STATE OF CONNECTICUT

Highway Safety Plan

Prepared by

Connecticut Department of Transportation
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Executive Summary

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

This planning document provides historic, trend, and the most current crash data available in addition to other State-provided data detailing highway safety in Connecticut. The identified problem areas dictate the State's highway safety goals, objectives, and planned countermeasures. The basis for this examination is Connecticut's motor vehicle crash experience for the calendar year 2011 in comparison to the previous year(s). This document serves as Connecticut's application to the National Highway Traffic Safety Administration (NHTSA) for federal funds under Sections 402 and 405 of the Moving Ahead for Progress in the 21st Century (MAP-21) for the 2014 Federal Fiscal Year.

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

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

The major program areas of Impaired Driving and Occupant Protection account for the majority of enforcement activities and paid media making up the largest component of high visibility and sustained enforcement efforts. Combined impaired driving and safety belt enforcement efforts are planned to effectively target these unsafe driving behaviors and achieve a 90% observed seat belt usage rate. While enforcement campaigns are anticipated to target speed and distracted driving as well, resources for those areas may be limited.

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

CORE PERFORMANCE MEASURES

Performance Measures		2007	2008	2009	2010	2011
Traffic Fatalities	**Total**	**296**	**302**	**224**	**320**	**220**
	Rural	47	55	36	62	38
	Urban	249	247	188	258	178
	Unknown	0	0	0	0	4
Fatalities per 100 Million Vehicles Miles Driven	**Total**	**0.92**	**0.95**	**0.71**	**1.02**	**0.71**
	Rural	1.18	1.38	0.91	1.59	0.97
	Urban	0.89	0.89	0.68	0.94	0.65
Passenger Vehicle Occupant Fatalities (All Seat Positions)	**Total**	**208**	**183**	**150**	**203**	**144**
	Restrained	97	77	58	79	57
	Unrestrained	84	77	69	85	55
	Unknown	27	29	23	39	32
Alcohol-Impaired Driving Fatalities		**111**	**95**	**97**	**119**	**92**
Speeding-Related Fatalities		**99**	**99**	**103**	**124**	**73**
Motorcyclist Fatalities	**Total**	**43**	**63**	**45**	**52**	**36**
	Helmeted	15	20	17	16	10
	Unhelmeted	28	42	27	36	24
	Unknown	0	1	1	0	2
Drivers Involved in Fatal Crashes	**Total**	**403**	**404**	**302**	**423**	**291**
	Aged under 15	0	0	1	0	0
	Aged 15-20	54	37	32	32	24
	Aged under 21	54	37	33	32	24
	Aged 21 and Over	345	362	268	384	262
	Unknown Age	4	5	1	7	5
Pedestrian Fatalities		**32**	**47**	**26**	**46**	**26**

Core Performance Goals

Progress Update and 2014 HSP Goals

2013 HSP Progress Update:

2013 HSP Goal - To reduce the three year (2008-2010) moving average of 282 in 2010 fatalities 5 percent to a three year (2012-2014) moving average of 268 in 2014.
2013 HSP Update: 2011 Fatalities - 220

2013 HSP Goal -To reduce the Fatality rate per 100 M VMT from the three year (2008-2010) moving average of .89 in 2010 by 5 percent to a three year (2012-2014) moving average of .85 in 2014.
2013 HSP Update: 2011 Fatality rate per 100M VMT – 1.02

2013 HSP Goal -To reduce the Serious (A) Injuries in motor vehicle crashes from the three year (2008-2010) moving average of 2,181 in 2010 by 10 percent to a three year (2012-2014) moving average of 1,963 in 2014.
2013 HSP Update: 2011 Serious (A) Injuries –1,673

2013 HSP Goal -To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the three year (2008-2010) moving average of 122 in 2010 by 5% to a three year (2012-2014) moving average of 115 in 2014.
2013 HSP Update: 2011 Alcohol Impaired Driving Fatalities - 97

2013 HSP Goal -To reduce the number of unrestrained occupants in fatal crashes from the three year (2008-2010) moving average of 77 in 2010 by 10 percent to a three year (2012-2014) moving average of 69 in 2014.
2013 HSP Update: 2011 Unrestrained Occupants in Fatal Crashes - 85

2013 HSP Goal -To increase the safety belt usage rate (observations) from 88 percent in 2011 to 90 percent or above in 2014.
2013 HSP Update: 2011 Safety Belt Usage Rate – 87%

2013 HSP Goal -To reduce the number of speed related fatalities from the three year (2008-2010) moving average of 109 in 2010 by 5 percent to a three year (2012-2014) moving average of 103.5 in 2014.
2013 HSP Update: 2011 Speed Related Fatalities – 103

2013 HSP Goal -To decrease the number of un-helmeted fatalities below the three year (2009-2011) moving average of 29 in 2011 by 5 percent to a three year (2013-2015) projected moving average of 28 in 2015.
2013 HSP Update: 2011 Un-Helmeted Fatalities – 24

2013 HSP Goal -To decrease the number of motorcyclist fatalities below the three year (2009-2011) moving average of 44 in 2011 by 5 percent to a three year (2013-2015) projected moving average of 42 in 2015.
2013 HSP Update: 2011 Motorcyclist fatalities - 36

2013 HSP Goal -To decrease drivers age 20 or younger involved in fatal crashes 50% from the three year (2010-2012) moving average of 30 in 2010 to a three year (2011-2014) moving average of 16 in 2014.
2013 HSP Update: 2011 Number of Driver Age 20 Or Younger Involved in Fatal Crashes - 32

2013 HSP Goal -To reduce the number of pedestrians killed in traffic crashes from the three year (2008-2010) moving average of 40 in 2009 by 15% to a three year of (2012-2014) moving average of 34 in 2014.
2013 HSP Update: 2011

Activity Measures:

During the 2012 (October 1, 2011 – September 31, 2012) Fiscal year, the following enforcement statistics were recorded during grant funded over-time:

Number of impaired driving arrests made during grant-funded enforcement activities: **1,991**

Number of seat belt citations issued during grant-funded enforcement activities: **19,317**

Number of speeding citations issued during grant-funded enforcement activities: **12,941**

Attitude Measure:

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

2014 HSP Core Performance Goals:

Overall Core Performance Goals

To reduce the three year (2009-2011) moving average of 255 in 2011 fatalities 5 percent to a three year (2013-2015) moving average of 242 in 2015.

To reduce the Fatality rate per 100 M VMT from the three year (2009-2011) moving average of .82 in 2011 by 5 percent to a three year (2013-2015) moving average of .78 in 2015.

To reduce the Serious (A) Injuries in motor vehicle crashes from the three year (2009-2011) moving average of 1,954 in 2009 by 10 percent to a three year (2011-2013) moving average of 1,759 in 2015.

Program Related Core Performance Goals

To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the three year (2009-2011) moving average of 103 in 2011 by 5% to a three year (2013-2015) moving average of 98 in 2014.

To decrease alcohol related driving serious injuries ("A") from the three year (2009-2011) moving average of 135 in 2011 by 5% to a three year (2012-2014) moving average of 128 in 2014.

To reduce the number of unrestrained occupants in fatal crashes from the three year (2009-2011) moving average of 70 in 2011 by 5 percent to a three year (2013-2015) moving average of 67 in 2015.

To increase the statewide observed seat belt use rate from 88 percent in 2011 to 90 percent or above in 2015.

To reduce the number of speed related fatalities from the three year (2009-2011) moving average of 100 in 2010 by 5 percent to a three year (2013-2015) moving average of 95 in 2015.

To decrease the number of un-helmeted fatalities below the three year (2009-2011) moving average of 29 in 2011 by 5 percent to a three year (2013-2015) projected moving average of 28 in 2015.

To decrease the number of motorcyclist fatalities below the three year (2009-2011) moving average of 44 in 2011 by 5 percent to a three year (2013-2015) projected moving average of 42 in 2015.

To decrease drivers age 20 or younger involved in fatal crashes from the three year (2009-20011) moving average of 25 in 2011 by 15% to a three year (2013-2015) moving average of 21 in 2015.

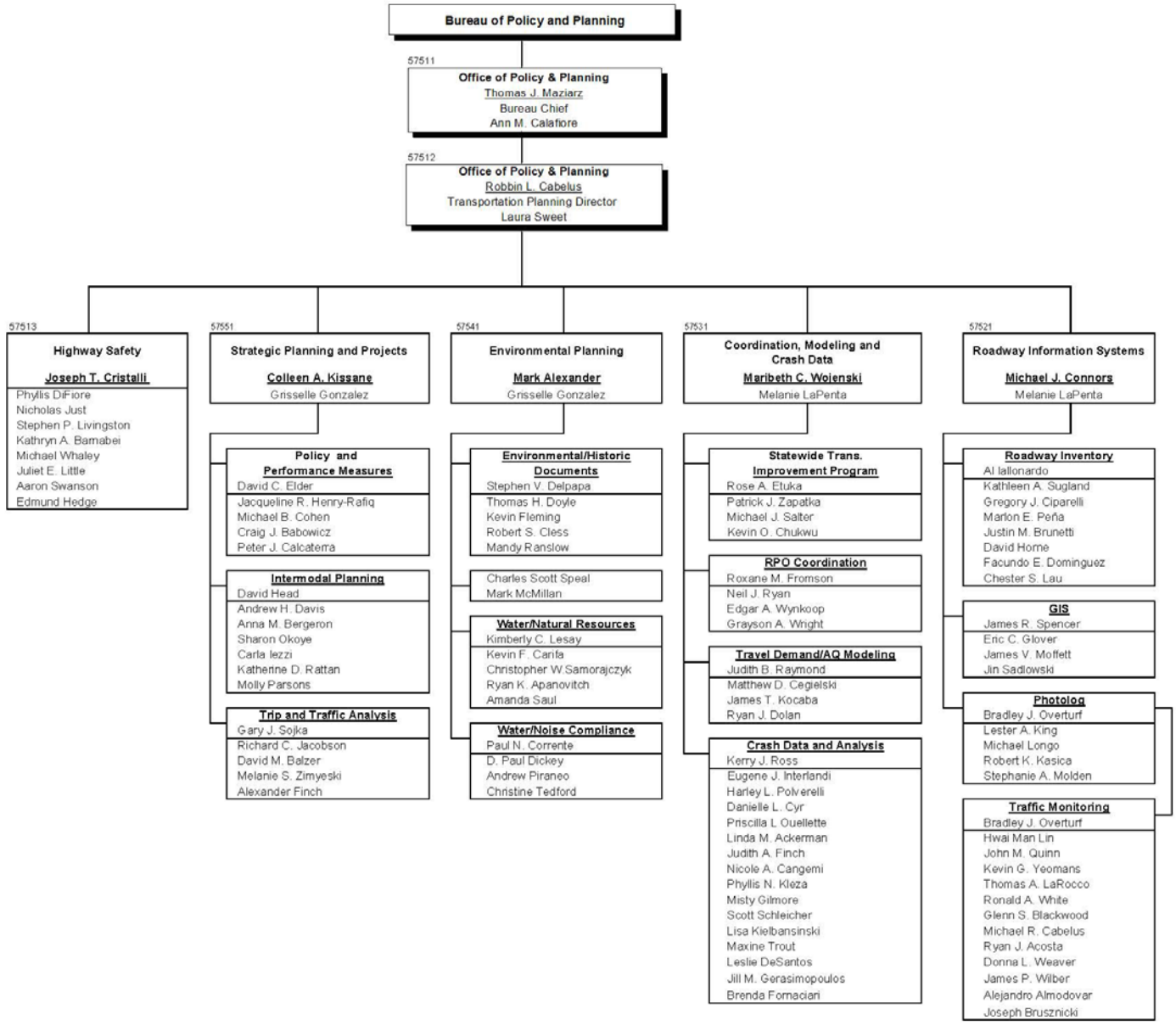
To reduce the number of pedestrians killed in traffic crashes from the three year (2009-2011) moving average of 33 in 2011 by 10% to a three year moving average of (2013-2015) of 30 in 2015.

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

BUREAU OF POLICY & PLANNING

CURRENT ORGANIZATIONAL CHART

PERSONNEL



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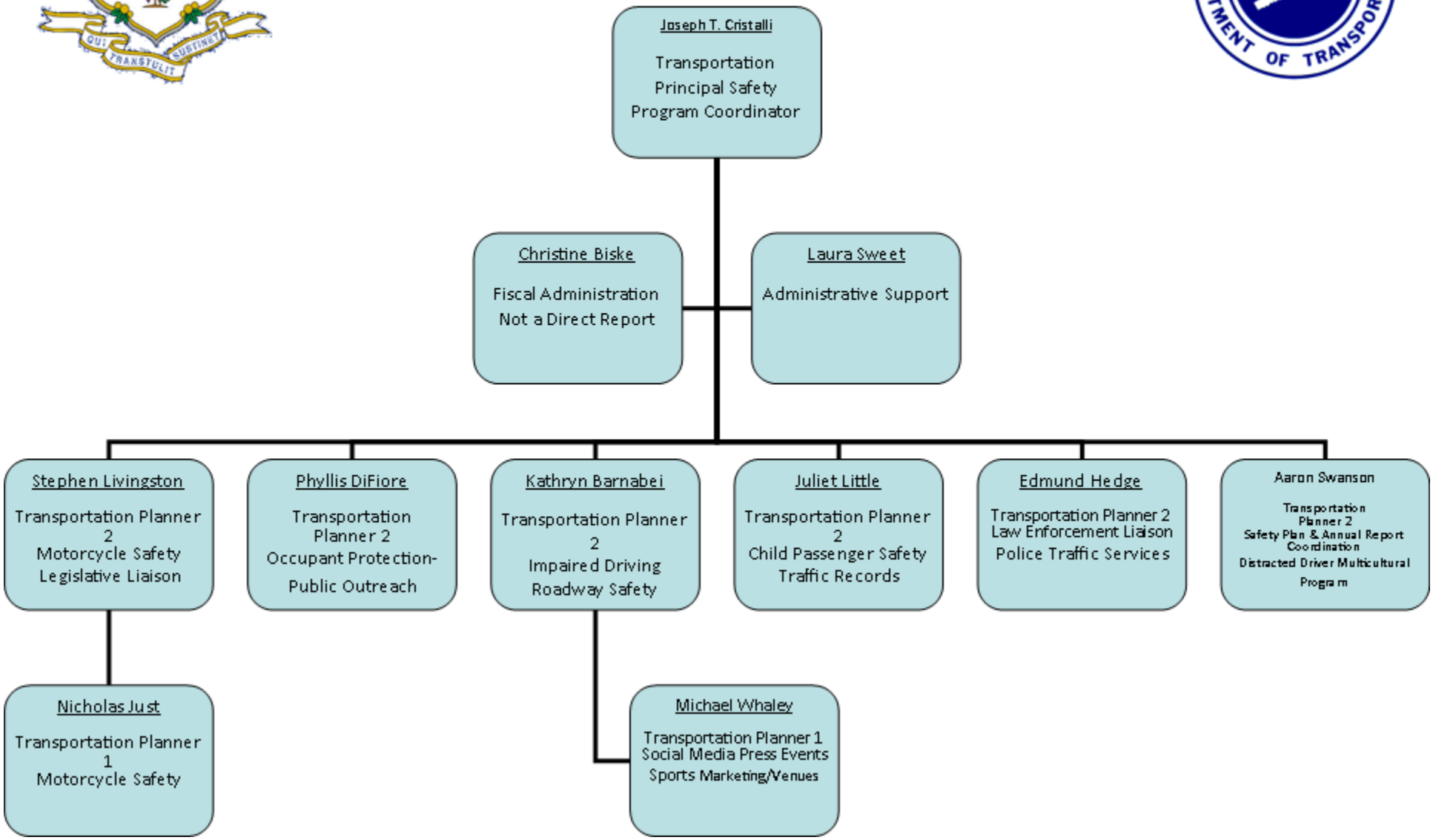
Connecticut Department of Transportation

Highway Safety Office



Process Description

Process Description

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

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

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

Requests for local problem identifications are sent annually, to all highway safety stakeholders including 96 local law enforcement agencies, 55 Resident State Troopers, 11 State Police Troops, 3 State Police District Headquarters, 1 State Police Headquarters Traffic Unit, and 8 colleges and universities. In 2013, 16 organizations submitted safety concepts for consideration.

