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DEPARTMENT OF TRANSPORTATION
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December 24, 2020

Mr. Richard F. Simon
Regional Administrator
National Highway Traffic Safety Administration
245 Main Street
Suite 210
White Plains, New York 10601-2442

Dear Mr. Simon:

Enclosed is a copy of the State of Connecticut Department of Transportation's (Department) Federal Fiscal Year 2020 Annual Report. During the reporting period there were 247 projects, \$9.34 million in total federal funding expenditures including over \$2.8 million in grants to municipalities. The total programming efforts were further enhanced through cost sharing and successful partnering initiatives with many of our safety partners.

The National Highway Traffic Safety Administration (NHTSA) Region 2 was very helpful in ensuring that Connecticut's highway safety initiatives were accomplished. The Department anticipates expanding its traffic safety efforts throughout this upcoming year. If you have any comments or questions, please contact me at (860) 594-2412.

Very truly yours,

Joseph T. Cristalli
Transportation Principal Safety Program Coordinator

Enclosure

cc: Ms. Amy Jackson-Grove, Federal Highway Administration
Ms. Andrea Merejo, Federal Highway Administration
Mr. Shannon Purdy, NHTSA
Mr. Shannon Trice, NHTSA
Mr. Francisco Gomez, NHTSA

Connecticut Highway Safety

**ANNUAL
REPORT**

Federal Fiscal Year 2020

Prepared by

Connecticut Department of Transportation
Bureau of Policy and Planning
Highway Safety Office
P.O. Box 317546
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INTRODUCTION

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

This Annual Report contains information on initiatives, projects, accomplishments, and financial expenditures of Connecticut's Highway Safety Program for Federal Fiscal Year 2020. Fatality data in this report is sourced from the Fatality Analysis Reporting System or FARS. Injury and other data are sourced through the HSO. Please note, the 2018 and 2019 Connecticut FARS data used in this document is from the FARS Annual Report Files and may change when the FARS files are reopened and updated. Enforcement efforts, coupled with bi-lingual 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 MAP-21 requires, the HSO has coordinated safety efforts shared by the Department's Highway Safety Improvement Plan (HSIP) and Strategic Highway Safety Plan (SHSP). The 2020 Highway Safety Plan shares the four core performance goals required by MAP-21 and the HSO is an active member of the SHSP steering committee.

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

member in the Governor’s Highway Safety Association and the National Association of State Motorcycle Safety Administrators. Other partners include Metropolitan Planning Organizations and Regional Planning Organizations.

During the 2020 Federal Fiscal Year, the following core “Activity Measures” were achieved during grant funded overtime enforcement (overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, click it or ticket, major cities speed enforcement and distracted driving HVE):

Speeding Citations: 6,683

Safety-Belt Citations: 1,236

Impaired Driving Arrests: 749

Attitude Measure:

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

Evidence Based Enforcement:

The HSO understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of effective strategic plan. The Elements of Evidence Based Enforcement include Stakeholder Input, Crash Data Analysis/Problem Identification, Countermeasure Selection, Project Implementation and Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan. These elements were addressed as part of the enforcement planning in the corresponding 2020 Highway Safety Plan. For a more complete and concise narrative description of the enforcement activities that were completed during the 2020 Federal Fiscal Year, please see the “Activities” section for the program areas of Impaired Driving, Occupant Protection, Police Traffic Services, Community Traffic Services and Distracted Driving.

CRASH DATA TRENDS

Crash Data	2015	2016	2017	2018	2019	Preliminary 2020 State Data (as of 11/16/20)
C-1) Number of traffic fatalities (FARS)	270	304	281	294	249	256
C-2) Number of serious injuries in traffic crashes (State crash data files)	1526	1689	1641	1361	1364	973
C-3) Fatalities/VMT (FARS, FHWA)	0.855	0.961	0.892	0.93	0.788	*
C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	65	65	53	69	57	46
C-5) Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above (FARS)	100	114	119	115	94	*
C-6) Number of speeding-related fatalities (FARS)	77	82	90	90	64	46
C-7) Number of motorcyclist fatalities (FARS)	55	52	57	49	46	50
C-8) Number of unhelmeted motorcyclist fatalities (FARS)	33	36	33	28	28	13
C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	29	32	29	32	41	25
C-10) Number of pedestrian fatalities (FARS)	46	59	49	59	54	51
C-11) Number of bicyclists fatalities (FARS)	3	6	3	1	3	7
B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	85.40%	89.40%	90.30%	92.10%	93.70%	**93.70%

Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20), Preliminary State Data 2020 as of 11/16/20. Serious (A) Injury data was obtained from the Connecticut Crash Data Files as the Connecticut Crash Data Repository

* The preliminary 2020 State data was not included in here 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 is using the 2019 observed seat belt use rate to report the outcome.

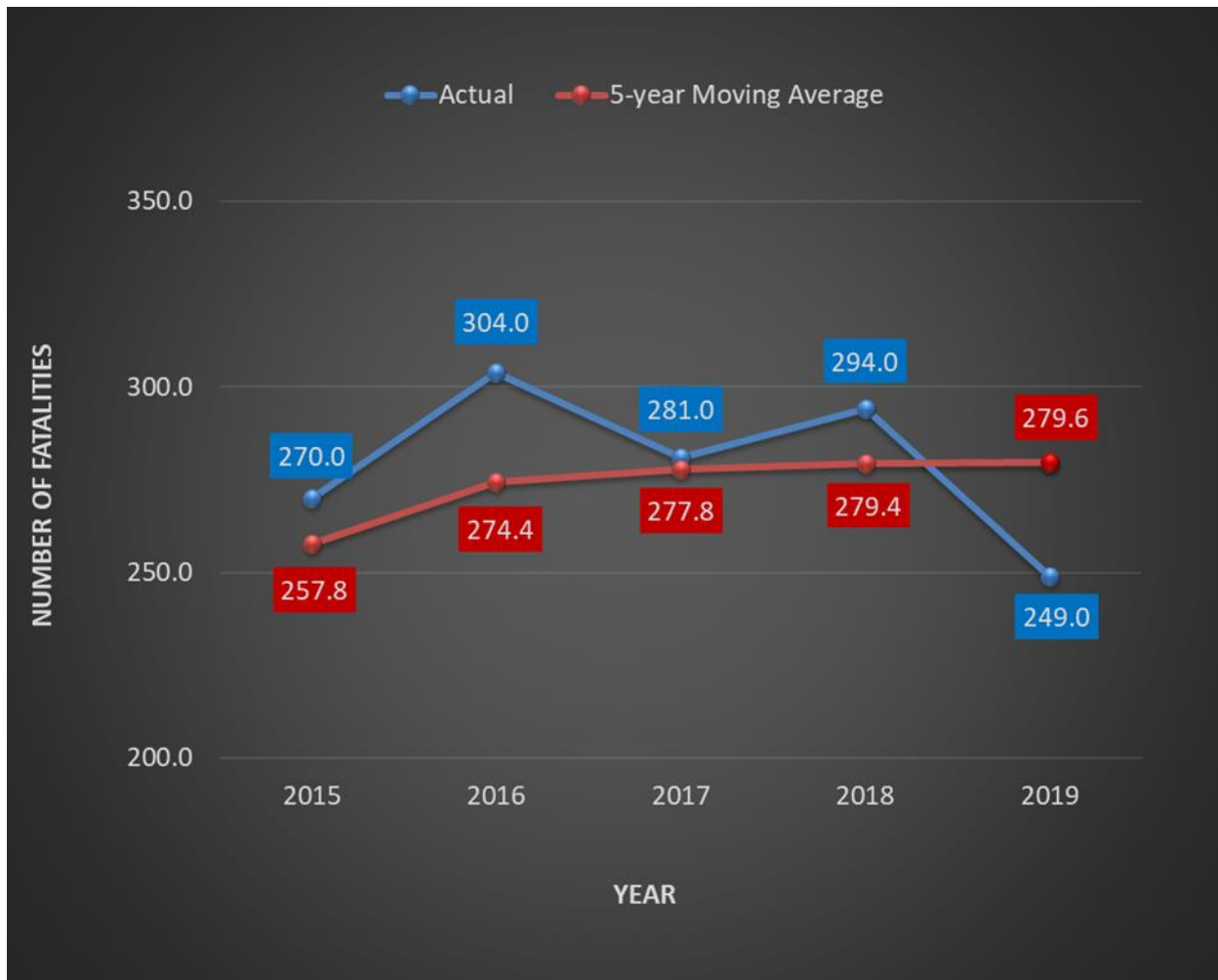
PERFORMANCE MEASURES

Description and Data Sources

This section reviews Connecticut's performance measures using the most recent available data. Fatality data is sourced from the FARS final report file (2015 - 2017) and the FARS Annual report file for the years 2018 and 2019. The Vehicle Miles Traveled data is obtained from the Federal Highway Administration (FHWA) and data up to year 2018 was available at the time of publication. The 2018 VMT number for Connecticut was used to calculate the 2019 Fatality Rate for the purpose of this Annual Report, since over the past couple of years the VMT numbers have changed minimally and the 2019 VMT number is not yet published by FHWA. Serious (A) Injury data was obtained from the Connecticut Crash File as the Connecticut Crash Data Repository. Statewide Observed Belt Use rates are sourced from Connecticut's Annual Statewide Belt Use Survey, conducted by Preusser Research Group. 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 is using the 2019 observed seat belt use rate to report the outcome.

	Performance Measure	Most Current	Target 2016 - 2020	Status
1	C-1) Number of traffic fatalities (FARS)	279.6 (5-yr Moving Avg; 2015-2019)	277	In Progress. Possibility that target will not be met
2	C-2) Number of serious injuries in traffic crashes (State crash data files)	1516.2 (5-yr Moving Avg; 2015-2019)	1547	In Progress. Possibility that target will be met
3	C-3) Fatalities/VMT (FARS, FHWA)	0.885 (5-yr Moving Avg; 2015-2019)	0.883	In Progress. Possibility that target will not be met
4	C-4) Number of unrestrained passenger vehicle occupant fatalities, all seat positions (FARS)	62 (5-yr Moving Avg; 2015-2019)	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 .08 and above (FARS)	108 (5-yr Moving Avg; 2015-2019)	112	In Progress. Possibility that target will be met
6	C-6) Number of speeding-related fatalities (FARS)	81 (5-yr Moving Avg; 2015-2019)	78	In Progress. Possibility that target will be met
7	C-7) Number of motorcyclist fatalities (FARS)	52 (5-yr Moving Avg; 2015-2019)	55	In Progress. Possibility that target will be met
8	C-8) Number of unhelmeted motorcyclist fatalities (FARS)	32 (5-yr Moving Avg; 2015-2019)	31	In Progress. Possibility that target will be met
9	C-9) Number of drivers age 20 or younger involved in fatal crashes (FARS)	33 (5-yr Moving Avg; 2015-2019)	29	In Progress. Possibility that target will not be met
10	C-10) Number of pedestrian fatalities (FARS)	53 (5-yr Moving Avg; 2015-2019)	48	In Progress. Possibility that target will not be met
11	C-11) Number of bicyclists fatalities (FARS)	3 (5-yr Moving Avg; 2015-2019)	4	In Progress. Possibility that target will be met
12	B-1) Observed seat belt use for passenger vehicles, front seat outboard occupants (survey)	93.7% (Annual; 2020)	93%	Met
13	Number of agencies participating in Distracted Driving High Visibility Enforcement	40 (Annual; 2020)	55	Not Met
14	Traffic Records	95% (Annual; 2020)	77.62%	Met
15	Traffic Stop Data Collection	98% (Annual; 2020)	100%	Not Met

Performance Measure C-1: Number of Traffic Fatalities



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2013-2017) moving average of 277.0 fatalities during the five-year moving average of 2016-2020.

Analysis: The number of fatalities in the year 2019 were 15% lower than 2018, which was a very positive development. However, in 2020, despite the 40-50% drop in traffic volume due to 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 2020 (as of November 16, 2020) has fatality number of 256. The final fatality count for 2020 may change as additional information regarding the cases is received. In order to meet the target of 277 for the five-year period of 2016-2020, data analysis suggests that the fatality number needs to be 257 in 2020. With additional 45 days until the end of 2020, the potential to meet the target looks

difficult.

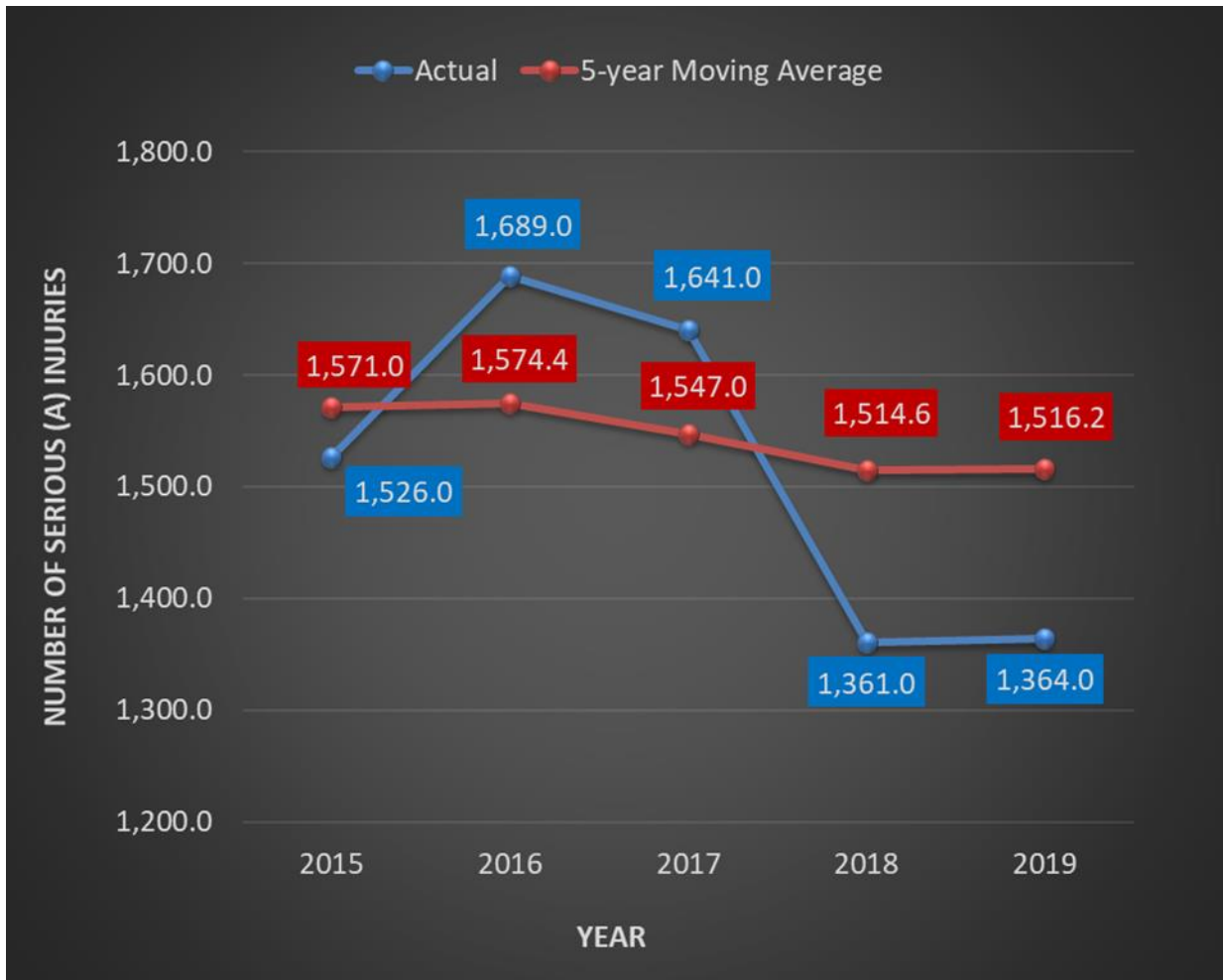
State's effort to show progress in meeting target/State's adjustment to 2022 HSP to facilitate meeting target:

The number of fatalities in the year 2019 were lower or stayed flat compared to 2018 for every performance measure category, which was extremely encouraging. However, during 2020, the COVID-19 pandemic upended a lot of the progress seen in 2019, with reduced traffic volume and increased speeding observed on Connecticut roadways. 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. With Stay-at-Home orders in place in Connecticut, the public took to activities such as walking, bicycling, motorcycling etc. which offered social distancing. The preliminary data for 2020 shows the number of motorcyclists, pedestrian, bicyclist and motor vehicle fatalities increased in 2020, compared to the same time period for 2019.

With the COVID-19 pandemic still raging at the time of writing of this Annual Report, we will work with our law enforcement agencies to curb the speeding behavior 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. Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut's roadways. The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. For FY2022, in addition to the above, we intend to continue to target the high-risk areas and over-represented groups, engaging targeted communities, renewed networking efforts with other agencies such as the DMV etc.

While the information about the FY2022 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 FY2022 HSP and other developments with regards to the COVID-19 pandemic.

Performance Measure C-2: Number of Serious Injuries in Traffic Crashes



Source: CT Crash Data Repository as of 11/15/20. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

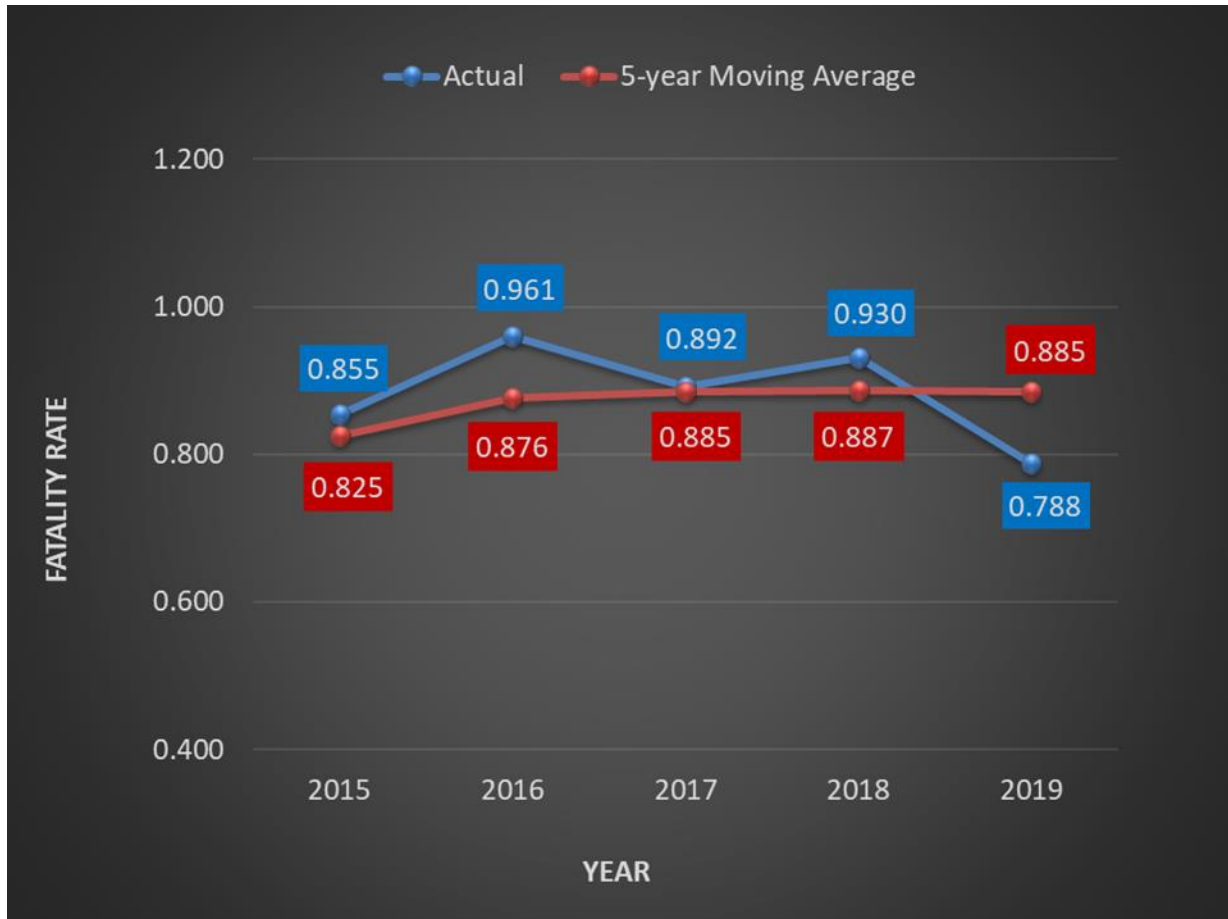
Performance Target: To maintain the five-year (2013-2017) moving average of 1547.0 serious (A) injuries during the five-year moving average of 2016-2020.

Analysis: Connecticut preliminary data for 2020 (as of November 16, 2020) has serious injury number of 973. In order to meet the target of 1547 for the five-year period of 2016-2020, data analysis suggests that the serious injury number needs to be 1680 in 2020. Data for 2018, 2019 and preliminary data for 2020, shows that the number of serious injuries in Connecticut have decreased significantly compared to prior years and we will likely meet the performance target. There was a drop in traffic volume/VMT during the COVID-19 pandemic and the number of serious injuries in 2020 dropped proportionately.

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.

Performance Measure C-3: Fatalities/VMT



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2013-2017) moving average of 0.883 fatality rate during the five-year moving average of 2016-2020.

Analysis: Looking ahead, Connecticut preliminary data for 2020 (as of November 16, 2020) has actual fatality number of 256, which is higher than the number of fatalities observed in 2019 during the same time period. There was approximately 40-50% drop in traffic volume/VMT during the COVID-19 pandemic and the number of fatalities did not drop proportionally in Connecticut. The final fatality count for 2020 may change as additional information regarding the cases is received. However, with additional 45 days until the end of 2020, potential to meet the target looks difficult.

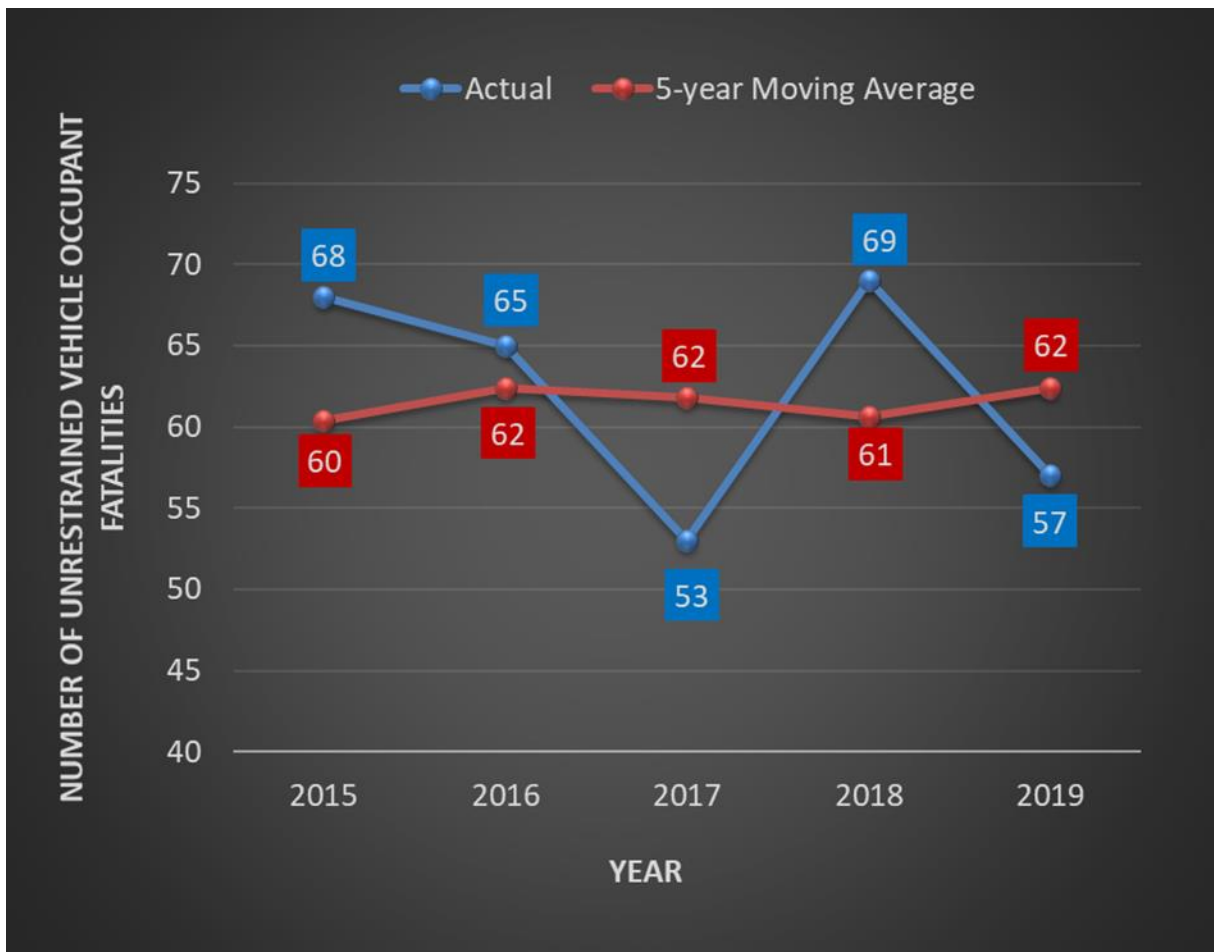
State's effort to show progress in meeting target/State's adjustment to 2022 HSP to facilitate meeting target:

The number of fatalities in the year 2019 were lower or stayed flat compared to 2018 for every performance measure category, which was extremely encouraging. However, during 2020, the COVID-19 pandemic upended a lot of the progress seen in 2019, with reduced traffic volume and increased speeding observed on Connecticut roadways. The 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. With Stay-at-Home orders in place in Connecticut, the public took to activities such as walking, bicycling, motorcycling etc. which offered social distancing. The preliminary data for 2020 shows the number of motorcyclists, pedestrian, bicyclist and motor vehicle fatalities increased in 2020, compared to the same time period for 2019.

With the COVID-19 pandemic still raging at the time of writing of this Annual Report, we will work with our law enforcement agencies to curb the speeding behavior 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. Various training programs and technical support from law enforcement training based on better identification of impaired drivers to more timely and accurate reporting of crash data are implemented through the HSO to better identify areas where improvement will ultimately lead to less crash injury and fatalities on Connecticut’s roadways. The major program areas of Impaired Driving, Occupant Protection, Speed Enforcement, and Distracted Driving account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. For FY2022, in addition to the above, we intend to continue to target the high-risk areas and over-represented groups, engaging targeted communities, renewed networking efforts with other agencies such as the DMV etc.

While the information about the FY2022 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 FY2022 HSP and other developments with regards to the COVID-19 pandemic.

Performance Measure C-4: Number of Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

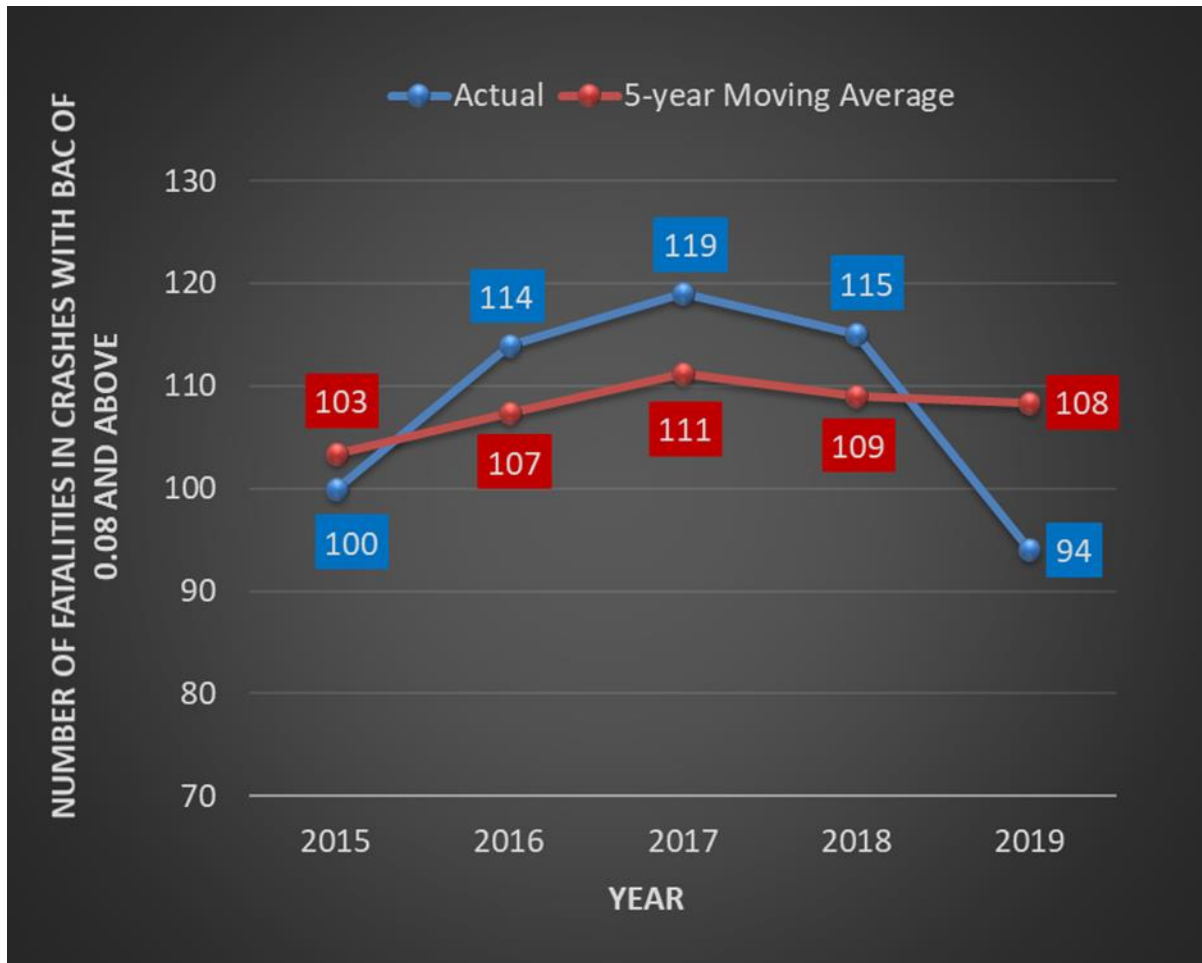
Performance Target: To maintain the five-year (2013-2017) moving average of 61 unrestrained passenger vehicle occupant fatalities in all seat positions, during the five-year moving average of 2016-2020.

Analysis: Connecticut preliminary data for 2020 (as of November 16, 2020) has the number of unrestrained passenger vehicle occupant fatalities in all seat positions, at 46. The final numbers for 2020 may change as additional information regarding the cases is received. In order to meet the target of 61 for the five-year period of 2016-2020, data analysis suggests that the fatality number needs to be 61 in 2020. Although the five-year moving average has stayed relatively flat, the drop in 2019 unrestrained fatality numbers and the 2020 number-to-date look encouraging. Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2020.

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 run 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 CIOT mobilizations in May and November regardless of funding availability. Working against decreasing unbelted injuries and fatalities, the Connecticut Legislature failed to move a law requiring belt use for all seating positions out of committee. Connecticut's seat belt use has increased to its highest level to 93.7%, but nighttime unrestrained fatalities are still a concern. To address this problem the HSO is in the planning stages for a nighttime seat belt enforcement pilot project to address unrestrained injuries and fatalities that occur in the evening. The Seatbelt Working Group continues to meet to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

Performance Measure C-5: Number of Fatalities in Crashes Involving a Driver or Motorcycle Operator with a BAC of .08 and Above



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018. FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2013-2017) moving average of 112 fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above, during the five-year moving average of 2016-2020.

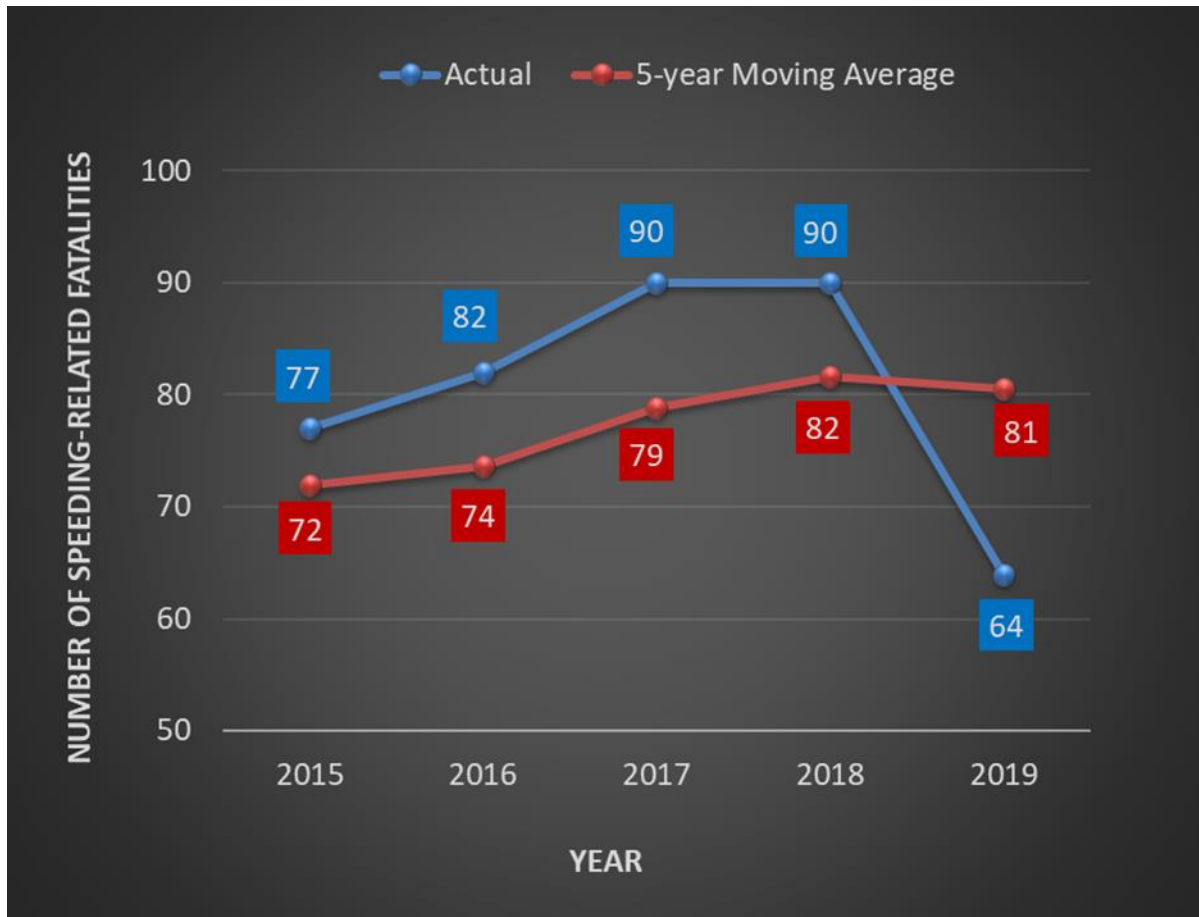
Analysis: The number of fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above has steadily declined over the past two years and so has the five-year moving average. The drop in number of fatalities in 2019 is encouraging and Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2020.

State's effort to show progress in meeting target:

The Impaired Driving program emphasized HVE efforts to reduce driving under the influence (DUI) of drugs and/or alcohol. Local municipalities are encouraged to work cooperatively with

neighboring towns in the form of Regional Traffic Units which provides for opportunities for smaller towns with limited financial resources to benefit from 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 emphasis during the summer months when DUI crashes are more likely. The Impaired Driving program will continue to partner with State and local law enforcement agencies in an effort to expand the Comprehensive DUI Enforcement program by increasing enforcement activity beyond the amount of police patrols that were conducted in FFY 2020. 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 DECP is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). The Traffic Safety Resource Prosecutor (TSRP) will perform prosecutorial activities, such as researching DUI law and assisting in the preparation of DUI cases. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the 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. They will continue to provide procedural oversight during hearings and provide assistance to law enforcement personnel. They will also represent the DMV at Ignition Interlock Device (IID) violation hearings and provide administrative oversight of components of the IID program. HSO staff will work cooperatively with the TSRP and the Administrative Hearing Attorneys to increase successful prosecution and conviction of DUI offenders. 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.

