Hartford #50079: I-84 A 100 Wellington Rd W/O Ham			
Hartford #50083: I-91 S/O Exit 34 F/S			
New Britain #125: I-84 near Exit 36			
Meriden #1252: I-691 W/O State St N/S F/E			
New Britain #1437A: Rt 9 S/O Exit 25 F/S			
Waterbury #692A: East Main St W/O Cherry St N/S F/E			
	18,893,262	25,057,572	132.6%
<b>DIGITAL DISPLAY</b>			
Programmatic Display	3,325,000	5,019,340	151.0%
<b>CAMPAIGN TOTAL</b>	<b>23,276,854</b>	<b>31,145,213</b>	<b>133.8%</b>



# Pandora Summary

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% POST	CLICKS	CTR	REACH	FREQUENCY
<b>PANDORA</b>							
Audio Everywhere :30	373,682	377,068	101%	1377	0.20%	61,168	11.3
Audio Everywhere :30 - Display Added Value	373,682	377,068	101%				
Display Everywhere Banner	310,000	312,937	101%				
<b>CAMPAIGN TOTAL</b>	<b>1,057,364</b>	<b>1,067,073</b>	<b>101%</b>	<b>1377</b>	<b>0.20%</b>	<b>61,168</b>	<b>11.3</b>



# Outdoor

Sampling of Boards in Market





# Bridgeport #7030: I-95 @ Stratford Ave





# New Haven #1310A – I-95 S/O Peatmeadow Rd F/N





# New Haven #1379A – I-91 .3 mi N/O I-95 E/S F/S





# Waterbury #912A: I-84 E/O Route 8 N/S F/W





# Hartford #50079 – I-84 @ Wellington Rd

272.959079 - I-84 @ 2199 WELLINGTON ST 6094 W/D HAM 55 2020-10-01 EDT 11:18:11





# Hartford #50083 – I-91 S/O Exit 34





# New Britain #8129: I-84 @ Farmington Town Line

272.998129 - I-84 @ Farmington Town Line FVE

2020-10-01 EDT 10:59:30





# New Haven #889A – I-95 S/O Stiles St





# New Britain #125: I-84 near Exit 36





# Meriden #1252: I-691 W/O State St N/S F/E





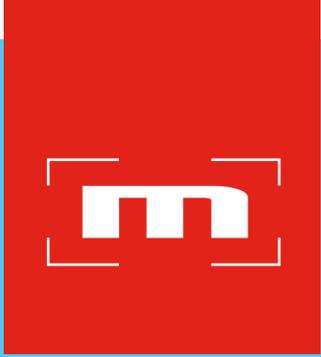
# New Britain #1437A: Rt 9 S/O Exit 25 F/S





# Waterbury #692A: East Main St W/O Cherry St N/S F/E





# Digital Display





# Digital Summary

## Executive Summary



## Creative Performance

Creative Table

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0136 DistractedDriving BannerAd_320x50	320x50	2,879,849	4,401	0.15%
HSO-0136 DistractedDriving BannerAd_300x250	300x250	1,116,715	1,515	0.14%
HSO-0136 DistractedDriving BannerAd_728x90R1	728x90	792,991	1,418	0.18%
HSO-0136 DistractedDriving BannerAd_300x600	300x600	138,302	176	0.13%
HSO-0136 DistractedDriving BannerAd_160x600	160x600	91,483	60	0.07%



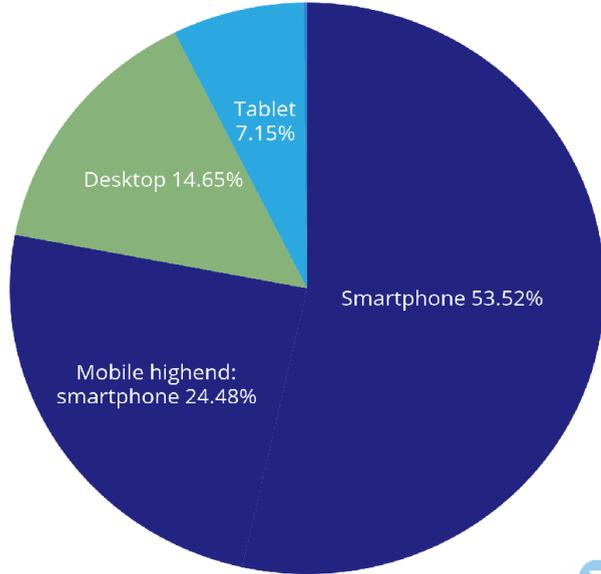


# Digital Summary

## Device Overview

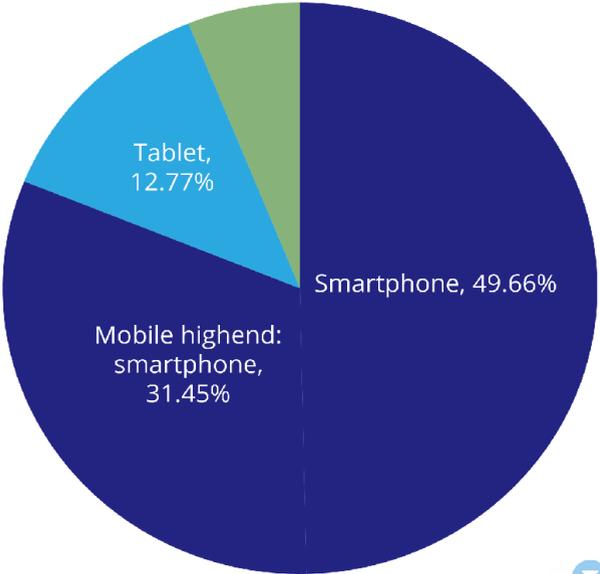
Impressions by Device

Smartphone	2,686,181
Mobile highend: smartphone	1,228,941
Desktop	735,205
Tablet	358,866
Connected TV	10,140
Unknown platform	5
Mobile midrange: feature phone	2

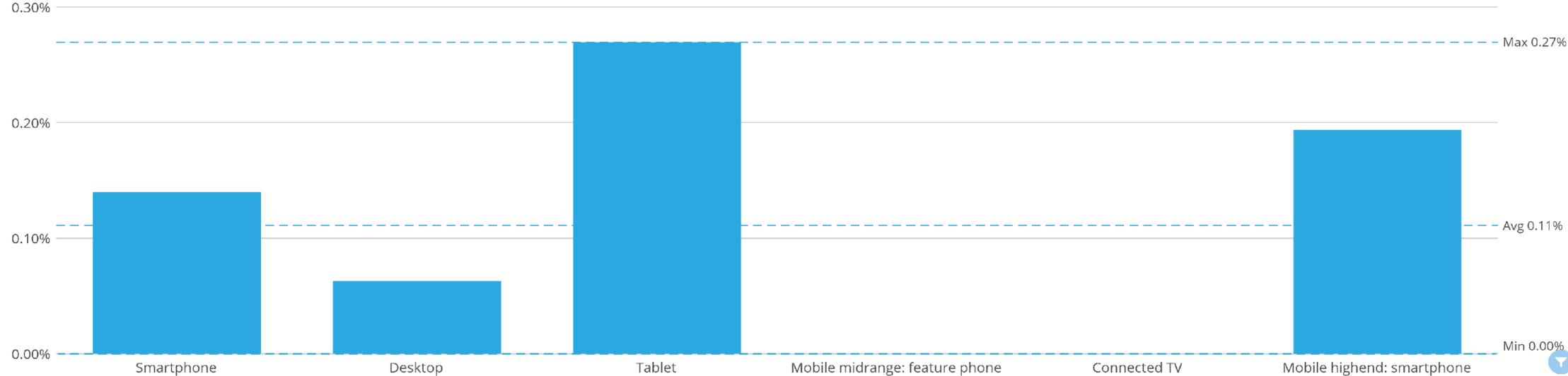


Clicks by Device

Smartphone	3,759
Mobile highend: smartphone	2,381
Tablet	967
Desktop	463
Unknown platform	0
Connected TV	0
Mobile midrange: feature phone	0