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

The Traffic Records Coordinating Committee (TRCC) provides project level information with regard to developing accurate and complete traffic records data in a timely manner; ultimately leading to a reduction in traffic fatalities, injuries, and crashes. The TRCC will work to achieve this goal through 12 proposed project concepts. Out of the twelve projects, five are targeted for 408/405(c) funding.

Motorcycle safety professionals including motorcycle safety instructors, dealers, and other rider groups met in March 2013 to discuss counter measures to reduce motorcycle crashes.

The next level of problem identification takes place when the most recent crash, injury and fatality data become available (currently 2011 crash data). The data is analyzed by the HSO data contractor to identify major problem areas, over-represented groups, demographics, and other "drill-down" factors in an attempt to determine who, what, where when and why crashes with fatalities and injuries are taking place. FARS data, annual observation belt use surveys, awareness surveys, injury, licensing and population, registration, citation and arrest/adjudication data, toxicology, CODES, as well as state VMT data are all used in this process.

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

Priority areas are then ranked by the Principal Highway Safety Coordinator and staff to develop projects in accordance with available funding. For example, the Impaired Driving coordinator uses a ranking system developed by the HSO data analysis contractor to determine funding levels for state and municipal police department impaired driving enforcement overtime and equipment grants.

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

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

SHSP Coordination:

As required under MAP-21 legislation, the goal of this planning document is to compliment and coordinate with the State's Strategic Highway Safety Plan (SHSP). This process will use complimentary funding wherever possible to improve safety on highway and transportation systems through projects that address the "4 E's" – Education, Engineering Enforcement and Emergency Medical Services. Areas such as pedestrians, bicyclists, teen drivers (impaired driving) and distracted driving will be targeted under this coordinated process and will account for the overlap of countermeasures in their respective areas. At the time of publication of this document, the 2010 SHSP process has been approved and accepted by the Federal Highway Administration (FHWA) as a "bridge" document. This SHSP steering committee (of which the HSO is a part) is currently in the early stages of drafting a formally updated 2014 SHSP.

Connecticut Highway Safety Timeline

January-February

Analyze previous year projects and seek partner input. Send latest crash data for analysis to HSO data contractor to begin problem identification process.

March-April

Review partner input, Receive data analysis from HSO data contractor. Complete problem ID, review performance measures and begin setting performance goals and objectives based on proposed/planned tasks and activities.

May-June

Finalize performance goals and objectives and plan countermeasures based on partner input and planned NHTSA mobilization schedules. Countermeasures include activities outlined in proposed tasks/projects. Prioritize and plan projects based on anticipated project funding levels and carry-forward funds.

July-August

The planning process is completed by gaining approval from the Governor's Highway Safety Representative and NHTSA approval through the submission of the Highway Safety Plan.

September-December

Upon Highway Safety Plan acceptance from NHTSA; execute, monitor and analyze projects for review in Annual Evaluation Report.

Demographic Information

STATE OF CONNECTICUT DEMOGRAPHICS 2011

- State Capitol:
  Hartford

- Largest City Population:
  Bridgeport, 145,634

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

- Land Area: 4,844.8 Square Miles

- Connecticut Police Chiefs Association (CPCA) (as of 6/21/13)
  Organized Police Departments (102)
  State Troops (11)
  Local Town Agencies (91)
  Resident Trooper Towns (56)
  University Police Departments (9)
  Tribal Police Departments (2)
- State Police Barracks By Towns
  Troop A - Southbury
  Troop B - Canaan
  Troop C - Tolland
  Troop D - Danielson
  Troop E - Montville
  Troop F - Westbrook
  Troop G - Bridgeport
  Troop H - Hartford
  Troop I - Bethany
  Troop K - Colchester
  Troop L - Litchfield

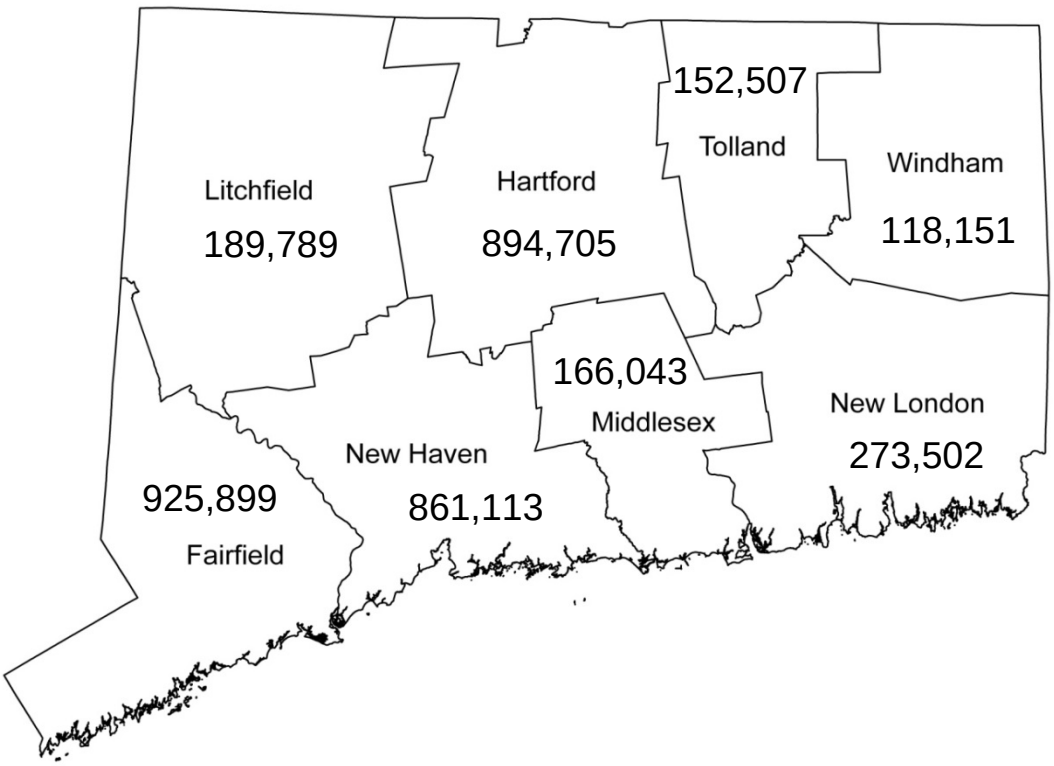
- Annual Miles of Travel Per-Driver CT
  10,447 Per Licensed Driver (2011yr)
- Daily Vehicle Miles Traveled: 31,183,775,000 (2012yr)
- Miles of Roads (2012yr)
  (21,431) Public Roads
  (4,111) State Roads
  (1,442) National Highway System Roads
  (346) Interstate Roads

CONNECTICUT POPULATION 2011

(US Census Bureau Estimates)

	Connecticut	Region	USA
Population Estimate (2011)	**3,580,709**	**14,492,360**	**308,745,538**
Under 5 Years Old (2011)	**5.5%**	**5.4%**	**6.5 %**
Under 18 Years Old (2011)	**22.4%**	**21.4%**	**24.0%**
65 Years Old and Older (2011)	**14.4%**	**14.4%**	**13.0 %**
Caucasian Persons	**77.8%**	**83.2%**	**72.4%**
African American	**10.0%**	**6.3 %**	**12.6%**
American Indian and Alaska Native	**0.2%**	**0.3%**	**0.9%**
Asian	**3.9%**	**3.9%**	**4.8%**
Native Hawaiian & Other Pacific Islander	**0.0%**	**0.0 %**	**0.2%**
Hispanic or Latino Origin	**13.8%**	**9.3 %**	**16.3%**

COUNTY POPULATION 2011



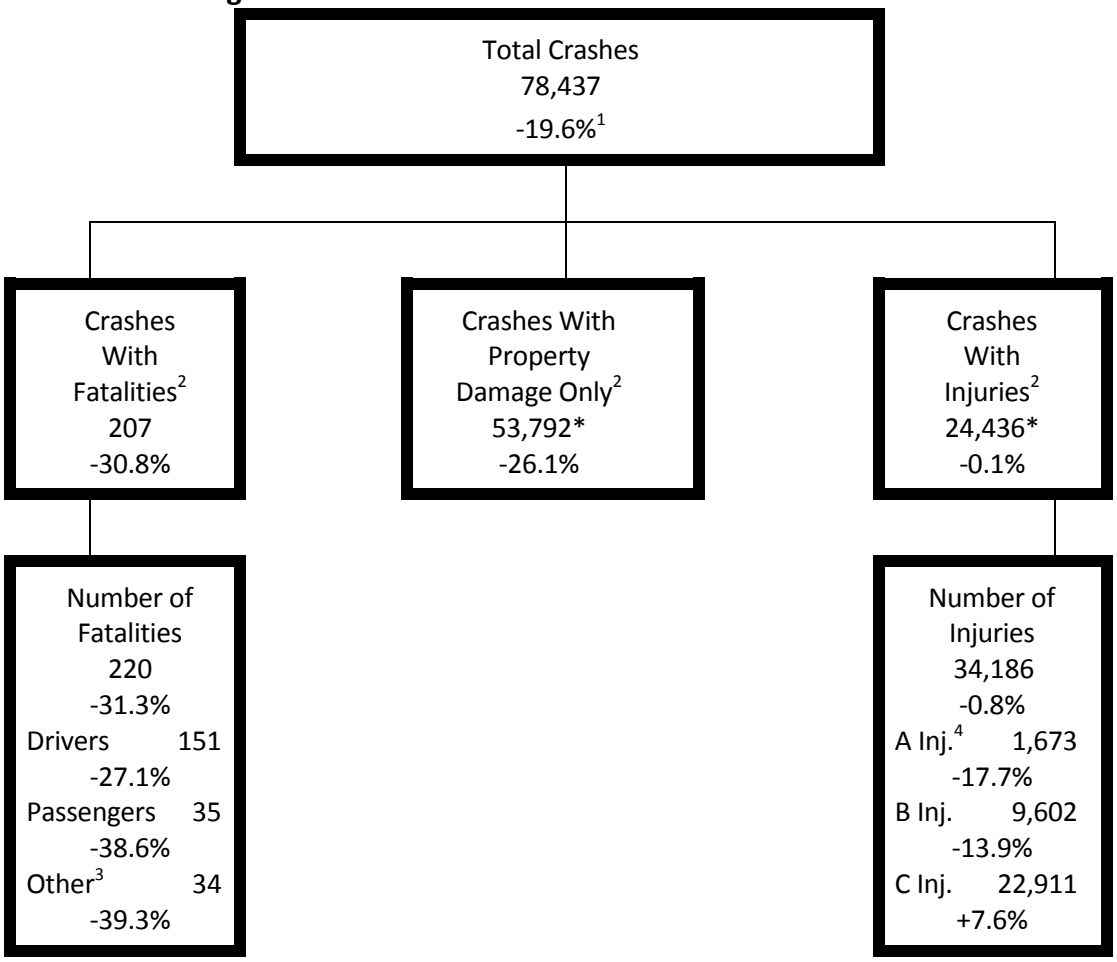
Highway Safety Data Analysis

Highway Safety Data Analysis

Figure 1 shows Connecticut's motor vehicle crash experience for the year 2011 and compares it with the prior year. Overall, the number of police reported crashes in the State decreased by 20 percent from the year 2010. Decreases were observed in property damage only crashes (-26.1 percent) and injury crashes (-0.1 percent). Fatal Crashes showed a large decrease (30.8 percent).

In 2011, there were 207 fatal crashes in which 220 persons were killed. The fatality total was 31.3 percent lower than in the previous year. Serious "A" injuries decreased by 17.7 percent in 2011, while "B" level injuries decreased by 13.9 percent and "C" level injuries increased by 7.6 percent.

Figure 1. 2011 Connecticut Motor Vehicle Crash Profile



1. Percent change 2011 vs. 2010
2. Data on fatal crashes are from the NHTSA Fatality Analysis Reporting System (FARS). Data on injury and property damage only crashes are from the Connecticut Department of Transportation's Collision Analysis System
3. "Other" includes pedestrians, bicyclists and other non-motorists
4. Injury severity codes: "A" = severe injury, "B" = moderate injury, "C" = minor injury

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

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

	2007	2008	2009	2010	2011	Change 2007-11 %
Total Fatalities						
U.S. Total	41,259	37,423	33,883	32,999	32,367	-21.6%
Region Total	1,177	1,097	990	1,094	904	-23.2%
Connecticut	296	302	224	320	220	-25.7%
Driver Fatalities*						
U.S. Total	21,717	19,279	17,670	16,864	16,430	-24.3%
Region Total	628	568	514	557	501	-20.2%
Connecticut	155	141	115	157	117	-24.5%
Passenger Fatalities*						
U.S. Total	8,715	7,512	6,856	6,507	6,018	-30.9%
Region Total	210	177	183	182	141	-32.9%
Connecticut	60	45	37	55	33	-45.0%
Motorcyclist Fatalities						
U.S. Total	5,174	5,312	4,469	4,518	4,612	-10.9%
Region Total	171	167	172	181	124	-27.5%
Connecticut	43	63	45	52	36	-16.3%
Pedestrian Fatalities						
U.S. Total	4,699	4,414	4,109	4,302	4,432	-5.7%
Region Total	138	155	112	148	116	-15.9%
Connecticut	32	47	26	46	26	-18.8%
Bicyclist Fatalities						
U.S. Total	701	716	628	623	677	-3.4%
Region Total	21	23	8	24	17	-19.0%
Connecticut	5	6	1	7	8	60.0%

* excludes motorcyclists

Source: FARS Final Files 2007-2010; Annual Report File 2011

Over the 5-year period of 2007 to 2011, the number of fatalities in Connecticut has decreased by 26 percent, compared to a decrease of 23 percent in NHTSA's New England Region, and a 22 percent decrease for the entire nation. The only increase in Connecticut was in Bicyclist Fatalities (+60 percent). The largest decreases were in the passenger and driver categories (-45 percent and -25 percent, respectively).

2011 Crash Rates

Table 2 shows Connecticut's fatality and injury rates for 2011 based on population, licensed drivers and vehicle miles of travel, along with similar rates for the United States. The table indicates that the State's fatality rates are below national levels. Connecticut's fatality rate was 6.1 fatalities per 100,000 population compared to 10.4 per 100,000 for the U.S. as a whole. Connecticut's fatality rate per 100 million miles of travel was 0.7 compared to the national figure of 1.1 fatalities per 100 million miles of travel. On the other hand, the non-fatal injury crash rates in Connecticut were higher than those for the nation as a whole.

Table 2. Connecticut and U.S. 2011 Fatality and Injury Rates

CT Data for 2011	Rate Base	Fatality Rate	Injury Rate
Population 3,580,709	**Per 100,000 Population**	CT: 6.1 US: 10.4	CT: 963 US: 719
Licensed Drivers 2,986,267	**Per 100,000 Licensed Drivers**	CT: 7.4 US: 15.3	CT: 1,154* US: 1,057
Vehicle Miles of Travel 31,197,000,000	**Per 100 Million Miles of Travel**	CT: 0.7 US: 1.1	CT: 111 US: 76

Sources: U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA).

* FHWA does not include restricted licenses in their count—recent upgrades in CT teen driving laws may lower their number of persons licensed to FHWA and inflate the rate.

Crash Trends

Table 3 contains data on the annual number of fatal crashes, the number of persons killed, injury crashes, and the number injured for the 22-year period from 1990 to 2011. Also shown are the number of licensed drivers and annual vehicle miles of travel for the State. The table shows that the 220 fatalities recorded in 2011 is the lowest figure in the 22-year period. Fatalities decreased from 320 in 2010, a 31 percent decrease. Total injuries (34,186) in 2011 is the lowest figure in the period reported. The number of severe injuries ("A" injuries) reported (1,673) in 2011 is also the lowest figure of 22 years reported.