Performance Measure C-6: Number of Speeding-Related Fatalities



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2013-2017) moving average of 78 speeding-related fatalities during the five-year moving average of 2016-2020.

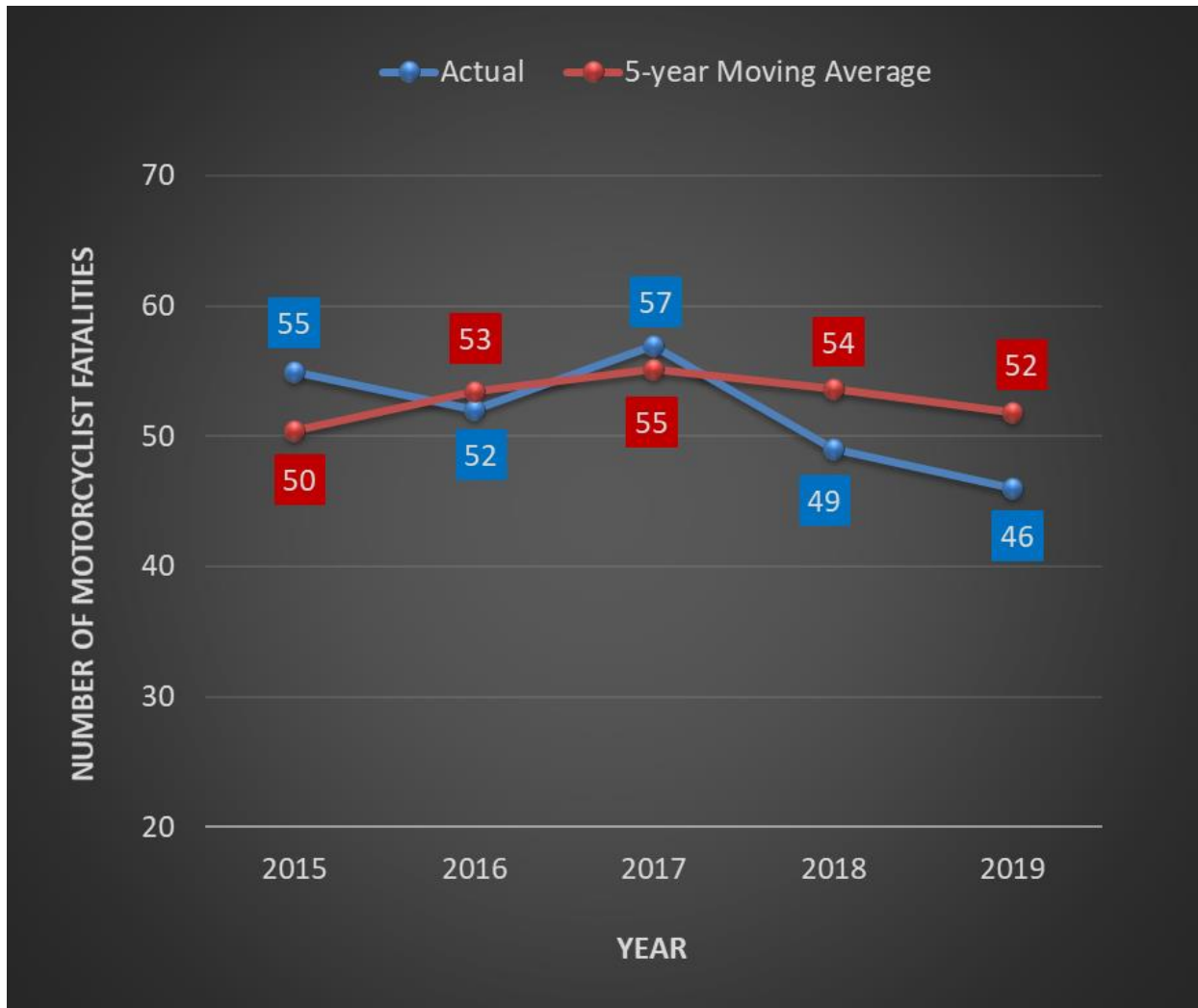
Analysis: Although the five-year moving average for speeding-related fatalities remains higher than the target of 78, the 30% drop in speeding-related fatalities from 2018 to 2019 is a positive development. Connecticut preliminary data for 2020 (as of November 16, 2020) has speeding-related fatality number at 46. The final fatality count for 2020 may change as additional information regarding the cases is received. In order to meet the target of 78 for the five-year period of 2016-2020, data analysis suggests that the speeding-related fatality number needs to be 64 or below in 2020. Although there are additional 45 days until the end of 2020, Connecticut is cautiously optimistic about achieving the five-year moving average target by December 31, 2020.

State's effort to show progress in meeting target:

In the past, the HSO has utilized flexible ignition interlock funds to fund a speed enforcement campaign taking place during the summer months when most speed related crashes occur. This HVE effort included a corresponding media campaign. The HSO is looking to continue and increase this practice.

Additionally, the HSO considered grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. Law enforcements have identified these respective areas as having higher incidences of speed related crashes. Grant participants 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 was used to select agencies to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants to achieve the goals listed above. This coordinated with the SHSP, in this program area, was achieved through overlapping speed related countermeasures based on Department of Transportation data for areas with highest incidents of crashes, injuries and fatalities. The HSO is planning to continue these practices.

Performance Measure C-7: Number of Motorcyclist Fatalities



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2013-2017) moving average of 55 motorcyclist fatalities during the five-year moving average of 2016-2020.

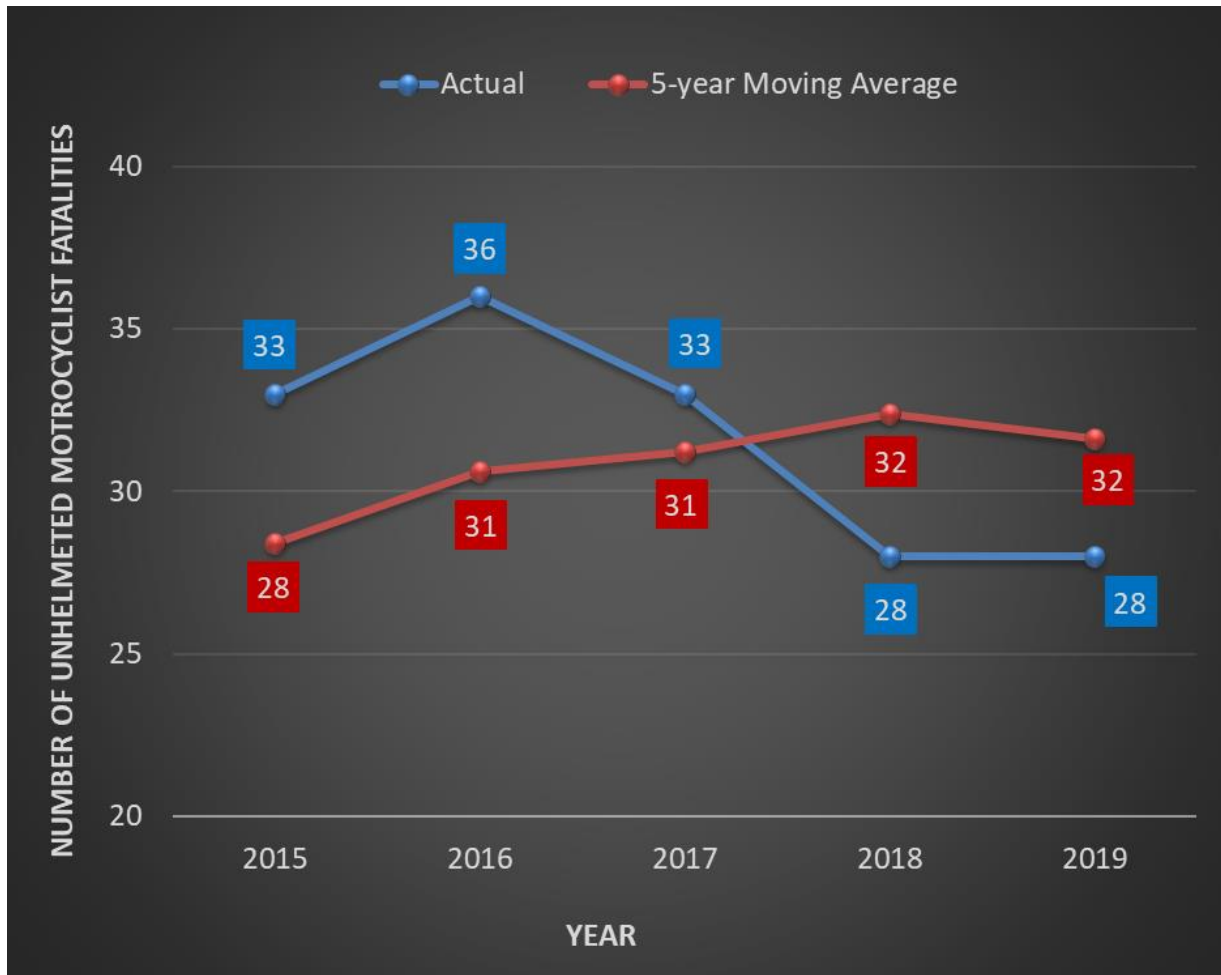
Analysis: The number of motorcyclist fatalities have steadily declined over the past two years and so has the five-year moving average. Looking ahead, Connecticut preliminary data for 2020 (as of November 16, 2020) has motorcyclist fatality number of 50. The final fatality count for 2020 may change as additional information regarding the cases is received. In order to meet the target of 55 for the five-year period of 2016-2020, data analysis suggests that the fatality number needs to be 71 in 2020. Although there are additional 45 days until the end of 2020, Connecticut is cautiously optimistic about achieving the five-year moving average target by December 31, 2020.

State's effort to show progress in 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 2020 indicates 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 motorcyclist's will also be used via a summer long multi-media campaign featuring radio spots, billboards and bus boards. The Connecticut Rider Education program will continue a quality assurance pilot to ensure that proper delivery of approved curriculum is being taught.

Performance Measure C-8: Number of Unhelmeted Motorcyclist Fatalities



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2013-2017) moving average of 31 unhelmeted motorcyclist fatalities during the five-year moving average of 2016-2020.

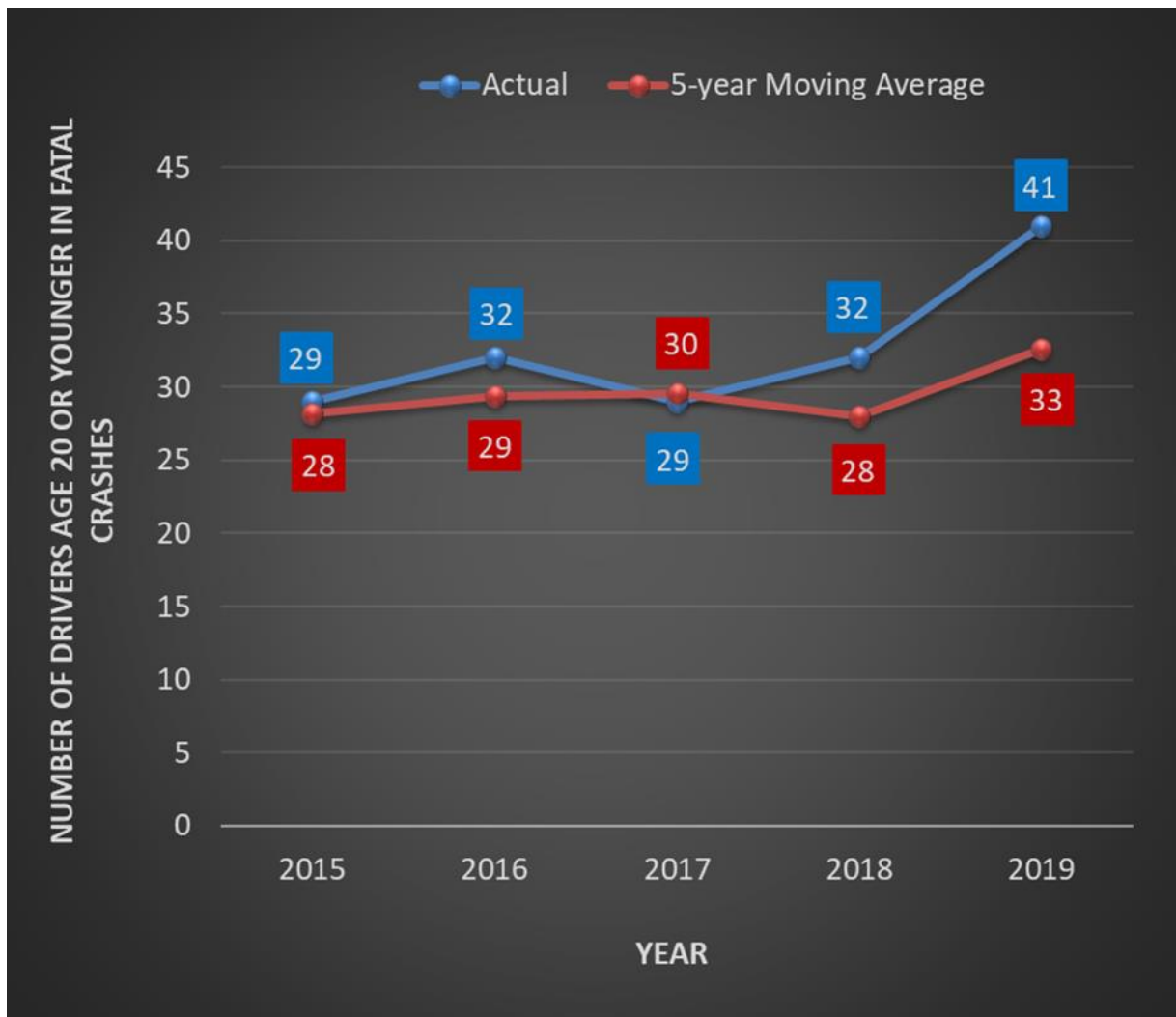
Analysis: The number of unhelmeted motorcyclist fatalities have stayed flat over the past two years and so has the five-year moving average. Looking ahead, Connecticut preliminary data for 2020 (as of November 16, 2020) has unhelmeted motorcyclist fatality number of 13. The final fatality count for 2020 may change as additional information regarding the cases is received. In order to meet the target of 31 for the five-year period of 2016-2020, data analysis suggests that the fatality number needs to be 30 in 2020. Although there are additional 45 days until the end of 2020, Connecticut is cautiously optimistic about achieving the five-year moving average target by December 31, 2020.

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 2020 indicates 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 motorcyclist's will also be used via a summer long multi-media campaign featuring radio spots, billboards and bus boards. The Connecticut Rider Education program will continue a quality assurance pilot to ensure that proper delivery of approved curriculum is being taught.

Performance Measure C-9: Number of drivers age 20 or younger involved in fatal crashes*



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, CT Crash Data Repository for Preliminary 2019 Data as of 11/15/20. The graph data has 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 (2013-2017) moving average of 29 for the number of drivers age 20 or younger involved in fatal crashes, during the five-year moving average of 2016-2020.

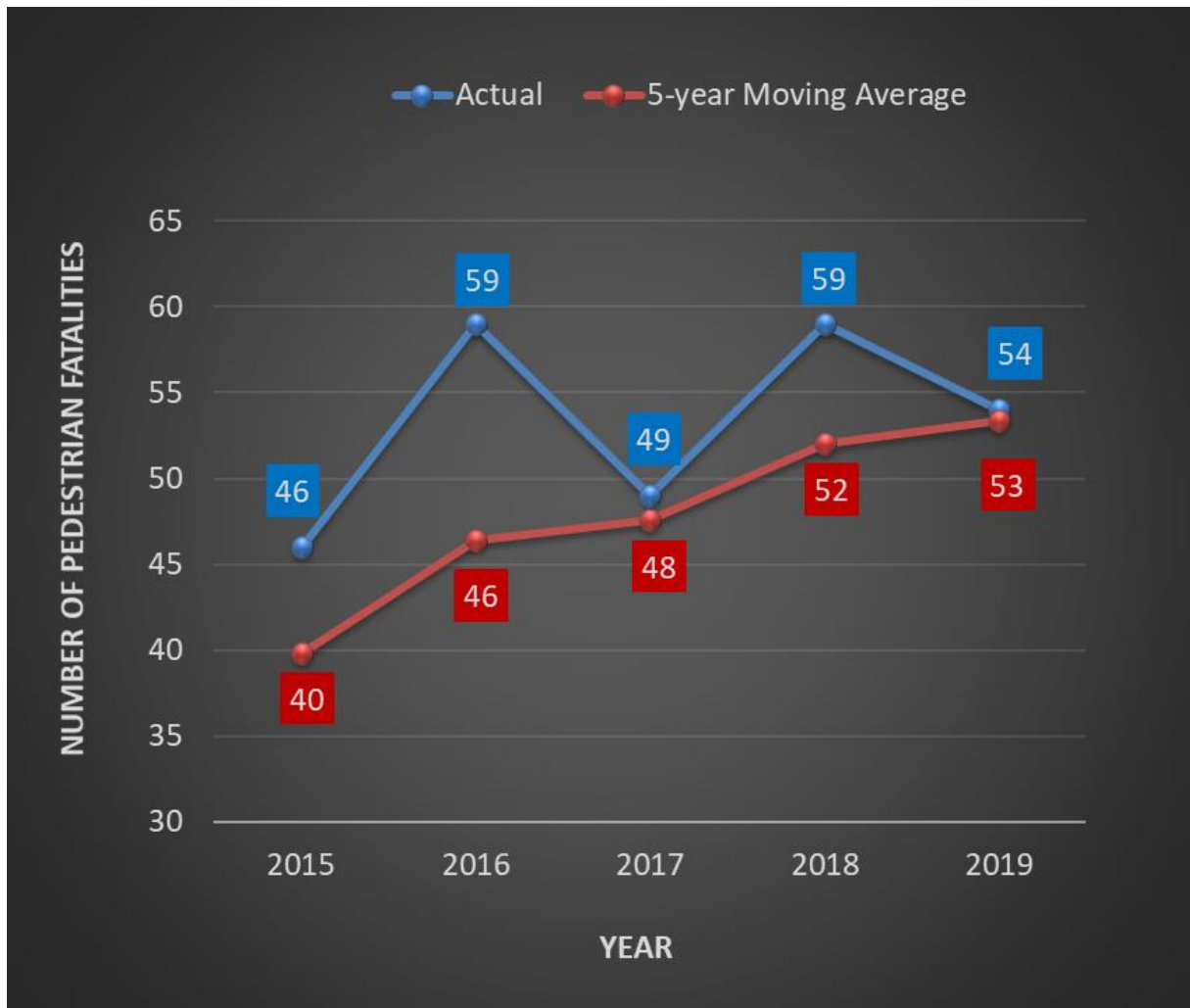
Analysis: Looking ahead, Connecticut preliminary data for 2020 (as of November 16, 2020) has drivers age 20 or younger fatality number of 25. The final fatality count for 2020 may change as additional information regarding the cases is received. In order to meet the target of 29 for the five-year period of 2016-2020, data analysis suggests that the drivers age 20 or younger fatality

number needs to be 11 in 2020. It is not likely that Connecticut can meet this performance target.

State's effort to show progress in meeting target/State's adjustment to 2022 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. In taking new safety measures into place, it has also restricted the ability for on-site programming to limit any potential exposure to and spreading of the virus. Since these programs have typically been in-person, the HSO plans to continue to explore opportunities to host them virtually so these safe driving messages continue to reach this vulnerable group of young drivers. These interactive programs utilize motivational speakers, driving simulators and peer to peer initiatives that focus on the dangers of distracted and impaired driving and typically reach approximately 150 schools per year. For FFY2022, these and other new programs that can safely deliver these messages to students will be a part of the HSO's efforts to reach younger drivers. The popular 'Not My Kid' media campaign will continue to run annually during peak youth drinking months which includes a social media component to reach young drivers. 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 FFY2021 and 2022.

Performance Measure C-10: Number of Pedestrian Fatalities



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

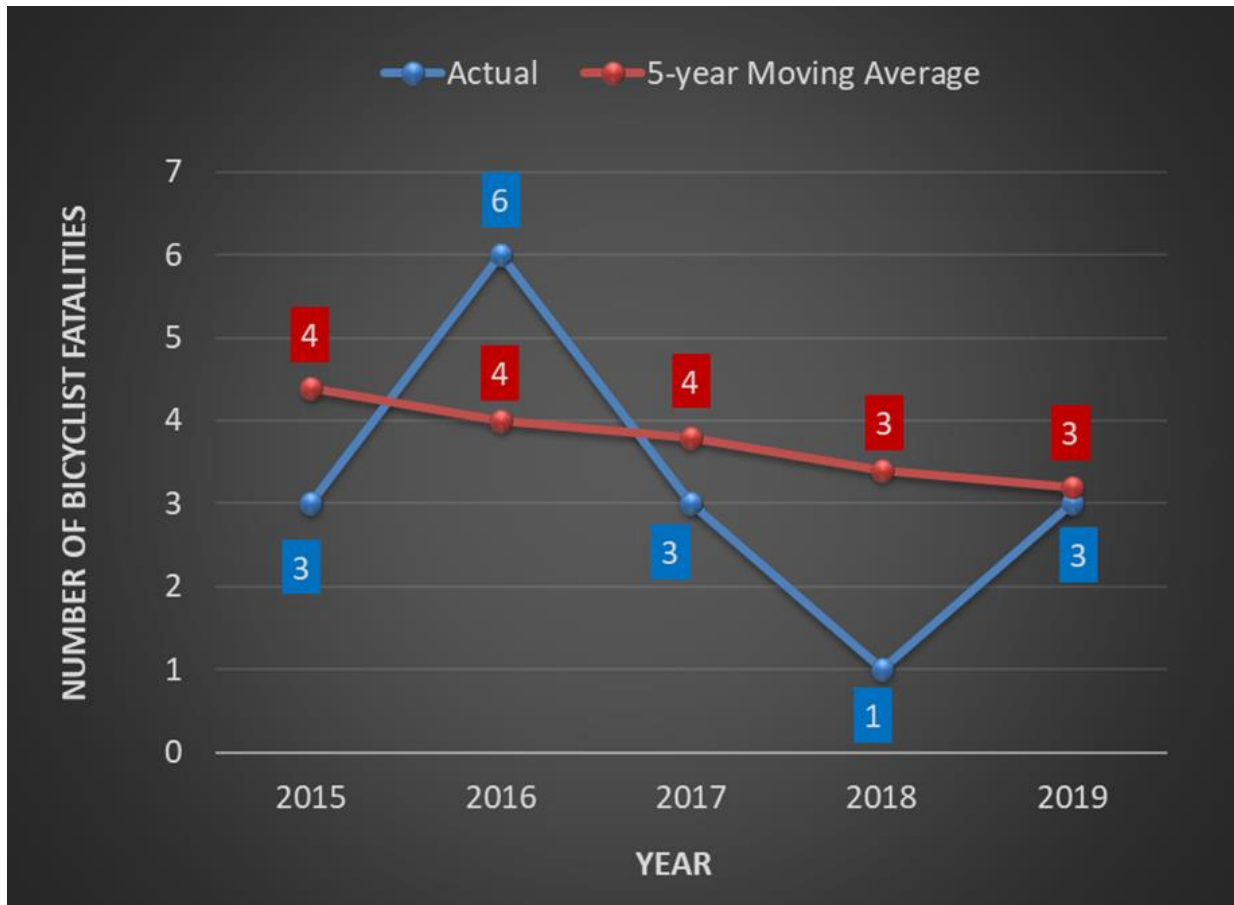
Performance Target: To maintain the five-year (2013-2017) moving average of 48 pedestrian fatalities during the five-year moving average of 2016-2020.

Analysis: Connecticut preliminary data for 2020 (as of November 16, 2020) shows pedestrian fatality number of 51. The final fatality count for 2020 may change as additional information regarding the cases is received. In order to meet the target of 48 for the five-year period of 2016-2020, data analysis suggests that the pedestrian fatality number needs to be 19 in 2020. It is not likely that Connecticut can meet this performance target.

State's effort to show progress in meeting target/State's adjustment to 2022 HSP to facilitate meeting target:

Pedestrian fatalities have continued to fluctuate in Connecticut on an annual basis. Unfortunately, these numbers have mirrored the national numbers with an upward trend, though it is positive that 2019 saw a decrease from the previous year. 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 FFY2022 for the HSO. An enforcement pilot program was executed with seven municipalities in FFY2020 which raised significant awareness on non-motorized safety. This enforcement coupled with the continued exposure and efforts of the 'Watch for Me CT' campaign has made pedestrian safety a prominent topic among safety advocates throughout the state. A new partnership with AARP is planned which will further strengthen these efforts and broaden the reach of the messaging. The HSO also worked in collaboration with the CTDOT to coordinate a large-scale media effort for the first National Pedestrian Safety Month, which included press releases, media interviews and social media posts. Additionally, several planned legislative changes will again be proposed to alter crosswalk and municipal speed limit laws in an effort to keep pedestrians safer on the roadways.

Performance Measure C-11: Number of Bicyclists Fatalities



Source: FARS Final Files 2015-2017, FARS Annual Report File 2018, FARS Annual Report File 2019 (NHTSA e-mail dated 11/10/20). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

Performance Target: To maintain the five-year (2013-2017) moving average of 4 bicyclist fatalities during the five-year moving average of 2016-2020.

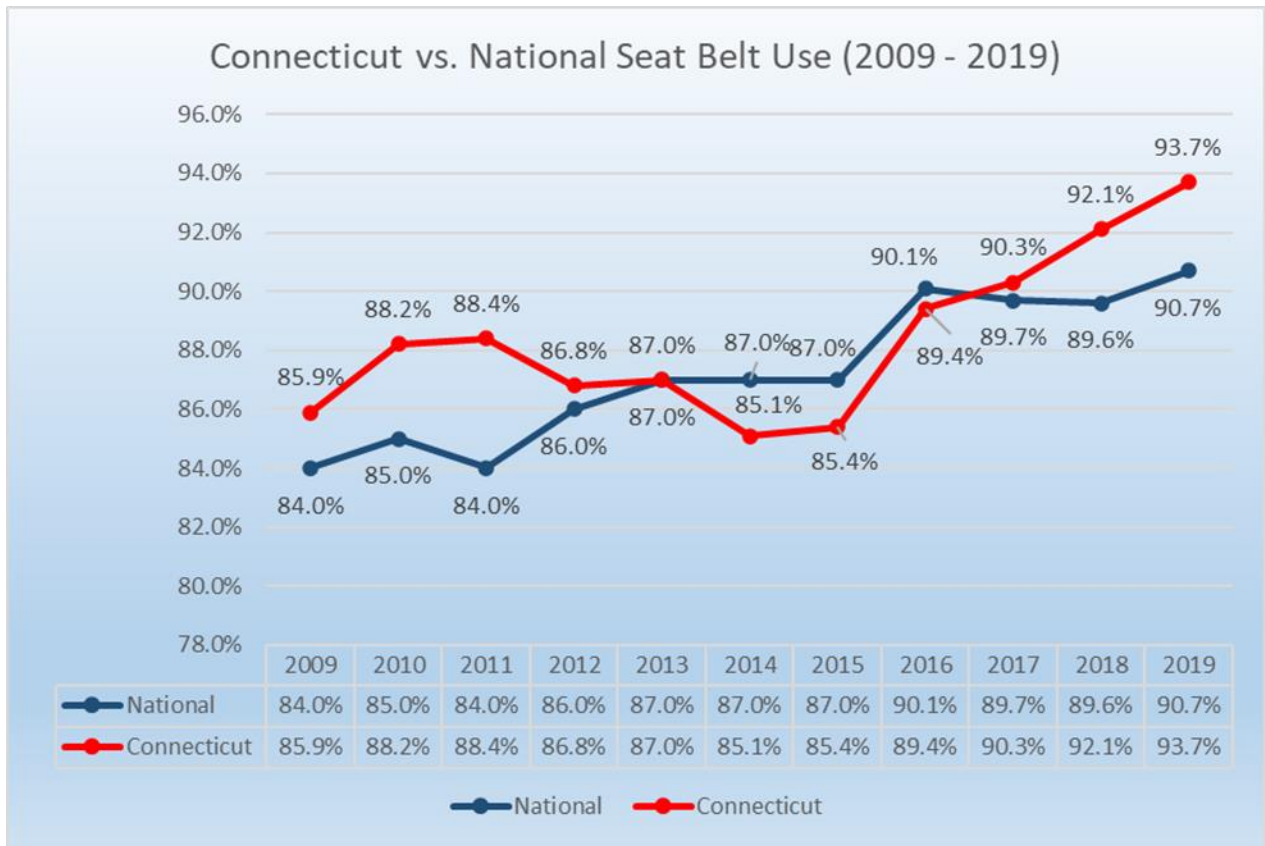
Analysis: The number of bicyclist fatalities have fluctuated over the past two years, but the five-year moving average shows a decrease. Looking ahead, Connecticut preliminary data for 2020 (as of November 16, 2020) has bicyclist fatality number of 7. The final fatality count for 2020 may change as additional information regarding the cases is received. In order to meet the target of 4 for the five-year period of 2016-2020, data analysis suggests that the fatality number needs to be 7 in 2020. Although there are additional 45 days until the end of 2020, Connecticut is cautiously optimistic about achieving the five-year average target by December 31, 2020.

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. An enforcement pilot program was executed with seven municipalities in FY2020 which raised significant awareness on non-motorized safety. This enforcement coupled with the continued exposure and efforts of the 'Watch for Me CT' campaign has made non-motorized safety a prominent topic among safety advocates throughout the state. The HSO also continues to be an active member of the SHSP's Non-Motorized Emphasis Area committee that focuses on bicyclist and pedestrian safety.

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



Performance Target: This is an annual target. The Performance Target for the observed seat belt use for passenger vehicles, front seat outboard occupants, was 93% in 2020.

Outcome: Performance Target met.

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 is using the 2019 observed seat belt use rate to report the outcome.

Observed seat belt use peaked in Connecticut in 2019 to 93.7%. The data suggest that we have met our target for 2020.

State’s effort to show progress in meeting target:

Connecticut’s seat belt use rate is at an all-time high of 93.7%. Connecticut undertook efforts to increase the use of seat belts. A Seatbelt Working Group was created in 2014 to discuss methods to increase belt use in Connecticut. The Working Group is represented by state and local law enforcement, Preusser Research Group, AAA, CashmanKatz Media Consultant, Transportation Safety Research Center, Department of Public Health, area hospital ER Doctor, hospitals injury

prevention departments and the HSO. As a result of the Working Group, changes were made which included revisions to the media campaign which focused on educating drivers on the fines associated with not wearing a seatbelt and increased sustained enforcement along with other education strategies. A combination of adding the fines to the media campaign, having year-round seat belt messaging and encouraging law enforcement agencies to increase sustained enforcement helped raise our belt use rate.

Connecticut 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 also continued 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 was placed on low seat belt usage areas, high unrestrained injuries/fatalities and males aged 18-34 through increased enforcement and education. Working against decreasing unbelted injuries and fatalities, the Connecticut Legislature failed to move a law requiring belt use for all seating positions out of committee. Connecticut’s seat belt use has increased to its highest level, but nighttime unrestrained fatalities are still a concern. To address this problem the HSO is in the planning stages for a nighttime seat belt enforcement pilot project to address unrestrained injuries and fatalities that occur in the evening. The Seatbelt Working Group continues to meet quarterly to discuss strategies to increase seat belt use and reduce unrestrained injuries and fatalities.

Performance Measure: 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 55 in 2020.

Outcome: Performance Target not met.

For FFY2020, the Distracted Driving campaign was planned for the entire month of April 2020, and two (2) weeks in August of 2020. Fifty-seven (57) police agencies were approved grants to participate in the April 2020 campaign. However, due to the COVID-19 pandemic, the April 2020 campaign was cancelled and the HSO scheduled the campaign for the entire month of August 2020. Only Forty (40) of the Fifty-seven (57) approved police agencies were able to do enforcement in August.

State's effort to show progress in meeting target / State's adjustment to 2022 HSP to facilitate meeting target:

NHTSA Regional Program Manager recommended the HSO to revise the performance measure for Distracted Driving for the 2022 HSP. We are in discussion with our consultant to develop performance measure with target that will be SMART – Specific, Measurable, Achievable, Realistic and Time-Bound. We will discuss this further with NHTSA.

Performance Measure: Traffic Records

The TRCC's focus for the HSP 2020 planning period has been on Citation/ Adjudication and Disposition Timeliness and Crash Timeliness. The performance attribute of "Accessibility" included in the HSP 2020 is incorrect and the correct performance attribute is "Timeliness."

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 77.62% compared to the baseline period of 2017-2018.

Outcome: Performance Target met.

The mean number of days reduced from 1.227 days in 2017-2018 (baseline), to 0.274 days in 2018-2019, which is a 77.62% improvement. The mean number of days further reduced to 0.0703 days in 2019-2020, which is a 95% improvement compared to the 2017-2018 period (baseline).

State's effort to show progress in meeting target:

Performance Measure: Number of Day between Citation Issuance to Adjudication/Disposition and posted to Driver History File

The Connecticut Traffic Records Coordinating Committee (TRCC) continued to focus on the Electronic Citation and Adjudication System. An On-Line Adjudication System was deployed which allows for timely adjudicating and disposition of motor vehicle violation with immediate posting to Driver History File. The state crash system continued to mature. Ongoing training and daily follow up with law enforcement agencies throughout the state result in an improvement of crash timelines from occurrence to available in the centralized crash database for analysis and reporting.

Connecticut Judicial Branch deployed an On-line Adjudication System which enabled individuals who pled "not guilty" to an infraction to participate in the court electronically process, rather than be required to physically appear in court (not including trials). Currently available in all locations in the State, the online dockets have reduced costs, improved the quality and timeliness of hearings, and improved the convenience and efficiency of the process for both the court and the individual who receives the infraction. These adjudications results are subsequently available in a timely manner to members of the highway safety community for use in subsequent offender sanctioning, training, and education of high-risk driver populations. Prosecutors have real time access to driver histories, pending cases and registration information to consider when disposing infractions. Disposition results are now entered immediately to the Drive History File.

C/A-T-2- Citation/Adjudication Timeliness – 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. *Connecticut methods for calculation is the total number of days and hours from Citation*

adjudication disposition to posting of the disposition outcome to the Driver History File. The mean number of days reduced from 1.227 days in 2017-2018, to 0.274 days in 2018-2019, which is a 77.62% improvement. The mean number of days further reduced to 0.0703 days in 2019-2020, which is a 74.40% improvement compared to 2018-2019 period or 95% improvement compared to the 2017-2018 period.

Performance Measure	04/01/2017 to 03/31/2018	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020
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
Change	Baseline	-77.62%	-74.40%
Improvement (Reduction)		77.62%	74.40%

Crash System Performance Measures and Improvements

Average number of days from the occurrence of a crash to the entry of the crash report into the centralized database:

	04/01/2018 to 03/31/2019	04/01/2019 to 03/31/2020	Change
Total number of crashes	110,895	116,258	4.84%
Average Days Between Crash Events/Received at DOT	35	13	-62.86%
Average Days Between Received & Completed at DOT	23	21	
Average Days Between Crash & Completed for Reporting & Analysis	59	35	-40.68%
Improvement (Reduction)	40.68%		

Crash Timeliness Improved from 59 days to 35 days = **34 days reduction** from Crash Occurrence to available in Central for analysis and reporting = **40.68% Improvement**

Performance Measure: 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 2020.

Outcome: Performance Target not met.

At present, 105 of the 107 police agencies report data electronically at the time of the stop, which equals to 98% of the police agencies submitting data electronically.

State's effort to show progress in meeting target / State's adjustment to 2022 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%

The current available data indicates that the Performance Target has not been met. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. 105 (98%) of the 107 police departments required to collect and submit traffic stop records do so electronically through the department's records management system (RMS). At the time of the stop, the officer will complete the required data collection fields by entering the information into the computer available in the police car. Most of the RMS systems are designed to automatically complete basic information for the officer such as date, time, location, etc. The RMS vendor then sends the data to the Criminal Justice Information System (CJIS). Some RMS systems are designed to send the records to CJIS at the end of each day, while others are designed to send the records to CJIS once a month.