CTR by Device

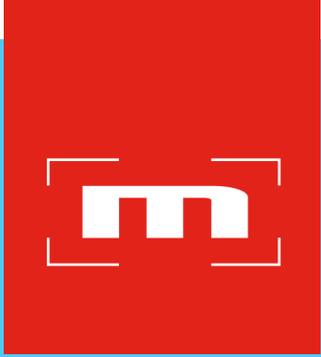




# Digital Summary

## Creative





CT Department of Transportation Highway Safety Office

# Occupant Protection

**Spanish Campaign | 2020-2021 Year-End Report**





# Campaign Overview

## Flight Dates

- November 23 – December 6, 2020
- May 17 – June 6, 2021

## Targeting

- Hispanic Males 18-34
- Connecticut
  - Concentration in/around Bridgeport, New Haven, Waterbury, Meriden, New Britain, Hartford

## Media

- Broadcast TV
- Broadcast Radio
- Outdoor Digital Bulletins
- Digital Display





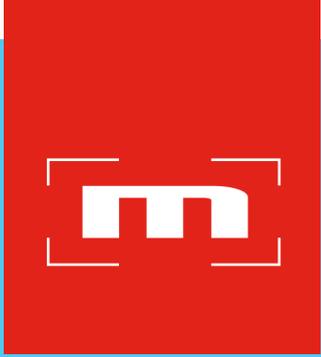
# Delivery Overview

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED
<b>TV</b>			
Telemundo	197	197	100.0%
Unimas	84	84	100.0%
Univision	145	145	100.0%
A4 (Cablevision) Bridgeport	1,041	1,041	100.0%
<b>RADIO</b>			
WCUM-AM	121	121	100.0%
WMRQ-HD2	275	275	100.0%
WNEZ-AM	129	129	100.0%
<b>STREAMING AUDIO</b>			
Pandora	456,557	492,177	107.8%
<b>OUT OF HOME (OOH)</b>			
Bridgeport #8196: I-95 NB @ Webster Bank Arena N/O Rt 8 Connector			
New Haven #889A: I-95 S/O Stiles St W/S F/N			
Waterbury #912A: I-84 E/O Rt 8 N/S F/W			
Hartford #327A: I-91 S/O Jennings Rd E/S F/N			
New Britain #1257A: I-84 E/O Rt 72 S/S F/W			
	8,905,687	10,295,331	115.6%
<b>DIGITAL DISPLAY</b>			
Programmatic Display	2,000,000	2,056,818	102.8%
<b>CAMPAIGN TOTAL</b>	<b>11,364,236</b>	<b>12,846,318</b>	<b>113.0%</b>



# Pandora Summary

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED	CLICKS	CTR	REACH	FREQUENCY
<b>PANDORA</b>							
Audio Everywhere :30	272,807	273,456	100.2%				
Audio Everywhere Display Added Valued		273,456		450	0.21%	69,564	6.4
Display Everywhere Banner	183,750	142,795	77.7%				
<b>CAMPAIGN TOTAL</b>	<b>456,557</b>	<b>689,707</b>	<b>151.1%</b>	<b>450</b>	<b>0.21%</b>	<b>69,564</b>	<b>6.4</b>



# Outdoor

Sampling of Boards in Market





# Bridgeport #8196 – I-95 NB @ Webster Bank Arena

272.998196 BRIDGEPORT - I-95 NB @ WEBSTER BANK ARENA II 2021-05-28 EDT 09:49:03





# New Haven #889A – I-95 S/O Stiles St





# Waterbury #912A – I-84 E/O Rt 8





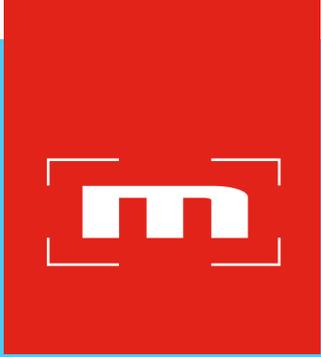
# Hartford #327A – I-91 S/O Jennings Rd





# New Britain #1257A – I-84 E/O Rt 72





# Digital Display





# Digital Summary

## Executive Summary



## Creative Performance

Creative Table

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0138 Occupant Safety320WX50H	320x50	1,061,176	1,579	0.15%
HSO-0138 Occupant Safety300X250	300x250	551,105	534	0.10%
HSO-0138 Occupant Safety728WX90H	728x90	313,186	538	0.17%
HSO-0138 Occupant Safety300X600	300x600	77,899	138	0.18%
HSO-0138 Occupant Safety160X600	160x600	53,452	78	0.15%



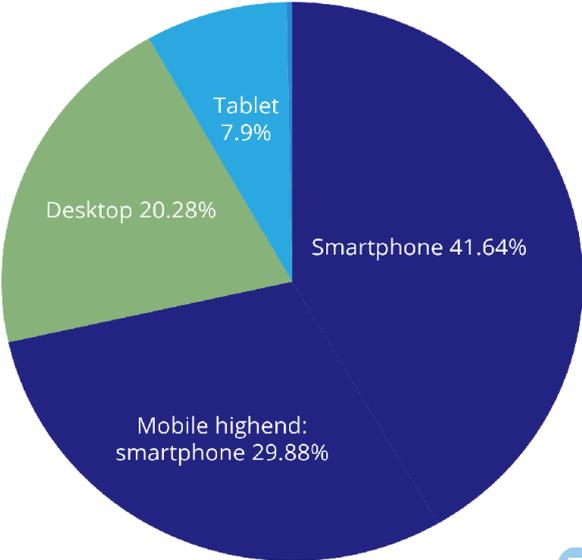


# Digital Summary

## Device Overview

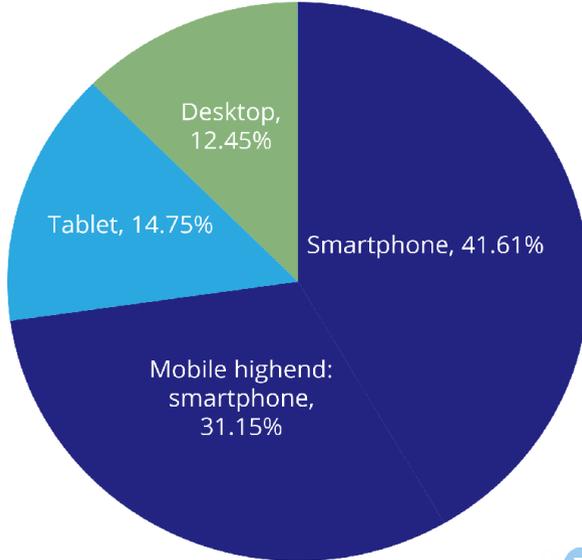
Impressions by Device

Smartphone	856,440
Mobile highend: smartphone	614,536
Desktop	417,078
Tablet	162,561
Connected TV	6,194
Unknown platform	8
Mobile midrange: feature phone	1