In the 207 fatal crashes that occurred in 2011, 67 drivers were reported as speeding or operating too fast for conditions and 42 were reported as driving under the influence of alcohol or other drugs (see Table PT-2). Of the vehicles involved in fatal crashes, 148 were automobiles, 83 were light trucks (including 40 SUVs, 14 vans, and 29 pickup trucks), and 38 were motorcycles.

Of the 220 fatalities that occurred in 2011, 34 (15 percent) were non-occupants such as pedestrians and bicyclists, 150 (68 percent) were vehicle occupants, and 36 (16 percent) were motorcyclists.

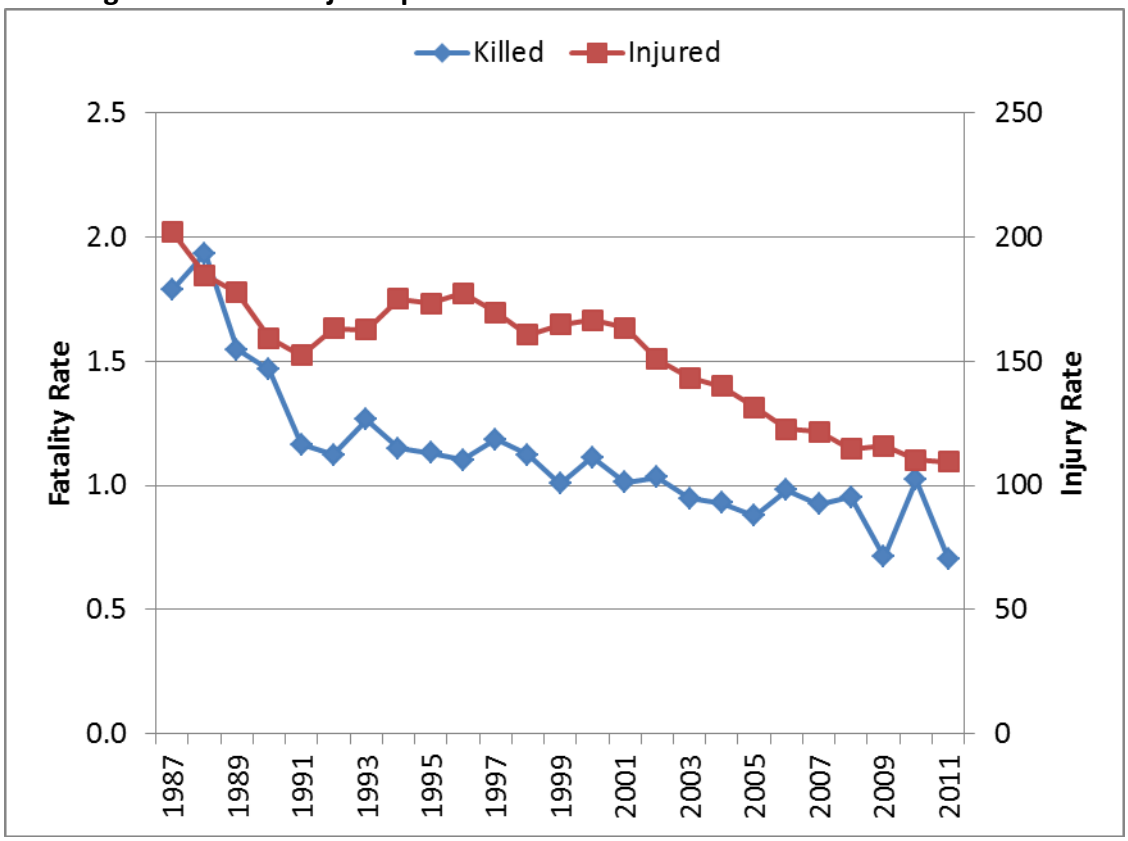
Table 3. Trend Data 1990-2011

Year	Fatal Crashes	Killed	Injury Crashes	Injured				Miles of Travel (100 Million)	Licensed Drivers (000)
				All	A Injury	B Injury	C Injury		
1990	359	386	29,546	41,907	6,406	10,037	25,464	263.1	2,214.1
1991	281	310	27,893	40,564	6,221	9,978	24,365	266.3	2,212.7
1992	267	297	29,414	43,184	6,490	9,435	27,259	264.6	2,357.6
1993	324	342	29,619	43,965	6,276	9,439	28,250	270.1	2,180.3
1994	286	312	32,116	47,514	6,263	9,663	31,588	271.4	2,318.5
1995	287	317	32,594	48,595	5,602	12,522	30,471	280.4	2,349.1
1996	296	310	33,849	49,916	4,898	12,277	32,741	281.4	2,343.8
1997	314	338	32,623	48,432	4,671	11,832	31,929	285.5	2,270.2
1998	306	329	31,470	47,115	4,187	11,481	31,447	293.2	2,349.3
1999	270	301	32,909	49,304	3,927	12,229	33,148	299.3	2,373.7
2000	318	342	34,449	51,260	3,976	12,245	35,039	307.6	2,652.6
2001	285	312	34,133	50,449	3,598	12,052	34,799	308.4	2,650.4
2002	298	322	31,634	47,049	2,997	11,226	32,826	312.1	2,672.8
2003	277	298	30,952	45,046	2,731	10,881	31,434	314.3	2,659.9
2004	280	294	30,863	44,267	2,683	10,487	31,097	316.1	2,694.6
2005	262	278	29,429	41,657	2,465	10,442	28,750	316.8	2,740.3
2006	293	311	27,367	38,955	2,415	10,950	25,590	317.4	2,805.1
2007	269	296	27,367	38,955	2,415	10,950	25,590	320.5	2,848.6
2008	279	302	26,050	36,386	2,311	11,384	22,691	317.4	2,883.3
2009	211	224	25,720	36,447	2,155	10,981	23,311	314.2	2,916.1
2010	299	320	24,457	34,476	2,033	11,150	21,293	312.9	2,934.6
2011	207	220	24,436	34,186	1,673	9,602	22,911	312.0	2,986.3

Sources: Fatal crash and fatality figures are from the FARS Final Files 2007-2010, Annual Report File 2011; Injury Data from CT DOT.

Figure 2 shows the trends in Connecticut's fatality and injury rates per 100 million vehicle miles traveled over the 1987 to 2011 period. These rates generally declined sharply in parallel throughout the 1980s. Fatality rates continued to decrease during the 1990s and into the 2000s, reached a historic low of 0.70 per 100 million miles in 2009, increased to 1.0 in 2010, and dropped again to 0.70 in 2011. The injury rates declined from 2002 to 2006 after several years of little change and increased slightly from 2006 to 2007 only to drop again between 2008 and 2011.

Figure 2. Killed & Injured per 100 Million Vehicle Miles Traveled: 1987-2011



Sources: Fatal crash and fatality figures are from the FARS Final Files 1987-2010, Annual Report File 2011; Injury Data from CT DOT.

Table 4 shows fatal, injury, and property damage-only crash rates per 100,000 population in Connecticut's eight counties during the 2007 to 2011 period, while Table 5 presents total number of fatalities by county. Not surprisingly, the greatest number of fatalities occurred in the most populous counties of Hartford, Fairfield, and New Haven (Table 5). On the other hand, in recent years, these counties generally have had fatal population-based crash rates that are below the statewide figures.

Table 4. Crash Rates by County

County	Crash Type	Rates per 100,000 Population by Year				
		2007	2008	2009	2010	2011
Fairfield	Fatal	5.4	5.1	4.5	6.1	5.0
	Injury	861.5	770.1	721.3	675.5	698.8
	Property Damage	2,807.7	2,475.2	2,335.1	2,180.9	1,569.7
Hartford	Fatal	6.4	7.0	5.0	7.4	5.8
	Injury	851.2	821.4	817.7	741.5	748.9
	Property Damage	2,335.2	2,244.8	2,335.3	2,064.7	1,511.0
Litchfield	Fatal	10.1	8.5	3.7	11.6	6.9
	Injury	629.0	528.4	430.8	517.0	566.2
	Property Damage	2,114.8	1,650.6	1,374.5	1,697.5	1,287.7
Middlesex	Fatal	8.5	8.5	8.4	10.9	7.2
	Injury	661.0	617.1	607.1	507.0	531.2
	Property Damage	1,225.9	1,420.0	1,360.9	1,155.3	1,166.6
New Haven	Fatal	8.3	10.3	6.2	8.2	4.5
	Injury	991.7	821.4	867.8	829.1	780.3
	Property Damage	2,812.4	2,421.9	2,529.3	2,376.4	1,622.8
New London	Fatal	12.5	7.6	8.6	10.6	6.6
	Injury	693.2	596.6	574.1	533.5	527.2
	Property Damage	2,466.0	2,184.7	2,115.6	1,884.3	1,562.3
Tolland	Fatal	10.8	10.1	4.7	11.8	7.2
	Injury	618.2	419.1	419.4	446.7	436.7
	Property Damage	1,641.9	1,272.2	1,180.4	1,222.7	1,160.6
Windham	Fatal	11.1	17.0	18.7	16.0	13.5
	Injury	576.6	409.9	339.5	437.4	413.0
	Property Damage	1,771.9	1,073.8	1,116.4	1,409.3	1,146.0
Statewide	Fatal	7.7	8.0	6.0	8.4	5.8
	Injury	814.3	735.1	731.0	684.3	682.4
	Property Damage	2,407.3	2,190.8	2,209.7	2,036.5	1,502.3

Sources: FARS Final Files 2007-2010, Annual Report File 2011; Connecticut Department of Transportation

Table 5. Connecticut Fatalities by County

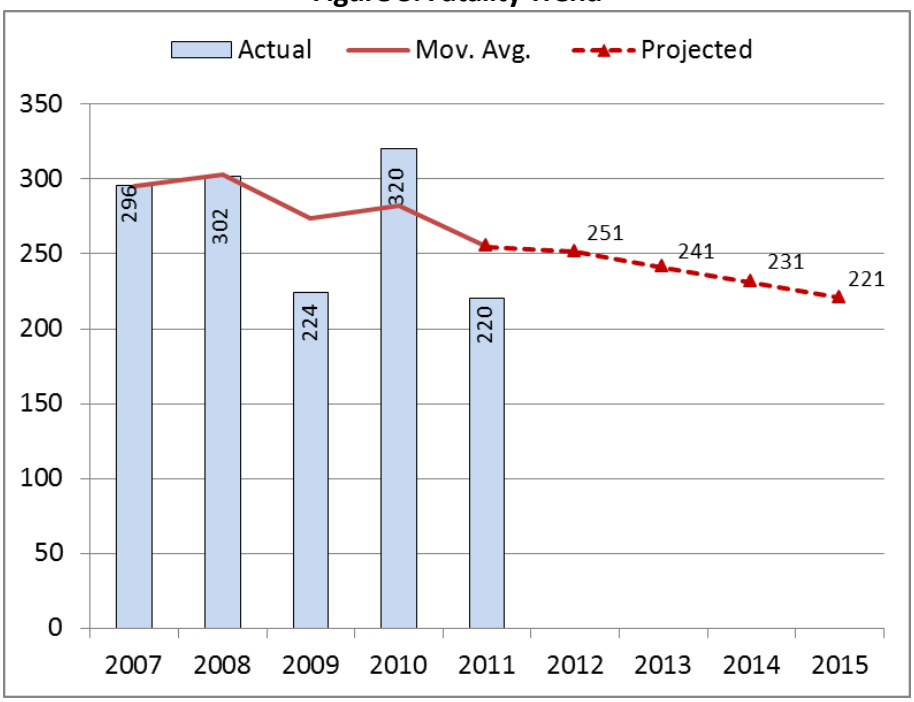
County	2007	2008	2009	2010	2011
Fairfield	53	49	42	57	51
Hartford	66	69	46	69	54
Litchfield	19	16	7	25	14
Middlesex	15	15	14	19	12
New Haven	75	94	58	77	40
New London	39	21	25	33	20
Tolland	16	15	7	21	11
Windham	13	23	25	19	18
Total	**296**	**302**	**224**	**320**	**220**

Source: FARS Final Files 2007-2010, Annual Report File 2011

Figure 3 shows Connecticut's fatalities for the years 2007 to 2011, the three-year moving averages, and projects this trend through 2015. If Connecticut's moving averages trend for 2007 to 2011 continues, the projection would be 241 fatalities in 2013, 231 in 2014, and 221 in 2015. If the fatality rate per 100 million vehicle miles of travel continues (Figure 4), it would project to 0.78 in 2013, 0.75 in 2014, and 0.72 in 2015.

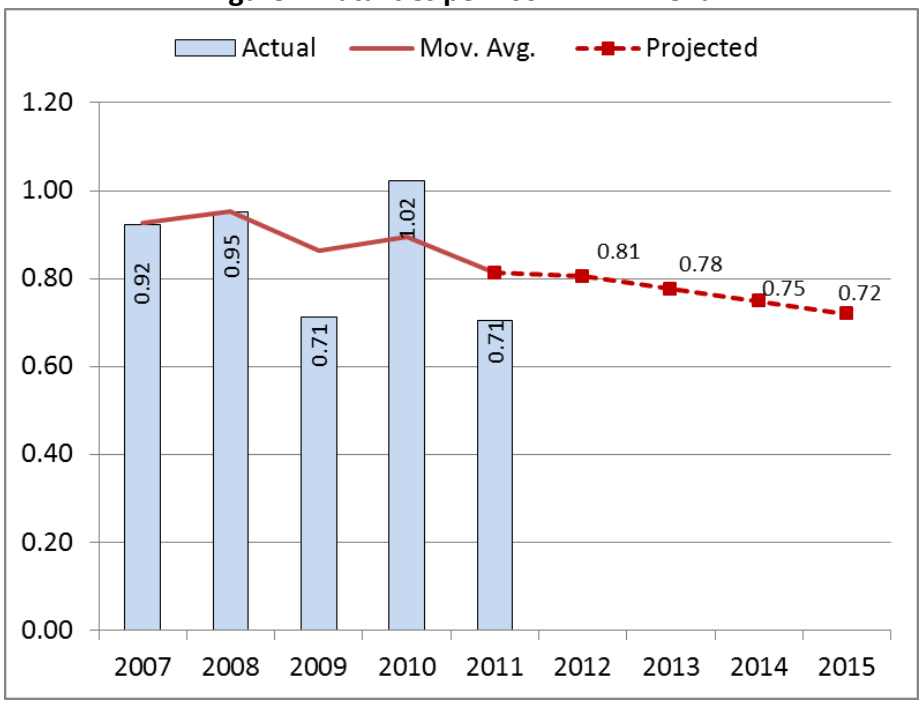
Figure 5 shows the trend in serious "A" injuries based on 2007 to 2011 data. If that trend continues, it would project to 1,777 "A" injuries in 2013, 1,660 in 2014, and 1,543 in 2015. Figure 6 shows the "A" injury rate per 100 million miles of travel would project to 5.73 in 2013, 5.39 in 2014, and 5.05 in 2015.

