

For additional information about Connecticut's Racial Profiling Prohibition Project please visit www.ctrp3.org

This site contains links to Connecticut's profiling legislation, raw data, analysis, advisory board monitoring and more.

Senate Bill No. 364

Public Act No. 12-74

AN ACT CONCERNING TRAFFIC STOP INFORMATION.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. Section 54-1m of the 2012 supplement to the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2012*):

(a) Each municipal police department and the Department of Emergency Services and Public Protection shall adopt a written policy that prohibits the stopping, detention or search of any person when such action is solely motivated by considerations of race, color, ethnicity, age, gender or sexual orientation, and [the] such action would constitute a violation of the civil rights of the person.

(b) Not later than July 1, 2013, the Office of Policy and Management, in consultation with the Racial Profiling Prohibition Project Advisory Board established in section 2 of this act, and the Criminal Justice Information System Governing Board shall, within available resources, develop and implement a standardized method:

(1) To be used by police officers of municipal police departments and the Department of Emergency Services and Public Protection to record traffic stop information. The standardized method and any form developed and implemented pursuant to such standardized method shall allow the following information to be recorded: (A) Date and time of the stop; (B) location of the stop; (C) name and badge number of the police officer making the stop; (D) race, color, ethnicity, age and gender of the operator of the motor vehicle that is stopped, provided the identification of such characteristics shall be based on the observation and perception of the police officer responsible for reporting the stop; (E) the nature of the alleged traffic violation or other violation that caused the stop to be made and the statutory citation for such violation; (F) the disposition of the stop including whether a warning, citation or summons was issued, whether a search was conducted and whether a custodial arrest was made; and (G) any other information

deemed appropriate. The method shall also provide for (i) notice to be given to the person stopped that if such person believes that such person has been stopped, detained or subjected to a search solely because of race, color, ethnicity, age, gender, sexual orientation, religion or membership in any other protected class, such person may file a complaint with the appropriate law enforcement agency, and (ii) instructions to be given to the person stopped on how to file such complaint;

(2) To be used to report complaints pursuant to this section by any person who believes such person has been subjected to a motor vehicle stop by a police officer solely on the basis of race, color, ethnicity, age, gender, sexual orientation or religion; and

(3) To be used by each municipal police department and the Department of Emergency Services and Public Protection to report data to the Office of Policy and Management pursuant to subsection (h) of this section.

(c) Not later than July 1, 2013, the Office of Policy and Management, in consultation with the Racial Profiling Prohibition Project Advisory Board, shall develop and implement guidelines to be used by each municipal police department and the Department of Emergency Services and Public Protection in (1) training police officers of such agency in the completion of the form developed and implemented pursuant to subdivision (1) of subsection (b) of this section, and (2) evaluating the information collected by police officers of such municipal police department and the Department of Emergency Services and Public Protection pursuant to subsection (e) of this section for use in the counseling and training of such police officers.

~~[(b) Each]~~ (d) On and after July 1, 2013, each municipal police department and the Department of Emergency Services and Public Protection shall, [using the form developed and promulgated pursuant to subsection (h)] if a standardized method and form have been developed and implemented pursuant to subdivision (1) of subsection (b) of this section, record and retain the [following information: (1) The number of persons stopped for traffic violations; (2) characteristics of race, color, ethnicity, gender and age of such persons, provided the identification of such characteristics shall be based on the observation and perception of the police officer responsible for reporting the stop and the information shall not be required to be provided by the person stopped; (3) the nature of the alleged traffic violation that resulted in the stop; (4) whether a warning or citation was issued, an arrest made or a search conducted as a result of the stop; and (5)] information required to be recorded pursuant to such standardized method and any additional information that such municipal police department or the Department of Emergency Services and Public Protection, as the case may be, deems appropriate, provided such information ~~[does]~~ shall not include any other identifying information about any person stopped for a traffic violation such as the person's operator's license number, name or address.

[(c)] (e) Each municipal police department and the Department of Emergency Services and Public Protection shall provide to the Chief State's Attorney and the [African-American Affairs Commission] Office of Policy and Management (1) a copy of each complaint received pursuant to this section, and (2) written notification of the review and disposition of such complaint. No copy of such complaint shall [contain] include any other identifying information about the complainant such as [his or her] the complainant's operator's license number, name or address.

[(d)] (f) Any police officer who in good faith records traffic stop information pursuant to the requirements of this section shall not be held civilly liable for the act of recording such information unless the officer's conduct was unreasonable or reckless.

[(e)] (g) If a municipal police department or the Department of Emergency Services and Public Protection fails to comply with the provisions of this section, the [Chief State's Attorney may] Office of Policy and Management shall recommend and the Secretary of the Office of Policy and Management may order an appropriate penalty in the form of the withholding of state funds from such municipal police department or the Department of Emergency Services and Public Protection.

[(f) On or before October 1, 2000] (h) Not later than October 1, 2013, and annually thereafter, each municipal police department and the Department of Emergency Services and Public Protection shall, if a standardized method has been developed and implemented pursuant to subsection (b) of this section, use such method and any form developed and promulgated under the method to provide to the [Chief State's Attorney and the African-American Affairs Commission, in such form as the Chief State's Attorney shall prescribe,] Office of Policy and Management a summary report of the information recorded pursuant to subsection [(b)] (d) of this section.

[(g) The African-American Affairs Commission] (i) The Office of Policy and Management shall, within available resources, review the prevalence and disposition of traffic stops and complaints reported pursuant to this section. Not later than January 1, [2004] 2014, and annually thereafter, the [African-American Affairs Commission] office shall report the results of any such review, including any recommendations, to the Governor, the General Assembly and [to] any other entity [said commission deems] deemed appropriate. [the results of such review, including any recommendations.]

(j) Not later than January 1, 2013, the Office of Policy and Management shall submit a report to the joint standing committee of the General Assembly having cognizance of matters relating to the judiciary on the office's progress in developing a standardized method and guidelines pursuant to this section. Such report may include recommendations for amendments to this section.

[(h) The Chief State's Attorney, in conjunction with the Commissioner of Emergency Services and Public Protection, the Attorney General, the Chief Court Administrator, the Police Officer Standards and Training Council, the Connecticut Police Chiefs Association and the Connecticut Coalition of Police and Correctional Officers, shall develop and promulgate: (1) A form, in both printed and electronic format, to be used by police officers when making a traffic stop to record the race, color, ethnicity, gender and age of the operator of the motor vehicle that is stopped, the location of the stop, the reason for the stop and other information that is required to be recorded pursuant to subsection (b) of this section; and (2) a form, in both printed and electronic format, to be used to report complaints pursuant to this section by persons who believe they have been subjected to a motor vehicle stop by a police officer solely on the basis of their race, color, ethnicity, age, gender or sexual orientation.]

Sec. 2. (NEW) (*Effective from passage*) (a) There is established, within available resources, a Racial Profiling Prohibition Project Advisory Board for the purpose of advising the Office of Policy and Management with respect to the adoption of standardized methods and guidelines pursuant to section 54-1m of the general statutes, as amended by this act. The board shall be within the Office of Policy and Management for administrative purposes only.

(b) The board shall include the following members:

- (1) The Chief State's Attorney, or a designee;
- (2) The Chief Public Defender, or a designee;
- (3) The president of the Connecticut Police Chiefs Association, or a designee;
- (4) The executive director of the African-American Affairs Commission, or a designee;
- (5) The executive director of the Latino and Puerto Rican Affairs Commission, or a designee;
- (6) The executive director of the Asian Pacific American Affairs Commission, or a designee;
- (7) The executive director of the Commission on Human Rights and Opportunities, or a designee;
- (8) The Commissioner of Emergency Services and Public Protection, or a designee;
- (9) The Commissioner of Transportation, or a designee;

(10) The director of the Institute for Municipal and Regional Policy at Central Connecticut State University, or a designee; and

(11) Such other members as the board may prescribe.

(c) The chairpersons of the joint standing committee of the General Assembly having cognizance of matters relating to the judiciary shall select two chairpersons of the board from among the members of the board.



State of Connecticut

2025

Annual Grant Application

PREPARED BY
Highway Safety Office, Bureau of Policy and Planning,
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1300.12 ANNUAL GRANT APPLICATION

Introduction to Federal Fiscal Year 2025 Projects

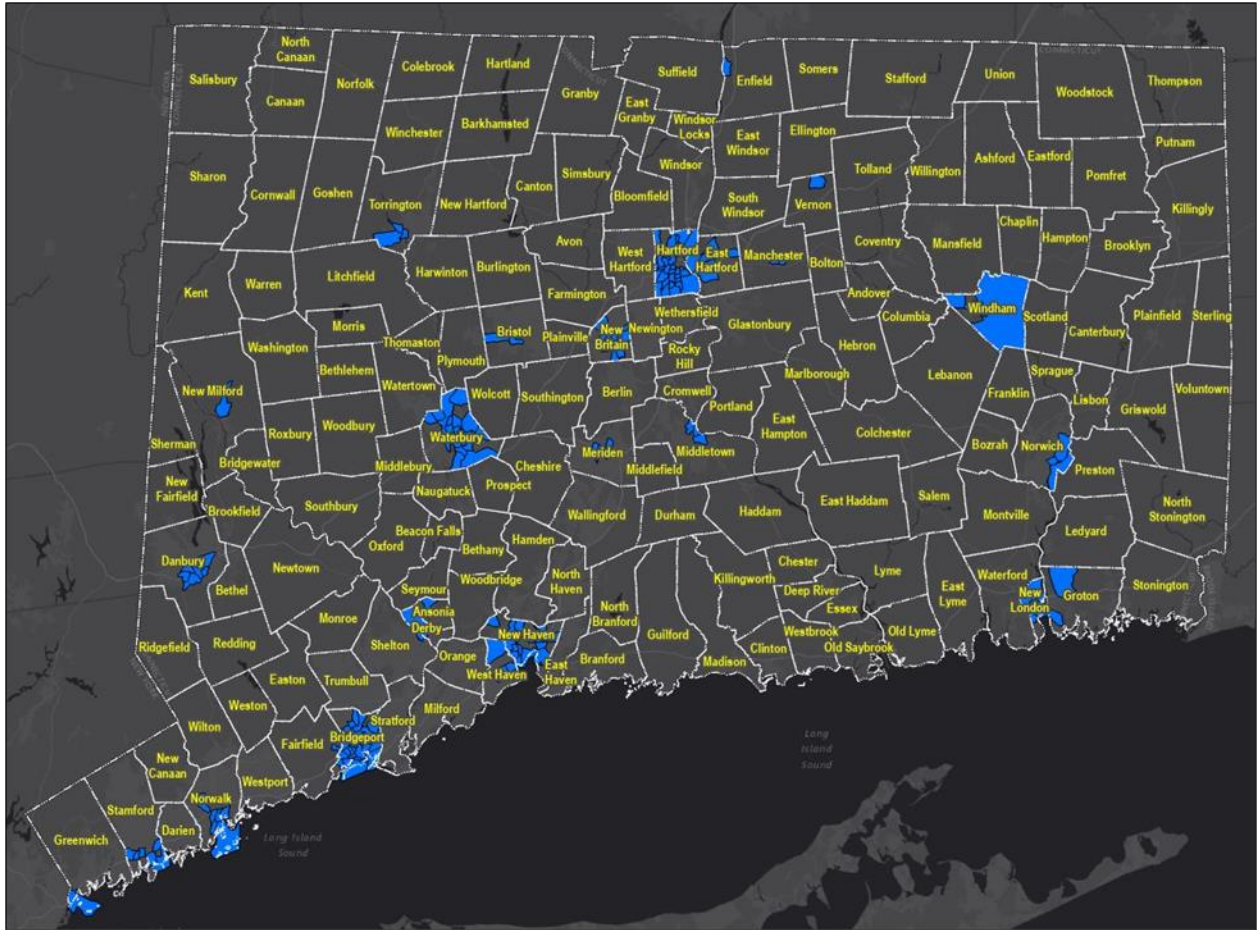
This document contains the Federal Fiscal Year 2025 (FFY2025) Annual Grant Application (AGA) submitted to the National Highway Traffic Safety Association (NHTSA) under section 1300.12 for the Connecticut Highway Safety Office (CHSO) in the Connecticut Department of Transportation (CTDOT).

This FFY2025 AGA includes reference to underserved and disadvantaged communities in Connecticut as part of the Federal Government’s Justice40 Initiative. The Justice40 Initiative, established by the Biden-Harris Administration, is an effort to address longstanding disparities in disadvantaged communities across various sectors, including transportation. There are 27 towns in Connecticut with Justice40 tracts as indicated in the table and map below. Reducing the fatalities and serious injuries by increasing Federal and State investment and programming in the four major cities of Hartford, Waterbury, New Haven, and Bridgeport will be a priority during the 2025 planning period as these cities are overrepresented in crashes and are underserved areas.

Connecticut’s Justice40 Towns (Not in any particular order)

1) Groton	8) Byram (Community in Greenwich)	15) New Britain	22) West Haven
2) Vernon	9) Fairfield	16) Danbury	23) Norwalk
3) Enfield	10) New Haven	17) Bristol	24) New London
4) Middletown	11) Meriden	18) Stamford	25) Norwich
5) Shelton	12) Bridgeport	19) Waterbury	26) Windham
6) Derby	13) Hartford	20) Torrington	27) Manchester
7) Ansonia	14) East Hartford	21) New Milford	

Connecticut Towns and the Justice40 Tracts



Sources: CTDOT and Justice40 Database; Justice40 tracts within the towns (blue)

In addition to the Justice40 Initiative data for Connecticut, the CTHSO will also incorporate data from the Environmental Protection Agency's (EPA) Environmental Justice mapping and screening tool known as EJScreen. EJScreen's data will be utilized to delve deeper into the communities within New Haven, Bridgeport, Hartford, and Waterbury, which were identified through the Justice40 layer as disadvantaged and are the top four cities with high incidences of fatalities and serious injuries. By considering additional information from EJScreen, the CTHSO can establish a more comprehensive understanding of these communities' environmental and socioeconomic challenges. The map below shows the EJScreen Supplemental Demographic Index which uses five socioeconomic indicators including percentage of the population with low life expectancy, low-income, unemployed limited English speaking, and less than high school education.

Connecticut Department of Transportation Traffic Safety Initiatives

Vision Zero Council of Connecticut: CTDOT is committed to eliminating traffic fatalities and is leading the effort with the Vision Zero Council. The [Vision Zero Council of Connecticut](#) is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill. Members of the council include the commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State's Attorney. Other agencies include the Department of Mental Health and Addiction Services and the Liquor Control Division at the Department of Consumer Protection.

Since its inception, the Council and its subcommittees have been focusing on equity, enforcement, engineering, and education and developed proposals for legislation regarding the next steps to implement the recommendations of the Vision Zero Council.

On June 27, 2023, the Governor of Connecticut signed [House Bill No. 5917](#), An Act Implementing the Recommendations of the Vision Zero Council. At its most basic level, this bill implements policies and authorizes utilizing strategies and tools that have proven to reduce crashes and injuries when implemented in other States. It is a comprehensive package addressing engineering, education, enforcement, and equity.

House Bill No. 5917:

- Empowers municipalities to deploy automated traffic enforcement with significant oversight from CTDOT
- Requires more robust safety education be provided to drivers
- Requires CTDOT to consider recommendations from equity stakeholders in annual capital plan development
- Requires CTDOT continue work to raise public awareness about the dangers of impaired driving

Blood Alcohol Concentration Limit: Connecticut consistently ranks amongst the top five States in the nation for alcohol-impaired traffic fatalities and is above the national average in terms of alcohol-related fatalities. To address the problem of impaired driving on Connecticut roadways, CTDOT introduced legislative bills to lower the legal limit of the Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session and again in 2024. In 2023, Bill

1082 was proposed to lower the BAC level to 0.05 but failed to gain support. In 2024, two bills were proposed: one to lower the BAC to 0.05 (Bill 424), and another that would classify those driving at BAC levels between 0.05 and 0.08 as “ability impaired” with violators paying a fine and required to take a driver safety class (Bill 423). The CTHSO has worked to address the alcohol-impaired driving issue in the State through various avenues including, but not limited to, educational and awareness campaigns, enforcement grants, etc. Although these bills did not pass in 2024, CTDOT will continue similar efforts in the next legislative session.

Wrong-Way Crashes: In 2023, Connecticut saw a reduction in wrong-way crashes on the State’s interstates and limited access highways after a spike in 2022. In 2022, Connecticut experienced thirteen fatal wrong-way crashes resulting in 23 fatalities, accounting for six percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. Nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs.

To counteract this rise in wrong-way crashes, Connecticut has approved \$40 million in funding for wrong-way driving alert systems and as of July 2024, 100 locations have the alert systems installed with online monitoring capabilities. In addition to wrong-way driver countermeasures, the *One Wrong Move* media campaign continues to be utilized to address wrong-way driving. CTDOT Traffic Safety Engineering Unit has upgraded signage on 700 limited access highway off-ramps including oversized signs and use of red retro-reflective strips. Further efforts include systematic installation of pavement markings on secondary roadways at intersections with limited access off-ramps in the State and CTDOT has also refreshed wrong-way arrows and stop bars on exit ramps. The Office of Traffic Safety Engineering is also installing updated traffic signals at ramp intersections and installing wrong-way signs on the back sides of speed limit signs along highways.

Within the CTHSO, there has been added funding for State and local police with Alcohol-Impaired enforcement grants, increased media campaigns addressing cannabis and alcohol use and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI sobriety checkpoints and roving patrols. The CTHSO also implemented the pilot law enforcement phlebotomy program in 2024, that will train police officers to draw blood avoiding procedural delays. In 2024, there were 10 police officers certified as phlebotomists.

In February 2023, the State also held its first Green Lab which provided training to law enforcement partners and provided a chance to assess volunteers under the influence of cannabis as well as combined with alcohol. In the spring of 2024, the second Green Lab was held, and a third Green Lab will be held in fall 2024. This training is being continued in coordination with the CTHSO and the Connecticut Safety Research Center. It is highly beneficial to law enforcement who may have little exposure to the increased impairing effects of newly legalized recreational cannabis.

High Risk Rural Roads: In coordination with the Federal Highway Administration (FHWA), CTHSO developed a media campaign aimed at education drivers on the danger of speeding on rural roads in Connecticut. With the help of FHWA, enforcement measures were also used to deter speeding on specifically designated sections of rural roads. In addition, this program included purchase of equipment for law enforcement for speed detection.

Safe Routes to School: The Safe Routes to School (SRTS) program in Connecticut aims to improve traffic safety for students commuting to and from school. By promoting walking, biking and rolling, SRTS encourages healthier lifestyles while reducing traffic congestion and emissions around school zones. The program focuses on educating students, parents, and communities about safe travel practices, enhancing infrastructure such as crosswalks and bike lanes, and organizing events like walk, bike and roll-to-school days. This comprehensive approach helps to create safer, more accessible routes for children, ultimately fostering a safer environment for everyone in Connecticut. Currently, there are 98 registered schools, towns, and individuals for the SRTS program in the State.

Complete Streets Policy: In August 2023, CTDOT implemented new [Complete Streets Design Criteria](#) to be incorporated into all projects, ensuring that every project includes a focus on pedestrian and bicyclist facilities and public transportation operations to create stronger intermodal transportation networks and improve safety.

The Engineering directive added three new controlling design criteria to improve safety and mobility, and includes pedestrian facilities (sidewalks, shared use paths, or side paths on both sides of the roadway), bicycle facilities (paved outside shoulders, bike lanes, separated bike paths, or shared use paths on both sides of the roadway), and transit provisions (crosswalks, shelters, benches, and other ways to make existing or proposed transit stops more accessible).

Automated Work Zone Speed Control Program: In 2021, Connecticut enacted legislation (General Statute Chapter 241, §13a-261 through 268) to establish a two-year pilot program to operate Automated Work Zone Speed Control systems. The pilot program was implemented to monitor vehicle speeds, issue warnings or violations to the registered vehicle owner when the system detected vehicle speed of 15 mph or more above the posted speed limit and assess fines to repeat offenders. Five locations were analyzed, and all showed reductions in driver speeds.

After a draft Legislative Report was created in February of 2024 to capture and evaluate the findings of the pilot program, [Public Act 24-40](#) was passed to allow Automated Work Zone Speed Control systems as a permanent program.

Safe System Approach: The Safe System Approach is part of the Strategic Highway Safety Plan (SHSP), which can be applied equitably across the transportation network. The principles include that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. CTDOT will evaluate how to integrate Safe System principles into CTDOT’s planning and design practices and will discuss the best ways to integrate this during the Executive and Steering Committee meetings.



CTDOT continues to address the increase in traffic fatalities on Connecticut roadways with various measures as stated above and remains committed to reducing traffic fatalities and injuries.

1300.12 (b)(1) UPDATES TO TRIENNIAL HSP

1300.12 (b)(1)(i) Adjustments to Countermeasure Strategy for Programming Funds

No adjustments for FFY2025. All the projects included in the FFY2025 AGA fall under the countermeasure strategies described in the 2024-2026 Triennial HSP that was submitted on July 3, 2023.

1300.12 (b)(1)(ii) Changes to Performance Plan

No changes for FFY2025.

New Public Participation and Engagement Partnerships

As part of the FFY2025 AGA, the CTHSO has developed new partnerships with the following organizations:

- **Community Action Agency of New Haven (CAANH)** – Developing a new relationship with this organization through the Connecticut Police Chiefs Association (CPCA) to serve Justice40 communities in New Haven, East Haven, West Haven, North Haven, and Hamden. The CTHSO will work with CAANH through CPCA to focus on traffic safety issues such as child passenger safety, occupant protection, pedestrian safety, and others. which will be addressed through this partnership. This relationship will work toward developing grants in FFY2026.
- **Western Connecticut Police Chiefs** – Creating a pilot program to support the regional traffic safety operations with a mobile traffic safety vehicle used for conducting impaired driving enforcement activities, such as DUI safety checkpoints, and equipment such as phlebotomy chairs.
- **Colchester Fire Department** – Developing a teen driver and community educational pilot program to reduce crashes involving first responders and highway workers on the roadway shoulders with the potential to expand to other fire departments in Connecticut. This program will increase awareness of the Move Over law in Connecticut through such things as PSAs.
- **Griffin Health** – Working with the Griffin Health Community Outreach Department, a new project will allow Child Passenger Safety Technicians to educate new parents on proper car seat installation and safe practices and to increase the number of appointments to help parents and caregivers transport children with special healthcare needs. This project will support Child Passenger Safety services in Justice40 communities including but not limited to Derby, Ansonia, Prospect, Seymour, Shelton, Waterbury, and other towns that are part of the Naugatuck Valley region.

1300.12 (b)(2) PROJECTS AND SUBRECIPIENT INFORMATION

IMPAIRED DRIVING (ID)

Project ID-1: DUI Overtime High Visibility Enforcement and Equipment

Project description: High Visibility Enforcement (HVE) objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the CTHSO will make an extra effort to add additional saturation patrols and checkpoints during holiday crackdowns and weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by municipal police departments based on specific community core hours of related alcohol activity through this project. The CTHSO will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 50 agencies will participate as subgrantees and an estimated 100 DUI checkpoints and approximately 3,000 roving/saturation patrols will be conducted statewide throughout the fiscal year. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

The CTHSO will continue to encourage regional cooperation and coordination of checkpoints. If equipment is needed for the performance of checkpoint or saturation patrol activities, funds may be awarded for the purchase of DUI related equipment. The equipment may be jointly utilized by Regional Traffic Units (RTUs). Equipment examples include DUI mobile command vehicles for RTUs, breath-testing equipment, oral fluid 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.

Impaired driving HVE campaigns will consist of enforcement mobilizations supported by media campaigns. The enforcement mobilizations will pair with various media campaigns during holiday periods throughout the year. The media campaigns will feature the NHTSA slogan *Drive Sober or Get Pulled Over*. Enforcement mobilizations will also occur outside of holiday periods for year-round enforcement.

Enforcement mobilization: Both State and municipal police will be eligible to participate in grant funded overtime for impaired driving enforcement. For FFY2025, it is estimated that up to 50 agencies will participate in impaired driving enforcement mobilization.

The Connecticut State Police Traffic Services Unit (CSP-TSU) will be eligible to apply for grant funded impaired driving overtime enforcement. State Police activities will take place on State Police patrolled interstates, State routes and local roads.

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

- **DUI Sobriety Checkpoints**
 - Checkpoint activities must be included in the approved grant and must be conducted on the dates specified in the approved grant
 - Changes to checkpoint dates must be approved by the CTHSO for costs to be reimbursable
 - Checkpoint activities are limited to a maximum of 64 shift hours per checkpoint
- **Roving Patrols**
 - Roving patrol activities must be included in the approved grant and must be conducted on specified dates and within specified hours
 - Municipal and Resident Trooper towns are limited to a maximum of 16 shift hours per date
 - The State Police will not be subject to shift hour limits per date but will still be subject to hours per shift limits
- **Enforcement Schedule**
 - October 2024 through September 2025
 - Enforcement schedules will vary by town based on each town's problem identification data; all enforcement must take place during the days and times specified in each town's approved grant
 - Eligible enforcement dates are shown in each town's approved grant and generally consist of weekends and holiday periods; dates not included in the grant are not eligible for enforcement
 - Minimum of 4 hours per shift/Maximum of 8 hours per shift; shifts less than 4 hours or greater than 8 hours may be approved for reimbursement if proper justification is provided
- **Enforcement Locations (Statewide, focusing on location data)**
 - The State Police will patrol roadways under State Police jurisdiction; these roadways are generally limited access highways but may include other roads that are State Police patrolled
 - Towns will patrol roadways under the police department's jurisdiction

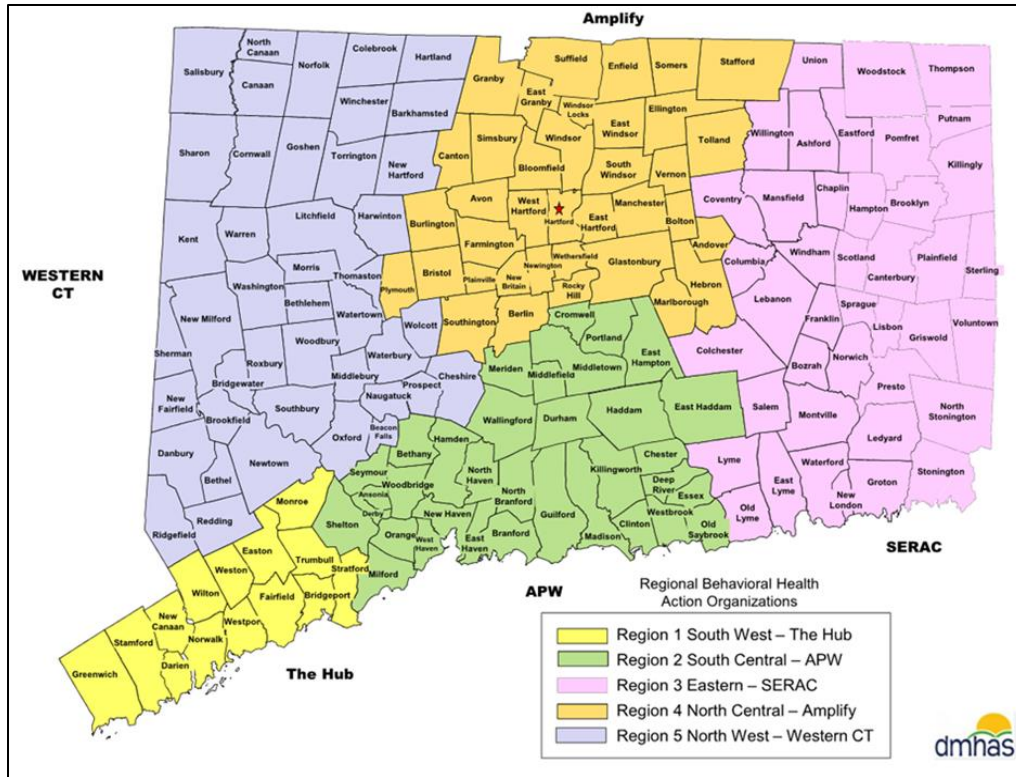
- Towns are required to provide information on locations with high DUI crash occurrences in the grant application; these locations must be based on each town’s problem identification data; enforcement activities will focus on these locations.
- Personnel
 - Participating personnel will vary by town and must comply with the program parameters shown in the approved grant
 - Planned personnel activities must be provided in the grant application and must be approved for costs to be reimbursable
- Project reporting
 - Hourly rates
 - Dates worked
 - Hours worked
 - Cost information
 - DUI arrest data and citation data
 - Supplementary narrative information when needed

Media Component: The CTHSO will work through a media contractor to purchase paid advertising across multiple media platforms to complement the NHTSA’s national media buy for the impaired driving campaign. This advertising will be purchased to run during holiday periods throughout the year and will feature NHTSA impaired driving messaging. The details about the media component are included under Project ID-6 DUI Media Campaign project description.

The primary focus for this HVE will be males ages 21-34. HVE will occur statewide, including but not limited to Justice40 / Environmental Justice community locations such as:

- | | | | |
|-----------------|--------------|-------------|---------------|
| • Ansonia | • Bridgeport | • Bristol | • Danbury |
| • East Hartford | • Enfield | • Fairfield | • Groton |
| • Hartford | • Manchester | • Meriden | • New Britain |
| • New Haven | • New London | • Norwalk | • Norwich |
| • Stamford | • Torrington | • Vernon | • Waterbury |
| • West Haven | • Windham | | |

Per the Connecticut Department of Mental Health and Addiction Services' (CTDMHAS), the towns in Regions 1, 2, and 4 have high rates of alcohol and polysubstance misuse. During FFY2025, CTHSO will emphasize activities in towns in these three regions which include a majority of the Justice40 communities in Connecticut. The referenced CTDMHAS map below indicates all towns in Regions 1, 2, and 4.



Source: Connecticut Department of Mental Health and Addiction Services

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-ENF_AL	0205-0722-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$6,830,000.00
154-ENF_AL	0205-0722-DT	CTDESPP (CSP)	State Government	\$1,500,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for high visibility enforcement and if any equipment is needed.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors

Project ID-2: Standardized Field Sobriety Test Training (SFST)

Project description: This project provides funding for statewide judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement including Standardized Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). It is anticipated that approximately ten (10) training sessions will be conducted, and 300 officers will be trained through this program. This project will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. The expansion of the SFST curriculum by the CTHSO-sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, facility rental, working lunches, travel, and lodging. Funding will also be provided for SFST curriculum manuals, printed drug reference guide clipboards, SFST reference notebooks, and reimbursement for specified working lunches during portions of training. . SFST is crucial in the enforcement efforts of impaired driving. It is also a prerequisite for ARIDE training and for becoming a DRE. The CTHSO is funding SFST to increase the number of specially trained officers to combat impaired driving. Furthermore, by offering this training, the CTHSO is expanding the pool of officers that ultimately may become DREs.

During FFY2025, the CTHSO will emphasize Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0205-0721-1-AB	CTHSO	State Government	\$100,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for DUI enforcement training for law enforcement to help combat impaired driving.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Training law enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance.

- 7.1 Enforcement of Drug-Impaired Driving

Project ID-3: DRE Overtime Callout and DRE Instructor Support

Project description: This project provides funding for a statewide Drug Recognition Expert (DRE) callout system, DRE/ARIDE/SFST training activities, as well as DRE instructor grants. DRE callout objectives will be accomplished through a coordinated callout list that will be used to ensure that a DRE is called in, when needed, if an on-duty DRE is not available. Every effort will be made to utilize an on-duty DRE prior to calling someone in, to minimize overtime expenditures. Law enforcement agencies will be offered DRE overtime callout enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the CTHSO will make an extra effort to add additional DREs to saturation patrols and checkpoints. The CTHSO will offer law enforcement agencies with certified DREs funding for overtime callouts that utilize the expertise of current certified DREs.

Grant opportunities will also be made available for up to 15 Connecticut DRE instructors and will include the Connecticut State Police and municipal police departments. Project activities will include the coordination of DRE/ARIDE/SFST training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, assisting in callout situations, and providing support to all current and newly trained Connecticut DREs throughout the State.

CTHSO maintains an active DRE list of certified DREs and DRE instructors, in addition to recertification protocols, communications and callout procedures. CTHSO maintains a list of ARIDE trained officers when courses are held by CTHSO/POST

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_DG	0205-0724-2-ZZ	Law Enforcement Agencies	Law Enforcement Agencies	\$450,000.00
154-LET_DG	0205-0724-2-AF	CTDESPP (CSP)	State Government	\$150,000.00
154-LET_DG	0205-0724-2-AE	CTHSO	State Government	\$100,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for DRE management and training opportunities to combat alcohol and drug-impaired driving.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

Project ID-4: Toxicology Testing Program

Project description: This project will provide funding for testing and analysis of toxicology samples and data collection in statewide DUI cases and provide required equipment and education/training to CTDESPP division of Scientific Services (DSS). This project will provide for a full-time Lab Assistant position at the State Toxicology Laboratory and would be divided between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include, but will not be limited to, being a primary instructor for breathalyzer training, instrument evaluation/verification/operability, and assistance with the coordination/accessibility of breathalyzer data connectivity within remote locations. Activities within the Toxicology Unit will include, but will not be limited to, ensuring instruments are operating as expected on a daily basis, preparing control and/or calibration solutions, cleaning glassware, organizing data, organizing laboratory materials, verifying supply needs/packing slips, and other general duties assigned.

This project will also provide funding for a full-time Information Technology Analyst (ITA3) whose time will be divided between support of Analysts within the Toxicology Unit (20%) and work within the breathalyzer discipline (80%). Activities will include but not be limited to:

- Breath Alcohol Detection (BrAD) Integration and Development – Assisting with the development of the secure network connections between the DSS, local and state agencies, breath alcohol equipment and the vendors cloud environment to ensure the integrity of the equipment and the data being transmitted. To include migration of current access database information and functionality into BrAD.
- Breath Alcohol Conversion Website – Supporting the development of a secure website on a limited access internal system that allows users to enter statistics that are calculated by the website. The results of the calculations are then formatted into an analytical report that users can use to help develop their investigation and provide to courts.
- Draeger 9510 support – To include establishing IP connectivity at all PDs (State Troops and local) to allow information from the Draeger 9510 to be transmitted to DSS servers. Then after the establishment, maintaining and troubleshooting any future issues.

This position will be funded 40 percent by the CTHSO grant and the remainder will be covered by grant funding obtained in the DNA section at the lab.

Additionally, this project will provide for contracted information technology personnel who will provide technical expertise and assist with aspects such as the configuration of Laboratory Information Management System (LIMS) for the creation and/or modification of existing Crystal Report files, implementation of Ripplestone, data entry improvements, case assignment and batch process efficiencies, and integration of instrumental data into the LIMS database as they apply to impaired driving casework. This equipment includes 150 Draeger 9510 replacement

instruments. Monthly reports will be submitted explaining casework breakdown related to DUI and non-DUI cases using both instrumentation and supplies.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-5 (M5BAC)	0205-0743-5-BQ	CTDESPP (DSS)	State Government	\$170,000.00
405d-5 (M5BAC)	0205-0743-5-DO	CTDESPP (DSS)	State Government	\$105,000.00
154-TOX_AL	0205-0719-1-AD	CTDESPP (DSS)	State Government	\$2,080,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for screening and chemical analysis of alcohol and other drug misuse samples.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by restricting DUI offenders driving privileges; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 4.2 Alcohol Ignition Interlocks
- 7.1 Enforcement of Drug-Impaired Driving

Project ID-5: Traffic Safety Resource Prosecutor (TSRP)

Project description: This project will support two statewide Traffic Safety Resource Prosecutor (TSRP) positions for prosecuting DUI and other drug/impaired related cases. The two TSRP positions will be funded within the Office of the Chief State’s Attorney. The TSRPs will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include statewide prosecutor’s meeting(s) and local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel and hearing officers. The TSRPs will also act in an advisory capacity to State and municipal law enforcement agencies and the CTHSO on all DUI and/or impaired driving legislation. The TSRPs will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRPs will coordinate and conduct DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology, and DUI specific trial skills. Funding will be provided for membership dues and conferences to include, but not be limited to, the International Association of Chiefs of Police (IACP).

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-4 (M5CS)	0205-0743-4-AC	CT Judicial	State Government	\$430,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for enforcing penalties.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by enforcing penalties.

- 1.1 Administrative License Revocation or Suspension
- 1.4 BAC Test Refusal Penalties

Project ID-6: DUI Media Campaign

Project description: Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the behavior. Related to impaired driving, funding will be used for paid advertising in support of NHTSA scheduled crackdown periods such as Thanksgiving, Christmas, New Year's, Memorial Day, July 4th, and Labor Day. Also included are holidays or events which NHTSA has identified as high-risk periods for increased impaired driving, including Super Bowl Sunday, Saint Patrick's Day, and Cinco de Mayo. Paid advertising in the form of television, radio, internet, billboards, and bus panels in support of mobilizations will be utilized to compliment associated enforcement and is the major component of this activity. Additional methods will be used, including social media advertising and Variable Message Boards (VMBs), to ensure the message will reach different groups of road users. Paid media buys will include the development of creative concept and images targeting the over-represented alcohol-related crash demographic of 21 to 34-year-old males and will include a bilingual component for Spanish speaking audiences. Equity issues are at the forefront of Connecticut's communities and will be addressed through media campaigns in densely populated urban core areas and underserved communities. As the CTHSO wants outreach to reflect the community in which it is displayed, messaging will be created to include people from diverse backgrounds. Campaign impressions and impact will be tracked and measured through required reports from media agencies.

Advertising impaired driving messages (including *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving* and *Fans Don't Let Fans Drive Drunk*) in the form of signage, in-event promotions and message specific promotions will also be purchased at the following venues located throughout Connecticut and include:

- Dodd Stadium
- Gampel Pavilion
- Lime Rock Park
- New Britain Stadium
- Stafford Motor Speedway
- Total Mortgage Arena
- Trinity Health Stadium
- XL Center
- Dunkin' Park
- Hartford Healthcare Amphitheater
- Mohegan Sun Casino
- Rentschler Field
- Thompson International Speedway
- Toyota Oakdale Theatre
- Xfinity Theatre

This would also include additional sports venues at the University of Connecticut (UConn) and Central Connecticut State University (CCSU), locations for high school sports State championships, and festivals throughout Connecticut.

Media will have a statewide reach with an emphasis on major cities including Waterbury, New Haven, Hartford, and Bridgeport and a focus on males aged 21-34 within Justice40 /

Environmental Justice communities in Connecticut. The media will include a bilingual component for Spanish speaking audiences.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-PM_AL	0205-0720-1-AA	CTHSO	State Government	\$2,000,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass-Media Campaigns

**Project ID-7: Healthcare Heroes Against Impaired Driving:
A Hospital-Based Impaired Driving Messaging
Approach to Behavior Change**

Project description: This project will address community outreach and education for impaired (alcohol, drugs, cannabis) driving prevention through trauma centers statewide. It has long been urged that in modeling safe driving behavior, health professionals can encourage parents, and furthermore children, to adopt safe behaviors on the road.

In FFY2024, the Healthcare Heroes Against Impaired Driving Campaign was dedicated to extensive outreach and education within the community. Through a robust schedule of at least 3 educational presentations or events per quarter, including health/safety fairs, summits, conferences, school events, and workshops, the program aims to engage and inform a wide audience. Efforts extended to local public schools, where there was a minimum of 2 educational presentations annually, ensuring students receive crucial insights into the impacts of alcohol and substance use, as well as impaired driving. Utilizing informational flyers, data sets, and interactive activities with drunk goggles, Hartford Healthcare clinicians and program coordinator provided current data and practical solutions, fostering a proactive approach to health and safety education. The following towns and organizations in FFY2024 were reached out to:

- Danbury High School
- Hartford High School
- Trinity College
- University of Saint Joseph
- Wilcox Technical School
- Fairfield Ludlowe High School
- Quinnipiac University
- University of Hartford
- Westhill High School
- Windsor Locks High School

Other events included the World Day of Remembrance for Road Traffic (statewide), Connecticut Trauma Conference (statewide), Greenwich Hospital - Trauma Designation Community Event, Backus Hospital Safety Camp (Norwich, CT), and the *Walk like MADD* fundraising event (Branford, CT).

In FFY2025, this continued initiative will involve the State of Connecticut's four Level I trauma centers: Hartford Hospital, Connecticut Children's Medical Center, Yale New Haven Hospital, and Saint Francis Hospital, and eight Level II and III trauma centers. Taking the lead, the Injury Prevention Centre at Hartford Hospital along with the Hartford Hospital Trauma Center, proposes the creation of an impaired (alcohol, drugs, cannabis) driving prevention campaign that magnifies the voice of healthcare providers, capitalizing on the power of their voice during the post-COVID-19 pandemic period. The campaign will consist of the creation of new creative materials in print, graphics, video, and audio formats for use in the respective media promotions and community outreach efforts in an attempt to inform, educate, and affect behavior change in impaired driving.

The campaign will continue a freestanding website that serves as a home for the campaign and features leading healthcare heroes. The media campaign will be evaluated by both process and behavioral metrics. The Injury Prevention Centre at Hartford Hospital will collaborate with media organizations to enhance the campaign's effectiveness and also be responsible for co-evaluating the effectiveness of the campaign. A full-time program coordinator is responsible for executing the campaign with a focus on a presence in high-risk communities including but not limited to communities of color, communities with lower socioeconomic status, etc., and with various community and non-profit stakeholder groups across the State through community outreach and education.

The outreach and engagement activities will include collaborating with the other statewide trauma centers' injury prevention stakeholders and activities, ideally allowing for a deeper and broader reach into the respective statewide trauma centers' high-risk communities. The Injury Prevention Centre at Hartford Hospital will be responsible for reviewing all survey responses and determining the effectiveness of the campaign with the media organizations. The Hartford Hospital Trauma Program and Injury Prevention Centre at Hartford Hospital will lead the campaign, providing direction and guidance to the other Level I, II, and III trauma centers across the State with media and community outreach education for a broader statewide impact.