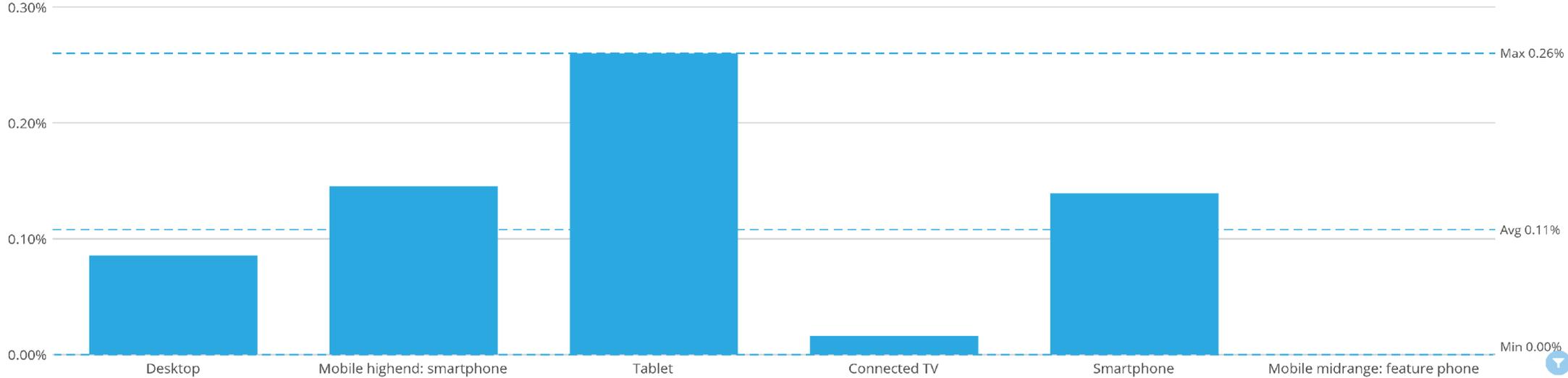


Clicks by Device

Smartphone	1,193
Mobile highend: smartphone	893
Tablet	423
Desktop	357
Connected TV	1
Mobile midrange: feature phone	0
Unknown platform	0



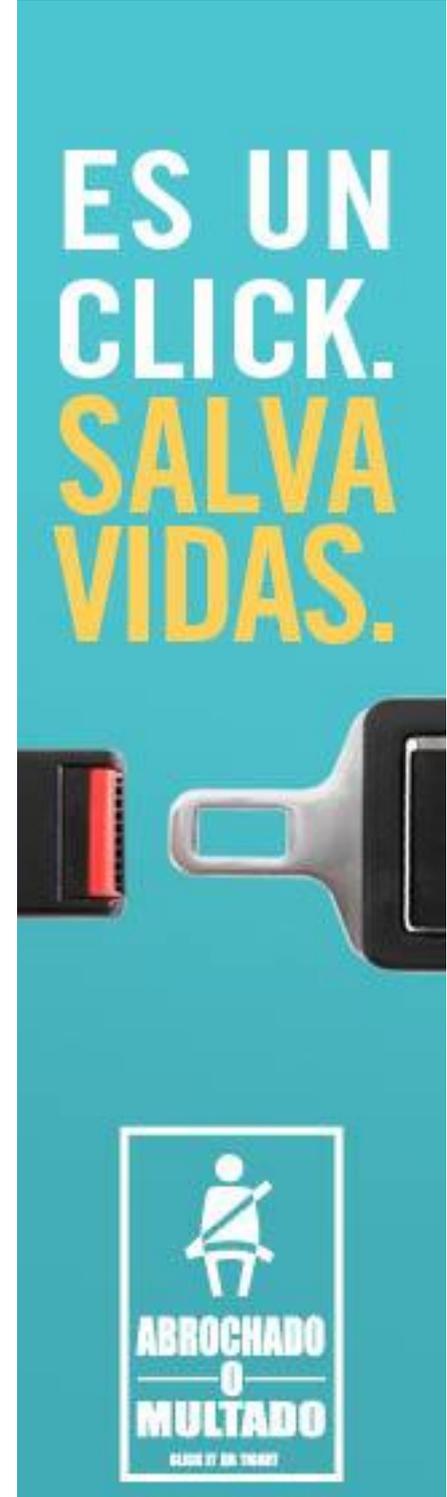
CTR by Device

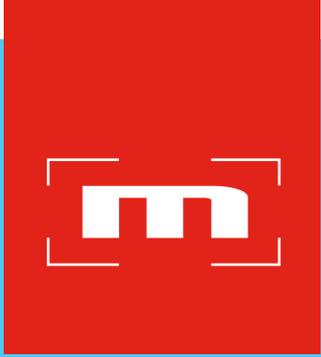




# Digital Summary

## Creative





CT Department of Transportation Highway Safety Office  
**Impaired Driving**

**Spanish Campaign | 2020-2021 Year-End Report**





# Campaign Overview

## Flight Dates

- November 23 , 2020 – January 3, 2021
- May 24 – June 6, 2021
- June 21 – July 4, 2021

## Targeting

- Hispanic Males 18-34
- Connecticut
  - Concentration in/around Bridgeport, New Haven, Waterbury, Meriden, New Britain, Hartford

## Media

- Broadcast Radio
- Streaming Audio
- Outdoor Digital Bulletins
- Digital Display





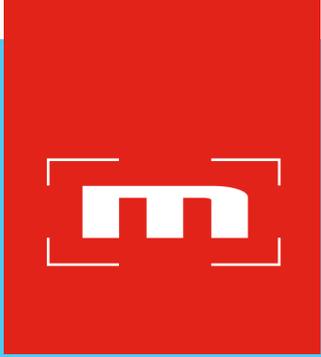
# Delivery Overview

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% DELIVERED
<b>RADIO</b>			
WCUM-AM	242	242	100.0%
WMRQ-HD2	660	660	100.0%
WNEZ-AM	348	348	100.0%
<b>STREAMING AUDIO</b>			
Pandora	536,838	750,617	139.8%
<b>OUT OF HOME (OOH)</b>			
Bridgeport #8196: I-95 N/B @ Webster Bank Arena N/O Rt 8 Connector E/S F/S			
New Haven #1207A: I-95 N/O Kimberly Ave W/S F/S			
Waterbury #1268: I-84 W/O Scott Rd F/W			
Hartford #391BA: I-91 N/O Talcott St W/S F/S			
Hartford #8148: I-84 @ West Hartford Townline N/S			
New Britain #1432BA: Rt 9 @ East St F/N			
	19,586,577	24,600,823	125.6%
<b>DIGITAL</b>			
Digital Display	3,000,000	3,057,874	101.9%
<b>CAMPAIGN TOTAL</b>	<b>23,124,665</b>	<b>28,410,564</b>	<b>122.9%</b>