Figure 3. Fatality Trend



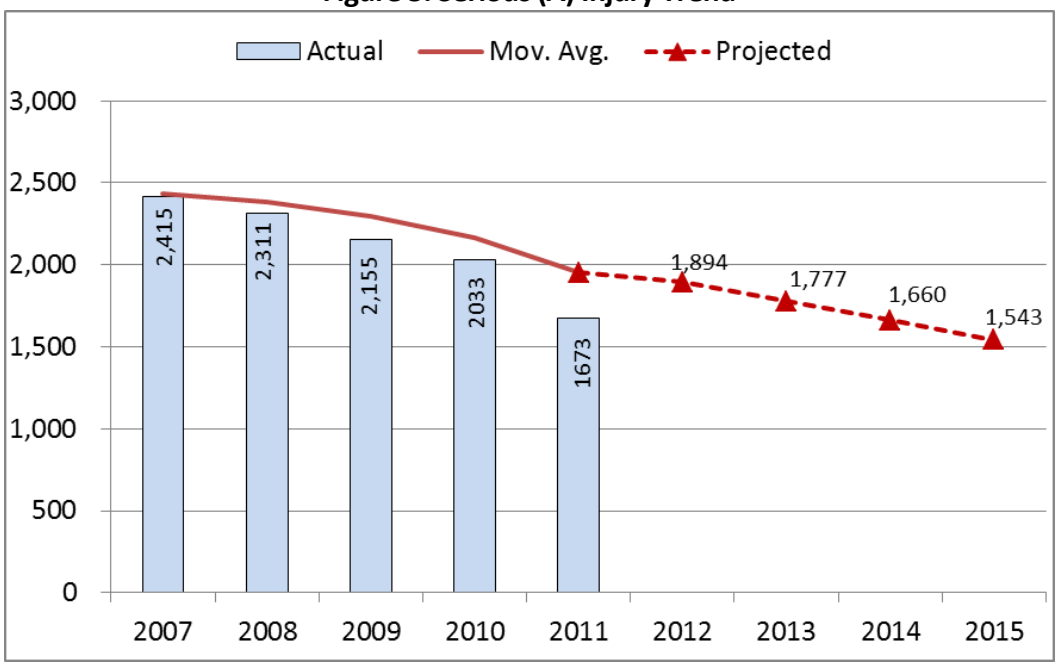
Source: FARS, Annual Report File 2011

Figure 4. Fatalities per 100M VMT Trend



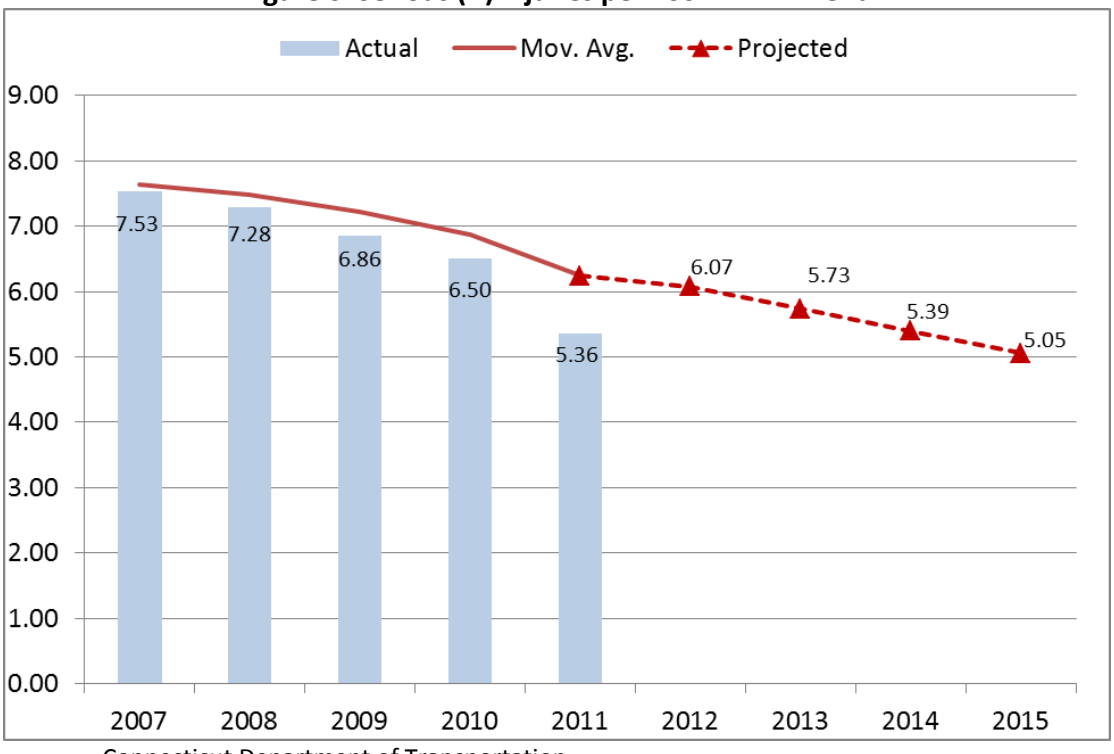
Source: FARS, Annual Report File 2011

Figure 5. Serious (A) Injury Trend



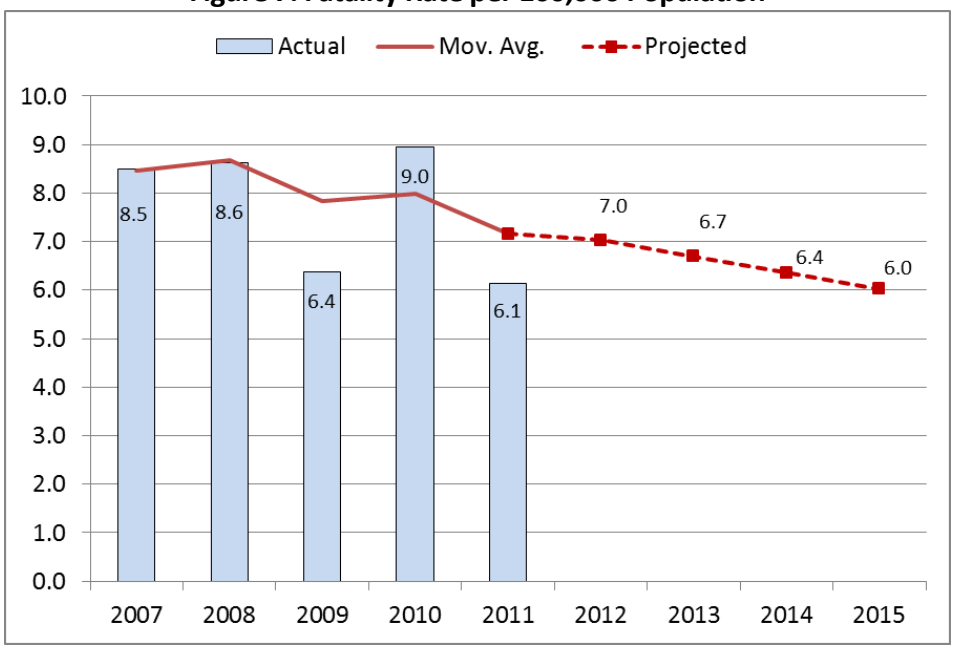
Connecticut Department of Transportation

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



Connecticut Department of Transportation

Figure 7. Fatality Rate per 100,000 Population



Source: FARS Annual Report File 2011

Geographical Data

Table 6 shows geographical area (county) and municipal crash data. For each of the State's geographic counties, the table shows the total number of fatal and injury crashes during 2007 to 2011; the percentage change in these crash levels from 2007 to 2011 and the 2009, 2010, and 2011 fatal/injury crash rates per 100,000 residents. Also shown are the 3 municipalities within each geographic county with the highest 2011 crash rates.

Table 6. Fatal/Injury Crashes: Geographical County/Municipality, 2007-2011

County	City/Town with Highest 2011 Rate	Fatal/Injury Crashes 2007-2011	Pct. Change 2007-2011	Fatal/Injury Crashes Per 100,000 Pop.		
				2009	2010	2011
Fairfield		33,897	-15%	713	681	710
	Westport	1,630	0	1,269	1,106	1,156
	Darien	902	-3%	930	757	925
	Bridgeport	7196	-22%	979	890	884
Hartford		35,306	-8%	809	748	754
	Hartford	8,055	-3%	1,354	1,241	1,249
	Plainville	1,008	-4%	1,286	1,174	1,066
	East Windsor	558	-1%	1,000	955	982
Litchfield		5,148	-7%	431	528	569
	Sharon	83	189%	829	360	937
	Barkhamsted	130	3%	525	499	893
	Watertown	724	2%	586	559	755
Middlesex		4,842	-14%	615	517	539
	Cromwell	666	11%	1,026	947	947
	Old Saybrook	416	9%	822	694	861
	Durham	244	-8%	635	581	648
New Haven		36,674	-18%	859	837	783
	Orange	1,271	-20%	1,919	1,654	1,604
	Waterbury	6,599	-12%	1164	1,178	1,163
	New Haven	7763	-18%	1,164	1,375	1,145
New London		7,872	-20%	545	543	532
	North Stonington	168	33%	812	453	1,057
	Preston	260	-25%	995	1,185	952
	Franklin	102	-52%	1,041	989	728
Tolland		3,721	-21%	485	457	443
	Union	94	-13%	2105	1404	2339
	Bolton	151	19%	181	683	864
	Vernon	1,002	-24%	675	647	609
Windham		2,896	-22%	480	452	424
	Plainfield	530	-12%	700	661	603
	Windham	549	-10%	604	581	478
	Killingly	357	-6%	350	350	477

Source: Connecticut Department of Transportation

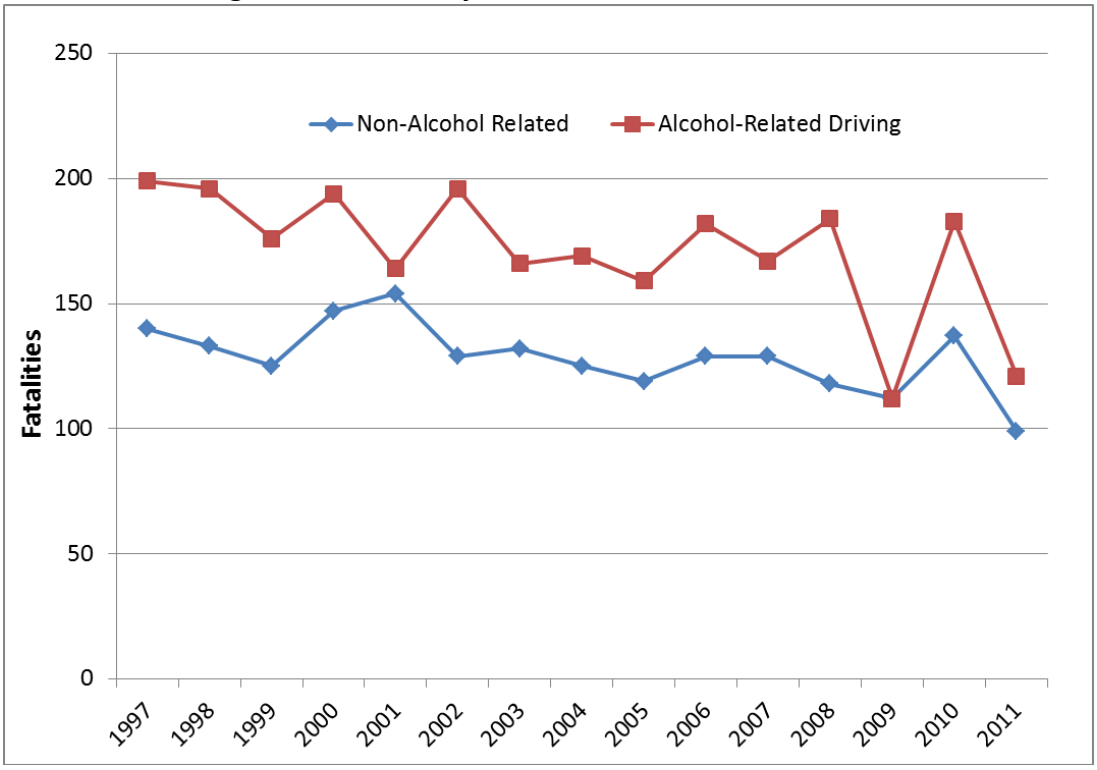
Impaired Driving

Impaired Driving (AL)

Problem Identification

Alcohol-related driving **fatalities are fatalities involving drivers or motorcycle operators with a Blood Alcohol Content (BAC) of 0.01 or higher whereas *alcohol-impaired driving* fatalities are those fatalities involving drivers or motorcycle operators with a BAC of 0.08 of higher.** The 15-year trends in Connecticut's alcohol-related driving and non-alcohol-related driving fatalities are shown in Figure 8. Alcohol-related driving fatalities decreased slightly in the later part of the 1990s, fluctuated through 2002, and had a generally decreasing trend since 2002. The year 2009 had the lowest number of alcohol-related driving fatalities (112) with the year 2011 showing the second lowest number (121).

Figure 8. Fatalities by Alcohol Involvement, 1997-2011



Source: FARS Alcohol Imputed Data Final Files 1997-2010, Annual Report File 2011

In 2011, Connecticut recorded BAC test results for 80.8 percent of fatally injured drivers and 17.1 percent of surviving drivers involved in fatal crashes. State rates were above the national figure of 72.4 percent for fatally injured drivers but below the national figure of 30.0 percent for surviving drivers (when it was known if the test was given). This represents an increase over the 78.7 percent recorded in 2010 for fatally injured drivers. It should be noted however, that there is typically a large difference in number of unknowns between the FARS annual report file and the final data file, thus these data can be misleading.

Table AL-1 shows that the percentage of alcohol-related driving (BAC ≥ 0.01) fatalities in Connecticut during 2011 (45 percent) was higher than the national average of 36 percent and above the 38 percent in the other states of the New England Region. Forty percent (40%) of Connecticut's fatal crashes were estimated to have been alcohol-impaired driving crashes (BAC≥ 0.08), a higher rate than that seen nationwide (30 percent) and in the other New England states (33 percent).

Table AL-1. Alcohol-Related (BAC ≥ 0.01+) Driving Fatalities/ Alcohol-Impaired (BAC ≥ 0.08+) Driving Crashes, 2011

	Connecticut	U.S.	New England
Percentage of Alcohol-Related Driving Fatalities	45.0%	35.6%	38.4%
Percentage of Alcohol-Impaired Driving Crashes	39.8%	30.2%	33.1%

Source: FARS Imputed Alcohol Data Annual Report File 2011

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

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

State Of Connecticut	2007	2008	2009	2010	2011
Number of Alcohol-Impaired Driving Fatal *Crashes*	100	86	88	111	82
Percent Alcohol-Impaired Driving Fatal *Crashes*	37%	31%	42%	37%	40%
Number of Alcohol-Impaired Driving *Fatalities*	111	95	97	119	92
Percent Alcohol-Impaired Driving *Fatalities*	38%	31%	43%	37%	42%

Source: FARS Imputed Alcohol Data Final Files 2007-2010 Annual Report File 2011

Between 2008 and 2010, there was an upward trend in the number of alcohol-impaired driving fatal crashes. In 2011, the number of alcohol-impaired driving fatal crashes decreased to the lowest level in five years. The number of alcohol-related driving fatalities showed a similar pattern, increasing from 2008 to 2010, and then decreasing to its lowest level in five years in 2011. Although the number of alcohol-impaired driving crashes and fatalities were the lowest in five years in 2011, the percentage of all crashes and fatalities related to alcohol-impaired driving was the second highest in the five-year period reviewed. While these figures, defined as a percentage of the total number of crashes and fatalities, remain unacceptably high, gains are beginning to be realized due to influences from other traffic safety areas. Table AL-3 shows Connecticut BAC test results for the years 2007 to 2011.

Table AL-3. BACs of Fatally Injured Drivers

BAC	2007	2008	2009	2010	2011
0.00	95	98	60	88	66
0.01-0.07	12	10	9	9	4
0.08 –Up	64	62	55	66	52
No/Unknown Result	22	27	33	44	29

Source: FARS Final Files 2007-2010, Annual Report File 2011

Table AL-4 shows the number of alcohol-related driving fatalities both by county and statewide for the years 2007 to 2011, the percentage of these that were known or estimated to have been alcohol-related, and the rate of alcohol-related driving fatalities per 100,000 population. New London, Fairfield, and Hartford Counties had the highest percentage of alcohol-related driving fatalities for the year 2011 (57, 55, and 54 percent, respectively). The statewide data at the bottom of the table indicate that for the 5-year period shown, the percentage of alcohol-related fatalities ranged from 39.7 to 50.0 percent.

New London and Windham counties in the eastern portion of the State, and to some degree Middlesex County, consistently have the highest alcohol-related driving fatality rates per 100,000 of the population.