To understand if the campaign is successfully able to positively influence behaviors, a subset of the target group will be surveyed. This will be accomplished using survey tools and communication mediums seeking to predict behavior based on one's attitudes and beliefs via a set of survey questions that measure norms, attitudes, perceived behavior control, and intentions around impaired and distracted driving. This will reveal past attitudes and behaviors, as well as future intentions. To measure overall impact of the campaign, the survey will also ask questions to ascertain participants' feelings about the content after viewing. The campaign will seek to determine if participants found the messaging informative, interesting, helpful, sincere, trustworthy, enjoyable, and shareable. Participants will be provided with a pre-survey to measure their attitudes, beliefs, and intentions before exposure to campaign messaging. A post-survey given after viewing will measure belief changes as a result of the material. Additionally, varying campaign content will be shown to measure which provokes a stronger "intent to change" response, so the most impactful messaging can be used in further distribution. Finally, demographic data from each survey respondent (to include age and gender at a minimum) will be collected. This can inform the analysis related to likelihood to engage in risky driving behavior and uncover patterns among groups of people. Traditional process metrics that assess the reach of the campaign will also be collected.

The program will focus on Justice40 / Environmental Justice communities which include communities of color and lower socioeconomic status. The project will occur statewide with an emphasis on major cities including Waterbury, New Haven, Hartford, and Bridgeport and a focus on males aged 21-34 related to impaired driving.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-7 (M5PEM)	0205-0743-7-AB	Hartford Hospital	Non-Profit	\$600,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass-Media Campaigns

Project ID-8: Administrative Per Se Hearing Attorney(s)

Project description: This project will support up to two (2) Administrative Per Se Hearing Attorneys at the Connecticut Department of Motor Vehicle (CTDMV) to provide legal counsel and representation for CTDMV and support the arresting officer during CTDMV Administrative Per Se hearings. By having counsel advocate on behalf of the CTDMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process. This in turn will result in more administrative license suspensions and increased use of Ignition Interlock Devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension. CTDMV attorneys review approximately 2,500 cases per quarter. CTDMV conducts numerous dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. Connecticut has greatly expanded its Ignition Interlock Device (IID) program. This legislation, which went into effect in July 2015, ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. The CTDMV is responsible for monitoring violations of the IID program and must offer a hearing to anyone who contests a violation. Activities under this project will also include CTDMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. The CTDMV Per Se attorneys will also process cases of drug-impaired persons who have denied DRE (Drug Recognition Expert) evaluations. It will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the CTHSO will be required for project monitoring and reimbursement.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-4 (M5CS)	0205-0743-4-BF	CTDMV	State Government	\$575,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for enforcing penalties including but not limited to administrative license revocation or suspension.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by enforcing penalties.

- 1.1 Administrative License Revocation or Suspension
- 1.4 BAC Test Refusal Penalties

Project ID-9: Drug Evaluation and Classification Program (DECP)

Project description: This project provides funding and equipment to train personnel in the latest methods of drug evaluation and classification and to certify law enforcement officials as Drug Recognition Experts (DREs). The CTHSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two (2) training sessions during the fiscal year and in turn up to 36 additional officers may become certified DREs. Also included in this project is recertification and instructor training for approximately five (5) instructor candidates. The Drug Evaluation and Classification Program (DECP) State coordinator will coordinate two 2-day recertification courses taught by a qualified DRE trainer. This project will ensure that IACP approved DRE evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visits to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this project, including special testing (Drug Check) kits with a working lunch.

The purchase of DRE kits will be used by the certified DREs. This directly supports the DRE training program and provides expert field material for newly trained DREs. The kit contains eight (8) separate items and must be assembled and contained within a carrying case. These DRE kits will only be distributed to law enforcement officers who have completed the DRE field certifications. One (1) durable nylon bag containing items such as:

- AA and AAA batteries
- Drug Identification Bible
- Flash drives (51 6GB) for student manuals and study papers
- Magnified light
- Printed drug reference guide clipboard
- Sphygmomanometer
- UV light
- Digital Thermometer including 50 sleeves
- Drug matrix form
- Penlight (Duracell/Rayovac, not Streamlight)
- Portable Breath Testing (PBT)
- Pupilometer
- Stethoscope

All of these items will be used as tools to gather Probable Cause, in addition to the Standardized Field Sobriety Test, when they are used properly in the hands of a trained and certified DRE officer. Purchase of tablets will be provided to new DREs to expedite the reporting to the national tracking system. Tablets will remain State property and will be subject to monitoring evaluation activity. Tablet purchases will be in compliance with the Buy America Act.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_DG	0205-0724-2-AB	CTHSO	State Government	\$250,000.00
405d-1 (M5HVE)	0205-0743-1-BM	CTHSO	State Government	\$75,000.00
405d-5 (M5BAC)	0205-0743-5-DK	UConn/CTSRC	University/College	\$50,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for DRE training and equipment for law enforcement.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: DRE training and equipment for law enforcement.

- 7.1 Enforcement of Drug-Impaired Driving

Project ID-10: Cannabis Impairment Awareness Media Campaign

Project description: In FFY2024 the CTHSO worked with the Connecticut Cannabis Chamber of Commerce to reach out to recreational cannabis dispensaries to inform users of the effects of cannabis-impaired driving in addition to media campaigns. A video was created at a cannabis dispensary as part of the State’s ongoing *Driving High = DUI* impairment awareness campaign. State funding was also used in addition to NHTSA’s funding for this campaign.

In FFY2025, this project will continue to support paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to cannabis-impaired driving. Funds will be used for paid advertising in support of Cannabis Impairment Awareness efforts throughout the State. Connecticut Department of Mental Health and Addiction Services (CTDMHAS) data reports suggest a higher percentage of use in ages 16 to 25. CTHSO will focus on this age group, but media campaigns will be geared towards all cannabis users. The first recreational adult-use cannabis dispensaries opened for retail sales in Connecticut in 2023 and dispensary locations continue to expand throughout the state. The CTHSO will continue to create media campaigns that focus on the dangers of DUID and driving under the influence of cannabis. Media buys will include television, radio, billboards, bus panels and internet and social media. Social media effectiveness will be tracked through impressions, Cost Per Mille (CPM), and Click Through Rate (CTR). The messaging will run on various dates from October 1, 2024, through September 30, 2025.

During FFY2025, the CTHSO will focus on Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-PM_DG	0205-0720-2-AB	CTHSO	State Government	\$700,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass-Media Campaigns

Project ID-11: DADSS (Driver Alcohol Detection System for Safety) Program

Project description: The FFY2025 goal is to build upon the foundation for the initiative established as part of the FFY2024 activities during which the initiative’s infrastructure was established and launched. The Driver Alcohol Detection System for Safety (DADSS) Program emphasizes advancing alcohol detection technology in vehicles and implementing educational outreach. The objectives for the initiative in the FFY2025 are:

- Perform the necessary engineering work needed to build and field additional DADSS-equipped vehicles for use in a naturalistic trial deployment of the technology.
- Perform a trial deployment involving five (5) additional State-owned vehicles equipped with DADSS breath technology and collect data which may be (a) used to assess the performance of the DADSS technology when used in a naturalistic driving environment; and (b) leveraged to help develop consumer trust and confidence in the DADSS technology.
- Conduct public outreach using a combination of in–person events, virtual events, STEM events, onsite and digital communications, etc., to:
 - (a) educate Connecticut residents about the dangers of driving after drinking
 - (b) provide Connecticut residents with actionable information about how to avoid these dangers
 - (c) educate Connecticut residents about the role of advanced technology to manage and mitigate alcohol-impaired driving in the future
 - (d) help develop Connecticut residents’ trust and confidence in this technology
- Conduct Driven to Protect Connecticut Initiative status meetings with the CTHSO and select other stakeholders to help on–board or draw participation into the initiative.
- Provide periodic reports on the findings from Connecticut residents, stakeholders and consumer surveys and other findings of unique interest.

During FFY2025, the project will focus its efforts on Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0205-0721-1-AD	Automotive Coalition for Traffic Safety	Non-Profit	\$750,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance through education.

- 4.2 Alcohol Ignition Interlocks
- 6.5 Youth Programs

Project ID-12: Law Enforcement Phlebotomy Pilot Program

Project Description: This statewide project will create and implement a pilot phlebotomy program for Connecticut police officers to be trained in phlebotomy procedures and best practices to address polysubstance use and impairment detection issues affecting road safety. Training will be extended to include prosecutors and courts on collection procedures and preserving blood evidence from impaired drivers. Locations with high DUI incidences including Justice40 / Environmental Justice communities will be prioritized. As urine continues to be phased out as viable chemical sampling in drug-DUI investigation throughout the United States, the only alternative under State law is blood sampling.

In FFY2024, the CTHSO partnered with American Professionals Educational Services, within Hartford Hospital, to create a Law Enforcement Phlebotomy Pilot Program. In April, the first three Connecticut certified Police Officers completed the 80-hour program, which consisted of classroom lectures, quizzes, practical exercises, 100 instructor observed venipunctures, and a national licensure examination. In June, the second class was held, where seven officers completed the required training, bringing the total number of trained officers to ten from a range of police departments in Hartford, Manchester, Guilford, Bristol, Montville, Naugatuck, and Greenwich. Due to the continued interest from law enforcement partners throughout the State, the CTHSO plans to host two more classes before the end of the grant period.

In FFY2025, CTHSO looks to expand this pilot program. The initial effort has shown the need for highly trained and skilled Law Enforcement Phlebotomists. However, due to the low number of trained officers and the need to draw blood within two-hours of established operation required by law, it is difficult to effectively accommodate every jurisdiction in the State. Moving forward, to properly track the use of Law Enforcement Phlebotomists, and to answer the requests by law enforcement agencies, there will be a need to increase the number of trained phlebotomists. The CTHSO will continue to monitor the high-level of training and need to increase the number of trained phlebotomists.

Law Enforcement Phlebotomists will continue to receive continued education courses and attend conferences in relation to chemical testing and impaired driving trends. In addition, they will receive a tablet containing software to help better track data on enforcement blood draws.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_DG	0205-0724-2-AQ	CTHSO	State Government	\$300,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.23 and 23 CFR 1300.28 for law enforcement education and safety training.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug and alcohol impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

Project ID-13: Western Connecticut Mobile Traffic Safety Vehicle and Education

Project Description: The Western Area Region Chiefs of Police are collaborating with the CTHSO to support the regional traffic safety operations for the towns of Cheshire, Middlebury, Naugatuck, Plymouth, Torrington, Watertown, and Wolcott. The mobile traffic safety vehicle will be used to provide support to regional officers when conducting impaired driving enforcement activities, such as DUI safety checkpoints and other traffic safety educational events. The new vehicle will allow for technology to support operations in the fields of Breath Alcohol Testing and Law Enforcement Phlebotomy, with phlebotomy chairs for blood draws.

The western region of Connecticut shows a significant problem with impaired driving crashes, both in serious injuries and fatalities. The Connecticut Department of Mental Health and Addiction Services' (CTDMHAS) Western Connecticut Region 5, which covers this region, has a high rate of alcohol misuse among residents, with cannabis misuse an emerging issue in the region. Within this region, Litchfield County has one of the highest alcohol-related driving fatality rates in the State. Training will include SFST as well as identification of drug-impaired driving trends through education such as those offered with green labs. In addition, the vehicle will be staffed with trained phlebotomists and DREs. DREs are provided with DRE kits as mentioned in Project ID-9. The phlebotomy training of law enforcement officers started as a pilot program in FFY2024 and in FFY2025 CTHSO may expand the program to provide Law Enforcement Phlebotomists with tablets and phlebotomy kits. A Mobile traffic safety device will aid law enforcement in addressing the impaired driving problem and reducing the number of crashes and fatalities. In addition, the mobile safety vehicle will be used to educate the motoring public about impaired driving and other traffic safety activities.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-TOX_AL	0205-0719-1-AE	Western Area Region Chiefs of Police	Law Enforcement Agencies	\$1,500,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.23 for impaired driving related education, enforcement and equipment, needed.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug and alcohol impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

OCCUPANT PROTECTION (OP)

Project OP-1: *Click It or Ticket* Enforcement

Project Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws in conjunction with the national *Click It or Ticket* mobilizations (May and November), including checkpoints and roving/saturation patrols. Effort will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of Vehicle Miles Traveled (VMT) data, crash and observation data to identify towns and areas where low belt use by motorists can best be addressed. This process serves to prioritize funding opportunities for 40-60 participating law enforcement agencies. The CTHSO will offer grant funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt use and unbelted crashes will not preclude the CTHSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

The *Click It or Ticket* HVE campaign will coincide with NHTSA's National Enforcement Mobilization. This enforcement mobilization will pair an enforcement mobilization with a media campaign using the NHTSA slogan *Click It or Ticket*.

Enforcement mobilization: Both State and municipal police agencies will be selected to participate in grant funded overtime enforcement of Connecticut's seat belt campaign for drivers. Municipal Police departments will be selected based on unbelted related fatal and injury crash data and seat belt citations issued. For FFY2025, there will be 40-60 agencies selected to participate in this enforcement mobilization.

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

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

- *Click It or Ticket* checkpoint or roving-type enforcement strategy
- Enforcement Schedule
 - Fall Enforcement: November to December 2024
 - Spring Enforcement: May to June 2025
 - 7 days per week eligible

- Minimum of 4-hour shifts/Maximum of 8-hour shifts
 - Must include enforcement during at least one peak drive time period (7am-10am/3pm-5pm) on weekdays; if possible, the CTHSO would encourage both the am and pm peak drive periods for enforcement
- Personnel
 - Minimum of 2/Maximum of 8 Officers
 - Participating agencies are required to take part in earned media activity related to *Click It or Ticket*. This could include the following:
 - Hosting a kick-off press event
 - Notification of media outlets through the use of interview opportunities, press releases and media advisories and/or ride-alongs
 - Use of approved talking points
- Training
 - Participating agencies must participate in training programs sponsored by the CTHSO
 - Anticipated training activities are to include the following:
 - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
 - Earned media training
 - Grant application and reporting training
- Project reporting
 - Hours worked
 - Citation data
 - Activity Report Summary – Narrative

Media Component: The CTHSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the NHTSA’s national media buy *Click It or Ticket*. This advertising will be purchased to run during the fall and spring enforcements.

Observation Component: The CTHSO may choose to fund observation research to test the effectiveness of HVE campaigns. The observation will follow designs tested during NHTSA run research projects and seatbelt observations.

During FFY2025, the CTHSO will emphasize the high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of:

- Bridgeport
- Enfield
- New Britain
- Shelton
- Waterbury
- Bristol
- Fairfield
- New Haven
- Stamford
- Windham
- Danbury
- Hartford
- New Milford
- Torrington
- East Hartford
- Meriden
- Norwalk
- Vernon

There will be a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks. In FFY2025 CTHSO will continue to advance the work of the Seat Belt Committee.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$434,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for *Click It or Ticket* national mobilization in support of occupant protection.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

Project OP-2: Occupant Protection Enforcement/Connecticut State Police

Project Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes. This project provides funding to the CTDESPP division of Connecticut State Police (CSP) for enforcement of occupant protection laws through NHTSA's national *Click It or Ticket* mobilization (May and November) during checkpoints and roving/saturation patrols. The CSP covers 82 of the State's 169 towns that do not have their own police departments. The specific portions of the interstate highways and cities selected for enforcement reflect areas that have experienced high numbers of crashes related to occupant protection.

The enforcement activities will consist of both spot check points and roving patrol enforcement throughout the State. The State Police Public Information Office will provide the activity totals to the media to act as a deterrent to those drivers who choose not to obey the State's seat belt and child safety seat laws. Increased effort will focus on low seat belt use areas through increased enforcement and education.

The Connecticut State Police-Traffic Services Unit (CSP-TSU) applies a data-driven approach when conducting traffic enforcement. CSP Computer Aided Dispatch/Records Management System (CAD/RMS) personnel in partnership with vendor NEXGEN Public Safety Solutions, assess CSP produced data from crashes and traffic stops. This information is then provided to CSP-TSU with heat maps showing the actual days of the week and time periods where the crashes and/or violations related to occupant protection are occurring.

CSP-TSU uses this information when completing occupant protection grant applications to ensure that the problem areas are addressed. The specific portions of the interstate highways and cities selected reflect areas that have experienced high numbers of crashes related to occupant protection with the specific violation identified as a contributing factor. These areas often have been selected due to CSP Troopers having identified significant violations of the law and subsequent issuance of infractions.

The participating CSP Unit(s)/Troops will mirror the enforcement parameters utilized for municipal departments.

During FFY2025, the CTHSO will emphasize the high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport with a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-1 (M1HVE)	0205-0741-1-AC	CTDESPP (CSP)	State Government	\$150,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.21 for *Click It or Ticket* national mobilization in support of occupant protection.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

**Project OP-3: Safety Belt Convincer/Rollover Simulator
Education and Equipment**

Project Description: The goal of this project is to increase seat belt compliance, to reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations. The Convincer demonstrates a low-speed crash and allows the rider to feel how the seat belt restraint system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts. Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulators demonstrations conducted at schools, fairs, places of employment and community events with a focus on having demonstrations conducted at schools in underserved communities. Utilizing the Convincer and the Rollover Simulator, the Connecticut State Police are able to demonstrate visually and physically the value of wearing a seat belt.

During FFY2025, the CTHSO will emphasize demonstrations in the Justice40 / Environmental Justice communities of Hartford, Waterbury, New Haven, and Bridgeport with a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-2 (M1PE)	0205-0741-2-AE	CTDESPP (CSP)	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.21 for public information, education, and equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

Project OP-4: Occupant Protection Media Buy and Earned Media

Project Description: Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the messaging. The goal of this project is to reduce the number of unbelted fatalities and serious injuries by increasing awareness to Connecticut drivers, passengers, and all road users of the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for bilingual paid media (English and Spanish) to support the national *Click it or Ticket* enforcement mobilizations and year-round social norming seat belt messaging.

Equity issues are at the forefront of Connecticut’s communities and will be addressed through media campaigns including billboards and bus panels in densely populated urban core areas and Justice40 / Environmental Justice communities. Throughout all CTHSO campaigns, diversity, equity, and inclusion will be a focus, not just on headlines, but in imagery, concept, and language as well. The CTHSO understands the importance of telling stories that shape perceptions and the culture at large and tailoring messaging to reach members of communities where safety belt messaging is being displayed. Campaign impressions and impact will be tracked and measured through required reports from media agencies.

During FFY2025, the CTHSO will emphasize high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport with a focus on increasing seat belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks. For FFY2025, CTHSO will work with CTDMV to acquire data on communities with high pickup truck registration rates.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-2 (M1PE)	0205-0741-2-AD	CTHSO	State Government	\$400,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.21 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

Project OP-5: Occupant Protection Public Information and Education

Project Description: The goal of this project is to educate drivers and passengers on the importance of wearing their seat belts. The funding will be used to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events. Public information and education efforts will be conducted through a variety of public outreach venues. Through this paid media project, safety belt messages and images including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives* will be prominently placed at several of the State’s sports venues including but not limited to:

- Dunkin Park
- Ives Center
- Live Nation theatres
- Stafford Motor Speedway
- XL Center
- Hartford HealthCare Amphitheater
- Lime Rock Park
- Rentschler Field, Dodd Stadium
- Thompson International Speedway

In support of the visual messages, public outreach will be conducted at these venues through tabling occasions which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. This project will include for the purchase of brochures and citation holders to be used during High Visibility Enforcements.

Note this project does not include the purchase of ANY promotional items.

During FFY2025, the CTHSO will emphasize the high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport with a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-AB	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for public information and education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

CHILD PASSENGER SAFETY (CPS)

Project CPS-1: Child Passenger Safety Support – Training

Project Description: This project aims to provide CPS technical training for new Child Passenger Safety Technicians (CPSTs), update training, and recertification on child passenger safety. For new CPSTs, eight certification classes will be conducted with eight to ten students per class. For currently certified CPSTs to maintain their certification, this project involves conducting four update training sessions giving six (6) Continuing Education Units (CEUs) required for recertification. Update trainings will be held at various locations throughout the State based on where the largest number of expiring CPSTs are located for the year. Recertification classes will be held on an as-needed basis. The CPSTs serve all communities with a focus on the underserved and Justice40 / Environmental Justice communities throughout the State.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AB	CTHSO	State Government	\$30,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for training of child passenger safety technicians, providing the technicians with the necessary resources and training when working with autistic children as well as attending relevant national conferences to further the learning experience.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 7.2 Inspection Stations

Project CPS-2: Child Passenger Safety Support – Fitting Stations

Project Description: The aim of this project is to provide assistance in maintaining appropriate fitting stations that can increase the use of child safety seats across the State. The project supports materials, supplies as well as purchase of child safety seats. These child safety seats will be distributed to qualifying fitting stations in disadvantaged communities through mini grants to local police and fire departments.

In FFY2024, the Child Passenger Safety Technicians (CPSTs) have been able to support several monthly child safety seat assessments, installations, and trainings for children with special healthcare needs in the Justice40 / Environmental Justice disadvantaged communities of New Haven, West Haven, and Greenwich to name a few. The funding from this project has also helped provide car seats when parents come to an event and have an inappropriate, damaged, or expired seat. The CPSTs have expressed gratitude with the funding support this project provides in being able to help families in underserved communities. This fitting station support project is essential to providing much needed funding for fitting stations to obtain the tools they need to help the community. This project provided support to State and municipal police departments, fire departments, CTDMV and hospitals to a number of municipalities, many containing Justice40 communities. The municipalities included:

- Beacon Falls
- Bethel
- Bloomfield
- Branford
- Brookfield
- Canton
- Cromwell
- East Hartford
- East Lyme
- Groton
- Hartford
- Manchester
- Mansfield
- Meriden
- Middletown
- Montville
- New Britain
- New Haven
- Ridgefield
- Rocky Hill
- Southington
- Stamford
- Suffield
- Torrington
- Vernon
- Waterbury
- West Hartford
- Wilton
- Woodbridge

In FFY2025, CPSTs will continue to perform safety seat checks while educating caregivers to reduce the misuse and/or lack of use of child safety seats and dispel incorrect information regarding child passenger safety. CPSTs explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this project must participate in Child Passenger Safety Week. This project is meant to serve all communities with a focus on Justice40/ Environmental Justice disadvantaged communities in Connecticut including:

- Ansonia
- Bridgeport
- Bristol
- Danbury
- Derby
- East Hartford
- Enfield
- Fairfield
- Groton
- Hartford
- Manchester
- Meriden
- Middletown
- New Britain
- New Haven
- New London
- New Milford
- Norwalk
- Norwich
- Shelton

- Stamford
- Torrington
- Vernon
- Waterbury
- West Haven
- Windham
- Byram (Community in Greenwich)

Other low income and underserved communities including but not limited to Somers, Putnam, and Naugatuck and the general Naugatuck River Valley area as well as immigrant populations in the State will be included in the project activities. Several non-disadvantaged communities that have requested assistance with child passenger safety services include but are not limited to Beacon Falls, Ridgefield, Southington, South Windsor, and Wethersfield and will be addressed.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AC	Connecticut Children’s Medical Center	Non-Profit	\$110,000.00
402-CR	0205-0709-AD	Yale New Haven Children’s Hospital	Non-Profit	\$140,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use

Project CPS-3: Yale New Haven Children’s Hospital Community Traffic Safety Program

Project Description: This community traffic safety program aims to improve passenger safety through education and direct Child Passenger Safety Technician (CPST) services by conducting and coordinating various educational programs and check-up events.

In FFY2024, the project supported several Child Passenger Safety Certification Courses and the project coordinator continued to reach out to areas of the State lacking CPSTs as well as trying to recruit more bi-lingual personnel. The feedback on these courses continues to be extremely positive. Many organizations send multiple people to either start a new or expand/restart existing programs. The new CPSTs certified are a mix of law enforcement, fire, Emergency Medical Services (EMS), healthcare, and some civilians. Several requests for certification courses from towns with Justice40 / Environmental Justice communities were fulfilled.

In FFY2025, this project will continue to conduct child passenger safety educational programs, check-up events, CPST certifications, and renewal and update classes as well as host sign-off sessions to maintain CPSTs. The project will assist in establishing inspection stations in cities/towns that not only have large populations but reach underserved minority populations and communities of low socioeconomic status. This project will fund or partially fund a coordinator position to assist parents and other caregivers by providing education and raising awareness to get families and communities more involved in child passenger safety. This project will address proper car seat, booster seat and seat belt usage to begin the process of ensuring passenger safety into adulthood. Through this project the CTHSO will also work with Connecticut Department of Children and Families (CTDCF) employees and interns to provide the necessary training for child passenger safety. The project will serve to expand resources and education available to families and healthcare providers especially around the transportation of children with special healthcare needs which is a need currently lacking support in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AE	Yale New Haven Children’s Hospital	Non-Profit	\$170,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 training of child passenger safety technicians, maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, maintaining an inventory of training seats, supporting families of children who need education and specialized seats for

transporting children with special healthcare needs (not covered by any programs or insurance) and distribution of child safety seats to eligible individuals.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use

Project CPS-4: Targeting Disparities to Increase Proper Car Seat Use

Project Description: This traffic safety project aims to increase awareness and proper use of car seats specifically amongst African American and Hispanic parents and caregivers in Connecticut as well as engage with populations that may be reluctant to come to a traditional fitting station such as immigrant groups.

In FFY2024, the project coordinator at Yale New Haven Hospital reached out to several organizations in the Justice40 / Environmental Justice communities to increase educational opportunities. There was also an emphasis on increasing the program awareness and building trust in the communities. The program reached several communities with Spanish as the primary language and the feedback was tremendous which led to additional requests for educational opportunities. The program was also successful in creating a referral system at Bridgeport Hospital, Greenwich Hospital, and Lawrence+Memorial Hospital, with financially challenged and Spanish speaking families. The hospital employees provide the project coordinator at Yale New Haven Hospital with the contact information of the families and the coordinator follows up with these families.

In FFY2025, this traffic safety program will help expand the CTHSO's outreach to provide educational programs with an emphasis on the Justice40 / Environmental Justice communities in the Southeastern corner of the State. This project will fund or partially fund a coordinator position. Families will be identified for these programs through religious organizations, health departments, the OBGYN department at Lawrence+Memorial Hospital, daycare facilities, and pre-schools. Culturally appropriate and multi-lingual car seat safety curriculum for parents and caregivers will be developed. In addition to traditional fitting station options, this project will be taking the services to the communities through collaboration with schools, houses of worship, community organizations, non-profits, and other organizations. Educational classes will be provided with a multi-lingual approach. This program will conduct checkup events and run certification classes as well as other CPS education programs and events.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AI	Yale New Haven Hospital	Non-Profit	\$280,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for training of child passenger safety technicians especially in developing a more diverse technician pool. The CPST Community Educators will assist with fitting stations and community events including those targeted at disadvantaged communities and caregivers and will develop

culturally appropriate educational material. They will also oversee child restraint check-up events in the targeted communities, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-5: Hangtime Community Traffic Safety Program

Project Description: This traffic safety program will work with nonprofit, faith-based organizations, as well as other grass roots groups in underserved communities, to educate on the importance of car seat safety and provide car seats to those who due to their socioeconomic status, are unable to afford them. This program will provide support to populations that normally are not reached through the CTHSO's other occupant protection programs. The program includes a two-hour long gathering every week in a comfortable centrally located space provided by Bridgeport Neighborhood Trust. The unlikely brotherhood and sisterhood of ex-offenders, legal and community leaders is fostered by group conversation in a welcoming forum for discussion. This project will fund a coordinator position to provide education regarding crash dynamics, proper car seat, booster seat and seat belt usage and distribute educational and resource information to attendees. The coordinator will identify key members who would be good candidates to become a Child Passenger Safety Technician (CPST) so they can be a resource in their communities.

This project is focused on the occupant protection and child passenger safety education for the formerly incarcerated populations/ex-offenders in the Justice40 / Environmental Justice communities of Bridgeport, Waterbury, and Hartford.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AJ	Waterbury Police Department	Law Enforcement Agency	\$130,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities, specifically incarcerated populations.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-6: Safe Kids Hartford Child Passenger Safety Program

Project Description: This project, in partnership with Safe Kids Connecticut, will support the child passenger safety initiative in the Justice40 / Environmental Justice communities of Hartford and surrounding areas including but not limited to East Hartford, New Britain, Vernon, Enfield and Bristol.

In FFY2024, this program received positive feedback from the community and gained referrals from different community partners such as:

- Aalia and Ricardo Family Child Care
- Capital Region Education Council (CREC)
- Catholic Charities
- Connecticut Childrens Medical Center
- Family Wellness Healthy Start Program by the Connecticut Department of Public Health
- Hartford Fire Department
- Hartford Hospital
- La Iglesia de Dios Church
- North Hartford Ascend Pipeline
- Pentecostal Tabernacle Apostolic Church
- Preservation of Affordable Housing (POAH) Communities
- Saint Francis Hospital
- The Village for Families and Children
- Women Infants and Children (WIC) Program

Several car seats were distributed to those in need and tabling events/clinics were held at various locations.

In FFY2025, the program will offer an open car seat clinic every month and an appointment-based car seat check day every week. A trained Child Passenger Safety Technician (CPST) will visit schools, community-based and faith-based organizations, hospitals, and medical clinics to provide CPS education. The program will be gradually expanded with CPSTs working with Hartford's forty home-visiting team members to ensure that they understand the basics of car seat safety and that some of them become trained CPSTs. The program will distribute at least 120 car seats and aims to directly benefit at least 25 families every month.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AH	City of Hartford Health and Human Services	Municipal Government	\$150,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-7: Western Connecticut Child Passenger Safety Support

Project Description: This traffic safety project will create a car seat safety program in western Connecticut, focusing on low-income minorities and refugees. These communities are at high risk for serious injury or death in a motor vehicle crash. This program will serve communities in Fairfield County in and around the cities of Norwalk, Danbury, and Bridgeport. Connecticut Children’s Medical Center (CCMC) and Nuvance Health recently combined forces to make it easier for parents to get the care they need for their children in western Connecticut. This alliance connects patients, their caregivers and providers specifically in the Nuvance Health hospitals’ Neonatal Intensive Care Units (NICUs), Birth Centers, Emergency Departments and pediatric in-patient units with specialists and clinicians from CCMC. The Nuvance system includes hospitals in Danbury and Norwalk and provides the CTHSO with access to these institutions and the communities they serve.

In FFY2024, through outreach with area agencies, the program has been able to identify the specific needs and concerns across the western Fairfield County. Community feedback from lower Fairfield County revealed that due to turnover and staffing issues with police and fire department Child Passenger Safety Technicians CPSTs, families may not always get the support they need. As a result, the project coordinator through this program has focused on holding clinics, classes and community events. In contrast, eastern Fairfield County has underserved cities such as Norwalk and Bridgeport. Community agencies in those areas express need for seats for low-income families, as well as education and support for immigrant families. Within northern Fairfield County sits Danbury, another Justice40 community with low-income families in need. The work there is in partnership with existing social service agencies. Similar to Norwalk and Bridgeport, there is a high need for free seats along with proper car seat use education. Additionally, there is a lack of CPSTs and a need for more than one fitting station for a city the size of Danbury.

In FFY2025, the program plans to offer a CPST class in Danbury to address this need. The program will also continue to support and engage clinics along southern Fairfield County, and build up services in the large, underserved cities of Bridgeport and Norwalk. A full-time CPST will staff an open car seat clinic each month in Norwalk, Bridgeport or Danbury and will have an appointment-based car seat check day each week in each city. Additionally, with support for CPS supplies, the CPST will distribute at least 120 seats to families in need.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AG	Connecticut Children’s Medical Center	Non-Profit	\$150,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-8: Northern Connecticut Child Passenger Safety Training Support

Project Description: This project will sustain a comprehensive Child Passenger Safety Technician (CPST) training program at Connecticut Children’s Medical Center (CCMC) which will support CPS services in the northern Connecticut counties of Litchfield, Hartford, Tolland, and Windham. This region has several towns with disadvantaged communities, including:

- Bristol
- East Hartford
- Enfield
- Hartford
- Manchester
- New Britain
- New Milford
- Torrington
- Vernon
- Windham

The project will support all the towns in the four counties and not just the disadvantaged communities. This project will enable CCMC to hire a full-time CPST to effectively offer CPST certification courses and car seat check events. This project will also support services such as hosting sign-off sessions in conjunction with community fitting station events in order to maintain CPST certification. Technical support, including consultations focused on transporting children with special health care needs will also be provided. The project will support establishment of new inspection stations, especially in cities and towns with underserved populations.

This project started in FFY2024 because Safe Kids Connecticut, a program managed by CCMC, was receiving a number of community requests from across the counties of northern Connecticut for car seat services. Families were reporting that there were no CPSTs in their town or the area surrounding them. This project commenced as a direct response to those concerns. In the first year of the program, the program focused on the major towns and cities that had no CPSTs. The program recruited and trained a CPST in Vernon, and also provided the CPST with the needed supplies to start a fitting station, and now supports a monthly car seat clinic. In Windham County, there has historically been only one or two CPSTs for the whole county. In response to that need, the program held a CPST training class and trained ten new CPSTs who will now be able to provide services in the area. The program will support them with what they need to become fully functioning fitting stations. The program will also address the lack of CPSTs in Litchfield County by holding additional trainings.

In FFY2025, in addition to continuing the above work, the program will focus on the Bristol area (a highly populated city with no fitting station) and Tolland County, where there are few current resources.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AK	Connecticut Children's Medical Center	Non-Profit	\$130,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for educational material, child restraint check-up events and outreach, to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-9: *Look Before You Lock, Where's Baby* Education Campaign

Project Description: The *Look Before You Lock, Where's Baby* campaign is a statewide education campaign to improve child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The CTHSO will partner with the Injury Prevention Center (IPC) at Connecticut Children's Medical Center (CCMC) to administer the program. The IPC uses their vast expertise in the development and selection of safety related material. The IPC reaches out to day care facilities during the months of April through September to increase awareness of the issue of hot cars and hosts Summer Safety press conferences to emphasize and draw attention to the issue. The campaign will utilize television, radio, billboards, newspapers, online media, social media, community education, bus panels in densely populated urban core areas and underserved communities and outreach to businesses.

Community feedback about the *Look Before You Lock, Where's Baby* program is provided by family day care homes and centers, community members on social media, and area politicians interested in addressing this topic. Each year CCMC reaches out to all of Connecticut's registered day care establishments, and often those agencies reach back out to get more information for their clientele. Social media has also provided an opportunity for families to contact the program, and the *Look Before You Lock, Where's Baby* posts are some of the most shared posts across CCMC accounts. People are very thankful for these reminders, especially because the program is normalizing that forgetfulness does occur with busy, tired parents, and that there are tools to help them avoid a tragedy. Other organizations such as EASTCONN Early Head Start, a federally funded program offered through one of the State's public, non-profit, Regional Educational Service Centers, reached out to the *Look Before You Lock, Where's Baby* program for brochures and posters to distribute to families. EASTCONN also requested to add Safe Kids CT, a program run by CCMC, as a community partner for their new Health Services Advisory Committee. In addition, the *Look Before You Lock, Where's Baby* program received requests from out-of-state and international organizations. The Christian County Health Department in Hopkinsville, Kentucky, borrowed the campaign PSA for use in their local area, and a non-governmental organization (NGO) in Croatia found the program website and requested to use the facts and tips in their outreach to families.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-6 (M8*PM)	0205-0745-6-AD	Connecticut Children's Medical Center	Non-Profit	\$225,000.00

Eligible Use of Funds: Flexible distracted driving 405e funds will be used in accordance with 23 CFR 1300.21 and 23 CFR 1300.24 for statewide coordination of educating parents and caregivers about leaving children unattended in motor vehicles.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage child passenger safety and educate the caregivers and public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

- Highway Safety Program guideline number 20, Occupant Protection for Children as justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

Project CPS-10: Waterbury Area Traffic Safety Program

Project Description: This project provides funding for the Waterbury Area Traffic Safety Program Administration. This program provides support to the CTHSO in the dissemination of educational programs and materials and allows the CTHSO to work in Justice40 / Environmental Justice communities of Waterbury to provide support and information on the importance of child passenger safety. This project also provides support for approximately six (6) Child Passenger Safety Technician (CPST) training classes and supplies for fitting stations to assure that all CPSTs are provided with the latest available information in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials. This project will provide funding for travel, coordinating, and implementation. This project also provides funding for an assistant to work with the coordinator, teaching additional certification and update classes, as well as help with car seat signoffs to maintain CPSTs' certification while enhancing the CPS program for the State.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-AD	Waterbury Police Department	Law Enforcement Agency	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-11: Griffin Health Child Passenger Safety Program

Project Description: This project will create a comprehensive Child Passenger Safety program in the Griffin Health Community Outreach Department which will support CPS services in:

- Ansonia
- Prospect
- Shelton
- Derby
- Seymour
- Waterbury
- Other towns that are part of the Naugatuck Valley region

The region includes several Justice40 / Environmental Justice communities in towns like Ansonia, Derby, Shelton, and Waterbury. This project will allow a Child Passenger Safety Technician (CPST) to reach parents utilizing the childbirth center and provide education on proper car seat installation and safe practices. The CPST will be able to increase the number of appointments to offer help to the community, especially to parents/caregivers needing to transport children with special healthcare needs. The CPST will provide expert advice, education, and informational materials and will serve as a resource to parents and community-based organizations. The CPST will host monthly CPS clinics and assist at other inspection stations when available.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AL	Griffin Health Community Outreach Department	Non-Profit	\$35,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for educational material, child restraint check-up events and outreach, to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

POLICE TRAFFIC SERVICES (PTS)

Project PTS-1: Speed and Aggressive Driving High Visibility Enforcement

Project Description: This project will provide funding for speed and aggressive driving enforcement grants. The Speed and Aggressive Driving High Visibility Enforcement (HVE) campaign will coincide with Connecticut’s deadliest months for Speed and Aggressive Driving crashes. Enforcement mobilization will pair with a media campaign using the slogan *When Speeding Kills, It’s Never an Accident*. The CTDESPP division of Connecticut State Police (CSP) as well as Municipal police agencies will participate in the HVE. Municipalities will include but not be limited to:

- Bridgeport
- Fairfield
- Manchester
- New Haven
- Seymour
- Trumbull
- Wethersfield
- Bristol
- Hamden
- Meriden
- New Milford
- Shelton
- Wallingford
- Danbury
- Hamden
- Middletown
- Norwalk
- Stamford
- Waterbury
- East Hartford
- Hartford
- New Britain
- Norwich
- Torrington
- West Haven

Almost all of these towns include Justice40 / Environmental Justice communities.

Municipal and State Police agencies will be chosen for funding, based on the severity of the speed and aggressive driving problems identified with data analysis by the CTHSO data contractor, Preusser Research Group. This project will address speed related crashes, injuries and fatalities in urban areas. The CTHSO will consider up to 25 grant submissions from police agencies identifying specific speed and aggressive driving related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects are meant to be comprehensive speed grants for urban areas and cities that had identified speed as a problem. 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 and aggressive driving enforcement can impact the greatest number of speed related crashes.

Enforcement mobilization: Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut’s speed and aggressive driving laws. Municipal Police departments will be selected based on speed and aggressive driving data. For FFY2025, there will be up to 25 agencies selected to participate in this enforcement mobilization.

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

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

- Enforcement Schedule
 - July through September 2025
 - Day or Night – Enforcement can take place during daylight or nighttime hours, justification in grant application
 - 7 days per week eligible
- Enforcement Locations
 - Spotter/non-spotter enforcement can be done in teams or individually
 - Spotter/self-initiated is not roving, should include officer finding a covert location advantageous to the observation of speeding
 - Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen
- Personnel
 - Maximum of 8 officers per enforcement activity 8-hour shifts
 - Provide justification for requested personnel based on enforcement plan
- Project Reporting
 - Hours worked
 - Citation data
 - Signed time sheets for overtime enforcement
 - Activity Report Summary – Narrative

Media Component: The CTHSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the HVE enforcement mobilization. This advertising will be purchased to run during the months of July through September. The details about the media component are included under the Project PTS-2 Speed and Aggressive Driving High Visibility Enforcement Media Buy project description.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-SC	0205-0706-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$1,990,000.00
405e-4 (M8*SC)	0205-0745-4-EQ	CTDESPP (CSP)	State Government	\$350,000.00

Eligible Use of Funds: Flexible distracted driving 405e funds in accordance with 23 CFR 1300.24 and/or 402 funds in accordance with 23 CFR 1300.13 will be used for speed and aggressive driving enforcement and equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Automated Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement

Project PTS-2: Speed and Aggressive Driving High Visibility Enforcement Media Buy

Project Description: The goal of this project is for a Speed Enforcement Program media campaign in concurrence with the High Visibility Enforcement (HVE) activity by law enforcement partners. This campaign will increase awareness of the dangers of speeding on Connecticut roads. English and Spanish media will be deployed statewide with an emphasis on towns represented in the top 25 in crash data, with almost all such towns being Justice40 / Environmental Justice communities. Towns will include:

- Bridgeport
- Fairfield
- Meriden
- New Milford
- Stamford
- Bristol
- Hamden
- Middletown
- Norwalk
- Torrington
- Danbury
- Hartford
- New Britain
- Norwich
- Waterbury
- East Hartford
- Manchester
- New Haven
- Shelton
- West Haven

Running this media campaign in concurrence with the HVE activity by law enforcement partners in Connecticut’s major cities is the most effective way of obtaining results. The media campaign may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and shopping malls. This advertising will be purchased to run during the months of July through September.