# Pandora Summary

MEDIUM	PLANNED IMPRESSIONS/SPOTS	DELIVERED IMPRESSIONS/SPOTS	% POST	CLICKS	CTR	REACH	FREQUENCY
PANDORA Audio Everywhere :30 Audio Everywhere :30 - Display Added Value	536,838	541,419 209,198	101%	439	0.21%	66,131	8.2
CAMPAIGN TOTAL	536,838	750,617	140%	439	0.21%	66,131	8.2



# Outdoor

Sampling of Boards in Market





# Bridgeport #8196: I-95 N/B @ Webster Bank Arena N/O Rt 8

272.998196 Bridgeport - I-95 N/B @ Webster Bank Arena N 2021-05-24 EDT 19:41:47



272.998196 Bridgeport - I-95 N/B @ Webster Bank Arena N 2021-05-21 EDT 09:45:09





## New Haven #1207A: I-95 N/O Kimberly Ave





## Waterbury #1268: I-84 W/O Scott Rd





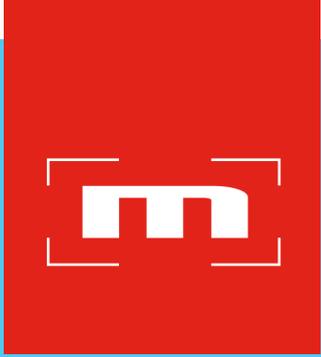
## Hartford 391BA: I-91 N/O Talcott St





# New Britain #1432BA: Rt 9 @ East St





# Digital Display





# Digital Summary

## Executive Summary



## Creative Performance

Creative Table

Creative	Creative Pixel Size	Impressions	Clicks	CTR
HSO-0243, Impaired Digital Display Banners 2021 320x50	320x50	1,920,018	2,205	0.11%
HSO-0243, Impaired Digital Display Banners 2021 300x250	300x250	694,359	648	0.09%
HSO-0243, Impaired Digital Display Banners 2021 728x90	728x90	364,208	841	0.23%
HSO-0243, Impaired Digital Display Banners 2021 300x600	300x600	41,836	86	0.21%
HSO-0243, Impaired Digital Display Banners 2021 160x600	160x600	37,453	70	0.19%