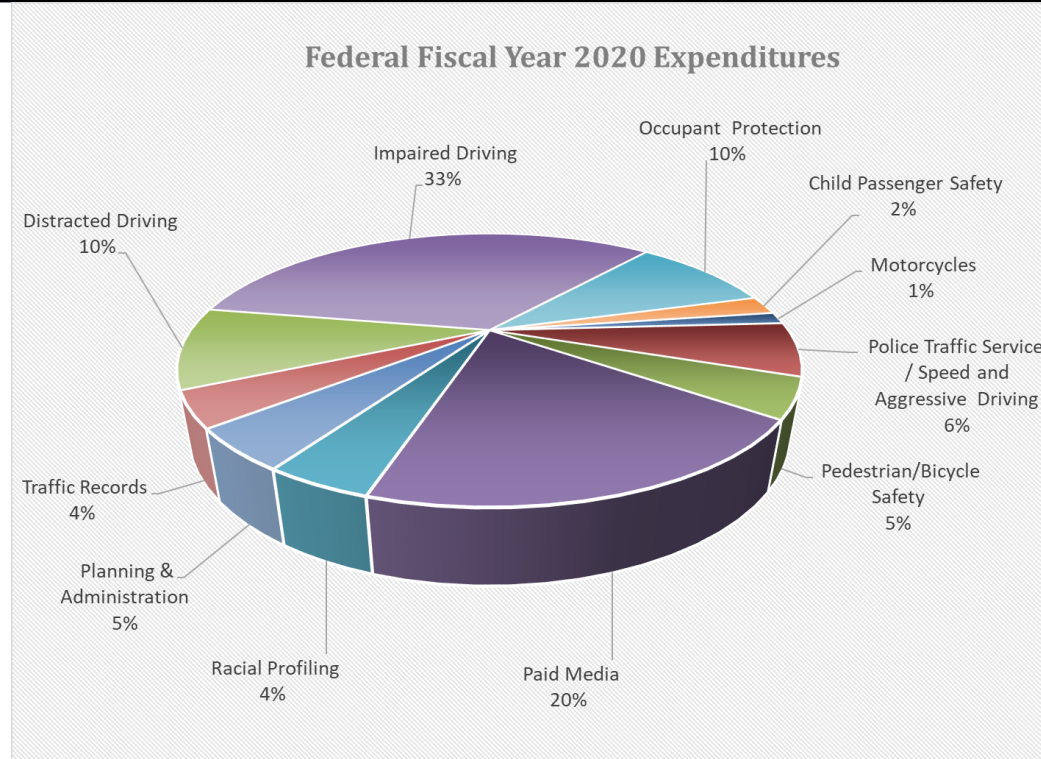
In our continued efforts to meet the performance target for FY2021 and FY2022, we have developed multiple alternatives for the two departments (Middletown and New London) that don't enter the data through their RMS system. They can have the dispatcher enter the data through an online portal or the state's COLLECT system at the time of the stop. The other option is for officers to collect the records on paper forms and have a records clerk enter the data into

the online portal or COLLECT system. In all cases, the records must be submitted to CJIS on a monthly basis.

We are in discussions with Middletown about transitioning to the RMS model. However, New London prefers the system they currently use and don't want to change. We will continue discussions with New London to persuade them to transition to the RMS model.

FINANCIAL SUMMARY

Financial Summary (Data as of 12/18/20)													
	402	154AL	154PM	1906	405 B	405 C	405 D	405 D Int	405 E	405 F	405 H	Total	% of Total
Planning & Administration	\$442,637.52											\$442,637.52	4.7%
Traffic Records	\$126,585.37					\$260,890.43						\$387,475.80	4.2%
Distracted Driving									\$906,921.07			\$906,921.07	9.7%
Impaired Driving	\$8,102.56	\$2,343,797.57					\$759,691.78					\$3,111,591.91	33.3%
Occupant Protection	\$805,446.89				\$71,575.12							\$877,022.01	9.4%
Child Passenger Safety	\$206,492.10											\$206,492.10	2.2%
Motorcycles	\$62,096.04									\$67,753.18		\$129,849.22	1.4%
Police Traffic Services / Speed and Aggressive Driving	\$292,496.92							\$114,505.28	\$188,602.38			\$595,604.58	6.4%
Pedestrian/Bicycle Safety	\$341,546.77										\$92,949.68	\$434,496.45	4.7%
Paid Media	\$100,000.00		\$906,106.00							\$829,951.32		\$1,836,057.32	19.7%
Racial Profiling				\$408,265.56								\$408,265.56	4.4%
TOTAL	\$2,385,404.17	\$2,343,797.57	\$906,106.00	\$408,265.56	\$71,575.12	\$260,890.43	\$759,691.78	\$114,505.28	\$1,925,474.77	\$67,753.18	\$92,949.68	\$9,336,413.54	100.0%



FFY2020 Project List

Prog. Area	Project No.	Project Description	Town/Agency	HSP Original	HSP Amended	Grant	FFY 20 Expenses
154-AL	0722-AA	Alcohol Program Management (154)	CT-DOT/HSO	\$150,000.00	\$210,000.00	\$210,000.00	\$0.00
154-AL	0722-AB	Alcohol Related Program Training	CT-DOT/HSO	\$50,000.00	\$50,000.00	\$50,000.00	\$6,275.00
154-AL	0722-AD	Data Analysis and Surveys	CT-DOT/HSO	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
154-AL	0722-AE	Comprehensive DUI Enforcement	Bethany	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AF	Comprehensive DUI Enforcement	Killingly	\$50,000.00	\$50,000.00	\$43,111.62	\$30,923.76
154-AL	0722-AG	Comprehensive DUI Enforcement	Glastonbury	\$30,000.00	\$30,000.00	\$28,267.02	\$26,500.35
154-AL	0722-AH	Comprehensive DUI Enforcement	Durham	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AI	Comprehensive DUI Enforcement	Middlefield	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AJ	Comprehensive DUI Enforcement	Bristol	\$150,000.00	\$150,000.00	\$112,244.90	\$50,491.34
154-AL	0722-AK	Comprehensive DUI Enforcement	Ledyard	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-AL	Comprehensive DUI Enforcement	Greenwich	\$60,000.00	\$60,000.00	\$58,675.20	\$53,631.93
154-AL	0722-AM	Comprehensive DUI Enforcement	Watertown	\$35,000.00	\$35,000.00	\$24,938.12	\$9,004.39
154-AL	0722-AN	Comprehensive DUI Enforcement	New Britain	\$150,000.00	\$150,000.00	\$101,053.76	\$38,276.28
154-AL	0722-AO	Comprehensive DUI Enforcement	Ellington	\$30,000.00	\$30,000.00	\$29,040.78	\$21,706.28
154-AL	0722-AP	Comprehensive DUI Enforcement	Somers	\$25,000.00	\$25,000.00	\$24,957.09	\$8,347.65
154-AL	0722-AQ	Comprehensive DUI Enforcement	Naugatuck	\$45,000.00	\$45,000.00	\$44,781.76	\$27,539.73

154-AL	0722-AR	Comprehensive DUI Enforcement	Wethersfield	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0722-AS	Comprehensive DUI Enforcement	Prospect	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AT	Comprehensive DUI Enforcement	Fairfield	\$75,000.00	\$75,000.00	\$74,991.84	\$39,781.59
154-AL	0722-AU	Comprehensive DUI Enforcement	Meriden	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0722-AV	Comprehensive DUI Enforcement	City of Groton	\$10,000.00	\$10,000.00	\$6,928.05	\$795.06
154-AL	0722-AY	Choices Matter	CT-DOT/HSO	\$250,000.00	\$250,000.00	\$250,000.00	\$92,000.00
154-AL	0722-AZ	Comprehensive DUI Enforcement	Plainville	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BB	Comprehensive DUI Enforcement	Stafford	\$40,000.00	\$40,000.00	\$39,653.28	\$39,620.75
154-AL	0722-BC	Comprehensive DUI Enforcement	Cromwell	\$30,000.00	\$30,000.00	\$19,974.58	\$11,863.19
154-AL	0722-BD	Comprehensive DUI Enforcement	Norwalk	\$75,000.00	\$75,000.00	\$60,223.56	\$10,288.20
154-AL	0722-BE	Comprehensive DUI Enforcement	Bethel	\$30,000.00	\$30,000.00	\$25,508.31	\$14,397.84
154-AL	0722-BF	Comprehensive DUI Enforcement	Killingworth	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-BG	Impaired Driving Public Information and Education	CT-DOT/HSO	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BH	Comprehensive DUI Enforcement	Manchester	\$150,000.00	\$150,000.00	\$149,910.16	\$139,148.14
154-AL	0722-BI	Comprehensive DUI Enforcement	Branford	\$40,000.00	\$40,000.00	\$38,512.78	\$30,253.30
154-AL	0722-BJ	Comprehensive DUI Enforcement	North Haven	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-BK	Comprehensive DUI Enforcement	Town of Groton	\$40,000.00	\$40,000.00	\$39,266.30	\$17,082.49
154-AL	0722-BL	Comprehensive DUI Enforcement	Coventry	\$20,000.00	\$20,000.00	\$0.00	\$0.00

154-AL	0722-BM	Comprehensive DUI Enforcement	Norwich	\$50,000.00	\$50,000.00	\$43,785.51	\$22,378.19
154-AL	0722-BN	Comprehensive DUI Enforcement	Windsor	\$40,000.00	\$40,000.00	\$38,468.38	\$4,213.25
154-AL	0722-BO	Comprehensive DUI Enforcement	East Haven	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BQ	Comprehensive DUI Enforcement	Old Lyme	\$15,000.00	\$15,000.00	\$14,887.92	\$3,680.34
154-AL	0722-BR	Comprehensive DUI Enforcement	Bloomfield	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BT	Comprehensive DUI Enforcement	Jewett City	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BU	Comprehensive DUI Enforcement	New Canaan	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-BW	Comprehensive DUI Enforcement	Darien	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BX	Comprehensive DUI Enforcement	Danbury	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-BY	Comprehensive DUI Enforcement	Berlin	\$30,000.00	\$30,000.00	\$19,608.43	\$12,267.71
154-AL	0722-BZ	Comprehensive DUI Enforcement	Wilton	\$50,000.00	\$50,000.00	\$49,880.00	\$36,405.52
154-AL	0722-CA	Comprehensive DUI Enforcement	East Lyme	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-CB	Comprehensive DUI Enforcement	Hartford	\$300,000.00	\$300,000.00	\$299,761.05	\$281,359.64
154-AL	0722-CC	Comprehensive DUI Enforcement	Wallingford	\$70,000.00	\$70,000.00	\$44,810.71	\$30,560.25
154-AL	0722-CD	Comprehensive DUI Enforcement	East Haddam	\$15,000.00	\$15,000.00	\$14,422.51	\$9,269.67
154-AL	0722-CE	Comprehensive DUI Enforcement	North Stonington	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CF	Comprehensive DUI Enforcement	Tolland	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-AL	0722-CG	Comprehensive DUI Enforcement	Chester	\$15,000.00	\$15,000.00	\$14,721.11	\$5,641.75

154-AL	0722-CH	Comprehensive DUI Enforcement	Vernon	\$55,000.00	\$55,000.00	\$29,539.77	\$13,118.06
154-AL	0722-CI	Comprehensive DUI Enforcement	Monroe	\$40,000.00	\$40,000.00	\$39,424.26	\$19,233.51
154-AL	0722-CJ	Comprehensive DUI Enforcement	Willimantic	\$40,000.00	\$40,000.00	\$39,783.15	\$13,707.95
154-AL	0722-CK	Comprehensive DUI Enforcement	Haddam	\$20,000.00	\$20,000.00	\$14,376.46	\$1,026.96
154-AL	0722-CL	Comprehensive DUI Enforcement	Trumbull	\$40,000.00	\$40,000.00	\$39,231.78	\$14,485.31
154-AL	0722-CM	Comprehensive DUI Enforcement	Stratford	\$30,000.00	\$30,000.00	\$24,770.46	\$9,645.14
154-AL	0722-CN	Comprehensive DUI Enforcement	Enfield	\$130,000.00	\$130,000.00	\$129,820.59	\$55,429.67
154-AL	0722-CP	Comprehensive DUI Enforcement	Colchester	\$30,000.00	\$30,000.00	\$29,815.27	\$12,647.17
154-AL	0722-CQ	Comprehensive DUI Enforcement	Lisbon	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-CS	Comprehensive DUI Enforcement	Montville	\$60,000.00	\$60,000.00	\$45,100.07	\$42,739.36
154-AL	0722-CT	Comprehensive DUI Enforcement	Madison	\$20,000.00	\$20,000.00	\$19,732.61	\$5,957.01
154-AL	0722-CU	Comprehensive DUI Enforcement	Westport	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CV	Comprehensive DUI Enforcement	Waterford	\$25,000.00	\$25,000.00	\$13,786.81	\$3,269.46
154-AL	0722-CW	Comprehensive DUI Enforcement	Weston	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-CX	Comprehensive DUI Enforcement	Plymouth	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CY	Comprehensive DUI Enforcement	Suffield	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CZ	Comprehensive DUI Enforcement	Woodbridge	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0722-DA	Comprehensive DUI Enforcement	Newtown	\$50,000.00	\$50,000.00	\$38,896.00	\$8,971.51

154-AL	0722-DC	Comprehensive DUI Enforcement	Westbrook	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-DE	Comprehensive DUI Enforcement	Torrington	\$60,000.00	\$60,000.00	\$0.00	\$0.00
154-AL	0722-DH	Comprehensive DUI Enforcement	Cheshire	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0722-DI	Comprehensive DUI Enforcement	New Haven	\$200,000.00	\$200,000.00	\$199,471.74	\$67,424.64
154-AL	0722-DJ	Comprehensive DUI Enforcement	South Windsor	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-DK	Comprehensive DUI Enforcement	Plainfield	\$35,000.00	\$35,000.00	\$34,788.08	\$33,181.08
154-AL	0722-DL	Comprehensive DUI Enforcement	Old Saybrook	\$60,000.00	\$60,000.00	\$41,499.74	\$11,684.08
154-AL	0722-DM	Comprehensive DUI Enforcement	Brooklyn	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-DN	Comprehensive DUI Enforcement	Orange	\$30,000.00	\$30,000.00	\$17,556.77	\$3,564.11
154-AL	0722-DO	Comprehensive DUI Enforcement	North Branford	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-DP	Comprehensive DUI Enforcement	Hamden	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-DQ	Comprehensive DUI Enforcement	Windsor Locks	\$50,000.00	\$50,000.00	\$49,513.59	\$9,544.40
154-AL	0722-DR	Comprehensive DUI Enforcement	West Hartford	\$100,000.00	\$100,000.00	\$89,262.00	\$56,170.30
154-AL	0722-DS	Comprehensive DUI Enforcement	Farmington	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-DU	Comprehensive DUI Enforcement	Mansfield	\$60,000.00	\$60,000.00	\$59,341.81	\$37,917.15
154-AL	0722-DV	Comprehensive DUI Enforcement	Rocky Hill	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0722-DW	Comprehensive DUI Enforcement	East Windsor	\$40,000.00	\$40,000.00	\$28,936.32	\$14,958.63
154-AL	0722-DY	Comprehensive DUI Enforcement	East Hartford	\$20,000.00	\$20,000.00	\$0.00	\$0.00

154-AL	0722-DZ	Comprehensive DUI Enforcement	New London	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-EA	Comprehensive DUI Enforcement	Redding	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-EB	Comprehensive DUI Enforcement	Sprague	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-EC	Comprehensive DUI Enforcement	Preston	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-ED	Comprehensive DUI Enforcement	Waterbury	\$150,000.00	\$150,000.00	\$111,532.80	\$100,024.90
154-AL	0722-EE	Power of Parents	MADD	\$65,000.00	\$65,000.00	\$52,698.53	\$32,899.23
154-AL	0722-EF	Comprehensive DUI Enforcement	Wolcott	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-EH	Administrative (Per Se) Hearing Improvement Initiative	DMV	\$465,000.00	\$465,000.00	\$464,031.33	\$462,949.73
154-AL	0722-EI	Admin. Ignition Interlock Analysts	DMV	\$165,000.00	\$165,000.00	\$73,881.08	\$44,314.76
154-AL	0722-EQ	Underage Alcohol Enforcement Grant	Hartford	\$80,000.00	\$80,000.00	\$0.00	\$0.00
154-AL	0722-EW	Underage Alcohol Enforcement Grant	Mansfield	\$60,000.00	\$60,000.00	\$56,066.10	\$0.00
154-AL	0722-EZ	Comprehensive DUI Enforcement	Stamford	\$120,000.00	\$120,000.00	\$114,273.28	\$45,229.86
154-AL	0722-FA	Comprehensive DUI Enforcement	New Milford	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-FB	Comprehensive DUI Enforcement	Clinton	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-UU	Local Law Enforcement Equip	Municipal Police Agencies	\$100,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-ZZ	Comprehensive DUI Enforcement	Municipal Police Agencies	\$40,000.00	\$30,000.00	\$0.00	\$0.00
154-PM	0720-AA	DUI Media Campaign	CT-DOT/HSO	\$1,500,000.00	\$1,500,000.00	\$1,500,000.00	\$906,106.00

1906-F1906ER	0725-AA	Racial Profiling	CCSU	\$570,000.00	\$650,000.00	\$628,239.21	\$408,265.56
402-AL	0704-AA	Alcohol Program Management	CT-DOT/HSO	\$10,000.00	\$10,000.00	\$10,000.00	\$8,102.56
402-CR	0709-AA	Child Restraint Administration	CT-DOT/HSO	\$5,000.00	\$5,000.00	\$5,000.00	\$2,438.30
402-CR	0709-AB	CPS Training	CT-DOT/HSO	\$20,000.00	\$20,000.00	\$20,000.00	\$264.43
402-CR	0709-AC	CPS Fitting Stations Support	CCMC	\$75,000.00	\$75,000.00	\$75,000.00	\$52,172.07
402-CR	0709-AD	CPS Fitting Stations Support	YNHH	\$100,000.00	\$100,000.00	\$100,000.00	\$71,111.86
402-CR	0709-AE	Community Traffic Safety Program	YNHH	\$150,000.00	\$150,000.00	\$143,756.31	\$80,505.44
402-MC	0701-AA	Motorcycle Safety Program Administration	CT-DOT/HSO	\$15,000.00	\$15,000.00	\$15,000.00	\$1,263.54
402-MC	0701-AB	CONREP Technical Assist.	CT-DOT/HSO	\$100,000.00	\$150,000.00	\$150,000.00	\$60,832.50
402-OP	0702-AA	OP Program Administration	CT-DOT/HSO	\$15,000.00	\$15,000.00	\$15,000.00	\$7,994.37
402-OP	0702-AB	Data Analysis & Surveys	CT-DOT/HSO	\$150,000.00	\$150,000.00	\$150,000.00	\$150,000.00
402-OP	0702-AC	Click It or Ticket Enforcement (Nov & May Mobilization)	CT-DOT/HSO	\$500,000.00	\$500,000.00	\$500,000.00	\$104,555.61
402-OP	0702-AD	Waterbury Area Traffic Safety Program	Waterbury PD	\$150,000.00	\$150,000.00	\$109,881.71	\$95,146.90
402-OP	0702-AE	Occupant Protection Media Buy	CT-DOT/HSO	\$500,000.00	\$500,000.00	\$500,000.00	\$300,000.00
402-OP	0702-AF	Occupant Protection PI&E	CT-DOT/HSO	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
402-OP	0702-AG	Look Before You Lock Ed. Campaign	CCMC	\$150,000.00	\$150,000.00	\$150,000.00	\$147,750.01
402-PA	0733-AA	Planning and Administration	CT-DOT/HSO	\$475,000.00	\$595,000.00	\$475,000.00	\$442,637.52
402-PM	0711-AC	Holiday Safety Media Buy	CPCA	\$100,000.00	\$100,000.00	\$100,000.00	\$100,000.00
402-PS	0710-AC	Pedestrian Safety Awareness Project-Watch for Me CT	CCMC	\$0.00	\$350,000.00	\$349,999.89	\$340,649.77
402-PS	0710-AE	PI&E	CT-DOT/HSO	\$15,000.00	\$15,000.00	\$15,000.00	\$897.00

402-PT	0707-AA	PTS Administration	CT-DOT/HSO	\$35,000.00	\$35,000.00	\$35,000.00	\$10,375.03
402-PT	0707-AD	PI&E	CT. Police Chiefs Assoc.	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-PT	0707-AF	TSRP	Judicial Branch-CIB	\$260,000.00	\$260,000.00	\$259,740.68	\$203,010.32
402-PT	0707-AI	DRE Overtime Call-out Pilot	CT-DOT/HSO	\$300,000.00	\$521,000.00	\$0.00	\$0.00
402-PT	0707-AL	DRE Training	CT-DOT/HSO	\$150,000.00	\$150,000.00	\$150,000.00	\$45,686.46
402-PT	0707-AM	DRE Instructor Support	DESPP	\$35,000.00	\$35,000.00	\$34,847.22	\$6,236.74
402-PT	0707-AN	DRE Instructor Support	Manchester	\$35,000.00	\$35,000.00	\$30,869.30	\$5,690.24
402-PT	0707-AO	DRE Instructor Support	Montville	\$35,000.00	\$35,000.00	\$28,081.71	\$5,898.25
402-PT	0707-AP	DRE Instructor Support	Newtown	\$35,000.00	\$35,000.00	\$34,337.78	\$7,169.01
402-PT	0707-AQ	DRE Instructor Support	Norwich	\$35,000.00	\$35,000.00	\$34,095.23	\$1,780.16
402-PT	0707-AR	DRE Instructor Support	South Windsor	\$35,000.00	\$35,000.00	\$0.00	\$0.00
402-PT	0707-AS	DRE Instructor Support	Waterford	\$35,000.00	\$35,000.00	\$33,949.32	\$6,650.71
402-TR	0705-AA	Traffic Records Administration	CT-DOT/HSO	\$125,000.00	\$125,000.00	\$125,000.00	\$61,985.37
402-TR	0705-AG	E-citation Local Law Enforcement	Seymour	\$0.00	\$50,000.00	\$49,600.00	\$49,600.00
402-TR	0705-AH	On-line Adjudication Educational Video	CT-DOT/HSO	\$0.00	\$30,000.00	\$15,000.00	\$15,000.00
402-TR	0705-ZZ	E-citation Local Law Enforcement	Municipal Police Agencies	\$800,000.00	\$720,000.00	\$0.00	\$0.00
405b-1 (M1HVE)	0741-1-AC	Occupant Protection Enforcement	DESPP	\$125,000.00	\$125,000.00	\$124,767.57	\$0.00
405b-2 (M1PE)	0741-2-AD	Occupant Protection Media Buy	CT-DOT/HSO	\$110,000.00	\$291,000.00	\$110,000.00	\$0.00
405b-2 (M1PE)	0741-2-AE	Convincer/Rollover Simulator Education and Equipment	DESPP	\$275,000.00	\$275,000.00	\$185,301.44	\$71,575.12
405c (M3DA)	0742-AA	Traffic Records Administration	CT-DOT/HSO	\$65,000.00	\$155,000.00	\$65,000.00	\$35,994.00
405c (M3DA)	0742-AD	On-line Disposition System	Judicial Branch-CIB	\$200,000.00	\$200,000.00	\$200,000.00	\$101,726.18

405c (M3DA)	0742-AE	E-Charging Citation	Judicial Branch-CIB	\$180,000.00	\$180,000.00	\$180,000.00	\$123,170.25
405d-1 (M5HVE)	0743-1-AM	Underage Alcohol Enforcement Grant	CCSU	\$40,000.00	\$40,000.00	\$39,498.19	\$0.00
405d-1 (M5HVE)	0743-1-AN	Underage Alcohol Enforcement Grant	ECSU	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-AP	Underage Alcohol Enforcement Grant	SCSU	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-AQ	Underage Alcohol Enforcement Grant	UCONN	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-DM	Expanded DUI Program & Equipment PBT	DESPP	\$610,000.00	\$610,000.00	\$597,149.60	\$313,274.94
405d-1 (M5HVE)	0743-1-BM	Drug Recognition Expert Field Kits	CT-DOT/HSO	\$135,000.00	\$135,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-DK	Tablets for new DRE's	UCONN	\$160,000.00	\$190,000.00	\$136,301.39	\$113,538.30
405d-1 (M5HVE)	0743-1-YY	Underage Alcohol Enforcement Grant	CT State Colleges & Universities	\$250,000.00	\$250,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-ZZ	Comprehensive DUI Enforcement	Municipal Police Agencies	\$630,000.00	\$630,000.00	\$0.00	\$0.00
405d-5 (M5BAC)	0743-5-BQ	Toxicology Lab Personnel	DESPP	\$296,000.00	\$296,000.00	\$296,000.00	\$179,684.26
405d-5 (M5BAC)	0743-5-DO	Toxicology Supplies	DESPP	\$80,000.00	\$80,000.00	\$80,000.00	\$79,761.88
405d-5 (M5BAC)	0743-5-DN	Warranties for Equipment	DESPP	\$75,000.00	\$75,000.00	\$74,932.40	\$73,432.40
405d-ii-3 (M7*SE)	0740-3-AK	Speed Enforcement	DESPP	\$185,000.00	\$185,000.00	\$124,464.86	\$114,505.28
405d-ii-4 (M7*PS)	0740-4-AT	Bike/Ped Media Buy	CT-DOT/HSO	\$65,000.00	\$0.00	\$0.00	\$0.00
405d-ii-5 (M7*OP)	0740-5-AJ	Nighttime Seatbelt Enforcement Pilot	DESPP	\$0.00	\$161,000.00	\$0.00	\$0.00
405e-1 (M8PE)	0745-1-DY	Distracted Driving Messaging at Outreach venues	CT-DOT/HSO	\$100,000.00	\$100,000.00	\$100,000.00	\$0.00

405e-1 (M8PE)	0745-1-DZ	Distracted Driving Citation Holders	CT-DOT/HSO	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
405e-2 (M8DDLE)	0745-2-AC	Distracted Driving Enforcement	New Haven	\$60,000.00	\$60,000.00	\$59,706.00	\$0.00
405e-2 (M8DDLE)	0745-2-AD	Distracted Driving Enforcement	Danbury	\$60,000.00	\$60,000.00	\$60,000.00	\$44,230.66
405e-2 (M8DDLE)	0745-2-AE	Distracted Driving Enforcement	Waterbury	\$80,000.00	\$80,000.00	\$28,107.95	\$27,870.80
405e-2 (M8DDLE)	0745-2-AF	Distracted Driving Enforcement	Hartford	\$60,000.00	\$60,000.00	\$58,750.36	\$48,654.33
405e-2 (M8DDLE)	0745-2-AG	Distracted Driving Enforcement	Manchester	\$60,000.00	\$60,000.00	\$59,864.52	\$0.00
405e-2 (M8DDLE)	0745-2-AH	Distracted Driving Enforcement	Norwalk	\$50,000.00	\$50,000.00	\$49,669.92	\$24,696.99
405e-2 (M8DDLE)	0745-2-AI	Distracted Driving Enforcement	Newington	\$50,000.00	\$50,000.00	\$11,855.76	\$0.00
405e-2 (M8DDLE)	0745-2-AJ	Distracted Driving Enforcement	Westport	\$30,400.00	\$30,400.00	\$30,000.00	\$1,785.64
405e-2 (M8DDLE)	0745-2-AK	Distracted Driving Enforcement	Hamden	\$60,000.00	\$60,000.00	\$60,000.00	\$0.00
405e-2 (M8DDLE)	0745-2-AL	Distracted Driving Enforcement	Farmington	\$50,000.00	\$50,000.00	\$20,146.71	\$3,150.47
405e-2 (M8DDLE)	0745-2-AM	Distracted Driving Enforcement	Orange	\$30,000.00	\$30,000.00	\$29,770.18	\$8,215.54
405e-2 (M8DDLE)	0745-2-AN	Distracted Driving Enforcement	Bristol	\$30,000.00	\$30,000.00	\$14,837.42	\$535.96
405e-2 (M8DDLE)	0745-2-AO	Distracted Driving Enforcement	Norwich	\$30,000.00	\$30,000.00	\$25,754.53	\$10,354.83
405e-2 (M8DDLE)	0745-2-AQ	Distracted Driving Enforcement	Bridgeport	\$60,000.00	\$60,000.00	\$57,316.61	\$53,834.33
405e-2 (M8DDLE)	0745-2-AR	Distracted Driving Enforcement	Stamford	\$60,000.00	\$60,000.00	\$48,290.20	\$23,757.89
405e-2 (M8DDLE)	0745-2-AS	Distracted Driving Enforcement	Derby	\$30,000.00	\$30,000.00	\$0.00	\$0.00

405e-2 (M8DDLE)	0745-2-AT	Distracted Driving Enforcement	Stratford	\$15,200.00	\$15,200.00	\$14,744.32	\$0.00
405e-2 (M8DDLE)	0745-2-AU	Distracted Driving Enforcement	Plainville	\$21,500.00	\$21,500.00	\$20,022.76	\$16,129.45
405e-2 (M8DDLE)	0745-2-AV	Distracted Driving Enforcement	Trumbull	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0745-2-AW	Distracted Driving Enforcement	Wethersfield	\$20,000.00	\$20,000.00	\$13,154.17	\$2,451.56
405e-2 (M8DDLE)	0745-2-AY	Distracted Driving Enforcement	North Haven	\$14,000.00	\$14,000.00	\$10,642.48	\$7,710.00
405e-2 (M8DDLE)	0745-2-AZ	Distracted Driving Enforcement	Bloomfield	\$10,000.00	\$10,000.00	\$9,983.00	\$3,517.12
405e-2 (M8DDLE)	0745-2-BA	Distracted Driving Enforcement	New London	\$0.00	\$19,743.51	\$19,743.51	\$10,722.09
405e-2 (M8DDLE)	0745-2-BB	Distracted Driving Enforcement	West Hartford	\$60,000.00	\$60,000.00	\$59,415.68	\$9,601.04
405e-2 (M8DDLE)	0745-2-BC	Distracted Driving Enforcement	Southington	\$10,000.00	\$10,000.00	\$7,467.12	\$0.00
405e-2 (M8DDLE)	0745-2-BE	Distracted Driving Enforcement	Wallingford	\$30,000.00	\$30,000.00	\$29,936.53	\$20,740.66
405e-2 (M8DDLE)	0745-2-BF	Distracted Driving Enforcement	East Hartford	\$30,000.00	\$30,000.00	\$29,798.91	\$22,781.96
405e-2 (M8DDLE)	0745-2-BH	Distracted Driving Enforcement	Brookfield	\$30,000.00	\$30,000.00	\$29,901.91	\$0.00
405e-2 (M8DDLE)	0745-2-BI	Distracted Driving Enforcement	Willimantic	\$20,000.00	\$20,000.00	\$19,302.03	\$7,129.02
405e-2 (M8DDLE)	0745-2-BK	Distracted Driving Enforcement	Berlin	\$50,000.00	\$50,000.00	\$49,179.20	\$16,237.91
405e-2 (M8DDLE)	0745-2-BL	Distracted Driving Enforcement	Meriden	\$30,000.00	\$30,000.00	\$30,000.00	\$18,309.78
405e-2 (M8DDLE)	0745-2-BM	Distracted Driving Enforcement	Cheshire	\$20,000.00	\$20,000.00	\$19,932.89	\$0.00
405e-2 (M8DDLE)	0745-2-BN	Distracted Driving Enforcement	Wilton	\$20,000.00	\$20,000.00	\$19,992.00	\$8,647.04
405e-2 (M8DDLE)	0745-2-BO	Distracted Driving Enforcement	Monroe	\$20,000.00	\$20,000.00	\$18,795.67	\$5,897.60

405e-2 (M8DDLE)	0745-2-BR	Distracted Driving Enforcement	Cromwell	\$15,000.00	\$15,000.00	\$10,146.23	\$6,429.72
405e-2 (M8DDLE)	0745-2-BS	Distracted Driving Enforcement	Canton	\$20,000.00	\$20,000.00	\$19,758.00	\$13,963.50
405e-2 (M8DDLE)	0745-2-BT	Distracted Driving Enforcement	Enfield	\$30,000.00	\$30,000.00	\$24,155.97	\$1,811.57
405e-2 (M8DDLE)	0745-2-BU	Distracted Driving Enforcement	East Windsor	\$20,000.00	\$20,000.00	\$20,000.00	\$11,192.37
405e-2 (M8DDLE)	0745-2-BV	Distracted Driving Enforcement	New Milford	\$0.00	\$19,878.55	\$19,878.55	\$13,179.21
405e-2 (M8DDLE)	0745-2-BW	Distracted Driving Enforcement	Greenwich	\$30,000.00	\$30,000.00	\$29,988.00	\$29,972.28
405e-2 (M8DDLE)	0745-2-BY	Distracted Driving Enforcement	New Britain	\$50,300.00	\$50,300.00	\$49,272.80	\$888.28
405e-2 (M8DDLE)	0745-2-BZ	Distracted Driving Enforcement	Rocky Hill	\$50,000.00	\$50,000.00	\$49,674.72	\$0.00
405e-2 (M8DDLE)	0745-2-CA	Distracted Driving Enforcement	Naugatuck	\$30,000.00	\$30,000.00	\$30,000.00	\$7,561.16
405e-2 (M8DDLE)	0745-2-CB	Distracted Driving Enforcement	Stonington	\$20,000.00	\$20,000.00	\$14,137.59	\$0.00
405e-2 (M8DDLE)	0745-2-CD	Distracted Driving Enforcement	Milford	\$34,300.00	\$34,300.00	\$29,960.03	\$14,143.10
405e-2 (M8DDLE)	0745-2-CG	Distracted Driving Enforcement	Ridgefield	\$20,000.00	\$20,000.00	\$18,510.24	\$0.00
405e-2 (M8DDLE)	0745-2-CH	Distracted Driving Enforcement	Plymouth	\$20,000.00	\$20,000.00	\$19,873.52	\$0.00
405e-2 (M8DDLE)	0745-2-CI	Distracted Driving Enforcement	Bethel	\$30,000.00	\$30,000.00	\$29,878.96	\$18,095.92
405e-2 (M8DDLE)	0745-2-CJ	Distracted Driving Enforcement	Clinton	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0745-2-CK	Distracted Driving Enforcement	Watertown	\$20,000.00	\$20,000.00	\$19,878.21	\$15,625.01
405e-2 (M8DDLE)	0745-2-CN	Distracted Driving Enforcement	Glastonbury	\$30,000.00	\$30,000.00	\$29,376.34	\$2,754.82
405e-2 (M8DDLE)	0745-2-CP	Distracted Driving Enforcement	Torrington	\$30,000.00	\$30,000.00	\$14,926.74	\$14,235.45

405e-2 (M8DDLE)	0745-2-CT	Distracted Driving Enforcement	Fairfield	\$50,800.00	\$50,800.00	\$44,146.98	\$32,805.89
405e-2 (M8DDLE)	0745-2-CU	Distracted Driving Enforcement	South Windsor	\$30,000.00	\$30,000.00	\$28,343.05	\$0.00
405e-2 (M8DDLE)	0745-2-CV	Distracted Driving Enforcement	Middletown	\$30,000.00	\$30,000.00	\$28,534.59	\$0.00
405e-2 (M8DDLE)	0745-2-CW	Distracted Driving Enforcement	Simsbury	\$20,000.00	\$20,000.00	\$19,576.26	\$4,138.90
405e-2 (M8DDLE)	0745-2-CX	Distracted Driving Enforcement	Windsor	\$30,000.00	\$30,000.00	\$29,710.79	\$0.00
405e-2 (M8DDLE)	0745-2-DG	Distracted Driving Enforcement	Darien	\$30,000.00	\$30,000.00	\$20,160.00	\$0.00
405e-2 (M8DDLE)	0745-2-DW	Distracted Driving Enforcement	DESPP	\$100,000.00	\$100,000.00	\$98,025.94	\$92,061.22
405e-2 (M8DDLE)	0745-2-EF	Distracted Driving Enforcement	Newtown	\$25,000.00	\$25,000.00	\$24,310.00	\$0.00
405e-2 (M8DDLE)	0745-2-ZZ	Distracted Driving Enforcement	Municipal Police Agencies	\$568,500.00	\$775,877.94	\$0.00	\$0.00
405e-4 (M8*SE)	0745-4-DB	Speed Enforcement	Middletown	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0745-4-DD	Speed Enforcement	Danbury	\$50,000.00	\$50,000.00	\$46,399.72	\$43,515.58
405e-4 (M8*SE)	0745-4-DE	Speed Enforcement	New Britain	\$50,000.00	\$50,000.00	\$49,920.00	\$3,820.36
405e-4 (M8*SE)	0745-4-DK	Speed Enforcement	Waterbury	\$50,000.00	\$50,000.00	\$49,980.00	\$49,805.22
405e-4 (M8*SE)	0745-4-DP	Speed Enforcement	Bridgeport	\$50,000.00	\$50,000.00	\$48,700.54	\$48,039.55
405e-4 (M8*SE)	0745-4-DS	Speed Enforcement	New Haven	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0745-4-DT	Speed Enforcement	Hartford	\$50,000.00	\$50,000.00	\$48,402.29	\$43,421.67
405e-4 (M8*SE)	0745-4-VV	Speed Enforcement	Municipal Police Agencies	\$75,000.00	\$175,000.00	\$0.00	\$0.00
405e-5 (M8*TSP)	0745-5-EA	Save A Life Tour	CT-DOT/HSO	\$240,000.00	\$240,000.00	\$240,000.00	\$131,100.00
405e-6 (M8*PM)	0745-6-AB	HVE Speed Campaign Media Buy	CT-DOT/HSO	\$250,000.00	\$250,000.00	\$250,000.00	\$215,000.00
405e-6 (M8*PM)	0745-6-DX	Distracted Driving Media buy	CT-DOT/HSO	\$700,000.00	\$700,000.00	\$700,000.00	\$614,951.32
405e-8 (M8X)	0745-8-EO	Data Analysis & Surveys	CT-DOT/HSO	\$150,000.00	\$150,000.00	\$150,000.00	\$100,000.00