The objectives of this media campaign include creating, developing, and implementing a realistic and effective speeding marketing/communications strategy for the CTHSO. The marketing firm will be responsible for conducting research on demographics, developing communication materials, and evaluating the awareness campaigns. The marketing firm will provide continued assistance to the CTHSO during their public information campaigns and incorporate market research into the development of public information and education campaigns to effectively reach the target populations. Survey results from the CTHSO data contractor will support media strategies in conjunction with the HVE.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-6 (M8*PM)	0205-0745-6-AB	CTHSO	State Government	\$250,000.00

Eligible Use of Funds: Flexible distracted driving 405e funds in accordance with 23 CFR 1300.24 and/or 402 funds in accordance with 23 CFR 1300.13 will be used for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 4.1 Communications and Outreach Supporting Enforcement

Project PTS-3: 1906 Racial Profiling

Project Description: Since May 2012, the Institute for Municipal and Regional Policy (IMRP) has developed and implemented the statewide Connecticut Racial Profiling Prohibition Project (CTRP3), as per Connecticut General Statute 54-1m to collect, maintain, and provide public access to traffic stop data. The project, with guidance from statewide stakeholders and several national experts on racial profiling, developed a new standardized method to efficiently and effectively collect racial profiling data from traffic stops. The project also worked to develop a system that will inform government officials, the public at large and police agencies of the information that is availed through the data collection process.

In FFY2024, the IMRP at the University of Connecticut (UConn), on behalf of the CTRP3 advisory board, hosted four community forums across the State. These forums were designed to educate the public about Connecticut's anti-racial profiling law and to create a space for meaningful dialogue between law enforcement and the community where the IMRP can solicit feedback or answer questions from the public/community. One key takeaway is that there continues to be a lack of awareness regarding the efforts Connecticut has taken to address racial profiling. IMRP also learned that the current methods of communicating annual report findings are technical and difficult for the public to consume. In FFY2025, IMRP's commitment to the cause remains as the institute continues to host public forums across the State. In response to the feedback received, IMRP will be revamping the project website, including integrating a more user-friendly dashboard to present data. The website is currently designed to allow visitors to submit comments or questions about the project. IMRP is working with State agencies to add project information and a link to the project website to high-traffic State web pages. IMRP is also working with staff to develop a new 30-second video about Connecticut's anti-racial profiling law to be shared on the website and with partner stakeholders. Through continued public forums, IMRP will evaluate progress and identify new efforts to address and eliminate racial profiling.

Below is an outline of the next phase of the project and major goals.

Goals/Objectives:

- Collect, maintain, and provide public access to traffic stop data
 - Evaluate the results of such data
 - Develop and implement programs to reduce the occurrence of racial profiling
1. Enhance the current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (*Distracted Driving, Click It or Ticket, etc.*), crime, or crash rates across racial and ethnic groups.

- a. Study the impact of automated enforcement tools on racial disparities in traffic enforcement.
 - b. Study the impact of traffic enforcement actions taken by municipal police departments that border communities with populations greater than 100,000 people. This would be accomplished through a comprehensive border discontinuity analysis.
 - c. Conduct a multi-year analysis of any socio-economic factors, such as age and condition of vehicles, using vehicle information provided by the Connecticut Department of Motor Vehicles.
2. Develop a machine learning tool to more easily geocode traffic stop location data submitted by police departments to enhance the statewide mapping capabilities of all stops.
3. Modify the data collection and analysis system to capture more detailed search information, the zip code of the driver's home address, enforcement techniques used, and the infraction number.
4. Continue to work with national experts and the academic community to develop additional analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops and improve roadway safety.
 - a. Incorporate the use of mobility data to help identify an estimated driving population based on information from the racial profiling dataset, and mobility data provided by a third party.
5. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops and analyzing information by neighborhood. It may also include incorporating localized crime and crash data into the analysis along with any other locally relevant factors.
6. Implement an early warning system for law enforcement administrators that will allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.
7. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand and modify the current data collection system.
8. Increase the number of departments utilizing the electronic citation/warning system.
9. Work with the Connecticut Data Collaborative to enhance the public website that currently releases traffic stop records on a quarterly basis to a system that will automatically update traffic stop records monthly.
10. Improve the online data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made

to allow users to analyze traffic stops for a selected period using any of the benchmarks developed by researchers.

11. Develop and implement a data audit system to ensure accurate and timely reporting of traffic stops records.
12. Implement community outreach initiatives to explain the findings from our annual reports and assess police-community relations.
13. Develop and implement procedural justice and implicit bias training for police in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
1906 (F1906ER)	0205-0725-AA	University of Connecticut	University/College	\$1,200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.29 for collection and analysis of traffic stop information including the demographic information of drivers stopped.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

Project PTS-4: East Hartford Police Department Community Outreach

Project Description: This project will provide funding for the Community Outreach Division in the town of East Hartford, to address traffic safety issues including but not limited to non-motorist safety, occupant protection, roadside deaths, distracted driving, impaired driving, speeding and aggressive driving as well as for equipment to support these highway safety initiatives. This project will focus on areas of risk within East Hartford, especially those Justice40 / Environmental Justice communities identified within the town.

The Community Outreach Division will focus and build upon areas such as:

- Deployment of the department's electronic speed signs/messaging boards
- Enforcement operations with the Commercial Truck Enforcement – Connecticut Department of Motor Vehicles / Commercial Vehicle Safety Division (CTDMV/CVSD)
- Enforcement operations – Vehicle equipment Spot Checks
- DUI HVE deployments
- *Click It or Ticket* HVE deployments
- Distracted Driving HVE deployments
- Speed and Aggressive Driving HVE deployments
- Pedestrian enforcement/education deployments
- Crosswalk enforcement operations (for operators)
- Child Passenger Safety seat installation/education

Engagement Trailer: The East Hartford Police Department (EHPD) does not have a suitable trailer to carry and/or house equipment. The trailer would be used to transport the necessary equipment to and from locations including cones, large folding signs, car seats, folding tables, or large bins. For the Community Outreach Division, this trailer would be able to carry the various folding tables, large tent, industrial ice cream freezer, toys and games, refreshments, signs and cones, bicycle giveaways for the Bicycle Rodeo, as well as other items. It could also be used to transport the police department's 4-wheel all-terrain vehicle (ATV) which is used to give rides and to explain the purpose and benefits of using an ATV in the department. This trailer would also be used as a temporary operations center while conducting traffic operations. The trailer requested would be supporting enforcement and education as well as bringing services to the communities that are unable to come to us.

Traffic Speed Signs: The department-owned electronic speed signs require batteries which require constant changing. The town of East Hartford is looking to obtain two (2) solar options for these signs so that deployment can last longer without interruption.

Community Outreach Division: The EHPD has created a Community Outreach Division. This Community Outreach Division encompasses three (3) full-time officers (Community Service Officers) and are augmented with nine (9) part-time officers (Neighborhood Resource Officers). These officers work to keep the existing relationships that have been cultivated over the years and serve to continually bridge the gap between the community at-large and the police department. This division strives to reach the under-served communities with events such as National Night Out, an annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie. The EHPD has also created a Child Passenger Safety Seat Program and is responsible for the re-implementation of the Child Passenger Safety Seat program. The EHPD currently has nine (9) certified Child Passenger Safety Technicians (CPSTs) and eight (8) more officers wanting to participate. The department has installed approximately 24 seats and inspected about nine (9) seats for expectant foster parents while continuing to work cooperatively with neighboring agencies to bring education and materials to the less fortunate who may be unable to come to them. These activities managed by the Community Outreach Division have not been funded by the CTHSO in the past however CTHSO will support these activities to enhance the relationship with the East Hartford community.

Community Traffic Safety Outreach Liaison Position: Working in a part-time capacity within the police department, this person will work to further the goals and be more responsive to traffic safety issues. For example, this position will work closely with the Public Information Officer as well as with the Community Outreach Division in areas such as social media allowing for faster information sharing for safety awareness in emergency situations. This will also cover safety tips/updates on various topics within the town, crime prevention tips, and community events. Other duties will include data analysis for community and traffic engagements and assessment of the impact on the community for various community and traffic strategies. Overall, this position will interact with numerous community leaders and government officials working dynamically to address traffic safety issues before they arise. This position will focus only on traffic safety issues within the East Hartford Police Department.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PS	0205-0710-AH	East Hartford Police Department	Law Enforcement Agency	\$150,000.00

Eligible Use of Funds: Flexible 402 funding will be used in accordance with 23 CFR 1300.13 for addressing traffic safety issues.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 4.1 Communications and Outreach Supporting Enforcement
- 7.1 Enforcement of Drug-Impaired Driving

DISTRACTED DRIVING (DD)

Project DD-1: Distracted Driving High Visibility Enforcement

Project Description: This project will provide funding for Distracted Driving High Visibility Enforcement (HVE). In each of the past two (2) years, an average of 47 agencies participated in HVE as part of this project. This evidence-based enforcement program prioritizes funding levels based on various types of crash data such as crash type, severity, population, and roadway data. The CTHSO will focus on the top 60 law enforcement agencies for priority funding in FFY2025 and will consider other law enforcement agencies depending on the availability of funding. Past performance of the law enforcement agencies will be considered when awarding the funding. The primary goal of this project is to support NHTSA's national mobilization for *U Drive. U Text. U Pay.* in April 2025.

Enforcement mobilization: Municipal police agencies will be selected to participate in grant-funded overtime enforcement of Connecticut's handheld mobile phone ban for drivers. Municipal Police departments will be selected based on distracted driving crash/roadway data. For FFY2025, there will be up to 60 agencies selected to participate in this enforcement mobilization.

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

- Spotter-type enforcement strategy – Unless other enforcement strategies are described in the grant application in detail to plan enforcement schedules and strategies. This must be preapproved in the grant application
- Enforcement Schedule
 - The entire month of April 2025
 - Daytime Enforcement – Daytime enforcement changes with seasonal patterns
 - Enforcement must take place during daylight hours
 - 7 days per week eligible
 - Minimum of 4-hour shifts/Maximum of 8-hour shifts
- Enforcement Locations
 - Enforcement areas should include intersections and other areas where traffic naturally slows. Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen (Note: Connecticut statute makes manipulating a handheld mobile device at a traffic sign or signal a violation)
 - Limited Access Highways prohibited (Covered by Connecticut State Police)

- Personnel
 - Minimum of 2/Maximum of 8 Officers
- Training
 - Participating agencies must participate in training programs sponsored by the CTHSO
 - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
 - Earned media training
 - Grant application and reporting training
- Project reporting
 - Hours worked
 - Citation data
 - Activity Report Summary – Narrative

During FFY2025, the CTHSO will focus on high-risk areas including but not limited to Justice40 / Environmental Justice communities in the cities of:

- | | | | |
|--------------|-----------------|---------------|--------------|
| • Ansonia | • Bridgeport | • Bristol | • Danbury |
| • Derby | • East Hartford | • Hartford | • Manchester |
| • Meriden | • Middletown | • New Britain | • New Haven |
| • New London | • New Milford | • Norwalk | • Norwich |
| • Shelton | • Stamford | • Torrington | • Waterbury |
| • West Haven | • Windham | | |

Distracted driving is one of the top five driver-related factors of motorist involved in pedestrian and bicyclist fatalities in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-DD	0205-0712-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$2,035,000.00

Eligible Use of Funds: 402 funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.24 for high visibility distracted driving enforcement.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement

Project DD-2: Distracted Driving High Visibility Enforcement – Connecticut State Police

Project Description: This project will provide funding for statewide Connecticut State Police (CSP) High Visibility Enforcement (HVE). This evidence-based enforcement program prioritizes funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this project is to support NHTSA’s national mobilization for *U Drive. U Text. U Pay.* in April 2025. CTDESPP will carry out HVE enforcement targeting drivers who are distracted behind the wheel throughout the month of April.

The Connecticut State Police-Traffic Services Unit (CSP-TSU) applies a data-driven approach when conducting traffic enforcement. CSP Computer Aided Dispatch/Records Management System (CAD/RMS) personnel in partnership with vendor NEXGEN Public Safety Solutions, assess CSP produced data from crashes and traffic stops. This information is then provided to CSP-TSU with heat maps showing the actual days of the week and time periods where the distracted driving crashes and/or violations are occurring.

CSP-TSU uses this information when completing grant applications to ensure that the problem areas are addressed. The specific portions of the interstate highways and cities selected, reflect areas that have experienced high numbers of distracted driving crashes with the specific violation identified as a contributing factor. These areas often have been selected due to CSP Troopers having identified significant violations of the law and subsequent issuance of infractions.

The participating Connecticut State Police Unit(s)/Troops will mirror the enforcement parameters as those for municipal departments described in Project DD-1: Distracted Driving High Visibility Enforcement above but will not be restricted to interstates. The CSP-TSU as well as individual troops will be able to apply for grant funded overtime enforcement to take place on interstates, State routes and local roads, where possible.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-2 (M8DDLE)	0205-0745-2-DW	CTDESPP (CSP)	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 for high visibility enforcement.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement

Project DD-3: Data Analysis and Surveys

Project Description: The goal of this project is to provide data support to the CTHSO for the different program areas including Impaired Driving, Speed and Aggressive Driving, Occupant Protection, Child Passenger Safety, Motorcycle Safety, Distracted Driving, Community Traffic Safety, Preventing Roadside Deaths, and Driver and Officer Safety Education. This project will provide funding to plan and conduct the statewide annual seat belt use observations, bellwether observations, distracted driving observations, as well as data evaluation. This project will also fund the data evaluation and support for annual planning documents including but not limited to the Triennial Highway Safety Plan, the Annual Grant Application, and the Annual Report. In addition, this project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. The CTHSO will conduct a combination of telephone/web survey(s) which would include the NHTSA mandated key awareness questions.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-3 (M8*PT)	0205-0745-3-EP	CTHSO	State Government	\$400,000.00

Eligible Use of Funds: Flexible 405e funding in accordance with 23 CFR 1300.24 for effective state highway safety program implementation.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Planning and Administration are the required activities for effective state highway safety program implementation; provide timely and effective data analysis to support allocation of highway safety resources.

- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

Project DD-4: Distracted Driving Public Messaging Campaign

Project Description: Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the messaging. The goal of this project is to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns in both English and Spanish languages. This effort will be comprised of three (3) major components:

The first component of this task will directly support NHTSA’s national *U Drive. U Text. U Pay.* mobilization in both English and Spanish during enforcement periods. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA’s media plan. Media buys will include but will not be limited to TV, radio, internet, social, and outdoor advertising. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Equity issues are at the forefront of Connecticut’s communities and will be addressed through media campaigns such as billboards, bus panels, etc., in densely populated urban core areas and underserved communities. This includes but is not limited to Justice40 / Environmental Justice communities in the cities of:

- Ansonia
- Derby
- Meriden
- New London
- Shelton
- West Haven
- Bridgeport
- East Hartford
- Middletown
- New Milford
- Stamford
- Windham
- Bristol
- Hartford
- New Britain
- Norwalk
- Torrington
- Danbury
- Manchester
- New Haven
- Norwich
- Waterbury

Throughout all CTHSO campaigns, diversity, equity, and inclusion will be a focus, not just on headlines, but in imagery, concept, and language as well. Equity issues will be addressed through all media tactics, and in particular, in densely populated urban core areas or underserved communities. The CTHSO understands the importance of telling the stories that shape perceptions and the culture at large.

The second component of this task will include year-round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use – year-round. The CTHSO will work with its media contractor to develop multiple products to be used throughout the year to provide educational social norming messaging to raise motorist awareness of the dangers of distracted driving. These products will include the development of Connecticut specific social norming messaging campaign to be used across various media platforms and at various venue advertising; as well as Public Service

Announcements to educate motorists about Connecticut’s hand-held mobile phone ban. Connecticut motorists have been encouraged to pull over in a safe place to use their mobile phones but often the average person’s definition of a safe place is different from what law enforcement know to be a legally safe place. This PSA will discuss this topic. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

The Spanish media buy will concentrate in and around major cities/metro areas with a high percentage of Hispanic population including Bridgeport, New Haven, Hartford-New Britain-Middletown and New London with a focus on males aged 18-34. This will include local Spanish broadcasting stations featuring music and local news, weather, and sports. The CTHSO will work with its Spanish media contractor to increase the media buy and to develop multiple products to be used throughout the year to provide educational social norming messaging to raise motorist awareness of the dangers of distracted driving.

The third component of this task will include educating Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year-round. This will be accomplished through outreach and advertising at concert and sporting venues utilized by the CTHSO in other program area marketing campaigns.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-1 (M8PE)	0205-0745-1-DY	CTHSO	State Government	\$500,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

Project DD-5: Distracted Driving Public Information and Education

Project Description: The goal of this project will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year-round. This project is to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events. This activity will also fund the purchase of citation holders in support of High Visibility Enforcement (HVE) mobilizations. These citation holders are given to motorists who receive a citation during HVE enforcement periods.

This is a statewide project with emphasis on high-risk areas including but not limited to Justice40 / Environmental Justice communities in the cities of:

- Ansonia
- Derby
- Meriden
- New London
- Shelton
- West Haven
- Bridgeport
- East Hartford
- Middletown
- New Milford
- Stamford
- Windham
- Bristol
- Hartford
- New Britain
- Norwalk
- Torrington
- Danbury
- Manchester
- New Haven
- Norwich
- Waterbury

Distracted driving is one of the top five driver related factors of motorist involved in pedestrian and bicyclist fatalities in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-1 (M8PE)	0205-0745-1-AA	CTHSO	State Government	\$20,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

MOTORCYCLE SAFETY (MS)

Project MS-1: Connecticut Rider Education Program (Training)

Project Description: The Connecticut Rider Education Program (CONREP) is dedicated to decreasing motorcyclist and unhelmeted fatalities through comprehensive rider training. Rider training is primarily applied to reach the goal of decreasing the total number of motorcyclist fatal and injury crashes. CONREP provides oversight in the following ways; the training/recruitment and monitoring of 85 certified motorcycle safety instructors, providing support services to the CONREP training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation (MSF) curriculum materials, updating and maintaining the program’s website (www.ride4ever.org), which is the program’s direct point of contact for course students and license waiver information. Each training site offers Basic Rider Course (BRC) and some offer other courses for more experienced riders as well as riders interested in riding 3-wheel motorcycles. The program collaborates with motorcycle groups to increase course enrollment, mainly targeting unlicensed riders.

CONREP will also seek to bring in unlicensed riders for training. The CTHSO partners with motorcycle groups to develop and promote activities designed to increase enrollment in advanced rider courses. A new course was added to the CONREP curriculum (3-Wheel Basic Rider Course). This course seeks to train those riders who are unlicensed or lack appropriate experience. These activities will be undertaken to address the decline in trained motorcyclists observed in Connecticut and promote motorcyclist’s safety.

Motorcycle rider training range locations are located in four of Connecticut’s eight counties: Fairfield, New Haven, Hartford, and New London. Litchfield, Middlesex, Tolland, and Windham County residents are serviced by locations in the other four counties. Even though there are not training ranges in each county, due to the size of Connecticut, no resident is more than 40 miles from one of the motorcycle safety training range locations. Training sessions will be conducted at seven (7) range locations throughout the State and are open to all statewide applicants:

- Colchester
- East Granby
- Fairfield
- Farmington
- Manchester
- North Haven
- Waterbury

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-MC	0205-0701-AB	CTHSO	State Government	\$50,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 CFR 1300.25

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles.

- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training

Project MS-2: Public Information and Education/Community Outreach about Motorcycle Riders

Project Description: The Connecticut Rider Education Program (CONREP) will provide coordination and overtime staffing for grassroots events and seminars to promote public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists and share the road messaging. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide opportunity to directly communicate with the driving public about the importance of being aware of motorcyclists on the roads. Funds may also be utilized for outside contractor professional services to accomplish this project. CTHSO plans on participating in the NHTSA Region 1 *Rally 2 Rally* event to bring awareness to the importance of riding SMART (Safely, Maturely, Aware, Respectfully, Trained) during rally events along the east coast.

The CTHSO will emphasize motorcyclist awareness in the following counties due to high fatal motorcyclist crash rates and/or over-representation in crash data: Windham, Litchfield, New Haven, Hartford, and Fairfield. Some of these counties contain Justice40 / Environmental Justice communities.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405f-1 (M11MT)	0205-0744-1-AB	CTHSO	State Government	\$10,000.00
405f-2 (M11MA)	0205-0744-2-AC	CTHSO	State Government	\$175,000.00

Eligible Use of Funds: 405f Motorcycle Safety Incentive money, community outreach and motorist education on Sharing the Road with Motorcyclists.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To lower the instances of motor-vehicle versus motorcycle collisions and intersection crashes.

- 4.2 Motorist Awareness of Motorcyclists
- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

TRAFFIC RECORDS (TR)

This project will provide the necessary funding to assess and develop the Connecticut Traffic Records Program by implementing the following projects outlined in the Section 405(c) and the Traffic Records Strategic Plan.

Project TR-1: eCitation – Technology/Software Support for Municipal/Local Law Enforcement

Project Description: The project will support municipal police departments in acquiring better tools/resources, including technology as well as software support, where warranted, to enable them to participate in the eCitation initiative. Some departments do not have computers or eCitation printers in their vehicles, hindering their abilities for selective enforcement while some departments only have few patrol vehicles with eCitation printers installed. The ideal scenario would be to have all fleet patrol vehicles outfitted with equipment for eCitation. This will allow elimination of paper tickets and contribute towards timeliness in processing of traffic violation and updating Driver History Files.

Equipment as well as software support will be provided to support municipal law enforcement agencies in implementing eCitation. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and/or 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 eCitation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes these data to be received by the appropriate State agency. This project could fund up to 20-25 municipalities. Seventy-six municipal police agencies and the Connecticut State Police (excluding vehicles assigned to Troopers) currently use eCitation.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$320,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support municipal police departments with eCitation related equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development / improvements of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources; countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-2: Ignition Interlock Device (IID) Restriction Code Implementation on Operator License

Project Description: This statewide project will support the implementation of a “T” restriction code on Connecticut operator licenses to indicate Ignition Interlock Device (IID) requirements per the standards of the American Association of Motor Vehicle Administrators (AAMVA). It will improve compliance and data integration for IID driver restrictions across jurisdictions. The project will provide funding for the Information Technology staff at the Connecticut Department of Motor Vehicles (CTDMV) to make coding changes to the operating system to implement the “T” restriction code. An estimated timeframe of 120 hours would be required for IT resources to complete this project.

AAMVA has adopted a “T” restriction universally to allow other jurisdictions to recognize the need for an Ignition Interlock Device (IID) when an operator transfers to, or is driving in, another jurisdiction. AAMVA’s recommendation is to have this restriction appear on the license for the duration of the time period that the operator is required to maintain an IID. Implementation of this restriction would bring CTDMV in line with AAMVA’s published best practices guide. Furthermore, AAMVA plans to utilize a new AAMVA Code Dictionary (ACD) code to represent the IID requirement, indicating the license status would reflect that an IID is required and would be broadcast on the Problem Driver Pointer System and the National Driver’s Registry databases.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AN	CTDMV	State Government	\$65,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support the improvement of driver data.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths); countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by restricting DUI offenders driving privileges.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-3: EMS and Trauma Registry Databases/MIH Dashboard Enhancements

Project Description: This project will focus on the advancement of the Emergency Medical Services (EMS) and Trauma Registry databases, the introduction of an integrated EMS/Trauma/Mobile Integrated Healthcare (MIH) dashboard, support for conference participation and supplies to support the data program, all aimed towards bolstering injury surveillance data across the State. This will include:

- **EMS and Trauma Registry Database Improvements:** To implement recommendations from the 2021 Traffic Records Assessment, Connecticut Department of Public Health (CTDPH) will require funding assistance to complete the development of a data dictionary and document edit checks, establish validation rules and error-correcting processes, outcome measures, and performance standards. CTDPH has the ability to accomplish all these recommendations using a new data vendor.
- **Creation of an integrated EMS/Trauma/MIH dashboard:** This dashboard would be available to researchers, the general public, traffic safety stakeholders, EMS professionals, and trauma system staff throughout the State. The Injury Surveillance System received an assessment of 33.3 percent in the interfaces category. This dashboard will provide important data to local, regional, and statewide traffic planners and elected officials.
- **A full review of the State trauma system by the American College of Surgeons:** It has been over 10 years since there was a systemic review of the trauma system. Regulations require the reporting of trauma data from all hospitals, as well as a number of entities that do not currently report. Using a trauma review as a starting point, the CTDPH can start to enforce the data reporting requirements with reiteration of their importance not only from the CTDOT and the Traffic Records Coordinating Committee (TRCC) perspective, but also that of trauma care as a whole. Further improvements to the State trauma system will ultimately help in decreasing the morbidity and mortality from traffic related injuries by streamlining reporting and ensuring data is efficiently and correctly shared, contributing to data-driven decision-making.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AG	CTDPH	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support the improvements of injury surveillance data, travel for conference participation and supplies and other related operating expenses.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-4: eCitation – Connecticut State Police

Project Description: This project will equip CTDESPP division of Connecticut State Police (CSP) trooper vehicles statewide with the eCitation initiative's necessary resources, enhancing traffic violation processing and Driver History File updates. Most police vehicles utilized by the CSP, other than those designated as primary patrol vehicles, are not equipped with hardware and software that would allow for electronic reporting of citations and automatic upload of driver/registration information to use on traffic crash forms.

The CSP has vehicles assigned to troopers for daily use that utilize end of life equipment or lack any connectivity or access to the department's Computer Aided Dispatch (CAD) software, which is the gateway for access to querying driver/registration data and the eCitation and crash platforms. Accordingly, any citations written by a trooper in one of these vehicles is done on a paper citation form. These paper citations often take up to two weeks to be received at the Judicial Branch's Centralized Infractions Bureau. Priority will be given to those vehicles that are utilized by the troopers most closely associated/exposed to patrol work.

The intent of the proposed project is to deploy electronic solutions that are catered to the type of vehicle and secure infrastructure necessary and available based on the need, including Bluetooth or similarly enabled eCitation printers along with corresponding connectivity peripherals; ruggedized tablets and associated mounting equipment; barcode scanning capable devices (or application enhancements to existing issued mobile devices); portable kit solutions that can be transported from one vehicle to the next; and associated labor and installation costs for additional new vehicle upfitting/existing vehicle retrofitting costs.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AM	CTDESPP (CSP)	State Government	\$500,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support state police department with eCitation related equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources and an effective record system of crashes

(including resulting injuries and deaths); countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-5: eCitation Integrated Software Development – Connecticut State Police

Project Description: The Connecticut State Police (CSP) utilizes a windows-based Mobile Computer Aided Dispatch (CAD) software for dispatch and eCitation functions within patrol cars. This project will support the CSP to expand the eCitation program to non-descript and specialty non-patrol vehicles such as motorcycles. The cost to fully outfit every CSP vehicle would be cost prohibitive. However, developing a fully functioning mobile application for iOS-based devices would allow users in these vehicles to self-dispatch and eventually issue electronic tickets without the costly expense of outfitting all the vehicles. CSP currently uses an application from the CAD/RMS vendor that allows police officers to see calls and incidents live on their iOS-based cell phones but does not meet Connecticut Criminal Justice Information System (CJIS) requirements. This upgrade would require the CSP vendor to include the necessary software changes to allow self-dispatch and Connecticut On-Line Law Enforcement Communications Teleprocessing (COLLECT) integration and follow all CJIS security policies. The development of this application would be a multi-phase process due to the complexity involved (e.g., CJIS policies, COLLECT integration, racial profiling, and printer format compatibility). This project would not only reduce paper tickets but would also provide better data collection from units that are not equipped with a full patrol car setup. This would also benefit specialty vehicles such as motorcycles, allowing them to be used to perform traffic enforcement utilizing electronic ticket instead of paper ticket submission. Developing this application would not only benefit the CSP but could be offered to other municipal police departments within Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-BA	CTDESPP (CSP)	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support state police department in eCitation related software development.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths); countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-6: Electronic Processing of Citations from Roadside to Trial

Project Description: This project will combine the two previously distinct projects of eCitation and online disposition. Electronic processing of citations and payable violations from roadside issuance through all court processes, including trial. The integration of these initiatives will maximize both technical and human resource efforts and lay the foundation for electronic misdemeanor processing in the future.

The Connecticut Judicial Branch will therefore accomplish the following during the FFY2025 grant year. Building on the prior grant accomplishments, the Connecticut Judicial Branch proposes to:

- Continue to onboard law enforcement agencies to eCitation
- Develop rules concerning the mandatory electronic submission of infractions
- Implement mandatory participation in electronic hearings
- Develop a new Centralized Infractions Bureau section under the Judicial Website
- Collaborate with the CTHSO and Traffic Records Coordinating Committee safety partners to develop the use of additional traffic safety messages simultaneously with national campaigns

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AZ	Centralized Infractions Bureau (CIB)	State Government	\$620,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support the improvement of citation and adjudication data systems.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

COMMUNITY TRAFFIC SAFETY (CTS)

Project CTS-1: Mothers Against Drunk Driving (MADD) Initiatives

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

MADD will add an additional educational outreach program position (Part-Time / Full-Time TBD), *Power of Youth*, a school-based program for high school teens to influence each other to not drink under the age of 21, and to never get in the car with a drunk driver.

During FFY2025, the CTHSO will emphasize the Connecticut Department of Mental Health and Addiction Services' (CTDMHAS) Regions 1, 2, and 4 towns which have high rates of alcohol and polysubstance misuse and Justice40 / Environmental Justice communities in the major cities of Waterbury and Danbury. Please see the reference map for CTDMHAS Regions 1, 2, and 4 in the Impaired Driving Program Area under Project ID-1. The CTDMHAS Regions 1, 2 and 4 include a majority of the Justice40 communities which includes:

- Ansonia
- East Hartford
- Manchester
- New Haven
- Vernon
- Bridgeport
- Enfield
- Meriden
- Norwalk
- West Haven
- Bristol
- Fairfield
- Middletown
- Shelton
- Greenwich (Byram Community)
- Derby
- Hartford
- New Britain
- Stamford

Funding Source	Project number	Subrecipient	Organization Type	Funding
405d-ii-3 (M7*CP)	0205-0740-3-AC	MADD	Non-Profit	\$115,000.00

Eligible Use of Funds: Flexible use of 405d funding for underage drunk driving education, prevention, and deterrence in accordance with 23 CFR 1300.23.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance through education.

- 6.5 Youth Programs

Project CTS-2: Driver’s License and Registration Renewal Education

Project Description: Connecticut implemented Public Act 23-116 in 2023, a traffic safety law aimed at establishing a collaborative approach between agencies to reduce transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, motorists, and passengers. This law was enacted in response to the consistently high number of motor vehicle crashes and fatalities in Connecticut. As one of several initiatives to address this problem, the Education Subcommittee of the State’s multi-agency Vision Zero Council recommended leveraging the Connecticut Department of Motor Vehicle’s (CTDMV) contact with motorists, including regular cycles of driver’s license and registration renewals, to better inform individuals and impact driving behavior. The subcommittee directed development of a video presentation that is accessible to everyone, regardless of background, concerning State laws that impact motorists and others who share our public roadways. The purpose of the video is to raise awareness and reduce crashes by highlighting safe driving components of State law, which could include Connecticut’s Move Over law, emergency vehicle and roadside worker safety measures, and best practices to promote pedestrian and bicyclist safety. Additionally, the concept seeks to bridge an awareness gap between the preparation and testing that new drivers experience and the driver retraining programs often accessed long after the initial driver license is issued. Continued funding of this new project will allow for analysis, evaluation and readjustment as needed as the video presentation continues to reach all roadway users in Connecticut communities.

The project will also consist of a media buy to use snippets of the license renewal video (about 7-10 minutes in length) to break it into smaller segments for TV and/or radio PSAs to reach a larger audience. Current Connecticut law requires the video be watched once every other license renewal which could equate to 16 years. By creating shorter videos, more drivers could be reached with information related to the most recent law changes and safety reminders. Additionally, handouts will be created illustrating information from the license renewal video. These handouts will be given out at CTDMV offices and license partner offices such as AAA and Nutmeg Credit Union located throughout Connecticut.

Funding Source	Project number	Subrecipient	Organization Type	Funding
402-CP	0205-0703-AD	CTDMV	State Government	\$300,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 CFR 1300.13 to develop content material related to driver education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); improve pedestrian and bicycle safety.

- 6.5 Youth Programs
- 5.2 Mass-Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

Project CTS-3: City-Centric Pedestrian and Bicyclist Safety Campaign

Project Description: Strategically located in the heart of the largest metropolitan Justice40 / Environmental Justice area in the State, Hartford is a highly traveled city with over a hundred thousand residents and tens of thousands of outside commuters. In 2022 alone, there were over 670 million miles traveled and 150 million trips taken in Hartford. With the presence of such high volumes of vehicles in the city every day, it is tragic, but unsurprising that Hartford has the highest rate of fatal and injury crashes in the Capitol Region, as well as five of the top ten crash intersections and seven of the top ten crash corridors. From 2020 to 2022, there were 51 fatal and 206 severe injury crashes in Hartford, and this loss of life and severe injury due to traffic crashes will have devastating lifelong and irreversible consequences. Many residents of this area do not own cars and rely on walking and bicycling as their modes of transportation, making them potentially a part of a devastating statistic when commuting.

There is an urgent and pressing need to address the issue with a comprehensive strategy for the City of Hartford’s Safe and Complete Streets efforts while also engaging the community as part of the process. To address this, the CTHSO has partnered with the City of Hartford, who is working in conjunction with Transport Hartford at the Center for Latino Progress, to further safety goals by directly engaging a local grassroots nonprofit to facilitate communications efforts. This organization is dedicated to promoting equitable, safe, accessible, and sustainable transportation. Education is a guiding principle at Transport Hartford, and this passion towards engagement manifests itself in spring education courses, summer youth internships, walk audits, and ongoing advocacy efforts at the local and regional level. Transport Hartford has a history and commitment to connecting with the community on transportation across boundaries of language, geographic boundaries, socioeconomic, and the City of Hartford is looking forward to expanding this partnership further. Resources will be made available to reach the diverse community members in their languages, and members of the organization fluent in these languages will ensure they are properly displayed in the community. Activities in the Justice40 / Environmental Justice area to encourage safe walking and bicycling will also include community workshops, canvassing efforts, media and education, and events and presentations with community involvement.

Funding Source	Project number	Subrecipient	Organization Type	Funding
402-PS	0205-0710-AG	City of Hartford Health and Human Services	Municipal Government	\$110,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 CFR 1300.26 to engage communities in pedestrian and bicyclist safety education, development

of multi-language educational material including information relating to nonmotorized mobility and the importance of speed management to the safety of nonmotorized road users.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

**Project CTS-4: *Choices Matter* Impaired Driving Program
Featuring Chris Sandy**

Project Description: The *Choices Matter* program continues to be extremely well received by Connecticut schools, students, and administrators. When Chris Sandy 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 Emmy-winning documentary. Chris 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 well over one million students across the country. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys are also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially teens, and returns due to overwhelming requests to bring it back to Connecticut schools.

This program will continue to visit schools throughout the State, with an emphasis on inner-city schools and underserved populations, including many Justice40 communities. This includes locations such as but not limited to:

- Bridgeport • East Hartford • Hartford • Meriden
- New Britain • New London • Norwich • Waterbury

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0205-0721-1-AY	Alliance Highway Safety (Alliance Sports Marketing)	Private Entity	\$300,000.00

Eligible Use of Funds: Funding will be used for underage drunk driving education, prevention, and deterrence in accordance with 23 CFR 1300.23.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 6.5 Youth Programs

Project CTS-5: Distracted Driving Education Programming and Younger Driver Education

Project Description: The CTHSO will continue to partner with Matrix Entertainment’s *Save a Life Tour* to build on the success of the Connecticut high school distracted driving program that continues to be well received by students and administrators. The CTHSO has continued to work with *Save a Life Tour* staff to implement an expansive and structured program. Because of the overwhelmingly positive response, the CTHSO continued to expand the program’s reach. With the annual turnover of driving aged students in each school’s population, the school administrators continue to want the program to return each year. Teen drivers have a higher rate of fatal crashes due to their lack of experience and skills, and distraction can be a deadly interference when they are behind the wheel. This program allows the students the opportunity to use realistic distracted driving simulators, view a high-impact safe driving video and to sign a pledge during the program promising they will not text and drive or drive distracted, alone or with their peers. Matrix Entertainment continues to use tablets on-site to have the students take a distracted driving attitude and awareness survey, and results are compiled and sent to the CTHSO. This program continues to garner earned media attention at schools throughout the year and has expanded to accommodate special safe driving events when requested.

Due to the continued request from schools to host the program, it was expanded to accommodate up to 80 schools. This program will continue to visit schools throughout the State, with an emphasis on inner-city schools and underserved populations. This will include Justice40 communities such as but not limited to:

- Bridgeport
- East Hartford
- Hartford
- Meriden
- New Britain
- New London
- Norwich
- Waterbury

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-7 (M8*CP)	0205-0745-7-AC	Matrix Entertainment	Private Entity	\$350,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 to engage and educate teens and young adults to commit to safe distraction free driving practices.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

Project CTS-6: Pedestrian and Bicyclist Safety Media and Community Awareness Project

Project Description: In response to pedestrian fatalities increasing both in Connecticut and nationwide, the CTHSO launched *Watch for Me CT* in 2017, an educational outreach and awareness campaign run in partnership with Connecticut Children’s Medical Center (CCMC) and their Injury Prevention Center (IPC). *Watch for Me CT* addresses non-motorized safety, focusing on pedestrians and bicyclists in a comprehensive, statewide effort that focuses on reaching underserved communities that are overrepresented in these crashes and fatalities.

In FFY2024, the *Watch for Me CT* Program reached out to several Justice40 / Environmental Justice communities including but not limited to Manchester, Waterbury, Hartford, Norwalk, New Milford, Middletown as well as other towns such as Simsbury, Avon, West Hartford, Darien, Branford, and Farmington to engage with community advocates, planners, town staff and families to learn about their pressing needs and address their concerns. Towns officials and/or concerned citizens had reached out to the *Watch for Me CT* Program to address concerns such as:

- Non-motorists in town walking when not visible and not facing traffic
- Cars not stopping for non-motorists in crosswalks and driving too fast
- Educational request about road diets
- Walk audits
- Engaging communities and creating community action groups around bicyclist and pedestrian safety
- Education regarding Rectangular Rapid Flashing Beacons
- Educating senior citizen on safely crossing busy intersections
- Educational presentations for parents and children on walking and bicycling safely during summer
- Developing safety messaging on the use of electric bikes
- Questions regarding crosswalks and the new law regarding yielding to pedestrians
- Educating citizens on topics such as daylighting (removing parked cars next to crosswalks)

This is not an all-inclusive list but provides an overview of the non-motorist safety related requests that are addressed through the *Watch for Me CT* Program.

In FFY2025, *Watch for Me CT* aims to reach all non-motorized road users and drivers in Connecticut with appropriate messaging through traditional and new media. Messaging includes images of people from diverse backgrounds to promote equity, as the CTHSO wants outreach to reflect the community in which it is displayed. Underserved populations are disproportionately

affected by pedestrian injury and death, so safety messaging in the Justice 40 / Environmental Justice communities will be emphasized including but not limited to:

- Ansonia
- Derby
- Groton
- Middletown
- New Milford
- Stamford
- West Haven
- Bridgeport
- East Hartford
- Hartford
- New Britain
- Norwalk
- Torrington
- Windham
- Bristol
- Enfield
- Manchester
- New Haven
- Norwich
- Vernon
- Byram (Community in Greenwich)
- Danbury
- Fairfield
- Meriden
- New London
- Shelton
- Waterbury

In response to the needs expressed by the communities, a dedicated, full-time Pedestrian / Bicyclist Safety Outreach Coordinator will engage directly with communities to expand safety education while growing partnerships throughout the State. These partnerships have increased the message’s penetration among communities, businesses, and school partners and has led to educational presentations and speaking engagements at conferences and requested events. Other activities include providing technical assistance for communities, educating in local settings, media promotions, campaign material dissemination, maintenance of social media presences, website updates, and program activity monitoring and evaluation. The program coordinator was also responsible for organizing the World Day of Remembrance event in Connecticut, which was held in the State for the first time in 2023. The goal is to continue this important work to reverse the trend of escalating deaths and injuries of the most vulnerable road users. The need for this campaign has never been greater with numbers continuing to trend in the wrong direction – here in Connecticut, 55 pedestrians lost their lives in 2021, and that number increased to 68 in 2022.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-7 (M8*CP)	0205-0745-7-AD	Connecticut Children’s Medical Center	Non-Profit	\$525,000.00

Eligible Use of Funds: Flexible 405e funding will be used in accordance with 23 CFR 1300.26 to engage communities in pedestrian and bicyclist safety education, development of multi-language educational programs as well as the purchase of primary pedestrian and bicycle safety equipment such as bicycle helmets, shoe clip lights, LED lights for wheelchairs, and lights for bicyclists, as allowable.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve bicycle and pedestrian safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

Project CTS-7: Public Information and Education/Community Outreach to Pedestrians and Bicyclists

Project Description: This project will allow the CTHSO to provide public information and educational materials to invested stakeholders regarding pedestrian and bicyclist safety. This funding will also be available for conferences attendance, training, and travel purposes for enhancement of non-motorized safety endeavors. The HSO plans to continue its partnership with Connecticut Children’s Medical Center on the *Watch for Me CT* campaign. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users.