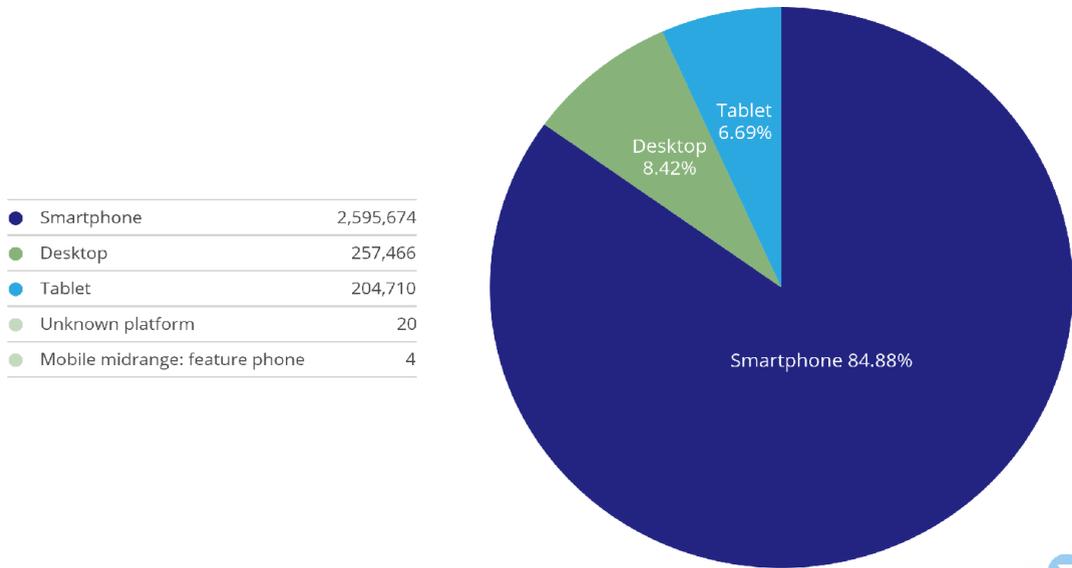




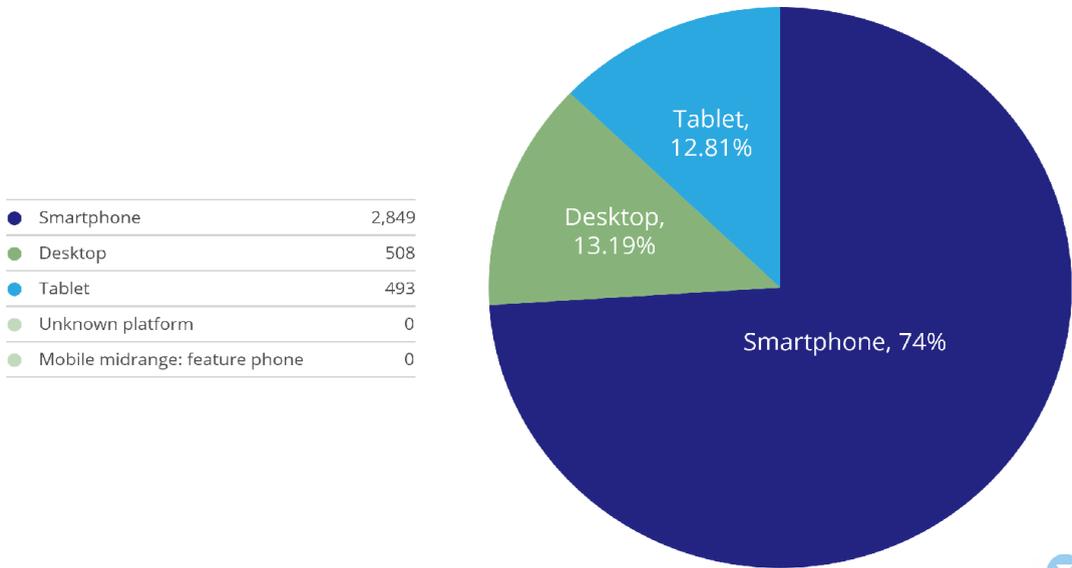
# Digital Summary

## Device Overview

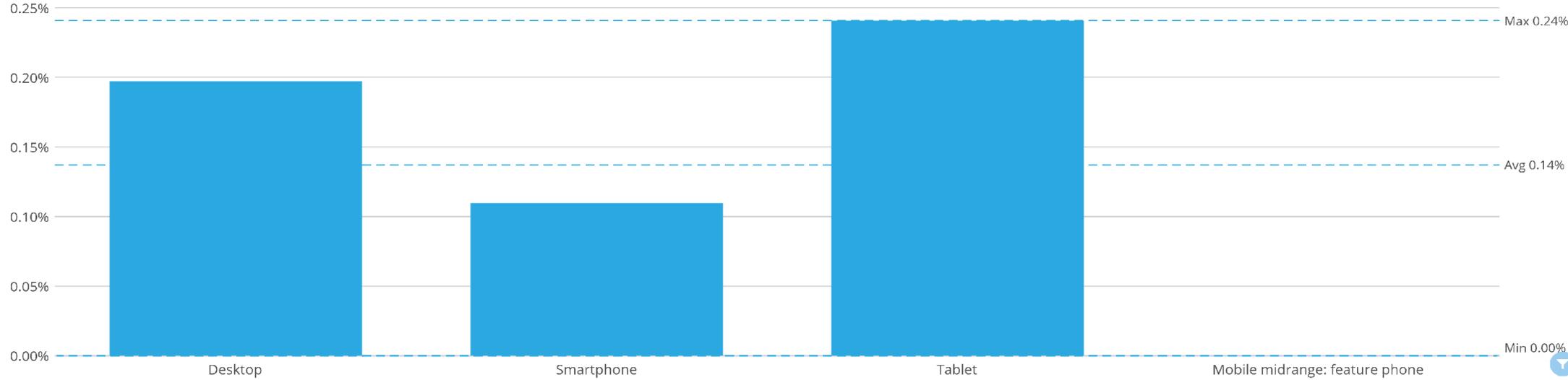
Impressions by Device



Clicks by Device



CTR by Device





# Digital Summary

## Creative

**SI TOMAS,  
NO MANEJES.  
NOS VEMOS  
MAÑANA.**



MANEJA TOMADO  
SERÁS ARRESTADO

**SI TOMAS, NO MANEJES.  
NOS VEMOS MAÑANA.**



MANEJA TOMADO  
SERÁS ARRESTADO

**SI TOMAS, NO MANEJES.  
NOS VEMOS MAÑANA.**



MANEJA TOMADO  
SERÁS ARRESTADO

**SI TOMAS,  
NO MANEJES.  
NOS VEMOS  
MAÑANA.**



MANEJA TOMADO  
SERÁS ARRESTADO

**SI  
TOMAS,  
NO  
MANEJES.  
NOS  
VEMOS  
MAÑANA.**



MANEJA TOMADO  
SERÁS ARRESTADO



# Distracted Driving Post Buy Report

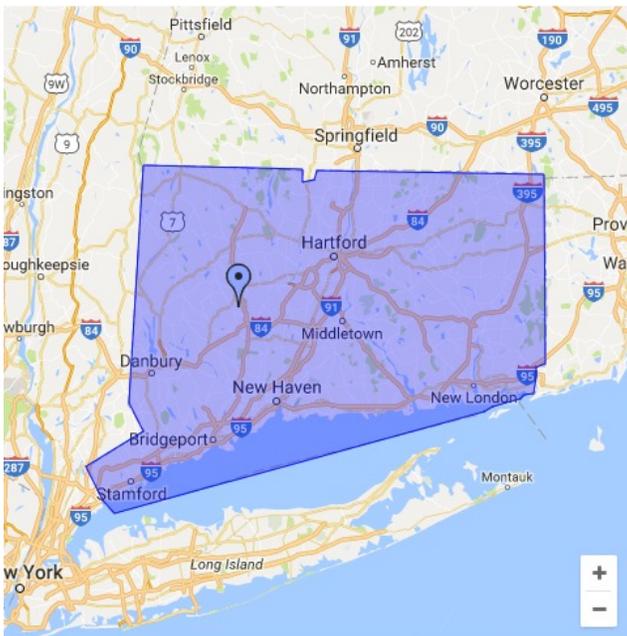
**12.03.21**

# campaign overview

## SUMMARY

CashmanKatz was pleased to execute the Marketing for the DOT Distracted Driving efforts in 2021. We utilized the following mediums for our campaign: Digital, Social Media, Billboards, OTT (Streaming TV), Cable TV, Radio, Gas Station Radio, and Pandora/Podcasts to efficiently raise awareness in the state of Connecticut.

## TARGETED LOCATION



# digital summary

Social Norming Flight Dates:

2/01/21 – 3/28/21 | 8/02/21 – 8/30/2021

Enforcement Flight Dates:

09/28/20– 10/18/20 | 3/29/21 – 5/02/21

## GOOGLE DISPLAY & VIDEO PRE-ROLL

Dates Ran	Impression Goal	Impressions Delivered	Spend
09/28/20– 10/18/20	59,000	357,638	\$5,900
2/01/21 – 3/28/21	580,000	1,467,448	\$13,100
3/29/21 – 5/02/21	280,000	2,228,511	\$7,600
8/02/21 – 8/30/2021	59,000	739,920	\$5,900

\$32,500

## SOCIAL SPONSORED ADS & VIDEOS

Dates Ran	Impression Goal	Impressions Delivered	Spend
09/28/20– 10/18/20	59,000	418,331	\$5,900
2/01/21 – 3/28/21	580,000	1,192,214	\$13,100
3/29/21 – 5/02/21	280,000	688,607	\$7,600
8/02/21 – 8/30/2021	59,000	527,400	\$5,900

\$32,500

## DIRECT DIGITAL (Local websites including WKSS.com, WKCI.com, WMRQ.com, WZMX.com, WUCS.com)

Dates Ran	Impression Goal	Impressions Delivered	Spend
2/22/21 – 3/7/21, 8/16/21– 8/30/21	650,000	715,000	\$10,000



# cable TV summary

## CABLE TV

Dates Ran	Spots Promised	Spots Delivered	Spend
10/5/20 – 10/15/20			
2/1/21 – 2/21/21			
4/12/21 – 4/25/21	1,750	2,012	\$56,000
8/9/21 – 8/30/21			

\*Ran on networks including but not limited to: News12, Bravo, Comedy, Entertainment, ESPN, ESPN2, Food Network, MTV, MSG, CNN, Discovery, Fox News, MSNBC, Freeform, USA, HGTV, TNT, and TLC.