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

County	2007	2008	2009	2010	2011
Fairfield Total	53	49	42	57	51
% Alcohol	45.3%	46.9%	52.4%	36.0%	54.5%
Alcohol Rate/100,000	2.69	2.57	2.44	2.24	3.00
Hartford Total	66	69	46	69	54
% Alcohol	43.9%	36.2%	47.8%	48.6%	54.1%
Alcohol Rate/100,000	3.31	2.85	2.50	3.75	3.26
Litchfield Total	19	16	7	25	14
% Alcohol	42.1%	43.8%	42.9%	26.8%	47.1%
Alcohol Rate/100,000	4.26	3.73	1.59	3.53	3.50
Middlesex Total	15	15	14	19	12
% Alcohol	53.3%	20.0%	50.0%	61.6%	45.0%
Alcohol Rate/100,000	4.88	1.82	4.22	7.06	3.25
New Haven Total	75	94	58	77	40
% Alcohol	45.3%	38.3%	51.7%	36.1%	22.5%
Alcohol Rate/100,000	4.03	4.25	3.54	3.22	1.05
New London Total	39	21	25	33	20
% Alcohol	38.5%	57.1%	60.0%	44.5%	57.0%
Alcohol Rate/100,000	5.69	4.54	5.62	5.36	4.17
Tolland Total	16	15	7	21	11
% Alcohol	43.8%	26.7%	42.9%	61.9%	23.6%
Alcohol Rate/100,000	4.74	2.70	1.99	8.51	1.70
Windham Total	13	23	25	19	18
% Alcohol	38.5%	43.5%	40.0%	46.8%	37.2%
Alcohol Rate/100,000	4.28	8.52	8.51	7.52	5.67
Statewide					
Total Fatalities	296	302	224	320	220
% Alcohol	43.9%	39.7%	50.0%	42.8%	44.9%
Alcohol Rate/100,000	3.73	3.43	3.18	3.83	2.76

Source: FARS Imputed Alcohol Data Final Files 2007-2010, Annual Report File 2011

The number of alcohol-related driving fatalities has decreased statewide from 130 in 2007 to 99 in 2011 (-24 percent, see "performance measures" table at the end of this section). Overall fatalities have also decreased from 296 in 2007 to 220 in 2011 (-26 percent). The percentage of fatalities that are alcohol-related has increased (43.9 percent in 2007, 44.9 percent in 2011). The trend line for the statewide alcohol-related driving fatality rate has shown a decrease over the 5-year reporting period, from 3.73 per 100,000 population in 2007 to 2.76 in 2011.

Table AL-5 shows the age groups of drinking drivers (BAC ≥ .01) killed during the 5-year period of 2007 to 2011, along with the numbers of licensed drivers in these same age groups. The table also shows the rate of drinking drivers killed (fatalities per 100,000 licensed drivers).

The table indicates that persons between the ages of 21 and 34 made up 45 percent of the fatalities. The table shows that approximately 8 percent of the fatally injured drinking drivers were under the legal drinking age.

The substantial over-representation (percent licensed drivers versus percent drivers killed) of the 16-20, 21 to 24, and 25-34 year old age groups and the under-representation of the 55+ age group is also of significance.

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

Age	Drinking Drivers Killed (2007-2011)		Licensed Drivers (2011)		Rate[3]
	Number[1]	Percent of Total	Number[2]	Percent of Total	
<16	0	0.0%	0	0.0%	n/a
16-20	31	7.9%	128,571	4.3%	24.1
21-24	79	19.9%	165,751	5.6%	47.4
25-34	100	25.3%	443,535	14.9%	22.5
35-44	66	16.7%	518,115	17.3%	12.7
45-54	79	20.1%	608,593	20.4%	13.0
55-64	25	6.2%	486,610	16.3%	5.1
65-69	6	1.5%	176,226	5.9%	3.4
>69	10	2.5%	458,866	15.4%	2.1
Total	395	100.0%	2,986,267	100.0%	13.2

1. Source: FARS, Imputed alcohol data Final Files 2007-2010, Annual Report File 2011
2. Source: FHWA
3. Fatality rate per 100,000 Licensed Drivers

Table AL-6 shows additional characteristics of these drivers and their crashes. The table shows that the fatally injured drinking drivers were predominately males and were most often killed in single vehicle crashes. Overall, 88.1 percent of the victims had valid licenses, 4.9 percent had a previous DUI conviction, and 91.1 percent were Connecticut residents. Approximately 64.9 percent of the fatalities took place on arterial type roadways, 18.3 percent were on collector roadways, and 16.8 percent were on local roadways. The second part of Table AL-6 shows that during the period of 2007-2011 drinking driver fatalities were most likely to have occurred on overnight periods on Saturdays and Sundays (these are likely in the overnight periods of Friday into Saturday and Saturday into Sunday). Friday, Saturday and Sunday account for approximately 62 percent of all alcohol-related driving fatalities.

The table shows that 45.6 percent of the fatalities occurred during the late night hours of midnight to 5:59 a.m., 25.4 percent took place between 8:00 p.m. and midnight, and 29.0 percent occurred during the daytime hours from 6:00 a.m. to 7:59 p.m.

Table AL-6. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01), 2007-2011

	2007 (N=82)	2008 (N=78)	2009 (N=77)	2010 (N=89)	2011 (N=69)	Total (N=395)
Age						
<21	9.9%	2.6%	11.7%	8.0%	7.5%	7.9%
21-34	46.9%	41.0%	41.6%	40.0%	58.4%	45.2%
35-49	30.9%	29.5%	31.2%	33.1%	19.1%	29.1%
50+	12.3%	26.9%	15.6%	18.9%	15.0%	17.8%
Sex						
Male	80.5%	83.5%	84.2%	86.0%	87.7%	84.3%
Female	19.5%	16.5%	15.8%	14.0%	12.3%	15.7%
Number of Vehicles						
Single Vehicle	70.7%	65.4%	68.4%	75.9%	78.3%	71.7%
Multiple Vehicle	29.3%	34.6%	31.6%	24.1%	21.7%	28.3%
License Valid	91.5%	82.3%	88.2%	85.0%	94.8%	88.1%
Previous DUI	2.4%	1.3%	7.9%	8.4%	4.3%	4.9%
Connecticut Resident	97.6%	88.5%	89.5%	90.8%	88.4%	91.1%
Road Type						
Arterial	68.3%	67.9%	68.4%	55.6%	65.5%	64.9%
Collector	13.4%	16.7%	19.7%	22.7%	18.5%	18.3%
Local	18.3%	15.4%	11.8%	21.6%	16.1%	16.8%

Source: FARS Alcohol Imputed Data Final Files 2007-2010, Annual Report File 2011

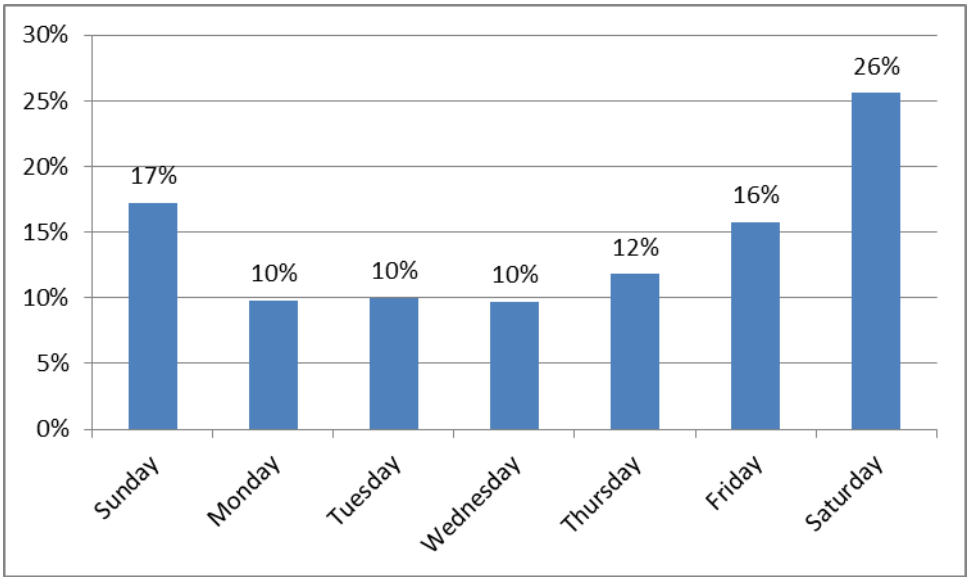
Table AL-7. Characteristics of Fatality Injured Drinking Drivers (BAC ≥ 0.01) 2007-2011 (Continued)

	2007 (N=82)	2008 (N=78)	2009 (N=77)	2010 (N=89)	2011 (N=69)	Total (N=395)
Day						
Sunday	19.5%	14.1%	24.6%	21.6%	22.0%	20.3%
Monday	6.1%	9.0%	6.2%	7.1%	11.7%	7.9%
Tuesday	11.0%	2.6%	9.9%	9.7%	9.8%	8.6%
Wednesday	8.5%	10.3%	4.7%	5.2%	3.5%	6.5%
Thursday	17.1%	12.8%	17.5%	11.4%	16.5%	14.9%
Friday	14.6%	17.9%	14.3%	19.3%	12.6%	15.9%
Saturday	23.2%	33.3%	22.8%	25.8%	24.0%	25.8%
Time						
Midnight-05:59	38.0%	50.5%	42.9%	44.3%	54.0%	45.6%
06:00-19:59	32.9%	29.1%	28.2%	27.3%	27.9%	29.0%
20:00-23:59	29.1%	20.4%	28.9%	28.5%	18.1%	25.4%
Month						
January	11.5%	8.8%	8.0%	7.3%	8.7%	8.8%
February	7.7%	4.7%	3.5%	3.6%	4.3%	4.7%
March	10.3%	9.9%	4.5%	4.5%	7.7%	7.2%
April	5.1%	7.2%	10.0%	9.8%	9.7%	8.4%
May	3.8%	8.5%	13.8%	13.7%	5.9%	9.5%
June	5.1%	4.6%	16.6%	16.3%	5.8%	10.2%
July	16.7%	4.1%	10.2%	10.4%	13.3%	10.9%
August	11.5%	10.3%	8.2%	8.3%	11.6%	9.9%
September	10.3%	11.5%	7.3%	7.7%	6.8%	8.7%
October	11.5%	13.0%	9.2%	9.2%	10.3%	10.6%
November	2.6%	6.9%	2.4%	1.8%	9.1%	4.3%
December	3.8%	10.5%	6.6%	7.3%	6.9%	7.0%

Source: FARS Alcohol Imputed Data Final Files 2007-2010, Annual Report File 2011

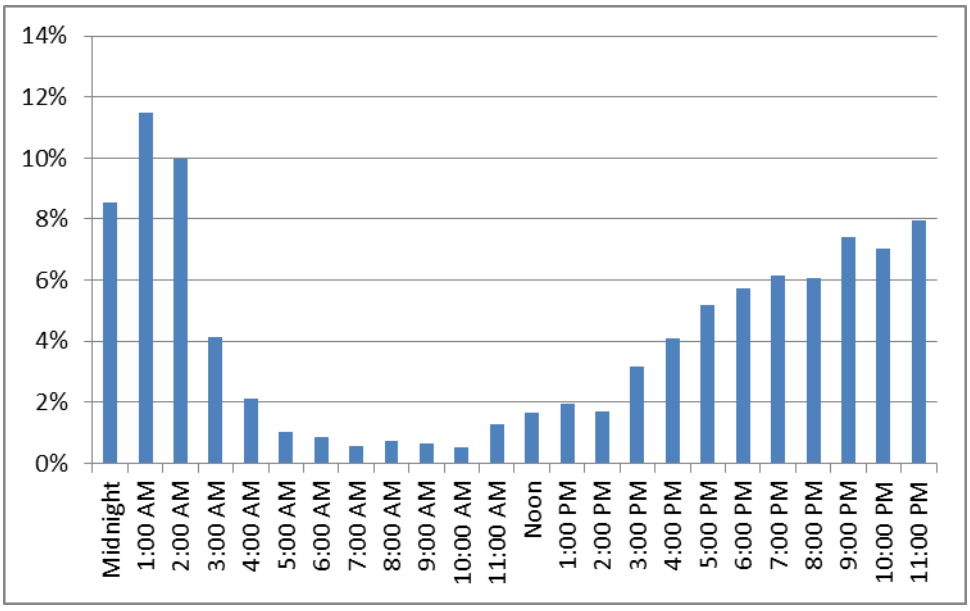
The distributions of alcohol-related crashes by time of day and day of week are shown in Figures 9 and 9a. Monday to Thursday have fewer crashes and the frequency then builds through the weekend days. The frequency of crashes builds up in the afternoon and evening hours, peaking during the 11p.m. to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

Figure 9. Alcohol-Related Crashes by Day of Week 2011



Source: Connecticut Department of Transportation

Figure 9a. Alcohol-Related Crashes by Time of Day 2011



Source: Connecticut Department of Transportation

NHTSA defines a non-fatal crash as being alcohol-related if police indicate on the police crash report that there was evidence that alcohol was present. Table AL-7 shows the percentage of Connecticut non-fatal crashes in the years 2007 to 2011 in which police reported that alcohol was involved. The table shows that alcohol is a greater factor in severe crashes than less severe crashes. For instance, 2011 results indicate 7.2 percent of "A"-injury crashes and 5.1 percent of "B"-injury crashes involved alcohol compared to 2.4 percent of "C"-injury and 1.9 percent of Property Damage Only crashes.

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

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

Maximum Severity Level	2007	2008	2009	2010	2011
A Injury	6.3%	7.2%	7.0%	6.2%	7.2%
B Injury	4.4%	4.8%	6.2%	4.8%	5.1%
C Injury	1.9%	2.0%	2.4%	2.3%	2.4%
No Injury	1.8%	1.8%	2.2%	2.1%	1.9%
Injury Crashes	3.2%	3.3%	3.9%	3.4%	3.5%
Total Crashes	2.1%	2.3%	2.7%	2.4%	2.4%

Source: Connecticut Department of Transportation

Table AL-8 summarizes DUI enforcement levels during the 2007 to 2011 period. DUI arrest totals in 2011 (12,488) were 6% higher than in 2007 (11,704). DUI arrests were up about 17% percent from 2010 (10,301). The average BAC has remained relatively constant over the years, however the percentage of chemical test refusals has increased to 21.8%. Arrests following motor vehicle crashes have decreased slightly from 2007 to 2011. The percentage of adjudications other than guilty has decreased between 2006 and 2009 and has increased in slightly 2.5% in 2011.

Table AL-8. DUI Enforcement Levels

	2007	2008	2009	2010	2011
DUI Arrests	11,704	14,398	12,272	10,301	12,488
Average BAC	0.168	0.162	0.164	0.165	.158
DUI Arrest per 10,000 Licensed Drivers	41	42.5	42	35	25
Percent Test Refusal	17.8%	18.1%	17.4%	18.1%	21.8%
DUI Arrests from Crashes	24.2%	24.3%	24.4%	23.2%	26.6%
Percent Adjudications Other Than Guilty	61.6%	61.1%	61.5%	64.5%	67%

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

The five year passenger vehicle injury crash data below is utilized as part of evaluation criteria in the awarding of Comprehensive DUI Enforcement Grants. The data includes statistical information that provides a query for municipal statewide motor vehicle crash ranking. The information is gathered by Preusser Research Group utilizing census and vehicle crash data. The established ranking is included in the written application review process.