During FFY2025, the CTHSO will prioritize Justice40 / Environmental Justice communities in Hartford, Waterbury, New Haven, and Bridgeport where high numbers of non-motorist fatalities and serious injuries have been recorded.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PS	0205-0710-AB	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 CFR 1300.26 and 23 CFR 1300.13 for public education and awareness.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

Project CTS-8: AARP Non-Motorized Media and Education Program

Project Description: Walking and biking as a mode of transportation can deliver a unique set of challenges for people of all ages but can be particularly dangerous for older populations. Likewise, older drivers can also be at risk of having diminishing skills behind the wheel, making them more at risk to be involved in a crash or have difficulty seeing a non-motorized road user. Older pedestrians are over-represented in traffic crashes, injuries, and fatalities in Connecticut. According to the Federal Highway Administration, Connecticut had an increase in the fatality and serious injury rate for drivers and pedestrians over the age of 65 for the periods of 2013-2017 and 2015-2019. The number of 65 years of age and older driver and pedestrian fatalities and serious injuries has also been trending upwards dating back to at least 2015. To address this, in FFY2021 the CTHSO collaborated with *Watch for Me CT* and AARP members, holding a focus group to explore the experiences of older adults as both pedestrians and drivers. This information was used to inform future marketing campaigns and shape outreach efforts resulting in the *Words to Live By* campaign. This partnership will allow the CTHSO to continue to work directly with a group that has strong ties to the aging population to produce and deliver a non-motorized, statewide safety campaign that targets this at-risk demographic. With a large concentration of these fatal and serious injury crashes occurring in the western half of the State and in Justice40 / Environmental Justice communities, the campaign will prioritize multiple media markets to ensure geographic coverage. Additionally, the CTHSO will work with the *Watch for Me CT* program coordinator and AARP staff to continue to engage their diverse members as needed with educational tools focused on safe walking and biking.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-ii-4 (M7*PS)	0205-0740-4-AT	Connecticut Children's Medical Center	Non-Profit	\$300,000.00

Eligible Use of Funds: Flexible funding will be used in accordance with 23 CFR 1300.26 to hold focus groups for the 65+ population and develop multilingual educational programs and educational campaigns by leveraging their experience.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 5.2 Mass-Media Campaigns

Project CTS-9: Non-Motorized Safety Community Education and Outreach Program

Project Description: The CTHSO is managing a statewide initiative focusing on education regarding 2021 laws related to pedestrian right-of-way and bicyclist-vehicle interactions. Efforts to improve existing non-motorized safety legislation have been led by many units within CTDOT, and the CTHSO has been designated as the unit to handle the educational/media component of these law changes which went into effect on October 1, 2021, as part of Public Act 21-28. Building on *The Pedestrian Rules* campaign previously created under this grant, this funding allows the CTHSO to continue to develop and deliver an education and awareness campaign specifically about laws related to non-motorized safety to increase the knowledge and safety of all road users. As related to CTHSO efforts, this specifically refers to granting the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk and establishing a fine for opening the door of a motor vehicle in a way that impedes the travel of a pedestrian or a bicyclist. This statewide campaign will prioritize multiple media markets to ensure geographic coverage, including Justice40 / Environmental Justice communities such as Hartford, Waterbury, New Haven, and Bridgeport where high numbers of non-motorist fatalities and serious injuries have been recorded.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405g-2 (BGPE)	0205-0746-2-AC	CTHSO	State Government	\$475,000.00

Eligible Use of Funds: 405g funds will be used in accordance with 23 CFR 1300.26 for non-motorized public education and awareness.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

Project CTS-10: CTHSO Staff Community Outreach

Project Description: Public outreach and education are critical in disseminating CTHSO messages to the public. To directly impact large crowds and audiences with safe driving messages, the CTHSO has many community partners in Connecticut including sports teams, concert and entertainment venues, racing facilities, State colleges and high school sport championship locations. These teams and venues are located in diverse city communities throughout Connecticut, and many make efforts to focus on underserved members of their populations by including Spanish speaking elements and promotions. The CTHSO Program Manager works directly with each of these partners to create a custom advertising plan that focuses on impaired driving. When CTHSO staff attends events at these venues to conduct public outreach, those in attendance routinely ask staff members questions related to additional safe driving campaigns such as child pedestrian safety, speed and aggressive driving, distracted driving and motorcycle safety and laws pertaining to these many topics. This funding will allow staff to conduct overtime public outreach outside of normal business hours on behalf of all CTHSO campaigns to best serve the community members they engage with while educating them and providing resources on a variety of safe driving topics. CTHSO will include translation services when needed. The project is statewide, with emphasis on the Justice40 / Environmental Justice communities in the major cities of Hartford, Bridgeport, Norwich, and New Britain among others.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CP	0205-0703-AA	CTHSO	State Government	\$150,000.00

Eligible Use of Funds: Flexible use of 402 funds in accordance with 23 CFR 1300.13 to improve traffic safety through outreach and education to reduce crashes resulting from unsafe driving behavior (including impaired driving, driving without proper use of occupant restraint, speeding, aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles etc.).

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce injuries and deaths resulting from motor vehicles being driven in excess

of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles; to improve pedestrian and bicycle safety.

- 5.2 Mass-Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training Motorcycle Rider Training
- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

Project CTS-11: Connecticut South Central Regional Council of Governments (SCRCOG) Highway Safety Pilot Program

Project Description: This project will focus on highway safety concerns throughout the Connecticut South Central Regional Council of Governments (SCRCOG) through the funding of a Highway Safety Program Specialist. The focus will be on impaired driving, speeding, occupant protection, and distracted driving, as well as the safety of bicyclists and pedestrians. Data collection and analysis of crashes will identify patterns and trends, informing the development of targeted interventions and countermeasures. Programs, campaigns, events, and communications will be aimed to reach audiences such as youth, elderly, underserved populations, pedestrians, cyclists, and motorcyclists. The Regional Highway Specialist will ensure that each municipality in the SCRCOG region benefits from the program.

The Regional Highway Safety Specialist will achieve the program objectives by conducting some or all of the following activities:

- Launch public awareness campaigns to educate drivers, passengers, and pedestrians about safe driving practices, the importance of wearing seat belts, not driving under the influence of alcohol or drugs, and the dangers of distracted driving. Use existing programs and personalize programs to the region/municipality when appropriate. Personalize campaigns to address targeted populations such as older/younger drivers, underserved populations, pedestrians, cyclists. Personalize campaigns to address differences between rural and urban/suburban safety issues.
- Establish communication with the Superintendents and principals in each municipality to discuss programming in at least middle schools and high schools and collect feedback through focus groups and surveys.
- Establish partnerships with SCRCOG municipal leaders, police departments, school districts, higher educational institutions, senior centers, recreation directors, stakeholder groups such as cycle clubs, and others who can assist in highway safety programming and messaging.
- Create Regional Highway Safety Social media accounts. Create regular highway safety social media posts and graphics. Arrange for SCRCOG municipalities to share on their social media accounts.
- Promote highway safety by appearing on any local TV and radio news outlets, public TV programs, and podcasts.
- Organize bike rodeo events to promote bicycle safety.
- Develop educational materials, including brochures, presentations, videos and training resources that can be distributed around the region.
- Maintain a performance measurement accounting system to measure program effectiveness. Feedback from community events, websites, surveys, focus groups and any other methods, will be collected and analyzed to determine impact and outcomes.

This project will cover the 15 municipalities located within the SCRCOG region, with special emphasis on outreach to traditionally underserved and Justice40 / Environmental Justice communities of New Haven, West Haven, and Meriden.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0205-0707-AX	South Central Regional Council of Governments	Non-Profit	\$170,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 CFR 1300.13 for public education and awareness related to impaired driving, speeding, occupant protection, and distracted driving, as well as non-motorist safety.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to improve pedestrian and bicycle safety.

- 5.2 Mass-Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training
- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

PREVENTING ROADSIDE DEATHS (PRD)

Project PRD-1: Colchester, Connecticut, Fire Department Highway Safety Pilot Program

Project Description: The town of Colchester, Connecticut, Fire Department will develop a community outreach educational pilot program with an emphasis on teen drivers designed to reduce crashes affecting first responders and highway workers on the shoulder of the roadway. The community outreach education will include all drivers including older drivers. As this pilot program grows, other community-based organizations and employer-based education may be considered. This program will concentrate on Connecticut’s Move Over Law and the “move over” safety principle, impacting first responders and highway safety personnel. This pilot program will aid the Colchester Fire Department in purchasing a Scorpion crash attenuator safety device to be used for traffic pattern control during incidents on State highways such as Route 2 and Route 11, as well as other major roadways within the town. The device will be available to surrounding towns’ first responders for quick deployment to act as a blocker in case of a crash.

The Colchester Fire Department will work with a media company to develop and produce a public service announcement about the dangers of not “moving over.” This pilot program will also develop a curriculum for teen drivers about “moving over” for first responders and those who work off the shoulder of the highway. The curriculum will be presented at the local high school and during community outreach events throughout the grant period.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405h-1 (M12BPE)	0205-0747-1-AC	Colchester Fire Department	Non-Profit	\$150,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.27 to improve roadside safety to prevent deaths and injuries by educating teens, new and older drivers about the dangers of not “moving over.”

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve roadside safety to prevent deaths and injuries.

- 4.2 Reduce and Enforce Speed Limits
- 5.2 Mass-Media Campaigns
- 6.5 Youth Programs

DRIVER AND OFFICER SAFETY EDUCATION (DOSE)

Project DOSE-1: Connecticut Police Chiefs Association Media and *Breaking Barriers*

Project Description: A statewide messaging initiative in Connecticut in partnership with the Connecticut Police Chiefs Association (CPCA) will be created and consist of three key components: media campaigns for *Holiday Safety* and *Back-to-School Safety*; and *Breaking Barriers* for driver and officer safety education. This project will address critical traffic safety topics and will implement an educational video series for training the public and law enforcement regarding safe traffic stops and interactions during traffic stops to better engage with the community in a positive way. Videos will be in both English and Spanish. This will be a statewide initiative with specific attention on the Justice40 / Environmental Justice communities within the major cities of Waterbury, New Haven, Hartford, and Bridgeport.

1. The first component of this project will be a PSA for a Holiday Safety media buy during Thanksgiving through New Year's.
2. The second component of this project will be to update and reproduce a Back-to-School Safety PSA and media buy.

For components one and two, messaging will focus on Impaired Driving, Speed and Aggressive driving, Distracted Driving, Pedestrian Safety and Occupant Protection. The media campaigns may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and shopping malls.

3. The third component of this project will be *Breaking Barriers* which in FFY2025 will focus on older drivers, especially those over the age of 50 who are often involved in crashes. According to the Connecticut Crash Data Repository, from 2021 to 2023 there were approximately 165,000 drivers aged 50+ involved in crashes. Areas covered will include:
 - Safety Education – Many older adults may not be aware of updated traffic laws, changes in road infrastructure, or advancements in vehicle safety features.
 - Health Considerations – Older adults may experience changes in vision, reaction times, and cognitive abilities, which can impact their driving. By partnering with area health organizations, programs can provide information on regular health check-ups and adjustments they can make to their driving or pedestrian habits.

- Legal Awareness – Understanding how to conduct themselves when interacting with law enforcement is essential for all drivers, especially older adults who may feel intimidated or confused during such encounters. Educating them on their rights and proper behavior during “Traffic Stops” or any Police Officer interaction can prevent misunderstandings and ensure respectful interactions.
- Community Engagement – Engagement programs foster a sense of community responsibility and care for older adults to engage with law enforcement and safety experts in a non-threatening environment.
- Crash Prevention – By promoting safe driving practices and awareness of common factors contributing to car and pedestrian crashes among older adults (such as impaired vision, medication side effects, or slower reaction times), in person engagement programs can help prevent future crashes.
- Support Networks – These programs can connect older adults with resources such as driving refresher courses, senior driving evaluations, and support groups.
- Policy and Advocacy – Community outreach can also highlight the need for improved road signage, age-friendly infrastructure, and accessible transportation alternatives.

This will also include the purchase of materials for social norming and enforcement efforts such as posters, brochures, and public service announcements. Distribution will be provided to all municipal law enforcement agencies to promote traffic safety enforcement programs statewide. Impaired Driving messages and images will include *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving*, *Buckle Up Connecticut*, *When Speeding Kills, it's Never an Accident*, *SubtraCT the Distraction* and *Breaking Barriers*. Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments.

Breaking Barriers is a unique CPCA initiative that will create a training program for both driver education as well as for law enforcement about each party’s expectations during a traffic stop. In turn, this will benefit law enforcement and the motoring public by learning to work together on how to make a traffic stop experience as positive and as safe as is possible for all parties involved. The CPCA will work with partners such as CTDMV, CTDOT, and Driver’s Education Programs to create a curriculum for Driver’s Education Classes.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PM	0205-0711-AC	CPCA	Non-Profit	\$350,000.00
402-PT	0205-0707-AG	CPCA	Non-Profit	\$200,000.00
402-CP	0205-0703-AC	CPCA	Non-Profit	\$150,000.00

Eligible Use of Funds: Flexible 402 General Highway Safety funds will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.28 for driver and law enforcement education and safety training.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

- 5.2 Mass-Media Campaigns
- 2.1 Pre-Licensure Driver Education

PLANNING AND ADMINISTRATION (P&A)

Project PA-1: Connecticut Highway Safety Program Administration

Project Description: This project includes the necessary costs for the overall management of the Connecticut Highway Safety programs and projects as well as public participation and engagement activities for FFY2025. The goal is to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics. The project will include coordination of activities and projects outlined in the AGA 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 Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and staff member travel, materials, supplies and other related operating expenses.

The Planning and Administration section will also cover the following tasks:

- Provide data required for federal and State reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs
- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws
- Identify and prioritize highway safety problems for future CTHSO 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
- Cover equipment costs related to completion of highway safety plans, reports, and grant management
- Prepare and submit the 2024 Annual Report by January 28, 2025
- Prepare and submit the 2026 AGA and 405 Applications by August 1, 2025

During FFY2025, the CTHSO will emphasize Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PA	0205-0733-AA	CTHSO	State Government	\$650,000.00

Eligible Use of Funds: 402 grant funding will be used in accordance with 23 CFR 1300.13 by the CTHSO to serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures. Funding will be provided for personnel, employee-related expenses and staff member travel, materials, supplies and other related operating expenses.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-2: Impaired Driving Program Administration

Project Description: This project will include coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel, classroom and teaching materials, including but not limited to impaired driving informational brochures/pamphlets, supplies and other related operating expenses. The majority of these projects will be used to fund salary while a small portion is used for staff travel along with travel for traffic safety professionals outside of the program staff members and program operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-AL	0205-0704-AA	CTHSO	State Government	\$10,000.00
154-EDU_AL	0205-0721-1-AA	CTHSO	State Government	\$100,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.23 for statewide coordination of impaired driving program activities, enforcement, development and facilitation of public information and education projects.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-3: Occupant Protection Program Administration

Project Description: The goal of this project is to increase seat belt use in Connecticut through a 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 Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

CTHSO will emphasize Justice40 / Environmental Justice communities in major cities including Waterbury, New Haven, Hartford, and Bridgeport with a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-AA	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for statewide coordination of occupant protection program activities, employee related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, and other related operating expenses, enforcement, communication, outreach, and development and facilitation of public information and education projects.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-4: Child Restraint Program Administration

Project Description: This project will coordinate various activities and projects related to the Child Restraint Program. This includes activities and projects promoting and distributing public information materials and supplies in underserved communities, as well as collaborating with CPS instructors to raise awareness of the importance of safe and proper transportation of children through various statewide activities. Additionally, there will be an emphasis on the dangers and risks of leaving children unattended in motor vehicles.

The focus of the project will be all the Justice40 / Environmental Justice disadvantaged communities in Connecticut including:

- Ansonia
- Bridgeport
- Bristol
- Danbury
- Derby
- East Hartford
- Enfield
- Fairfield
- Groton
- Hartford
- Manchester
- Meriden
- Middletown
- New Britain
- New Haven
- New London
- New Milford
- Norwalk
- Norwich
- Shelton
- Stamford
- Torrington
- Vernon
- Waterbury
- West Haven
- Windham
- Byram (Community in Greenwich)

Other low income and underserved communities as well as immigrant populations in the State will be included in the project activities. The project will also coordinate statewide activities to educate the caregivers and public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AA	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.13 and 23 CFR 1300.21 for training of child passenger safety technicians, maintaining appropriate fitting stations, educational material, travel, child restraint check-up events, outreach and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-5: Police Traffic Services Program Administration

Project Description: This project will include statewide coordination of program activities, support to other program areas in the CTHSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and provide status reports and updates on project activity to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, membership dues for International Association of Chiefs of Police (IACP), travel to conferences, materials, brochures, supplies, and other related operating expenses. This project is used to fund a portion of travel and operating expenses for activities and projects outlined in the Police Traffic Services program area.

Most of the Justice40 / Environmental Justice disadvantaged communities in Connecticut represent the top municipalities for speeding and aggressive driving, impaired driving, and distracted driving related crashes and will be the focus of this project.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0205-0707-AA	CTHSO	State Government	\$20,000.00

Eligible Use of Funds: Flexible 402 funding will be used by the CTHSO in accordance with 23 CFR 1300.13 to serve as the primary agency responsible for ensuring that police traffic service-related highway safety concerns for Connecticut are identified and addressed. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, membership dues for International Association of Chiefs of Police (IACP), travel to conferences including but not limited to Governors Highway Safety Association (GHSA), Lifesavers, International Association of Chiefs of Police (IACP), Impaired Driving and Traffic Safety (IDTS), Association of Transportation Safety Information Professionals (ATSIP), etc., materials, brochures, supplies, and other related operating expenses.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-6: Motorcycle Safety Program Administration

Project Description: The project will include coordination of activities and projects outlined in the Motorcycle Safety (MS) 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 Assistant Planning Director and NHTSA Region 1 Office. The CTHSO Program Manager will work with the Connecticut State Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This project and associated tasks are specifically meant for in-house management of the MS program. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salaries while a small portion is used for travel and operating expenses.

The CTHSO will emphasize motorcyclist awareness in the following counties due to high fatal motorcyclist crash rates and/or over-representation in crash data: Windham, Litchfield, New Haven, Hartford, and Fairfield. Some of these counties contain Justice40 / Environmental Justice communities.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-MC	0205-0701-AA	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Flexible use 402 General Highway Safety for motorist education and motorcyclist training in accordance with 23 CFR 1300.25 and 23 CFR 1300.13. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-7: Traffic Records Administration

Project Description: This project will include coordination of activities and projects outlined in the traffic records program area and statewide coordination of program activities to accomplish the 2021 Traffic Records Assessment recommendations for improving the six data systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and Injury Surveillance). This project will also support the development and facilitation of public information and education projects. It will also provide status reports and updates on project activities to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services including consulting services that provide Traffic Records Coordinating Committee (TRCC) coordination, materials, supplies, and other related operating expenses.

The 402-TR funding source will be used specifically for travel and some operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AA	CTHSO	State Government	\$200,000.00
402-TR	0205-0705-AA	CTHSO	State Government	\$50,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 and 23 CFR 1300.13 by the CTHSO to improve the injury surveillance system, driver system, vehicle system, roadway system, citation and adjudication system, and crash data collection.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-8: SAFER eGrants Implementation and Maintenance

Project Description: This project will include the continued customization and installation of the Intelligrants IGX eGrants management system software for the CTHSO's SAFER grant application and reimbursement system, as well as ongoing annual software support and maintenance. The IntelliGrants IGX eGrants management system is a commercial-off-the-shelf grants management solution that allows the CTHSO the ability to manage every step of the grant lifecycle in an online environment. Functions include application and workflow, review and scoring, award, and accounting, all the way through internal and federal reporting requirements. Funding will also cover annual support as well as hosting via secure Microsoft Azure Government Cloud services. This project will be open to any CTHSO grant subrecipient who wants to apply for a CTHSO grant, covering both enforcement and non-enforcement grants.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0205-0707-AW	CTHSO	State Government	\$150,000.00
154-PA	0205-0723-AB	CTHSO	State Government	\$200,000.00

Eligible Use of Funds: 154 and 402 funds in accordance with 23 CFR 1300.23 and 23 CFR 1300.13 will be used, respectively, to develop a grant application system for the CTHSO which will be open to all communities including underserved and disadvantaged communities in all program areas.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Planning and Administration are the required activities for effective state highway safety program implementation; to improve the application and reimbursement process for CTHSO grants and to improve access to CTHSO grant applications for a broader audience of underserved and disadvantaged communities.

- Planning and Administration are the required activities for effective state highway safety program implementation.

1300.12 (b)(3)
**SECTION 405 GRANT AND SECTION 1906 RACIAL
 PROFILING DATA COLLECTION GRANT
 APPLICATIONS**

Connecticut applications are as stated below. Separate attachments including Appendix B and other required documents have been submitted.

Sections	Connecticut FFY2025
405(b) Occupant Protection	High Belt Use Rate
405(c) State Date Systems Improvement	Yes
405(d) Impaired Driving	Mid-Range
405(d) Ignition Interlock	Yes
405(d) 24-7 Sobriety Program	No
405(e) Distracted Driving	Yes
405(f) Motorcyclist Safety	Yes
405(g) Nonmotorized	Yes
405(h) Preventing Roadside Deaths	Yes
405(i) Driver and Officer Safety	Yes
1906 Racial Profiling Data Collection	Yes

1300.12 (b)(4) CERTIFICATIONS AND ASSURANCES

The Certifications and Assurances document (Appendix A) has been submitted as a separate attachment.

ACRONYM GLOSSARY

This list contains acronyms that may have been used in this document.

AAMVA	American Association of Motor Vehicle Administrators
AARP	American Association of Retired Persons
ACD	AAMVA Code Dictionary
AGA	Annual Grant Application
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CCMC	Connecticut Children’s Medical Center
CCSU	Central Connecticut State University
CEU	Continuing Education Unit
CFR	Code of Federal Regulations
CIB	Centralized Infractions Bureau
CJIS	Connecticut Criminal Justice Information System
COLLECT	Connecticut On-Line Law Enforcement Communications Teleprocessing
CONREP	Connecticut Rider Education Program
CPM	Cost Per Mille
CPS	Child Passenger Safety
CPCA	Connecticut Police Chiefs Association
CPST	Child Passenger Safety Technician
CSP	Connecticut State Police
CSP-TSU	Connecticut State Police Traffic Services Unit
CTDCF	Connecticut Department of Children and Families
CTDESPP	Connecticut Department of Emergency Services and Public Protection
CTDMHAS	Connecticut Department of Mental Health and Addiction Services
CTDMV	Connecticut Department of Motor Vehicles
CTDOT	Connecticut Department of Transportation
CTDPH	Connecticut Department of Public Health
CTHSO	Connecticut Highway Safety Office
CTR	Click Through Rate
CTRP3	Connecticut Racial Profiling Prohibition Project
CTS	Community Traffic Safety
CTSRC	Connecticut Transportation Safety Research Center
CVSD	Commercial Vehicle Safety Division
DADSS	Driver Alcohol Detection System for Safety
DD	Distracted Driving
DOSE	Driver and Officer Safety Education
DRE	Drug Recognition Expert

DSS	Division of Scientific Services
DUI	Driving Under the Influence
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
FFY2025	Federal Fiscal Year 2025 (October 1, 2024, to September 30, 2025)
FHWA	Federal Highway Administration
GDL	Graduated Driver License
GHSA	Governors Highway Safety Association
HSO	Highway Safety Office
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ID	Impaired Driving
IDTS	Impaired Driving and Traffic Safety
IID	Ignition Interlock Device
IMRP	Institute for Municipal and Regional Policy
IPC	Injury Prevention Center
LEL	Law Enforcement Liaison
MADD	Mothers Against Drunk Driving
MIH	Mobile Integrated Healthcare
MS	Motorcycle Safety
NHTSA	National Highway Traffic Safety Administration
NICU	Neonatal Intensive Care Unit
OCME	Office of the Chief Medical Examiner
OP	Occupant Protection
PA/P&A	Planning and Administration
POST	Police Officer Standards and Training
PRD	Preventing Roadside Deaths
PTS	Police Traffic Services
RTU	Regional Traffic Unit
SCRCOG	South Central Regional Council of Governments
SFST	Standardized Field Sobriety Test Training
SRTS	Safe Routes to School
STEM	Science, Technology, Engineering, and Mathematics
TR	Traffic Records
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
UConn	University of Connecticut
VMB	Variable Message Board
VMT	Vehicle Miles Traveled
YNHH	Yale New Haven Hospital



State of Connecticut

2025

Annual Grant Application

PREPARED BY
Highway Safety Office, Bureau of Policy and Planning,
Connecticut Department of Transportation

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1300.12 ANNUAL GRANT APPLICATION

Introduction to Federal Fiscal Year 2025 Projects

This document contains the Federal Fiscal Year 2025 (FFY2025) Annual Grant Application (AGA) submitted to the National Highway Traffic Safety Association (NHTSA) under section 1300.12 for the Connecticut Highway Safety Office (CTHSO) in the Connecticut Department of Transportation (CTDOT).

This FFY2025 AGA includes reference to underserved and disadvantaged communities in Connecticut as part of the Federal Government’s Justice40 Initiative. The Justice40 Initiative, established by the Biden-Harris Administration, is an effort to address longstanding disparities in disadvantaged communities across various sectors, including transportation. There are 27 towns in Connecticut with Justice40 tracts as indicated in the table and map below. Reducing the fatalities and serious injuries by increasing Federal and State investment and programming in the four major cities of Hartford, Waterbury, New Haven, and Bridgeport will be a priority during the 2025 planning period as these cities are overrepresented in crashes and are underserved areas.

Connecticut’s Justice40 Towns (Not in any particular order)

1) Groton	8) Byram (Community in Greenwich)	15) New Britain	22) West Haven
2) Vernon	9) Fairfield	16) Danbury	23) Norwalk
3) Enfield	10) New Haven	17) Bristol	24) New London
4) Middletown	11) Meriden	18) Stamford	25) Norwich
5) Shelton	12) Bridgeport	19) Waterbury	26) Windham
6) Derby	13) Hartford	20) Torrington	27) Manchester
7) Ansonia	14) East Hartford	21) New Milford	

Connecticut Towns and the Justice40 Tracts



Sources: CTDOT and Justice40 Database; Justice40 tracts within the towns (blue)

In addition to the Justice40 Initiative data for Connecticut, the CTHSO will also incorporate data from the Environmental Protection Agency's (EPA) Environmental Justice mapping and screening tool known as EJScreen. EJScreen's data will be utilized to delve deeper into the communities within New Haven, Bridgeport, Hartford, and Waterbury, which were identified through the Justice40 layer as disadvantaged and are the top four cities with high incidences of fatalities and serious injuries. By considering additional information from EJScreen, the CTHSO can establish a more comprehensive understanding of these communities' environmental and socioeconomic challenges. The map below shows the EJScreen Supplemental Demographic Index which uses five socioeconomic indicators including percentage of the population with low life expectancy, low-income, unemployed limited English speaking, and less than high school education.

Connecticut Department of Transportation Traffic Safety Initiatives

Vision Zero Council of Connecticut: CTDOT is committed to eliminating traffic fatalities and is leading the effort with the Vision Zero Council. The [Vision Zero Council of Connecticut](#) is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill. Members of the council include the commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State's Attorney. Other agencies include the Department of Mental Health and Addiction Services and the Liquor Control Division at the Department of Consumer Protection.

Since its inception, the Council and its subcommittees have been focusing on equity, enforcement, engineering, and education and developed proposals for legislation regarding the next steps to implement the recommendations of the Vision Zero Council.

On June 27, 2023, the Governor of Connecticut signed [House Bill No. 5917](#), An Act Implementing the Recommendations of the Vision Zero Council. At its most basic level, this bill implements policies and authorizes utilizing strategies and tools that have proven to reduce crashes and injuries when implemented in other States. It is a comprehensive package addressing engineering, education, enforcement, and equity.

House Bill No. 5917:

- Empowers municipalities to deploy automated traffic enforcement with significant oversight from CTDOT
- Requires more robust safety education be provided to drivers
- Requires CTDOT to consider recommendations from equity stakeholders in annual capital plan development
- Requires CTDOT continue work to raise public awareness about the dangers of impaired driving

Blood Alcohol Concentration Limit: Connecticut consistently ranks amongst the top five States in the nation for alcohol-impaired traffic fatalities and is above the national average in terms of alcohol-related fatalities. To address the problem of impaired driving on Connecticut roadways, CTDOT introduced legislative bills to lower the legal limit of the Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session and again in 2024. In 2023, Bill

1082 was proposed to lower the BAC level to 0.05 but failed to gain support. In 2024, two bills were proposed: one to lower the BAC to 0.05 (Bill 424), and another that would classify those driving at BAC levels between 0.05 and 0.08 as “ability impaired” with violators paying a fine and required to take a driver safety class (Bill 423). The CTHSO has worked to address the alcohol-impaired driving issue in the State through various avenues including, but not limited to, educational and awareness campaigns, enforcement grants, etc. Although these bills did not pass in 2024, CTDOT will continue similar efforts in the next legislative session.

Wrong-Way Crashes: In 2023, Connecticut saw a reduction in wrong-way crashes on the State’s interstates and limited access highways after a spike in 2022. In 2022, Connecticut experienced thirteen fatal wrong-way crashes resulting in 23 fatalities, accounting for six percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. Nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs.

To counteract this rise in wrong-way crashes, Connecticut has approved \$40 million in funding for wrong-way driving alert systems and as of July 2024, 100 locations have the alert systems installed with online monitoring capabilities. In addition to wrong-way driver countermeasures, the *One Wrong Move* media campaign continues to be utilized to address wrong-way driving. CTDOT Traffic Safety Engineering Unit has upgraded signage on 700 limited access highway off-ramps including oversized signs and use of red retro-reflective strips. Further efforts include systematic installation of pavement markings on secondary roadways at intersections with limited access off-ramps in the State and CTDOT has also refreshed wrong-way arrows and stop bars on exit ramps. The Office of Traffic Safety Engineering is also installing updated traffic signals at ramp intersections and installing wrong-way signs on the back sides of speed limit signs along highways.

Within the CTHSO, there has been added funding for State and local police with Alcohol-Impaired enforcement grants, increased media campaigns addressing cannabis and alcohol use and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI sobriety checkpoints and roving patrols. The CTHSO also implemented the pilot law enforcement phlebotomy program in 2024, that will train police officers to draw blood avoiding procedural delays. In 2024, there were 10 police officers certified as phlebotomists.

In February 2023, the State also held its first Green Lab which provided training to law enforcement partners and provided a chance to assess volunteers under the influence of cannabis as well as combined with alcohol. In the spring of 2024, the second Green Lab was held, and a third Green Lab will be held in fall 2024. This training is being continued in coordination with the CTHSO and the Connecticut Safety Research Center. It is highly beneficial to law enforcement who may have little exposure to the increased impairing effects of newly legalized recreational cannabis.

High Risk Rural Roads: In coordination with the Federal Highway Administration (FHWA), CTHSO developed a media campaign aimed at education drivers on the danger of speeding on rural roads in Connecticut. With the help of FHWA, enforcement measures were also used to deter speeding on specifically designated sections of rural roads. In addition, this program included purchase of equipment for law enforcement for speed detection.

Safe Routes to School: The Safe Routes to School (SRTS) program in Connecticut aims to improve traffic safety for students commuting to and from school. By promoting walking, biking and rolling, SRTS encourages healthier lifestyles while reducing traffic congestion and emissions around school zones. The program focuses on educating students, parents, and communities about safe travel practices, enhancing infrastructure such as crosswalks and bike lanes, and organizing events like walk, bike and roll-to-school days. This comprehensive approach helps to create safer, more accessible routes for children, ultimately fostering a safer environment for everyone in Connecticut. Currently, there are 98 registered schools, towns, and individuals for the SRTS program in the State.

Complete Streets Policy: In August 2023, CTDOT implemented new [Complete Streets Design Criteria](#) to be incorporated into all projects, ensuring that every project includes a focus on pedestrian and bicyclist facilities and public transportation operations to create stronger intermodal transportation networks and improve safety.

The Engineering directive added three new controlling design criteria to improve safety and mobility, and includes pedestrian facilities (sidewalks, shared use paths, or side paths on both sides of the roadway), bicycle facilities (paved outside shoulders, bike lanes, separated bike paths, or shared use paths on both sides of the roadway), and transit provisions (crosswalks, shelters, benches, and other ways to make existing or proposed transit stops more accessible).

Automated Work Zone Speed Control Program: In 2021, Connecticut enacted legislation (General Statute Chapter 241, §13a-261 through 268) to establish a two-year pilot program to operate Automated Work Zone Speed Control systems. The pilot program was implemented to monitor vehicle speeds, issue warnings or violations to the registered vehicle owner when the system detected vehicle speed of 15 mph or more above the posted speed limit and assess fines to repeat offenders. Five locations were analyzed, and all showed reductions in driver speeds.

After a draft Legislative Report was created in February of 2024 to capture and evaluate the findings of the pilot program, [Public Act 24-40](#) was passed to allow Automated Work Zone Speed Control systems as a permanent program.

Safe System Approach: The Safe System Approach is part of the Strategic Highway Safety Plan (SHSP), which can be applied equitably across the transportation network. The principles include that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. CTDOT will evaluate how to integrate Safe System principles into CTDOT’s planning and design practices and will discuss the best ways to integrate this during the Executive and Steering Committee meetings.



CTDOT continues to address the increase in traffic fatalities on Connecticut roadways with various measures as stated above and remains committed to reducing traffic fatalities and injuries.

1300.12 (b)(1) UPDATES TO TRIENNIAL HSP

1300.12 (b)(1)(i) Adjustments to Countermeasure Strategy for Programming Funds

No adjustments for FFY2025. All projects included in the FFY2025 AGA fall under the countermeasure strategies described in the 2024-2026 Triennial HSP that was submitted on July 3, 2023. Proven countermeasures are being utilized, and progress is being made in reducing injuries and fatalities by using the approved countermeasure strategies.

1300.12 (b)(1)(ii) Changes to Performance Plan

No changes for FFY2025.

New Public Participation and Engagement Partnerships

As part of the FFY2025 AGA, the CTHSO has developed new partnerships that were developed through public participation and engagement, and feedback from communities through meetings with organizations such as the Connecticut Police Chiefs Association, the Institute for Municipal and Regional Policy, and the city of Hartford. These partnerships include the following organizations:

- **Community Action Agency of New Haven (CAANH)** – Developing a new relationship with this organization through the Connecticut Police Chiefs Association (CPCA) to serve Justice40 communities in New Haven, East Haven, West Haven, North Haven, and Hamden. The CTHSO will work with CAANH through CPCA to focus on traffic safety issues such as child passenger safety, occupant protection, pedestrian safety, and others. which will be addressed through this partnership. This relationship will work toward developing grants in FFY2026.
- **Western Connecticut Police Chiefs** – Creating a pilot program to support the regional traffic safety operations with a mobile traffic safety vehicle used for conducting impaired driving enforcement activities, such as DUI safety checkpoints, and equipment such as phlebotomy chairs.
- **Colchester Fire Department** – Developing a teen driver and community educational pilot program to reduce crashes involving first responders and highway workers on the roadway shoulders with the potential to expand to other fire departments in Connecticut. This program will increase awareness of the Move Over law in Connecticut through such things as PSAs.
- **Griffin Health** – Working with the Griffin Health Community Outreach Department, a new project will allow Child Passenger Safety Technicians to educate new parents on proper car seat installation and safe practices and to increase the number of appointments to help parents and caregivers transport children with special healthcare needs. This project will support Child Passenger Safety services in Justice40 communities including but not limited to Derby, Ansonia, Prospect, Seymour, Shelton, Waterbury, and other towns that are part of the Naugatuck Valley region.
- **City of Hartford Health and Human Services** – Supporting child passenger safety through the **Safe Kids Hartford Child Passenger Safety Program**. This program will offer an open car seat clinic every month, an appointment-based car seat check day every week, and a trained Child Passenger Safety Technician will visit schools and community-based and faith-based organizations.

1300.12 (b)(2) PROJECTS AND SUBRECIPIENT INFORMATION

IMPAIRED DRIVING (ID)

Project ID-1: DUI Overtime High Visibility Enforcement and Equipment

Project description: High Visibility Enforcement (HVE) objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the CTHSO will make an extra effort to add additional saturation patrols and checkpoints during holiday crackdowns and weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI activity periods identified in the statewide problem identification and by municipal police departments based on specific community core hours of related alcohol activity through this project. The CTHSO will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 50 agencies will participate as subgrantees and an estimated 100 DUI checkpoints and approximately 3,000 roving/saturation patrols will be conducted statewide throughout the fiscal year. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

The CTHSO will continue to encourage regional cooperation and coordination of checkpoints. If equipment is needed for the performance of checkpoint or saturation patrol activities, funds may be awarded for the purchase of DUI related equipment. The equipment may be jointly utilized by Regional Traffic Units (RTUs). Equipment examples include DUI mobile command vehicles for RTUs, breath-testing equipment, oral fluid 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.

Impaired driving HVE campaigns will consist of enforcement mobilizations supported by media campaigns. The enforcement mobilizations will pair with various media campaigns during holiday periods throughout the year. The media campaigns will feature the NHTSA slogan *Drive Sober or Get Pulled Over*. Enforcement mobilizations will also occur outside of holiday periods for year-round enforcement.

Enforcement mobilization: Both State and municipal police will be eligible to participate in grant funded overtime for impaired driving enforcement. For FFY2025, it is estimated that up to 50 agencies will participate in impaired driving enforcement mobilization. A full list of agencies will be included in the CTHSO's first amendment.

The Connecticut State Police Traffic Services Unit (CSP-TSU) will be eligible to apply for grant funded impaired driving overtime enforcement. State Police activities will take place on State Police patrolled interstates, State routes and local roads.

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

- **DUI Sobriety Checkpoints**
 - Checkpoint activities must be included in the approved grant and must be conducted on the dates specified in the approved grant
 - Changes to checkpoint dates must be approved by the CTHSO for costs to be reimbursable
 - Checkpoint activities are limited to a maximum of 64 shift hours per checkpoint
- **Roving Patrols**
 - Roving patrol activities must be included in the approved grant and must be conducted on specified dates and within specified hours
 - Municipal and Resident Trooper towns are limited to a maximum of 16 shift hours per date
 - The State Police will not be subject to shift hour limits per date but will still be subject to hours per shift limits
- **Enforcement Schedule**
 - October 2024 through September 2025
 - Enforcement schedules will vary by town based on each town's problem identification data; all enforcement must take place during the days and times specified in each town's approved grant
 - Eligible enforcement dates are shown in each town's approved grant and generally consist of weekends and holiday periods; dates not included in the grant are not eligible for enforcement
 - Minimum of 4 hours per shift/Maximum of 8 hours per shift; shifts less than 4 hours or greater than 8 hours may be approved for reimbursement if proper justification is provided
- **Enforcement Locations (Statewide, focusing on location data)**
 - The State Police will patrol roadways under State Police jurisdiction; these roadways are generally limited access highways but may include other roads that are State Police patrolled

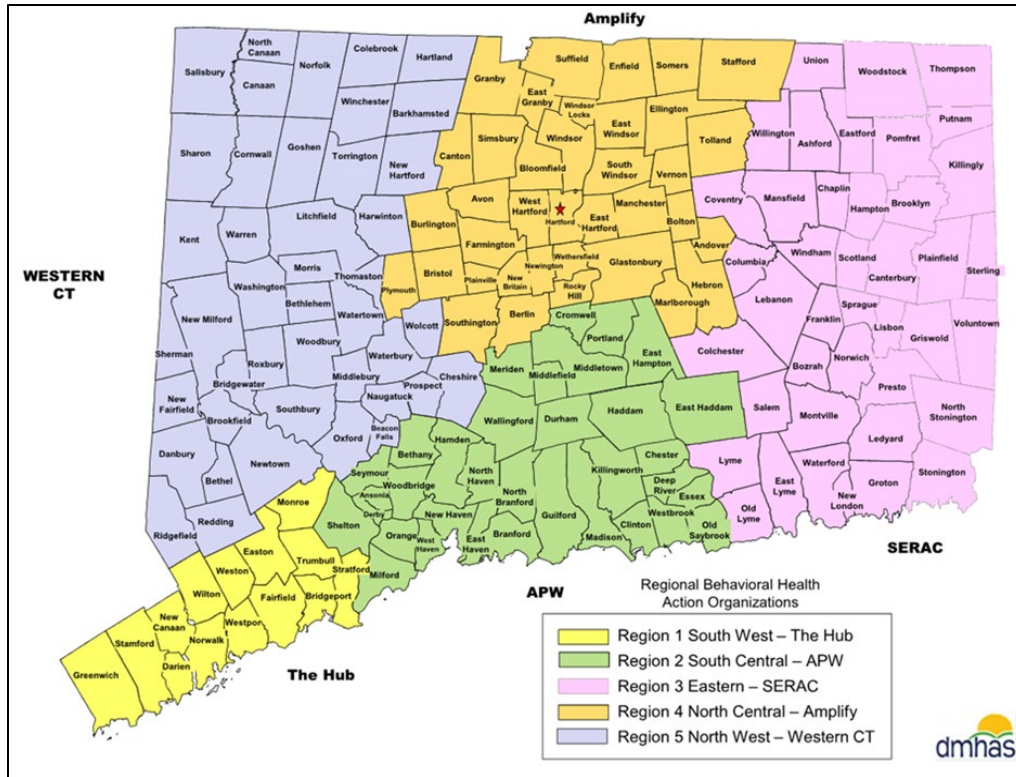
- Towns will patrol roadways under the police department’s jurisdiction
- Towns are required to provide information on locations with high DUI crash occurrences in the grant application; these locations must be based on each town’s problem identification data; enforcement activities will focus on these locations.
- Personnel
 - Participating personnel will vary by town and must comply with the program parameters shown in the approved grant
 - Planned personnel activities must be provided in the grant application and must be approved for costs to be reimbursable
- Project reporting
 - Hourly rates
 - Dates worked
 - Hours worked
 - Cost information
 - DUI arrest data and citation data
 - Supplementary narrative information when needed

Advertising will be purchased to run during holiday periods throughout the year and will feature NHTSA impaired driving messaging. The details about the media component are included under Project ID-6 DUI Media Campaign project description.

The primary focus for this HVE will be males ages 21-34. HVE will occur statewide, including but not limited to Justice40 / Environmental Justice community locations such as:

- | | | | |
|-----------------|--------------|-------------|---------------|
| • Ansonia | • Bridgeport | • Bristol | • Danbury |
| • East Hartford | • Enfield | • Fairfield | • Groton |
| • Hartford | • Manchester | • Meriden | • New Britain |
| • New Haven | • New London | • Norwalk | • Norwich |
| • Stamford | • Torrington | • Vernon | • Waterbury |
| • West Haven | • Windham | | |

Per the Connecticut Department of Mental Health and Addiction Services' (CTDMHAS), the towns in Regions 1, 2, and 4 have high rates of alcohol and polysubstance misuse. During FFY2025, CTHSO will emphasize activities in towns in these three regions which include a majority of the Justice40 communities in Connecticut. The referenced CTDMHAS map below indicates all towns in Regions 1, 2, and 4.