# streaming TV (OTT) summary

## OTT (Streaming TV)

Dates Ran	Impression Goal	Impressions Delivered	Spend
10/1/20 – 10/15/20 2/1/21 – 3/28/21 3/29/21 – 4/18/21 8/2/21 – 8/30/21	1,200,000	1,308,000	\$47,000

**Video completion rate:** 98.4%

**Channel Allocation:** Entertainment 49%; News 34%; Sports/Lifestyle: 17%

**Devices:** AppleTV, Smart TVs, Roku, FireStick, Sling, Sony Playstation, Xbox

# outdoor summary

## Billboards

Weeks of 10/5/20, 4/5/21, 4/12/21, 6/19/21

Locations	Boards Promised	Boards Delivered	Spend
Hartford, New Haven, Waterbury, Bridgeport, Meriden, New Britain, West Haven	11 3,404,210 impressions	13 4,023,158 impressions	\$15,000

# radio summary

## RADIO

\*Stations include WBMW, WCTY, WDAQ, WEBE, WEZN, WKCI, WMRQ, WPLR, WQGN, WTIC-FM, WRCH, WWYZ, WUCS, WZMX

Dates Ran	Spots Planned	Spots Delivered	Spend
10/5/20 – 10/18/20 4/5/21 – 4/18/21	900	990	\$34,000

## GAS STATION RADIO

\*102 stations statewide

Ran	Spots Promised	Spots Delivered	Spend
10/5/20 – 10/18/20 4/5/21 – 4/18/21	100,800	185,472	\$6,000

## PANDORA / PODCASTS

Ran	Impression Goal	Impressions Delivered	Spend
2/15/21 – 3/14/21 8/2/21 – 8/30/21	2,250,728	2,271,383	\$42,000



# OCCUPANT PROTECTION

2020-2021 POST BUY REPORT

12.02.21

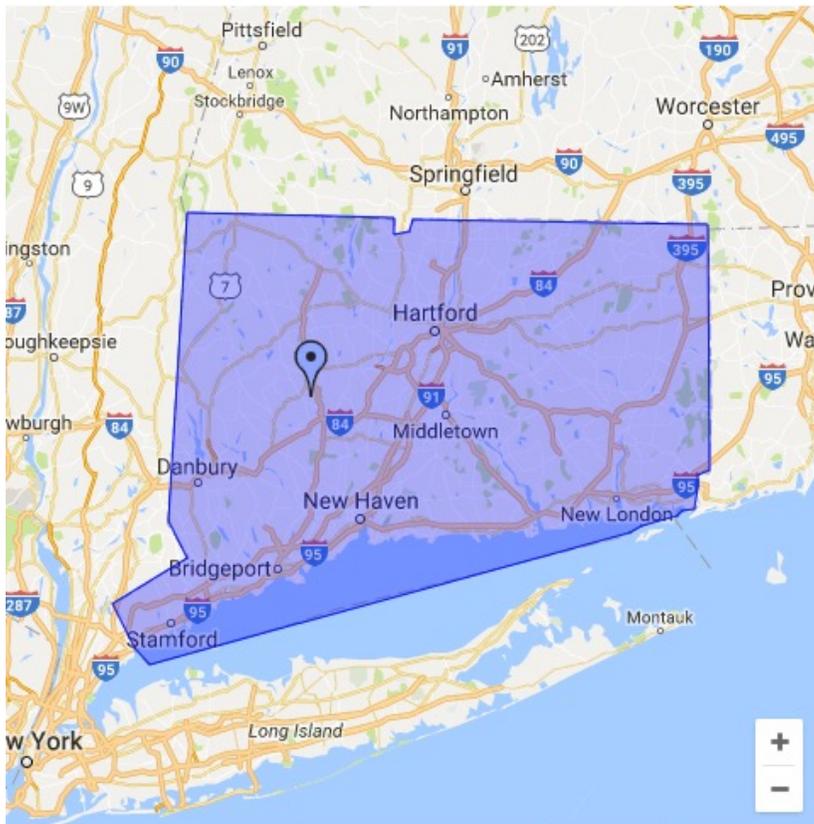


# Campaign Overview

## SUMMARY

CashmanKatz was pleased to execute the marketing efforts for the CT DOT Occupant Protection efforts in 2020 - 2021. We utilized the following mediums for our campaign: Video, Social Media, Streaming TV (OTT), Cable TV and Digital to raise awareness in the state of Connecticut.

## TARGETED LOCATION



# Digital Summary

## Social Norming Flight Dates:

11/09/20 – 11/22/20 | 1/28/21 – 1/31/2021 | 5/3/21 – 5/16/21 | 8/30/21 – 9/19/21

## Enforcement Flight Dates:

11/23/20 – 12/6/20 | 5/17 – 6/6/21

## VIDEO PRE-ROLL

Dates Ran	Impression Goal	Impressions Delivered	Dollars
11/09/20 – 11/22/20	8,000	62,051	\$1,410
11/23/20 – 12/6/20	8,000	8,124	\$1,410
12/28/20 – 1/31/2021	28,000	2,657,374	\$3,525
5/3/21 – 5/16/21	28,000	441,989	\$1,410
5/17 – 6/6/21	28,000	56,202	\$2,130
8/30/21 – 9/19/21	28,000	501,096	\$2,115

\$12,000

## SOCIAL VIDEO

Dates Ran	Impression Goal	Impressions Delivered	Dollars
11/09/20 – 11/22/20	8,000	258,546	\$1,410
11/23/20 – 12/6/20	8,000	90,173	\$1,410
12/28/20 – 1/31/2021	28,000	551,704	\$3,525
5/3/21 – 5/16/21	28,000	195,037	\$1,410
5/17 – 6/6/21	28,000	200,514	\$2,130
8/30/21 – 9/19/21	28,000	176,442	\$2,115

\$12,000

# Cable TV Summary

## CABLE TV

Dates Ran	Spots Planned	Spots Delivered	Spend
11/23/20 – 12/6/20 and 5/17/21 – 6/6/21	740	821	\$24,000

*\*Ran on networks including but not limited to: News12, AMC, Bravo, Comedy, E, ESPN, ESPN2, Fox Sports, Fox News, Food, MTV, MSG, NESN, CNN, Discovery, HGTV, TNT, and USA.*

# OTT (Streaming TV) Summary

## OTT (STREAMING TV)

Dates Ran	Impression Goal	Impressions Delivered	Spend
11/9/20 – 12/6/20, 1/4/21 – 1/30/21, 5/3/21 – 5/30/21, 8/30/21 – 9/19/21	743,000	809,870	\$33,100

**Video completion rate:** 98.6%

**Channel Allocation:** Entertainment 46%; News 30%; Sports 17%; Lifestyle/Family 7%

**Devices:** Apple TV, Smart TVs, Roku, Sling, FireStick, Chromecast, PlayStation, Xbox

# Digital Radio

## PANDORA

Dates Ran	Impression Goal	Impressions Delivered	Spend
11/9/20 – 11/22/20, 12/28/20 – 1/24/21, 5/3/21 – 5/16/21, 8/30/21 – 9/19/21	945,000	1,020,600	\$18,900