Table AL-8a. Impaired Driving Summary

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

2006-2010 Passenger Vehicles Injury Crashes													Cross County Ranks					
County	Town	2009 Population	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)	Rank (N Night)	Single Vehicle Nighttime Crashes (9 PM to 5:59 AM)/ 100K Population	Rank (Rate Night)	Alcohol Related Crashes	Rank (N Alc Rel)	Alcohol Related Crashes/ 100K Population	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank	Rank (N Night)	Rank (Rate Night)	Rank (N Alc Rel)	Rank (Alc Rel Rate)	Mean Rank (Range = 1 to N towns in county)	Overall Rank
1	Bethel	18,534	11	21	59.4	23	9	15	48.6	23	20.5	16	114	162	126	167	142.25	**160**
1	Bridgeport	137,298	164	1	119.4	9	159	108	115.8	12	32.5	21	3	93	4	105	51.25	**20**
1	Brookfield	16,680	22	14	131.9	8	26	13	155.9	6	10.25	4	53	75	50	70	62	**45**
1	Danbury	79,743	77	4	96.6	15	83	69	104.1	13	25.25	17	8	121	8	121	64.5	**51**
1	Darien	20,292	30	13	147.8	5	28	22	138.0	8	12	8	41	67	44	84	59	**41**
1	Easton	7,383	13	19	176.1	4	17	7	230.3	1	7.75	2	95	43	77	21	59	**41**
1	Fairfield	57,578	54	8	93.8	16	51	85	88.6	19	32	20	19	126	20	142	76.75	**75**
1	Greenwich	62,368	67	5	107.4	13	63	81	101.0	14	28.25	19	12	109	13	124	64.5	**51**
1	Monroe	19,435	36	11	185.2	3	37	25	190.4	3	10.5	5	34	39	34	39	36.5	**8**
1	New Canaan	20,000	14	18	70.0	22	18	9	90.0	18	16.75	13	88	154	73	139	113.5	**134**
1	New Fairfield	14,099	12	20	85.1	19	14	7	99.3	15	15.25	10	106	139	96	127	117	**142**
1	Newtown	26,842	32	12	119.2	10	47	19	175.1	5	11.5	7	38	94	25	53	52.5	**23**
1	Norwalk	83,802	89	3	106.2	14	109	130	130.1	9	39	22	6	112	5	89	53	**26**
1	Redding	8,836	20	15	226.3	1	19	10	215.0	2	7	1	57	21	71	27	44	**16**
1	Ridgefield	24,228	20	15	82.5	20	24	17	99.1	16	17	14	57	140	55	128	95	**115**
1	Shelton	40,305	58	6	143.9	7	61	29	151.3	7	12.25	9	16	70	15	77	44.5	**17**
1	Sherman	4,120	6	23	145.6	6	5	1	121.4	10	10	3	138	69	147	100	113.5	**134**
1	Stamford	121,026	106	2	87.6	18	99	165	81.8	22	51.75	23	5	136	6	151	74.5	**72**
1	Stratford	48,952	39	10	79.7	21	43	49	87.8	21	25.25	17	30	144	29	144	86.75	**99**
1	Trumbull	34,918	41	9	117.4	11	42	31	120.3	11	15.5	11	26	98	32	101	64.25	**50**
1	Weston	10,199	11	21	107.9	12	9	12	88.2	20	16.25	12	114	106	126	143	122.25	**149**
1	Westport	26,799	55	7	205.2	2	50	31	186.6	4	11	6	17	29	22	42	27.5	**3**
1	Wilton	17,771	16	17	90.0	17	17	18	95.7	17	17.25	15	80	134	77	132	105.75	**127**
3	Avon	17,357	16	18	92.2	15	16	12	92.2	18	15.75	4	80	129	81	137	106.75	**130**
3	Berlin	20,467	22	12	107.5	10	23	39	112.4	9	17.5	10	53	107	56	109	81.25	**84**
3	Bloomfield	20,696	16	18	77.3	17	12	34	58.0	28	24.25	18	80	146	110	162	124.5	**151**
3	Bristol	61,027	61	4	100.0	11	68	105	111.4	11	32.75	27	14	117	11	111	63.25	**47**
3	Burlington	9,178	17	15	185.2	3	12	11	130.7	5	8.5	1	72	40	110	87	77.25	**77**
3	Canton	10,125	6	27	59.3	27	7	11	69.1	24	22.25	15	138	163	137	158	149	**163**
3	East Granby	5,210	2	29	38.4	29	3	5	57.6	29	23	17	164	168	160	163	163.75	**167**
3	East Hartford	48,634	59	5	121.3	7	56	70	115.1	8	22.5	16	15	89	18	106	57	**35**
3	East Windsor	11,041	14	22	126.8	6	17	33	154.0	3	16	5	88	84	77	74	80.75	**82**
3	Enfield	45,259	34	8	75.1	21	37	60	81.8	21	27.5	24	36	150	34	152	93	**109**
3	Farmington	25,144	24	11	95.5	13	25	67	99.4	15	26.5	22	50	124	52	126	88	**102**
3	Glastonbury	33,353	31	9	92.9	14	36	30	107.9	12	16.25	7	40	128	36	114	79.5	**80**
3	Granby	11,220	6	27	53.5	28	10	8	89.1	19	20.5	13	138	164	121	141	141	**159**
3	Hartford	124,060	168	1	135.4	4	182	123	146.7	4	33	28	2	73	2	81	39.5	**14**
3	Hartland	2,087	8	26	383.3	1	9	6	431.2	1	8.5	1	126	3	126	3	64.5	**51**
3	Manchester	56,388	68	3	120.6	8	71	121	125.9	7	34.75	29	11	91	10	94	51.5	**21**
3	Marlborough	6,359	16	18	251.6	2	22	15	346.0	2	9.25	3	80	11	61	5	39.25	**13**
3	New Britain	70,548	69	2	97.8	12	72	102	102.1	14	32.5	25	10	119	9	122	65	**56**
3	Newington	29,818	19	13	63.7	26	23	36	77.1	23	24.5	21	62	161	56	154	108.25	**131**
3	Plainville	17,284	13	23	75.2	20	14	41	81.0	22	26.5	22	95	149	96	153	123.25	**150**
3	Rocky Hill	18,827	12	24	63.7	25	13	23	69.0	25	24.25	18	106	160	104	159	132.25	**155**
3	Simsbury	23,648	18	14	76.1	19	23	19	97.3	16	17	9	67	148	56	129	100	**122**
3	South Windsor	26,258	17	15	64.7	24	16	15	60.9	27	20.25	12	72	159	81	161	118.25	**145**
3	Southington	42,534	54	6	127.0	5	55	55	129.3	6	18	11	19	83	19	90	52.75	**25**
3	Suffield	15,163	10	25	66.0	23	14	22	92.3	17	21.75	14	118	157	96	136	126.75	**153**
3	West Hartford	60,852	47	7	77.2	18	50	85	82.2	20	32.5	25	24	147	22	150	85.75	**97**
3	Wethersfield	25,767	17	15	66.0	22	16	34	62.1	26	24.25	18	72	155	81	160	117	**142**
3	Windsor	29,014	26	10	89.6	16	31	26	106.8	13	16.25	7	47	135	39	117	84.5	**92**
3	Windsor Locks	12,517	15	21	119.8	9	14	24	111.8	10	16	5	84	92	96	110	95.5	**116**
5	Barkhamsted	3,692	10	10	270.9	5	8	6	216.7	11	8	4	118	8	131	25	70.5	**65**
5	Bethlehem	3,577	8	13	223.7	8	8	2	223.7	10	8.25	7	126	22	131	23	75.5	**73**
5	Bridgewater	1,889	4	19	211.8	11	4	0	211.8	12	10.5	10	155	25	154	28	90.5	**105**
5	Canaan	1,099	3	23	273.0	4	4	3	364.0	2	8	4	162	7	154	4	81.75	**86**
5	Colebrook	1,532	1	25	65.3	25	2	4	130.5	22	19	24	167	158	166	88	144.75	**161**
5	Cornwall	1,488	6	16	403.2	1	8	5	537.6	1	5.75	3	138	2	131	2	68.25	**61**

2006-2010 Passenger Vehicles Injury Crashes													Cross County Ranks					
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5	Goshen	3,244	4	19	123.3	21	5	2	154.1	20	15.5	17	155	87	147	73	115.5	**138**
5	Harwinton	5,596	14	6	250.2	6	13	11	232.3	9	8	4	88	12	104	20	56	**33**
5	Kent	2,960	4	19	135.1	17	3	6	101.4	25	16.75	21	155	74	160	123	128	**154**
5	Litchfield	8,686	10	10	115.1	22	11	16	126.6	23	17.75	22	118	99	115	92	106	**128**
5	Morris	2,341	8	13	341.7	2	7	3	299.0	4	5.5	1	126	4	137	7	68.5	**63**
5	New Hartford	6,763	14	6	207.0	12	18	13	266.2	5	9	9	88	28	73	10	49.75	**18**
5	New Milford	28,505	50	1	175.4	14	48	44	168.4	16	18.75	23	21	45	24	60	37.5	**10**
5	Norfolk	1,658	3	23	180.9	13	4	4	241.3	7	11.75	12	162	41	154	17	93.5	**111**
5	North Canaan	3,366	5	17	148.5	16	8	13	237.7	8	13.5	13	144	66	131	18	89.75	**104**
5	Plymouth	12,014	15	5	124.9	19	18	9	149.8	21	13.5	13	84	85	73	79	80.25	**81**
5	Roxbury	2,320	5	17	215.5	10	4	0	172.4	15	10.5	10	144	24	154	56	94.5	**114**
5	Salisbury	3,986	12	8	301.1	3	13	8	326.1	3	5.5	1	106	5	104	6	55.25	**32**
5	Sharon	3,029	7	15	231.1	7	8	5	264.1	6	8.25	7	134	19	131	12	74	**70**
5	Thomaston	7,801	10	10	128.2	18	14	14	179.5	14	14	15	118	80	96	44	84.5	**92**
5	Torrington	35,408	40	3	113.0	23	43	57	121.4	24	26.75	26	29	101	29	99	64.5	**51**
5	Warren	1,389	0	26	0.0	26	0	1	0.0	26	19.75	25	169	169	169	169	169	**169**
5	Washington	3,689	4	19	108.4	24	6	6	162.6	17	16.5	19	155	105	142	66	117	**142**
5	Watertown	22,217	49	2	220.6	9	43	41	193.5	13	16.25	18	22	23	29	38	28	**5**
5	Winchester	10,779	18	4	167.0	15	17	24	157.7	18	15.25	16	67	50	77	68	65.5	**57**
5	Woodbury	9,700	12	8	123.7	20	15	19	154.6	19	16.5	19	106	86	89	72	88.25	**103**
7	Chester	3,832	2	15	52.2	15	2	6	52.2	15	12.75	14	164	165	166	165	165	**168**
7	Clinton	13,609	13	6	95.5	12	13	19	95.5	11	12	12	95	123	104	133	113.75	**136**
7	Cromwell	13,669	14	5	102.4	10	16	23	117.1	9	11.75	11	88	115	81	104	97	**118**
7	Deep River	4,683	5	12	106.8	8	4	5	85.4	14	9.75	8	144	110	154	147	138.75	**158**
7	Durham	7,469	18	3	241.0	1	15	13	200.8	1	4.5	2	67	14	89	34	51	**19**
7	East Haddam	8,941	15	4	167.8	3	16	7	179.0	2	4	1	84	48	81	45	64.5	**51**
7	East Hampton	12,766	13	6	101.8	11	12	20	94.0	12	12.25	13	95	116	110	135	114	**137**
7	Essex	6,810	11	9	161.5	4	12	8	176.2	3	6	3	114	58	110	49	82.75	**88**
7	Haddam	7,954	12	8	150.9	5	14	11	176.0	4	7	5	106	62	96	50	78.5	**79**
7	Killingworth	6,522	9	11	138.0	6	10	4	153.3	6	6.75	4	123	71	121	75	97.5	**120**
7	Middlefield	4,257	5	12	117.5	7	6	11	140.9	7	9.25	7	144	97	142	83	116.5	**141**
7	Middletown	48,383	39	1	80.6	13	44	64	90.9	13	22.75	15	30	142	28	138	84.5	**92**
7	Old Saybrook	10,545	11	9	104.3	9	11	14	104.3	10	10.5	9	114	113	115	120	115.5	**138**
7	Portland	9,577	20	2	208.8	2	15	20	156.6	5	7.25	6	57	27	89	69	60.5	**43**
7	Westbrook	6,685	5	12	74.8	14	9	9	134.6	8	10.75	10	144	151	126	85	126.5	**152**
9	Ansonia	18,514	17	17	91.8	21	13	19	70.2	25	20.5	14	72	130	104	157	115.75	**140**
9	Beacon Falls	5,866	5	27	85.2	25	3	7	51.1	27	21.5	17	144	138	160	166	152	**165**
9	Bethany	5,582	6	26	107.5	16	7	9	125.4	13	16	8	138	108	137	96	119.75	**146**
9	Branford	29,014	35	10	120.6	11	34	49	117.2	16	21.5	17	35	90	38	103	66.5	**58**
9	Cheshire	29,142	33	11	113.2	14	28	17	96.1	21	15.75	7	37	100	44	131	78	**78**
9	Derby	12,385	17	17	137.3	8	22	20	177.6	4	12.25	5	72	72	61	48	63.25	**47**
9	East Haven	28,572	27	14	94.5	19	31	35	108.5	18	21.5	17	46	125	39	113	80.75	**82**
9	Guilford	22,469	21	15	93.5	20	19	24	84.6	24	20.75	16	56	127	71	148	100.5	**123**
9	Hamden	58,119	45	7	77.4	26	51	59	87.8	22	28.5	23	25	145	20	145	83.75	**90**
9	Madison	18,824	18	16	95.6	18	23	23	122.2	14	17.75	11	67	122	56	98	85.75	**97**
9	Meriden	59,186	70	4	118.3	13	59	85	99.7	19	30.25	25	9	96	16	125	61.5	**44**
9	Middlebury	7,394	13	22	175.8	5	13	7	175.8	5	9.75	3	95	44	104	51	73.5	**69**
9	Milford	56,424	83	3	147.1	7	92	97	163.1	7	28.5	23	7	68	7	64	36.5	**8**
9	Naugatuck	32,019	29	12	90.6	22	28	52	87.4	23	27.25	21	43	132	44	146	91.25	**107**
9	New Haven	123,330	162	2	131.4	10	162	132	131.4	10	38.5	27	4	77	3	86	42.5	**15**
9	North Branford	14,387	13	22	90.4	23	16	8	111.2	17	17.5	9	95	133	81	112	105.25	**125**
9	North Haven	23,916	41	8	171.4	6	47	54	196.5	2	17.5	9	26	47	25	36	33.5	**6**
9	Orange	13,772	28	13	203.3	2	21	30	152.5	9	13.5	6	44	30	67	76	54.25	**29**
9	Oxford	12,890	17	17	131.9	9	21	13	162.9	8	11.75	4	72	76	67	65	70	**64**
9	Prospect	9,494	17	17	179.1	4	18	11	189.6	3	8.75	1	72	42	73	40	56.75	**34**
9	Seymour	16,320	38	9	232.8	1	36	27	220.6	1	9.5	2	32	18	36	24	27.5	**3**
9	Southbury	19,706	13	22	66.0	27	11	13	55.8	26	22	20	95	156	115	164	132.5	**156**
9	Wallingford	44,881	49	6	109.2	15	57	79	127.0	11	27.75	22	22	104	17	91	58.5	**38**
9	Waterbury	107,143	211	1	196.9	3	186	114	173.6	6	31	26	1	33	1	55	22.5	**2**
9	West Haven	53,007	63	5	118.9	12	67	53	126.4	12	20.5	14	13	95	12	93	53.25	**27**