405f-1 (M9MT)	0744-1-AB	PI&E	CT-DOT/HSO	\$40,000.00	\$40,000.00	\$40,000.00	\$2,753.18
405f-2 (M9MA)	0744-2-AC	PI&E Media	CT-DOT/HSO	\$65,000.00	\$65,000.00	\$65,000.00	\$65,000.00
405h-2 (FHPE)	0746-2-AD	Law Enforcement Training	CT-DOT/HSO	\$5,000.00	\$5,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0746-3-AE	Non-Motorized Enforcement	New Haven	\$0.00	\$15,000.00	\$14,380.80	\$14,380.80
405h-3 (FHLE)	0746-3-AF	Non-Motorized Enforcement	Hartford	\$0.00	\$15,000.00	\$14,350.08	\$13,989.87
405h-3 (FHLE)	0746-3-AG	Non-Motorized Enforcement	Bridgeport	\$0.00	\$15,000.00	\$14,616.67	\$14,404.10
405h-3 (FHLE)	0746-3-AH	Non-Motorized Enforcement	Stamford	\$0.00	\$15,000.00	\$14,811.70	\$7,994.30
405h-3 (FHLE)	0746-3-AI	Non-Motorized Enforcement	East Hartford	\$0.00	\$15,000.00	\$14,999.31	\$14,933.56
405h-3 (FHLE)	0746-3-AJ	Non-Motorized Enforcement	Waterbury	\$0.00	\$15,000.00	\$14,261.76	\$13,893.05
405h-3 (FHLE)	0746-3-AK	Non-Motorized Enforcement	New Britain	\$0.00	\$15,000.00	\$14,958.00	\$13,354.00
405h-3 (FHLE)	0746-3-ZZ	Non-Motorized Enforcement	Municipal Police Agencies	\$125,000.00	\$370,000.00	\$0.00	\$0.00
			Total	\$20,861,000.00	\$22,426,000.00	\$15,704,415.67	\$9,336,413.54

FFY2020 Amendment List

Amendment Number	Project	Project Number	Sent Date	Approved Date	Amount	Funding Taken From	Increase in Plan
1	FFY20 HSP Projects	ALL	9/12/2019	9/30/2019*	\$20,861,000.00		
2	Alcohol Program Management	0200-0722-AA	9/18/2019	10/17/2019	\$60,000.00	0200-0722-UU and ZZ	\$0.00
3	Racial Profiling (1906)	0200-0725-AA	9/26/2019	10/1/2019	\$80,000.00	Carry Forward Funds	\$80,000.00
4	Non-motorized Enforcement	0200-0746-3-**	11/1/2019	11/7/2019	\$15,000.00	0200-0746-3-ZZ	\$0.00
5	Various	Various	2/27/2020	2/28/2020	\$1,039,000.00	Various	\$0.00
6	Non-motorized Enforcement	0200-0710-AC	2/28/2020	2/28/2020	\$350,000.00	0200-0746-2-AC and 0200-0746-3-ZZ	\$0.00
7	Night Time Seatbelt Enforcement CT State Police	0200-0740-5-AJ	2/27/2020	2/28/2020	\$96,000.00	0200-0740-5-AJ	\$0.00
8	HVE Distracted Driving Enforcement	0200-0745-2-BA	3/13/2020	3/13/2020	\$19,743.51	0200-0745-2-ZZ	\$0.00
9	HVE Distracted Driving Enforcement	0200-0745-2-BV	3/13/2020	3/13/2020	\$19,878.55	0200-0745-2-ZZ	\$0.00
10	E-citation Local Law Enforcement	0200-0705-AG	6/15/2020	6/19/2020	\$50,000.00	0200-0705-ZZ	\$0.00
11	On-line Adjudication Educational Video	0200-0705-AH	8/21/2020	8/25/2020	\$30,000.00	0200-0705-ZZ	\$0.00
Total							\$80,000.00
*Except Comprehensive DUI and Underage Alcohol Enforcement Grants							
** Various Pplice Departments - see Amendment #4							

List of projects included in the FFY2020 HSP but no grants received

Prog. Area	Project Number	Project Description	Town/Agency	HSP Original	HSP Amended	Grant	FFY 20 Expenses
154-AL	0722-AE	Comprehensive DUI Enforcement	Bethany	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AH	Comprehensive DUI Enforcement	Durham	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AI	Comprehensive DUI Enforcement	Middlefield	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AK	Comprehensive DUI Enforcement	Ledyard	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-AR	Comprehensive DUI Enforcement	Wethersfield	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0722-AS	Comprehensive DUI Enforcement	Prospect	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-AU	Comprehensive DUI Enforcement	Meriden	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0722-AZ	Comprehensive DUI Enforcement	Plainville	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BF	Comprehensive DUI Enforcement	Killingworth	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-BG	Impaired Driving Public Information and Education	CT-DOT/HSO	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BJ	Comprehensive DUI Enforcement	North Haven	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-BL	Comprehensive DUI Enforcement	Coventry	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BO	Comprehensive DUI Enforcement	East Haven	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BR	Comprehensive DUI Enforcement	Bloomfield	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BT	Comprehensive DUI Enforcement	Jewett City	\$20,000.00	\$20,000.00	\$0.00	\$0.00

154-AL	0722-BU	Comprehensive DUI Enforcement	New Canaan	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-BW	Comprehensive DUI Enforcement	Darien	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-BX	Comprehensive DUI Enforcement	Danbury	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-CA	Comprehensive DUI Enforcement	East Lyme	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-CE	Comprehensive DUI Enforcement	North Stonington	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CF	Comprehensive DUI Enforcement	Tolland	\$35,000.00	\$35,000.00	\$0.00	\$0.00
154-AL	0722-CQ	Comprehensive DUI Enforcement	Lisbon	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-CU	Comprehensive DUI Enforcement	Westport	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CW	Comprehensive DUI Enforcement	Weston	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-CX	Comprehensive DUI Enforcement	Plymouth	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CY	Comprehensive DUI Enforcement	Suffield	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-CZ	Comprehensive DUI Enforcement	Woodbridge	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0722-DC	Comprehensive DUI Enforcement	Westbrook	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-DE	Comprehensive DUI Enforcement	Torrington	\$60,000.00	\$60,000.00	\$0.00	\$0.00
154-AL	0722-DH	Comprehensive DUI Enforcement	Cheshire	\$30,000.00	\$30,000.00	\$0.00	\$0.00
154-AL	0722-DJ	Comprehensive DUI Enforcement	South Windsor	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-DM	Comprehensive DUI Enforcement	Brooklyn	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-DO	Comprehensive DUI Enforcement	North Branford	\$15,000.00	\$15,000.00	\$0.00	\$0.00

154-AL	0722-DP	Comprehensive DUI Enforcement	Hamden	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-DS	Comprehensive DUI Enforcement	Farmington	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-DV	Comprehensive DUI Enforcement	Rocky Hill	\$40,000.00	\$40,000.00	\$0.00	\$0.00
154-AL	0722-DY	Comprehensive DUI Enforcement	East Hartford	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-DZ	Comprehensive DUI Enforcement	New London	\$25,000.00	\$25,000.00	\$0.00	\$0.00
154-AL	0722-EA	Comprehensive DUI Enforcement	Redding	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-EB	Comprehensive DUI Enforcement	Sprague	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-EC	Comprehensive DUI Enforcement	Preston	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-EF	Comprehensive DUI Enforcement	Wolcott	\$15,000.00	\$15,000.00	\$0.00	\$0.00
154-AL	0722-EQ	Underage Alcohol Enforcement Grant	Hartford	\$80,000.00	\$80,000.00	\$0.00	\$0.00
154-AL	0722-FA	Comprehensive DUI Enforcement	New Milford	\$50,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-FB	Comprehensive DUI Enforcement	Clinton	\$20,000.00	\$20,000.00	\$0.00	\$0.00
154-AL	0722-UU	Local Law Enforcement Equip	Municipal Police Agencies	\$100,000.00	\$50,000.00	\$0.00	\$0.00
154-AL	0722-ZZ	Comprehensive DUI Enforcement	Municipal Police Agencies	\$40,000.00	\$30,000.00	\$0.00	\$0.00
402-PT	0707-AD	PI&E	CT. Police Chiefs Assoc.	\$20,000.00	\$20,000.00	\$0.00	\$0.00
402-PT	0707-AI	DRE Overtime Call-out Pilot	CT-DOT/HSO	\$300,000.00	\$521,000.00	\$0.00	\$0.00
402-PT	0707-AR	DRE Instructor Support	South Windsor	\$35,000.00	\$35,000.00	\$0.00	\$0.00
402-TR	0705-ZZ	E-citation Local Law Enforcement	Municipal Police Agencies	\$800,000.00	\$720,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-AN	Underage Alcohol Enforcement Grant	ECSU	\$20,000.00	\$20,000.00	\$0.00	\$0.00

405d-1 (M5HVE)	0743-1-AP	Underage Alcohol Enforcement Grant	SCSU	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-AQ	Underage Alcohol Enforcement Grant	UCONN	\$20,000.00	\$20,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-BM	Drug Recognition Expert Field Kits	CT-DOT/HSO	\$135,000.00	\$135,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-YY	Underage Alcohol Enforcement Grant	CT State Colleges & Universities	\$250,000.00	\$250,000.00	\$0.00	\$0.00
405d-1 (M5HVE)	0743-1-ZZ	Comprehensive DUI Enforcement	Municipal Police Agencies	\$630,000.00	\$630,000.00	\$0.00	\$0.00
405d-ii-4 (M7*PS)	0740-4-AT	Bike/Ped Media Buy	CT-DOT/HSO	\$65,000.00	\$0.00	\$0.00	\$0.00
405d-ii-5 (M7*OP)	0740-5-AJ	Nighttime Seatbelt Enforcement Pilot	DESPP	\$0.00	\$161,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0745-2-AS	Distracted Driving Enforcement	Derby	\$30,000.00	\$30,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0745-2-AV	Distracted Driving Enforcement	Trumbull	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0745-2-CJ	Distracted Driving Enforcement	Clinton	\$15,000.00	\$15,000.00	\$0.00	\$0.00
405e-2 (M8DDLE)	0745-2-ZZ	Distracted Driving Enforcement	Municipal Police Agencies	\$568,500.00	\$775,877.94	\$0.00	\$0.00
405e-4 (M8*SE)	0745-4-DB	Speed Enforcement	Middletown	\$25,000.00	\$25,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0745-4-DS	Speed Enforcement	New Haven	\$50,000.00	\$50,000.00	\$0.00	\$0.00
405e-4 (M8*SE)	0745-4-VV	Speed Enforcement	Municipal Police Agencies	\$75,000.00	\$175,000.00	\$0.00	\$0.00
405h-2 (FHPE)	0746-2-AD	Law Enforcement Training	CT-DOT/HSO	\$5,000.00	\$5,000.00	\$0.00	\$0.00
405h-3 (FHLE)	0746-3-ZZ	Non-Motorized Enforcement	Municipal Police Agencies	\$125,000.00	\$370,000.00	\$0.00	\$0.00

List of projects that received grant for FFY2020 but no funds expended

Prog. Area	Project Number	Project Description	Town/Agency	HSP Original	HSP Amended	Grant	FFY 20 Expenses
154-AL	0722-AA	Alcohol Program Management (154)	CT-DOT/HSO	\$150,000.00	\$210,000.00	\$210,000.00	\$0.00
154-AL	0722-EW	Underage Alcohol Enforcement Grant	Mansfield	\$60,000.00	\$60,000.00	\$56,066.10	\$0.00
402-OP	0702-AF	Occupant Protection PI&E	CT-DOT/HSO	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
405b-1 (M1HVE)	0741-1-AC	Occupant Protection Enforcement	DESPP	\$125,000.00	\$125,000.00	\$124,767.57	\$0.00
405b-2 (M1PE)	0741-2-AD	Occupant Protection Media Buy	CT-DOT/HSO	\$110,000.00	\$291,000.00	\$110,000.00	\$0.00
405d-1 (M5HVE)	0743-1-AM	Underage Alcohol Enforcement Grant	CCSU	\$40,000.00	\$40,000.00	\$39,498.19	\$0.00
405e-1 (M8PE)	0745-1-DY	Distracted Driving Messaging at Outreach venues	CT-DOT/HSO	\$100,000.00	\$100,000.00	\$100,000.00	\$0.00
405e-1 (M8PE)	0745-1-DZ	Distracted Driving Citation Holders	CT-DOT/HSO	\$20,000.00	\$20,000.00	\$20,000.00	\$0.00
405e-2 (M8DDLE)	0745-2-AC	Distracted Driving Enforcement	New Haven	\$60,000.00	\$60,000.00	\$59,706.00	\$0.00
405e-2 (M8DDLE)	0745-2-AG	Distracted Driving Enforcement	Manchester	\$60,000.00	\$60,000.00	\$59,864.52	\$0.00
405e-2 (M8DDLE)	0745-2-AI	Distracted Driving Enforcement	Newington	\$50,000.00	\$50,000.00	\$11,855.76	\$0.00
405e-2 (M8DDLE)	0745-2-AK	Distracted Driving Enforcement	Hamden	\$60,000.00	\$60,000.00	\$60,000.00	\$0.00
405e-2 (M8DDLE)	0745-2-AT	Distracted Driving Enforcement	Stratford	\$15,200.00	\$15,200.00	\$14,744.32	\$0.00
405e-2 (M8DDLE)	0745-2-BC	Distracted Driving Enforcement	Southington	\$10,000.00	\$10,000.00	\$7,467.12	\$0.00
405e-2 (M8DDLE)	0745-2-BH	Distracted Driving Enforcement	Brookfield	\$30,000.00	\$30,000.00	\$29,901.91	\$0.00

405e-2 (M8DDLE)	0745-2-BM	Distracted Driving Enforcement	Cheshire	\$20,000.00	\$20,000.00	\$19,932.89	\$0.00
405e-2 (M8DDLE)	0745-2-BZ	Distracted Driving Enforcement	Rocky Hill	\$50,000.00	\$50,000.00	\$49,674.72	\$0.00
405e-2 (M8DDLE)	0745-2-CB	Distracted Driving Enforcement	Stonington	\$20,000.00	\$20,000.00	\$14,137.59	\$0.00
405e-2 (M8DDLE)	0745-2-CG	Distracted Driving Enforcement	Ridgefield	\$20,000.00	\$20,000.00	\$18,510.24	\$0.00
405e-2 (M8DDLE)	0745-2-CH	Distracted Driving Enforcement	Plymouth	\$20,000.00	\$20,000.00	\$19,873.52	\$0.00
405e-2 (M8DDLE)	0745-2-CU	Distracted Driving Enforcement	South Windsor	\$30,000.00	\$30,000.00	\$28,343.05	\$0.00
405e-2 (M8DDLE)	0745-2-CV	Distracted Driving Enforcement	Middletown	\$30,000.00	\$30,000.00	\$28,534.59	\$0.00
405e-2 (M8DDLE)	0745-2-CX	Distracted Driving Enforcement	Windsor	\$30,000.00	\$30,000.00	\$29,710.79	\$0.00
405e-2 (M8DDLE)	0745-2-DG	Distracted Driving Enforcement	Darien	\$30,000.00	\$30,000.00	\$20,160.00	\$0.00
405e-2 (M8DDLE)	0745-2-EF	Distracted Driving Enforcement	Newtown	\$25,000.00	\$25,000.00	\$24,310.00	\$0.00

Note: An explanation of why these planned activities were not implemented during FFY2020 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 .08 and Above.

Performance Target

To maintain the five-year (2013-2017) moving average of 112 fatalities in crashes involving a driver or motorcycle operator with a BAC of 0.08 and above, during the five-year moving average of 2016-2020.

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

Activities

Planned Activities Implemented

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, 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”, “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 our usual partners were forced to cancel or shorten their seasons.

Fortunately, some outreach partnerships were still able to be executed in the fall and winter prior to the shutdown.

- The total amount spent for the digital campaign was \$56,200. The cost breakdown was: Digital Banners - \$37,400 for 1,729,444 impressions; Pre-Roll Video - \$9,500 for 121,310 views; Facebook - \$9,300 for 1,219,406 impressions.
- The total amount spent for the cable TV campaign was \$49,000 for 1,659 spots.
- The total amount spent for the outdoor campaign was \$23,400. The cost breakdown was: Billboards - \$18,980 for 16 boards; Mobile Billboards - \$4,420 for 3 events.
- The total amount spent for the radio campaign was \$96,400. The cost breakdown was: Radio - \$49,000 for 1,249 spots; Pandora - \$12,400 for 1,240,000 impressions; Traffic Network Sponsorships - \$35,000 for 732 spots.
- Additionally, a Spanish campaign ran from November 18, 2019, to January 1, 2020, and from June 29, 2020, to September 13, 2020. The Spanish campaign utilized radio and outdoor mediums and produced 27,333,814 impressions and spots.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154PM	0200-0720-AA	CT-DOT/HSO	DUI Media Campaign	\$906,106.00

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.

In mid-March, due to COVID-19, the DMV was closed to the public and suspended all hearings. Hearings were resumed at the end of June in a virtual format.

Administrative Per Se Hearing Attorney(s) Activity by Quarter

- From October 2019 to December 2019: Reports Reviewed – 1,707; Cases Presented – 198; Non-processable Reports Reviewed – 247; Non-processable Reports Saved – 10.
- From January 2020 to March 2020: Reports Reviewed – 1,660; Cases Presented – 193; Non-processable Reports Reviewed – 139; Non-processable Reports Saved – 21.
- From April 2020 to June 2020: Reports Reviewed – 915; Cases Presented – 2; Non-processable Reports Reviewed – 0; Non-processable Reports Saved – 0.
- From July 2020 to September 2020: Reports Reviewed – 1,301; Cases Presented – 168; Non-processable Reports Reviewed – 204; Non-processable Reports Saved – 32.

The total number of Per Se hearings reports reviewed was 5,583. The total number of cases presented was 561. The total number of non-processable reports reviewed was 590. The total number of non-processable reports saved was 63.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154AL	0200-0722-EH	CT-DOT/HSO	Administrative (Per Se) Hearing Improvement Initiative	\$462,949.73

Planned Activity: Ignition Interlock 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 3,174 OUI arrests, 1,475 OUI convictions and 9,344 driver license reinstatements with an IID requirement for the reporting period.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154AL	0200-0722-EI	CT-DOT/HSO	Admin. Ignition Interlock Analysts	\$44,314.76

Planned Activity: Traffic Safety Resource Prosecutor (TSRP)

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Robert V. Klin

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

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0200-0707-AF	Judicial Branch-CIB	TSRP	\$203,010.32

Planned Activity: Drug Evaluation and Classification Program (DECP)

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Robert V. 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/IACP credentialed DRE evaluations are implemented uniformly by seven (7) DRE instructors and 57 DRE practitioners (64 total DREs) throughout the State. Due to COVID-19, 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.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0200-0707-AL	CT-DOT/HSO	DRE Training	\$ 45,686.46

Planned activity: Drug Recognition Expert Field Materials

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Robert V. Klin

The HSO partnered with the University of Connecticut, Transportation Safety Research Center, 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. Funding included the purchase 85 new tablets for Connecticut DREs. This task directly supported the DRE training program and provided expert field material for each of the 64 State’s DREs.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-1 (M5HVE)	0200-0743-1-DK	UCONN	Tablets for new DRE's	\$ 113,538.3

Planned Activity: DRE Overtime Call Out & Instructor Support

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Robert V. 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 DREs throughout the state. Of the seven DRE

instructor grants, 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 pandemic, thus limiting their travel and training opportunities. All DRE activities will resume as soon as possible.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PT	0200-0707-AM	DESPP	DRE Instructor Support	\$ 6,236.74
402-PT	0200-0707-AN	Manchester	DRE Instructor Support	\$ 5,690.24
402-PT	0200-0707-AO	Montville	DRE Instructor Support	\$ 5,898.25
402-PT	0200-0707-AP	Newtown	DRE Instructor Support	\$ 7,169.01
402-PT	0200-0707-AQ	Norwich	DRE Instructor Support	\$ 1,780.16
402-PT	0200-0707-AS	Waterford	DRE Instructor Support	\$ 6,650.71
402-PT	0200-0707-AR	South Windsor	DRE Instructor Support	\$0
402-PT	0200-0707-AI	CT-DOT/HSO	DRE Overtime call out	\$0
Total				\$33,425.11

Planned Activity: Toxicology Laboratory Personnel/Equipment/Supplies

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 Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services. The two positions were divided equally between support of the Breath Alcohol Testing (BAT) program and analysis of toxicology samples in DUI cases. Activities in BAT included instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Activities in casework analysis included determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, EMIT screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples

for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures. A total of 1,060 DUI related cases were received during the project period.

Funding Source	Project Number	Agency	Title	\$ Amount
405d-5 (M5BAC)	0200-0743-5-BQ	DESPP	Personnel	\$179,684.26

Planned Activity: DUI Overtime Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

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 local police departments based on specific community core hours of related alcohol activity. Through this task, HSO staff made every effort to encourage DUI checkpoint activity throughout the year. The HSO awarded 50 Comprehensive DUI Enforcement projects in FFY 2020 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 50 law enforcement agencies (the State Police, 10 Resident State Trooper offices and 39 municipal police agencies) that participated in the Comprehensive DUI Enforcement program. A total of 741 DUI arrests were made statewide through this program. In addition, there were 151 safety belt citations and 2821 speeding and reckless driving citations. Federal fund totals expended by mobilization crackdown period were: Thanksgiving/Christmas/New Year’s - \$401,788; Memorial Day - \$42,005; July 4th - \$57,974; and Labor Day - \$210,855. The HVE crackdown periods were supplemented with the Expanded DUI enforcement periods that fell outside the crackdowns. Throughout the entire reporting period, there were 71 checkpoints conducted using 3,975 man-hours.

Due to the COVID-19 pandemic, DUI enforcement activities were either limited or entirely suspended beginning in March 2020. Some towns resumed activities in the spring and summer months, but there were still several towns that did not resume activities. As a result, actual activities performed during the project period were significantly less than planned activities.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154AL	0200-0722-AF	KILLINGLY*	DUI Enforcement	\$30,923.76
154AL	0200-0722-AG	GLASTONBURY	DUI Enforcement	\$26,500.35
154AL	0200-0722-AJ	BRISTOL	DUI Enforcement	\$50,491.34
154AL	0200-0722-AL	GREENWICH	DUI Enforcement	\$53,631.93
154AL	0200-0722-AM	WATERTOWN	DUI Enforcement	\$9,004.39
154AL	0200-0722-AN	NEW BRITAIN	DUI Enforcement	\$38,276.28
154AL	0200-0722-AO	ELLINGTON*	DUI Enforcement	\$21,706.28
154AL	0200-0722-AP	SOMERS*	DUI Enforcement	\$8,347.65
154AL	0200-0722-AQ	NAUGATUCK	DUI Enforcement	\$27,539.74
154AL	0200-0722-AT	FAIRFIELD	DUI Enforcement	\$39,781.59
154AL	0200-0722-AV	CITY OF GROTON	DUI Enforcement	\$795.06
154AL	0200-0722-BB	STAFFORD*	DUI Enforcement	\$39,620.75
154AL	0200-0722-BC	CROMWELL	DUI Enforcement	\$11,863.19
154AL	0200-0722-BD	NORWALK	DUI Enforcement	\$10,288.20
154AL	0200-0722-BE	BETHEL	DUI Enforcement	\$14,397.84
154AL	0200-0722-BH	MANCHESTER	DUI Enforcement	\$139,148.14
154AL	0200-0722-BI	BRANFORD	DUI Enforcement	\$30,253.30
154AL	0200-0722-BK	TOWN OF GROTON	DUI Enforcement	\$17,082.49
154AL	0200-0722-BM	NORWICH	DUI Enforcement	\$22,378.19
154AL	0200-0722-BN	WINDSOR	DUI Enforcement	\$4,213.25
154AL	0200-0722-BQ	OLD LYME*	DUI Enforcement	\$3,680.34
154AL	0200-0722-BY	BERLIN	DUI Enforcement	\$12,267.71
154AL	0200-0722-BZ	WILTON	DUI Enforcement	\$36,405.52
154AL	0200-0722-CB	HARTFORD	DUI Enforcement	\$281,359.64
154AL	0200-0722-CC	WALLINGFORD	DUI Enforcement	\$30,560.25
154AL	0200-0722-CD	EAST HADDAM*	DUI Enforcement	\$9,269.67
154AL	0200-0722-CG	CHESTER*	DUI Enforcement	\$5,641.75
154AL	0200-0722-CH	VERNON	DUI Enforcement	\$13,118.06
154AL	0200-0722-CI	MONROE	DUI Enforcement	\$19,233.51
154AL	0200-0722-CJ	WILLIMANTIC	DUI Enforcement	\$13,707.95
154AL	0200-0722-CK	HADDAM*	DUI Enforcement	\$1,026.96
154AL	0200-0722-CL	TRUMBULL	DUI Enforcement	\$14,485.31

154AL	0200-0722-CM	STRATFORD	DUI Enforcement	\$9,645.14
154AL	0200-0722-CN	ENFIELD	DUI Enforcement	\$55,429.67
154AL	0200-0722-CP	COLCHESTER*	DUI Enforcement	\$12,647.17
154AL	0200-0722-CS	MONTVILLE	DUI Enforcement	\$42,739.36
154AL	0200-0722-CT	MADISON	DUI Enforcement	\$5,957.01
154AL	0200-0722-CV	WATERFORD	DUI Enforcement	\$3,269.46
154AL	0200-0722-DA	NEWTOWN	DUI Enforcement	\$8,971.51
154AL	0200-0722-DI	NEW HAVEN	DUI Enforcement	\$67,424.64
154AL	0200-0722-DK	PLAINFIELD	DUI Enforcement	\$33,181.08
154AL	0200-0722-DL	OLD SAYBROOK	DUI Enforcement	\$11,684.08
154AL	0200-0722-DN	ORANGE	DUI Enforcement	\$3,564.11
154AL	0200-0722-DQ	WINDSOR LOCKS	DUI Enforcement	\$9,544.40
154AL	0200-0722-DR	WEST HARTFORD	DUI Enforcement	\$56,170.30
154AL	0200-0722 DU	MANSFIELD*	DUI Enforcement	\$37,917.15
154AL	0200-0722-DW	EAST WINDSOR	DUI Enforcement	\$14,958.63
154AL	0200-0722-ED	WATERBURY	DUI Enforcement	\$100,024.90
154AL	0200-0722-EZ	STAMFORD	DUI Enforcement	\$45,229.86
405d-1 (M5HVE)	0200-0743-1-DM	DESPP	Expanded DUI Program & Equipment PBT	\$313,274.94

*Resident State Trooper Towns



Planned Activity: Data Analysis & 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. This project provided funding for annual evaluation and support for the Impaired Driving Program. The project included data evaluation and support for annual planning documents. This project also included NHTSA core performance measure mandated attitude and awareness

surveys and analysis as well as knowledge and awareness surveys at DMV offices to track the impact of enforcement activities.

The following surveys were conducted during FFY2020 and the findings of the surveys are included in the Attitudes and Awareness Survey Section of this Annual Report:

- Holiday Safe Driving Awareness Survey (Pre- and Post-Thanksgiving 2019 and Post-New Year 2020).
- Due to COVID-19 pandemic, the HSO proactively worked with the consultant, Preusser Research Group, and conducted a DMV survey in late February/early March 2020. The new survey included questions relating to all key highway safety program areas: occupant protection, impaired driving, distracted driving, speed, etc. The purpose of this “bonus survey” was to capture all NHTSA-required “key awareness questions” in one survey, anticipating that there may be long-term closures of DMV offices.
- Overview of the 2017 -2019 Connecticut DMV Awareness Surveys.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0200-0722-AD	CT-DOT/HSO	Data Analysis & Surveys	\$150,000.00

Planned Activity: DUI Enforcement Equipment/Testing Equipment

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

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

There was a need to acquire contractual services 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:

Contractual Services

The Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services purchased multi-year service protection plan warranties for its Q-Exactive and Enzyme-Linked Immunosorbent Assay (ELISA) instruments used for the detection and identification of select drugs and/or metabolites. The warranties will ensure that routine maintenance be done on the instruments and that the equipment will continue to operate effectively.

Operational Supplies and Consumables

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

Funding Source	Project Number	Agency	Title / Item (#'s)	\$ Amount Expended
405d-5 (M5BAC)	0200-0743-5-DN	DESPP	Warranties for Equipment	\$73,432.40
405d-5 (M5BAC)	0200-0743-5-DO	DESPP	Toxicology Supplies	\$79,761.88

Planned Activity: Alcohol Program Management

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

The task included coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee related expenses and overtime, professional and outside services, travel, materials, supplies and other related operating expenses. The majority of this project was used to fund contractual services while a small portion was used for 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 Federal Motor Carrier Safety Administration, the Connecticut HSO, the Department of Mental Health and Addiction Services, the Department of Motor Vehicles, the Office of the Chief State’s Attorney, the Police Officer Standards and Training Council, the Connecticut State Police, various local police agencies, the University of Connecticut, the University of New Haven, the Connecticut Children’s Medical Center, Mothers Against Drunk Driving, AAA and the Preusser Research Group.

The task force held three meetings in FFY 2020 (November 6th, 2019, February 5th, 2020 and August 5th, 2020). 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.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-AL	0200-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$8,102.56
154AL	0200-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$0.00

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 Mothers Against Drunk Driving (MADD) educational outreach program, Power of Parents, It’s Your Influence, received federal funding under this task. The program was a 30-minute workshop given to parents. It was based on a parent handbook, which motivated parents to talk with their teens about alcohol. Handbooks were presented 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 (14 additional facilitators were trained during the grant period). A Program Specialist had administrative oversight regarding the implementation of this program. A total of two in-person workshops reaching fifty-two (52) participants were conducted over the course of the grant.

Fewer workshops were held this year because of the COVID-19 Pandemic that struck halfway through the grant period. MADD had to move to a virtual environment for the workshops at the end of the second quarter and this took some time to put together. A total of 1800 digital handbooks were distributed in addition to the workshops as well as distributing over 1,616 hard copy handbooks of impaired driving educational materials to Highschool and Middle School Students. Program events included workshops, community events, school events and health fairs and were conducted in various towns.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154AL	0200-0722-EE	MOTHERS AGAINST DRUNK DRIVING	Power of Parents	\$ 32,899.23

Planned Activity: Alcohol Related Program Training

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Robert V. Klin

Funding was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. Two SFST and three ARIDE training sessions were conducted at various locations and 146 officers were trained through this project. This task ensured that NHTSA approved SFST procedures were implemented uniformly by practitioners throughout the State. Funding was provided for overtime expenses, travel and lodging for instructors, as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks. Funds were expended for the purchase of office supplies used in the production of training manuals. The COVID-19 pandemic had an adverse effect on all training classes.

Training Class	2018	2019	2020
SFST - HVE Trained Officers	88	146	62
ARIDE - Advanced Roadside Impaired Driving Enforcement	103	102	84
TOTAL Law Enforcement Trained	191	248	146

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154AL	0200-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$ 6,275

Planned Activity: ‘Choices Matter’ Impaired Driving Program Featuring Chris Sandy

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

The HSO again brought back Chris Sandy’s powerful ‘Choices Matter’ program to high schools in Connecticut during the 2019-2020 school year. Unfortunately, due to the COVID-19 pandemic the program was unable to reach all 60 of the high schools originally planned and was only able to provide 23 school programs. Despite being unable to reach all of the intended schools, the program continued to receive overwhelmingly positive responses and additional requests from schools to host the program in the future. When Chris was 22 years-old he was charged and convicted on two counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison he committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and documentary as well as winning an EMMY Award. Chris Sandy is now serving the remainder of his sentence on parole/probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases and business organizations nationwide. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over a million people in the United States. An impaired driving simulator was present at each location for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. A survey was also administered to students during this portion of the program which gauged their beliefs and perceptions regarding underage drinking. Students, school administrators and parents continue to request this program for their communities as it leaves a lasting impact with each group it reaches.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0200-0722-AY	CT DOT/HSO	Choices Matter	\$ 92,000

Total Amount of Funds Expended in this Program Area during FFY2020:

Funding Source	Total Amount Expended
402-AL	\$8,102.56
402-PT	\$282,121.89
405d-1	\$426,813.24
405d-5	\$332,878.54
154PM	\$906,106.00
154AL	\$2,343,797.57

Planned Activities Not Implemented

Planned Activity: Impaired Driving Public Information and Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Funding was available for the purchase and distribution of public outreach and education materials. However, this planned activity was not implemented. Many outreach activities were canceled this year due to the COVID-19 pandemic. As a result of canceled outreach activities, a need did not arise to purchase additional materials for this activity.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
154-AL	0200-0722-BG	CT DOT/HSO	Impaired Driving Public Information and Education	\$0

Planned Activity: Underage Alcohol Enforcement Grant Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Funding was available for up to 20 municipal, college, and university law enforcement agencies for underage drinking enforcement in partnership with MADD, community organizations, and youth groups. Two grant applications were received for this activity, but the applications were not approved due to past performance. Another municipal agency did not apply for grant funding due to the cancellation of concerts as a result of the COVID-19 pandemic. Therefore, this activity was not implemented.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-1 (M5HVE)	0200-0743-1-YY	Connecticut State Colleges and Universities	Underage Alcohol Enforcement Grant	\$0
154-AL	0200-0722-EW	Mansfield	Underage Alcohol Enforcement Grant	\$0

Planned Activity: Drug Recognition Expert Field Kits

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Robert Klin

No purchase of field kits was required this fiscal year due to less request because of COVID-19 pandemic.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-1 (M5HVE)	0200-0743-1-BM	CT DOT/HSO	Drug Recognition Expert Field Kits	\$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 (2013-2017) moving average of 61 unrestrained passenger vehicle occupant fatalities in all seat positions, during the five-year moving average of 2016-2020.

The Performance Target for the observed seat belt use for passenger vehicles, front seat outboard occupants, was 93% in 2020.

Please refer to the Performance Measures Section of the 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 the seat belt use in Connecticut. This project included coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events, and other related operating expenses. 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	0200-0702-AA	CT-DOT/HSO	OP Program Administration	\$ 7,994.37

Planned Activity: Data Analysis & 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 project provided funding for annual evaluation and support for the Occupant Protection Program. 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. NHTSA approved the use of Safety Belt Surveys as well as knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

The annual statewide seat belt observations (originally planned for June 2020) were cancelled due to the ongoing COVID-19 pandemic.

The following surveys were conducted during FFY2020 and the findings of the surveys are included in the Attitudes and Awareness Survey Section of this Annual Report:

- Holiday Safe Driving Awareness Survey (Pre- and Post-Thanksgiving 2019 and Post-New Year 2020).
- Due to COVID-19 pandemic, the HSO proactively worked with the consultant, Preusser Research Group, and conducted a DMV survey in late February/early March 2020. The new survey included questions relating to all key highway safety program areas: occupant protection, impaired driving, distracted driving, speed, etc. The purpose of this “bonus survey” was to capture all NHTSA-required “key awareness questions” in one survey, anticipating that there may be long-term closures of DMV offices.
- The data analysis for 2019 Connecticut Statewide Seat Belt Use observations and the 2019 Click it or Ticket DMV Awareness survey, was completed during FFY2020 and the results are included in the Attitudes and Awareness Survey Section.
- Overview of the 2017 -2019 Connecticut DMV Awareness Surveys.