# Impaired Driving

## Post Buy Report

12.1.21

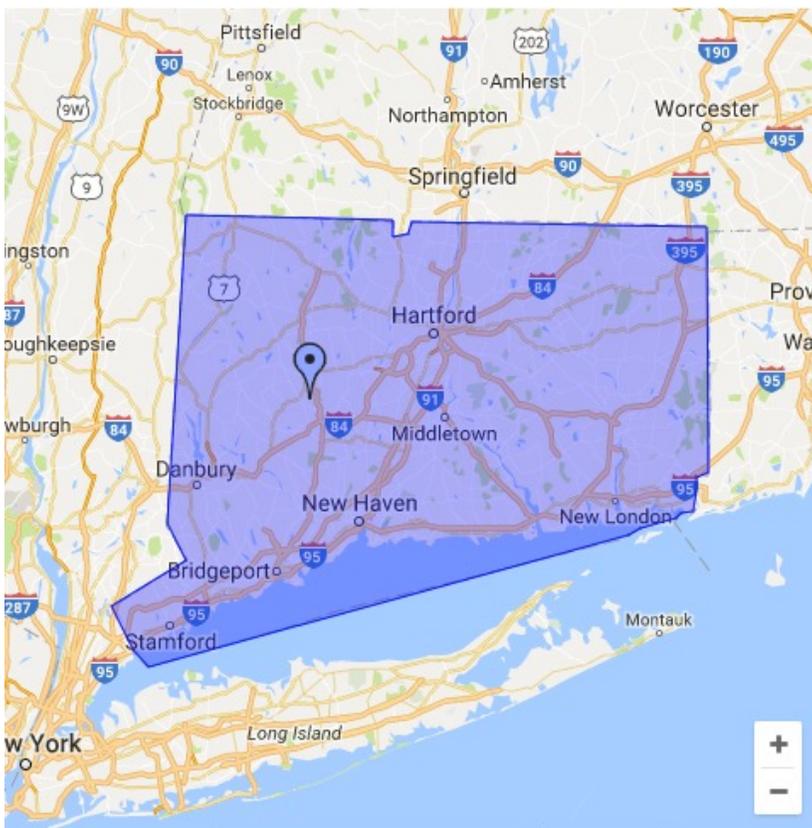


# campaign overview

## SUMMARY

CashmanKatz was pleased to execute the Marketing for the DOT Impaired Driving efforts in FY 2021. We utilized the following mediums for our campaign: Display, Video, Social Media, Billboards, Cable TV, Pandora, Radio and more to efficiently raise awareness in the state of Connecticut.

## TARGETED LOCATION



# digital summary

Enforcement Flight Dates:

11/09/20-1/3/21 | 2/1/21-2/7/2021 | 3/15/21-3/21/21 | 5/24/21-5/30/21 | 6/28/21-7/4/21 | 8/23-9/5/21

## VIDEO PRE-ROLL

Dates Ran	Impression Goal	Impressions Delivered	Dollars
11/23/20-1/3/21	180,000	774,883	\$15,000
2/1/21-2/7/21	18,000	35,809	\$2,500
3/15/21-3/21/2021	18,000	61,724	\$2,500
5/24/21-5/30/21	18,000	99,965	\$2,500
6/28/21-7/4/21	18,000	18,947	\$2,500
8/23/21-9/5/21	28,000	55,204	\$4,000

\$29,000

## SOCIAL VIDEO

Dates Ran	Impression Goal	Impressions Delivered	Dollars
11/23/20-1/3/21	180,000	1,922,483	\$15,000
2/1/21-2/7/21	18,000	80,299	\$2,500
3/15/21-3/21/2021	18,000	51,439	\$2,500
5/24/21-5/30/21	18,000	73,189	\$2,500
6/28/21-7/4/21	18,000	66,618	\$2,500
8/23/21-9/5/21	28,000	87,369	\$4,000

\$29,000

# cable summary

## CABLE TV

Dates Ran	Spots Promised	Spots Delivered	Spend
<b>Weeks of</b> 11/23/20, 11/30/20, 12/21/20, 12/28/20, 8/23/21, 8/30/21	1,125	1,305	\$36,000

*\*Ran on networks including but not limited to: News12, Bravo, Comedy, Entertainment, ESPN, ESPN2, Food Network, MTV, MSG, CNN, Discovery, Fox News, MSNBC, Freeform, USA, HGTV, TNT, and TLC.*

# streaming TV summary

## OTT (STREAMING TV)

Dates Ran	Impression Goal	Impressions Delivered	Spend
11/23/20 – 1/3/21, and weeks of 2/1/21, 3/15/21, 5/24/21, 6/28/21, 8/23/21, 8/30/21	691,000	760,100	\$30,600

**Video completion rate:** 98.1%

**Channel Allocation:** Entertainment 47%; News 32%; Sports 13%; Lifestyle/Family 8%

**Devices:** Smart TVs, Roku, Fire Stick, Sling Chromecast

# billboards

## BILLBOARDS (weeks of 11/23/20, 12/21/20, 12/28/20, 8/30/21)

Locations	Boards Promised	Boards Delivered	Spend
Hartford, New Haven, Waterbury, Bridgeport, Meriden, New Britain, West Haven	16	17	\$19,200
	4,951,580 imp	6,028,433 imp	



# radio summary

## RADIO

\*Stations include WBMW, WDAQ, WEZN, WKCI, WPLR, WTIC-FM, WUCS, WWYZ, WZMX

Dates Ran	Spots Planned	Spots Delivered	Spend
<b>Weeks of 2/1/21, 3/15/21, 5/24/21, 6/28/21</b>	720	801	\$28,000

## GAS STATION RADIO

\*102 stations statewide

Ran	Spots Planned	Spots Delivered	Spend
<b>Weeks of 2/1/21, 3/15/21, 5/24/21, 6/28/21</b>	73,440	135,235	\$4,000