		2006-2010 Passenger Vehicles Injury Crashes											Cross County Ranks					
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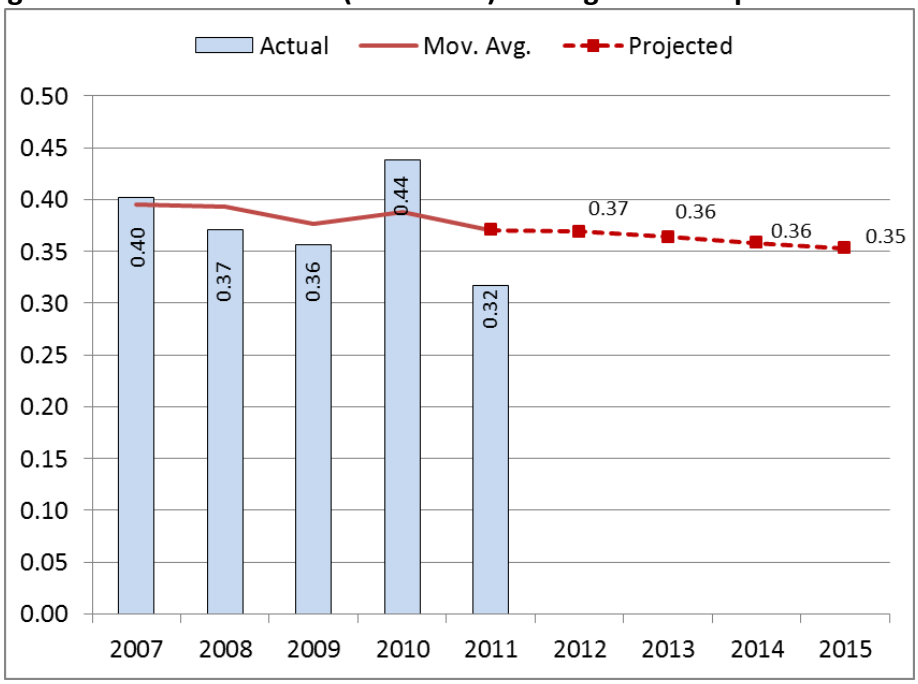
9	Wolcott	16,462	17	17	103.3	17	16	21	97.2	20	18.75	12	72	114	81	130	99.25	**121**
9	Woodbridge	9,188	8	25	87.1	24	11	11	119.7	15	18.75	12	126	137	115	102	120	**147**
11	Bozrah	2,466	4	18	162.2	9	5	8	202.8	4	9.75	6	155	55	147	30	96.75	**117**
11	Colchester	15,685	20	7	127.5	15	28	22	178.5	8	13	12	57	81	44	47	57.25	**37**
11	East Lyme	19,203	19	8	98.9	17	22	11	114.6	16	13	12	62	118	61	107	87	**100**
11	Franklin	1,906	4	18	209.9	2	5	4	262.3	1	6.25	1	155	26	147	13	85.25	**96**
11	Griswold	11,508	18	10	156.4	12	20	19	173.8	9	12.5	11	67	60	69	54	62.5	**46**
11	Groton	39,551	32	2	80.9	19	30	35	75.9	20	19	19	38	141	42	155	94	**112**
11	Lebanon	7,409	12	12	162.0	11	16	11	216.0	3	9.25	5	106	57	81	26	67.5	**59**
11	Ledyard	15,172	25	5	164.8	8	26	19	171.4	10	10.5	8	49	52	50	57	52	**22**
11	Lisbon	4,256	8	15	188.0	6	7	8	164.5	12	10.25	7	126	37	137	62	90.5	**105**
11	Lyme	2,098	1	21	47.7	21	2	2	95.3	18	15.5	16	167	166	166	134	158.25	**166**
11	Montville	19,910	26	4	130.6	14	25	29	125.6	15	15.5	16	47	78	52	95	68	**60**
11	New London	26,184	19	8	72.6	20	22	49	84.0	19	24	20	62	152	61	149	106	**128**
11	North Stonington	5,272	10	14	189.7	4	12	5	227.6	2	6.25	1	118	34	110	22	71	**66**
11	Norwich	36,639	55	1	150.1	13	62	87	169.2	11	28	21	17	64	14	58	38.25	**11**
11	Old Lyme	7,402	15	11	202.6	3	15	11	202.6	5	7.5	3	84	31	89	31	58.75	**40**
11	Preston	4,955	12	12	242.2	1	10	24	201.8	6	10.75	10	106	13	121	33	68.25	**61**
11	Salem	4,142	4	18	96.6	18	3	4	72.4	21	15.25	14	155	120	160	156	147.75	**162**
11	Sprague	3,019	5	16	165.6	7	6	2	198.7	7	8	4	144	51	142	35	93	**109**
11	Stonington	18,513	30	3	162.0	10	28	43	151.2	14	17.5	18	41	56	44	78	54.75	**31**
11	Voluntown	2,643	5	16	189.2	5	3	4	113.5	17	10.5	8	144	35	160	108	111.75	**133**
11	Waterford	18,897	24	6	127.0	16	31	26	164.0	13	15.25	14	50	82	39	63	58.5	**38**
13	Andover	3,210	5	13	155.8	6	6	5	186.9	5	7.25	5	144	61	142	41	97	**118**
13	Bolton	5,155	9	8	174.6	4	8	8	155.2	9	7.25	5	123	46	131	71	92.75	**108**
13	Columbia	5,369	8	9	149.0	8	11	5	204.9	3	6.25	4	126	65	115	29	83.75	**90**
13	Coventry	12,307	20	4	162.5	5	22	24	178.8	6	9.75	9	57	54	61	46	54.5	**30**
13	Ellington	14,829	7	12	47.2	13	7	15	47.2	13	13.25	12	134	167	137	168	151.5	**164**
13	Hebron	9,304	14	5	150.5	7	15	14	161.2	8	8.5	7	88	63	89	67	76.75	**75**
13	Mansfield	25,268	23	3	91.0	11	27	21	106.9	11	11.5	10	52	131	49	116	87	**100**
13	Somers	11,215	8	9	71.3	12	10	13	89.2	12	11.5	10	126	153	121	140	135	**157**
13	Stafford	11,869	13	7	109.5	10	20	13	168.5	7	9.25	8	95	103	69	59	81.5	**85**
13	Tolland	14,823	28	2	188.9	3	30	14	202.4	4	5.75	3	44	36	42	32	38.5	**12**
13	Union	761	8	9	1051.2	1	9	5	1182.7	1	4	1	126	1	126	1	63.5	**49**
13	Vernon	30,182	37	1	122.6	9	45	38	149.1	10	14.5	13	33	88	27	80	57	**35**
13	Willington	6,169	14	5	226.9	2	15	11	243.2	2	5	2	88	20	89	16	53.25	**27**
15	Ashford	4,470	9	9	201.3	7	11	5	246.1	5	6.5	3	123	32	115	15	71.25	**67**
15	Brooklyn	7,977	13	5	163.0	10	14	18	175.5	9	10.5	11	95	53	96	52	74	**70**
15	Canterbury	5,128	13	5	253.5	3	14	10	273.0	2	5	1	95	10	96	9	52.5	**23**
15	Chaplin	2,558	6	12	234.6	5	5	6	195.5	7	7.5	6	138	16	147	37	84.5	**92**
15	Eastford	1,800	2	15	111.1	13	3	3	166.7	10	10.25	10	164	102	160	61	121.75	**148**
15	Hampton	2,144	5	13	233.2	6	5	1	233.2	6	6.5	3	144	17	147	19	81.75	**86**
15	Killingly	17,828	19	3	106.6	14	22	22	123.4	12	12.75	13	62	111	61	97	82.75	**88**
15	Plainfield	15,442	41	1	265.5	2	41	45	265.5	3	12.75	13	26	9	33	11	19.75	**1**
15	Pomfret	4,186	7	10	167.2	9	6	2	143.3	11	8	8	134	49	142	82	101.75	**124**
15	Putnam	9,307	12	8	128.9	12	10	10	107.4	13	10.75	12	106	79	121	115	105.25	**125**
15	Scotland	1,721	5	13	290.5	1	5	5	290.5	1	5	1	144	6	147	8	76.25	**74**
15	Sterling	3,755	7	10	186.4	8	4	1	106.5	14	8.25	9	134	38	154	118	111	**132**
15	Thompson	9,249	22	2	237.9	4	23	18	248.7	4	7	5	53	15	56	14	34.5	**7**
15	Windham	23,733	19	3	80.1	15	25	31	105.3	15	16	15	62	143	52	119	94	**112**
15	Woodstock	8,220	13	5	158.2	11	15	7	182.5	8	7.75	9	95	59	89	43	71.5	**68**
						County Stats												
9	**New Haven**	848,006	1096	1	129.2	4	1092	1	128.8	5	2.75	1						
11	**New London**	266,830	348	4	130.4	3	378	4	141.7	4	3.75	3						
1	**Fairfield**	901,208	993	2	110.2	7	1030	2	114.3	7	4.5	4						
5	**Litchfield**	188,728	316	5	167.4	1	332	5	175.9	1	3	2						
15	**Windham**	117,518	193	7	164.2	2	203	7	172.7	2	4.5	4						
3	**Hartford**	879,835	885	3	100.6	8	947	3	107.6	8	5.5	7						
13	**Tolland**	150,461	194	6	128.9	5	225	6	149.5	3	5	6						
7	**Middlesex**	165,702	192	8	115.9	6	199	8	120.1	6	7	8						
	Connecticut	**3,518,288**	**4217**		**119.9**		**4406**		**125.2**									

Performance Measures

Performance Measures	2007	2008	2009	2010	2011
Alcohol-Impaired Driving Fatalities	111	95	97	119	92
Alcohol-Impaired Driving Fatal Crashes	100	86	88	111	82
Percent Alcohol-Impaired Driving Fatal Crashes	37.2%	30.8%	41.7%	37.1%	39.8%
Alcohol-Related Driving Fatalities	129	118	112	137	99
Percent Alcohol-Related Driving Fatalities	43.6%	39.1%	50.0%	42.8%	45.0%
Alcohol-Related Driving Fatalities per 100 Million VMT	0.40	0.37	0.36	0.44	0.44
Alcohol-Related Driving Injury Crashes	877	861	1,014	842	863
Percent Alcohol-Related Driving Injury Crashes	3.1%	3.3%	3.9%	3.4%	3.5%

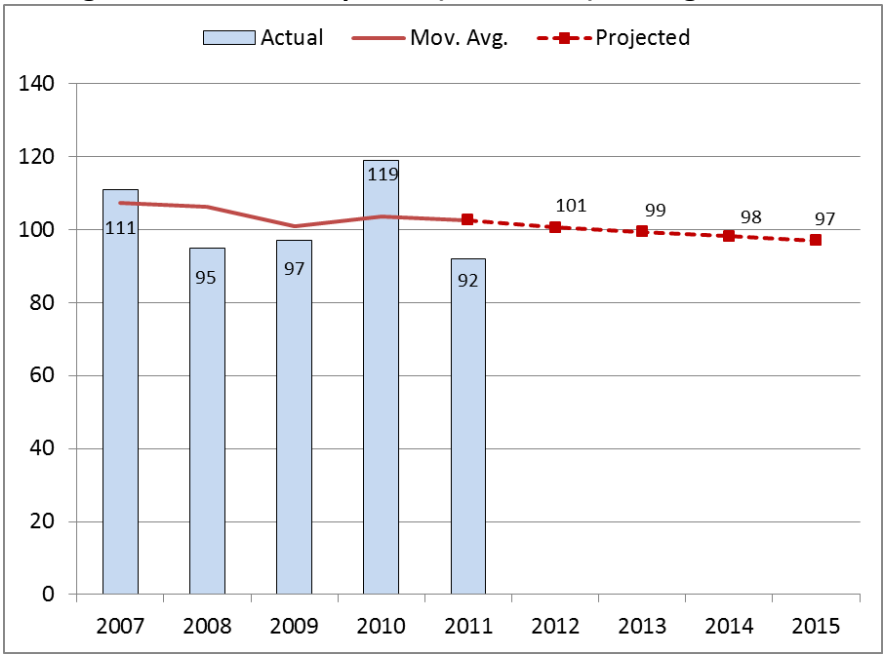
Figure 10 shows the equivalent for alcohol-related driving fatalities per 100 million vehicle miles of travel.

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



Source: FARS

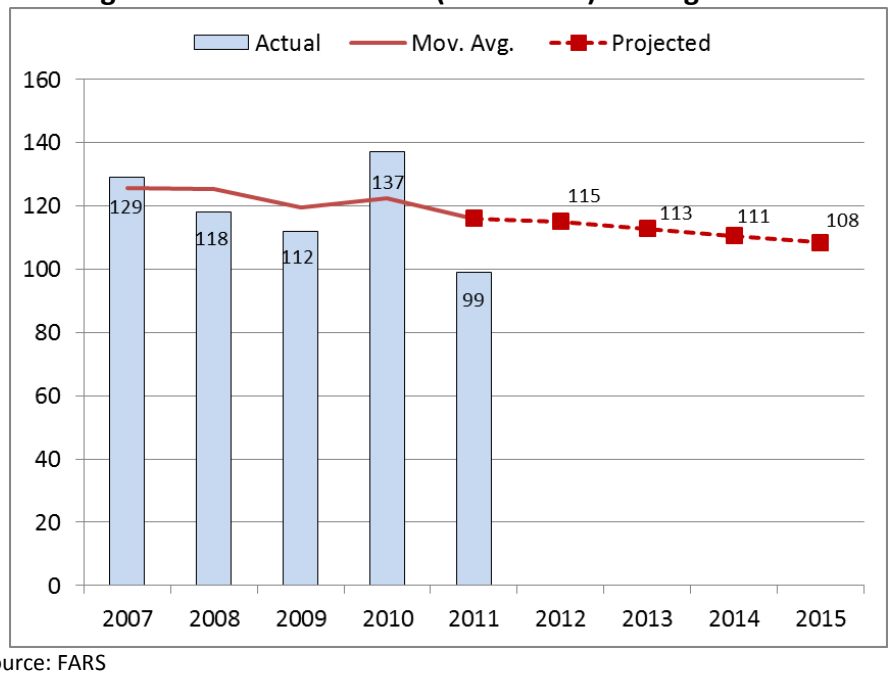
Figure 11. Alcohol-Impaired (BAC ≥0.08) Driving Fatalities



Source: FARS

Figure 12 shows the number of alcohol related driving fatalities for the 2007 to 2011 period, along with the moving averages, and projected fatalities.

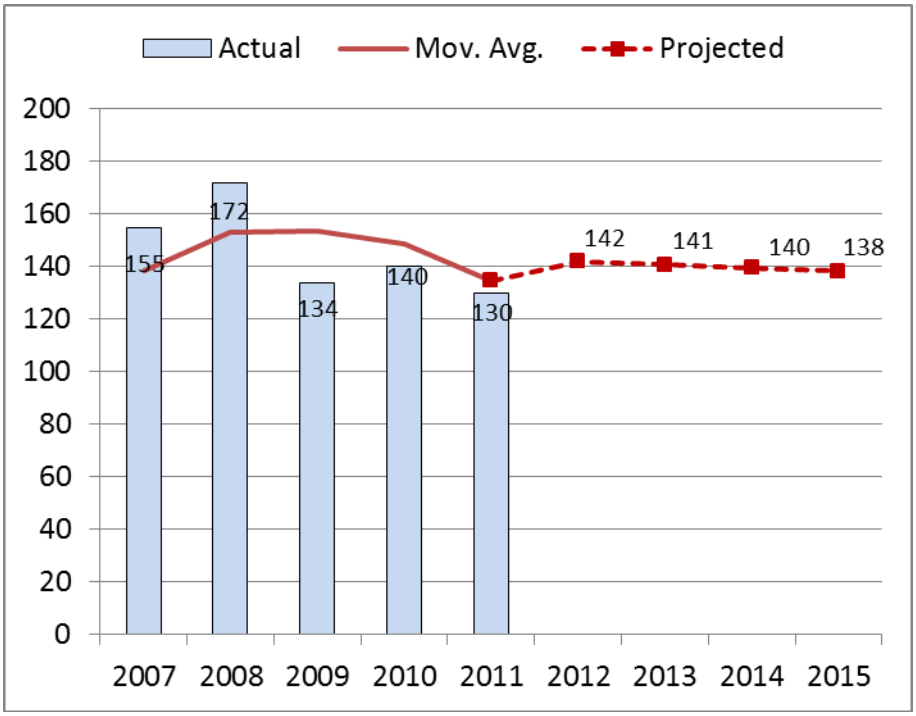
Figure 12. Alcohol-Related (BAC ≥ 0.01) Driving Fatalities



Source: FARS

If the fatality trend continues (Fig. 12), the projection would be 113 alcohol-related fatalities in 2013, 111 in 2014, and 108 in 2015. The VMT rate would project to 0.36 in 2013 and 2014, and 0.35 in 2015. Alcohol-impaired driving fatalities (Figure 11) project to 99 for 2013, 98 in 2014, and 97 in 2015.