Source: Connecticut Department of Mental Health and Addiction Services

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-ENF_AL	0205-0722-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$6,830,000.00
154-ENF_AL	0205-0722-DT	CTDESPP (CSP)	State Government	\$1,500,000.00

Eligible use of funds: Funding will be used in accordance with 23 USC 154 for high visibility enforcement and if any equipment is needed.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors

Project ID-2: Standardized Field Sobriety Test Training (SFST)

Project description: This project provides funding for statewide judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement including Standardized Field Sobriety Test (SFST), Advanced Roadside Impaired Driving Enforcement (ARIDE), and Drug Recognition Expert (DRE). It is anticipated that approximately ten (10) training sessions will be conducted, and 300 officers will be trained through this program. This project will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. The expansion of the SFST curriculum by the CTHSO-sponsored trainings will provide law enforcement partners ample opportunity to become proficient in detecting operators who are under the influence of alcohol. Funding can include overtime, facility rental, working lunches, travel, and lodging. Funding will also be provided for SFST curriculum manuals, printed drug reference guide clipboards, SFST reference notebooks, and reimbursement for specified working lunches during portions of training. SFST is crucial in the enforcement efforts of impaired driving. It is also a prerequisite for ARIDE training and for becoming a DRE. The CTHSO is funding SFST to increase the number of specially trained officers to combat impaired driving. Furthermore, by offering this training, the CTHSO is expanding the pool of officers that ultimately may become DREs.

During FFY2025, the CTHSO will emphasize Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_AL	0205-0724-1-AA	CTHSO	State Government	\$100,000.00

Eligible use of funds: Funding will be used in accordance with 23 USC 154 for DUI enforcement training for law enforcement to help combat impaired driving.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Training law enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 7.1 Enforcement of Drug-Impaired Driving

Project ID-3: DRE Overtime Callout and DRE Instructor Support

Project description: This project provides funding for a statewide Drug Recognition Expert (DRE) callout system, DRE/ARIDE/SFST training activities, as well as DRE instructor grants. DRE callout objectives will be accomplished through a coordinated callout list that will be used to ensure that a DRE is called in, when needed, if an on-duty DRE is not available. Every effort will be made to utilize an on-duty DRE prior to calling someone in, to minimize overtime expenditures. Law enforcement agencies will be offered DRE overtime callout enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the CTHSO will make an extra effort to add additional DREs to saturation patrols and checkpoints. The CTHSO will offer law enforcement agencies with certified DREs funding for overtime callouts that utilize the expertise of current certified DREs.

Grant opportunities will also be made available for up to 15 Connecticut DRE instructors and will include the Connecticut State Police and municipal police departments. Project activities will include the coordination of DRE/ARIDE/SFST training activities, ensuring compliance with DRE recertification requirements, overseeing the collection and transmission of electronic data collected through DRE evaluations, assisting in callout situations, and providing support to all current and newly trained Connecticut DREs throughout the State. Coordination is conducted by the CTHSO.

CTHSO maintains an active DRE list of certified DREs and DRE instructors, in addition to recertification protocols, communications and callout procedures. CTHSO maintains a list of ARIDE trained officers when courses are held by CTHSO/POST

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_DG	0205-0724-2-AA	CTHSO	Law Enforcement Agencies	\$100,000.00
154-ENF_DG	0205-0722-2-AB	CTDESPP (CSP)	State Government	\$100,000.00
154-ENF_DG	0205-0722-2-AA	CTHSO	State Government	\$100,000.00
154-ENF_DG	0205-0722-2-YY	CTHSO	Law Enforcement Agencies	\$400,000.00

Eligible use of funds: Funding will be used in accordance with 23 USC 154 for DRE management and training opportunities to combat alcohol and drug-impaired driving.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

Project ID-4: Toxicology Testing Program

Project description: This project will provide funding for testing and analysis of toxicology samples and data collection in statewide DUI cases and provide required equipment and education/training to CTDESPP division of Scientific Services (DSS). This project will provide for a full-time Lab Assistant position at the State Toxicology Laboratory and would be divided between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include, but will not be limited to, being a primary instructor for breathalyzer training, instrument evaluation/verification/operability, and assistance with the coordination/accessibility of breathalyzer data connectivity within remote locations. Activities within the Toxicology Unit will include, but will not be limited to, ensuring instruments are operating as expected on a daily basis, preparing control and/or calibration solutions, cleaning glassware, organizing data, organizing laboratory materials, verifying supply needs/packing slips, and other general duties assigned.

This project will also provide funding for a full-time Information Technology Analyst (ITA3) whose time will be divided between support of Analysts within the Toxicology Unit (20%) and work within the breathalyzer discipline (80%). Activities will include but not be limited to:

- Breath Alcohol Detection (BrAD) Integration and Development – Assisting with the development of the secure network connections between the DSS, local and state agencies, breath alcohol equipment and the vendors cloud environment to ensure the integrity of the equipment and the data being transmitted. To include migration of current access database information and functionality into BrAD.
- Breath Alcohol Conversion Website – Supporting the development of a secure website on a limited access internal system that allows users to enter statistics that are calculated by the website. The results of the calculations are then formatted into an analytical report that users can use to help develop their investigation and provide to courts.
- Draeger 9510 support – To include establishing IP connectivity at all PDs (State Troops and local) to allow information from the Draeger 9510 to be transmitted to DSS servers. Then after the establishment, maintaining and troubleshooting any future issues.

This position will be funded 40 percent by the CTHSO grant and the remainder will be covered by grant funding obtained in the DNA section at the lab.

Additionally, this project will provide for contracted information technology personnel who will provide technical expertise and assist with aspects such as the configuration of Laboratory Information Management System (LIMS) for the creation and/or modification of existing Crystal Report files, implementation of Ripplestone, data entry improvements, case assignment and batch process efficiencies, and integration of instrumental data into the LIMS database as they apply to impaired driving casework. This equipment includes 150 Draeger 9510 replacement

instruments. Monthly reports will be submitted explaining casework breakdown related to DUI and non-DUI cases using both instrumentation and supplies.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-5 (B5BAC)	0205-0743-5-BQ	CTDESPP (DSS)	State Government	\$170,000.00
405d-5 (B5BAC)	0205-0743-5-DO	CTDESPP (DSS)	State Government	\$105,000.00
154-TOX_AL	0205-0719-1-AD	CTDESPP (DSS)	State Government	\$2,080,000.00

Eligible use of funds: Funding will be used in accordance with 23 USC 154 and 23 CFR 1300.23 for screening and chemical analysis of alcohol and other drug misuse samples.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by restricting DUI offenders driving privileges; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 4.2 Alcohol Ignition Interlocks
- 7.1 Enforcement of Drug-Impaired Driving

Project ID-5: Traffic Safety Resource Prosecutor (TSRP)

Project description: This project will support two statewide Traffic Safety Resource Prosecutor (TSRP) positions for prosecuting DUI and other drug/impaired related cases. The two TSRP positions will be funded within the Office of the Chief State’s Attorney. The TSRPs will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include statewide prosecutor’s meeting(s) and local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel and hearing officers. The TSRPs will also act in an advisory capacity to State and municipal law enforcement agencies and the CTHSO on all DUI and/or impaired driving legislation. The TSRPs will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials. The TSRPs will coordinate and conduct DUI Investigation and Trial Advocacy Trainings for non-specialized DUI State prosecutors and judges to educate them in reconstruction methodologies, operator ID issues, direct cross examination, evaluation of defense expert reports, toxicology, and DUI specific trial skills. Funding will be provided for membership dues and conferences to include, but not be limited to, the International Association of Chiefs of Police (IACP).

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-4 (B5CS)	0205-0743-4-AC	CT Judicial	State Government	\$430,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for enforcing penalties.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by enforcing penalties.

- 1.1 Administrative License Revocation or Suspension
- 1.4 BAC Test Refusal Penalties

Project ID-6: DUI Media Campaign

Project description: Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the behavior. Related to impaired driving, funding will be used for paid advertising in support of NHTSA scheduled crackdown periods such as Thanksgiving, Christmas, New Year's, Memorial Day, July 4th, and Labor Day. Also included are holidays or events which NHTSA has identified as high-risk periods for increased impaired driving, including Super Bowl Sunday, Saint Patrick's Day, and Cinco de Mayo. Paid advertising in the form of television, radio, internet, billboards, and bus panels in support of mobilizations will be utilized to compliment associated enforcement and is the major component of this activity. Additional methods will be used, including social media advertising and Variable Message Boards (VMBs), to ensure the message will reach different groups of road users.

Paid media buys will include the development of creative concept and images targeting the over-represented alcohol-related crash demographic of 21 to 34-year-old males and will include a bilingual component for Spanish speaking audiences.

Equity issues are at the forefront of Connecticut's communities and will be addressed through media campaigns in densely populated urban core areas and underserved communities. As the CTHSO wants outreach to reflect the community in which it is displayed, messaging will be created to include people from diverse backgrounds. Campaign impressions and impact will be tracked and measured through required reports from media agencies.

Advertising impaired driving messages (including *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving* and *Fans Don't Let Fans Drive Drunk*) in the form of signage, in-event promotions and message specific promotions will also be purchased at the following venues located throughout Connecticut and include:

- Dodd Stadium
- Gampel Pavilion
- Lime Rock Park
- New Britain Stadium
- Stafford Motor Speedway
- Total Mortgage Arena
- Trinity Health Stadium
- XL Center
- Dunkin' Park
- Hartford Healthcare Amphitheater
- Mohegan Sun Casino
- Rentschler Field
- Thompson International Speedway
- Toyota Oakdale Theatre
- Xfinity Theatre

This would also include additional sports venues at the University of Connecticut (UConn) and Central Connecticut State University (CCSU), locations for high school sports State championships, and festivals throughout Connecticut.

Media will have a statewide reach with an emphasis on major cities including Waterbury, New Haven, Hartford, and Bridgeport and a focus on males aged 21-34 within Justice40 / Environmental Justice communities in Connecticut. The media will include a bilingual component for Spanish speaking audiences.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-PM_AL	0205-0720-1-AA	CTHSO	State Government	\$2,000,000.00

Eligible use of funds: Funding will be used in accordance with 23 USC 154 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass-Media Campaigns

**Project ID-7: Healthcare Heroes Against Impaired Driving:
A Hospital-Based Impaired Driving Messaging
Approach to Behavior Change**

Project description: This project will address community outreach and education for impaired (alcohol, drugs, cannabis) driving prevention through trauma centers statewide. It has long been urged that in modeling safe driving behavior, health professionals can encourage parents, and furthermore children, to adopt safe behaviors on the road.

In FFY2024, the Healthcare Heroes Against Impaired Driving Campaign was dedicated to extensive outreach and education within the community. Through a robust schedule of at least 3 educational presentations or events per quarter, including health/safety fairs, summits, conferences, school events, and workshops, the program aims to engage and inform a wide audience. Efforts extended to local public schools, where there was a minimum of 2 educational presentations annually, ensuring students receive crucial insights into the impacts of alcohol and substance use, as well as impaired driving. Utilizing informational flyers, data sets, and interactive activities with drunk goggles, Hartford Healthcare clinicians and program coordinator provided current data and practical solutions, fostering a proactive approach to health and safety education. The following towns and organizations in FFY2024 were reached out to and will continue partnerships in FFY2025:

- Danbury High School
- Hartford High School
- Trinity College
- University of Saint Joseph
- Wilcox Technical School
- Fairfield Ludlowe High School
- Quinnipiac University
- University of Hartford
- Westhill High School
- Windsor Locks High School

Other events included the World Day of Remembrance for Road Traffic (statewide), Connecticut Trauma Conference (statewide), Greenwich Hospital - Trauma Designation Community Event, Backus Hospital Safety Camp (Norwich, CT), and the *Walk like MADD* fundraising event (Branford, CT).

In FFY2025, this continued initiative will involve the State of Connecticut's four Level I trauma centers: Hartford Hospital, Connecticut Children's Medical Center, Yale New Haven Hospital, and Saint Francis Hospital, and eight Level II and III trauma centers. Taking the lead, the Injury Prevention Centre at Hartford Hospital along with the Hartford Hospital Trauma Center, proposes the creation of an impaired (alcohol, drugs, cannabis) driving prevention campaign that magnifies the voice of healthcare providers, capitalizing on the power of their voice during the post-COVID-19 pandemic period. The campaign will consist of the creation of new creative materials in print,

graphics, video, and audio formats for use in the respective media promotions and community outreach efforts in an attempt to inform, educate, and affect behavior change in impaired driving.

The campaign will continue a freestanding website created and maintained by Hartford Hospital that serves as a home for the campaign and features leading healthcare heroes. The grant-funded media campaign will be evaluated by both process and behavioral metrics. The Injury Prevention Centre at Hartford Hospital will collaborate with media organizations to enhance the campaign's effectiveness and also be responsible for co-evaluating the effectiveness of the campaign. A grant-funded full-time program coordinator is responsible for executing the campaign with a focus on a presence in high-risk communities including but not limited to communities of color, communities with lower socioeconomic status, etc., and with various community and non-profit stakeholder groups across the State through community outreach and education.

The outreach and engagement activities will include collaborating with the other statewide trauma centers' injury prevention stakeholders and activities, ideally allowing for a deeper and broader reach into the respective statewide trauma centers' high-risk communities. The Injury Prevention Centre at Hartford Hospital will be responsible for reviewing all survey responses and determining the effectiveness of the campaign with the media organizations. The Hartford Hospital Trauma Program and Injury Prevention Centre at Hartford Hospital will lead the campaign, providing direction and guidance to the other Level I, II, and III trauma centers across the State with media and community outreach education for a broader statewide impact.

To understand if the campaign is successfully able to positively influence behaviors, a subset of the target group will be surveyed. This will be accomplished using survey tools and communication mediums seeking to predict behavior based on one's attitudes and beliefs via a set of survey questions that measure norms, attitudes, perceived behavior control, and intentions around impaired and distracted driving. This will reveal past attitudes and behaviors, as well as future intentions. To measure overall impact of the campaign, the survey will also ask questions to ascertain participants' feelings about the content after viewing. The campaign will seek to determine if participants found the messaging informative, interesting, helpful, sincere, trustworthy, enjoyable, and shareable. Participants will be provided with a pre-survey to measure their attitudes, beliefs, and intentions before exposure to campaign messaging. A post-survey given after viewing will measure belief changes as a result of the material. Additionally, varying campaign content will be shown to measure which provokes a stronger "intent to change" response, so the most impactful messaging can be used in further distribution. Finally, demographic data from each survey respondent (to include age and gender at a minimum) will be collected. This can inform the analysis related to likelihood to engage in risky driving behavior and uncover patterns among groups of people. Traditional process metrics that assess the reach of the campaign will also be collected.

The program will focus on Justice40 / Environmental Justice communities which include communities of color and lower socioeconomic status. The project will occur statewide with an

emphasis on major cities including Waterbury, New Haven, Hartford, and Bridgeport and a focus on males aged 21-34 related to impaired driving.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-7 (B5PEM)	0205-0743-7-AB	Hartford Hospital	Non-Profit	\$600,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass-Media Campaigns

Project ID-8: Administrative Per Se Hearing Attorney(s)

Project description: This project will support up to two (2) Administrative Per Se Hearing Attorneys at the Connecticut Department of Motor Vehicle (CTDMV) to provide legal counsel and representation for CTDMV and support the arresting officer during CTDMV Administrative Per Se hearings to manage impaired driving caseloads and provide legal counsel. By having counsel advocate on behalf of the CTDMV and the officer, fewer DUI-related license suspensions will be overturned during the Per Se Hearing process. This in turn will result in more administrative license suspensions and increased use of Ignition Interlock Devices (IIDs) aimed at changing the behavior of offenders and reducing recidivism. In addition, these attorneys are utilized to conduct targeted formal training for law enforcement officers to increase the probability that a DUI arrest will result in a license suspension. CTDMV attorneys review approximately 2,500 cases per quarter. CTDMV conducts numerous dockets of hearings each week. This is necessary due to the statutory window for hearing eligibility. Connecticut has greatly expanded its Ignition Interlock Device (IID) program. This legislation, which went into effect in July 2015, ties the IID program to the administrative suspension of a license. Specifically, it expands IID usage to persons who receive a first DUI administrative suspension, even if those persons are eligible for a diversion program and will not ultimately face a DUI conviction. The CTDMV is responsible for monitoring violations of the IID program and must offer a hearing to anyone who contests a violation. Activities under this project will also include CTDMV representation at IID violation hearings, IID vendor oversight and administrative oversight of components of the IID program, such as gathering data and developing tracking reports. The CTDMV Per Se attorneys will also process cases of drug-impaired persons who have denied DRE (Drug Recognition Expert) evaluations. It will also include law enforcement training about the devices and how to detect circumvention and other noncompliance. Monthly case reporting to the CTHSO will be required for project monitoring and reimbursement.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-4 (B5CS)	0205-0743-4-BF	CTDMV	State Government	\$575,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for enforcing penalties including but not limited to administrative license revocation or suspension.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by enforcing penalties.

- 1.1 Administrative License Revocation or Suspension
- 1.4 BAC Test Refusal Penalties

Project ID-9: Drug Evaluation and Classification Program (DECP)

Project description: This project provides funding and equipment to train personnel in the latest methods of drug evaluation and classification and to certify law enforcement officials as Drug Recognition Experts (DREs). The CTHSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. Once the request for training dates have been approved by the IACP, Connecticut will be able to host approximately two (2) training sessions during the fiscal year and in turn up to 36 additional officers may become certified DREs. Also included in this project is recertification and instructor training for approximately five (5) instructor candidates. The Drug Evaluation and Classification Program (DECP) State coordinator will coordinate two 2-day recertification courses taught by a qualified DRE trainer. This project will ensure that IACP approved DRE evaluations are implemented uniformly by practitioners throughout the State. Site monitoring visits to DRE course and field certification locations will be conducted. Funding can include overtime expenses, travel and lodging for instructors as well as DRE Course and Field certification materials to support this project, including special testing (Drug Check) kits with a working lunch. Field certifications are conducted out of state and require travel.

The purchase of DRE kits will be used by the certified DREs. This directly supports the DRE training program and provides expert field material for newly trained DREs. The kit contains eight (8) separate items and must be assembled and contained within a carrying case. These DRE kits will only be distributed to law enforcement officers who have completed the DRE field certifications. One (1) durable nylon bag containing items such as:

- AA and AAA batteries
- Drug Identification Bible
- Flash drives (51 6GB) for student manuals and study papers
- Magnified light
- Printed drug reference guide clipboard
- Sphygmomanometer
- UV light
- Digital Thermometer including 50 sleeves
- Drug matrix form
- Penlight (Duracell/Rayovac, not Streamlight)
- Portable Breath Testing (PBT)
- Pupilometer
- Stethoscope

All of these items will be used as tools to gather Probable Cause, in addition to the Standardized Field Sobriety Test, when they are used properly in the hands of a trained and certified DRE officer. Purchase of tablets will be provided to new DREs to expedite the reporting to the national tracking system. Tablets will remain State property and will be subject to monitoring evaluation activity. Tablet purchases will be in compliance with the Buy America Act.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_DG	0205-0724-2-AB	CTHSO	State Government	\$250,000.00
405d-1 (M5HVE)	0205-0743-1-BM	CTHSO	State Government	\$75,000.00
405d-5 (B5BAC)	0205-0743-5-DK	UConn/CTSRC	University/College	\$50,000.00

Eligible use of funds: Funding will be used in accordance with 23 USC 154 for DRE training and equipment for law enforcement.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: DRE training and equipment for law enforcement.

- 7.1 Enforcement of Drug-Impaired Driving

Project ID-10: Cannabis Impairment Awareness Media Campaign

Project description: In FFY2024 the CTHSO worked with the Connecticut Cannabis Chamber of Commerce to reach out to recreational cannabis dispensaries to inform users of the effects of cannabis-impaired driving in addition to media campaigns. A video was created at a cannabis dispensary as part of the State’s ongoing *Driving High = DUI* impairment awareness campaign. State funding was also used in addition to NHTSA’s funding for this campaign.

In FFY2025, this project will continue to support paid media campaigns in both English and Spanish languages to reduce injuries and fatalities related to cannabis-impaired driving. Funds will be used for paid advertising in support of Cannabis Impairment Awareness efforts throughout the State. Connecticut Department of Mental Health and Addiction Services (CTDMHAS) data reports suggest a higher percentage of use in ages 16 to 25. CTHSO will focus on this age group, but media campaigns will be geared towards all cannabis users. The first recreational adult-use cannabis dispensaries opened for retail sales in Connecticut in 2023 and dispensary locations continue to expand throughout the state. The CTHSO will continue to create media campaigns that focus on the dangers of DUID and driving under the influence of cannabis. Media buys will include television, radio, billboards, bus panels and internet and social media. Social media effectiveness will be tracked through impressions, Cost Per Mille (CPM), and Click Through Rate (CTR). The messaging will run on various dates from October 1, 2024, through September 30, 2025.

During FFY2025, the CTHSO will focus statewide with an additional focus on Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-PM_DG	0205-0720-2-AB	CTHSO	State Government	\$700,000.00

Eligible use of funds: Funding will be used in accordance with 23 CFR 1300.23 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 5.2 Mass-Media Campaigns

Project ID-11: DADSS (Driver Alcohol Detection System for Safety) Program

Project description: The FFY2025 goal is to build upon the foundation for the initiative established as part of the FFY2024 activities during which the initiative's infrastructure was established and launched. The Driver Alcohol Detection System for Safety (DADSS) Program emphasizes advancing alcohol detection technology in vehicles and implementing educational outreach. The objectives for the initiative in the FFY2025 are:

- Perform the necessary engineering work needed to build and field additional DADSS-equipped vehicles for use in a naturalistic trial deployment of the technology, where the vehicles are used daily or on a regular basis.
- Perform a trial deployment involving five (5) additional State-owned vehicles which will be fitted and equipped with DADSS breath technology and collect data which may be:
 - (a) used to assess the performance of the DADSS technology when used in a naturalistic driving environment
 - (b) leveraged to help develop consumer trust and confidence in the DADSS technology
 - (c) data are being collected in this trial in an effort to reduce false positive readings
- Conduct public outreach using a combination of in-person events, virtual events, STEM events, onsite and digital communications, etc., to:
 - (a) educate Connecticut residents about the dangers of driving after drinking
 - (b) provide Connecticut residents with actionable information about how to avoid these dangers
 - (c) educate Connecticut residents about the role of advanced technology to manage and mitigate alcohol-impaired driving in the future
 - (d) help develop Connecticut residents' trust and confidence in this technology
- Conduct Driven to Protect Connecticut Initiative status meetings with the CTHSO and select other stakeholders to help on-board or draw participation into the initiative.
- Provide periodic reports on the findings from Connecticut residents, stakeholders and consumer surveys and other findings of unique interest.

During FFY2025, the project will focus its efforts on Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0205-0721-1-AD	Automotive Coalition for Traffic Safety	Non-Profit	\$750,000.00

Eligible use of funds: Funding will be used in accordance with 23 USC 154 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance through education.

- 4.2 Alcohol Ignition Interlocks
- 6.5 Youth Programs

Project ID-12: Law Enforcement Phlebotomy Pilot Program

Project Description: This statewide project will create and implement a pilot phlebotomy program for Connecticut police officers to be trained in phlebotomy procedures and best practices to address polysubstance use and impairment detection issues affecting road safety. Training will be extended to include prosecutors and courts on collection procedures and preserving blood evidence from impaired drivers. Locations with high DUI incidences including Justice40 / Environmental Justice communities will be prioritized. As urine continues to be phased out as viable chemical sampling in drug-DUI investigation throughout the United States, the only alternative under State law is blood sampling.

In FFY2024, the CTHSO partnered with American Professionals Educational Services, within Hartford Hospital, to create a Law Enforcement Phlebotomy Pilot Program. In April, the first three Connecticut certified Police Officers completed the 80-hour program, which consisted of classroom lectures, quizzes, practical exercises, 100 instructor observed venipunctures, and a national licensure examination. In June, the second class was held, where seven officers completed the required training, bringing the total number of trained officers to ten from a range of police departments in Hartford, Manchester, Guilford, Bristol, Montville, Naugatuck, and Greenwich. Due to the continued interest from law enforcement partners throughout the State, the CTHSO plans to host two more classes before the end of the grant period.

In FFY2025, CTHSO looks to expand this pilot program. The initial effort has shown the need for highly trained and skilled Law Enforcement Phlebotomists to support DREs in post-arrest activities within two hours of a crash where impaired driving is suspected. However, due to the low number of trained officers and the need to draw blood within two-hours of established operation required by law, it is difficult to effectively accommodate every jurisdiction in the State. Moving forward, to properly track the use of Law Enforcement Phlebotomists, and to answer the requests by law enforcement agencies, there will be a need to increase the number of trained phlebotomists. The CTHSO will continue to monitor the high-level of training and need to increase the number of trained phlebotomists.

Law Enforcement Phlebotomists will continue to receive continued education courses and attend conferences in relation to chemical testing and impaired driving trends. In addition, they will receive a tablet containing software to help better track data on enforcement blood draws. Law Enforcement Phlebotomists will be utilized during their shift hours and for on-call deployments throughout the state. Similar to the DRE program, the trained Law Enforcement Phlebotomists will be added to the Everbridge emergency communications call-out system and funding sources will be explored for reimbursement.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-LET_DG	0205-0724-2-AQ	CTHSO	State Government	\$300,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 154 and 23 CFR 1300.28 for law enforcement education and safety training.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug and alcohol impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

Project ID-13: Western Connecticut Mobile Education and Enforcement Vehicle

Project Description: The Western Area Region Chiefs of Police are collaborating with the CTHSO to support the regional traffic safety operations for the towns of Cheshire, Middlebury, Naugatuck, Plymouth, Torrington, Watertown, and Wolcott. The mobile traffic safety vehicle will be used to provide support to regional officers when conducting impaired driving enforcement activities, such as DUI safety checkpoints and other traffic safety educational events. The new vehicle will allow for technology to support operations in the fields of Breath Alcohol Testing and Law Enforcement Phlebotomy, with phlebotomy chairs for blood draws.

The western region of Connecticut shows a significant problem with impaired driving crashes, both in serious injuries and fatalities. The Connecticut Department of Mental Health and Addiction Services' (CTDMHAS) Western Connecticut Region 5, which covers this region, has a high rate of alcohol misuse among residents, with cannabis misuse an emerging issue in the region. Within this region, Litchfield County has one of the highest alcohol-related driving fatality rates in the State. Training will include SFST as well as identification of drug-impaired driving trends through education such as those offered with green labs. In addition, the vehicle will be staffed with trained phlebotomists and DREs. DREs are provided with DRE kits as mentioned in Project ID-9. The phlebotomy training of law enforcement officers started as a pilot program in FFY2024 and in FFY2025 CTHSO may expand the program to provide Law Enforcement Phlebotomists with tablets and phlebotomy kits. A Mobile traffic safety device will aid law enforcement in addressing the impaired driving problem and reducing the number of crashes and fatalities. In addition, the mobile safety vehicle will be used to educate the motoring public about impaired driving and will frequently be used for high visibility enforcement mobilization and traffic safety checkpoints.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-TOX_AL	0205-0719-1-AE	Western Area Region Chiefs of Police	Law Enforcement Agencies	\$1,500,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 154 for impaired driving related education, enforcement and equipment, needed.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug and alcohol impaired driving.

- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 2.3 Breath Test Devices
- 2.4 Passive Alcohol Sensors
- 7.1 Enforcement of Drug-Impaired Driving

OCCUPANT PROTECTION (OP)

Project OP-1: *Click It or Ticket* Enforcement

Project Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws in conjunction with the national *Click It or Ticket* mobilizations (May and November), including checkpoints and roving/saturation patrols. Effort will focus on low seat belt use towns through increased enforcement and education. This will be accomplished through analysis of Vehicle Miles Traveled (VMT) data, crash and observation data to identify towns and areas where low belt use by motorists can best be addressed. This process serves to prioritize funding opportunities for 40-60 participating law enforcement agencies. The CTHSO will offer grant funding priority to towns and agencies that show the greatest need in this area. This increased focus on low belt use and unbelted crashes will not preclude the CTHSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations.

The *Click It or Ticket* HVE campaign will coincide with NHTSA's National Enforcement Mobilization. This enforcement mobilization will pair an enforcement mobilization with a media campaign using the NHTSA slogan *Click It or Ticket*.

Enforcement mobilization: Both State and municipal police agencies will be selected to participate in grant funded overtime enforcement of Connecticut's seat belt campaign for drivers. Municipal Police departments will be selected based on unbelted related fatal and injury crash data and seat belt citations issued. For FFY2025, there will be 40-60 agencies selected to participate in this enforcement mobilization. A full list of agencies will be included in the CTHSO's first amendment.

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

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

- *Click It or Ticket* checkpoint or roving-type enforcement strategy
- Enforcement Schedule
 - Fall Enforcement: November to December 2024
 - Spring Enforcement: May to June 2025

- 7 days per week eligible
- Minimum of 4-hour shifts/Maximum of 8-hour shifts
- Must include enforcement during at least one peak drive time period (7am-10am/3pm-5pm) on weekdays; if possible, the CTHSO would encourage both the am and pm peak drive periods for enforcement
- Personnel
 - Minimum of 2/Maximum of 8 Officers
 - Participating agencies are required to take part in earned media activity related to *Click It or Ticket*. This could include the following:
 - Hosting a kick-off press event
 - Notification of media outlets through the use of interview opportunities, press releases and media advisories and/or ride-alongs
 - Use of approved talking points
- Training
 - Participating agencies must participate in training programs sponsored by the CTHSO
 - Anticipated training activities are to include the following:
 - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
 - Earned media training
 - Grant application and reporting training
- Project reporting
 - Hours worked
 - Citation data
 - Activity Report Summary – Narrative

Media Component: The CTHSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the NHTSA’s national media buy *Click It or Ticket*. This advertising will be purchased to run during the fall and spring enforcements.

Observation Component: The CTHSO may choose to fund observation research to test the effectiveness of HVE campaigns. The observation will follow designs tested during NHTSA run research projects and seatbelt observations.

During FFY2025, the CTHSO will emphasize the high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of:

- Bridgeport
- Enfield
- New Britain
- Shelton
- Waterbury
- Bristol
- Fairfield
- New Haven
- Stamford
- Windham
- Danbury
- Hartford
- New Milford
- Torrington
- East Hartford
- Meriden
- Norwalk
- Vernon

There will be a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks. In FFY2025 CTHSO will continue to advance the work of the Seat Belt Committee.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$434,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for *Click It or Ticket* national mobilization in support of occupant protection.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

Project OP-2: Occupant Protection Enforcement/Connecticut State Police

Project Description: The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes. This project provides funding to the CTDESPP division of Connecticut State Police (CSP) for enforcement of occupant protection laws through NHTSA's national *Click It or Ticket* mobilization (May and November) during checkpoints and roving/saturation patrols. The CSP covers 82 of the State's 169 towns that do not have their own police departments. The specific portions of the interstate highways and cities selected for enforcement reflect areas that have experienced high numbers of crashes related to occupant protection.

The enforcement activities will consist of both spot check points and roving patrol enforcement throughout the State. The State Police Public Information Office will provide the activity totals to the media to act as a deterrent to those drivers who choose not to obey the State's seat belt and child safety seat laws. Increased effort will focus on low seat belt use areas through increased enforcement and education.

The Connecticut State Police-Traffic Services Unit (CSP-TSU) applies a data-driven approach when conducting traffic enforcement. CSP Computer Aided Dispatch/Records Management System (CAD/RMS) personnel in partnership with vendor NEXGEN Public Safety Solutions, assess CSP produced data from crashes and traffic stops. This information is then provided to CSP-TSU with heat maps showing the actual days of the week and time periods where the crashes and/or violations related to occupant protection are occurring.

CSP-TSU uses this information when completing occupant protection grant applications to ensure that the problem areas are addressed. The specific portions of the interstate highways and cities selected reflect areas that have experienced high numbers of crashes related to occupant protection with the specific violation identified as a contributing factor. These areas often have been selected due to CSP Troopers having identified significant violations of the law and subsequent issuance of infractions.

The participating CSP Unit(s)/Troops will mirror the enforcement parameters utilized for municipal departments.

During FFY2025, the CTHSO will emphasize the high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-1 (M1HVE)	0205-0741-1-AC	CTDESPP (CSP)	State Government	\$150,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.21 for *Click It or Ticket* national mobilization in support of occupant protection.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

Project OP-3: Safety Belt Convincer/Rollover Simulator Education and Equipment

Project Description: The goal of this project is to increase seat belt compliance, to reduce the number of injuries and fatalities statewide and to increase public education programs through physical demonstrations. The Convincer demonstrates a low-speed crash and allows the rider to feel how the seat belt restraint system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts. Funding for this project will be used to have the Seat Belt Convincer and Rollover Simulators demonstrations conducted at schools, fairs, places of employment and community events with a focus on having demonstrations conducted at schools in underserved communities. Utilizing the Convincer and the Rollover Simulator, the Connecticut State Police are able to demonstrate visually and physically the value of wearing a seat belt.

During FFY2025, the CTHSO will emphasize demonstrations in the Justice40 / Environmental Justice communities of Hartford, Waterbury, New Haven, and Bridgeport with a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-2 (M1PE)	0205-0741-2-AE	CTDESPP (CSP)	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.21 for public information, education, and equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

Project OP-4: Occupant Protection Media Buy and Earned Media

Project Description: Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the messaging. The goal of this project is to reduce the number of unbelted fatalities and serious injuries by increasing awareness to Connecticut drivers, passengers, and all road users of the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for bilingual paid media (English and Spanish) to support the national *Click it or Ticket* enforcement mobilizations and year-round social norming seat belt messaging.

Equity issues are at the forefront of Connecticut’s communities and will be addressed through media campaigns including billboards and bus panels in densely populated urban core areas and Justice40 / Environmental Justice communities. Throughout all CTHSO campaigns, diversity, equity, and inclusion will be a focus, not just on headlines, but in imagery, concept, and language as well. The CTHSO understands the importance of telling stories that shape perceptions and the culture at large and tailoring messaging to reach members of communities where safety belt messaging is being displayed. Campaign impressions and impact will be tracked and measured through required reports from media agencies.

During FFY2025, the CTHSO will emphasize high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport with a focus on increasing seat belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks. For FFY2025, CTHSO will work with CTDMV to acquire data on communities with high pickup truck registration rates.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405b-2 (M1PE)	0205-0741-2-AD	CTHSO	State Government	\$400,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.21 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

Project OP-5: Occupant Protection Public Information and Education

Project Description: The goal of this project is to educate drivers and passengers on the importance of wearing their seat belts. The funding will be used to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events. Public information and education efforts will be conducted through a variety of public outreach venues. Through this paid media project, safety belt messages and images including *Click It or Ticket*, *Buckle Up Connecticut* and *Seat Belts Save Lives* will be prominently placed at several of the State’s sports venues including but not limited to:

- Dunkin Park
- Ives Center
- Live Nation theatres
- Stafford Motor Speedway
- XL Center
- Hartford HealthCare Amphitheater
- Lime Rock Park
- Rentschler Field, Dodd Stadium
- Thompson International Speedway

In support of the visual messages, public outreach will be conducted at these venues through tabling occasions which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. This project will include for the purchase of brochures and citation holders to be used during High Visibility Enforcements.

Note this project does not include the purchase of ANY promotional items.

During FFY2025, the CTHSO will emphasize the high-risk areas including but not limited to Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport with a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-AB	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for public information and education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 1.1 State Primary Enforcement Seat Belt Use Laws
- 2.1 High Visibility Seat Belt Law Enforcement
- 3.1 Communications and Outreach Supporting Enforcement

CHILD PASSENGER SAFETY (CPS)

Project CPS-1: Child Passenger Safety Support – Training

Project Description: This project aims to provide CPS technical training for new Child Passenger Safety Technicians (CPSTs), update training, and recertification on child passenger safety. For new CPSTs, eight certification classes will be conducted with eight to ten students per class. For currently certified CPSTs to maintain their certification, this project involves conducting four update training sessions giving six (6) Continuing Education Units (CEUs) required for recertification. Update trainings will be held at various locations throughout the State based on where the largest number of expiring CPSTs are located for the year. Recertification classes will be held on an as-needed basis. The CPSTs serve all communities with a focus on the underserved and Justice40 / Environmental Justice communities throughout the State.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AB	CTHSO	State Government	\$30,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for training of child passenger safety technicians, providing the technicians with the necessary resources and training when working with autistic children as well as attending relevant national conferences to further the learning experience.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Communications and Outreach Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-2: Child Passenger Safety Support – Fitting Stations

Project Description: The aim of this project is to provide assistance in maintaining appropriate fitting stations that can increase the use of child safety seats across the State. The project supports materials, supplies as well as purchase of child safety seats. These child safety seats will be distributed to qualifying fitting stations in disadvantaged communities through mini grants to local police and fire departments.

In FFY2024, the Child Passenger Safety Technicians (CPSTs) have been able to support several monthly child safety seat assessments, installations, and trainings for children with special healthcare needs in the Justice40 / Environmental Justice disadvantaged communities of New Haven, West Haven, and Greenwich to name a few. The funding from this project has also helped provide car seats when parents come to an event and have an inappropriate, damaged, or expired seat. The CPSTs have expressed gratitude with the funding support this project provides in being able to help families in underserved communities. This fitting station support project is essential to providing much needed funding for fitting stations to obtain the tools they need to help the community. This project provided support to State and municipal police departments, fire departments, CTDMV and hospitals to a number of municipalities, many containing Justice40 communities. The municipalities included:

- Beacon Falls
- Brookfield
- East Lyme
- Mansfield
- New Britain
- Southington
- Vernon
- Woodbridge
- Bethel
- Canton
- Groton
- Meriden
- New Haven
- Stamford
- Waterbury
- Bloomfield
- Cromwell
- Hartford
- Middletown
- Ridgefield
- Suffield
- West Hartford
- Branford
- East Hartford
- Manchester
- Montville
- Rocky Hill
- Torrington
- Wilton

In FFY2025, CPSTs will continue to perform safety seat checks while educating caregivers to reduce the misuse and/or lack of use of child safety seats and dispel incorrect information regarding child passenger safety. CPSTs explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this project must participate in Child Passenger Safety Week. This project is meant to serve all communities with a focus on Justice40/ Environmental Justice disadvantaged communities in Connecticut including:

- Ansonia
- Derby
- Groton
- Middletown
- New Milford
- Bridgeport
- East Hartford
- Hartford
- New Britain
- Norwalk
- Bristol
- Enfield
- Manchester
- New Haven
- Norwich
- Danbury
- Fairfield
- Meriden
- New London
- Shelton

- Stamford
- Torrington
- Vernon
- Waterbury
- West Haven
- Windham
- Byram (Community in Greenwich)

Other low income and underserved communities including but not limited to Somers, Putnam, and Naugatuck and the general Naugatuck River Valley area as well as immigrant populations in the State will be included in the project activities. Several non-disadvantaged communities that have requested assistance with child passenger safety services include but are not limited to Beacon Falls, Ridgefield, Southington, South Windsor, and Wethersfield and will be addressed.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AC	Connecticut Children’s Medical Center	Non-Profit	\$110,000.00
402-CR	0205-0709-AD	Yale New Haven Children’s Hospital	Non-Profit	\$140,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 420 for maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-3: Yale New Haven Children’s Hospital Community Traffic Safety Program

Project Description: This community traffic safety program aims to improve passenger safety through education and direct Child Passenger Safety Technician (CPST) services by conducting and coordinating various educational programs and check-up events.

In FFY2024, the project supported several Child Passenger Safety Certification Courses and the project coordinator continued to reach out to areas of the State lacking CPSTs as well as trying to recruit more bi-lingual personnel. The feedback on these courses continues to be extremely positive. Many organizations send multiple people to either start a new or expand/restart existing programs. The new CPSTs certified are a mix of law enforcement, fire, Emergency Medical Services (EMS), healthcare, and some civilians. Several requests for certification courses from towns with Justice40 / Environmental Justice communities were fulfilled.

In FFY2025, this project will continue to conduct child passenger safety educational programs, check-up events, CPST certifications, and renewal and update classes as well as host sign-off sessions to maintain CPSTs. The project will assist in establishing inspection stations in cities/towns that not only have large populations but reach underserved minority populations and communities of low socioeconomic status. This project will fund or partially fund a coordinator position to assist parents and other caregivers by providing education and raising awareness to get families and communities more involved in child passenger safety. This project will address proper car seat, booster seat and seat belt usage to begin the process of ensuring passenger safety into adulthood. Through this project the CTHSO will also work with Connecticut Department of Children and Families (CTDCF) employees and interns to provide the necessary training for child passenger safety. The project will serve to expand resources and education available to families and healthcare providers especially around the transportation of children with special healthcare needs which is a need currently lacking support in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AE	Yale New Haven Children’s Hospital	Non-Profit	\$170,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 training of child passenger safety technicians, maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, maintaining an inventory of training seats, supporting families of children who need education and specialized seats for transporting children with

special healthcare needs (not covered by any programs or insurance) and distribution of child safety seats to eligible individuals.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety training to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use

Project CPS-4: Increasing Proper Child Restraint Use in Underserved Communities

Project Description: This traffic safety project aims to increase awareness and proper use of car seats specifically amongst African American and Hispanic parents and caregivers in Connecticut as well as engage with populations that may be reluctant to come to a traditional fitting station such as immigrant groups.

In FFY2024, the project coordinator at Yale New Haven Hospital reached out to several organizations in the Justice40 / Environmental Justice communities to increase educational opportunities. There was also an emphasis on increasing the program awareness and building trust in the communities. The program reached several communities with Spanish as the primary language and the feedback was tremendous which led to additional requests for educational opportunities. The program was also successful in creating a referral system at Bridgeport Hospital, Greenwich Hospital, and Lawrence+Memorial Hospital, with financially challenged and Spanish speaking families. The hospital employees provide the project coordinator at Yale New Haven Hospital with the contact information of the families and the coordinator follows up with these families.