The following surveys were conducted in FFY2020, but the data analysis has not been completed at the time of submission of this Annual Report. We will submit the results to NHTSA as soon as they are available.

- 2019 Bellwether Seat Belt and Child Restraint Observation results conducted in late September / early October of 2019.
- 2020 Bellwether Seat Belt and Child Restraint Observation results conducted in late September of 2020.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0200-0702-AB	CT-DOT/HSO	Data Analysis & Surveys	\$150,000.00

Planned Activity: Click it or Ticket Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

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



In FFY2020, there was one “Click it or Ticket” Enforcement Mobilization effort commencing on November 25, 2019. Local law enforcement departments conducted seat belt checkpoints that included local media news coverage. November’s mobilization activity resulted in a total of 1018 seat belt citations; 2 child safety seat citations; 3 speeding and reckless driving citations; 167 cellphone and distracted driving citations; and 1 DUI arrests.



During the Thanksgiving Holiday, “Click It or Ticket” (CIOT) mobilization, the extra earned media helped to educate the public. During the November enforcement period, 52 police agencies participated. The 52 were selected based on a data and performance-driven process. Connecticut joined law enforcement agencies across the

United States in mobilizing the Thanksgiving Holiday mobilization CIOT to reinforce the message that driving or riding unbuckled will result in a ticket.

During the November mobilization, out of the 52 agencies, 30 agencies participated as sub-grantees. We increased our focus on low seat belt use towns and areas with unrestrained crashes based on data from Connecticut’s *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.

Due to the COVID-19 pandemic, the May mobilization was cancelled.

Participating Funded Agencies

Agency	Funding Amount Expended
Berlin	\$3,463.19
Bloomfield	\$3,071.22
Bridgeport	\$6,973.81
Danbury	\$8,259.99
Darien	\$2,483.84
East Hartford	\$4,684.54
Enfield	\$1,761.16
Fairfield	\$3,768.87
Farmington	\$2,741.35
Glastonbury	\$2,650.03
Hamden	\$6,138.72
Hartford	\$6,457.93
Manchester	\$4,742.21
Monroe	\$4,624.18
Naugatuck	\$2,588.82
New Britain	\$4,430.12
New London	\$2,025.72
Orange	\$2,745.39
South Windsor	\$1,961.54
Southington	\$2,371.40
Stonington	\$3,607.01
Vernon	\$2,389.87
Wallingford	\$3,759.49
Waterbury	\$3,649.08
Watertown	\$2,243.48
West Hartford	\$2,726.68
West Haven	\$2,764.80

Westport	\$348.65
Wilton	\$1,978.96
Woodbridge	\$3,143.56

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0200-0702-AC	CT-DOT/HSO	Click It or Ticket Enforcement (November Mobilization)	\$ 104,555.61

Planned Activity: Safety Belt Convincer/Rollover Simulator

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

The goal of this task was to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physical the value of wearing a seat belt. 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 one Safety Belt Convincer demonstration at a school event. Total observers for the Convincer were 15 people.



Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-2 (M1PE)	0200-0741-2-AE	DESPP	Safety Belt Convincer/Rollover Simulator Education and Equipment	\$71,575.12

Planned Activity: Occupant Protection Media Buy, Earned Media & Media Evaluation

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

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



Due to the COVID pandemic the national “Click it or Ticket” enforcement mobilization for May was cancelled. In place of an enforcement message, a social norming message was used to remind drivers and passengers to wear their seat belts. This project also included a bi-lingual 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 attitude and awareness surveys conducted at local DMV’s.



During this federal year paid media included 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. We partnered with a local popular radio station sponsorship to keep seat belt use awareness in the news and media. This media consultant gave us added value with elevator wraps at the malls for the month of December. This partnership allows us to reach a great majority of our 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 COVID-19 pandemic, these venues were temporarily closed starting the end of March 2020. The HSO utilized statewide variable message boards with “Click it or Ticket. Seat Belts Save Lives” message during November 2019 HVE.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0200-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$300,000.00
405b-2 (M1PE)	0200-0741-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$0



Planned Activities Not Implemented

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 Connecticut State Police. Due to unforeseen circumstances, the Connecticut State Police was not able to submit the grant application in time to participate in the November 2019 mobilization and the May 2020 mobilization was cancelled due to the COVID-19 pandemic.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405b-1 (M2HVE)	0200-0741-1-AC	DESPP	Occupant Protection Enforcement/CSP	\$0

Planned Activity: Occupant Protection Public Information and Education

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 FFY2020 due to availability of inventory from the prior fiscal year.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0200-0702-AF	CT-DOT/HSO	Occupant Protection PI&E	\$0

Activities for Child Passenger Safety

Planned Activities Implemented

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 the Waterbury and Litchfield County region of the State. COVID-19 made it difficult and at times impossible to conduct many of the activities normally conducted throughout the year. Certification classes were reduced to three classes. All classes for DMV for violators of the CPS Law have been 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 program maintains a close relationship with Saint Mary's Hospital, Campion Ambulance, Waterbury Police Department, Waterbury Fire Department, Waterbury Elks, Naugatuck Police Department, Watertown Police Department, Yale New Haven Children's Hospital and State Police to network on numerous programs presented in the community.



There were 6 police officers who received POST credits on child passenger safety while attending regional trainings conducted at the Waterbury Police Department. The WATSP program updates the statewide car seat fitting station listing and submits to CT DOT on a monthly basis. This involves tracking the contact at each location and making sure their location continues to have a certified child passenger safety technician on hand. Adding new information with new contacts, verifying their days and times of operation and removing stations that are no longer active. In addition, all departments of newly trained technicians were contacted to see if they are actively checking car seats and want to be on the State listing. There are presently 80 fitting stations in the State of Connecticut.

Three Child Passenger Safety Certification classes were held during the grant year, adding 22 new technicians to the State.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-OP	0200-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$95,146.9

Planned Activity: Child Restraint Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

There were 69 technicians who were eligible to recertify for Connecticut from October 2019 through September 2020. A total of 42 technicians did recertify bringing CT to a 60.9% recertification rate compared to a 60.7% national average. For many, that did not recertify, it was due to their position change at their job or retirement.

In 2020, the number of fitting stations decreased from 81 to 80. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 433 CPS Certified Technicians of which 27 are Child Passenger Safety Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0200-0709 -AA	CT-DOT/HSO	Child Restraint Administration	\$2,438.3

Planned Activity: Child Passenger Safety Support - Training

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

Due to COVID-19 pandemic, the HSO along with Yale New Haven Health, Yale New Haven Children’s Hospital hosted one Child Passenger Safety Update Class where six (6) CEU’s were provided to assist the 20 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	0200-0709-AB	CT-DOT/HSO	CPS Training	\$264.43

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 (CCMC) purchased CPS supplies for 15 grant applicants, where 201 seats were checked, and 68 free seats were distributed. They reached approximately 300 children and 250 parents/caregivers. Grant recipients held 10 events during Child Passenger Safety Week.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0200-0709-AC	Connecticut Children’s Medical Center	CPS Fitting Stations Support	\$ 52,172.07

Yale-New Haven Children’s Hospital had a total of 42 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 1,365 sheets of educational materials given out. There was a total of 1,700 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 1150 were distributed to police, fire and other organizations throughout Connecticut.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-CR	0200-0709-AD	Yale New Haven Children’s Hospital	CPS Fitting Stations Support	\$ 71,111.86

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 one child passenger safety update class. Despite the COVID-19 pandemic the fitting station program

continued to be in demand. Yale suspended safety checks through July. The Coordinator was able to assist families through virtual methods. In late July, the fitting station resumed in-person appointments with strict COVID-19 precautions put in place by the hospital. 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 141 car seat signoffs and assisted 27 techs on maintaining active status as a car seat technician. During this grant period we performed 66 scheduled seat checks/installations. Approximately 12 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 YHNCH’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	0200-0709-AE	Yale New Haven Children’s Hospital	Community Traffic Safety Program	\$ 80,505.44

Project Title: “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 in July to kick-off this event. Safety tips included how not to forget children or leave them in a motor vehicle unattended. The campaign utilized radio, billboards, newspapers, online media, social media, community education, and outreach to businesses to deliver the safety messages. Pre-recorded radio interview aired on 4 radio stations, plus associated iStream stations, 2 digital billboards ran over 17 weeks.

Funding Source	Project Number	Agency	Title	\$ Amount
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402-OP	0200-0702-AG	Connecticut Children's Medical Center	Look Before You Lock Education Campaign	\$ 147,750.01
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Planned Activities Not Implemented: None

Total Amount of Funds Expended in this Program Area (Occupant Protection and Child Passenger Safety) during FFY2020:

Funding Source	Total Amount Expended
405(b)	\$71,575.12
402-OP	\$805,446.89
402-CR	\$206,492.10

POLICE TRAFFIC SERVICES

Performance Measures

C-6: Number of Speeding-Related Fatalities Traffic Stop Data Collection

Performance Target

To maintain the five-year (2013-2017) moving average of 78 speeding-related fatalities during the five-year moving average of 2016-2020.

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 2020. This is an annual target.

Please refer to the Performance Measures Section of the 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 V. Klin

This task included coordination of activities and projects outlined in the police traffic services program area, statewide coordination of program activities, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 office. Funding was provided for personnel, 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. The majority 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
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402-PT	0200-0707-AA	CT-DOT/HSO	Police Traffic Administration	\$ 10,375.03
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Planned Activity: Speed and Aggressive Driving Enforcement Grants

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 local and State Police who participated in this initiative issued 3787 infractions for speeding and reckless driving; 17 infractions for cell phone violations; 39 suspended licenses and uninsured; two (2) seat belt violations; one (1) DUI and 174 other violations. The HVE ran July 2 through September 7, 2020.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405(e)-4 (M8*SE)	0200-0745-4-DD	Danbury PD	Speed Enforcement	\$43,515.58
405(e)-4 (M8*SE)	0200-0745-4-DE	New Britain PD	Speed Enforcement	\$3,820.36
405(e)-4 (M8*SE)	0200-0745-4-DK	Waterbury PD	Speed Enforcement	\$49,805.22
405(e)-4 (M8*SE)	0200-0745-4-DP	Bridgeport PD	Speed Enforcement	\$48,039.55
405(e)-4 (M8*SE)	0200-0745-4-DT	Hartford PD	Speed Enforcement	\$43,421.67
405d-ii-3 (M7*SE)	0200-0740-3-AK	DESPP	Speed Enforcement	\$ 114,505.28

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 our law enforcement partners is the most effective way of obtaining results.

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

The media campaign included 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.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-6 (M8*PM)	0200-0745-6-AB	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$215,000.00



Project Title: Connecticut Police Chiefs Associations – Public Information and Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: 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 our law enforcement partners is the most effective way of obtaining results.

The objectives of this media campaign included creating, developing, and implementing a realistic and effective safety marketing/communications strategy for the HSO. The Connecticut Police Chiefs Association (CPCA) worked with 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	0200-0711-AC	CT Police Chiefs Association	Holiday Safety Media Buy	\$100,000.00

Planned Activity: 1906 Racial Profiling

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Robert Klin

Connecticut Statute requires that nearly all law enforcement agencies with the power to make a traffic stop, report race and ethnicity data to the Office of Policy and Management. The Racial Profiling Prohibition Project funded through Connecticut's Federal 1906 funds has established a system for all statutorily required police agencies to report their data electronically through the Criminal Justice Information System. The goal is that one hundred percent of agencies required to report this data do so electronically. Currently, there are 107 police agencies that are required to collect and submit traffic stop records. 105 (98%) 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. In the more than eight 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 FFY20 the project team completed the following objectives outlined in the HS-1 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. Worked with the Criminal Justice Information System (CJIS) to update the data portal to allow police departments to submit more detailed location information, including latitude and longitude information when available.
3. Continued to meet with the advisory board compiled of end users, agencies, community members and interested groups to discuss our findings.
4. 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:
 - a. Synthetic Control for Departments
 - b. Veil of Darkness Methodology data and robustness checks for departments identified using this method
 - c. Post-Stop Search and Stop Disposition analysis
 - d. Support with general descriptive statistics
5. Completed the fifth annual analysis (2018 Traffic Stop Data Analysis and Findings Report) of traffic stop data and published our findings in May 2020, in accordance with C.G.S. 54-1m. The report was released through a presentation to the CT Racial Profiling Prohibition Advisory Board. The report analyzed approximately 510,000 traffic stops conducted by 107 law enforcement agencies in Connecticut.
6. Conducted an in-depth follow-up analysis of traffic stop data for the Connecticut State Police over the last five years. Several different barracks were identified with statistically significant racial disparities in the annual Traffic Stop Data Analysis and Findings report over the last five years.
7. The project staff continued to maintain a website to inform the public as to the advisory board's activities. The website includes advisory board minutes, agendas, research, reports, and other information related to the Connecticut racial profiling project.

8. The project staff worked with the Connecticut Data Collaborative to update and maintain the online public database for public consumption of traffic stop data. The raw traffic stop data is available for download for each town in Connecticut. In addition to raw traffic stop information, the website also includes summary tables and data stories that outline the analytical protocol developed in our annual report.
9. Published a policy paper for “Criminology and Public Policy” about the success of the program in Connecticut. We outlined how, through the support of this grant program, we have been able to use data collection and analysis to provide policy interventions to try and reduce disparities in law enforcement practices. The paper highlights how our model has been replicated by three other states and can be used across the country.
10. Expanded the use of electronic citation equipment by police departments. We purchased 129 e-citation printers and accessory equipment for 10 police departments.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
1906-F1906ER	0200-0725-AA	Central Connecticut State University	Racial Profiling Prohibition Project	\$ 408,265.56

Total Amount of Funds Expended in this Program Area during FFY2020:

Funding Source	Total Amount Expended
402-PT	\$10,375.03
402-PM	\$100,000.00
405(dii)	\$114,505.28
405(e)	\$403,602.38
1906	\$ 408,265.56

Planned Activities Not Implemented: None

DISTRACTED DRIVING

Performance Measures

Performance Measure: Number of agencies participating in Distracted Driving High Visibility Enforcement (HVE)

Performance Target

The performance target for the number of agencies participating in Distracted Driving High Visibility Enforcement, was 55 in 2020. This is an annual target.

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

Activities

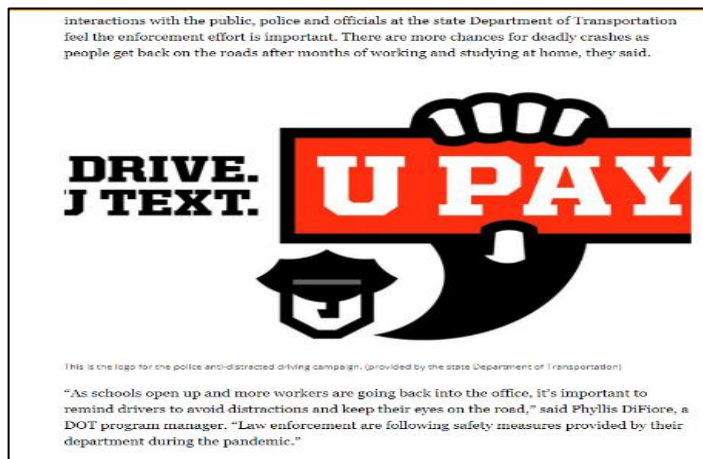
Planned Activities Implemented:

Planned Activity: HVE Distracted Driving - Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

This task provided funding for HVE distracted driving enforcement by municipal law enforcement agencies. This evidence-based enforcement program used data sourced from table DD-1 (see FFY 2020 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 the entire month of April 2020, and two (2) weeks in August of 2020. However, due to the COVID-19 pandemic, the April 2020 campaign was cancelled and the HSO scheduled the campaign for the entire month of August 2020. The HVE ran from August 1-30, 2020. Participating agencies were

able to choose dates throughout the four-week period to carry out HVE, targeting drivers who use mobile phones behind the wheel. Fifty-seven (57) police agencies (CSP plus 56 municipal law

enforcement agencies) were approved grants to participate in the April 2020 campaign. Due to COVID-19 pandemic, only 39 municipal law enforcement agencies were able to do enforcement in August. Paid and earned media supported the HVE mobilization.

The four-week mobilization saw a combined 3640 citations written by municipal law enforcement agencies for cell phone, texting and distracted driving violations. Due to the COVID-19 pandemic and hostility towards law enforcement, more warnings were issued compared to 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. We will submit the results to NHTSA as soon as they are available.

List of 39 Municipal Law Enforcement Agencies that participated in the August 2020 campaign:

Funding Source	Project Number	PD Agency	Title	\$ Amount Expended
405e-2 (M8DDLE)	0200-0745-2-AD	Danbury	Distracted Driving Enforcement	\$44,230.66
405e-2 (M8DDLE)	0200-0745-2-AE	Waterbury	Distracted Driving Enforcement	\$27,870.80
405e-2 (M8DDLE)	0200-0745-2-AF	Hartford	Distracted Driving Enforcement	\$48,654.33
405e-2 (M8DDLE)	0200-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$24,696.99
405e-2 (M8DDLE)	0200-0745-2-AJ	Westport	Distracted Driving Enforcement	\$1,785.64
405e-2 (M8DDLE)	0200-0745-2-AL	Farmington	Distracted Driving Enforcement	\$3,150.47
405e-2 (M8DDLE)	0200-0745-2-AM	Orange	Distracted Driving Enforcement	\$8,215.54
405e-2 (M8DDLE)	0200-0745-2-AN	Bristol	Distracted Driving Enforcement	\$535.96
405e-2 (M8DDLE)	0200-0745-2-AO	Norwich	Distracted Driving Enforcement	\$10,354.83

405e-2 (M8DDLE)	0200-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$53,834.33
405e-2 (M8DDLE)	0200-0745-2-AR	Stamford	Distracted Driving Enforcement	\$23,757.89
405e-2 (M8DDLE)	0200-0745-2-AU	Plainville	Distracted Driving Enforcement	\$16,129.45
405e-2 (M8DDLE)	0200-0745-2-AW	Wethersfield	Distracted Driving Enforcement	\$2,451.56
405e-2 (M8DDLE)	0200-0745-2-AY	North Haven	Distracted Driving Enforcement	\$7,710.00
405e-2 (M8DDLE)	0200-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$3,517.12
405e-2 (M8DDLE)	0200-0745-2-BA	New London	Distracted Driving Enforcement	\$10,722.09
405e-2 (M8DDLE)	0200-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$9,601.04
405e-2 (M8DDLE)	0200-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$20,740.66
405e-2 (M8DDLE)	0200-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$22,781.96
405e-2 (M8DDLE)	0200-0745-2-BI	Willimantic/Windham	Distracted Driving Enforcement	\$7,129.02
405e-2 (M8DDLE)	0200-0745-2-BK	Berlin	Distracted Driving Enforcement	\$16,237.91
405e-2 (M8DDLE)	0200-0745-2-BL	Meriden	Distracted Driving Enforcement	\$18,309.78
405e-2 (M8DDLE)	0200-0745-2-BN	Wilton	Distracted Driving Enforcement	\$8,647.04
405e-2 (M8DDLE)	0200-0745-2-BO	Monroe	Distracted Driving Enforcement	\$5,897.60
405e-2 (M8DDLE)	0200-0745-2-BR	Cromwell	Distracted Driving Enforcement	\$6,429.72
405e-2 (M8DDLE)	0200-0745-2-BS	Canton	Distracted Driving Enforcement	\$13,963.50
405e-2 (M8DDLE)	0200-0745-2-BT	Enfield	Distracted Driving Enforcement	\$1,811.57
405e-2 (M8DDLE)	0200-0745-2-BU	East Windsor	Distracted Driving Enforcement	\$11,192.37

405e-2 (M8DDLE)	0200-0745-2-BV	New Milford	Distracted Driving Enforcement	\$13,179.21
405e-2 (M8DDLE)	0200-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$29,972.28
405e-2 (M8DDLE)	0200-0745-2-BY	New Britain	Distracted Driving Enforcement	\$888.28
405e-2 (M8DDLE)	0200-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$7,561.16
405e-2 (M8DDLE)	0200-0745-2-CD	Milford	Distracted Driving Enforcement	\$14,143.10
405e-2 (M8DDLE)	0200-0745-2-CI	Bethel	Distracted Driving Enforcement	\$18,095.92
405e-2 (M8DDLE)	0200-0745-2-CK	Watertown	Distracted Driving Enforcement	\$15,625.01
405e-2 (M8DDLE)	0200-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$2,754.82
405e-2 (M8DDLE)	0200-0745-2-CP	Torrington	Distracted Driving Enforcement	\$14,235.45
405e-2 (M8DDLE)	0200-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$32,805.89
405e-2 (M8DDLE)	0200-0745-2-CW	Simsbury	Distracted Driving Enforcement	\$4,138.90
			Total	\$ 583,759.85

The towns of New Haven, Manchester, Newington, Hamden, Stratford, Southington, Brookfield, Cheshire, Rocky Hill, Stonington, Ridgefield, Plymouth, South Windsor, Middletown, Windsor, Darien, and Newtown had approved grants but did not participate in the August enforcement due to the COVID-19 pandemic.

Planned Activity: HVE Distracted Driving – Enforcement – CSP/DESPP

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

This task provided funding for HVE distracted driving enforcement by Connecticut State Police (CSP). This evidence-based enforcement program used data sourced from table DD-1 (See FFY 2020 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 was scheduled to run April and August 2020.

However, due to the COVID-19 pandemic, the April 2020 campaign was cancelled and the HSO scheduled the campaign for the entire month of August 2020. The HVE ran from August 1-30, 2020. CSP was able to choose dates throughout the four-week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel. The mobilization saw a combined 590 citations written by CSP for cell phone, texting and distracted driving violations. CSP 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 analysis has not been completed at the time of submission of this Annual Report. We will submit the results to NHTSA as soon as they are available.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-2 (M8DDLE)	0200-0745-2-DW	DESPP	Distracted Driving Enforcement	\$92,061.22

Project Title: 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:

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 2020. Due to COVID April’s DDHVE was cancelled and rescheduled for the month of August. Paid media was purchased in support of/to supplement the media buy using the same demographic information contained in NHTSA’s 2020 media plan. During the month of April, a social norming message was used to remind drivers of the danger of driving distracted. Media buys included TV, radio, internet, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV’s. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience.



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

“Paid Media” section of this report.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-6 (M8*PM)	0200-0745-6-DX	CT-DOT/HSO	Distracted Driving Media Buy	\$614,951.32

Project Title: Distracted Driving Education Programming and Younger Driver Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

The HSO again brought the ‘Save a Life Tour’ to Connecticut to build on the success of the high school distracted driving program developed over the past several years. The program has continued to be one of if not the most popular educational high school program in the state. The ‘Save a Life Tour’ was originally planned to visit 80 high schools, but due to the COVID-19 pandemic was only able to execute 46 educational programs during the 2019-2020 school year. Administrators continue to request it for their future students at each location. A new film has become a part of the program told from the perspective of a young woman who lost her brother in a distracted driving crash. This new material combined with the distracted driving simulators continues to yield positive feedback from students that are more and more technologically focused each year, and therefore at an increasingly heightened risk to drive while distracted. Tablets were used so students could take a behavioral survey related to distracted driving during the simulator portion of the program. These results are compiled and delivered back in a condensed PDF file to monitor the impact of the program and the opinions and beliefs of the students regarding distracted driving.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-5 (M8*TSP)	0200-0745-5-EA	CT-DOT/HSO	Save a Life Tour	\$131,100.00

Project Title: 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 distracted driving. This project provided funding for annual evaluation and support for the Distracted Driving Program. 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. NHTSA approved the use of knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

The following surveys were conducted during FFY2020 and the findings of the surveys are included in the Attitudes and Awareness Survey Section of this Annual Report:

- Holiday Safe Driving Awareness Survey (Pre- and Post-Thanksgiving 2019 and Post-New Year 2020).
- Due to COVID-19 pandemic, the HSO proactively worked with the consultant, Preusser Research Group, and conducted a DMV survey in late February/early March 2020. The new survey included questions relating to all key highway safety program areas: occupant protection, impaired driving, distracted driving, speed, etc. The purpose of this “bonus survey” was to capture all NHTSA-required “key awareness questions” in one survey, anticipating that there may be long-term closures of DMV offices.
- Distracted Driving Observation data was collected in late March and early May 2020 (the same timeframes where a program Pre/Post measurement would normally occur during the April Distracted Driving campaign)
- Overview of the 2017 -2019 Connecticut DMV Awareness Surveys.

The following surveys were conducted in FFY2020, but the data analysis has not been completed at the time of submission of this Annual Report. We will submit the results to NHTSA as soon as they are available.

- Roadside observation surveys were conducted pre- and post-August 2020 campaign and the results are included in the Attitudes and Awareness Survey Section of this Annual Report.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-8 (M8X)	0200-0745-8-EO	CT-DOT/HSO	Data Analysis and surveys	\$100,000.00

Total Amount of Funds Expended in this Program Area during FFY2020:

Funding Source	Total Amount Expended
405(e)	\$1,523,872.39

Planned Activities Not Implemented:

Project Title: Public Outreach and Education Campaigns

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

The goal of this task will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use. Due to COVID-19 pandemic, the venues were shut down and hence there were no funds expended for Project 0200-0745-1-DY, “Distracted Driving Outreach Venue.”

The funding for Project 0200-0745-1-DZ, “Distracted Driving Citation Holders” was not used because there were enough citation holders to use in the August DDHVE, since NHTSA's April DDHVE was cancelled due to the COVID-19 pandemic.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405e-1 (M8PE)	0200-0745-1-DY	CT-DOT/HSO	Distracted Driving Messaging at Outreach Venue	\$0
405e-1 (M8PE)	0200-0745-1-DZ	CT-DOT/HSO	Distracted Driving Citation Holders	\$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 (2013-2017) moving average of 55 motorcyclist fatalities during the five-year moving average of 2016-2020.

To maintain the five-year (2013-2017) moving average of 31 unhelmeted motorcyclist fatalities during the five-year moving average of 2016-2020.

Please refer to the Performance Measures Section of the 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 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, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

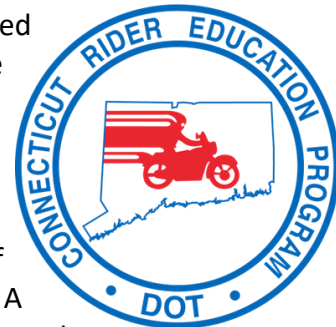
Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-MC	0200-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$1,263.54

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 www.ride4ever.org website, 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	0200-0701-AB	CT-DOT /HSO	CONREP Technical Assist.	\$60,832.50

Planned Activity: Public Information and Education / Community Outreach

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. Media was run from May 4th -July12th with a total of 12,719,807 total impressions. 405(f) funds were used to purchase media only and did not include any messaging about helmet use.

This task also served to purchase MSF curriculum in the form of an online e-course. The e-course was developed so that students could concentrate on “risk mitigation” in the physical classroom. This allows students to concentrate on risk avoidance strategies instead of the basics of motorcycling, which is now covered in the referenced e-course.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405f-2 (M9MA)	0200-0744-2--AC	CT-DOT /HSO	PI&E Media	\$65,000
405f-1 (M9MT)	0200-0744-1--AB	CT-DOT /HSO	PI&E	\$2,753.18

Total Amount of Funds Expended in this Program Area during FFY2020:

Funding Source	Total Amount Expended
402-MC	\$62,096.04
405(f)	\$67,753.18

Planned Activities Not Implemented: None

TRAFFIC RECORDS

Performance Measures

Performance Measure: Traffic Records

Performance 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 77.62% compared to the baseline period of 2017-2018. This is an annual target.

Please refer to the Performance Measures Section of the 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, overtime, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments and other related operating expenses. This project funded salary as well as a small portion was used for travel and operating expenses.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0200-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$35,994.00
402-TR	0200-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$61,985.37

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).

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

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

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

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This E-Citation support initiative aids in improving police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency. This project funded one agency, Seymour Police Department, in FFY2020.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TR	0200-0705-AG	Seymour Police Department	E-Citation Local Law Enforcement	\$49,600

2. On-line Disposition System

This project supported the continued development of an on-line disposition system whereby the recipient of an infraction could elect to have their case reviewed and adjudicated on-line. During the FFY20 period, updates were made to the Online Disposition System allowing for the electronic adjudication of all infractions statewide;

all prosecutors handling infractions received in person training in addition to a procedures manual documenting the use of the On-Line Disposition System; public awareness and outreach efforts including mail, email, press releases and announcement on the Connecticut Judicial Branch Website were accomplished; charitable contributions were added as an option to prosecutors; public engagement was enhanced by adding the ability to modify previously entered email addresses in the system; the ability to record a cell phone number was added to the system to lay the foundation for text notifications in the future; disposition trends and statistical reports were developed and shared with stakeholders, including the Chief State’s Attorney and all local State’s Attorneys identifying rates of acceptance of offers to settle, as well as convictions and nolles. The planned objectives of implementing alternative safety interventions prior to disposition; and, assembling of a work group to explore the possibility of using Artificial Intelligence in the disposition process are in progress and were not accomplished in their entirety due to COVID-19 pandemic.

The On-Line Adjudication System became the go to system during the on-going pandemic for adjudicating motor vehicle violations. More than 76% of defendant participated in the On-line Disposition process. 85% of participated defendant accepted the disposition outcome.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0200-0742-AD	CT Judicial (CIB)	On-line Disposition System	\$101,726.18

3. E-Charging Citation

During the FFY20 period, several disparate databases were combined which allowed for the increase of speed and efficiency of the e-citation program; e-citation was enhanced to allow law enforcement to submit attachments (e.g., police or crash reports) to the charging document. Agencies are now able to submit attachments available at the time of the issuance of the infraction or those created subsequently; and all documents submitted by law enforcement are available to prosecutors and fully integrated with the online disposition program. Due to the COVID-19 pandemic, the plan to ensure 100% participation of law enforcement agencies in issuing electronic citation was not accomplished. However, progress was made in bringing three new law enforcement agencies to start using the e-citation platform and five law enforcement agencies fully adapted their fleet to use the e-citation platform in FFY2020. Five more law enforcement agencies are in the midst of transitioning from paper-based citation to electronic citation platform. Currently, 60% of the law enforcement agencies in Connecticut are using the e-citation program.

Due to issues with staff availability, as a result of the COVID-19 Pandemic, part of the work on this project was suspended in March of 2020, by the subgrantee. As a result, two objectives were not accomplished namely:

- The expansion of the e-citation platform to include the ability to take possession of a Connecticut Operator’s License due to a medical emergency.
- Improvements to the e-citation schema and code changes to eliminate inconsistencies.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405c (M3DA)	0200-0742-AE	CT Judicial (CIB)	E-Charging Citation	\$123,170.25

4. On-line Adjudication Educational Video

The goal of this project was to develop an educational video which will be made available to the defendant during the on-line 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 educational video will serve to remind the defendants that the ticketing for unsafe driving and traffic law violation(s) is designed to save lives and not punish. This planned activity is 50% complete due to COVID-19 related delays in scheduling. The remainder of the planned activity will be completed in FFY2021.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-TR	0200-0705-AH	CT-DOT/HSO	On-line Adjudication Educational Video	\$15,000

Total Amount of Funds Expended in this Program Area during FFY2020:

Funding Source	Total Amount Expended
402-TR	\$141,585.37
405(c)	\$260,890.43

Planned Activities Not Implemented: None

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 Bicyclists Fatalities

Performance Target

To maintain the five-year (2013-2017) moving average of 29 for the number of drivers age 20 or younger involved in fatal crashes, during the five-year moving average of 2016-2020.

To maintain the five-year (2013-2017) moving average of 48 pedestrian fatalities during the five-year moving average of 2016-2020.

To maintain the five-year (2013-2017) moving average of 4 bicyclist fatalities during the five-year moving average of 2016-2020.

Please refer to the Performance Measures Section of the 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 (CCMC) on the 'Watch for Me CT' pedestrian and bicycle community awareness project in year four of the program. The program's reach continued to further penetrate the state as the message is now widely recognized due to the continued education and media efforts combined with the work of the Pedestrian/Bicyclist Safety Outreach Coordinator and HSO.

The media campaign was expanded in FFY20 to cover key points throughout the year, including holidays such as Thanksgiving, New Years, Memorial Day, and the Fourth of July. Halloween was chosen as a focus since children are four times more likely to get hit by a car on Halloween than any other day and is consistently one of the top three days for pedestrian injuries and fatalities. The winter holiday season was also targeted for many reasons, including increased traffic, holiday

shopping and parking lot crashes, impaired drivers or pedestrians, and lower visibility due to weather and/or snow piles. Digital and transit billboards were again part of the campaign as these safety messages were present throughout the state, including major highways, shopping malls, and on buses. TV, radio and mobile advertisements also disseminated these 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, engagement and encouraging social media discussion. Display banners ran across a range of websites based upon our target audience’s online behaviors and searches, as well as the Watch for Me social media channels 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. One digital mobile billboard truck was displayed at the Manchester Road Race, an event that occurs the morning of Thanksgiving and draws in large crowds who will be running, walking and driving.

‘Watch for Me CT’ maintained a presence at community events throughout the state during the first half of the year. Due to COVID-19 pandemic, we pivoted to virtual engagement for the second half, including offering virtual lessons for classrooms and engaging with partners via remote meetings and conferences. We continued to develop local community partnerships, provide technical assistance to communities, disseminate campaign materials, and maintain virtual community connections through social media and website updates.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0200-0710-AC	Connecticut Children’s Medical Center	Pedestrian Safety Awareness Project – Watch For Me CT	\$340,649.77

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

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

In an effort to provide law enforcement a useful tool to educate the public, the HSO created non-motorized safety cards for distribution. These cards were used by law enforcement during the non-motorized enforcement pilot project in seven Connecticut municipalities. On the cards were key points from Connecticut’s Vehicle and Traffic Law relevant to non-motorized road users and drivers. This included information about properly using crosswalks and safety control signals as

well as the fines for failing to yield to a pedestrian in a crosswalk and failing to obey traffic signals. Police officers reported back that these cards were extremely beneficial in their dealings with the public as it allowed them to provide something in writing that clearly explained the laws and the reason for the violator being given a warning or an infraction.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PS	0200-0710-AE	CT-DOT/HSO	Non-Motorized PI&E	\$897.00

Planned Activity: Pedestrian Training for Law Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

In 2018, the HSO worked closely with NHTSA and the UConn Technology Transfer Center to develop a Connecticut specific curriculum for police officers focusing on pedestrians and nonmotorized safety. This training is focused on the specifics of pedestrian and bicycling laws in an effort to provide a refresher course to officers to target behaviors contributing to the crashes, injuries and fatalities involving non-motorized road users.

Law enforcement and the University of Connecticut offered their expertise and time at no cost to the HSO for this project. New Britain Police Department hosted this required training course for the seven municipalities that participated in the non-motorized safety enforcement project. The head of their traffic division served as trainer for the event following his participation in the training course pilot, achieving a ‘train the trainer’ model for this project. Therefore, no federal funds were spent to accomplish this task.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405h-2 (FHPE)	0200-0746-2-AD	CT DOT/HSO	Law Enforcement Training	\$0

Planned Activity: Non-Motorized Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

In conjunction with the pedestrian and bicycle safety law enforcement training, the HSO provided overtime enforcement funding to seven police departments that had a demonstrated non-

motorized crash problem in their municipality. The municipalities that participated in this enforcement pilot program were New Haven, Hartford, Bridgeport, Stamford, East Hartford, Waterbury and New Britain. After using non-motorized crash data to select the municipalities for the pilot program, each police department was required to send officers to a training course held at New Britain Police Department to be eligible to receive enforcement funding. In an effort to encourage education, outreach and awareness regarding non-motorized safety, a warning card was provided to the officers that they could give to violators in lieu of a ticket. Problem behaviors such as improper yielding and crossing were focused on for non-motorized users, while not yielding to pedestrians and other related dangerous driving behaviors were focused on for motor vehicle drivers. The police departments that participated in this campaign gave out 2,726 non-motorized safety warnings and 166 non-motorized safety infractions. 95 additional infractions were given which included six felonies and five fugitives apprehended. This program generated significant statewide earned media including publications in several news outlets, including the Hartford Courant, and raised awareness of the national and state pedestrian safety problem.