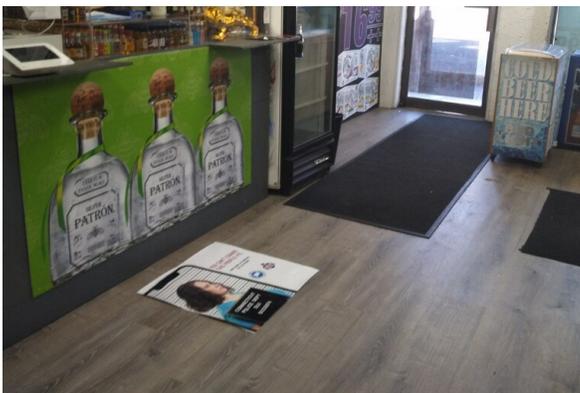
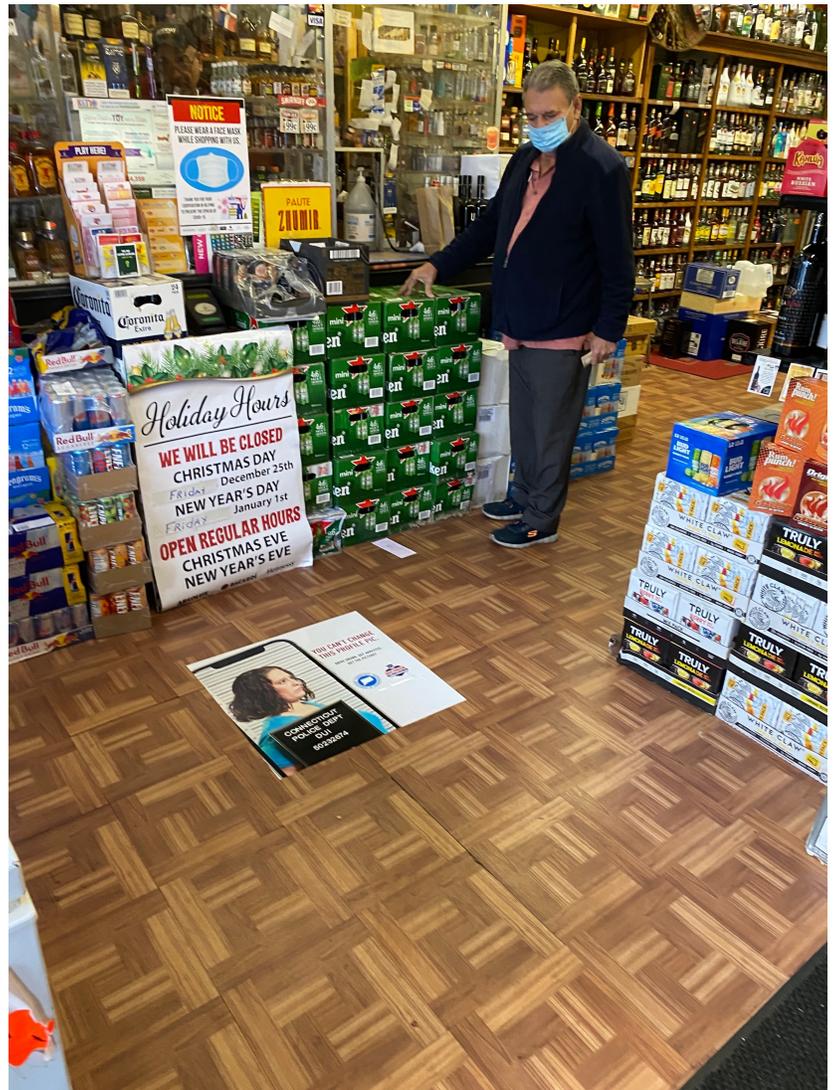
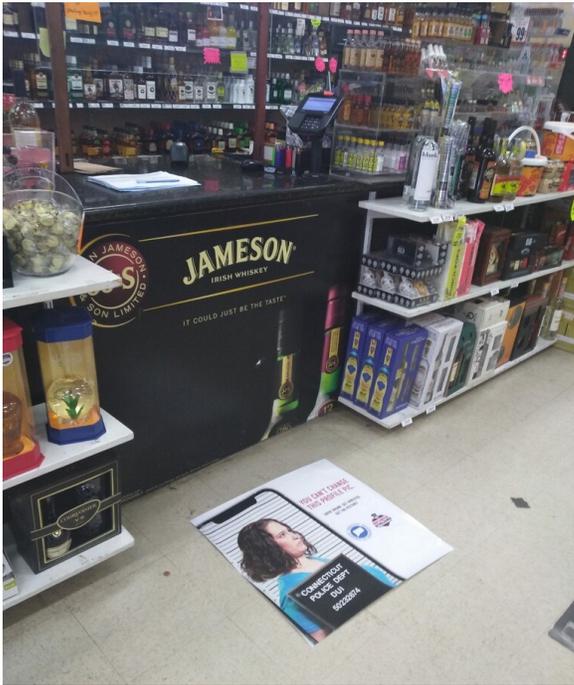
## PANDORA / PODCASTS

Ran	Impression Goal	Impressions Delivered	Spend
<b>Weeks of 11/23/20, 11/30/20, 12/21/20, 12/28/20, 8/23/21, 8/30/21</b>	1,649,000	1,846,880	\$34,200

# environmental summary

## LIQUOR STORE FLOOR DECALS

Locations	Stores Planned	Stores Delivered	Spend
Stores located in Hartford, New Haven, Bridgeport, Waterbury markets	20	22	\$15,000





# IMPAIRED CANNABIS CAMPAIGN

2020-2021 POST BUY REPORT

12.16.21





# BROADCAST TV SUMMARY

## Broadcast TV

Station	Spots	Impressions	Spend
WVIT (NBC)	94	1,476,000	\$18,226
WTNH (ABC)	79	1,218,000	\$13,048
WFSB (CBS)	61	1,096,000	\$9,500
WTIC (FOX)	82	1,108,000	\$8,025
CPTV (PBS)	39	213,000	\$5,653
WCCT (CW)	75	263,000	\$2,435
WCTX (MyTV)	69	270,000	\$1,923
<b>TOTAL</b>	<b>499</b>	<b>5,644,000</b>	<b>\$58,810</b>

Spot placements were 44% in news , 22% in prime/prime access (7p – 11p), 13% in daytime, 11% in late fringe (11:30p – 2a), and 10% weekend.

The total buy was 730 GRPs and reached 95% of the target audience an average of 7.6 times.

# CABLE TV SUMMARY

## Cable TV

Geographic Area	Spots	Impressions	Spend
Connecticut	914	1,323,000	\$22,000

\*cable systems included Comcast, Cox, Altice, and Frontier

**Spot placements were in daytime and prime time programs on BET, CNN, ESPN, ESPN 2, E, Food, Fox Sports, Fox News, MTV, MSG, NESN, News 12, NFL, TLC, TNT, MSNBC, Bravo, Comedy, Syfy, and YES.**

**The total buy was 358 GRPs and reached 70% of the target audience an average of 5.1 times.**

# RADIO SUMMARY

## Radio

Radio	Spots	Impressions	Spend
WKCI	64	149,000	\$2,640
WWYZ	68	143,000	\$2,540
WDAQ	58	74,000	\$2,495
WTIC-FM	60	69,000	\$1,900
WZMX	42	52,000	\$1,470
WMRQ	68	94,000	\$1,310
WKSS	34	59,000	\$1,270
WHCN	34	49,000	\$1,060
WPLR	27	58,000	\$870
WEZN	20	42,000	\$850
WWRX	68	46,000	\$830
WDRC	34	29,000	\$670
WUCS	58	19,000	\$650
<b>TOTAL</b>	<b>703</b>	<b>914,000</b>	<b>\$19,790</b>

Spot placements were 13% in AM/PM Drivetimes; 15% in Daytime, 25% weekend, and 19% evenings.

The total buy was 242 GRPs and reached 50% of the target audience an average of 4.8 times.

**GRAND TOTAL: 2,116 7,881,000 \$100,600**

# DIGITAL SUMMARY

## VIDEO PRE-ROLL

Type	Impressions	Unique Users	Interactions	Avg Watch Time
Video	300,670	200,196	74,880	8.1

## SOCIAL VIDEO (FACEBOOK/INSTAGRAM)

Dates Ran	Reach	Impressions	Video Plays	Video Plays at 25%	Video Plays at 50%	Video Plays at 100%	Video Avg. Play Time
Blaze	8,000	47,547	46,331	36,908	34,317	32,180	12
Waste	8,000	43,783	42,606	35,650	33,597	31,694	12
Focus	28,000	32,272	31,396	26,178	24,712	23,375	12
Reaction	28,000	33,377	32,350	26,529	24,824	23,276	12

**TOTALS      104,362      156,979      152,683      125,265      117,450      110,525**

# DIGITAL SUMMARY

## DIGITAL BANNER ADS

Type	Impressions	Unique Users	Interactions	Avg Impression frequency / user
Display	1,610,036	138,338	1,452	11.7