In FFY2025, this traffic safety program will help expand the CTHSO's outreach to provide educational programs with an emphasis on the Justice40 / Environmental Justice communities in the Southeastern corner of the State. This project will fund or partially fund a coordinator position. Families will be identified for these programs through religious organizations, health departments, the OBGYN department at Lawrence+Memorial Hospital, daycare facilities, and pre-schools. Culturally appropriate and multi-lingual car seat safety curriculum for parents and caregivers will be developed. In addition to traditional fitting station options, this project will be taking the services to the communities through collaboration with schools, houses of worship, community organizations, non-profits, and other organizations. Educational classes will be provided with a multi-lingual approach. This program will conduct checkup events and run certification classes as well as other CPS education programs and events.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AI	Yale New Haven Hospital	Non-Profit	\$280,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for training of child passenger safety technicians especially in developing a more diverse technician pool. The CPST Community Educators will assist with fitting stations and community events including those

targeted at disadvantaged communities and caregivers and will develop culturally appropriate educational material. They will also oversee child restraint check-up events in the targeted communities, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-5: Hangtime Community Traffic Safety Program

Project Description: This traffic safety program will work with nonprofit, faith-based organizations, as well as other grass roots groups in underserved communities, to educate on the importance of car seat safety and provide car seats to those who due to their socioeconomic status, are unable to afford them. This program will provide support to populations that normally are not reached through the CTHSO's other occupant protection programs. The program includes a two-hour-long gathering every week in a comfortable centrally located space provided at no-cost by Bridgeport Neighborhood Trust. The unlikely brotherhood and sisterhood of ex-offenders, legal and community leaders is fostered by group conversation in a welcoming forum for discussion. This project will fund a coordinator position to provide education regarding crash dynamics, proper car seat, booster seat and seat belt usage and distribute educational and resource information to attendees. The coordinator will identify key members who would be good candidates to become a Child Passenger Safety Technician (CPST) so they can be a resource in their communities.

This project is focused on the occupant protection and child passenger safety education for the formerly incarcerated populations/ex-offenders in the Justice40 / Environmental Justice communities of Bridgeport, Waterbury, and Hartford.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AJ	Waterbury Police Department	Law Enforcement Agency	\$130,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities, specifically incarcerated populations.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-6: Safe Kids Hartford Child Passenger Safety Program

Project Description: This project, in partnership with Safe Kids Connecticut, will support the child passenger safety initiative in the Justice40 / Environmental Justice communities of Hartford and surrounding areas including but not limited to East Hartford, New Britain, Vernon, Enfield and Bristol.

In FFY2024, this program received positive feedback from the community and gained referrals from different community partners such as:

- Aalia and Ricardo Family Child Care
- Capital Region Education Council (CREC)
- Catholic Charities
- Connecticut Childrens Medical Center
- Family Wellness Healthy Start Program by the Connecticut Department of Public Health
- Hartford Fire Department
- Hartford Hospital
- La Iglesia de Dios Church
- North Hartford Ascend Pipeline
- Pentecostal Tabernacle Apostolic Church
- Preservation of Affordable Housing (POAH) Communities
- Saint Francis Hospital
- The Village for Families and Children
- Women Infants and Children (WIC) Program

Several car seats were distributed to those in need and tabling events/clinics were held at various locations.

In FFY2025, the program will offer an open car seat clinic every month and an appointment-based car seat check day every week. Two (2) salaried positions will be funded. A trained Child Passenger Safety Technician (CPST)/coordinator will visit schools, community-based and faith-based organizations, hospitals, and medical clinics to provide CPS education. The program will be gradually expanded with CPSTs working with Hartford's forty home-visiting team members to ensure that they understand the basics of car seat safety and that some of them become trained as CPSTs. Through the coordinator, the program will distribute at least 120 car seats and aims to directly benefit at least 25 families every month. This program will only cover the coordinator's salary and mileage.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AH	City of Hartford Health and Human Services	Municipal Government	\$225,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-7: Western Connecticut Child Passenger Safety Support

Project Description: This traffic safety project will create a car seat safety program in western Connecticut, focusing on low-income minorities and refugees. This program will serve communities in Fairfield County in and around the cities of Norwalk, Danbury, and Bridgeport. Connecticut Children’s Medical Center (CCMC) and Nuvance Health recently combined forces to make it easier for parents to get the care they need for their children in western Connecticut. This alliance connects patients, their caregivers and providers specifically in the Nuvance Health hospitals’ Neonatal Intensive Care Units (NICUs), Birth Centers, Emergency Departments and pediatric in-patient units with specialists and clinicians from CCMC. The Nuvance system includes hospitals in Danbury and Norwalk and provides the CTHSO with access to these institutions and the communities they serve.

In FFY2024, through outreach with area agencies, the program has been able to identify the specific needs and concerns across the western Fairfield County. Community feedback from lower Fairfield County revealed that due to turnover and staffing issues with police and fire department Child Passenger Safety Technicians CPSTs, families may not always get the support they need. As a result, the grant-funded project coordinator has focused on holding clinics, classes and community events. This program will cover the coordinator salary, child safety seats, and supplies. In contrast, eastern Fairfield County has underserved cities such as Norwalk and Bridgeport. Community agencies in those areas have expressed a need for seats for low-income families, as well as education and support for immigrant families. Within northern Fairfield County sits Danbury, another Justice40 community with low-income families in need. The work there is in partnership with existing social service agencies. Similar to Norwalk and Bridgeport, there is a high need for free seats along with proper car seat use education. Additionally, there is a lack of CPSTs and a need for more than one fitting station for a city the size of Danbury.

In FFY2025, the program plans to offer a CPST class in Danbury to address this need. The program will also continue to support and engage clinics along southern Fairfield County, and build up services in the large, underserved cities of Bridgeport and Norwalk. A full-time CPST will staff an open car seat clinic each month in Norwalk, Bridgeport or Danbury and will have an appointment-based car seat check day each week in each city. Additionally, with support for CPS supplies, the CPST will distribute at least 120 seats to families in need.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AG	Connecticut Children’s Medical Center	Non-Profit	\$150,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-8: Northern Connecticut Child Passenger Safety Training Support

Project Description: This project will sustain a comprehensive Child Passenger Safety Technician (CPST) training program at Connecticut Children’s Medical Center (CCMC) which will support CPS services in the northern Connecticut counties of Litchfield, Hartford, Tolland, and Windham. This region has several towns with disadvantaged communities, including:

- Bristol
- East Hartford
- Enfield
- Hartford
- Manchester
- New Britain
- New Milford
- Torrington
- Vernon
- Windham

The project will support all the towns in the four counties and not just the disadvantaged communities. This project will enable CCMC to hire a full-time CPST to effectively offer CPST certification courses and car seat check events. This project will also support services such as hosting sign-off sessions in conjunction with community fitting station events in order to maintain CPST certification. Technical support, including consultations focused on transporting children with special health care needs will also be provided. The project will support establishment of new inspection stations, especially in cities and towns with underserved populations.

This project started in FFY2024 because Safe Kids Connecticut, a program managed by CCMC, was receiving a number of community requests from across the counties of northern Connecticut for car seat services. Families were reporting that there were no CPSTs in their town or the area surrounding them. This project commenced as a direct response to those concerns. In the first year of the program, the program focused on the major towns and cities that had no CPSTs. The program recruited and trained a CPST in Vernon, and also provided the CPST with the needed supplies to start a fitting station, and now supports a monthly car seat clinic. In Windham County, there has historically been only one or two CPSTs for the whole county. In response to that need, the program held a CPST training class and trained ten new CPSTs who will now be able to provide services in the area. The program will support them with what they need to become fully functioning fitting stations. These supplies include:

- Car seats
- Car seat sign
- Dolls
- Educational materials
- Measuring tape
- Traffic safety cones
- Weight scale

The program will also address the lack of CPSTs in Litchfield County by holding additional trainings.

In FFY2025, in addition to continuing the above work, the program will focus on the Bristol area (a highly populated city with no fitting station) and Tolland County, where there are few current resources.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AK	Connecticut Children's Medical Center	Non-Profit	\$130,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events and outreach, to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-9: *Look Before You Lock, Where's Baby* Education Campaign

Project Description: The *Look Before You Lock, Where's Baby* campaign is a statewide education campaign to improve child safety by delivering safety messages to increase awareness of the issue of hot cars and to provide strategies for parents and caregivers to be reminded not to forget children, or to leave them purposefully, in a motor vehicle unattended. The CTHSO will partner with the Injury Prevention Center (IPC) at Connecticut Children's Medical Center (CCMC) to administer the program. The IPC uses their vast expertise in the development and selection of safety related material. The IPC reaches out to day care facilities during the months of April through September to increase awareness of the issue of hot cars and hosts Summer Safety press conferences to emphasize and draw attention to the issue. The campaign will utilize television, radio, billboards, newspapers, online media, social media, community education, bus panels in densely populated urban core areas and underserved communities and outreach to businesses.

Community feedback about the *Look Before You Lock, Where's Baby* program is provided by family day care homes and centers, community members on social media, and area politicians interested in addressing this topic. Each year CCMC reaches out to all of Connecticut's registered day care establishments, and often those agencies reach back out to get more information for their clientele. Social media has also provided an opportunity for families to contact the program, and the *Look Before You Lock, Where's Baby* posts are some of the most shared posts across CCMC accounts. People are very thankful for these reminders, especially because the program is normalizing that forgetfulness does occur with busy, tired parents, and that there are tools to help them avoid a tragedy. Other organizations such as EASTCONN Early Head Start, a federally funded program offered through one of the State's public, non-profit, Regional Educational Service Centers, reached out to the *Look Before You Lock, Where's Baby* program for brochures and posters to distribute to families. EASTCONN also requested to add Safe Kids CT, a program run by CCMC, as a community partner for their new Health Services Advisory Committee. In addition, the *Look Before You Lock, Where's Baby* program received requests from out-of-state and international organizations. The Christian County Health Department in Hopkinsville, Kentucky, borrowed the campaign PSA for use in their local area, and a non-governmental organization (NGO) in Croatia found the program website and requested to use the facts and tips in their outreach to families.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-UNATTD	0205-0713-AC	Connecticut Children's Medical Center	Non-Profit	\$225,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 funds for statewide coordination of educating parents and caregivers about leaving children unattended in motor vehicles.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage child passenger safety and educate the caregivers and public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

- Highway Safety Program guideline number 20, Occupant Protection for Children as justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

Project CPS-10: Waterbury Area Traffic Safety Program

Project Description: This project provides funding for Regional Traffic Safety Program Administration. This program provides support to the CTHSO in the dissemination of educational programs and materials and allows the CTHSO to work in Justice40 / Environmental Justice communities of Waterbury to provide support and information on the importance of child passenger safety. This project also provides support for approximately six (6) Child Passenger Safety Technician (CPST) training classes and supplies for fitting stations to assure that all CPSTs are provided with the latest available information in the certification process. This includes a coordinator salary, training materials, child safety seats, travel, and all class materials. This project also provides funding for an assistant to work with the coordinator, teaching additional certification and update classes, as well as help with car seat signoffs to maintain CPSTs' certification while enhancing the CPS program for the State. The coordinator also assists with training throughout the state of Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-AD	Waterbury Police Department	Law Enforcement Agency	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for maintaining appropriate fitting stations, educational material, child restraint check-up events, outreach, and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

Project CPS-11: Griffin Health Child Passenger Safety Program

Project Description: This project will create a comprehensive Child Passenger Safety program in the Griffin Health Community Outreach Department which will support CPS services in:

- Ansonia
- Prospect
- Shelton
- Derby
- Seymour
- Waterbury
- Other towns that are part of the Naugatuck Valley region

The region includes several Justice40 / Environmental Justice communities in towns like Ansonia, Derby, Shelton, and Waterbury. This project will allow a Child Passenger Safety Technician (CPST) to reach parents utilizing the childbirth center and provide education on proper car seat installation and safe practices. The CPST will be able to increase the number of appointments to offer help to the community, especially to parents/caregivers needing to transport children with special healthcare needs. The CPST is special needs certified and will provide technical assistance to other CPSTs in the state. The CPST will also provide expert advice, education, and informational materials and will serve as a resource to parents and community-based organizations. The CPST will host monthly CPS clinics and assist at other inspection stations when available.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AL	Griffin Health Community Outreach Department	Non-Profit	\$35,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for educational material, child restraint check-up events and outreach, to low income and disadvantaged communities.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Child Passenger Safety communications and outreach to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles.

- 6.2 Strategies for Child Restraint and Booster Seat Use
- 7.2 Inspection Stations

POLICE TRAFFIC SERVICES (PTS)

Project PTS-1: Speed and Aggressive Driving High Visibility Enforcement

Project Description: This project will provide funding for speed and aggressive driving enforcement grants. The Speed and Aggressive Driving High Visibility Enforcement (HVE) campaign will coincide with Connecticut’s deadliest months for Speed and Aggressive Driving crashes. Enforcement mobilization will pair with a media campaign using the slogan *When Speeding Kills, It’s Never an Accident*. The CTDESPP division of Connecticut State Police (CSP) as well as Municipal police agencies will participate in the HVE. Municipalities will include but not be limited to:

- Bridgeport
- Fairfield
- Manchester
- New Haven
- Seymour
- Trumbull
- Wethersfield
- Bristol
- Hamden
- Meriden
- New Milford
- Shelton
- Wallingford
- Danbury
- Hamden
- Middletown
- Norwalk
- Stamford
- Waterbury
- East Hartford
- Hartford
- New Britain
- Norwich
- Torrington
- West Haven

Almost all of these towns include Justice40 / Environmental Justice communities.

Municipal and State Police agencies will be chosen for funding, based on the severity of the speed and aggressive driving problems identified with data analysis by the CTHSO data contractor, Preusser Research Group. This project will address speed related crashes, injuries and fatalities in urban areas. The CTHSO will consider up to 25 grant submissions from police agencies identifying specific speed and aggressive driving related crash data within their jurisdictions, substantiated by enforcement and crash data. The projects are meant to be comprehensive speed grants for urban areas and cities that had identified speed as a problem. 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 and aggressive driving enforcement can impact the greatest number of speed related crashes.

Enforcement mobilization: Both State and municipal police will be selected to participate in grant funded overtime enforcement of Connecticut’s speed and aggressive driving laws. Municipal Police departments will be selected based on speed and aggressive driving data. For FFY2025, there will be up to 25 agencies selected to participate in this enforcement mobilization.

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

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

- Enforcement Schedule
 - July through September 2025
 - Day or Night – Enforcement can take place during daylight or nighttime hours, justification in grant application
 - 7 days per week eligible
- Enforcement Locations
 - Spotter/non-spotter enforcement can be done in teams or individually
 - Spotter/self-initiated is not roving, should include officer finding a covert location advantageous to the observation of speeding
 - Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen
- Personnel
 - Maximum of 8 officers per enforcement activity 8-hour shifts
 - Provide justification for requested personnel based on enforcement plan
- Project Reporting
 - Hours worked
 - Citation data
 - Signed time sheets for overtime enforcement
 - Location
 - Activity Report Summary – Narrative

Media Component: The CTHSO will work through a media contractor to purchase ad space across multiple media platforms to compliment the HVE enforcement mobilization. This advertising will be purchased to run during the months of July through September. The details about the media component are included under the Project PTS-2 Speed and Aggressive Driving High Visibility Enforcement Media Buy project description.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-SC	0205-0706-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$1,990,000.00
405e-4 (M8*SC)	0205-0745-4-EQ	CTDESPP (CSP)	State Government	\$350,000.00

Eligible Use of Funds: Flexible distracted driving 405e funds in accordance with 23 CFR 1300.24 and/or 402 funds in accordance with 23 USC 402 will be used for speed and aggressive driving enforcement and equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Automated Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement

Project PTS-2: Speed and Aggressive Driving High Visibility Enforcement Media Buy

Project Description: The goal of this project is for a Speed Enforcement Program media campaign in concurrence with the High Visibility Enforcement (HVE) activity by law enforcement partners. This campaign will increase awareness of the dangers of speeding on Connecticut roads. English and Spanish media will be deployed statewide with an emphasis on towns represented in the top 25 in crash data, with almost all such towns being Justice40 / Environmental Justice communities. Towns will include:

- Bridgeport
- Fairfield
- Meriden
- New Milford
- Stamford
- Bristol
- Hamden
- Middletown
- Norwalk
- Torrington
- Danbury
- Hartford
- New Britain
- Norwich
- Waterbury
- East Hartford
- Manchester
- New Haven
- Shelton
- West Haven

Running this media campaign in concurrence with the HVE activity by law enforcement partners in Connecticut’s major cities is the most effective way of obtaining results. The media campaign may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and shopping malls. This advertising will be purchased to run during the months of July through September.

The objectives of this media campaign include creating, developing, and implementing a realistic and effective speeding marketing/communications strategy for the CTHSO. The marketing firm will be responsible for conducting research on demographics, developing communication materials, and evaluating the awareness campaigns. The marketing firm will provide continued assistance to the CTHSO during their public information campaigns and incorporate market research into the development of public information and education campaigns to effectively reach the target populations. Survey results from the CTHSO data contractor will support media strategies in conjunction with the HVE.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-6 (M8*PM)	0205-0745-6-AB	CTHSO	State Government	\$250,000.00

Eligible Use of Funds: Flexible distracted driving 405e funds in accordance with 23 CFR 1300.24 will be used for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 4.1 Communications and Outreach Supporting Enforcement

Project PTS-3: 1906 Racial Profiling

Project Description: Since May 2012, the Institute for Municipal and Regional Policy (IMRP) has developed and implemented the statewide Connecticut Racial Profiling Prohibition Project (CTRP3), as per Connecticut General Statute 54-1m to collect, maintain, and provide public access to traffic stop data. The project, with guidance from statewide stakeholders and several national experts on racial profiling, developed a new standardized method to efficiently and effectively collect racial profiling data from traffic stops. The project also worked to develop a system that will inform government officials, the public at large and police agencies of the information that is availed through the data collection process.

In FFY2024, the IMRP at the University of Connecticut (UConn), on behalf of the CTRP3 advisory board, hosted four community forums across the State. These forums were designed to educate the public about Connecticut's anti-racial profiling law and to create a space for meaningful dialogue between law enforcement and the community where the IMRP can solicit feedback or answer questions from the public/community. One key takeaway is that there continues to be a lack of awareness regarding the efforts Connecticut has taken to address racial profiling. IMRP also learned that the current methods of communicating annual report findings are technical and difficult for the public to consume. In FFY2025, IMRP's commitment to the cause remains as the institute continues to host public forums across the State. In response to the feedback received, IMRP will be revamping the project website, including integrating a more user-friendly dashboard to present data. The website is currently designed to allow visitors to submit comments or questions about the project. IMRP is working with State agencies to add project information and a link to the project website to high-traffic State web pages. IMRP is also working with staff to develop a new 30-second video about Connecticut's anti-racial profiling law to be shared on the website and with partner stakeholders. Through continued public forums, IMRP will evaluate progress and identify new efforts to address and eliminate racial profiling.

Below is an outline of the next phase of the project and major goals.

Goals/Objectives:

- Collect, maintain, and provide public access to traffic stop data
 - Evaluate the results of such data
 - Develop and implement programs to reduce the occurrence of racial profiling
1. Enhance the current analytical system to look at other factors that may impact racial and ethnic disparities in traffic stops. Those other factors might include better understanding driver behavior, special police campaigns (Distracted Driving, *Click It or Ticket*, etc.), crime, or crash rates across racial and ethnic groups.

- a. Study the impact of automated enforcement tools on racial disparities in traffic enforcement.
 - b. Study the impact of traffic enforcement actions taken by municipal police departments that border communities with populations greater than 100,000 people. This would be accomplished through a comprehensive border discontinuity analysis.
 - c. Conduct a multi-year analysis of any socio-economic factors, such as age and condition of vehicles, using vehicle information provided by the Connecticut Department of Motor Vehicles.
2. Develop a machine learning tool to more easily geocode traffic stop location data submitted by police departments to enhance the statewide mapping capabilities of all stops.
3. Modify the data collection and analysis system to capture more detailed search information, the zip code of the driver's home address, enforcement techniques used, and the infraction number.
4. Continue to work with national experts and the academic community to develop additional analytical tools to better understand how to best identify racial and ethnic disparities in traffic stops and improve roadway safety.
 - a. Incorporate the use of mobility data to help identify an estimated driving population based on information from the racial profiling dataset, and mobility data provided by a third party.
5. Publish annual analysis of additional traffic stop information collected. In addition, conduct an in-depth analysis on any department that is identified as having statistically significant racial and ethnic disparities in traffic stops. The in-depth analysis may include mapping traffic stops and analyzing information by neighborhood. It may also include incorporating localized crime and crash data into the analysis along with any other locally relevant factors.
6. Implement an early warning system for law enforcement administrators that will allow law enforcement administrators to analyze individual officer data and department trends prior to an annual report being published.
7. Work with the Connecticut Criminal Justice Information System and records management system vendors to expand and modify the current data collection system.
8. Increase the number of departments utilizing the electronic citation/warning system.
9. Work with the Connecticut Data Collaborative to enhance the public website that currently releases traffic stop records on a quarterly basis to a system that will automatically update traffic stop records monthly.
10. Improve the online data portal for public consumption of the traffic stop data to include additional analytical tools. Currently, the site is capable of summarizing traffic stop data and allowing users to download raw traffic stop information. Enhancements can be made

to allow users to analyze traffic stops for a selected period using any of the benchmarks developed by researchers.

11. Develop and implement a data audit system to ensure accurate and timely reporting of traffic stops records.
12. Implement community outreach initiatives to explain the findings from our annual reports and assess police-community relations.
13. Develop and implement procedural justice and implicit bias training for police in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
1906 (F1906ER)	0205-0725-AA	University of Connecticut	University/College	\$1,200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.29 for collection and analysis of traffic stop information including the demographic information of drivers stopped.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

- 4.1 Communications and Outreach Supporting Enforcement
- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

Project PTS-4: East Hartford Police Department Community Outreach

Project Description: This project will provide funding for the Community Outreach Division in the town of East Hartford, to address traffic safety issues including but not limited to non-motorist safety, occupant protection, roadside deaths, distracted driving, impaired driving, speeding and aggressive driving as well as for equipment to support these highway safety initiatives. This project will focus on areas of risk within East Hartford, especially those Justice40 / Environmental Justice communities identified within the town.

The Community Outreach Division will focus and build upon areas such as:

- Deployment of the department's electronic speed signs/messaging boards
- Enforcement operations with the Commercial Truck Enforcement – Connecticut Department of Motor Vehicles / Commercial Vehicle Safety Division (CTDMV/CVSD)
- Enforcement operations – Vehicle equipment Spot Checks
- DUI HVE deployments
- *Click It or Ticket* HVE deployments
- Distracted Driving HVE deployments
- Speed and Aggressive Driving HVE deployments
- Pedestrian enforcement/education deployments
- Crosswalk enforcement operations (for operators)
- Child Passenger Safety seat installation/education

Engagement Trailer: The East Hartford Police Department (EHPD) does not have a suitable trailer to carry and/or house equipment. The trailer will be used to transport necessary equipment to and from locations of traffic safety programs. This trailer will also be used as a temporary operations center while conducting traffic operations. The trailer will be supporting enforcement and education as well as bringing services to the communities.

Traffic Speed Signs: The department-owned electronic speed signs require batteries which require constant changing. The town of East Hartford is looking to obtain two (2) solar options for these signs so that deployment can last longer without interruption.

Community Outreach Division: The EHPD has created a Community Outreach Division. This Community Outreach Division encompasses three (3) full-time officers (Community Service Officers) and are augmented with nine (9) part-time officers (Neighborhood Resource Officers). These officers work to keep the existing relationships that have been cultivated over the years and serve to continually bridge the gap between the community at-large and the police

department. This division strives to reach the under-served communities with events such as National Night Out, an annual community-building campaign that promotes police-community partnerships and neighborhood camaraderie. The EHPD has also created a Child Passenger Safety Seat Program and is responsible for the re-implementation of the Child Passenger Safety Seat program. The EHPD currently has nine (9) certified Child Passenger Safety Technicians (CPSTs) and eight (8) more officers wanting to participate. The department installs seats for expectant foster parents and works cooperatively with neighboring agencies to provide CPS education and materials.

Community Traffic Safety Outreach Liaison Position: Working in a part-time capacity within the police department, this person will work to further the goals and be more responsive to traffic safety issues. For example, this position will work closely with the Public Information Officer as well as with the Community Outreach Division in areas such as social media allowing for faster information sharing for safety awareness in emergency situations. This will also cover safety tips/updates on various topics within the town, , help solve traffic safety issues identified within the community, help raise awareness of traffic safety at community events, and receiving and addressing community feedback. Other duties will include data analysis for community and traffic engagements and assessment of the impact on the community for various community and traffic strategies. Overall, this position will interact with numerous community leaders and government officials working dynamically to address traffic safety issues before they arise. This position will focus only on traffic safety issues within the East Hartford Police Department.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CP	0205-0703-AE	East Hartford Police Department	Law Enforcement Agency	\$150,000.00

Eligible Use of Funds: Flexible 402 funding will be used in accordance with 23 USC 402 for addressing traffic safety issues.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by increasing high visibility enforcement; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by training law enforcement in the detection of drug-impaired driving.

- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Publicized Sobriety Checkpoints
- 2.2 High-Visibility Roving Patrols
- 4.1 Communications and Outreach Supporting Enforcement
- 7.1 Enforcement of Drug-Impaired Driving

DISTRACTED DRIVING (DD)

Project DD-1: Distracted Driving High Visibility Enforcement

Project Description: This project will provide funding for Distracted Driving High Visibility Enforcement (HVE). In each of the past two (2) years, an average of 47 agencies participated in HVE as part of this project. This evidence-based enforcement program prioritizes funding levels based on various types of crash data such as crash type, severity, population, and roadway data. The CTHSO will focus on the top 60 law enforcement agencies for priority funding in FFY2025 and will consider other law enforcement agencies depending on the availability of funding. The rankings are determined by the utilization of Preusser Research Group's ranking list for municipal law enforcement agencies with the highest rates of distracted driving violations along with other criteria. These rankings cover many of the Justice40 / Environmental Justice communities. Past performance of the law enforcement agencies will be considered when awarding the funding. The primary goal of this project is to support NHTSA's national mobilization for *U Drive. U Text. U Pay.* in April 2025.

Enforcement mobilization: Municipal police agencies will be selected to participate in grant-funded overtime enforcement of Connecticut's handheld mobile phone ban for drivers. Municipal Police departments will be selected based on distracted driving crash/roadway data. For FFY2025, there will be up to 60 agencies selected to participate in this enforcement mobilization.

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

- Spotter-type enforcement strategy – Unless other enforcement strategies are described in the grant application in detail to plan enforcement schedules and strategies. This must be preapproved in the grant application
- Enforcement Schedule
 - The entire month of April 2025
 - Daytime Enforcement – Daytime enforcement changes with seasonal patterns
 - Enforcement must take place during daylight hours
 - 7 days per week eligible
 - Minimum of 4-hour shifts/Maximum of 8-hour shifts
- Enforcement Locations
 - Enforcement areas should include intersections and other areas where traffic naturally slows. Enforcement locations should be included in grant applications with narrative for rationale as to why locations were chosen (Note: Connecticut

statute makes manipulating a handheld mobile device at a traffic sign or signal a violation)

- Limited Access Highways prohibited (Covered by Connecticut State Police)
- Personnel
 - Minimum of 2/Maximum of 8 Officers
- Training
 - Participating agencies must participate in training programs sponsored by the CTHSO
 - Enforcement strategies piloted by other Connecticut Law Enforcement Agencies
 - Earned media training
 - Grant application and reporting training
- Project reporting
 - Hours worked
 - Citation data
 - Activity Report Summary – Narrative

During FFY2025, the CTHSO will focus on high-risk areas including but not limited to Justice40 / Environmental Justice communities in the cities of:

- Ansonia
- Bridgeport
- Bristol
- Danbury
- Derby
- East Hartford
- Hartford
- Manchester
- Meriden
- Middletown
- New Britain
- New Haven
- New London
- New Milford
- Norwalk
- Norwich
- Shelton
- Stamford
- Torrington
- Waterbury
- West Haven
- Windham

Distracted driving is one of the top five driver-related factors of motorist involved in pedestrian and bicyclist fatalities in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-DD	0205-0712-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$2,035,000.00

Eligible Use of Funds: 402 funding will be used in accordance with 23 USC 402 for high visibility distracted driving enforcement.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (caused by distracted driving arising from the use of electronic devices in vehicles).

- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement

Project DD-2: Distracted Driving High Visibility Enforcement – Connecticut State Police

Project Description: This project will provide funding for statewide Connecticut State Police (CSP) High Visibility Enforcement (HVE). This evidence-based enforcement program prioritizes funding levels based on various types of crash data based on crash type, severity, population and roadway data. The primary goal of this project is to support NHTSA’s national mobilization for *U Drive. U Text. U Pay.* in April 2025. CTDESPP will carry out HVE enforcement targeting drivers who are distracted behind the wheel throughout the month of April.

The Connecticut State Police-Traffic Services Unit (CSP-TSU) applies a data-driven approach when conducting traffic enforcement. CSP Computer Aided Dispatch/Records Management System (CAD/RMS) personnel in partnership with vendor NEXGEN Public Safety Solutions, assess CSP produced data from crashes and traffic stops. This information is then provided to CSP-TSU with heat maps showing the actual days of the week and time periods where the distracted driving crashes and/or violations are occurring.

CSP-TSU uses this information when completing grant applications to ensure that the problem areas are addressed. The specific portions of the interstate highways and cities selected, reflect areas that have experienced high numbers of distracted driving crashes with the specific violation identified as a contributing factor. These areas often have been selected due to CSP Troopers having identified significant violations of the law and subsequent issuance of infractions.

The participating Connecticut State Police Unit(s)/Troops will mirror the enforcement parameters as those for municipal departments described in Project DD-1: Distracted Driving High Visibility Enforcement above but will not be restricted to interstates. The CSP-TSU as well as individual troops will be able to apply for grant funded overtime enforcement to take place on interstates, State routes and local roads, where possible.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-2 (M8DDLE)	0205-0745-2-DW	CTDESPP (CSP)	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 for high visibility enforcement.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement

Project DD-3: Data Analysis and Surveys

Project Description: The goal of this project is to provide data support to the CTHSO for the different program areas including Impaired Driving, Speed and Aggressive Driving, Occupant Protection, Child Passenger Safety, Motorcycle Safety, Distracted Driving, Community Traffic Safety, Preventing Roadside Deaths, and Driver and Officer Safety Education. This project will provide funding to plan and conduct the statewide annual seat belt use observations, bellwether observations, distracted driving observations, as well as data evaluation. This project will also fund the data evaluation and support for annual planning documents including but not limited to the Triennial Highway Safety Plan, the Annual Grant Application, and the Annual Report. The CTHSO will contract with a vendor to work on this project. In addition, this project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. The CTHSO will conduct a combination of telephone/web survey(s) which would include the NHTSA mandated key awareness questions.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-3 (M8*PT)	0205-0745-3-EP	CTHSO	State Government	\$400,000.00

Eligible Use of Funds: Flexible 405e funding in accordance with 23 CFR 1300.24 for effective state highway safety program implementation.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Planning and Administration are the required activities for effective state highway safety program implementation; provide timely and effective data analysis to support allocation of highway safety resources.

- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

Project DD-4: Distracted Driving Public Messaging Campaign

Project Description: Public education is critical in disseminating CTHSO messages to road users, making them aware of the dangers of unsafe driving and the efforts taking place to reduce crashes, injuries and fatalities related to the messaging. The goal of this project is to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns in both English and Spanish languages. This effort will be comprised of three (3) major components completed in partnership with contract media vendors following a procurement process.

The first component of this task will directly support NHTSA’s national *U Drive. U Text. U Pay.* mobilization in both English and Spanish during enforcement periods. Paid media purchases will be made in support of/to supplement the national media buy using the same demographic information contained in NHTSA’s media plan. Media buys will include but will not be limited to TV, radio, internet, social, and outdoor advertising. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

Equity issues are at the forefront of Connecticut’s communities and will be addressed through media campaigns such as billboards, bus panels, etc., in densely populated urban core areas and underserved communities. This includes but is not limited to Justice40 / Environmental Justice communities in the cities of:

- Ansonia
- Derby
- Meriden
- New London
- Shelton
- West Haven
- Bridgeport
- East Hartford
- Middletown
- New Milford
- Stamford
- Windham
- Bristol
- Hartford
- New Britain
- Norwalk
- Torrington
- Danbury
- Manchester
- New Haven
- Norwich
- Waterbury

Throughout all CTHSO campaigns, diversity, equity, and inclusion will be a focus, not just on headlines, but in imagery, concept, and language as well. Equity issues will be addressed through all media tactics, and in particular, in densely populated urban core areas or underserved communities. The CTHSO understands the importance of telling the stories that shape perceptions and the culture at large.

The second component of this task will include year-round placement of a social norming media campaign warning drivers about the dangers of distracted driving – especially related to mobile phone use – year-round. The CTHSO will work with its media contractor to develop multiple products to be used throughout the year to provide educational social norming messaging to raise motorist awareness of the dangers of distracted driving. These products will include the development of Connecticut specific social norming messaging campaign to be used across

various media platforms and at various venue advertising; as well as Public Service Announcements to educate motorists about Connecticut’s hand-held mobile phone ban. Connecticut motorists have been encouraged to pull over in a safe place to use their mobile phones but often the average person’s definition of a safe place is different from what law enforcement know to be a legally safe place. This PSA will discuss this topic. Media buys will include but not be limited to TV, radio, internet, social, and outdoor advertising. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for both the entire campaign as well as the target audience.

The Spanish media buy will concentrate in and around major cities/metro areas with a high percentage of Hispanic population including Bridgeport, New Haven, Hartford-New Britain-Middletown and New London with a focus on males aged 18-34. This will include local Spanish broadcasting stations featuring music and local news, weather, and sports. The CTHSO will work with its Spanish media contractor to increase the media buy and to develop multiple products to be used throughout the year to provide educational social norming messaging to raise motorist awareness of the dangers of distracted driving.

The third component of this task will include educating Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year-round. This will be accomplished through outreach and advertising at concert and sporting venues utilized by the CTHSO in other program area marketing campaigns.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-1 (M8PE)	0205-0745-1-DY	CTHSO	State Government	\$500,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

Project DD-5: Distracted Driving Public Information and Education

Project Description: The goal of this project will be to educate Connecticut motorists about the dangers of distracted driving – especially related to mobile phone use – year-round. This project is to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events. This activity will also fund the purchase of citation holders in support of High Visibility Enforcement (HVE) mobilizations. These citation holders are given to motorists who receive a citation during HVE enforcement periods.

This is a statewide project with emphasis on high-risk areas including but not limited to Justice40 / Environmental Justice communities in the cities of:

- Ansonia
- Derby
- Meriden
- New London
- Shelton
- West Haven
- Bridgeport
- East Hartford
- Middletown
- New Milford
- Stamford
- Windham
- Bristol
- Hartford
- New Britain
- Norwalk
- Torrington
- Danbury
- Manchester
- New Haven
- Norwich
- Waterbury

Distracted driving is one of the top five driver related factors of motorist involved in pedestrian and bicyclist fatalities in Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-1 (M8PE)	0205-0745-1-AA	CTHSO	State Government	\$20,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 for changing social norms through education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

MOTORCYCLE SAFETY (MS)

Project MS-1: Connecticut Rider Education Program (Training)

Project Description: The Connecticut Rider Education Program (CONREP) is dedicated to decreasing motorcyclist and unhelmeted fatalities through comprehensive rider training. Rider training is primarily applied to reach the goal of decreasing the total number of motorcyclist fatal and injury crashes. CONREP provides oversight in the following ways; the training/recruitment and monitoring of 85 certified motorcycle safety instructors, providing support services to the CONREP training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety Foundation (MSF) curriculum materials, updating and maintaining the program’s website (www.ride4ever.org), which is the program’s direct point of contact for course students and license waiver information. Each training site offers Basic Rider Course (BRC) and some offer other courses for more experienced riders as well as riders interested in riding 3-wheel motorcycles. The program collaborates with motorcycle groups to increase course enrollment, mainly targeting unlicensed riders.

CONREP will also seek to bring in unlicensed riders for training. The CTHSO partners with motorcycle groups to develop and promote activities designed to increase enrollment in advanced rider courses. A new course was added to the CONREP curriculum (3-Wheel Basic Rider Course). This course seeks to train those riders who are unlicensed or lack appropriate experience. These activities will be undertaken to address the decline in trained motorcyclists observed in Connecticut and promote motorcyclist’s safety.

Motorcycle rider training range locations are located in four of Connecticut’s eight counties: Fairfield, New Haven, Hartford, and New London. Litchfield, Middlesex, Tolland, and Windham County residents are serviced by locations in the other four counties. Even though there are not training ranges in each county, due to the size of Connecticut, no resident is more than 40 miles from one of the motorcycle safety training range locations. Training sessions will be conducted at seven (7) range locations throughout the State and are open to all statewide applicants:

- Colchester
- East Granby
- Fairfield
- Farmington
- Manchester
- North Haven
- Waterbury

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405f-1 (M11MT)	0205-0744-1-AB	CTHSO	State Government	\$100,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.25

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles.

- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training

Project MS-2: Public Information and Education/Community Outreach about Motorcycle Riders

Project Description: The Connecticut Rider Education Program (CONREP) will provide coordination and overtime staffing for grassroots events and seminars to promote public awareness, public service announcements and other outreach programs to enhance driver awareness of motorcyclists and share the road messaging. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide opportunity to directly communicate with the driving public about the importance of being aware of motorcyclists on the roads. Funds may also be utilized for outside contractor professional services to accomplish this project. CTHSO plans on participating in the NHTSA Region 1 *Rally 2 Rally* event to bring awareness to the importance of riding SMART (Safely, Maturely, Aware, Respectfully, Trained) during rally events along the east coast.

The CTHSO will emphasize motorcyclist awareness in the following counties due to high fatal motorcyclist crash rates and/or over-representation in crash data: Windham, Litchfield, New Haven, Hartford, and Fairfield. Some of these counties contain Justice40 / Environmental Justice communities.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-6 (M8*PM)	0205-0745-6-AD	CTHSO	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.25 for community outreach and motorist education on Sharing the Road with Motorcyclists.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To lower the instances of motor-vehicle versus motorcycle collisions and intersection crashes.

- 4.2 Motorist Awareness of Motorcyclists
- As justified in the 2024-2026 Connecticut Triennial Highway Safety Plan

TRAFFIC RECORDS (TR)

This project will provide the necessary funding to assess and develop the Connecticut Traffic Records Program by implementing the following projects outlined in the Section 405(c) and the Traffic Records Strategic Plan.

Project TR-1: eCitation – Technology/Software Support for Municipal/Local Law Enforcement

Project Description: The project will support municipal police departments in acquiring better tools/resources, including technology as well as software support, where warranted, to enable them to participate in the eCitation initiative. Some departments do not have computers or eCitation printers in their vehicles, hindering their abilities for selective enforcement while some departments only have few patrol vehicles with eCitation printers installed. The ideal scenario would be to have all fleet patrol vehicles outfitted with equipment for eCitation. This will allow elimination of paper tickets and contribute towards timeliness in processing of traffic violation and updating Driver History Files.

Equipment as well as software support will be provided to support municipal law enforcement agencies in implementing eCitation. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and/or 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 eCitation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes these data to be received by the appropriate State agency. This project could fund up to 20-25 municipalities. Seventy-six municipal police agencies and the Connecticut State Police (excluding vehicles assigned to Troopers) currently use eCitation.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-ZZ	Municipal Police Agencies	Law Enforcement Agencies	\$320,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support municipal police departments with eCitation related equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development / improvements of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources; countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-2: Ignition Interlock Device (IID) Restriction Code Implementation on Operator License

Project Description: This statewide project will support the implementation of a “T” restriction code on Connecticut operator licenses to indicate Ignition Interlock Device (IID) requirements per the standards of the American Association of Motor Vehicle Administrators (AAMVA). It will improve compliance and data integration for IID driver restrictions across jurisdictions. The project will provide funding for the Information Technology staff at the Connecticut Department of Motor Vehicles (CTDMV) to make coding changes to the operating system to implement the “T” restriction code. An estimated timeframe of 120 hours would be required for IT resources to complete this project.