Funding Source	Project number	Agency	Title	\$ Amount Expended
405h-3 (FHLE)	0200-0746-3-AE	New Haven	Non-Motorized Enforcement	\$14,380.80
405h-3 (FHLE)	0200-0746-3-AF	Hartford	Non-Motorized Enforcement	\$13,989.87
405h-3 (FHLE)	0200-0746-3-AG	Bridgeport	Non-Motorized Enforcement	\$14,404.10
405h-3 (FHLE)	0200-0746-3-AH	Stamford	Non-Motorized Enforcement	\$7,994.30
405h-3 (FHLE)	0200-0746-3-AI	East Hartford	Non-Motorized Enforcement	\$14,933.56
405h-3 (FHLE)	0200-0746-3-AJ	Waterbury	Non-Motorized Enforcement	\$13,893.05
405h-3 (FHLE)	0200-0746-3-AK	New Britain	Non-Motorized Enforcement	\$13,354.00

Total Amount of Funds Expended in this Program Area during FFY2020:

Funding Source	Total Amount Expended
402-PS	\$341,546.77
405(h)	\$92,949.68

Planned Activities Not Implemented:

Planned Activity: Bike/Ped Media Buy

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

The goal of this project is to produce and deliver a non-motorized safety campaign that targets at risk demographic of older population. Due to impacts of the COVID-19 pandemic, the HSO focused its non-motorized safety efforts on the 'Watch for Me CT' program and did not create any new programming in this area.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
405d-ii-4 (M7*PS)	0200-0740-4-AT	CT DOT/HSO	Bike/Ped Media Buy	\$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 FFY2020. 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 2020 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 the Annual Report.

Funding Source	Project Number	Agency	Title	\$ Amount Expended
402-PA	0200-0733-AA	CT-DOT/HSO	Planning and Administration	\$442,637.52

Total Amount of Funds Expended in this Program Area during FFY2020:

Funding Source	Total Amount Expended
402-PA	\$442,637.52

NOTEWORTHY PRACTICE

Project Title: Impact of COVID-19 Pandemic on Motor Vehicle Crashes and Fatalities in Connecticut

Objective: The objective of the project was to examine the impact of COVID-19 pandemic on the motor vehicle traffic during the early phase of the pandemic. There was anecdotal evidence of increased speeding and data about increased fatal crashes was beginning to emerge in Connecticut as well as other States in the U.S. during the early phase of the pandemic. We sought to analyze the data statistically by taking into account the pre- and post- stay-at-home periods in Connecticut.

Results: This study analyzed the data during the early phase of the pandemic for the time period of January 1 – April 30, 2020. Data was analyzed for the pre- and post-stay-at-home periods and also compared to the same time-period for 2017, 2018 and 2019. Crash data was obtained from the Connecticut Crash Data Repository at the University of Connecticut and the Highway Safety Office at the Connecticut Department of Transportation. Vehicle Miles Travelled (VMT) data was obtained from Streetlight Insight database. Seasonal changes in the traffic patterns were taken into account and regression analysis was performed, controlling for daily temperature and precipitation. The data suggests a significant decrease of 43% in daily VMT during the post stay-at-home period in 2020. While the number of crashes decreased, single vehicle crash rates increased twofold and single vehicle fatal crash rates increased by four times when comparing the pre- and post-stay at home periods.

This study was published in the Injury Prevention journal in October 2020.

Citation:

[Initial impact of COVID-19's stay-at-home order on motor vehicle traffic and crash patterns in Connecticut: an interrupted time series analysis](#)

Doucette ML, et al. Inj Prev 2020;0:1–7. doi:10.1136/injuryprev-2020-043945

This was a collaborative work between Office of Highway Safety at the Connecticut Department of Transportation, Department of Health Science at the Eastern Connecticut State University, Injury prevention Center at the Connecticut Children's, Connecticut Transportation Safety Research Center at the University of Connecticut, Department of Pediatrics at the University of Connecticut School of Medicine, and the Department of Surgery at the Saint Francis Hospital and Medical Center.

Cost: Staff Salaries and Safety Partner Salaries.

ATTITUDES AND AWARENESS SURVEYS

List of Surveys

1. 2019 Connecticut Statewide Seat Belt Use Results
2. 2019 Click It or Ticket DMV Awareness Survey
3. Connecticut DMV Survey Results: 2017 -2019
4. Connecticut Holiday Safe Driving Awareness Survey (Nov/Dec 2019 and Jan 2020)
5. Connecticut Highway Safety Office “Bonus” DMV Awareness Survey Results (February/March 2020)
6. Distracted Driving Observation Data (March/May 2020)

Connecticut Statewide Seat Belt Use:

2019 Post “*Click It or Ticket*” Daytime Roadside Observation Results



Final Report

Connecticut Department of Transportation
Highway Safety Office

2019 Seat Belt Use in Connecticut



FEBRUARY 2020

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

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I. INTRODUCTION

Background

This report documents Connecticut's 2019 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. This is the twenty second (22nd) follow-up to the original survey in 1995.

The current survey was conducted in June 2019, 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 2019 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 for 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 2019 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 2019 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 23,455 drivers and front-seat outboard passengers were observed during daytime hours. The weighted use rate for these drivers and passengers combined was **93.7** percent. Statewide safety belt use has increased 34.5 percentage points since the first statewide survey in 1995.

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

YEAR	DAYTIME SEAT BELT USE	NIGHTTIME SEAT BELT USE
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%	

II. PROCEDURES

Seat Belt Usage Rate and Variability Calculations

The sample sites used in the 2019 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 DVMT¹ “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 DVMT², to yield a county-by-county seat belt use rate p_j :

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

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

² 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 2019 resample. 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 2019 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

One staff member was assigned the responsibility of keypunching all of the data that were collected. After the data were keypunched, 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, 19,042 drivers and 4,413 outboard front seat passengers were observed during daytime statewide observations. Ten observations were not included in the analysis due to missing data. Roadside data was collected in 66 cities and towns across the State of Connecticut. Numbers 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, 2019

City/ Town	Drivers <i>N Observed</i>	Passengers <i>N Observed</i>	Combined <i>Total N Observed</i>
BETHANY	86	29	115
BETHEL	402	84	486
BOLTON	742	117	859
BRANFORD	279	112	391
BRIDGEPORT	560	134	694
BROOKFIELD	149	13	162
CANTON	95	3	98
CHESHIRE	99	23	122
CHESTER	207	58	265
COLCHESTER	355	39	394
COLUMBIA	474	76	550
COVENTRY	462	101	563
CROMWELL	705	389	1094
DANBURY	181	38	219
DURHAM	113	19	132
EAST HADDAM	6	1	7
EAST HAMPTON	25	3	28
EAST HARTFORD	305	84	389
EAST LYME	624	173	797
EAST WINDSOR	22	1	23
EASTON	81	14	95
ENFIELD	156	32	188
ESSEX	95	5	100
FAIRFIELD	278	47	325
FRANKLIN	237	45	282
GRANBY	132	10	142
GRISWOLD	160	38	198
GROTON	824	174	998
GUILFORD	816	155	971

City/ Town	Drivers <i>N Observed</i>	Passengers <i>N Observed</i>	Combined <i>Total N Observed</i>
HADDAM	238	85	323
HARTFORD	522	131	653
HEBRON	132	22	154
LEBANON	41	5	46
LEDYARD	73	35	108
MANCHESTER	477	181	658
MANSFIELD	213	50	263
MERIDEN	190	44	234
MIDDLETOWN	201	65	266
MILFORD	260	41	301
MONROE	88	11	99
NEW HAVEN	304	156	460
NEWTOWN	273	31	304
NORTH HAVEN	390	38	428
NORTH STONINGTON	270	42	312
OLD SAYBROOK	259	60	319
PLAINVILLE	390	66	456
PORTLAND	117	13	130
PRESTON	107	34	141
PROSPECT	107	23	130
REDDING	58	12	70
ROCKY HILL	152	69	221
SEYMOUR	158	29	187
SHELTON	571	90	661
SOUTHBURY	390	183	573
SOUTHINGTON	286	79	365
SPRAGUE	210	31	241
STRATFORD	429	68	497
SUFFIELD	145	19	164
TOLLAND	479	93	572
TRUMBULL	782	118	900
UNION	241	47	288
VERNON	376	71	447
WESTBROOK	724	148	872
WILLINGTON	112	17	129
WINDSOR	187	32	219
WOODBIDGE	417	150	567
<i>TOTALS (N Observed)</i>	<i>19,039</i>	<i>4,406</i>	<i>23,445</i>

The 2019 seat belt use rate for Connecticut, based on the formulas previously described, was **93.7** percent for drivers and passengers combined (95 percent CI, \pm 2 percent). The Connecticut statewide belt use rates have increased steadily over time, from 59.2 percent in 1995 to a high of 93.7 percent in 2019 (see Table 3).

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%

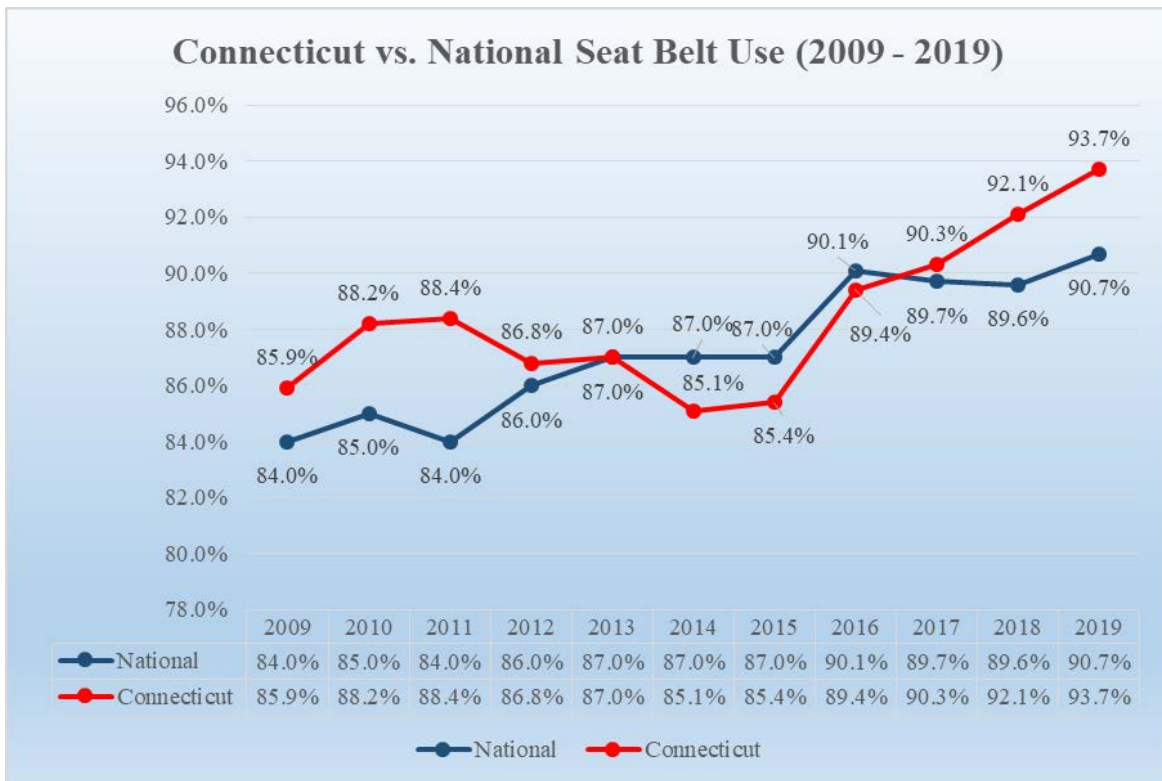


Figure 1. Connecticut vs. National Seat Belt Use (2010 – 2019)

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, 2019

<i>Site #</i>	<i>City/Town</i>	PERCENT BELTED		
		Drivers (N= 19,039)	Passengers (N=4,406)	Combined (N=23,445)
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%

<i>Site #</i>	<i>City/Town</i>	PERCENT BELTED		
		Drivers (N= 19,039)	Passengers (N=4,406)	Combined (N=23,445)
3302	EAST HARTFORD	94%	100%	95%
3304	EAST HARTFORD	84%	85%	85%
11103	EAST LYME	96%	96%	96%
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%

Site #	City/Town	PERCENT BELTED		
		Drivers (N= 19,039)	Passengers (N=4,406)	Combined (N=23,445)
9303	MERIDEN	92%	93%	92%
7202	MIDDLETOWN	95%	93%	94%
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	SOUTHURY	97%	95%	96%
9501	SOUTHURY	83%	100%	84%
9503	SOUTHURY	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%

<i>Site #</i>	City/Town	PERCENT BELTED		
		Drivers (N= 19,039)	Passengers (N=4,406)	Combined (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 2019 daytime statewide survey indicate that drivers of passenger cars, sport utility vehicles and vans were far more likely to wear a seat belt, 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 2019. 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
DRIVERS															
<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
<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
<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
<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
PASSENGERS															
<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
<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
<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
<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

The highest driver belt use rates were found in Middlesex (94.9 %) and New London (94.1%) counties. The highest passenger belt use rates were found in Tolland and New London counties. The “lowest” driver belt use rates were found in Tolland (92.1%) and Hartford County (93.2%). The term “low” in this write-up is relative; all 2019 rates are the highest they have ever been in the twenty years PRG has been conducting these observations.

Table 6. Percent Seat Belt Use by County, 2019

	Fairfield	Hartford	Middlesex	New Haven	New London	Tolland
DRIVER	93.7%	93.2%	94.9%	93.3%	94.1%	92.1%
PASSENGER	94.6%	93.1%	94.7%	94.7%	95.9%	99.0%

Statewide seat belt use in 2019 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 Interstates followed by Principal Arterials. Belt use was lowest on Minor Arterials for drivers (92.1%) and local roads for passengers (92.6) (see Table 7).

Table 7. Percent Seat Belt Use by Roadway Functional Classification, 2019

ROADWAY FUNCTIONAL CLASSIFICATION	PERCENT BELTED		
	Drivers	Passengers	Total
<i>Interstate</i>	94.8%	94.9%	94.9%
<i>Principal Arterial (other Freeways & Expressways)</i>	93.9%	96.1%	94.3%
<i>Minor Arterial</i>	92.1%	94.2%	92.4%
<i>Collector</i>	93.0%	97.5%	93.6%
<i>Local Road</i>	92.2%	92.6%	92.3%
Total	93.5%	95.2%	93.8%

In 2019, seat belt use showed some changes from the previous year (more than 1% percentage point changes) for male and female drivers and for female passengers. The male passenger rate increased by just under 2 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 95.7 percent belt use rate and female passengers a 96.0 percent use rate, compared to male drivers and passengers (91.9 percent and 93.7 percent, respectively). The percentage point difference between male and female seat belt use has decreased over time. In 2002, the difference was 10.1 percentage points for drivers and 12.2 percentage points for passengers. In 2019, the percentage point difference was even less, with a 4.2 percentage point difference for drivers and a 2.3 percentage point difference for passengers.

Table 8. Percent Seat Belt Use by Gender and Year 2005-2019

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19
DRIVERS															
<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
<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
PASSENGERS															
<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
<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

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 last few surveys have shown less fluctuation in belt use in both racial groups for both drivers and passengers. White drivers and passengers produced the highest belt use in 2019 (93.7 percent and 95.6 percent, respectively). While, Non-white drivers and passengers belt use rate is also increased in 2019 (91.6 percent and 90.8 percent, respectively).

Table 9. Percent Seat Belt Use by Race and Year 2005-2019

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19
DRIVERS															
<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
<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
PASSENGERS															
<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
<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

In 2019, driver and passenger seat belt use were about the same during the week (see Table 10 for details). Driver belt use showed slight increment for weekday and weekend use and similar pattern continued with passenger seat belt use rates. Weekdays use rate for drivers increased from 92.3 percent to 93.5 percent and for passengers increased from 93.4 to 95.5 percent.

Table 10. Percent Seat Belt Use by Type of Day and Year 2005-2019

	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19
DRIVERS															
<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
<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
PASSENGERS															
<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
<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

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 - SOUTHURY Route 84 Eastbound Bucks Hill Rd overpass	SOUTHURY	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

Site #	Site Description	City/Town	Day of Week	Time	Date
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

Site #	Site Description	City/Town	Day of Week	Time	Date
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 (Williamantic 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							
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33								68							
34								69							
35								70							

Appendix D. 2019 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	278	261	94%	47	42	89%	325	303	93%
1102	STRATFORD	212	198	93%	47	46	98%	259	244	94%
1103	BRIDGEPORT	319	293	92%	69	64	93%	388	357	92%
1104	BRIDGEPORT	241	227	94%	65	61	94%	306	288	94%
1201	TRUMBULL	362	347	96%	29	27	93%	391	374	96%
1202	SHELTON	297	277	93%	44	42	95%	341	319	94%
1203	TRUMBULL	341	326	96%	78	76	97%	419	402	96%
1204	STRATFORD	217	205	94%	21	19	90%	238	224	94%
1301	SHELTON	264	245	93%	45	38	84%	309	283	92%
1302	BETHEL	207	190	92%	46	46	100%	253	236	93%
1303	NEWTOWN	273	260	95%	31	30	97%	304	290	95%
1304	BROOKFIELD	149	138	93%	13	12	92%	162	150	93%
1401	BETHEL	195	181	93%	38	36	95%	233	217	93%
1402	MONROE	88	82	93%	11	11	100%	99	93	94%
1403	REDDING	58	54	93%	12	11	92%	70	65	93%
1404	EASTON	81	78	96%	14	14	100%	95	92	97%
1501	DANBURY	62	59	95%	5	5	100%	67	64	96%
1502	SHELTON	10	8	80%	1	1	100%	11	9	82%
1503	TRUMBULL	79	70	89%	11	10	91%	90	80	89%
1504	DANBURY	119	112	94%	33	33	100%	152	145	95%
3101	MANCHESTER	252	241	96%	119	112	94%	371	353	95%
3102	SOUTHINGTON	286	278	97%	79	79	100%	365	357	98%
3104	HARTFORD	189	176	93%	37	31	84%	226	207	92%
3107	ROCKY HILL	152	148	97%	69	65	94%	221	213	96%
3201	PLAINVILLE	165	154	93%	21	21	100%	186	175	94%
3202	WINDSOR	187	178	95%	32	32	100%	219	210	96%
3203	PLAINVILLE	112	106	95%	18	16	89%	130	122	94%
3204	ENFIELD	156	143	92%	32	31	97%	188	174	93%

3301	MANCHESTER	138	126	91%	31	29	94%	169	155	92%
3302	EAST HARTFORD	118	111	94%	19	19	100%	137	130	95%
3304	EAST HARTFORD	187	158	84%	65	55	85%	252	213	85%
3305	MANCHESTER	87	80	92%	31	29	94%	118	109	92%
3401	PLAINVILLE	113	108	96%	27	27	100%	140	135	96%
3402	CANTON	95	89	94%	3	3	100%	98	92	94%
3403	SUFFIELD	145	135	93%	19	19	100%	164	154	94%
3404	GRANBY	132	125	95%	10	8	80%	142	133	94%
3501	HARTFORD	153	140	92%	34	31	91%	187	171	91%
3503	HARTFORD	80	69	86%	35	28	80%	115	97	84%
3504	HARTFORD	100	89	89%	25	22	88%	125	111	89%
3510	EAST WINDSOR	22	19	86%	1	1	100%	23	20	87%
7101	WESTBROOK	274	266	97%	60	56	93%	334	322	96%
7102	OLD SAYBROOK	259	247	95%	60	57	95%	319	304	95%
7103	CROMWELL	262	250	95%	159	150	94%	421	400	95%
7104	WESTBROOK	229	221	97%	31	29	94%	260	250	96%
7201	CROMWELL	173	167	97%	73	68	93%	246	235	96%
7202	MIDDLETOWN	114	108	95%	59	55	93%	173	163	94%
7204	CROMWELL	192	180	94%	120	115	96%	312	295	95%
7205	PORTLAND	117	112	96%	13	13	100%	130	125	96%
7301	DURHAM	113	107	95%	19	18	95%	132	125	95%
7302	HADDAM	58	53	91%	8	5	63%	66	58	88%
7303	WESTBROOK	221	206	93%	57	57	100%	278	263	95%
7304	HADDAM	180	166	92%	77	76	99%	257	242	94%
7401	MIDDLETOWN	87	81	93%	6	5	83%	93	86	92%
7402	CHESTER	84	79	94%	47	45	96%	131	124	95%
7403	CHESTER	123	116	94%	11	11	100%	134	127	95%
7404	EAST HADDAM	6	5	83%	1	1	100%	7	6	86%
7501	EAST HAMPTON	20	18	90%	1	1	100%	21	19	90%
7502	ESSEX	95	92	97%	5	5	100%	100	97	97%
7503	CROMWELL	78	73	94%	37	32	86%	115	105	91%

7504	EAST HAMPTON	5	5	100%	2	2	100%	7	7	100%
9101	NEW HAVEN	304	287	94%	156	147	94%	460	434	94%
9102	BRANFORD	279	264	95%	112	106	95%	391	370	95%
9103	SOUTHBURY	298	289	97%	166	157	95%	464	446	96%
9104	GUILFORD	341	325	95%	86	82	95%	427	407	95%
9201	WOODBIDGE	272	257	94%	102	101	99%	374	358	96%
9202	NORTH HAVEN	283	260	92%	28	27	96%	311	287	92%
9203	MILFORD	260	243	93%	41	38	93%	301	281	93%
9204	CHESHIRE	99	94	95%	23	22	96%	122	116	95%
9301	SEYMOUR	158	143	91%	29	27	93%	187	170	91%
9302	GUILFORD	203	181	89%	39	34	87%	242	215	89%
9303	MERIDEN	190	175	92%	44	41	93%	234	216	92%
9304	PROSPECT	107	90	84%	23	21	91%	130	111	85%
9401	BETHANY	86	82	95%	29	29	100%	115	111	97%
9402	GUILFORD	109	105	96%	14	14	100%	123	119	97%
9403	GUILFORD	64	61	95%	6	5	83%	70	66	94%
9404	GUILFORD	99	94	95%	10	10	100%	109	104	95%
9501	SOUTHBURY	36	30	83%	2	2	100%	38	32	84%
9502	NORTH HAVEN	107	97	91%	10	9	90%	117	106	91%
9503	SOUTHBURY	56	52	93%	15	13	87%	71	65	92%
9504	WOODBIDGE	145	131	90%	48	46	96%	193	177	92%
11101	GROTON	240	225	94%	44	43	98%	284	268	94%
11103	EAST LYME	291	280	96%	84	81	96%	375	361	96%
11104	EAST LYME	77	73	95%	18	17	94%	95	90	95%
11106	EAST LYME	256	247	96%	71	68	96%	327	315	96%
11201	PRESTON	107	101	94%	34	30	88%	141	131	93%
11203	FRANKLIN	237	220	93%	45	45	100%	282	265	94%
11205	NORTH STONINGTON	177	162	92%	37	33	89%	214	195	91%
11208	COLCHESTER	175	165	94%	19	19	100%	194	184	95%
11301	GRISWOLD	160	157	98%	38	38	100%	198	195	98%
11302	GROTON	198	192	97%	30	29	97%	228	221	97%

11303	GROTON	190	179	94%	54	49	91%	244	228	93%
11304	GROTON	183	171	93%	44	42	95%	227	213	94%
11401	NORTH STONINGTON	93	85	91%	5	5	100%	98	90	92%
11402	COLCHESTER	153	142	93%	17	17	100%	170	159	94%
11403	LEDYARD	73	67	92%	35	35	100%	108	102	94%
11404	SPRAGUE	210	188	90%	31	30	97%	241	218	90%
11501	LEBANON	26	24	92%	3	3	100%	29	27	93%
11502	COLCHESTER	27	26	96%	3	3	100%	30	29	97%
11503	GROTON	13	12	92%	2	2	100%	15	14	93%
11504	LEBANON	15	15	100%	2	2	100%	17	17	100%
13101	TOLLAND	129	118	91%	30	29	97%	159	147	92%
13102	TOLLAND	197	184	93%	41	41	100%	238	225	95%
13103	VERNON	256	236	92%	57	57	100%	313	293	94%
13104	VERNON	120	110	92%	14	14	100%	134	124	93%
13201	MANSFIELD	213	198	93%	50	49	98%	263	247	94%
13202	COVENTRY	235	215	91%	55	54	98%	290	269	93%
13203	BOLTON	292	270	92%	53	53	100%	345	323	94%
13204	COLUMBIA	190	180	95%	33	33	100%	223	213	96%
13301	WILLINGTON	112	107	96%	17	16	94%	129	123	95%
13302	BOLTON	247	219	89%	34	34	100%	281	253	90%
13303	BOLTON	203	184	91%	30	30	100%	233	214	92%
13304	COVENTRY	227	204	90%	46	45	98%	273	249	91%
13401	HEBRON	132	125	95%	22	22	100%	154	147	95%
13402	TOLLAND	153	133	87%	22	22	100%	175	155	89%
13403	COLUMBIA	170	155	91%	24	24	100%	194	179	92%
13404	COLUMBIA	114	106	93%	19	18	95%	133	124	93%
13501	UNION	166	157	95%	33	33	100%	199	190	95%
13502	UNION	29	29	100%	6	6	100%	35	35	100%
13503	UNION	21	21	100%	3	3	100%	24	24	100%
13504	UNION	25	25	100%	5	5	100%	30	30	100%

Connecticut “Click It or Ticket” Campaign: DMV Awareness Survey Results (2019)

The purpose of this summary report is to share with the Connecticut Department of Transportation’s Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2019 Click It or Ticket initiative. A one-page dual language questionnaire was distributed in DMV offices designed to assess respondents’ knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted directly before the media began (April 16 – 25, 2019) and the second wave was collected directly afterward (June 4 – 10, 2019).

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Self-reported belt use remained steady across both waves with 87 percent of respondents reporting “Always” wearing their seatbelt. The percentage of respondents indicating the chance of getting a ticket was “Always” showed a slight increase (not significant), from 25.7 percent in Wave 1 to 27.9 percent in Wave 2. Close to 40 percent of respondents indicated that State and local police enforced the seat belt law “Very Strictly” with a small non-significant increase from Wave 1 to Wave 2 (38.0% to 39.1%). Respondents’ personal experience of enforcement showed a near-significant increase from Wave 1 to Wave 2 (from 14.2% to 17.5%, $p < .05$). Awareness of the belt-related messages showed significant increases from Wave 1 to Wave 2. The number of respondents that reported having “seen or heard anything” about extra belt enforcement increased significantly, from 30.6% to 39.1%, $p < .0001$. The percentage of respondents having read, seen or heard “anything about seat belts in Connecticut” also showed as significant increase, from 36.7% in Wave 1 to 47.4% in Wave 2, $p < .0001$; the percentage of respondents having read, seen, or heard “anything about seat belts in CT at night” also showed a significant increase, from 22.5% in Wave 1 to 29.0% in Wave 2, $p < .0001$. When asked where the safe driving message was heard, the most common answers were TV and Radio. Recognition of the “Click It or Ticket” campaign slogan remained stable, from 54.9 percent in Wave 1 to 51.6 percent in Wave 2.

The tables that follow summarize respondent characteristics as well as survey question results across the two waves. All statistical significance testing was done with chi-square analyses with the statistical significance level set at $p < .01$.

Basic Information and Demographics

Approximately 140 surveys were collected in each office for each wave (Table 1). There were a total of 2,584 survey respondents, 1,278 pre-campaign and 1,306 post-campaign.

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

Office Location	Wave 1	Wave 2
Bridgeport	137	133
Danbury	149	151
Hamden	150	145
New Britain	137	145
Norwalk	150	150
Norwich	126	127
Waterbury	131	155
Wethersfield	147	152
Winsted	151	148



Table 2 summarizes the demographic characteristics of survey respondents. During both Wave 1 and Wave 2, just over half (53.0% and 51.9%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 years old (27.9% in Wave 1 and 25.3% in Wave 2) and 21-34 years old (25.2% in Wave 1 and 24.4% in Wave 2). The majority of respondents were White (66.2% in Wave 1 and 67.9% in Wave 2) and just over 20 percent of respondents were Hispanic (23.9 percent in Wave 1 and 23.7 percent in Wave 2). Overall, less than 5 percent of respondents used the Spanish version of the questionnaire (2.7% in Wave 1, 4.3% in Wave 2).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	53.0%	51.9%
Female	47.0%	48.1%
Total (N)	100% (N=1,267)	100% (N=1,266)
Age		
Under 18	2.4%	2.0%
18-20	4.2%	5.1%
21-34	25.2%	24.4%
35-49	27.9%	25.3%
50-59	19.1%	21.3%
60+	21.2%	21.9%
Total (N)	100% (N=1,268)	100% (N=1,269)
Race		
White	66.2%	67.9%
Black	10.7%	10.4%
Asian	5.0%	4.6%
Native American	0.8%	0.6%
Other	16.4%	15.7%
Multiple	1.0%	0.8%
Total (N)	100% (N=1,210)	100% (N=1,200)
Hispanic		
Yes	23.9%	23.7%
No	76.1%	76.3%
Total (N)	100% (N=1,219)	100% (N=1,228)
Driving Between Midnight and 4am		
None/Almost None	75.8%	75.4%
A Lot Less Than Half	15.9%	14.4%
About Half	5.4%	5.5%
A Lot More Than Half	1.6%	2.4%
All/Almost All	1.3%	2.3%
Total (N)	100% (N=1,260)	100% (N=1,250)



Belt Use & Reason for Being Stopped by Police

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

There was no significant change in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents reporting “*Always*” wearing their seat belts was 86.5 percent in Wave 1 compared to 87.0 percent in Wave 2 (see Table 3). Respondents were also asked “When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?” Results for both daytime and nighttime are shown in Table 4.

Table 3. Self-Reported Belt Use, Question 12

Question	Wave 1	Wave 2
Q12. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	86.5%	87.0%
Nearly Always	8.4%	7.9%
Sometimes	2.9%	2.1%
Seldom	1.1%	1.6%
Never	1.0%	1.4%
Total (N)	100% (N=1,256)	100% (N=1,252)

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

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police in the daytime, what do you think the stop was for?		
Speeding	69.2%	68.1%
Seat Belt Violation	15.4%	16.4%
Drunk Driving	4.3%	4.5%
Reckless Driving	9.7%	8.7%
Distracted Driving	21.5%	20.1%
Other	11.2%	11.6%
Total (N)	(N=1,278)	(N=1,306)
Q7. When you pass a driver stopped by police in the nighttime, what do you think the stop was for?		
Speeding	45.5%	46.9%
Seat Belt Violation	5.9%	5.8%
Drunk Driving	40.8%	41.2%
Reckless Driving	20.7%	18.7%
Distracted Driving	12.6%	12.8%
Other	12.7%	10.9%
Total (N)	(N=1,278)	(N=1,306)



Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed no significant change in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.7 percent of respondents in Wave 1 indicated it was “Always”, compared to 27.9 percent in Wave 2. More than a third (38.0%) of Wave 1 respondents judged that local and State police enforced seat belt laws “Very Strictly” compared to 39.1 percent in Wave 2.

Table 5. Survey Questions 13 and 14

Question	Wave 1	Wave 2
Q13. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	25.7%	27.9%
Nearly Always	18.3%	17.4%
Sometimes	35.5%	36.3%
Seldom	15.4%	13.8%
Never	5.0%	4.5%
Total (N)	100% (N=1,249)	100% (N=1,236)
Q14. Do you think the local and State Police enforce the seat belt law:		
Very strictly	38.0%	39.1%
Somewhat Strictly	41.9%	39.8%
Not Very Strictly	15.0%	17.3%
Rarely	3.9%	2.7%
Not at All	1.3%	1.1%
Total (N)	100% (N=1,246)	100% (N=1,224)



DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). Approximately 10 percent of respondents reported having received a seat belt ticket at some point (11.8% in Wave 1 vs. 9.7% in Wave 2). There was a near-significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 14.2 percent in Wave 1 to 17.5 percent in Wave 2, $p=.024$. Respondents were given a selection of fine ranges and asked to identify the correct seat belt violation fine in Connecticut. More than a third selected the correct range, with no significant change across waves (35.1% in Wave 1, 38.4% in Wave 2). Approximately 62 percent of respondents reported that the seat belt law in Connecticut requires adults to be belted in both the front and the rear seat (no significant changes across waves).

Table 6. Survey Questions 15, 17, 8 and 9

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	11.8%	9.7%
No	88.2%	90.3%
Total (N)	100% (N=1,230)	100% (N=1,209)
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	14.2%	17.5% [^]
No	85.8%	82.5%
Total (N)	100% (N=1,251)	100% (N=1,237)
Q8. What is the fine for violating the seat belt law in Connecticut?		
Less than \$35	2.6%	1.9%
\$35-\$50	13.5%	11.0%
\$51-\$65	9.1%	7.8%
\$66-\$85	14.4%	13.8%
\$86-\$115	35.1%	38.4%
Over \$115	25.2%	27.6%
Total (N)	100% (N=1,171)	100% (N=1,156)
Q9. Does the seat belt law in Connecticut require <i>adults</i> to wear seatbelts:		
In the front seat only	38.1%	35.8%
In the rear seat only	0.3%	0.5%
In both the front and rear seat	61.0%	63.1%
No seat belt is required for adults	0.6%	0.6%
Total (N)	100% (N=1,260)	100% (N=1,251)

[^] $p<0.05$



Awareness of Seat Belt Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having “*seen or heard about extra enforcement where police were looking at seat belt use*” from Wave 1 to Wave 2 (from 30.6% to 39.1%, respectively, $p < .0001$). There was a significant increase in percentage of respondents indicating having “*read, seen or heard anything about seat belts in Connecticut*” from 36.7 percent in Wave 1 to 47.4 percent in Wave 2, $p < .0001$. There was a significant increase in percentage of respondents indicating having “*read, seen, or heard anything about seat belt in Connecticut at night*” from 39.3 percent in Wave 1 to 50.1 percent in Wave 2, $p < .0001$. Those answering yes to either question 18 or 19 were then asked about the source of the message. *TV* and *Radio* were the two sources reported most often and showed no change across waves. Results are summarized in Table 7.

Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, “*Click It or Ticket: Day or Night*” showed a near-significant increase in recognition from 39.2 percent in Wave 1 to 43.4 percent in Wave 2, $p = .030$. The most recognized slogan remained “*Click It or Ticket*”, selected by approximately 53 percent of respondents. It showed no significant change across waves (see Table 7).



Table 7. Survey Questions 16, 18, 19, and 20

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	30.6%	39.1%*
No	69.4%	60.9%
Total (N)	100% (N=1,253)	100%(N=1,237)
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	36.7%	47.4%*
No	63.3%	52.6%
Total (N)	100% (N=1,247)	100% (N=1,229)
Q19. Have you recently read, seen, or heard anything about seat belts in Connecticut at night?		
Yes	22.5%	29.0%*
No	77.5%	71.0%
Total (N)	100% (N=1,233)	100% (N=1,219)
Q19a. Where did you read, see, or hear about seat belts in Connecticut? (multiple answers possible)		
Newspaper	10.2%	10.1%
Radio	21.9%	24.3%
TV	32.0%	30.1%
Internet	20.2%	19.2%
Brochure	4.1%	2.3%
Checkpoint	17.0%	13.7%
Movies	3.9%	3.4%
Other	27.6%	28.1%
Total (N)	(N=488)	(N=614)
Q20. Do you know the name of any safe driving enforcement program(s) in CT? (multiple responses possible)		
Click It or Ticket: Day or Night	39.2%	43.4% ^
Buckled or Busted	3.1%	4.0%
Buckle Up Connecticut	16.2%	13.5%
Click It or Ticket	54.9%	51.6%
Operation Stay Alive	3.7%	3.9%
Total (N)	(N=1,278)	(N=1,306)

*Significant at $p < .01$

^Significant at $p < .05$



Perception and Awareness of Speed Enforcement

There was no change in reported speeding from Wave 1 to Wave 2. The percentage of respondents that reported “Always” driving over 35mph in a 30mph zone was 8.4 percent in Wave 1 and 9.1 percent in Wave 2 (see Table 8). DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of respondents indicating having “read, seen, or heard anything about speed enforcement” was 36.9 percent in Wave 1 compared to 42.2 percent in Wave 2, $p<.001$. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 20.0 percent of respondents in Wave 1 indicated it was “Always”, compared to 21.4 percent in Wave 2. Details for these questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	8.4%	9.1%
Nearly Always	13.9%	13.8%
Sometimes	42.4%	41.2%
Seldom	22.9%	22.6%
Never	12.4%	13.3%
<i>Total (N)</i>	<i>100% (N=1,246)</i>	<i>100% (N=1,219)</i>
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	36.9%	42.2%*
No	63.1%	57.8%
<i>Total (N)</i>	<i>100% (N=1,226)</i>	<i>100% (N=1,205)</i>
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	20.0%	21.4%
Nearly Always	22.1%	21.4%
Sometimes	44.2%	44.1%
Seldom	9.8%	8.9%
Never	3.9%	4.3%
<i>Total (N)</i>	<i>100% (N=1,229)</i>	<i>100% (N=1,220)</i>

*Significant at $p<0.01$



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

ANNUAL HSO OFFICE AWARENESS PROGRAMS:

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

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Data Collection Procedure (DMV Surveys)

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

Surveys are distributed in person in paper format and are one (1) page in length (double-sided; English/Spanish). PRG surveyors approach DMV customers while they are waiting in line for license and/or vehicle registration services. Participation in the survey is completely voluntary and anonymous. Our surveyors do not interfere with DMV operations in any way. PRG obtains permission from the DMV Manager of Branch Operations prior to any survey distribution and data collection. Surveyor schedules are provided to DMV office staff prior to each round of data collection.