AAMVA has adopted a “T” restriction universally to allow other jurisdictions to recognize the need for an Ignition Interlock Device (IID) when an operator transfers to, or is driving in, another jurisdiction. AAMVA’s recommendation is to have this restriction appear on the license for the duration of the time period that the operator is required to maintain an IID. Implementation of this restriction would bring CTDMV in line with AAMVA’s published best practices guide. Furthermore, AAMVA plans to utilize a new AAMVA Code Dictionary (ACD) code to represent the IID requirement, indicating the license status would reflect that an IID is required and would be broadcast on the Problem Driver Pointer System and the National Driver’s Registry databases.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AN	CTDMV	State Government	\$65,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support the improvement of driver data.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths); countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment; to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by restricting DUI offenders driving privileges.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-3: EMS and Trauma Registry Databases/MIH Dashboard Enhancements

Project Description: This project will focus on the advancement of the Emergency Medical Services (EMS) and Trauma Registry databases, the introduction of an integrated EMS/Trauma/Mobile Integrated Healthcare (MIH) dashboard, support for conference participation and supplies to support the data program, all aimed towards bolstering injury surveillance data across the State. This project funding is proportional since traffic safety data are only part of the EMS and Trauma data. This project will include:

- **EMS and Trauma Registry Database Improvements:** To implement recommendations from the 2021 Traffic Records Assessment, Connecticut Department of Public Health (CTDPH) will require funding assistance to complete the development of a data dictionary and document edit checks, establish validation rules and error-correcting processes, outcome measures, and performance standards. CTDPH has the ability to accomplish all these recommendations using a new data vendor.
- **Creation of an integrated EMS/Trauma/MIH dashboard:** This dashboard would be available to researchers, the general public, traffic safety stakeholders, EMS professionals, and trauma system staff throughout the State. The Injury Surveillance System received an assessment of 33.3 percent in the interfaces category. This dashboard will provide important data to local, regional, and statewide traffic planners and elected officials.
- **A full review of the State trauma system by the American College of Surgeons:** It has been over 10 years since there was a systemic review of the trauma system. Connecticut Statutes 19a-177(E) and 19a-177-7 require the reporting of trauma data from all hospitals, as well as a number of entities that do not currently report. Also, 42 USC 300d Sec 1201(a)(6) mentions promoting the collection and categorization of trauma data in a consistent and standardized manner. Using a trauma review as a starting point, the CTDPH can start to enforce the data reporting requirements with reiteration of their importance not only from the CTDOT and the Traffic Records Coordinating Committee (TRCC) perspective, but also that of trauma care as a whole. Further improvements to the State trauma system will ultimately help in decreasing the morbidity and mortality from traffic related injuries by streamlining reporting and ensuring data is efficiently and correctly shared, contributing to data-driven decision-making.
- **Travel:** This project will support travel for two personnel from the Department of Public Health to attend up to three conferences such as the ImageTrend Connect Conference, National Association of EMS Officials Conference (NASEMSO) Annual Conference that has an immediate relationship with either EMS/Trauma data and/or traffic safety. The conferences may cost approximately \$2,000-\$2,500 per person to attend depending on

the venue. The personnel may also attend virtual conferences which may not require any funding. Attending conferences allows the personnel to learn about best practices for EMS and Trauma data. As an example, at the NASEMSO annual conference, the data managers from each state meet during that conference to discuss best practices in collecting and reporting out on EMS and Trauma data. Additionally, the Federal Interagency Committee on EMS (FICEMS) recently held a conference which was titled “Post Crash Care Summit.” This particular instance was virtual but could also be in person. This one-day conference discussed specifically the use of EMS and Trauma data and Post Crash Care as part of the Safe System Approach to Vision Zero and brought together EMS data managers and State/Federal DOT stakeholders to discuss ways to implement Vision Zero in the states using data gathered by state EMS offices.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AG	CTDPH	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support the improvements of injury surveillance data, travel for conference participation and supplies and other related operating expenses.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-4: eCitation – Connecticut State Police

Project Description: This project will equip CTDESPP division of Connecticut State Police (CSP) trooper vehicles statewide with the eCitation initiative's necessary resources, enhancing traffic violation processing and Driver History File updates. Most police vehicles utilized by the CSP, other than those designated as primary patrol vehicles, are not equipped with hardware and software that would allow for electronic reporting of citations and automatic upload of driver/registration information to use on traffic crash forms. The CTHSO would like to equip vehicles that do not currently have this technology.

The CSP has vehicles assigned to troopers for daily use that utilize end of life equipment or lack any connectivity or access to the department's Computer Aided Dispatch (CAD) software, which is the gateway for access to querying driver/registration data and the eCitation and crash platforms. Accordingly, any citations written by a trooper in one of these vehicles is done on a paper citation form. These paper citations often take up to two weeks to be received at the Judicial Branch's Centralized Infractions Bureau. Priority will be given to those vehicles that are utilized by the troopers most closely associated/exposed to patrol work.

The intent of the proposed project is to deploy electronic solutions that are catered to the type of vehicle and secure infrastructure necessary and available based on the need, including Bluetooth or similarly enabled eCitation printers (not Wi-Fi) along with corresponding connectivity peripherals; ruggedized tablets and associated mounting equipment; barcode scanning capable devices (or application enhancements to existing issued mobile devices); portable kit solutions that can be transported from one vehicle to the next; and associated labor and installation costs for additional new vehicle upfitting/existing vehicle retrofitting costs.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AM	CTDESPP (CSP)	State Government	\$500,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support state police department with eCitation related equipment.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data collection and data analysis to

support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths); countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-5: eCitation Integrated Software Development – Connecticut State Police

Project Description: The Connecticut State Police (CSP) utilizes a windows-based Mobile Computer Aided Dispatch (CAD) software for dispatch and eCitation functions within patrol cars. This project will support the CSP to expand the eCitation program to non-descript and specialty vehicles such as motorcycles. The cost to fully outfit every CSP vehicle would be cost prohibitive. However, developing a fully functioning mobile application for iOS-based devices would allow users in these vehicles to self-dispatch and eventually issue electronic tickets without the costly expense of outfitting all the vehicles. CSP currently uses an application from the CAD/RMS vendor that allows police officers to see calls and incidents live on their iOS-based cell phones but does not meet Connecticut Criminal Justice Information System (CJIS) requirements. This upgrade would require the CSP vendor to include the necessary software changes to allow self-dispatch and Connecticut On-Line Law Enforcement Communications Teleprocessing (COLLECT) integration and follow all CJIS security policies. The development of this application would be a multi-phase process due to the complexity involved (e.g., CJIS policies, COLLECT integration, racial profiling, and printer format compatibility). This project would not only reduce paper tickets but would also provide better data collection from units that are not equipped with a full patrol car setup. This would also benefit specialty vehicles such as motorcycles, allowing them to be used to perform traffic enforcement utilizing electronic ticket instead of paper ticket submission. Developing this application would not only benefit the CSP but could be offered to other municipal police departments within Connecticut.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-BA	CTDESPP (CSP)	State Government	\$200,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support state police department in eCitation related software development.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data collection and data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths); countermeasures for the Traffic Records Section were developed from 2021 Traffic Records Assessment.

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

Project TR-6: Electronic Processing of Citations from Roadside to Trial

Project Description: This project will combine the two previously distinct projects of eCitation and online disposition. Electronic processing of citations and payable violations from roadside issuance through all court processes, including trial. The integration of these initiatives will maximize both technical and human resource efforts and lay the foundation for electronic misdemeanor processing in the future.

The Connecticut Judicial Branch will therefore accomplish the following during the FFY2025 grant year. Building on the prior grant accomplishments, the Connecticut Judicial Branch proposes to:

- Continue to onboard law enforcement agencies to eCitation
- Develop rules concerning the mandatory electronic submission of infractions
- Implement mandatory participation in electronic hearings
- Develop a new Centralized Infractions Bureau section under the Judicial Website
- Collaborate with the CTHSO and Traffic Records Coordinating Committee safety partners to develop the use of additional traffic safety messages simultaneously with national campaigns

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AZ	Centralized Infractions Bureau (CIB)	State Government	\$620,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.22 to support the improvement of citation and adjudication data systems.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: Yes

The countermeasure strategy or strategies for programming funds: The development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources and an effective record system of crashes (including resulting injuries and deaths).

- Countermeasures for the Traffic Records Section were Developed from 2021 Traffic Records Assessment

COMMUNITY TRAFFIC SAFETY (CTS)

Project CTS-1: Mothers Against Drunk Driving (MADD) Initiatives

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

MADD will add an additional educational outreach program position (Part-Time / Full-Time TBD), *Power of Youth*, a school-based program for high school teens to influence each other to not drink under the age of 21, and to never get in the car with a drunk driver.

During FFY2025, the CTHSO will emphasize the Connecticut Department of Mental Health and Addiction Services' (CTDMHAS) Regions 1, 2, and 4 towns which have high rates of alcohol and polysubstance misuse and Justice40 / Environmental Justice communities in the major cities of Waterbury and Danbury. Please see the reference map for CTDMHAS Regions 1, 2, and 4 in the Impaired Driving Program Area under Project ID-1. The CTDMHAS Regions 1, 2 and 4 include a majority of the Justice40 communities which includes:

- Ansonia
- East Hartford
- Manchester
- New Haven
- Vernon
- Bridgeport
- Enfield
- Meriden
- Norwalk
- West Haven
- Bristol
- Fairfield
- Middletown
- Shelton
- Greenwich (Byram Community)
- Derby
- Hartford
- New Britain
- Stamford

Funding Source	Project number	Subrecipient	Organization Type	Funding
405d-ii-3 (M7*CP)	0205-0740-3-AC	MADD	Non-Profit	\$115,000.00

Eligible Use of Funds: Flexible use of 405d funding for underage drunk driving education, prevention, and deterrence in accordance with 23 CFR 1300.23.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance through education.

- 6.5 Youth Programs

Project CTS-2: Driver’s License and Registration Renewal Education

Project Description: Connecticut implemented Public Act 23-116 in 2023, a traffic safety law aimed at establishing a collaborative approach between agencies to reduce transportation-related fatalities and severe injuries to pedestrians, bicyclists, transit users, motorists, and passengers. This law was enacted in response to the consistently high number of motor vehicle crashes and fatalities in Connecticut. As one of several initiatives to address this problem, the Education Subcommittee of the State’s multi-agency Vision Zero Council recommended leveraging the Connecticut Department of Motor Vehicle’s (CTDMV) contact with motorists, including regular cycles of driver’s license and registration renewals, to better inform individuals and impact driving behavior. The subcommittee directed development of a video presentation that is accessible to everyone, regardless of background, concerning State laws that impact motorists and others who share our public roadways. The purpose of the video is to raise awareness and reduce crashes by highlighting safe driving components of State law, which could include Connecticut’s Move Over law, emergency vehicle and roadside worker safety measures, and best practices to promote pedestrian and bicyclist safety. Additionally, the concept seeks to bridge an awareness gap between the preparation and testing that new drivers experience and the driver retraining programs often accessed long after the initial driver license is issued. Continued funding of this new project will allow for analysis, evaluation and readjustment as needed as the video presentation continues to reach all roadway users in Connecticut communities.

The project will also consist of a media buy to use snippets of the license renewal video (about 7-10 minutes in length) to break it into smaller segments for TV and/or radio PSAs to reach a larger audience. Current Connecticut law requires the video be watched once every other license renewal which could equate to 16 years. By creating shorter videos, more drivers could be reached with information related to the most recent law changes and safety reminders. Additionally, handouts will be created illustrating information from the license renewal video. These handouts will be given out at CTDMV offices and license partner offices such as AAA and Nutmeg Credit Union located throughout Connecticut.

Funding Source	Project number	Subrecipient	Organization Type	Funding
402-PS	0205-0710-AI	CTDMV	State Government	\$300,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 USC 402 to develop content material related to driver education.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); improve pedestrian and bicycle safety.

- 6.5 Youth Programs
- 5.2 Mass-Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

Project CTS-3: City-Centric Pedestrian and Bicyclist Safety Campaign

Project Description: Strategically located in the heart of the largest metropolitan Justice40 / Environmental Justice area in the State, Hartford is a highly traveled city with over a hundred thousand residents and tens of thousands of outside commuters. In 2022 alone, there were over 670 million miles traveled and 150 million trips taken in Hartford. With the presence of such high volumes of vehicles in the city every day, it is tragic, but unsurprising that Hartford has the highest rate of fatal and injury crashes in the Capitol Region, as well as five of the top ten crash intersections and seven of the top ten crash corridors. From 2020 to 2022, there were 51 fatal and 206 severe injury crashes in Hartford, and this loss of life and severe injury due to traffic crashes will have devastating lifelong and irreversible consequences. Many residents of this area do not own cars and rely on walking and bicycling as their modes of transportation, making them potentially a part of a devastating statistic when commuting.

There is an urgent and pressing need to address the issue with a comprehensive strategy for the City of Hartford’s Safe and Complete Streets efforts while also engaging the community as part of the process. To address this, the CTHSO has partnered with the City of Hartford, who is working in conjunction with Transport Hartford at the Center for Latino Progress, to further safety goals by directly engaging a local grassroots nonprofit to facilitate communications efforts. This organization is dedicated to promoting equitable, safe, accessible, and sustainable transportation. Education is a guiding principle at Transport Hartford, and this passion towards engagement manifests itself in spring education courses, summer youth internships, walk audits, and ongoing advocacy efforts at the local and regional level. Transport Hartford has a history and commitment to connecting with the community on transportation across boundaries of language, geographic boundaries, socioeconomic, and the City of Hartford is looking forward to expanding this partnership further. Resources such as educational flyers and handouts will be made available to reach the diverse community members in their languages, and members of the organization fluent in these languages will ensure they are properly displayed in the community. Safety materials such as helmets for in-need bicycle riders and reusable safety vests for events such as walk audits will also be explored to improve community safety. Activities in the Justice40 / Environmental Justice area to encourage safe walking and bicycling will also include community workshops, canvassing efforts, media and education, and events and presentations with community involvement.

Funding Source	Project number	Subrecipient	Organization Type	Funding
402-PS	0205-0710-AG	City of Hartford Health and Human Services	Municipal Government	\$110,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 USC402 to engage communities in pedestrian and bicyclist safety education, development of multi-language educational material including information relating to nonmotorized mobility and the importance of speed management to the safety of nonmotorized road users.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

**Project CTS-4: *Choices Matter* Impaired Driving Program
Featuring Chris Sandy**

Project Description: The *Choices Matter* program continues to be extremely well received by Connecticut schools, students, and administrators. When Chris Sandy 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 Emmy-winning documentary. Chris 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 well over one million students across the country. An impaired driving simulator will be included for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. Surveys are also given to the students during this portion of the program to gauge their attitudes and awareness related to impaired driving. This presentation is emotional and inspirational to people of all ages, but especially teens, and returns due to overwhelming requests to bring it back to Connecticut schools.

This program will continue to visit schools throughout the State, with an emphasis on inner-city schools and underserved populations, including many Justice40 communities. This includes locations such as but not limited to:

- Bridgeport • East Hartford • Hartford • Meriden
- New Britain • New London • Norwich • Waterbury

Funding Source	Project Number	Subrecipient	Organization Type	Funding
154-EDU_AL	0205-0721-1-AY	Alliance Highway Safety (Alliance Sports Marketing)	Private Entity	\$300,000.00

Eligible Use of Funds: Funding will be used for underage drunk driving education, prevention, and deterrence in accordance with 23 USC 154.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education.

- 6.5 Youth Programs

Project CTS-5: Distracted Driving Education Programming and Younger Driver Education

Project Description: The CTHSO will continue to partner with Matrix Entertainment’s *Save a Life Tour* to build on the success of the Connecticut high school distracted driving program that continues to be well received by students and administrators. The CTHSO has continued to work with *Save a Life Tour* staff to implement an expansive and structured program. Because of the overwhelmingly positive response, the CTHSO continued to expand the program’s reach. With the annual turnover of driving aged students in each school’s population, the school administrators continue to want the program to return each year. Teen drivers have a higher rate of fatal crashes due to their lack of experience and skills, and distraction can be a deadly interference when they are behind the wheel. This program allows the students the opportunity to use realistic distracted driving simulators, view a high-impact safe driving video and to sign a pledge during the program promising they will not text and drive or drive distracted, alone or with their peers. Matrix Entertainment continues to use tablets on-site to have the students take a distracted driving attitude and awareness survey, and results are compiled and sent to the CTHSO. This program continues to garner earned media attention at schools throughout the year and has expanded to accommodate special safe driving events when requested.

Due to the continued request from schools to host the program, it was expanded to accommodate up to 80 schools. This program will continue to visit schools throughout the State, with an emphasis on inner-city schools and underserved populations. This will include Justice40 communities such as but not limited to:

- Bridgeport
- East Hartford
- Hartford
- Meriden
- New Britain
- New London
- Norwich
- Waterbury

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-5 (M8*TSP)	0205-0745-5-AC	Matrix Entertainment	Private Entity	\$350,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.24 to engage and educate teens and young adults to commit to safe distraction free driving practices.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles).

- 2.1 Communications and Outreach on Distracted Driving

Project CTS-6: Pedestrian and Bicyclist Safety Media and Community Awareness Project

Project Description: In response to pedestrian fatalities increasing both in Connecticut and nationwide, the CTHSO launched *Watch for Me CT* in 2017, an educational outreach and awareness campaign run in partnership with Connecticut Children’s Medical Center (CCMC) and their Injury Prevention Center (IPC). *Watch for Me CT* addresses non-motorized safety, focusing on pedestrians and bicyclists in a comprehensive, statewide effort that focuses on reaching underserved communities that are overrepresented in these crashes and fatalities.

In FFY2024, the *Watch for Me CT* Program reached out to several Justice40 / Environmental Justice communities including but not limited to Manchester, Waterbury, Hartford, Norwalk, New Milford, Middletown as well as other towns such as Simsbury, Avon, West Hartford, Darien, Branford, and Farmington to engage with community advocates, planners, town staff and families to learn about their pressing needs and address their concerns. Towns officials and/or concerned citizens had reached out to the *Watch for Me CT* Program to address concerns such as:

- Non-motorists in town walking when not visible and not facing traffic
- Cars not stopping for non-motorists in crosswalks and driving too fast
- Educational request about road diets
- Walk audits
- Engaging communities and creating community action groups around bicyclist and pedestrian safety
- Education regarding Rectangular Rapid Flashing Beacons
- Educating senior citizen on safely crossing busy intersections
- Educational presentations for parents and children on walking and bicycling safely during summer
- Developing safety messaging on the use of electric bikes
- Questions regarding crosswalks and the new law regarding yielding to pedestrians
- Educating citizens on topics such as daylighting (removing parked cars next to crosswalks)

This is not an all-inclusive list but provides an overview of the non-motorist safety related requests that are addressed through the *Watch for Me CT* Program.

In FFY2025, *Watch for Me CT* aims to reach all non-motorized road users and drivers in Connecticut with appropriate messaging through traditional and new media. Messaging includes images of people from diverse backgrounds to promote equity, as the CTHSO wants outreach to reflect the community in which it is displayed. Underserved populations are disproportionately

affected by pedestrian injury and death, so safety messaging in the Justice 40 / Environmental Justice communities will be emphasized including but not limited to:

- Ansonia
- Derby
- Groton
- Middletown
- New Milford
- Stamford
- West Haven
- Bridgeport
- East Hartford
- Hartford
- New Britain
- Norwalk
- Torrington
- Windham
- Bristol
- Enfield
- Manchester
- New Haven
- Norwich
- Vernon
- Byram (Community in Greenwich)
- Danbury
- Fairfield
- Meriden
- New London
- Shelton
- Waterbury

In response to the needs expressed by the communities, a dedicated, full-time Pedestrian / Bicyclist Safety Outreach Coordinator will engage directly with communities to expand safety education while growing partnerships throughout the State. These partnerships have increased the message’s penetration among communities, businesses, and school partners and has led to educational presentations and speaking engagements at conferences and requested events. Other activities include providing technical assistance for communities, educating in local settings, media promotions, campaign material dissemination, maintenance of social media presences, website updates, and program activity monitoring and evaluation. The program coordinator was also responsible for organizing the World Day of Remembrance event in Connecticut, which was held in the State for the first time in 2023. The goal is to continue this important work to reverse the trend of escalating deaths and injuries of the most vulnerable road users. The need for this campaign has never been greater with numbers continuing to trend in the wrong direction – here in Connecticut, 55 pedestrians lost their lives in 2021, and that number increased to 68 in 2022.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405e-7 (M8*CP)	0205-0745-7-AE	Connecticut Children’s Medical Center	Non-Profit	\$525,000.00

Eligible Use of Funds: Flexible 405e funding will be used in accordance with 23 CFR 1300.26 to engage communities in pedestrian and bicyclist safety education, development of multi-language educational programs as well as the purchase of primary pedestrian and bicycle safety equipment such as bicycle helmets and reflectors.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve bicycle and pedestrian safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

Project CTS-7: Public Information and Education/Community Outreach to Pedestrians and Bicyclists

Project Description: This project will allow the CTHSO to provide public information and educational materials to invested stakeholders regarding pedestrian and bicyclist safety. This funding will also be available for conferences attendance, training, and travel purposes for enhancement of non-motorized safety endeavors. The HSO plans to continue its partnership with Connecticut Children’s Medical Center on the *Watch for Me CT* campaign. In support of these visual messages, public outreach will be conducted at assigned venues through tabling events that provide the opportunity to directly communicate with pedestrians, bicyclists and the driving community to spread awareness about the safety of all road users.

During FFY2025, the CTHSO will prioritize Justice40 / Environmental Justice communities in Hartford, Waterbury, New Haven, and Bridgeport where high numbers of non-motorist fatalities and serious injuries have been recorded.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PS	0205-0710-AB	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 USC 402 for public education and awareness.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

Project CTS-8: AARP Non-Motorized Media and Education Program

Project Description: Walking and biking as a mode of transportation can deliver a unique set of challenges for people of all ages but can be particularly dangerous for older populations. Likewise, older drivers can also be at risk of having diminishing skills behind the wheel, making them more at risk to be involved in a crash or have difficulty seeing a non-motorized road user. Older pedestrians are over-represented in traffic crashes, injuries, and fatalities in Connecticut. According to the Federal Highway Administration, Connecticut had an increase in the fatality and serious injury rate for drivers and pedestrians over the age of 65 for the periods of 2013-2017 and 2015-2019. The number of 65 years of age and older driver and pedestrian fatalities and serious injuries has also been trending upwards dating back to at least 2015. To address this, in FFY2021 the CTHSO collaborated with *Watch for Me CT* and AARP members, holding a focus group to explore the experiences of older adults as both pedestrians and drivers. This information was used to inform future marketing campaigns and shape outreach efforts resulting in the *Words to Live By* campaign. This partnership will allow the CTHSO to continue to work directly with a group that has strong ties to the aging population to produce and deliver a non-motorized, statewide safety campaign that targets this at-risk demographic. With a large concentration of these fatal and serious injury crashes occurring in the western half of the State and in Justice40 / Environmental Justice communities, the campaign will prioritize multiple media markets to ensure geographic coverage. Additionally, the CTHSO will work with the *Watch for Me CT* program coordinator and AARP staff to continue to engage their diverse members as needed with educational tools focused on safe walking and biking.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405d-ii-4 (M7*PS)	0205-0740-4-AT	Connecticut Children's Medical Center	Non-Profit	\$300,000.00

Eligible Use of Funds: Flexible funding will be used in accordance with 23 CFR 1300.26 to hold focus groups for the 65+ population and develop multilingual educational programs and educational campaigns by leveraging their experience.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 5.2 Mass-Media Campaigns

Project CTS-9: Non-Motorized Safety Community Education and Outreach Program

Project Description: The CTHSO is managing a statewide initiative focusing on education regarding 2021 laws related to pedestrian right-of-way and bicyclist-vehicle interactions. Efforts to improve existing non-motorized safety legislation have been led by many units within CTDOT, and the CTHSO has been designated as the unit to handle the educational/media component of these law changes which went into effect on October 1, 2021, as part of Public Act 21-28. Building on *The Pedestrian Rules* campaign previously created under this grant, this funding allows the CTHSO to continue to develop and deliver an education and awareness campaign specifically about laws related to non-motorized safety to increase the knowledge and safety of all road users. As related to CTHSO efforts, this specifically refers to granting the right-of-way to pedestrians who affirmatively indicate their intention to cross the road in a crosswalk and establishing a fine for opening the door of a motor vehicle in a way that impedes the travel of a pedestrian or a bicyclist. This statewide campaign will prioritize multiple media markets to ensure geographic coverage, including Justice40 / Environmental Justice communities such as Hartford, Waterbury, New Haven, and Bridgeport where high numbers of non-motorist fatalities and serious injuries have been recorded.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405g-2 (BGPE)	0205-0746-2-AC	CTHSO	State Government	\$475,000.00

Eligible Use of Funds: 405g funds will be used in accordance with 23 CFR 1300.26 for non-motorized public education and awareness.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve pedestrian and bicycle safety.

- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity
- 5.2 Mass-Media Campaigns

Project CTS-10: CTHSO Staff Community Outreach

Project Description: Public outreach and education are critical in disseminating CTHSO messages to the public. To directly impact large crowds and audiences with safe driving messages, the CTHSO has many community partners in Connecticut including sports teams, concert and entertainment venues, racing facilities, State colleges and high school sport championship locations. These teams and venues are located in diverse city communities throughout Connecticut, and many make efforts to focus on underserved members of their populations by including Spanish speaking elements and promotions. The CTHSO Program Manager works directly with each of these partners to create a custom advertising plan that focuses on impaired driving. When CTHSO staff attends events at these venues to conduct public outreach, those in attendance routinely ask staff members questions related to additional safe driving campaigns such as child pedestrian safety, speed and aggressive driving, distracted driving and motorcycle safety and laws pertaining to these many topics. This funding will allow staff to conduct overtime public outreach outside of normal business hours on behalf of all CTHSO campaigns to best serve the community members they engage with while educating them and providing resources on a variety of safe driving topics. CTHSO will include translation services when needed. The project is statewide, with emphasis on the Justice40 / Environmental Justice communities in the major cities of Hartford, Bridgeport, Norwich, and New Britain among others.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CP	0205-0703-AA	CTHSO	State Government	\$150,000.00

Eligible Use of Funds: Flexible use of 402 funds in accordance with 23 USC 402 to improve traffic safety through outreach and education to reduce crashes resulting from unsafe driving behavior (including impaired driving, driving without proper use of occupant restraint, speeding, aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles, etc.).

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce injuries and deaths resulting from motor vehicles being driven in excess

of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to prevent crashes and reduce deaths and injuries resulting from crashes involving motor vehicles and motorcycles; to improve pedestrian and bicycle safety.

- 5.2 Mass-Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training Motorcycle Rider Training
- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones
- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

Project CTS-11: Connecticut South Central Regional Council of Governments (SCRCOG) Highway Safety Pilot Program

Project Description: This project will focus on highway safety concerns throughout the Connecticut South Central Regional Council of Governments (SCRCOG) through the funding of a Highway Safety Program Specialist. The focus will be on impaired driving, speeding, occupant protection, and distracted driving, as well as the safety of bicyclists and pedestrians. Data collection and analysis of crashes will identify patterns and trends, informing the development of targeted interventions and countermeasures. Programs, campaigns, events, and communications will be aimed to reach audiences such as youth, elderly, underserved populations, pedestrians, cyclists, and motorcyclists. This project will fund the addition of a Regional Highway Safety Specialist position within the organization to ensure that each municipality in the SCRCOG region benefits from the program.

The Regional Highway Safety Specialist will achieve the program objectives by conducting some or all of the following activities:

- Launch public awareness campaigns to educate drivers, passengers, and pedestrians about safe driving practices, the importance of wearing seat belts, not driving under the influence of alcohol or drugs, and the dangers of distracted driving. Use existing programs and personalize programs to the region/municipality when appropriate. Personalize campaigns to address targeted populations such as older/younger drivers, underserved populations, pedestrians, cyclists. Personalize campaigns to address differences between rural and urban/suburban safety issues.
- Establish communication with the Superintendents and principals in each municipality to discuss programming in at least middle schools and high schools and collect feedback through focus groups and surveys.
- Establish partnerships with SCRCOG municipal leaders, police departments, school districts, higher educational institutions, senior centers, recreation directors, stakeholder groups such as cycle clubs, and others who can assist in highway safety programming and messaging.
- Create Regional Highway Safety Social media accounts. Create regular highway safety social media posts and graphics. Arrange for SCRCOG municipalities to share on their social media accounts.
- Promote highway safety by appearing on any local TV and radio news outlets, public TV programs, and podcasts.
- Organize bike rodeo events to promote bicycle safety.
- Develop educational materials, including brochures, presentations, videos and training resources that can be distributed around the region.

- Maintain a performance measurement accounting system to measure program effectiveness. Feedback from community events, websites, surveys, focus groups and any other methods, will be collected and analyzed to determine impact and outcomes.

This project will cover the 15 municipalities located within the SCRCOG region, with special emphasis on outreach to traditionally underserved and Justice40 / Environmental Justice communities of New Haven, West Haven, and Meriden.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0205-0707-AX	South Central Regional Council of Governments	Non-Profit	\$170,000.00

Eligible Use of Funds: Flexible use of 402 General Highway Safety funds in accordance with 23 USC 402 for public education and awareness related to impaired driving, speeding, occupant protection, and distracted driving, as well as non-motorist safety.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance by changing social norms through education; to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles; to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits; to reduce crashes resulting from unsafe driving behavior (including aggressive or fatigued driving and distracted driving arising from the use of electronic devices in vehicles); to improve pedestrian and bicycle safety.

- 5.2 Mass-Media Campaigns
- 1.1 State Primary Enforcement Seat Belt Use Laws
- 3.1 Communications and Outreach Supporting Enforcement
- 2.1 High Visibility Seat Belt Law Enforcement
- 1.3 High-Visibility Cell Phone and Text Messaging Enforcement
- 2.1 Communications and Outreach on Distracted Driving
- 3.1 Motorcycle Rider Licensing
- 3.2 Motorcycle Rider Training
- 2.1 Safe Routes to School
- 2.3 Walking School Buses
- 4.1 Pedestrian Safety Zones

- 4.2 Reduce and Enforce Speed Limits
- 4.3 Conspicuity Enhancement
- 3.1 Active Lighting and Rider Conspicuity

PREVENTING ROADSIDE DEATHS (PRD)

Project PRD-1: Colchester, Connecticut, Fire Department Highway Safety Pilot Program

Project Description: The town of Colchester, Connecticut, Fire Department will develop a community outreach educational pilot program with an emphasis on teen drivers designed to reduce crashes affecting first responders and highway workers on the shoulder of the roadway. The community outreach education will include all drivers including older drivers. This program will concentrate on Connecticut’s Move Over Law and the “move over” safety principle, impacting first responders and highway safety personnel. Colchester is currently utilizing a Scorpion II attenuator to protect roadside emergency responders, and education around the equipment will be shared with the regional outreach program. This project will continue to education young drivers, but as it grows, other community-based organizations and employer-based education may be considered. This program will build upon work conducted in FFY2024 on education and outreach. The education program will be delivered to Colchester Public Schools, the Colchester Senior Center, community events, and other surrounding towns upon request.

The Colchester Fire Department will work with a media company to develop and produce a public service announcement about the dangers of not “moving over.” This pilot program will also develop a curriculum for teen drivers about “moving over” for first responders and those who work off the shoulder of the highway. The curriculum will be presented at the local high school and during community outreach events throughout the grant period.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405h-1 (M12BPE)	0205-0747-1-AC	Colchester Fire Department	Non-Profit	\$150,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 CFR 1300.27 to improve roadside safety to prevent deaths and injuries by educating teens, new and older drivers about the dangers of not “moving over.”

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Improve roadside safety to prevent deaths and injuries.

- 4.2 Reduce and Enforce Speed Limits
- 5.2 Mass-Media Campaigns
- 6.5 Youth Programs

DRIVER AND OFFICER SAFETY EDUCATION (DOSE)

Project DOSE-1: Connecticut Police Chiefs Association Media and *Breaking Barriers*

Project Description: A statewide messaging initiative in Connecticut in partnership with the Connecticut Police Chiefs Association (CPCA) will be created and consist of three key components: media campaigns for *Holiday Safety* and *Back-to-School Safety*; and *Breaking Barriers* for driver and officer safety education. This project will address critical traffic safety topics and will implement an educational video series for training the public and law enforcement regarding safe traffic stops and interactions during traffic stops to better engage with the community in a positive way. Videos will be in both English and Spanish. This will be a statewide initiative with specific attention on the Justice40 / Environmental Justice communities within the major cities of Waterbury, New Haven, Hartford, and Bridgeport.

1. The first component of this project will be a PSA for a Holiday Safety media buy during Thanksgiving through New Year's.
2. The second component of this project will be to update and reproduce a Back-to-School Safety PSA and media buy.

For components one and two, messaging will focus on Impaired Driving, Speed and Aggressive driving, Distracted Driving, Pedestrian Safety and Occupant Protection. The media campaigns may include cable television, outdoor digital billboards, internet, internet radio, social media, digital banners, gas stations, movie theaters, print, and shopping malls.

3. The third component of this project will be *Breaking Barriers* which in FFY2025 will focus on older drivers, especially those over the age of 50 who are often involved in crashes. According to the Connecticut Crash Data Repository, from 2021 to 2023 there were approximately 165,000 drivers aged 50+ involved in crashes. Areas covered will include:
 - Safety Education – Many older adults may not be aware of updated traffic laws, changes in road infrastructure, or advancements in vehicle safety features.
 - Health Considerations – Older adults may experience changes in vision, reaction times, and cognitive abilities, which can impact their driving. By partnering with area health organizations, programs can provide information on regular health check-ups and adjustments they can make to their driving or pedestrian habits.

- Legal Awareness – Understanding how to conduct themselves when interacting with law enforcement is essential for all drivers, especially older adults who may feel intimidated or confused during such encounters. Educating them on their rights and proper behavior during “Traffic Stops” or any Police Officer interaction can prevent misunderstandings and ensure respectful interactions.
- Community Engagement – Engagement programs foster a sense of community responsibility and care for older adults to engage with law enforcement and safety experts in a non-threatening environment.
- Crash Prevention – By promoting safe driving practices and awareness of common factors contributing to car and pedestrian crashes among older adults (such as impaired vision, medication side effects, or slower reaction times), in person engagement programs can help prevent future crashes.
- Support Networks – These programs can connect older adults with resources such as driving refresher courses, senior driving evaluations, and support groups.
- Policy and Advocacy – Community outreach can also highlight the need for improved road signage, age-friendly infrastructure, and accessible transportation alternatives.

This will also include the purchase of materials for social norming and enforcement efforts such as posters, brochures, and public service announcements. Distribution will be provided to all municipal law enforcement agencies to promote traffic safety enforcement programs statewide. Impaired Driving messages and images will include *Drive Sober or Get Pulled Over*, *Buzzed Driving is Drunk Driving*, *Buckle Up Connecticut*, *When Speeding Kills, it's Never an Accident*, *SubtraCT the Distraction* and *Breaking Barriers*. Information will be distributed to municipal agencies, libraries, schools, local businesses, tourist locations, bus shelters, and liquor establishments.

Breaking Barriers is a unique CPCA initiative that will create a training program for both driver education as well as for law enforcement about each party’s expectations during a traffic stop. In turn, this will benefit law enforcement and the motoring public by learning to work together on how to make a traffic stop experience as positive and as safe as is possible for all parties involved. The CPCA will work with partners such as CTDMV, CTDOT, and Driver’s Education Programs to create a curriculum for Driver’s Education Classes.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PM	0205-0711-AC	CPCA	Non-Profit	\$350,000.00
402-PT	0205-0707-AG	CPCA	Non-Profit	\$200,000.00
402-CP	0205-0703-AC	CPCA	Non-Profit	\$150,000.00

Eligible Use of Funds: Flexible 402 General Highway Safety funds will be used in accordance with 23 USC 402 for driver and law enforcement education and safety training.

Planning and Administration costs (if applicable): No

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: To improve law enforcement services in motor vehicle crash prevention, traffic supervision, and post-crash procedures.

- 5.2 Mass-Media Campaigns
- 2.1 Pre-Licensure Driver Education

PLANNING AND ADMINISTRATION (P&A)

Project PA-1: Connecticut Highway Safety Program Administration

Project Description: This project includes the necessary costs for the overall management of the Connecticut Highway Safety programs and projects as well as public participation and engagement activities for FFY2025. The goal is to administer a fiscally responsible, effective highway safety program that is data-driven, includes stakeholders, and addresses the State's specific safety characteristics. The project will include coordination of activities and projects outlined in the AGA 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 Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and staff member travel, materials, supplies and other related operating expenses.

The Planning and Administration section will also cover the following tasks:

- Provide data required for federal and State reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs
- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws
- Identify and prioritize highway safety problems for future CTHSO attention, programming, and activities
- Conduct program management and oversight for all activities within this priority area
- Incorporate public participation and engagement activities
- Participate on various traffic safety committees
- Promote safe driving activities
- Cover equipment costs related to completion of highway safety plans, reports, and grant management
- Prepare and submit the 2024 Annual Report by January 28, 2025
- Prepare and submit the 2026 AGA and 405 Applications by August 1, 2025

During FFY2025, the CTHSO will emphasize Justice40 / Environmental Justice communities in the major cities of Hartford, Waterbury, New Haven, and Bridgeport.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PA	0205-0733-AA	CTHSO	State Government	\$650,000.00

Eligible Use of Funds: 402 grant funding will be used in accordance with 23 USC 402 by the CTHSO to serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures. Funding will be provided for personnel, employee-related expenses and staff member travel, materials, supplies and other related operating expenses.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-2: Impaired Driving Program Administration

Project Description: This project will include coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional contracted data consultant services and additional outside professional services if the need arises, staff members travel, classroom and teaching materials, including but not limited to impaired driving informational brochures/pamphlets, supplies and other related operating expenses. The majority of these projects will be used to fund salary while a small portion is used for staff travel along with travel for traffic safety professionals outside of the program staff members and program operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-AL	0205-0704-AA	CTHSO	State Government	\$10,000.00
154-EDU_AL	0205-0721-1-AA	CTHSO	State Government	\$100,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 and 23 USC 154 for statewide coordination of impaired driving program activities, enforcement, development and facilitation of public information and education projects.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-3: Occupant Protection Program Administration

Project Description: The goal of this project is to increase seat belt use in Connecticut through a 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 Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, and other related operating expenses. This project may be used to fund salary and a small portion is used for travel and operating expenses.

CTHSO will emphasize Justice40 / Environmental Justice communities in major cities including Waterbury, New Haven, Hartford, and Bridgeport with a focus on increasing belt use for African American/Black and Hispanic drivers/passengers, male drivers, and male drivers/passengers of pickup trucks.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-OP	0205-0702-AA	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for statewide coordination of occupant protection program activities, employee related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, and other related operating expenses, enforcement, communication, outreach, and development and facilitation of public information and education projects.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-4: Child Restraint Program Administration

Project Description: This project will coordinate various activities and projects related to the Child Restraint Program. This includes activities and projects promoting and distributing public information materials and supplies in underserved communities, as well as collaborating with CPS instructors to raise awareness of the importance of safe and proper transportation of children through various statewide activities. Additionally, there will be an emphasis on the dangers and risks of leaving children unattended in motor vehicles.

The focus of the project will be all the Justice40 / Environmental Justice disadvantaged communities in Connecticut including:

- Ansonia
- Bridgeport
- Bristol
- Danbury
- Derby
- East Hartford
- Enfield
- Fairfield
- Groton
- Hartford
- Manchester
- Meriden
- Middletown
- New Britain
- New Haven
- New London
- New Milford
- Norwalk
- Norwich
- Shelton
- Stamford
- Torrington
- Vernon
- Waterbury
- West Haven
- Windham
- Byram (Community in Greenwich)

Other low income and underserved communities as well as immigrant populations in the State will be included in the project activities. The project will also coordinate statewide activities to educate the caregivers and public regarding the risks of leaving a child or unattended passenger in a vehicle after the vehicle motor is deactivated by the operator.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-CR	0205-0709-AA	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 for training of child passenger safety technicians, maintaining appropriate fitting stations, educational material, travel, child restraint check-up events, outreach and distribution of child safety seats to low income and disadvantaged communities.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-5: Police Traffic Services Program Administration

Project Description: This project will include statewide coordination of program activities, support to other program areas in the CTHSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and provide status reports and updates on project activity to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, membership dues for International Association of Chiefs of Police (IACP), travel to conferences, materials, brochures, supplies, and other related operating expenses. This project is used to fund a portion of travel and operating expenses for activities and projects outlined in the Police Traffic Services program area.

Most of the Justice40 / Environmental Justice disadvantaged communities in Connecticut represent the top municipalities for speeding and aggressive driving, impaired driving, and distracted driving related crashes and will be the focus of this project.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PT	0205-0707-AA	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Flexible 402 funding will be used by the CTHSO in accordance with 23 USC 402 to serve as the primary agency responsible for ensuring that police traffic service-related highway safety concerns for Connecticut are identified and addressed. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, membership dues for International Association of Chiefs of Police (IACP), travel to conferences including but not limited to Governors Highway Safety Association (GHSA), Lifesavers, International Association of Chiefs of Police (IACP), Impaired Driving and Traffic Safety (IDTS), Association of Transportation Safety Information Professionals (ATSIP), etc., materials, brochures, supplies, and other related operating expenses.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-6: Motorcycle Safety Program Administration

Project Description: The project will include coordination of activities and projects outlined in the Motorcycle Safety (MS) 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 Assistant Planning Director and NHTSA Region 1 Office. The CTHSO Program Manager will work with the Connecticut State Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This project and associated tasks are specifically meant for in-house management of the MS program. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project may be used to fund salaries while a small portion is used for travel and operating expenses.

The CTHSO will emphasize motorcyclist awareness in the following counties due to high fatal motorcyclist crash rates and/or over-representation in crash data: Windham, Litchfield, New Haven, Hartford, and Fairfield. Some of these counties contain Justice40 / Environmental Justice communities.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-MC	0205-0701-AA	CTHSO	State Government	\$10,000.00

Eligible Use of Funds: Flexible use 402 General Highway Safety for motorist education and motorcyclist training in accordance with 23 USC 402. Funding will be provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-7: Traffic Records Administration

Project Description: This project will include coordination of activities and projects outlined in the traffic records program area and statewide coordination of program activities to accomplish the 2021 Traffic Records Assessment recommendations for improving the six data systems (Crash, Vehicle, Driver, Roadway, Citation/Adjudication, and Injury Surveillance). This project will also support the development and facilitation of public information and education projects. It will also provide status reports and updates on project activities to the Transportation Assistant Planning Director and NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses, overtime, , materials, supplies, and other related operating expenses.

The 402-TR funding source will be used specifically for travel and some operating expenses.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
405c (M3DA)	0205-0742-AA	CTHSO	State Government	\$200,000.00
402-TR	0205-0705-AA	CTHSO	State Government	\$50,000.00

Eligible Use of Funds: Funding will be used in accordance with 23 USC 402 by the CTHSO to improve the injury surveillance system, driver system, vehicle system, roadway system, citation and adjudication system, and crash data collection.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds:

- Planning and Administration are the required activities for effective state highway safety program implementation.

Project PA-8: SAFER eGrants Implementation and Maintenance

Project Description: This project will include the continued customization and installation of the IntelliGrants IGX eGrants management system software for the CTHSO’s SAFER grant application and reimbursement system, as well as ongoing annual software support and maintenance. The IntelliGrants IGX eGrants management system is a commercial-off-the-shelf grants management solution that allows the CTHSO the ability to manage every step of the grant lifecycle in an online environment. Functions include application and workflow, review and scoring, award, and accounting, all the way through internal and federal reporting requirements. Funding will also cover annual support as well as hosting via secure Microsoft Azure Government Cloud services. This project will be open to any CTHSO grant subrecipient who wants to apply for a CTHSO grant, covering both enforcement and non-enforcement grants.

Funding Source	Project Number	Subrecipient	Organization Type	Funding
402-PA	0205-0733-AB	CTHSO	State Government	\$150,000.00
154-PA	0205-0723-AB	CTHSO	State Government	\$200,000.00

Eligible Use of Funds: 154 and 402 funds in accordance with 23 USC 154 and 23 USC 402 will be used, respectively, to develop a grant application system for the CTHSO which will be open to all communities including underserved and disadvantaged communities in all program areas.

Planning and Administration costs (if applicable): Yes

Whether the project is a promised project: No

The countermeasure strategy or strategies for programming funds: Planning and Administration are the required activities for effective state highway safety program implementation; to improve the application and reimbursement process for CTHSO grants and to improve access to CTHSO grant applications for a broader audience of underserved and disadvantaged communities.

- Planning and Administration are the required activities for effective state highway safety program implementation.

1300.12 (b)(3)
**SECTION 405 GRANT AND SECTION 1906 RACIAL
 PROFILING DATA COLLECTION GRANT
 APPLICATIONS**

Connecticut applications are as stated below. Separate attachments including Appendix B and other required documents have been submitted.

Sections	Connecticut FFY2025
405(b) Occupant Protection	High Belt Use Rate
405(c) State Date Systems Improvement	Yes
405(d) Impaired Driving	Mid-Range
405(d) Ignition Interlock	Yes
405(d) 24-7 Sobriety Program	No
405(e) Distracted Driving	Yes
405(f) Motorcyclist Safety	Yes
405(g) Nonmotorized	Yes
405(h) Preventing Roadside Deaths	Yes
405(i) Driver and Officer Safety	Yes
1906 Racial Profiling Data Collection	Yes

1300.12 (b)(4)

CERTIFICATIONS AND ASSURANCES

The Certifications and Assurances document (Appendix A) has been submitted as a separate attachment.

ACRONYM GLOSSARY

This list contains acronyms that may have been used in this document.

AAMVA	American Association of Motor Vehicle Administrators
AARP	American Association of Retired Persons
ACD	AAMVA Code Dictionary
AGA	Annual Grant Application
ARIDE	Advanced Roadside Impaired Driving Enforcement
ATSIP	Association of Transportation Safety Information Professionals
BAC	Blood Alcohol Concentration
CCMC	Connecticut Children’s Medical Center
CCSU	Central Connecticut State University
CEU	Continuing Education Unit
CFR	Code of Federal Regulations
CIB	Centralized Infractions Bureau
CJIS	Connecticut Criminal Justice Information System
COLLECT	Connecticut On-Line Law Enforcement Communications Teleprocessing
CONREP	Connecticut Rider Education Program
CPM	Cost Per Mille
CPS	Child Passenger Safety
CPCA	Connecticut Police Chiefs Association
CPST	Child Passenger Safety Technician
CSP	Connecticut State Police
CSP-TSU	Connecticut State Police Traffic Services Unit
CTDCF	Connecticut Department of Children and Families
CTDESPP	Connecticut Department of Emergency Services and Public Protection
CTDMHAS	Connecticut Department of Mental Health and Addiction Services
CTDMV	Connecticut Department of Motor Vehicles
CTDOT	Connecticut Department of Transportation
CTDPH	Connecticut Department of Public Health
CTHSO	Connecticut Highway Safety Office
CTR	Click Through Rate
CTRP3	Connecticut Racial Profiling Prohibition Project
CTS	Community Traffic Safety
CTSRC	Connecticut Transportation Safety Research Center
CVSD	Commercial Vehicle Safety Division
DADSS	Driver Alcohol Detection System for Safety
DD	Distracted Driving
DOSE	Driver and Officer Safety Education
DRE	Drug Recognition Expert

DSS	Division of Scientific Services
DUI	Driving Under the Influence
EMS	Emergency Medical Services
EPA	Environmental Protection Agency
FFY2025	Federal Fiscal Year 2025 (October 1, 2024, to September 30, 2025)
FHWA	Federal Highway Administration
GDL	Graduated Driver License
GHSA	Governors Highway Safety Association
HSO	Highway Safety Office
HSP	Highway Safety Plan
HVE	High Visibility Enforcement
IACP	International Association of Chiefs of Police
ID	Impaired Driving
IDTS	Impaired Driving and Traffic Safety
IID	Ignition Interlock Device
IMRP	Institute for Municipal and Regional Policy
IPC	Injury Prevention Center
LEL	Law Enforcement Liaison
MADD	Mothers Against Drunk Driving
MIH	Mobile Integrated Healthcare
MS	Motorcycle Safety
NHTSA	National Highway Traffic Safety Administration
NICU	Neonatal Intensive Care Unit
OCME	Office of the Chief Medical Examiner
OP	Occupant Protection
PA/P&A	Planning and Administration
POST	Police Officer Standards and Training
PRD	Preventing Roadside Deaths
PTS	Police Traffic Services
RTU	Regional Traffic Unit
SCRCOG	South Central Regional Council of Governments
SFST	Standardized Field Sobriety Test Training
SRTS	Safe Routes to School
STEM	Science, Technology, Engineering, and Mathematics
TR	Traffic Records
TRCC	Traffic Records Coordinating Committee
TSRP	Traffic Safety Resource Prosecutor
UConn	University of Connecticut
VMB	Variable Message Board
VMT	Vehicle Miles Traveled
YNHH	Yale New Haven Hospital

Appendix A to Part 1300—Certifications and Assurances for Highway Safety Grants

[Each fiscal year, the Governor's Representative for Highway Safety must sign these Certifications and Assurances affirming that the State complies with all requirements, including applicable Federal statutes and regulations, that are in effect during the grant period. Requirements that also apply to subrecipients are noted under the applicable caption.]

State: Connecticut

Fiscal Year: 2025

By submitting an application for Federal grant funds under 23 U.S.C. Chapter 4 or Section 1906, Public Law 109-59, as amended by Section 25024, Public Law 117-58, the State Highway Safety Office acknowledges and agrees to the following conditions and requirements. In my capacity as the Governor's Representative for Highway Safety, I hereby provide the following Certifications and Assurances:

GENERAL REQUIREMENTS

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

- 23 U.S.C. Chapter 4—Highway Safety Act of 1966, as amended;
- Sec. 1906, [Public Law 109-59](#), as amended by Sec. 25024, [Public Law 117-58](#);
- [23 CFR part 1300](#)—Uniform Procedures for State Highway Safety Grant Programs;
- [2 CFR part 200](#)—Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards;
- [2 CFR part 1201](#)—Department of Transportation, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

INTERGOVERNMENTAL REVIEW OF FEDERAL PROGRAMS

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

- Name of the entity receiving the award;
- Amount of the award;

- Information on the award including transaction type, funding agency, the North American Industry Classification System code or Catalog of Federal Domestic Assistance number (where applicable), program source;
- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
 - Unique entity identifier (generated by **SAM.gov**);
- The names and total compensation of the five most highly compensated officers of the entity if:
 - (i) the entity in the preceding fiscal year received—
 - (I) 80 percent or more of its annual gross revenues in Federal awards;
 - (II) \$25,000,000 or more in annual gross revenues from Federal awards; and
 - (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 ([15 U.S.C. 78m\(a\)](#), [78o\(d\)](#)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency [and its subrecipients] will comply with all Federal statutes and implementing regulations relating to nondiscrimination (“Federal Nondiscrimination Authorities”). These include but are not limited to:

- *Title VI of the Civil Rights Act of 1964* ([42 U.S.C. 2000d](#) *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
- [49 CFR part 21](#) (entitled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964*);
- [28 CFR 50.3](#) (U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964);
- *The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970*, ([42 U.S.C. 4601](#)), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);
- *Federal-Aid Highway Act of 1973*, (*23 U.S.C. 324 et seq.*), and *Title IX of the Education Amendments of 1972*, as amended ([20 U.S.C. 1681-1683](#) and [1685-1686](#)) (prohibit discrimination on the basis of sex);
- *Section 504 of the Rehabilitation Act of 1973*, ([29 U.S.C. 794 et seq.](#)), as amended, (prohibits discrimination on the basis of disability) and [49 CFR part 27](#);
- *The Age Discrimination Act of 1975*, as amended, ([42 U.S.C. 6101 et seq.](#)), (prohibits discrimination on the basis of age);
- *The Civil Rights Restoration Act of 1987*, (Pub. L. 100-209), (broadens scope, coverage, and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms “programs or activities” to include all of the programs or activities of the

Federal aid recipients, subrecipients and contractors, whether such programs or activities are Federally-funded or not);

- *Titles II and III of the Americans with Disabilities Act* ([42 U.S.C. 12131-12189](#)) (prohibits discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing) and [49 CFR parts 37](#) and [38](#);
- [Executive Order 12898](#), *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations* (preventing discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations);
- [Executive Order 13166](#), *Improving Access to Services for Persons with Limited English Proficiency* (requiring that recipients of Federal financial assistance provide meaningful access for applicants and beneficiaries who have limited English proficiency (LEP));
- [Executive Order 13985](#), *Advancing Racial Equity and Support for Underserved Communities through the Federal Government* (advancing equity across the Federal Government); and
- [Executive Order 13988](#), *Preventing and Combating Discrimination on the Basis of Gender Identity or Sexual Orientation* (clarifying that sex discrimination includes discrimination on the grounds of gender identity or sexual orientation).

The preceding statutory and regulatory cites hereinafter are referred to as the “Acts” and “Regulations,” respectively.

GENERAL ASSURANCES

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

“No person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, for which the Recipient receives Federal financial assistance from DOT, including NHTSA.”

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI of the Civil Rights Act of 1964 and other non-discrimination requirements (the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973), by restoring the broad, institutional-wide scope and coverage of these nondiscrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally assisted.

SPECIFIC ASSURANCES

More specifically, and without limiting the above general Assurance, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Highway Safety Grant Program:

1. The Recipient agrees that each “activity,” “facility,” or “program,” as defined in § 21.23(b) and (e) of [49 CFR part 21](#) will be (with regard to an “activity”) facilitated, or will be (with regard to a “facility”) operated, or will be (with regard to a “program”) conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests For Proposals for work, or material subject to the Acts and the Regulations made in connection with all Highway Safety Grant Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:
“The [name of Recipient], in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C 2000d to 2000d-4) and the Regulations, hereby notifies all bidders that it will affirmatively ensure that in any contract entered into pursuant to this advertisement, disadvantaged business enterprises will be afforded full and fair opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.”
3. The Recipient will insert the clauses of appendix A and E of this Assurance (also referred to as DOT Order 1050.2A) ^[1] in every contract or agreement subject to the Acts and the Regulations.
4. The Recipient will insert the clauses of appendix B of DOT Order 1050.2A, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form of, or for the acquisition of, real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in appendix C and appendix D of this DOT Order 1050.2A, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. for the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. for the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or

structures or improvements thereon, in which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. the period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the State highway safety agency also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing NHTSA's access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigations conducted by NHTSA. You must keep records, reports, and submit the material for review upon request to NHTSA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The State highway safety agency gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation under the Highway Safety Grant Program. This ASSURANCE is binding on the State highway safety agency, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in the Highway Safety Grant Program. The person(s) signing below is/are authorized to sign this ASSURANCE on behalf of the Recipient.

THE DRUG-FREE WORKPLACE ACT OF 1988 ([41 U.S.C. 8103](#))

The State will provide a drug-free workplace by:

- a. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace, and specifying the actions that will be taken against employees for violation of such prohibition;
- b. Establishing a drug-free awareness program to inform employees about:
 1. The dangers of drug abuse in the workplace;
 2. The grantee's policy of maintaining a drug-free workplace;

3. Any available drug counseling, rehabilitation, and employee assistance programs;
4. The penalties that may be imposed upon employees for drug violations occurring in the workplace;
5. Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a);
- c. Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will—
 1. Abide by the terms of the statement;
 2. Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction;
- d. Notifying the agency within ten days after receiving notice under subparagraph (c)(2) from an employee or otherwise receiving actual notice of such conviction;
- e. Taking one of the following actions, within 30 days of receiving notice under subparagraph (c)(2), with respect to any employee who is so convicted—
 1. Taking appropriate personnel action against such an employee, up to and including termination;
 2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency;
- f. Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

POLITICAL ACTIVITY (HATCH ACT)
(applies to subrecipients as well as States)

The State will comply with provisions of the Hatch Act ([5 U.S.C. 1501-1508](#)), which limits the political activities of employees whose principal employment activities are funded in whole or in part with Federal funds.

CERTIFICATION REGARDING FEDERAL LOBBYING
(applies to subrecipients as well as States)

CERTIFICATION FOR CONTRACTS, GRANTS, LOANS, AND COOPERATIVE AGREEMENTS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement;
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a

Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions;

3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, subgrants, and contracts under grant, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

RESTRICTION ON STATE LOBBYING

(applies to subrecipients as well as States)

None of the funds under this program will be used for any activity specifically designed to urge or influence a State or local legislator to favor or oppose the adoption of any specific legislative proposal pending before any State or local legislative body. Such activities include both direct and indirect (*e.g.*, "grassroots") lobbying activities, with one exception. This does not preclude a State official whose salary is supported with NHTSA funds from engaging in direct communications with State or local legislative officials, in accordance with customary State practice, even if such communications urge legislative officials to favor or oppose the adoption of a specific pending legislative proposal.

CERTIFICATION REGARDING DEBARMENT AND SUSPENSION

(applies to subrecipients as well as States)

INSTRUCTIONS FOR PRIMARY TIER PARTICIPANT CERTIFICATION (STATES)

1. By signing and submitting this proposal, the prospective primary tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180 and 1200](#).
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective primary tier participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary tier participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary tier participant knowingly rendered an

erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default or may pursue suspension or debarment.

4. The prospective primary tier participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary tier participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.
6. The prospective primary tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” provided by the department or agency entering into this covered transaction, without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate the transaction for cause or default.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, AND OTHER RESPONSIBILITY MATTERS—PRIMARY TIER COVERED TRANSACTIONS

1. The prospective primary tier participant certifies to the best of its knowledge and belief, that it and its principals:
 - a. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency;
 - b. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State, or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
 - c. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and
 - d. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.
2. Where the prospective primary tier participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

INSTRUCTIONS FOR LOWER TIER PARTICIPANT CERTIFICATION

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below and agrees to comply with the requirements of [2 CFR parts 180](#) and [1200](#).
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms **covered transaction, civil judgment, debarment, suspension, ineligible, participant, person, principal, and voluntarily excluded**, as used in this clause, are defined in [2 CFR parts 180](#) and [1200](#). You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.
6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled “Instructions for Lower Tier Participant Certification” including the “Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion—Lower Tier Covered Transaction,” without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions and will require lower tier participants to comply with [2 CFR parts 180](#) and [1200](#).
7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under [48 CFR part 9, subpart 9.4](#), debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant is responsible for ensuring that its principals are not suspended, debarred, or otherwise ineligible to participate in covered transactions. To verify the eligibility of its principals, as well as the eligibility of any prospective lower tier participants, each participant may, but is not required to, check the System for Award Management Exclusions website (<https://www.sam.gov/>).
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under [48 CFR part 9, subpart 9.4](#), suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency with which this transaction originated may pursue available remedies, including suspension or debarment.

CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION—LOWER TIER COVERED TRANSACTIONS

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participating in covered transactions by any Federal department or agency.
2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

BUY AMERICA

(applies to subrecipients as well as States)

The State and each subrecipient will comply with the Buy America requirement ([23 U.S.C. 313](#)) when purchasing items using Federal funds. Buy America requires a State, or subrecipient, to purchase with Federal funds only steel, iron and manufactured products produced in the United States, unless the Secretary of Transportation determines that such domestically produced items would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. In order to use Federal funds to purchase foreign produced items, the State must submit a waiver request that provides an adequate basis and justification for approval by the Secretary of Transportation.

CERTIFICATION ON CONFLICT OF INTEREST

(applies to subrecipients as well as States)

GENERAL REQUIREMENTS

No employee, officer, or agent of a State or its subrecipient who is authorized in an official capacity to negotiate, make, accept, or approve, or to take part in negotiating, making, accepting, or approving any subaward, including contracts or subcontracts, in connection with this grant shall have, directly or indirectly, any financial or personal interest in any such subaward. Such a financial or personal interest would arise when the employee, officer, or agent, any member of his or her immediate family, his or her partner, or an organization which employs or is about to employ any of the parties indicated herein, has a financial or personal interest in or a tangible personal benefit from an entity considered for a subaward. Based on this policy:

1. The recipient shall maintain a written code or standards of conduct that provide for disciplinary actions to be applied for violations of such standards by officers, employees, or agents.
 - a. The code or standards shall provide that the recipient's officers, employees, or agents may neither solicit nor accept gratuities, favors, or anything of monetary value from present or potential subawardees, including contractors or parties to subcontracts.
 - b. The code or standards shall establish penalties, sanctions, or other disciplinary actions for violations, as permitted by State or local law or regulations.
2. The recipient shall maintain responsibility to enforce the requirements of the written code or standards of conduct.

DISCLOSURE REQUIREMENTS

No State or its subrecipient, including its officers, employees, or agents, shall perform or continue to perform under a grant or cooperative agreement, whose objectivity may be impaired because of any related past, present, or currently planned interest, financial or otherwise, in

organizations regulated by NHTSA or in organizations whose interests may be substantially affected by NHTSA activities. Based on this policy:

1. The recipient shall disclose any conflict of interest identified as soon as reasonably possible, making an immediate and full disclosure in writing to NHTSA. The disclosure shall include a description of the action which the recipient has taken or proposes to take to avoid or mitigate such conflict.
2. NHTSA will review the disclosure and may require additional relevant information from the recipient. If a conflict of interest is found to exist, NHTSA may (a) terminate the award, or (b) determine that it is otherwise in the best interest of NHTSA to continue the award and include appropriate provisions to mitigate or avoid such conflict.
3. Conflicts of interest that require disclosure include all past, present, or currently planned organizational, financial, contractual, or other interest(s) with an organization regulated by NHTSA or with an organization whose interests may be substantially affected by NHTSA activities, and which are related to this award. The interest(s) that require disclosure include those of any recipient, affiliate, proposed consultant, proposed subcontractor, and key personnel of any of the above. Past interest shall be limited to within one year of the date of award. Key personnel shall include any person owning more than a 20 percent interest in a recipient, and the officers, employees or agents of a recipient who are responsible for making a decision or taking an action under an award where the decision or action can have an economic or other impact on the interests of a regulated or affected organization.

PROHIBITION ON USING GRANT FUNDS TO CHECK FOR HELMET USAGE **(applies to subrecipients as well as States)**

The State and each subrecipient will not use 23 U.S.C. Chapter 4 grant funds for programs to check helmet usage or to create checkpoints that specifically target motorcyclists.

POLICY ON SEAT BELT USE

In accordance with [Executive Order 13043](#), Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information and resources on traffic safety programs and policies for employers, please contact the Network of Employers for Traffic Safety (NETS), a public-private partnership dedicated to improving the traffic safety practices of employers and employees. You can download information on seat belt programs, costs of motor vehicle crashes to employers, and other traffic safety initiatives at www.trafficsafety.org. The NHTSA website (www.nhtsa.gov) also provides information on statistics, campaigns, and program evaluations and references.

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with [Executive Order 13513](#), Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashes caused by distracted driving, including policies to ban text messaging while driving company-owned or rented vehicles, Government-owned, leased or rented vehicles, or privately-owned vehicles when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

SECTION 402 REQUIREMENTS

1. To the best of my personal knowledge, the information submitted in the annual grant application in support of the State's application for a grant under [23 U.S.C. 402](#) is accurate and complete.
2. The Governor is the responsible official for the administration of the State highway safety program, by appointing a Governor's Representative for Highway Safety who shall be responsible for a State highway safety agency that has adequate powers and is suitably equipped and organized (as evidenced by appropriate oversight procedures governing such areas as procurement, financial administration, and the use, management, and disposition of equipment) to carry out the program. ([23 U.S.C. 402\(b\)\(1\)\(A\)](#))
3. At least 40 percent of all Federal funds apportioned to this State under [23 U.S.C. 402](#) for this fiscal year will be expended by or on behalf of political subdivisions of the State in carrying out local highway safety programs ([23 U.S.C. 402\(b\)\(1\)\(C\)](#)) or 95 percent by and on behalf of Indian tribes ([23 U.S.C. 402\(h\)\(2\)](#)), unless this requirement is waived in writing. (This provision is not applicable to the District of Columbia, Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.)
4. The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. ([23 U.S.C. 402\(b\)\(1\)\(D\)](#))
5. As part of a comprehensive program, the State will support a data-based traffic safety enforcement program that fosters effective community collaboration to increase public safety, and data collection and analysis to ensure transparency, identify disparities in traffic enforcement, and inform traffic enforcement policies, procedures, and activities. ([23 U.S.C. 402\(b\)\(1\)\(E\)](#))
6. The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State, as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations as identified annually in the NHTSA Communications Calendar, including not less than 3 mobilization campaigns in each fiscal year to—
 - Reduce alcohol-impaired or drug-impaired operation of motor vehicles; and
 - Increase use of seat belts by occupants of motor vehicles;
 - Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
 - An annual statewide seat belt use survey in accordance with 23 CFR part 1340 for the measurement of State seat belt use rates, except for the Secretary of Interior on behalf of Indian tribes;
 - Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
 - Coordination of triennial Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a); and
 - Participation in the Fatality Analysis Reporting System (FARS), except for American Samoa, Guam, the Commonwealth of the Northern Mariana Islands, or the United States Virgin Islands
7. The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))
 8. The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system, except in a work zone or school zone. (23 U.S.C. 402(c)(4))

I understand that my statements in support of the State's application for Federal grant funds are statements upon which the Federal Government will rely in determining qualification for grant funds, and that knowing misstatements may be subject to civil or criminal penalties under [18 U.S.C. 1001](#). I sign these Certifications and Assurances based on personal knowledge, and after appropriate inquiry.



Digitally signed by Garrett Eucalitto
Date: 2024.08.01 10:11:42 -04'00'

8/1/24

Signature Governor's Representative for Highway Safety

Date

Commissioner Garrett T. Eucalitto

Printed name of Governor's Representative for Highway Safety

Appendix B to Part 1300—Application Requirements for Section 405 and Section 1906 Grants

[Each fiscal year, to apply for a grant under [23 U.S.C. 405](#) or Section 1906, [Public Law 109-59](#), as amended by Section 25024, [Public Law 117-58](#), the State must complete and submit all required information in this appendix, and the Governor's Representative for Highway Safety must sign the Certifications and Assurances.]

State: Connecticut

Fiscal Year: 2025

Instructions: Check the box for each part for which the State is applying for a grant, fill in relevant blanks, and identify the attachment number or page numbers where the requested information appears in the Highway Safety Plan. Attachments may be submitted electronically.

PART 1: OCCUPANT PROTECTION GRANTS ([23 CFR 1300.21](#))

*[Check the box above **only** if applying for this grant.]*

ALL STATES

[Fill in all blanks below.]

- The State's occupant protection program area plan for the upcoming fiscal year is provided in the annual grant application at pages 35-62 (location).
- The State will participate in the Click it or Ticket national mobilization in the fiscal year of the grant. The description of the State's planned participation is provided in the annual grant application at pages 35-39 (location).
- Projects demonstrating the State's active network of child restraint inspection stations are provided in the annual grant application at attachment CT_FY25_405b_fitting stations (location). Such description includes estimates for: (1) the total number of planned inspection stations and events during the upcoming fiscal year; and (2) within that total, the number of planned inspection stations and events serving each of the following population categories: urban, rural, and at-risk. The planned inspection stations/events provided in the annual grant application are staffed with at least one current nationally Certified Child Passenger Safety Technician.
- Projects, as provided in the annual grant application at pages 45 (location), that include estimates of the total number of classes and total number of technicians to be trained in the upcoming fiscal year to ensure coverage of child passenger safety inspection stations and inspection events by nationally Certified Child Passenger Safety Technicians.

LOWER SEAT BELT USE STATES ONLY

[Check at least 3 boxes below and fill in all blanks under those checked boxes.]

The State's primary seat belt use law, requiring all occupants riding in a passenger motor vehicle to be restrained in a seat belt or a child restraint, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

The State's occupant protection law, requiring occupants to be secured in a seat belt or age-appropriate child restraint while in a passenger motor vehicle and a minimum fine of \$25, was enacted on _____ (date) and last amended on _____ (date) and is in effect and will be enforced during the fiscal year of the grant.

o *Legal citation(s):*

▪ Requirement for all occupants to be secured in seat belt or age-appropriate child restraint;

▪ Coverage of all passenger motor vehicles;

▪ Minimum fine of at least \$25;

▪ Exemptions from restraint requirements.

Projects demonstrating the State's seat belt enforcement plan are provided in the annual grant application at _____ (location).

The projects demonstrating the State's high risk population countermeasure program are provided in the annual grant application at _____ (location).

The State's comprehensive occupant protection program is provided as follows:

- o Date of NHTSA-facilitated program assessment conducted within 5 years prior to the application date: _____ (date);
- o Multi-year strategic plan: annual grant application or triennial HSP at _____ (location);
- o The name and title of the State's designated occupant protection coordinator is _____.
- o The list that contains the names, titles, and organizations of the statewide occupant protection task force membership: annual grant application at _____ (location).

- The State's NHTSA-facilitated occupant protection program assessment of all elements of its occupant protection program was conducted on _____ (date) (within 5 years of the application due date);

PART 2: STATE TRAFFIC SAFETY INFORMATION SYSTEM IMPROVEMENTS GRANTS (23 CFR 1300.22)

[Check the box above only if applying for this grant.]

ALL STATES

- The State has a functioning traffic records coordinating committee that meets at least 3 times each year.
- The State has designated a TRCC coordinator.
- The State has established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases.
- [*Fill in the blank below.*] Written description of the performance measure(s), and all supporting data, that the State is relying on to demonstrate achievement of the quantitative improvement in the preceding 12 months of the application due date in relation to one or more of the significant data program attributes is provided in the annual grant application at

Page 18 -38 of the CT FY25 405c Grant Application _____ (location).

PART 3: IMPAIRED DRIVING COUNTERMEASURES (23 CFR 1300.23(D)-(F))

[Check the box above only if applying for this grant.]

ALL STATES

- The State will use the funds awarded under [23 U.S.C. 405\(d\)](#) only for the implementation of programs as provided in [23 CFR 1300.23\(j\)](#).

MID-RANGE STATES ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on 6/24/24 (date). Specifically:

- Annual grant application at _____ (location)
CT_FY25_405d_STATEWIDE_IMPAIRED_DRIVING_STRATEGIC_PLAN describes the authority and basis for operation of the statewide impaired driving task force;
- Annual grant application at _____ (location)
CT_FY25_405d_STATEWIDE_IMPAIRED_DRIVING_STRATEGIC_PLAN contains the list of names, titles, and organizations of all task force members;
- Annual grant application at _____ (location)
CT_FY25_405d_STATEWIDE_IMPAIRED_DRIVING_STRATEGIC_PLAN contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving.

The State has previously submitted a statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and continues to use this plan.

[For fiscal year 2024 grant applications only.]

The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

HIGH-RANGE STATE ONLY

[Check one box below and fill in all blanks under that checked box.]

- The State submits its statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) that includes a review of a NHTSA-facilitated assessment of the State's impaired driving program conducted on _____ (date).
Specifically:
- Annual grant application at _____ (location)
describes the authority and basis for operation of the statewide impaired driving task force;
 - Annual grant application at _____ (location)
contains the list of names, titles, and organizations of all task force members;
 - Annual grant application at _____ (location)
contains the strategic plan based on Highway Safety Guideline No. 8—Impaired Driving;
 - Annual grant application at _____ (location)
addresses any related recommendations from the assessment of the State's impaired driving program;
 - Annual grant application at _____ (location)
contains the projects, in detail, for spending grant funds;

- Annual grant application at _____ (location) describes how the spending supports the State's impaired driving program and achievement of its performance targets.

The State submits an updated statewide impaired driving plan approved by a statewide impaired driving task force on _____ (date) and updates its assessment review and spending plan provided in the annual grant application at _____ (location).

[For fiscal year 2024 grant applications only.]

The State's NHTSA-facilitated assessment was conducted on _____ (date) (within 3 years of the application due date); OR

The State will conduct a NHTSA-facilitated assessment during the grant year; AND The State will convene a statewide impaired driving task force to develop a statewide impaired driving plan and will submit that plan by August 1 of the grant year.

PART 4: ALCOHOL-IGNITION INTERLOCK LAWS ([23 CFR 1300.23\(G\)](#))

[Check the box above only if applying for this grant.]

[Check one box below and fill in all blanks under that checked box.]

The State's alcohol-ignition interlock law, requiring all individuals convicted of driving under the influence or of driving while intoxicated to drive only motor vehicles with alcohol-ignition interlocks for a period of not less than 180 days, was enacted on 7/1/15 (date) and last amended on 4/1/22 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*

- Requirement for alcohol-ignition interlocks for all DUI offenders for not less than 180 days;

CGS 14-227a, 14-227b

- Identify all alcohol-ignition interlock use exceptions.

No exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, and does not permit the individual to receive any driving privilege or driver's license unless the individual installs on each motor vehicle registered, owned, or leased by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Identify all alcohol-ignition interlock use exceptions.

The State's alcohol-ignition interlock law, requiring an individual convicted of, or the driving privilege of whom is revoked or denied, for refusing to submit to a chemical or other appropriate test for the purpose of determining the presence or concentration of any intoxicating substance, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

The State's compliance-based removal program, requiring an individual convicted of driving under the influence of alcohol or of driving while intoxicated, and who has been ordered to use an alcohol-ignition interlock, requires the individual to install on each motor vehicle to be operated by the individual an alcohol-ignition interlock for a period of not less than 180 days, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant; and

State's compliance-based removal program, requiring completion of a minimum consecutive period of not less than 40 percent of the required period of alcohol-ignition interlock installation immediately prior to the end of the individual's installation requirement, without a confirmed violation of the State's alcohol-ignition interlock program use requirements, was enacted (if a law) or implemented (if a program) on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Requirement for installation of alcohol-ignition interlocks for refusal to submit to a test for 180 days;

 - Requirement for installation of alcohol ignition-interlocks for DUI offenders for not less than 180 days;

 - Requirement for completion of minimum consecutive period of not less than 40 percent of the required period of alcohol-interlock use;

- Identify list of alcohol-ignition interlock program use violations;
-
- Identify all alcohol-ignition interlock use exceptions.
-

PART 5: 24-7 SOBRIETY PROGRAMS (23 CFR 1300.23(H))

[Check the box above only if applying for this grant.]

[Fill in all blanks.]

- The State provides citations to a law that requires all individuals convicted of driving under the influence or of driving while intoxicated to receive a restriction on driving privileges that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
-

[Check at least one of the boxes below and fill in all blanks under that checked box.]

- Law citation.* The State provides citations to a law that authorizes a statewide 24-7 sobriety program that was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
-

- Program information.* The State provides program information that authorizes a statewide 24-7 sobriety program. The program information is provided in the annual grant application at _____ (location).
-

PART 6: DISTRACTED DRIVING GRANTS (23 CFR 1300.24)

[Check the box above only if applying for this grant and check the box(es) below for each grant for which you wish to apply.]

- The State has conformed its distracted driving data to the most recent Model Minimum Uniform Crash Criteria (MMUCC) and will provide supporting data (*i.e.*, the State's most

recent crash report with distracted driving data element(s)) within 30 days after notification of award.

DISTRACTED DRIVING AWARENESS GRANT

- The State provides sample distracted driving questions from the State's driver's license examination in the annual grant application at _____ (attachment) CT_FY25_405e-DD1 _____ (location).

DISTRACTED DRIVING LAW GRANTS

- Prohibition on Texting While Driving**
State's texting ban statute, prohibiting texting while driving and requiring a fine, was enacted on 5/10/10 (date) and last amended on 10/1/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on texting while driving;
C.G.S. § 14-296aa (b)(1) (as amended by P.A. 13-277 § 10)
- Definition of covered wireless communication devices;
C.G.S. § 14-296aa (a)(8) (as amended by P.A. 13-277 § 10)
- Fine for an offense;
C.G.S. § 14-296aa (h) (as amended by P.A. 21-28 § 13)
- Exemptions from texting ban.
C.G.S. § 14-296aa (b)(4), (c), (d), (e) (as amended by P.A. 19-108 § 2, P.A. 29-119 § 1, & P.A. 13-277 § 10, 37)

- Prohibition on Handheld Phone Use While Driving**
The State's handheld phone use ban statute, prohibiting a driver from holding a personal wireless communications device while driving and requiring a fine for violation of the law, was enacted on 5/10/10 (date) and last amended on 10/1/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

o *Legal citations:*

- Prohibition on handheld phone use;
C.G.S. § 14-296aa (d) (as amended by P.A. 13-277 § 10)
- Definition of covered wireless communication devices;
C.G.S. § 14-296aa (a)(8) (as amended by P.A. 13-277 & 10)
- Fine for an offense;
C.G.S. § 14-296aa (h) (as amended by P.A. 21-28 § 13)
- Exemptions from handheld phone use ban.
C.G.S. § 14-296aa (b)(4), (c), (d), (e) (as amended by P.A. 19-108 § 2, P.A., 19-119 § 15, & P.A. 13-277 §§ 10, 37)

- Prohibition on Youth Cell Phone Use While Driving**
The State's youth cell phone use ban statute, prohibiting youth cell phone use while driving, and requiring a fine, was enacted on 5/10/10 (date) and last amended on 10/1/21 (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citations:*
 - Prohibition on youth cell phone use while driving;
C.G.S. § 14-296aa (d) (as amended by P.A. 13-277 § 10)

 - Definition of covered wireless communication devices;
C.G.S. § 14-296aa (a)(8) (as amended by P.A. 13-277 § 10)

 - Fine for an offense;
C.G.S. § 14-296aa (h) (as amended by P.A. 21-28 § 13)

 - Exemptions from youth cell phone use ban
C.G.S. § 14-296aa (b) (4), (c), (d), (e) (as amended by P.A. 19-108 §2, P.A. 19-119 §15, & P.A. 13-277 §§10, 37)



Prohibition on Viewing Devices While Driving

The State's viewing devices ban statute, prohibiting drivers from viewing a device while driving, was enacted on 5/10/10 (date) and last amended on 10/1/21 (date), is in effect, and will be enforced during the fiscal year of the grant

- *Legal citations:*
 - Prohibition on viewing devices while driving;
C.G.S. § 14-296aa (b)(1) (as amended by P.A. 13-277, § 10)

 - Definition of covered wireless communication devices;
C.G.S. § 14-296aa (a)(8) (as amended by P.A. 13-277 § 10)



PART 7: MOTORCYCLIST SAFETY GRANTS (23 CFR 1300.25)

[Check the box above only if applying for this grant.]

[Check at least 2 boxes below and fill in all blanks under those checked boxes only.]



Motorcycle Rider Training Course

- The name and organization of the head of the designated State authority over motorcyclist safety issues is Department of Transportation - Connecticut Rider Education Program
- The head of the designated State authority over motorcyclist safety issues has approved and the State has adopted one of the following introductory rider curricula:
[Check at least one of the following boxes below and fill in any blanks.]
 - Motorcycle Safety Foundation Basic Rider Course;
 - TEAM OREGON Basic Rider Training;
 - Idaho STAR Basic I;
 - California Motorcyclist Safety Program Motorcyclist Training Course;
 - Other curriculum that meets NHTSA's Model National Standards for Entry-Level Motorcycle Rider Training and that has been approved by NHTSA.
- In the annual grant application at CT_FY25_405F-MC-2
(location), a list of counties or political subdivisions in the State where motorcycle rider training courses will be conducted during the fiscal year of the

grant AND number of registered motorcycles in each such county or political subdivision according to official State motor vehicle records.

Motorcyclist Awareness Program

- The name and organization of the head of the designated State authority over motorcyclist safety issues is _____.
- The State's motorcyclist awareness program was developed by or in coordination with the designated State authority having jurisdiction over motorcyclist safety issues.
- In the annual grant application at _____ (location), performance measures and corresponding performance targets developed for motorcycle awareness that identify, using State crash data, the counties, or political subdivisions within the State with the highest number of motorcycle crashes involving a motorcycle and another motor vehicle.
- In the annual grant application at _____ (location), the projects demonstrating that the State will implement data-driven programs in a majority of counties or political subdivisions where the incidence of crashes involving a motorcycle and another motor vehicle is highest, and a list that identifies, using State crash data, the counties or political subdivisions within the State ranked in order of the highest to lowest number of crashes involving a motorcycle and another motor vehicle per county or political subdivision.

Helmet Law

- The State's motorcycle helmet law, requiring the use of a helmet for each motorcycle rider under the age of 18, was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
 - *Legal citation(s):*

Reduction of Fatalities and Crashes Involving Motorcycles

- Data showing the total number of motor vehicle crashes involving motorcycles is provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Impaired Motorcycle Driving Program

- In the annual grant application or triennial HSP at _____ (location), performance measures and corresponding performance targets developed to reduce impaired motorcycle operation.
- In the annual grant application at _____ (location), countermeasure strategies and projects demonstrating that the State will implement data-driven programs designed to reach motorcyclists and motorists in those jurisdictions where the incidence of motorcycle crashes involving an impaired operator is highest (*i.e.*, the majority of counties or political

subdivisions in the State with the highest numbers of motorcycle crashes involving an impaired operator) based upon State data.

Reduction of Fatalities and Crashes Involving Impaired Motorcyclists

- Data showing the total number of reported crashes involving alcohol-impaired and drug-impaired motorcycle operators are provided in the annual grant application at _____ (location).
- Description of the State's methods for collecting and analyzing data is provided in the annual grant application at _____ (location).

Use of Fees Collected From Motorcyclists for Motorcycle Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a Law State—

- The State law or regulation requires all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are to be used for motorcycle training and safety programs.

Legal citation(s):

Public Act No 82-333 (Attachment - CT_FY25_405f-MC-1)

AND

The State's law appropriating funds for FY __ demonstrates that all fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs are spent on motorcycle training and safety programs.

Legal citation(s):

Public Act No 82-333 (Attachment - CT_FY25_405f-MC-1)

Applying as a Data State—

- Data and/or documentation from official State records from the previous fiscal year showing that *all* fees collected by the State from motorcyclists for the purpose of funding motorcycle training and safety programs were used for motorcycle training and safety programs is provided in the annual grant application at _____ (location).

PART 8: NONMOTORIZED SAFETY GRANTS (23 CFR 1300.26)

[Check the box above only if applying for this grant and only if NHTSA has identified the State as eligible because the State annual combined nonmotorized road user fatalities exceed 15 percent of the State's total annual crash fatalities based on the most recent calendar year final FARS data, then fill in the blank below.]

The list of project(s) and subrecipient(s) information that the State plans to conduct under this program is provided in the annual grant application at _____ (location(s)).
pages 108

PART 9: PREVENTING ROADSIDE DEATHS GRANTS (23 CFR 1300.27)

[Check the box above only if applying for this grant, then fill in the blank below.]

The State's plan describing the method by which the State will use grant funds is provided in the annual grant application at _____ (location(s)).
pages 113-114

PART 10: DRIVER AND OFFICER SAFETY EDUCATION GRANTS (23 CFR 1300.28)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in required blanks under the checked box only.]

Driver Education and Driving Safety Courses

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that driver education and driver safety courses include instruction and testing related to law enforcement practices during traffic stops was enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.
- *Legal citation(s):*
_____.

Applying as a documentation State—

- The State has developed and is implementing a driver education and driving safety course throughout the State that require driver education and driver safety courses to include instruction and testing related to law enforcement practices during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at _____ (location).

Peace Officer Training Programs

[Check one box only below and fill in all blanks under the checked box only.]

Applying as a law State—

- The State law requiring that the State has developed and implemented a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops was

enacted on _____ (date) and last amended on _____ (date), is in effect, and will be enforced during the fiscal year of the grant.

- *Legal citation(s):* _____.



Applying as a documentation State—

- The State has developed and is implementing a training program for peace officers and reserve law enforcement officers with respect to proper interaction with civilians during traffic stops.
- Curriculum or course materials, and citations to grant required topics within, are provided in the annual grant application at https://www.youtube.com/@CPCA_CT/videos _____ (location).



Applying as a qualifying State—

- A proposed bill or planning or strategy documents that identify meaningful actions that the State has taken and plans to take to develop and implement a qualifying law or program is provided in the annual grant application at _____ (location).
- A timetable for implementation of a qualifying law or program within 5 years of initial application for a grant under this section is provided in the annual grant application at _____ (location).



PART 11: RACIAL PROFILING DATA COLLECTION GRANTS (23 CFR 1300.29)

[Check the box above only if applying for this grant.]

[Check one box only below and fill in all blanks under the checked box only.]



The official document(s) (*i.e.*, a law, regulation, binding policy directive, letter from the Governor or court order) demonstrates that the State maintains and allows public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at (Attachment) CT_FY25_1906_RP-1 _____ (location).



The projects that the State will undertake during the fiscal year of the grant to maintain and allow public inspection of statistical information on the race and ethnicity of the driver for each motor vehicle stop made by a law enforcement officer on all public roads except those classified as local or minor rural roads are provided in the annual grant application at _____ (location).

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

- I have reviewed the above information in support of the State's application for [23 U.S.C. 405](#) and Section 1906 grants, and, based on my review, the information is accurate and complete to the best of my personal knowledge.
- As condition of each grant awarded, the State will use these grant funds in accordance with the specific statutory and regulatory requirements of that grant, and will comply with all applicable laws, regulations, and financial and programmatic requirements for Federal grants.
- I understand and accept that incorrect, incomplete, or untimely information submitted in support of the State's application may result in the denial of a grant award.

Click here to validate form fields and permit signature



Digitally signed by Garrett Eucalitto
Date: 2024.08.01 10:12:40 -04'00'

8/1/24

Signature Governor's Representative for Highway Safety

Date

Commissioner Garrett T. Eucalitto

Printed name of Governor's Representative for Highway Safety