Key Highway Safety Office (HSO) campaigns include:

HSO Program	Enforcement/Media	Data Collection Waves
Holiday Safe Driving	Thanksgiving through New Year's	November/December/January
Distracted Driving (<i>Spring</i>)	Entire month of April (national DD month)	March/early May
Seat Belts	Surrounding Memorial Day holiday	Mid-May/June
Distracted Driving (<i>Summer</i>)	First two (2) weeks of August	July/August
Labor Day Impaired Driving	Surrounding Labor Day holiday	August/September

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

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

Core Awareness Questions

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

ALCOHOL

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

SEAT BELTS

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

SPEED

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

DISTRACTED DRIVING

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

- *[D-5] What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?*
- *[D-6] In the past 30-60 days, have you read, seen or heard anything about police enforcement focused on distracted driving?*

Results

The tables that follow summarize respondent answers to survey questions across all waves over the past three (3) years. Please note, the information provided in these tables is based on available data at the time of this report.

IMPAIRED DRIVING		2017	2018	2019
A-1: In the past 30-60 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages? _____ (number of times)	None	87.7%	87.0%	88.3%
	1 to 2	8.4%	8.4%	7.3%
	3 or more	4.0%	4.6%	4.4%
	(N)	1,233	1,257	1,178
A-2: In the past 30-60 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police	Yes	56.4%	54.8%	58.9%
	No	43.6%	45.2%	41.1%
	(N)	1,289	1,293	1,199
A-3: What do you think the chances are of someone getting arrested if they drive after drinking?	Always	37.2%	40.0%	40.3%
	Nearly Always	22.8%	21.6%	21.5%
	Sometimes	26.5%	25.9%	25.9%
	Seldom	5.4%	4.8%	4.2%
	Never	8.0%	7.8%	8.2%
	(N)	1,296	1,299	1,202
SEAT BELTS		2017	2018	2019
B-1: How often do you use seat belts when you drive or ride in a car, van, sport utility vehicle or pick up?	Always	89.3%	85.85%	86.9%
	Nearly Always	6.3%	8.9%	7.8%
	Sometimes	2.7%	2.8%	2.2%
	Seldom	0.8%	1.1%	1.6%
	Never	1.0%	1.4%	1.4%
	(N)	1,314	1,276	1,253
B-2: In the past 30-60 days, have you read, seen or heard anything about seat belt enforcement by the police	Yes	52.9%	47.9%	47.4%
	No	47.1%	52.1%	52.6%
	(N)	1,296	907	1,229
B-3: What do you think the chances are of getting a ticket if you don't wear your safety belt?	Always	26.1%	24.4%	27.8%
	Nearly Always	18.5%	17.4%	17.5%
	Sometimes	37.3%	38.5%	36.2%

	Seldom	13.0%	14.8%	13.8%
	Never	5.1%	4.9%	4.7%
	(N)	1,306	1,264	1,240
SPEED		2017	2018	2019
S-1a: On a local road with a speed limit of 30 mph, how often do you drive faster than 35 mph?	Always	10.6%	6.8%	9.1%
	Nearly Always	14.8%	15.0%	13.8%
	Sometimes	42.8%	43.9%	41.1%
	Seldom	18.0%	22.2%	22.7%
	Never	13.8%	12.1%	13.4%
	(N)	1,294	1,263	1,220
S-1b: On a road with a speed limit of 65 mph, how often do you drive faster than 70 mph?	Most of the time	21.0%	21.3%	16.9%
	Half the time	29.4%	27.2%	26.5%
	Rarely	29.1%	31.5%	36.9%
	Never	20.5%	20.0%	19.7%
	(N)	1,274	1,278	1,180
S-2: In the past 30-60 days, have you read, seen or heard anything about speed enforcement by police?	Yes	46.5%	40.8%	42.2%
	No	53.5%	59.2%	57.8%
	(N)	1,289	1,255	1,205
S-3: What do you think the chances are of getting a ticket if you drive over the speed limit?	Always	18.1%	17.0%	21.4%
	Nearly Always	22.1%	22.6%	21.4%
	Sometimes	47.6%	47.3%	44.1%
	Seldom	8.4%	9.4%	8.8%
	Never	3.8%	3.6%	4.3%
	(N)	1,303	1,264	1,222

continued on next page

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

Connecticut Holiday Safe Driving Campaign (November/December 2019 & January 2020) DMV Awareness Survey Results

The purpose of this memo is to share with the Connecticut Department of Transportation's Highway Safety Office results for Wave 1 (Pre), Wave 2 (Mid) and Wave 3 (Post) of the DMV survey effort surrounding the Holiday 2019 Safe Driving Initiative. A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the Highway Safety Office and aired surrounding the holiday season (pre-Thanksgiving through New Year's). The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted directly before the any enforcement or media began (October 29, 2019) and another wave was collected directly after the Thanksgiving holiday (December 3 – December 10, 2019). The third and final wave was conducted after New Year's (January 2 – 9, 2020).

A snapshot of the results is provided below whereas detailed analysis of the three survey waves is provided in the following pages. Results indicate small increases in awareness of the safe driving message throughout the campaign. Perception of enforcement severity remained stable across waves for either belt use enforcement or DUI enforcement. The number of respondents that reported having recently "*read, seen, or heard anything*" about safe driving showed a small increase from 58.4 percent at baseline to 59.4 percent at midpoint, and 59.9 percent at post Wave. Recognition of the slogan "*Drive Drunk, Get Arrested, Get the Picture*" showed a significant *decrease* from mid to post campaign (14.2% to 12.4%, $p < .01$) after starting at 13.2 percent at baseline. Recognition of the slogan "*Drive Sober or Get Pulled Over*" showed a near-significant increase from pre to post Wave (35.2% to 39.1%, $p < .05$).

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

Basic Information and Demographics

Approximately 125-150 surveys were collected in each office in each of the waves (Table 1). There were a total of 3,777 survey respondents in the pre, mid, and post waves (1,285 pre-campaign, 1,238 mid-campaign, and 1,250 post-campaign).



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

Office Location	Pre Wave	Mid Wave	Post Wave
Bridgeport	151	131	141
Danbury	132	154	151
Hamden	152	143	135
New Britain	128	150	151
Norwalk	122	148	150
Norwich	149	137	126
Waterbury	148	127	132
Wethersfield	134	126	134
Winsted	169	122	130

Table 2 summarizes the demographic characteristics of the survey respondents. During all Waves, a little more than half (55%) of survey respondents were male. During all waves, the two most commonly reported age categories for respondents were 21-34 year old and 35-49 years old. The majority of respondents were White in both waves (approximately 69% overall). Approximately 25 percent of respondents identified as Hispanic.

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Pre Wave	Mid Wave	Post Wave
Sex			
Male	54.7%	56.7%	53.3%
Female	45.3%	43.3%	46.7%
Total (N)	100% (N=1,268)	100% (N=1,218)	100% (N=1,228)
Age			
Under 18	1.9%	1.8%	1.4%
18-20	3.9%	3.6%	5.0%
21-34	23.8%	25.8%	24.4%
35-49	27.9%	28.1%	29.5%
50-59	19.9%	20.0%	18.3%
60+	22.6%	20.8%	21.4%
Total (N)	100% (N=1,270)	100% (N=1,218)	100% (N=1,231)
Race			
White	70.2%	67.8%	69.2%
Black	10.7%	10.5%	12.9%
Asian	3.8%	5.3%	3.8%
Native American	0.5%	1.4%	0.8%
Other	14.0%	14.0%	12.0%
Multiple	0.7%	1.1%	1.1%
Total (N)	100% (N=1,201)	100% (N=1,138)	100% (N=1,136)
Hispanic			
Yes	22.6%	27.0%	24.6%
No	77.4%	73.0%	75.4%
Total (N)	100% (N=1,166)	100% (N=1,131)	100% (N=1,136)



Belt & Alcohol Use

Tables 3 to 6 summarize and compare the findings for pre, mid, and post Wave by question. Questions were grouped together based on subject similarity.

There was no significant change in reported seat belt use across Waves. Percentage of Respondents that indicated “Always” wearing their seat belts when traveling in the *front seat* decreased by 2 percentage points (from 92% to 89%, from pre to mid, and from pre to post); percentage of Respondents that indicated “Always” wearing their seat belts when traveling in the *rear seat* was lower and showed a slight increase from pre to post (56% to 57%) and from mid to post (55% to 57%) (see Table 3). Close to 90 percent (89%) of Respondents indicated that, in the past 30 days, they had not once driven within two hours of drinking.

Table 3. Belt Use and Alcohol Use, Questions 7, 8 & 14

Question	Pre Wave	Mid Wave	Post Wave
Q7. How often do you wear a seat belt when you drive/ride in the <i>front seat</i> of a motor vehicle?			
Always	91.6%	89..2%	89.3%
Nearly Always	5.3%	6.9%	6.2%
Sometimes	1.7%	1.9%	2.7%
Seldom	0.6%	1.0%	0.7%
Never	0.7%	1.1%	1.1%
Total (N)	100% (N=1,279)	100% (N=1,232)	100% N=1,238)
Q8. How often do you wear a seat belt when are a <i>rear seat</i> passenger in a motor vehicle?			
Always	56..0%	55.5%	57.4%
Nearly Always	13.4%	13.7%	12.6%
Sometimes	16.4%	15.1%	13.9%
Seldom	5.8%	7.0%	7.1%
Never	8.3%	8.8%	9.0%
Total (N)	100% (N=1,265)	100% (N=1,222)	100% N=1,234)
Q14. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?			
None	88.5%	89.1%	88.7%
1 or 2 times	7.2%	7.2%	7.0%
3 or more times	4.3%	3.6%	4.3%
Total (N)	100% (N=1,181)	100% (N=1,151)	100% N=1,167)

Perception of Severity of Enforcement & Experience with Enforcement



DMV survey responses indicated no significant change in perception of enforcement severity (Table 4). Respondents evaluated that their chance of “Always” getting arrested for drinking and driving increased slightly from 40 to 42 percent from pre to post Wave and from mid to post Wave (not significant). Respondents judged that their chance of getting a ticket for not using a seat belt decreased slightly over the course of the campaign, from 41 percent at baseline to 40 percent in mid Wave to 39 percent in post Wave. Approximately 39 percent of respondents judged that state and local police enforced seat belt laws “Very Strictly”. Approximately 61 percent of respondents judged that State and Local police enforced drinking and driving laws “Very Strictly”.

Table 4. Survey Questions 10, 13, 15, 16

Question	Pre Wave	Mid Wave	Post Wave
Q10. What do you think the chances are of getting a ticket if you don't wear your seat belt?			
Always	41.3%	39.8%	39.3%
Nearly Always	16.6%	15.6%	18.4%
Sometimes	28.5%	28.7%	29.0%
Seldom	10.3%	11.6%	9.9%
Never	3.3%	4.3%	3.5%
Total (N)	(N=1,258)	(N=1,215)	(N=1,217)
Q13. Do you think state and local police enforce the seat belt laws:			
Very Strictly	38.3%	39.6%	39.3%
Somewhat Strictly	38.5%	36.1%	37.4%
Not Very Strictly	17.3%	17.6%	18.5%
Rarely	4.4%	5.0%	3.5%
Not at All	1.5%	1.7%	1.3%
Total (N)	(N=1,231)	(N=1,193)	(N=1,197)
Q15. What do you think the chances are of getting arrested if you drive after drinking?			
Always	40.4%	40.4%	41.5%
Nearly Always	23.8%	24.4%	24.2%
Sometimes	26.3%	24.7%	23.6%
Seldom	4.5%	4.3%	3.4%
Never	5.1%	6.3%	7.3%
Total (N)	(N=1,225)	(N=1,195)	(N=1,199)
Q16. Do you think state and local police enforce the drinking and driving laws:			
Very Strictly	60.9%	61.3%	61.9%
Somewhat Strictly	30.2%	29.4%	31.0%
Not Very Strictly	6.1%	6.9%	4.7%
Rarely	1.5%	0.6%	1.0%
Not at All	1.4%	1.8%	1.4%
Total (N)	(N=1,220)	(N=1,175)	(N=1,183)



DMV survey responses indicated that respondents had some personal experience with enforcement (Table 5). Respondents were asked if they had ever received a ticket for not wearing a seat belt. There was no significant change between waves, with approximately 11 percent of respondents indicating they had received a ticket. Approximately 12 percent of Respondents indicated having gone through an alcohol checkpoint in the past 30 days (11.3% in Pre, and 12.1% in Mid and Post). Percentage of respondents that indicated having gone through a seat belt checkpoint in the past 30 days decreased slightly (not significant) from baseline (14.2%) to mid (13.1%) to post (13.2%). Approximately 11 percent of Respondents reported having received a ticket for cell phone use across both Waves.

Table 5. Survey Questions 11, 19, 20, 21

Question	Pre Wave	Mid Wave	Post Wave
Q11. Have you ever received a ticket for not wearing your seat belt?			
Yes	10.2%	12.1%	11.0%
No	89.8%	87.9%	89.0%
Total (N)	(N=1,240)	(N=1,179)	(N=1,186)
Q19. In the past 30 days, have you driven through a checkpoint where police were looking for impaired drivers?			
Yes	11.3%	12.1%	12.1%
No	88.7%	87.9%	87.9%
Total (N)	(N=1,214)	(N=1,155)	(N=1,164)
Q20. In the past 30 days, have you gone through a checkpoint where police were looking for unbelted drivers?			
Yes	14.2%	13.1%	13.2%
No	85.8%	86.9%	86.8%
Total (N)	(N=1,222)	(N=1,161)	(N=1,171)
Q21. Have you ever received a ticket for using your cell phone while driving?			
Yes	9.1%	12.6%	9.8%
No	90.9%	87.4%	90.2%
Total (N)	(N=1,216)	(N=1,141)	(N=1,167)

Awareness of Safe Driving Message and Slogan Recognition

DMV survey responses indicated limited increases in public awareness of safe driving messages across Waves. There was no significant change in percentage of respondents indicating having “read, seen or heard anything about safe driving in Connecticut” from Pre (58.4%) to Mid (59.4%) to Post Wave (59.9%). Those answering “yes” to this survey question were then asked about the source of the message. The most popular answers were *TV, Online, Digital Billboard, and Radio*. Only one increase showed near-significance: *Radio*, which increased from 36.8 percent to 42.0 percent from baseline to mid Wave ($p=.050$). Results are summarized in Table 6. Respondents were



also asked if they knew the name of any safe driving enforcement program in Connecticut. Recognition of the campaign slogan “*Drive Sober or Get Pulled Over*” showed a near-significant increase from Pre to Post Wave (Pre, 35.2%, Post, 39.1%; $p<.05$). The slogan “*Drive Drunk, Get Arrested, Get the Picture*” showed a significant decrease from Mid to Post (14.2% to 12.4%, $p<.01$).

Table 6. Survey Questions 17 and 18

Question	Pre Wave	Mid Wave	Post Wave
Q17. Have you recently read, seen, or heard anything about safe driving in Connecticut?			
Yes	58.4%	59.4%	59.9%
No	41.6%	40.6%	40.1%
Total (N)	(N=1,132)	(N=1,098)	(N=1,119)
Q17a. Where did you see or hear about anything about safe driving in Connecticut?			
Online	43.2%	47.9%	46.0%
Radio	36.8%	42.0% [^]	37.4%
TV	50.1%	50.7%	46.3%
Digital Billboard	41.8%	44.5%	45.6%
Police Checkpoint	13.1%	11.1%	12.5%
Pandora Radio	5.0%	5.3%	5.9%
Gas Station Radio	5.7%	6.9%	4.6%
Mobile Billboard Truck	5.1%	5.3%	4.3%
Pre-Roll Video	2.6%	2.3%	2.1%
Digital Display Banner	14.2%	14.4%	15.3%
Q18. Do you know the name of any safe driving enforcement program(s) in CT?			
Drive Drunk, Get Arrested, Get the Picture	13.2%	14.2%*	12.4%
Click it or Ticket	64.0%	64.5%	64.1%
A Happy Holiday is a Safe Holiday	7.4%	7.2%	7.7%
Don't Let This Holiday Be Your Last Drunk Driving. Over the Limit.	6.9%	8.7%	8.5%
Under Arrest	17.6%	17.9%	16.2%
U Drive. U Text. U Pay	42.0%	40.6%	40.2%
You Drink & Drive. You Lose	24.6%	22.2%	22.7%
Phone in One Hand, Ticket in the Other	9.3%	9.9%	9.2%
Drive Sober or Get Pulled Over	35.2%	35.4%	39.1% [^]
Toe Tag (Click It or Ticket)	3.4%	4.4%	3.5%
“Fine” Toe Tag (Click It or Ticket)	7.9%	8.1%	7.6%

*Significant at $p<0.01$

[^]Significant at $p<0.05$



Awareness of Laws and Fines

Survey questions also inquired about respondents' knowledge of seat belt laws, seat belt fines, and cell phone use fines

There were no significant changes in reported knowledge of seat belt laws or seat belt fines. Approximately 61 percent of Respondents reported that wearing a seat belt was required for adults in both the *front* and *rear* seats. The most commonly reported fine for a seat belt violation was between \$86 and \$115, reported by approximately 36 percent of respondents. The most commonly reported fine for a first offense cell phone violation was between \$100 and \$500, reported by approximately 69 percent of Respondents and did show a significant change from mid to post Wave.

Table 7. Survey Questions 9, 12 and 21

Question	Pre Wave	Mid Wave	Post Wave
Q9. Does the seat belt law in Connecticut require adults to wear seat belts in the:			
Front Seat Only?	40.1%	37.9%	37.6%
Rear Seat Only?	0.2%	0.8%	0.3%
Front AND Rear Seat?	58.9%	60.7%	61.6%
Seat Belt Not Required For Adults	0.8%	0.7%	0.6%
Total (N)	(N=1,233)	(N=1,186)	(N=1,173)
Q12. What is the fine for violating the seat belt law in Connecticut?			
Less than \$35	2.8%	3.4%	4.3%
\$35 to \$50	10.9%	9.3%	10.8%
\$51 to \$65	10.0%	9.9%	8.7%
\$66 to \$85	15.9%	13.6%	14.1%
\$86 to \$115	35.5%	38.6%	33.6%
More than \$115	24.9%	25.2%	28.5%
Total (N)	(N=1,023)	(N=1,023)	(N=1,015)
Q21. What is the first offense fine for violating the cell phone law in Connecticut?			
Less than \$150	25.0%	27.0%	21.1%
\$151 to \$500	69.5%	66.6%	72.1%*
More than \$500	5.4%	6.5%	6.8%
Total (N)	(N=1,047)	(N=1,020)	(N=1,033)

*Significant at $p < 0.01$



Connecticut Highway Safety Office “Bonus” DMV Awareness Survey Results (February/March 2020)

The purpose of this summary report is to share with the Connecticut Department of Transportation’s Highway Safety Office (HSO) results for the “bonus” (and only) round of DMV surveys collected in 2020. A total of sixteen (16) core questions were asked, covering four key program areas: impaired driving, occupant protection, speed, and distracted driving. These core questions were part of recommendations from the NHTSA/GHSA working group (see related Traffic Tech publication here: <https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/tt397.pdf>).

CORE AWARENESS QUESTIONS

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

IMPAIRED DRIVING

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

OCCUPANT PROTECTION/SEAT BELTS

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

SPEED

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



DISTRACTED DRIVING

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

DATA COLLECTION

A one-page dual language questionnaire was distributed in DMV offices from February 25 – March 3, 2020. designed to assess respondents’ knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. We conducted a single wave of data collection in late February/early March 2020. All Connecticut DMV offices shut down in mid-March 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

Approximately 140 surveys were collected in each office for each wave (Table 1). There was a total of 1,282 survey respondents.

TABLE 1. DMV OFFICE LOCATION AND NUMBER OF COMPLETED SURVEYS, BY WAVE

Office Location	Number
Bridgeport	144
Danbury	147
Hamden	133
New Britain	134
Norwalk	150
Norwich	154
Waterbury	131
Wethersfield	153
Winsted	151



Table 2 summarizes the demographic characteristics of survey respondents. More than half of respondents were male (52.4%) and (46.9%) respectively were female. The two most common reported age categories for respondents were 35-49 years old (28.9%) and second most common age group were 21-34 years old (26.7%). Most respondents were *White* (65.7%), followed by African American (10.5%), and Asian (3.5%). Respondents also reported that 26.2 percent were of Hispanic origin.

TABLE 2. DEMOGRAPHIC CHARACTERISTICS OF SURVEY RESPONDENTS

Characteristic	Percentage (%)
Gender	
Male	52.4
Female	46.9
Non-Binary	0.7
Total (N)	100% (N=1,225)
Age	
Under 21	4.4
21-34	26.7
35-49	28.9
50-59	19.2
60-69	14.6
70+	6.2
Total (N)	100% (N=1,221)
Race	
White	65.7
Black	10.5
Asian	3.5
Native American	0.8
Other	19.4
Total (N)	100% (N=1,186)
Hispanic	
Yes	26.2
No	73.8
Total (N)	100% (N=1,162)



IMPAIRED DRIVING

The percentage of the respondents indicated “Yes” is 58.4 percent when asked if “In the past 30 days, have you read, seen or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?”. When asked the chances of someone getting arrested for drinking and driving, respondents indicated “Always” or “Nearly Always” 31.9 and 23.3 percent, respectively. Only 3.9 percent of the respondents said the chances of someone getting arrested for drinking and driving was “Never”.

TABLE 3. IMPAIRED DRIVING RELATED QUESTIONS

Survey Question	Percentage (%)
<hr/>	
A-2. <i>In the past 30 days, have you read, seen, or heard anything about alcohol impaired driving (or drunk driving) enforcement by police?</i>	
Yes	58.4
No	41.6
Total N	100%(N=1,244)
<hr/>	
A-3. <i>What do you think the chances are of someone getting arrested if they drive after driving?</i>	
Always	31.9
Nearly Always	23.3
Sometimes	35.0
Seldom	6.0
Never	3.9
Total N	100%(N=1,243)
<hr/>	



OCCUPANT PROTECTION/SEAT BELT USE

The table below summarizes the findings for all seat belt related survey questions. The percentage of respondents self-reporting “Always” wearing their seat belts was 85.4 percent (see Table 3). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 29.8 percent of respondents indicated it was “Always” and only 7.1 percent of respondents indicated “Never”. Almost half of the respondents indicated “Yes” (45.4%) when asked if “In the past 30 days, have you read, seen, or heard anything about seat belt law enforcement by police”.

TABLE 4. SEAT BELT USE RELATED QUESTIONS

Survey Question	Percentage (%)
<i>B-1. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?</i>	
Always	85.4
Nearly Always	7.1
Sometimes	3.8
Seldom	1.2
Never	2.6
<i>Total (N)</i>	<i>100% (N=1,247)</i>
<i>B-2. In the past 30 days, have you read, seen, or heard anything about seat belt law enforcement by police?</i>	
Yes	45.4
No	54.6
<i>Total N</i>	<i>100%(N=1,237)</i>
<i>B-3. What do you think the chances are of getting a ticket if you do not wear your seat belt?</i>	
Always	29.8
Nearly Always	19.9
Sometimes	27.9
Seldom	15.4
Never	7.1
<i>Total N</i>	<i>100%(N=1,233)</i>



SPEED

Respondents were asked about the speed limit violation, and respondents that reported “most of the time” drive faster than 35 mph on 20 mph road was 8.9 percent. While respondents said “most of the time” drive faster than 70 mph on 65 mph road was 20.6 percent. When asked about if they had “read, seen or heard about” anything about police being focused on speed enforcement, 50.5 percent of respondents said “Yes”. Respondents also asked chances of someone getting a ticket for driving over the speed limit and 24.4 percent said “Always”, and 20.1 percent said “Nearly Always”.

TABLE 5. SPEED RELATED QUESTIONS

Survey Question	Percentage (%)
S-1a. On a local road with a speed limit of 20 mph, how often do you drive faster than 35 mph?	
Most of the time	8.9
Half of the time	23.2
Rarely	40.4
Never	27.5
Total N	100% (N=1,231)
S-1b. On a road with a speed limit of 65 mph, how often to you drive faster than 70 mph?	
Most of the time	20.6
Half of the time	29.4
Rarely	29.4
Never	20.5
Total N	100% (N=1,227)
S-2. In the past 30 days, have you read, seen, or heard anything about police being focused on speed enforcement?	
Yes	50.5
No	49.5
Total N	100% (N=1,282)
S-3. What do you think the chances are of getting a ticket if you drive over the speed limit?	
Always	24.4
Nearly Always	20.1
Sometimes	42.0
Rarely	9.0
Never	4.7
Total N	100% (N=1,216)



DISTRACTED DRIVING

Self-reported distracted driving behaviors were analyzed (see Table 6). Respondents were asked how often they 1) *talk on a handheld phone*, 2) *talk on a hands-free device*, and 3) *send text messages or emails* while driving. The percentage of Respondents that reported “Always” or “Nearly Always” talking on a hand-held cellular phone while driving was 1.2 percent and 2.0 percent, respectively. Similarly, the percentage of Respondents that reported “Always” or “Nearly Always” send text messages or emails on a hand-held cellular phone while driving was 1.0 and 2.1 percent, respectively. When asked if they have you read, seen, or heard anything about police being focused on enforcement being focused on distracted drivers texting or emailing, 40.4 percentage of respondents said “Yes”. The percentage of Respondents that reported “Always” or “Nearly Always” think the chances are of someone getting a ticket for talking on a handheld cell phone while driving is 27.9 and 17.6 percentage, respectively.

TABLE 6. DISTRACTED DRIVING RELATED QUESTIONS

Survey Question	Percentage (%)
<i>D-1. How often do you talk on a <u>HAND-HELD</u> cell phone when you drive?</i>	
Always	1.2
Nearly Always	2.0
Sometimes	13.6
Seldom	23.2
Never	59.9
<i>Total N</i>	<i>100% (N=1,270)</i>
<i>D-2. How often do you send text messages or emails on a <u>HAND-HELD</u> cell phone when you drive?</i>	
Always	1.0
Nearly Always	2.1
Sometimes	12.4
Seldom	15.6
Never	69.0
<i>Total N</i>	<i>100%(N=1,260)</i>
<i>D-3. In the past 30-60 days, have you read, seen, or heard anything about police being focused on drivers talking on hand-held cell phones?</i>	
Yes	40.4
No	59.6
<i>Total N</i>	<i>100%(N=1,258)</i>



D-4. What do you think the chances are of getting a ticket if you talk on a <u>HAND-HELD</u> cell phone while driving?	
Always	27.9
Nearly Always	17.6
Sometimes	28.2
Seldom	14.2
Never	12.1
Total N	100%(N=1,264)

D-5. What do you think the chances are of getting a ticket if you text or send emails on a cell phone while driving?	
Always	28.3
Nearly Always	19.1
Sometimes	26.0
Seldom	12.6
Always	14.0
Total N	100%(N=1,262)

D-6. In the past 30-60 days, have you read, seen, or heard anything about police enforcement being focused on distracted drivers texting or emailing?	
Yes	44.9
No	55.1
Total N	100%(N=1,251)



Distracted Driving Observation Data Collection

March / May, 2020

Preusser Research Group, Inc. (PRG), a Trumbull-based research and evaluation firm under contract with the Connecticut Highway Safety Office (CT HSO), started collecting roadside distracted driving observation data in Connecticut in 2015. In March 2015, nearly 10 percent of drivers were observed either talking or texting on a hand-held cell phone—both of which are banned under Connecticut state law. Over the past five years, CT HSO has continued to conduct two annual campaigns of heightened distracted driving enforcement and media; one in April also known as national Distracted Driving Month, and another in August. In addition to these two campaign waves, the HSO actively engages in public information and education efforts throughout the year with the overall goal of reducing distracted driving related crashes and subsequent serious injuries and/or deaths. While there is still more work to be done, it appears these efforts are proving effective. According to the most recently available observation data collected by PRG (May 2020), a driver cell phone use rate of just under 5 percent was observed. This nearly 50 percent reduction in observed use while driving was achieved despite the overall increase in use of cell phones by Connecticut residents during the same timeframe. That said, observation data collected over the past year show that the rate of decline has plateaued with little change or no change in observed use from the beginning of 2019 through May of 2020.

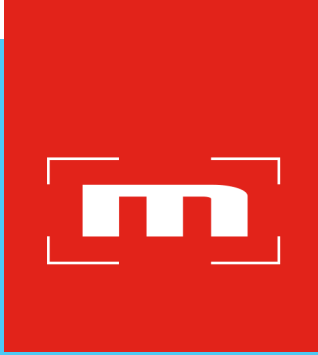
APRIL (2015)		APRIL (2020)	
<i>Pre</i>	<i>Post</i>	<i>Pre</i>	<i>Post</i>
9.6%	8.8%	5.8%	4.9%

Percentage point drop: 4.7%
Percent drop: 49.0%

PAID MEDIA REPORTS

List of Reports

1. Motorcycle Safety Campaign Report (May 4 – July 12, 2020)
2. Anti-Speed and Aggressive Driving Campaign Report (May 4 - July 26, 2020)
3. Distracted Driving Campaign Report (July 27 – Sept 13, 2020)
4. Occupant Protection Campaign Report (Nov 25 – Dec 2, 2019 and Aug 10 – Aug 23, 2020)
5. Impaired Driving Campaign Report (Nov 18, 2019 – Jan 1, 2020 and June 29 – Sept 13, 2020)
6. Distracted Driving Post Buy Report
7. Occupant Protection Post Buy Report
8. Impaired Driving Post Buy Report



HSO Motorcycle Safety Campaign

Campaign Report | May 4, 2020 – July 12, 2020





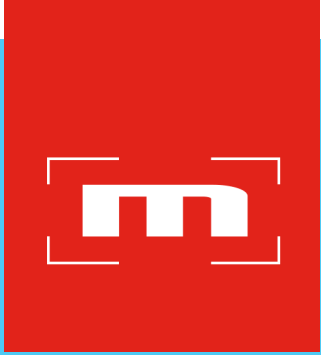
Campaign Overview

- Flight Dates: May 4, 2020 – July 12, 2020
- Primary Demo: Adults 18+ with male skew
- Ethnicity: English
- Geo: Greater Bridgeport, New Haven, Waterbury & Hartford counties



Campaign Delivery Summary

HSO Motorcycle Delivery Report May 4, 2020 - July 12, 2020				
Media Type	Description/Vendor	Planned Impressions/Spots	Actual Impressions/Spots	Post %
Radio	WEZN-FM	60	60	100%
	WPLR-FM	60	60	100%
	WHCN-FM	72	72	100%
	WWYZ-FM	72	72	100%
Outdoor	Bridgeport #8196: I-95 n/b @ Webster Bank Arena n/o Rt 8 E/S	11,325,852	12,719,543	112%
	New Haven #8150: I-95 @ I-91 Interchange N/S			
	Waterbury #1268A: I-84 w/o Scott Rd S/S			
	Hartford #8135: I-84 @ Exit 48/Capitol Ave-Flower St			
TOTALS		11,326,116	12,719,807	112%



Outdoor

Sampling of Boards in Market





Bridgeport #8196 – I-95 n/b @ Webster Bank Arena n/o Route 8 E/S

272.998196 Bridgeport - I-95 N/B @ Webster Bank Arena N 2020-05-28 EDT 09:15:37



272.998196 Bridgeport - I-95 N/B @ Webster Bank Arena N 2020-05-28 EDT 09:00:27



272.998196 Bridgeport - I-95 N/B @ Webster Bank Arena N 2020-05-28 EDT 09:16:24





New Haven #8150: I-95 @ I-91 Interchange N/S

272.008150 - Bridgeport - I-95 @ Junction I-91 F/I 2020-05-28 EDT 09:18:59



272.008150 - Bridgeport - I-95 @ Junction I-91 F/I 2020-05-28 EDT 09:22:11



272.008150 - Bridgeport - I-95 @ Junction I-91 F/I 2020-05-28 EDT 09:18:07





Waterbury #1268A: I-84 w/o Scott Road S/S





Hartford #8135: 84 @ Exit 48 Capitol Avenue-Flower Street

272.998135 - I-84 at Exit 48 Capitol Ave FE

2020-05-28 EDT 08:58:59



272.998135 - I-84 at Exit 48 Capitol Ave FE

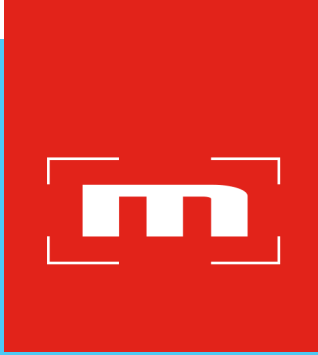
2020-05-28 EDT 08:58:12



272.998135 - I-84 at Exit 48 Capitol Ave FE

2020-05-28 EDT 08:57:47





HSO Anti-Speed & Aggressive Driving

Campaign Report | May 4, 2020 – July 26, 2020





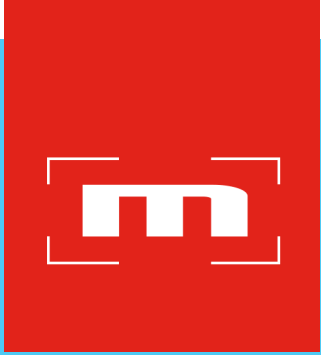
Campaign Overview

- Flight Dates: May 4, 2020 – July 26, 2020
- Primary Demo: Adults 18 – 34
- Ethnicity: English & Spanish
- Geo: Greater Hartford, Waterbury, New Haven & Bridgeport counties



Campaign Delivery Summary

HSO Anti-Speed & Aggressive Driving Mid-Delivery Report May 4, 2020 - July 26, 2020				
Media Type	Description/Vendor	Planned Impressions/Spots	Actual Impressions/Spots	Post %
TV	Cablevision	305	303	99%
	Comcast	513	534	104%
	Unimas & Telemundo	148	148	100%
	Univision	144	143	99%
Radio	Pandora	1,776,884	1,790,062	101%
	WZMX-FM	76	76	100%
	WMRQ-FM	104	104	100%
	WKCI-FM	96	96	100%
	WEZN-FM	66	101	153%
	WMRQ-F2	92	92	100%
	WNEZ-AM	92	92	100%
	WCUM-AM	40	40	100%
Outdoor	Bridgeport #8196: I-95 n/b @ Webster Bank Arena n/o Rt 8 E/S	23,314,176	27,264,719	117%
	New Haven #8150: I-95 @ I-91 Interchange N/S			
	Waterbury #913BA: I-84 e/o Rt 8 N/S			
	New Britain #1431BA: Rt 9 @ East St F/S			
	Hartford #328A: I-91 s/o Jennings Rd E/S			
Digital	Electric Symphony	3,095,000	3,250,026	105%
TOTALS		28,187,736	32,306,536	115%



Pandora

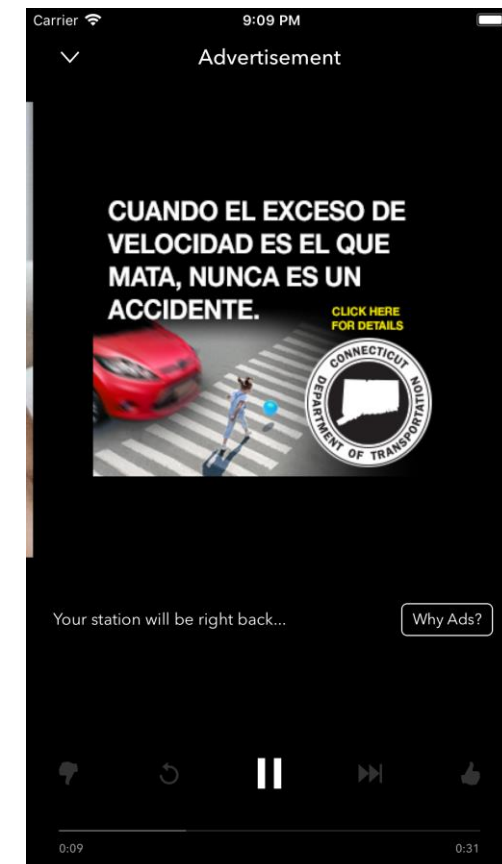
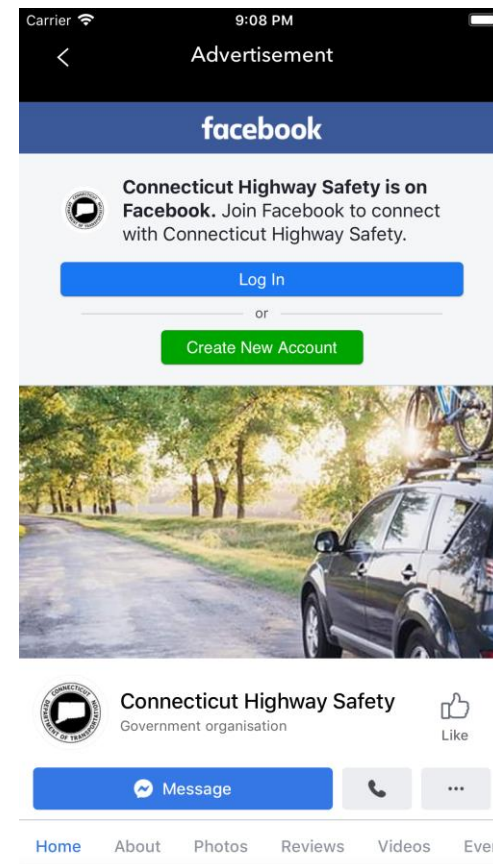
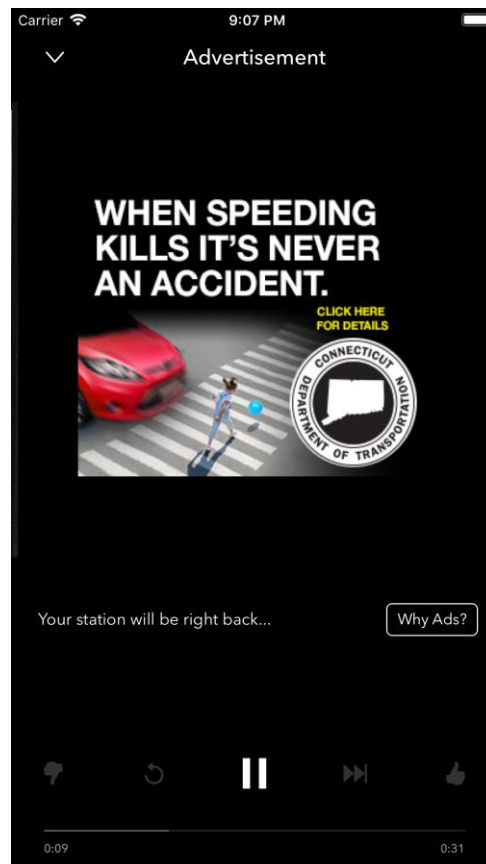


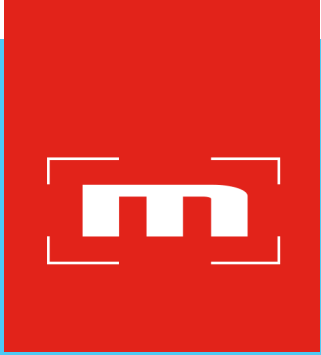


Pandora

Insights & Considerations

- English audio had a 0.11% CTR
 - Impressions 561,824; Clicks 630; Reach 74,207; Frequency 7.6x
- Hispanic audio had a 0.07% CTR
 - Impressions 333,207; Clicks 217; Reach 28,039; Frequency 11.9x





Outdoor

Sampling of Boards in Market





Bridgeport #8196 – I-95 n/b @ Webster Bank Arena n/o Route 8 E/S

272.998196 Bridgeport - I-95 N/B @ Webster Bank Arena N 2020-05-04 EDT 08:27:02 272.998196 Bridgeport - I-95 N/B @ Webster Bank Arena N 2020-05-04 EDT 08:37:28





New Haven #8150: I-95 @ I-91 Interchange N/S





Waterbury #913BA: I-84 e/o Route 8 N/S

[dbc-har19.outfrontmediadigital.com]CT-HAR19_#913B 5/4/2020 11:51:42 AM



[dbc-har19.outfrontmediadigital.com]CT-HAR19_#913B 5/4/2020 11:52:47 AM





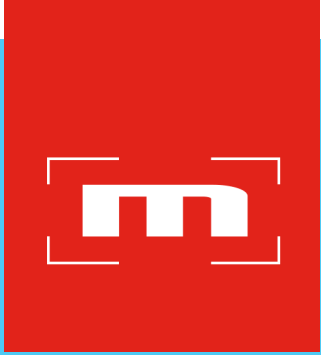
New Britain #1431BA – Route 9 @ East Street F/S





Hartford #328A: I-91 s/o Jennings Road E/S





Programmatic Digital Display

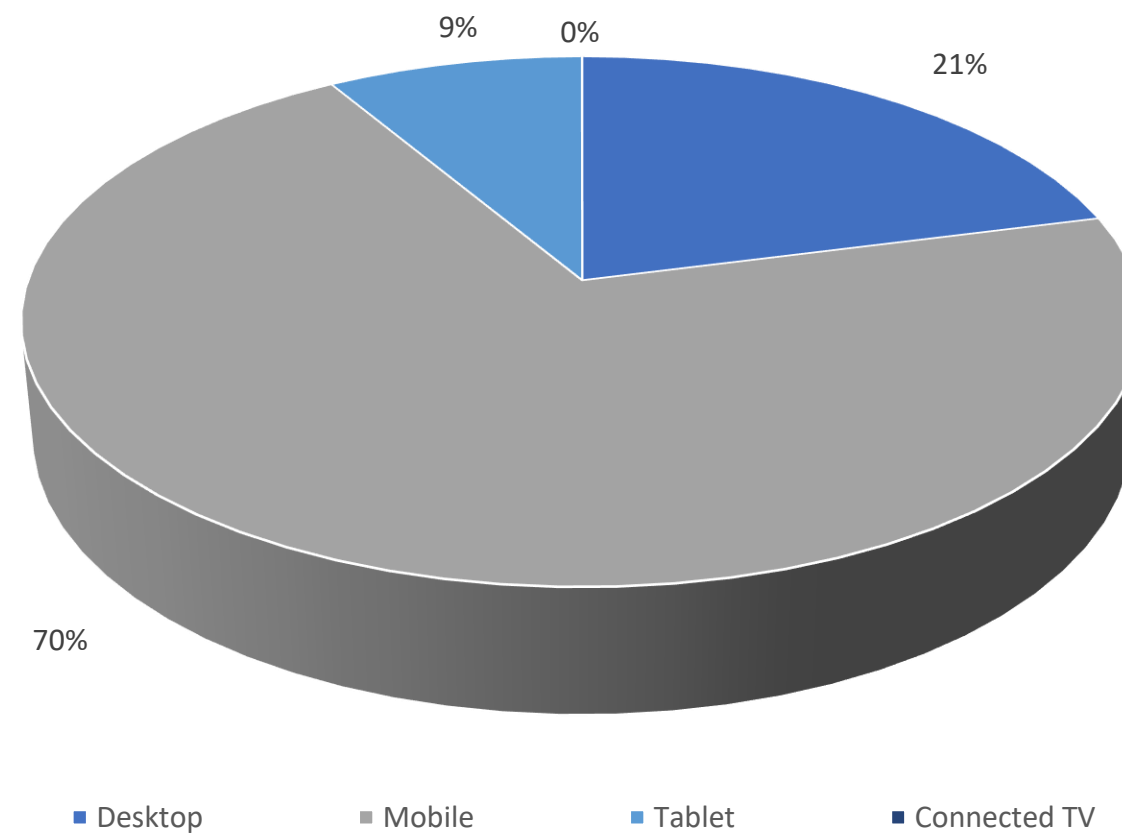




Digital Display (Programmatic)

- Total Impressions: 3,250,026
- Total Clicks: 1,301
- CTR: 0.04%

Impressions by Device Platform





Digital Display (Programmatic)

Top Performing Sites

- wtnh.com
- ctpost.com
- nytimes.com
- patch.com
- theday.com
- nhregister.com
- espn.com
- yahoo.com
- wfsb.com
- foodnetwork.com



Digital Display

Top Performing Creative

Mobile 320 x 50



300 x 250





Digital Display

Insights & Considerations

- Highest performing device platform was mobile at 70%.
- Next best performing device platform was desktop at 21%
- The best performing display ad sizes were the 320 x 50 mobile unit and 300 x 250 medium rectangle
- The tablet platform and the 160 x 600 and 300 x 600 units garnered lower impressions and clicks compared to other device platforms and ad units



HSO Distracted Driving

Campaign Report | July 27 – September 13, 2020





Campaign Overview

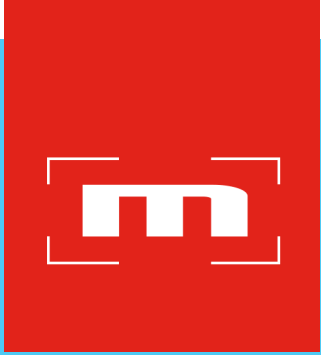
- Flight Dates
 - July 27 – September 13, 2020
- Targeting
 - Hispanic Males 18-34
- Media
 - Radio
 - Outdoor



Delivery Overview

HSO Distracted Driving Delivery Report 7/27 - 9/13/2020

Media Type	Description/Vendor	Planned Impressions/Spots	Actual Impressions/Spots	Post %
Radio	WCUM-AM	303	303	100%
	WMRQ-F2	300	300	100%
	WNEZ-AM	270	270	100%
	Pandora	1,501,848	1,469,086	98%
Outdoor	328A: I-91 S/O Jennings Rd E/S F/S			
	50079: I-84 @ Wellington W/O Ham SS LD			
	1310A: I-95 S/O Peatmont Rd F/N			
	1379A: I-91 .3mi N/O I-95 E/S F/S			
	912A: I-84 E/O Route 8 N/S F/W	16,856,319	20,040,809	119%
	913BA: I-84 400 ft E/O Rt 8 N/S F/E			
	1432BA: Rt 9 @ East St F/N			
	7030: I-95 @ 141 Stratford Ave F/E			
7020: Route 8/25 @ Fairfield Ave F/N				
TOTALS		18,359,040	21,510,768	117%



Outdoor

Sampling of Boards in Market





Hartford #328A – I-91 S/O Jennings Rd E/S F/S





Hartford #50079 – I-84 @ Wellington Rd W/O Ham SS LDD F/W





New Haven #1310A – I-95 S/O Peatmont 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





Waterbury #913BA: I-84 E/O Route 8 N/S F/E





New Britain #1432BA: Route 9 @ East St F/N





Bridgeport #7030: I-95 @ Stratford Ave



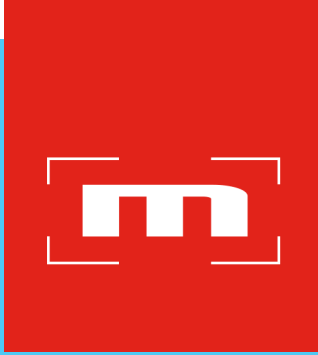


Bridgeport #7020: Route 8/25 @ Fairfield Ave F/N

272-087020 8/25 DD @ 525 FAIRFIELD AVE., BPT., F/N

2020-07-27 EDT 14:55:09





HSO Occupant Protection

Campaign Report | November 25 – December 2, 2019 & August 10 – August 23, 2020





Campaign Overview

- Flight Dates
 - November 25 – December 2, 2019
 - August 10 – August 23, 2020
- Targeting
 - Hispanic Males 18-34
- Media
 - TV
 - Radio
 - Outdoor



Delivery Overview

HSO Occupant Delivery Report 11/25 - 12/2/2019 & 8/10 - 8/23/2020

Media Type	Description/Vendor	Planned Impressions/Spots	Actual Impressions/Spots	Post %
TV	WRDM-TV	227	231	102%
	WUTH-FV	83	83	100%
	WUVN-TV	260	260	100%
	0147: Cablevision Norwalk	211	202	96%
	0154: Cablevision Bridgeport	224	218	97%
Radio	WCUM-AM	123	42	34%
	WMRQ-F2	148	148	100%
	WNEZ-AM	169	169	100%
	Pandora	313,650	308,400	98%
Outdoor	328A: I-91 S/O Jennings Rd E/S F/S			
	8148: I-84 @ W Hartford town line F/W			
	1379A: I-91 .3mi N/O I-95 E/S F/S			
	1310A: I-95 S/O Peatmont Rd F/N	6,025,246	7,338,295	122%
	913BA: I-84 400 ft E/O Rt 8 N/S F/E			
	7030: I-95 @ 141 Stratford Ave F/E			
	1432BA: Rt 9 @ East St F/N			
TOTALS		6,340,341	7,648,048	121%



Outdoor

Sampling of Boards in Market





Hartford #328A – I-91 S/O Jennings Rd E/S F/S





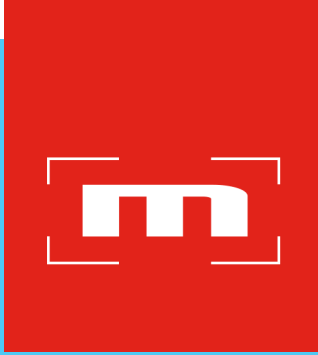
New Haven #1310 – I-95 S/O Peatmont Rd F/N





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





HSO Impaired Driving

Campaign Report | November 18, 2019 – January 1, 2020 & June 29 – September 13, 2020





Campaign Overview

Flight Dates

- November 18, 2019 – January 1, 2020
- June 29 – September 13, 2020

Targeting

- Hispanic Males
- Aged 18-34

Media

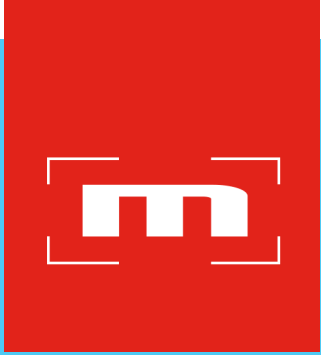
- Radio
- Outdoor



Delivery Overview

HSO Impaired Driving Campaign Report 2019-2020

Media Type	Description/Vendor	Planned Impressions/Spots	Actual Impressions/Spots	Post %
Outdoor	8135 - I-84 Exit 48, Capitol Ave 1207 - I-95 N/O Kimberly Ave F/S 912A - I-84 600ft E/O Rt 8 N/S F/W 71 - I-95 Near Exit 33 F/S 1431BA - Rt 9 @ East St F/S	21,996,721	26,353,868	120%
Radio	WCUM-AM	230	230	100%
	WMRQ-F2	276	276	100%
	WNEZ-AM	232	232	100%
	Pandora	970,708	979,208	101%
TOTALS		22,968,167	27,333,814	104%



Outdoor

Sampling of Boards in Market



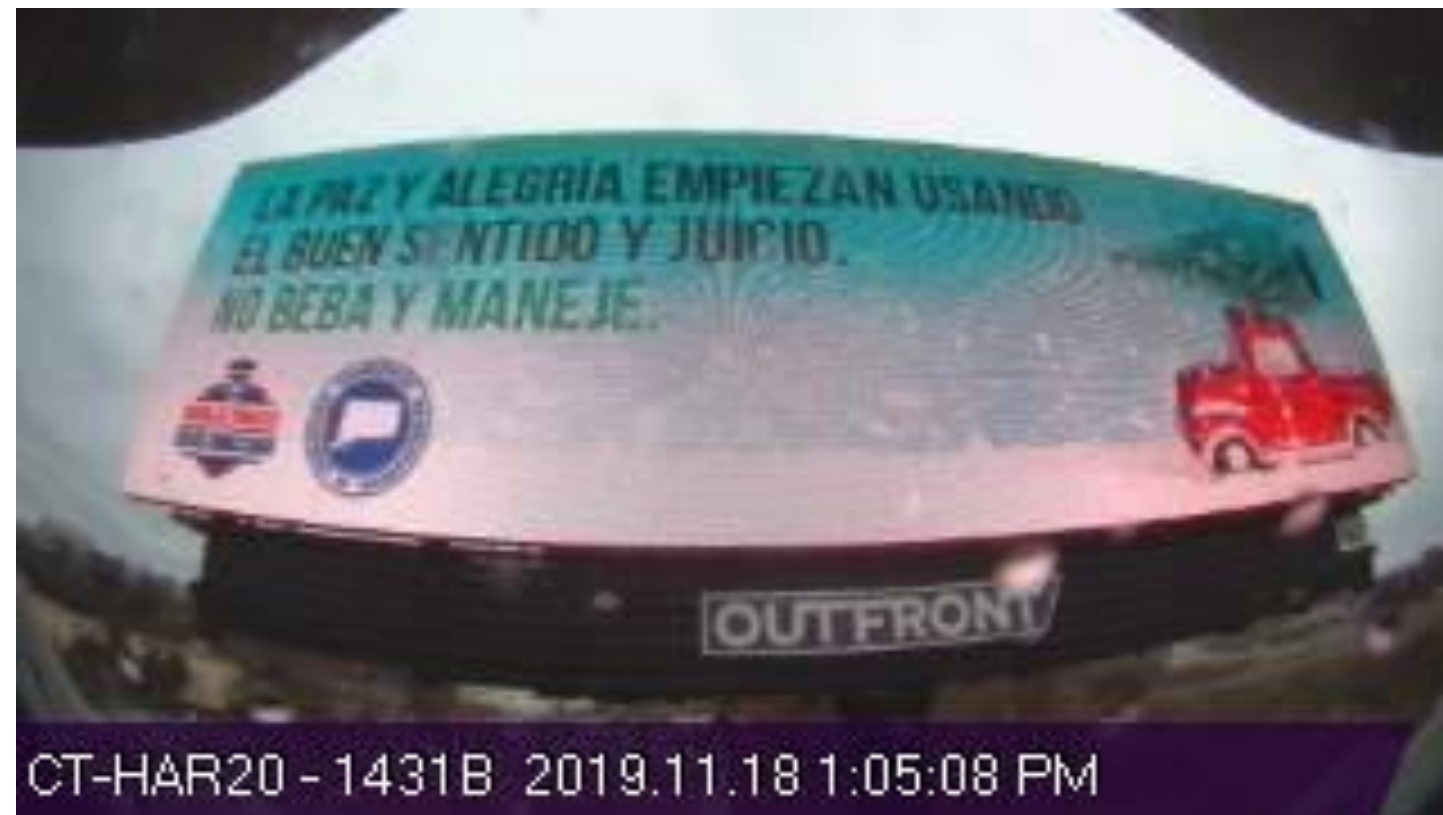


Stratford #71 – I-95 near Exit 33 F/S





New Britain #1431BA – Rt 9 @ East St F/S





New Haven #1207A – I-95 N/O Kimberly Ave F/S





Hartford #8135 – I-84 Exit 48, Capitol Ave





Waterbury #912A – I-84 E/O Rt 8 N/S F/W





distracted driving

Post Buy Report

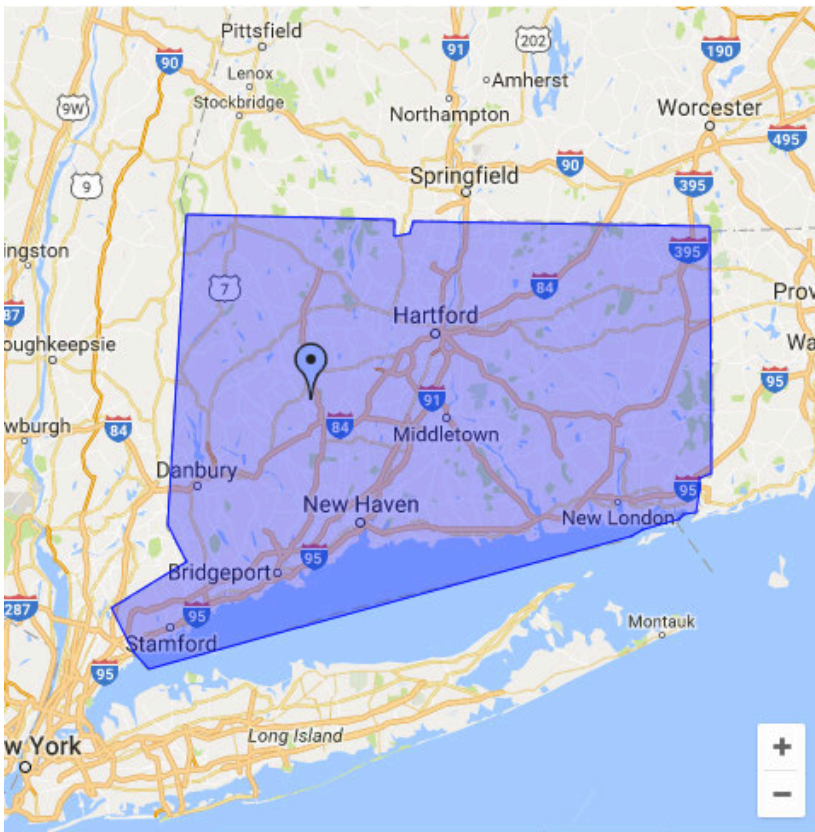
12.01.20

campaign overview

SUMMARY

CashmanKatz was pleased to execute the Marketing for the DOT Distracted Driving efforts in 2020. Due to the COVID-19 pandemic, our flights were scheduled slightly different than in years' past. We did begin our efforts in March but quickly paused and finished out the year strong in August. We utilized the following mediums for our campaign: Display, Video, Social Media, Billboards, Bus, Radio and Cable TV to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



digital summary

Flight Dates: (3/9 – 3/29, 6/29 – 7/26 & 7/27 - 8/30)

PRE-ROLL VIDEO – Social Norming

"Shame" Campaign	Impressions	Delivered Plays
TOTAL	11,000	34,852

PRE-ROLL VIDEO – Enforcement

"Painfully Obvious" Campaign	Impressions	Delivered Plays
TOTAL	12,000	45,175

DISPLAY – Social Norming

"Shame" Campaign	Impression Goal	Impressions Delivered
TOTAL	1.7 M	2,168,748

DISPLAY – Enforcement

"Painfully Obvious" Campaign	Impression Goal	Impressions Delivered
TOTAL	1.8 M	3,344,747

Total: 3,523,000 5,593,522

Total Spend: \$36,500

digital summary

Flight Dates: (3/9 – 3/29, 6/29 – 7/26 & 7/27 - 8/30)

FACEBOOK – Social Norming

"Shame" Campaign	Impressions	Impressions Delivered
TOTAL	275,000	648,334

FACEBOOK – Enforcement

"Painfully Obvious" Campaign	Impressions	Impressions Delivered
TOTAL	300,000	337,473

Total: 575,000 985,807

Total Spend: \$7,000

cable summary

Flight Dates: (3/9 – 3/29 – social norming), (6/29-7/26 – social norming), (7/27-8/30 – enforcement)

CABLE TV

Campaign	Spots Promised	Spots Delivered	Spend
Social Norming (3/1 – 3/29)	650	786	\$23,000
Social Norming (6/29 – 7/26)	1,150	1,316	\$39,000
Enforcement (7/27 – 8/30)	1,700	1,841	\$56,000
TOTAL	3,500	3,943	\$118,000

*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.

radio summary

Radio (7/27 - 8/30)

Stations	Spots Promised	Spots Delivered	Spend
WBMW, WCTY, WDAQ, WEBE, WEZN, WKCI, WMRQ, WPLR, WQGN, WRCH, WUCS, WWYZ	1,250	1,250	\$54,000

Pandora (7/27 - 8/23)

Targeting	Impression Goal	Impressions Delivered	Spend
Adults 18 to 44 in Connecticut	400,000	1,372,304	\$12,000

Gas Station Radio (7/27 - 8/23)

Locations	Contracted Plays	Delivered Plays	Spend
100 Gas Stations across CT	126,000	386,792	\$4,000

outdoor summary

Billboards (7/27 - 8/16)

Locations	Boards Promised	Boards Delivered	Spend
Hartford, New Haven, Waterbury, Bridgeport, Meriden, New Britain, West Haven	12	16	\$14,500



outdoor summary

Bust Posters (7/27 - 8/30)

Location	Buses Promised	Buses Delivered	Spend
Routes in New Haven, Hartford, Bridgeport and Waterbury	80	87	\$29,000

*An added value bonus week was also added to the contract





occupant protection

2019 – 2020 Post Buy Report

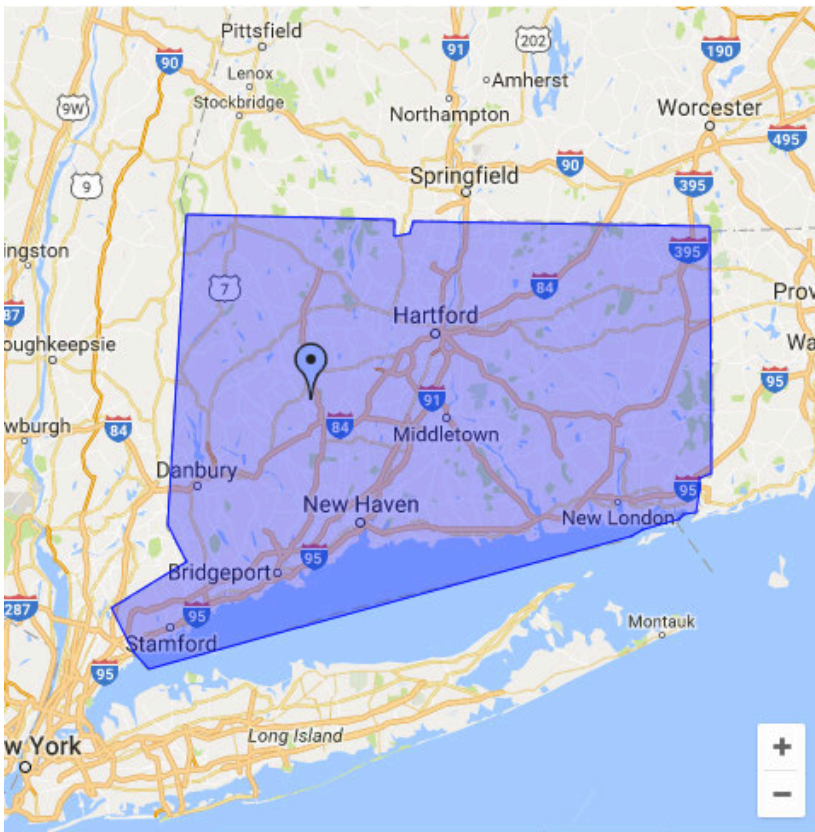
12.02.20

campaign overview

SUMMARY

CashmanKatz was pleased to execute the Marketing for the DOT Occupant Protection efforts in 2019 - 2020. Due to the COVID-19 pandemic, our flights were very different this year than in years' past, as we did not have our typical (much larger) May enforcement period. We utilized the following mediums for our campaign: Display, Video, Social Media, Billboards, Radio, Digital Radio and Gas Station Radio to raise awareness in the state of Connecticut.

TARGETED LOCATION



digital summary

DISPLAY BANNERS

Dates Ran	Impression Goal	Impressions Delivered	Dollars

\$12,500

VIDEO PRE-ROLL

Dates Ran	Impression Goal	Impressions Delivered	Dollars
11/18/19 – 12/1/19	5,000	7,738	
12/30/19 – 2/23/20	10,000	10,786	
8/24/20 - 9/20/20	28,000	28,078	

\$12,500

radio summary

Radio (Enforcement - 11/25/19 – 12/1/19)

Stations	Spots Promised	Spots Delivered
WCTY, WDAQ, WEZN, WKCI, WKSS, WMRQ, WPLR, WQGN, WTIC-FM, WWRX, WWYZ, WZMX, etc.	275	279

Radio (Social Norming – 8/31/20 – 9/13/20)

Stations	Spots Promised	Spots Delivered
WCTY, WDAQ, WEZN, WKCI, WKSS, WMRQ, WPLR, WQGN, WTIC-FM, WWRX, WWYZ, WZMX, etc.	550	552

TOTAL

825

831

Total Spend

\$27,665

Pandora (11/25/19 – 12/1/19)

Targeting	Impression Goal	Impressions Delivered	Spend
Adults 18 to 44 in Connecticut (Focus on Med, 18-34)	155,000	224,494	\$2,335

Gas Station Radio (Enforcement – 11/25/19 – 12/1/19)

Locations	Contracted Plays	Delivered Plays	Spend
100 Gas Stations across CT	31,500	104,107	\$1,000

outdoor summary

Billboards

Locations	Boards Promised	Boards Delivered	Spend
Hartford, New Haven, Waterbury, Bridgeport, Meriden, New Britain, West Haven	20	23	\$44,000





impaired driving

Post Buy Report

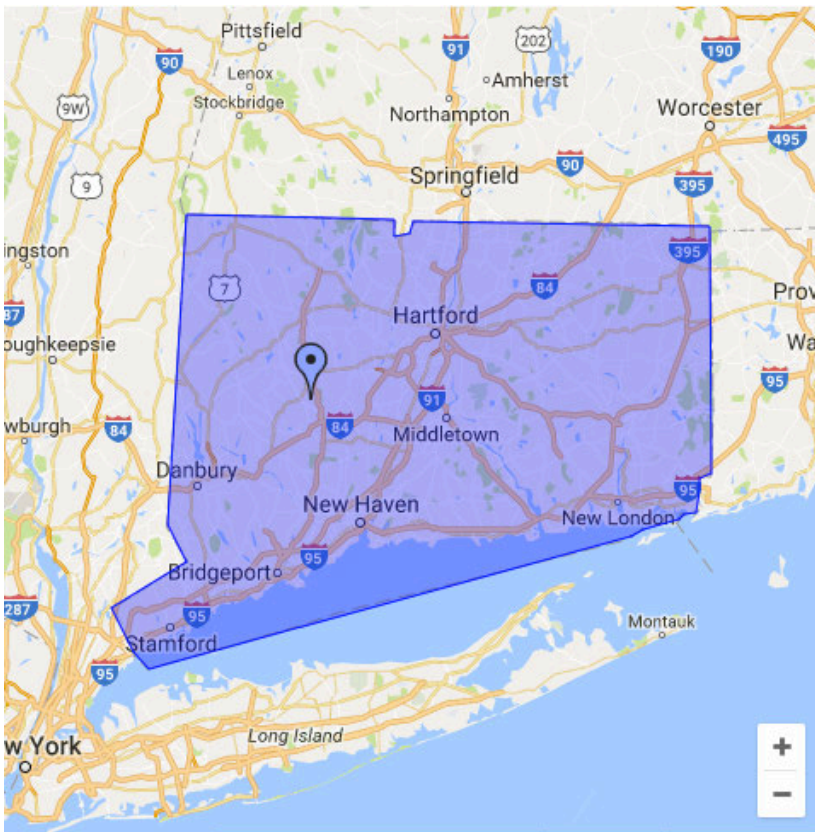
12.03.20

campaign overview

SUMMARY

CashmanKatz was pleased to execute the Marketing for the DOT Impaired Driving efforts in 2020. Due to the COVID-19 pandemic, our flights were scheduled slightly different than in years' past. 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

DISPLAY BANNERS

Flight Dates: 11/25/19 – 1/5/20, 1/27 – 2/2/20, 3/16/20 – 3/22/20, 6/29/20 – 7/5/20, 8/17/20 – 9/6/20)

Mugshot Campaign	Impression Goal	Impressions Delivered	Dollars
TOTAL	5,500,000	1,729,444	\$37,400

PRE-ROLL VIDEO

Flight Dates: 11/25/19 – 1/5/20, 3/16/20 – 3/22/20, 6/29/20 – 7/5/20, 8/17/20 – 9/6/20)

Mugshot Campaign	Video Views Goal	Video Views Delivered	Dollars
TOTAL	28,000	121,310	\$9,500

FACEBOOK

Flight Dates: 11/25/19 – 1/5/20, 3/16/20 – 3/22/20, 6/29/20 – 7/5/20, 8/17/20 – 9/6/20)

Mugshot Campaign	Impression Goal	Impressions Delivered	Dollars
TOTAL	600,000	1,219,406	\$9,300

cable summary

CABLE TV

Dates Ran	Spots Promised	Spots Delivered	Spend
11/27/19 – 12/8/19 & 12/16/19 – 12/29/19	800	1,080	\$32,000
8/19/20 – 9/7/20	400	579	\$17,000

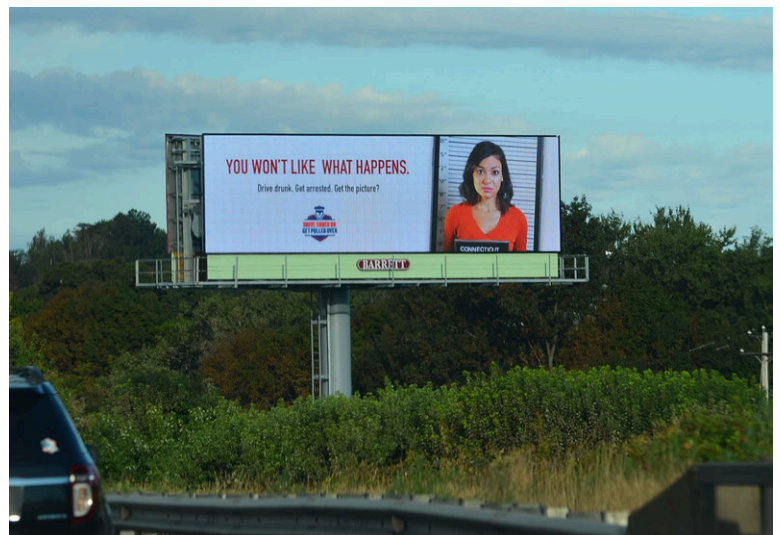
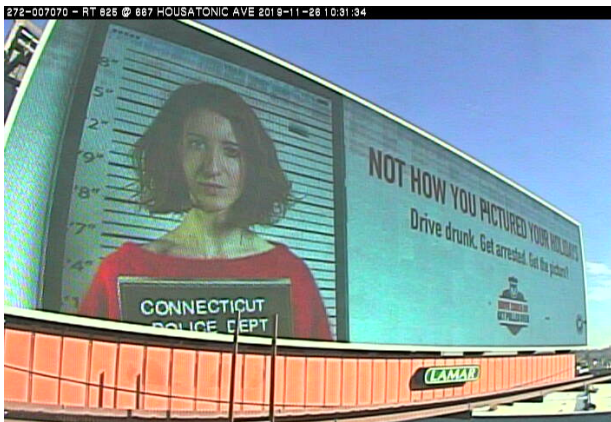
TOTAL 1,200 1,659 \$49,000

**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.*

outdoor summary

Billboards 11/25/19 – 12/23/19 & 8/31/20

Locations	Boards Promised	Boards Delivered	Spend
Hartford, New Haven, Waterbury, Bridgeport, Meriden, New Britain, West Haven	15	16	\$18,980
	4,642,107 imp	5,673,820 imp	



outdoor summary

Mobile Billboards

Locations	Date	Dollars
Manchester Road Race	11/28/19	
St. Patrick's Day – Hartford	3/14/20	
St. Patrick's Day – New Haven	3/15/20	
TOTAL		\$4,420



radio summary

Radio

*Stations include WBMW, WDAQ, WEZN, WKCO, WMRQ, WPLR, WQGN, WTIC-FM, WZMX

Dates Ran	Spots Delivered	Dollars
11/27-/19 – 12/1/19 & 12/9/19 – 12/29/19	518	
1/27/20 – 2/2/20	153	
3/14/20 – 3/17/20	130	
6/29/20 – 7/5/20	224	
8/31/20 – 9/7/20	224	
TOTAL	1,249	\$49,000

Pandora

Dates Ran	Impression Goal	Impressions Delivered	Spend
11/25/19 – 12/8/19 12/16/19 – 12/29/19 8/24/20 – 9/6/20	1,200,000	1,240,000	\$12,400

Traffic Network Sponsorships

Dates Ran	Delivered Spots	Spend
11/27/19 – 12/1/19 12/23/19 – 12/29/19 1/27/20 – 2/2/20 3/14/20 – 3/17/20 6/29/20 – 7/5/20 8/31/20 – 9/6/20	732	\$35,000