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



Source: Connecticut Department of Transportation

Performance Goals

To decrease alcohol impaired driving fatalities (B.A.C. =.08+) from the three year (2009-2011) moving average of 103 in 2011 by 5% to a three year (2013-2015) moving average of 98 in 2014.

To decrease alcohol related driving serious injuries ("A") from the three year (2009-2011) moving average of 135 in 2011 by 5% to a three year (2012-2014) moving average of 128 in 2014.

Performance Objectives

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

Increasing the number of law enforcement agencies receiving impaired driving enforcement grants beyond the 84 that participated in 2013.

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

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

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

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

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

Planned Countermeasures

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

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

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

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

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

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

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

Paid advertising and earned media will be part of a comprehensive program designed to address specific highway safety goals identified in this section. Public education will be aimed at specific target groups: 21 to 34 year old males and drivers under 21 who are most over-represented in alcohol-related crashes in relation to the number of licensed drivers in those age groups.

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

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

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

Paid media efforts will be enhanced through public outreach and education campaigns. Public outreach will take place at sporting and concert venues, MADD sponsored events, health fairs and school safety days. Public information and education materials carrying campaign messaging and educational brochures will be distributed in support of these efforts.

SFST training for police officers will be offered for the purpose of increasing the pool of SFTS trainers and to ensure that field officer practitioners making DUI arrests are properly trained in the detection and apprehension of drunk drivers, and follow standardized arrest procedures that will hold up in court. Officers working under DUI Enforcement Grants will be required to attend and complete an update of the most current SFST curriculum.

A priority for the 2014 Fiscal year is to provide training for Advance Roadside Impaired Driving Enforcement (ARIDE) and establish training for the State of Connecticut's first Drug Evaluation and Classification Program. The goal of the DRE program is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE).

This certification will allow the qualified officer to effectively evaluate someone suspected of operating a motor vehicle under the influence of alcohol and/or drugs.

Increase successful prosecution of DUI offenders and decrease recidivism rates by providing funding for an administrative per se hearing attorney, a Transportation Safety Resource Prosecutor and complete interfacing to the original Connecticut Impaired Driving Records Information System (CIDRIS).

The Highway Safety Office will continue to support the passage of legislation that discourages impaired driving through enforcement, sanctions aimed at reduction of recidivism and increased penalties for DUI offenders.

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

The task will include coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies and other related operating expenses.

Funding Source	Project number	Agency	Title	$ Amount
402	**0194-0704-AA**	**CT-DOT/HSO**	**Alcohol Program Management**	**$100,000**
154AL	**0194-0722-AA**	**CT-DOT/HSO**	**Alcohol Program Management (154)**	**$500,000**

Task 2
Project Title: DUI Overtime Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

High-visibility enforcement objectives will be accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law Enforcement agencies will be offered DUI overtime enforcement grants. In order to fulfill the Impaired Driving Program countermeasures, the HSO will make an extra effort to add additional saturation patrols and checkpoints during the National Crackdown, Christmas and New Year holidays as well as summer holiday weekends. These grants will be available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained enforcement. Enforcement will be targeted at high DUI

activity periods identified in the statewide problem identification and by local police departments based on specific community core hours of related alcohol activity through this task, the Highway Safety Office will make every effort to encourage DUI checkpoint activity every weekend throughout the year. It is anticipated that approximately 90 agencies will participate as sub-grantees in an estimated 280 DUI checkpoints and over approximately 4,800 roving/saturation patrols will be conducted statewide throughout 2013-2014. Enforcement will target high risk regions and communities where DUI activity is known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

Funding Source	Project number	Agency	Title	$ Amount
154AL	0194-0722-AE	CT DOT - HSO	BETHANY	$18,200.00
154AL	0194-0722-AF	CT DOT - HSO	KILLINGLY	$67,400.00
154AL	0194-0722-AG	CT DOT - HSO	GLASTONBURY	$9,500.00
154AL	0194-0722-AH	CT DOT - HSO	DURHAM	$19,200.00
154AL	0194-0722-AI	CT DOT - HSO	MIDDLEFIELD	$16,500.00
154AL	0194-0722-AJ	CT DOT - HSO	BRISTOL	$192,700.00
154AL	0194-0722-AK	CT DOT - HSO	LEDYARD	$51,300.00
154AL	0194-0722-AL	CT DOT - HSO	GREENWICH	$56,000.00
154AL	0194-0722-AM	CT DOT - HSO	WATERTOWN	$28,700.00
154AL	0194-0722-AN	CT DOT - HSO	NEW BRITAIN	$133,700.00
154AL	0194-0722-AO	CT DOT - HSO	ELLINGTON	$34,200.00
154AL	0194-0722-AP	CT DOT - HSO	SOMERS	$41,800.00
154AL	0194-0722-AQ	CT DOT - HSO	NAUGATUCK	$28,800.00
154AL	0194-0722-AR	CT DOT - HSO	WETHERSFIELD	$29,600.00
154AL	0194-0722-AS	CT DOT - HSO	PROSPECT	$12,400.00
154AL	0194-0722-AT	CT DOT - HSO	FAIRFIELD	$100,600.00
154AL	0194-0722-AU	CT DOT - HSO	MERIDEN	$20,900.00
154AL	0194-0722-AV	CT DOT - HSO	CITY OF GROTON	$35,400.00

154AL	0194-0722-AW	CT DOT - HSO	DEEP RIVER	$42,600.00
154AL	0194-0722-AX	CT DOT - HSO	SEYMOUR	$60,200.00
154AL	0194-0722-AZ	CT DOT - HSO	FARMINGTON	$52,700.00
154AL	0194-0722-BA	CT DOT - HSO	DPS	$562,500.00
154AL	0194-0722-BB	CT DOT - HSO	STAFFORD	$73,650.00
154AL	0194-0722-BC	CT DOT - HSO	CROMWELL	$28,900.00
154AL	0194-0722-BD	CT DOT - HSO	NORWALK	$53,900.00
154AL	0194-0722-BE	CT DOT - HSO	BETHEL	$15,600.00
154AL	0194-0722-BF	CT DOT - HSO	KILLINGWORTH	$9,000.00
154AL	0194-0722-BG	CT DOT - HSO	WINDSOR LOCKS	$37,100.00
154AL	0194-0722-BH	CT DOT - HSO	MANCHESTER	$125,400.00
154AL	0194-0722-BI	CT DOT - HSO	BRANFORD	$59,500.00
154AL	0194-0722-BJ	CT DOT - HSO	NORTH HAVEN	$34,900.00
154AL	0194-0722-BK	CT DOT - HSO	TOWN OF GROTON	$54,900.00
154AL	0194-0722-BL	CT DOT - HSO	COVENTRY	$17,200.00
154AL	0194-0722-BM	CT DOT - HSO	NORWICH	$55,900.00
154AL	0194-0722-BN	CT DOT - HSO	WINDSOR	$111,600.00
154AL	0194-0722-BO	CT DOT - HSO	EAST HAVEN	$49,400.00
154AL	0194-0722-BP	CT DOT - HSO	GRANBY	$21,400.00
154AL	0194-0722-BQ	CT DOT - HSO	OLD LYME	$50,800.00
154AL	0194-0722-BR	CT DOT - HSO	BLOOMFIELD	$72,300.00
154AL	0194-0722-BS	CT DOT - HSO	NEWTOWN	$52,100.00
154AL	0194-0722-BT	CT DOT - HSO	JEWETT CITY	$68,700.00
154AL	0194-0722-BU	CT DOT - HSO	NEW CANAAN	$6,000.00
154AL	0194-0722-BV	CT DOT - HSO	CCSU	$53,100.00

154AL	**0194-0722-BW**	**CT DOT - HSO**	**DARIEN**	**$37,300.00**
154AL	**0194-0722-BX**	**CT DOT - HSO**	**DANBURY**	**$39,400.00**
154AL	**0194-0722-BY**	**CT DOT - HSO**	**BERLIN**	**$60,200.00**
154AL	**0194-0722-BZ**	**CT DOT - HSO**	**WILTON**	**$30,000.00**
154AL	**0194-0722-CA**	**CT DOT - HSO**	**EAST LYME**	**$44.800.00**
154AL	**0194-0722-CB**	**CT DOT - HSO**	**HARTFORD**	**$166,700.00**
154AL	**0194-0722-CC**	**CT DOT - HSO**	**WALLINGFORD**	**$12,000.00**
154AL	**0194-0722-CD**	**CT DOT - HSO**	**EAST HADDAM**	**$23,700.00**
154AL	**0194-0722-CE**	**CT DOT - HSO**	**NORTH STONINGTON**	**$50,600.00**
154AL	**0194-0722-CF**	**CT DOT - HSO**	**TOLLAND**	**$32,900.00**
154AL	**0194-0722-CG**	**CT DOT - HSO**	**CHESTER**	**$15,700.00**
154AL	**0194-0722-CH**	**CT DOT - HSO**	**VERNON**	**$49,000.00**
154AL	**0194-0722-CI**	**CT DOT - HSO**	**MONROE**	**$39,800.00**
154AL	**0194-0722-CJ**	**CT DOT - HSO**	**WILLIMANTIC**	**$67,500.00**
154AL	**0194-0722-CK**	**CT DOT - HSO**	**HADDAM**	**$36,000.00**
154AL	**0194-0722-CL**	**CT DOT - HSO**	**TRUMBULL**	**$49,000.00**
154AL	**0194-0722-CO**	**CT DOT - HSO**	**NEWINGTON**	**$28,500.00**
154AL	**0194-0722-CP**	**CT DOT - HSO**	**COLCHESTER**	**$10,200.00**
154AL	**0194-0722-CQ**	**CT DOT - HSO**	**LISBON**	**$38,700.00**
154AL	**0194-0722-CR**	**CT DOT - HSO**	**UCONN**	**$8,600.00**
154AL	**0194-0722-CS**	**CT DOT - HSO**	**MONTVILLE**	**$59,800.00**
154AL	**0194-0722-CT**	**CT DOT - HSO**	**MADISON**	**$37,100.00**
154AL	**0194-0722-CU**	**CT DOT - HSO**	**WESTPORT**	**$14,000.00**
410AL	**0194-0730-AD**	**CT DOT - HSO**	**CHESHIRE**	**$51,100.00**
410AL	**0194-0730-AE**	**CT DOT - HSO**	**NEW HAVEN**	**$180,600.00**

410AL	**0194-0730-AF**	**CT DOT - HSO**	**SOUTH WINDSOR**	**$46,900.00**
410AL	**0194-0730-AG**	**CT DOT - HSO**	**STAMFORD**	**$81,900.00**
410AL	**0194-0730-AH**	**CT DOT - HSO**	**PLAINFIELD**	**$17,000.00**
410AL	**0194-0730-AI**	**CT DOT - HSO**	**STRATFORD**	**$40,500.00**
410AL	**0194-0730-AJ**	**CT DOT - HSO**	**ENFIELD**	**$160,200.00**
410AL	**0194-0730-AL**	**CT DOT - HSO**	**WATERFORD**	**$16,700.00**
410AL	**0194-0730-AM**	**CT DOT - HSO**	**OLD SAYBROOK**	**$50,100.00**
410AL	**0194-0730-AN**	**CT DOT - HSO**	**MANSFIELD**	**$31,900.00**
410AL	**0194-0730-AP**	**CT DOT - HSO**	**ORANGE**	**$33,200.00**
410AL	**0194-0730-AQ**	**CT DOT - HSO**	**ROCKY HILL**	**$10,300.00**
410AL	**0194-0730-AR**	**CT DOT - HSO**	**EAST WINDSOR**	**$81,400.00**
410AL	**0194-0730-AS**	**CT DOT - HSO**	**ESSEX**	**$50,200.00**

This area will also set aside 405(d) funding for additional DUI overtime enforcement. This funding will be used for new departments who have not participated in HVE DUI patrols in the past and for participating departments who can demonstrate specific circumstances (through crash and arrest data) that require higher funding amounts than have been previously approved.

The HSO will prioritize non-participating towns in the four highest DUI fatality counties in the State (Hartford, Fairfield, New Haven and New London) for the past five years to assure for the first time a fully inclusive comprehensive regional approach to sustained DUI enforcement. We anticipate a minimum of 30 law enforcement agencies to be added to the program as a result of this targeted outreach effort to close the gaps in law enforcement coverage in these counties. Outreach will consist of direct solicitation and regionally hosted grant application briefings by already participating law enforcement agencies. Grant amounts which will average about $20,000 per community will be determined on crash and arrest data. Participating agencies will be required to participate in high profile weekly DUI enforcement between Thursday and Sunday nights, coordinated monthly regional checkpoints and two national DUI Mobilizations. A listing of new participating towns in these three high DUI counties will be provided to NHTSA within 30 days of the beginning of the new fiscal year along with grant award amounts.

Funding Source	Project number	Agency	Title	$ Amount
405(d)	**0194-0743-ZZ**	**CT-DOT/HSO**	**Special DUI Enforcement Projects**	**$20,000 per town x 30 towns= $600,000**

Task 3
Project Title: SFST Training
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Edmund Hedge

Funding will be provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. It is anticipated that approximately five training sessions will be conducted and 125 officers will be trained through this program. This task will ensure that NHTSA approved SFST procedures are implemented uniformly by practitioners throughout the State. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks.

Funding Source	Project number	Agency	Title	$ Amount
154AL	**0194-0722-AB**	**CT-DOT/ HSO**	**Alcohol Related Program Training**	**$150,000**

Task 4
Project Title: Traffic Safety Resource Prosecutor (TSRP)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Edmund Hedge

A Statewide Traffic Safety Resource Prosecutor (TSRP) position will be funded within the Office of the Chief State's Attorney. The TSRP will assist in successfully prosecuting DUI and other drug/impaired related cases through training/education programs for professionals from all related fields and provide monthly activity reports. This training will include up to two Statewide Prosecutor's meeting (s) and up to 15 local geographical area trainings. The groups include but are not limited to, prosecutors, law enforcement personnel, judges and hearing officers. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the Highway Safety Office on all DUI and/or impaired driving legislation. The TSRP will also develop and update training manuals aiding successful identification and prosecution of DUI offenders for both law enforcement and judicial officials.

Funding Source	Project number	Agency	Title	$ Amount
154AL	**0194-0722-AC**	**CT-DOT/HSO**	**Criminal Justice**	**$250,000**

Task 5
Project Title: Impaired Driving Public Information and Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

This task will fund the purchase and distribution of public outreach and education materials. This comprehensive campaign will include the development and purchase of public information and education materials in the form of brochures, posters, and other items carrying messaging to discourage impaired driving and provide information about related laws and associated risks. Delivery of public education and information materials will be accomplished through outreach at sporting and concert venues, public safety fairs, school safety days, corporate safety days and other community events. Public information and education efforts will be conducted through a variety of public outreach venues. Impaired Driving messages and images including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving" and "Fans Don't Let Fans Drive Drunk" that are prominently placed at several of the States entertainment venues (including but not limited to: New Britain Stadium, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl) through the paid media project. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of not driving impaired. This task provides funding for administration of the web site www.drink-drive-lose.com to further support existing public outreach and education campaigns. This interactive site utilizes a variety of tools to engage visitors in scenarios that illustrate the risks and dangers associated with impaired driving.

Funding Source	Project number	Agency	Title	$ Amount
154AL	**0194-0722-BG**	**CT-DOT/HSO**	**Impaired Driving Public Information and Education**	**$500,000**

Task 6
Project Title: DUI Educational Programming
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

Save a Life Tour
The HSO will be partnering with Kramer International's 'Save a Life Tour' that travels the country with a distracted and impaired driving presentation for high school students. The program will be available in Connecticut for presentations at four high schools on consecutive days. Schools were chosen by partnering with the Connecticut Association of Schools, who pointed out particularly involved administrations in different regions of the state to best reach a diverse population. Given the extreme dangers of distracted driving especially with young and inexperienced drivers, the HSO hopes to impact the lives of many students with this program and also garner earned media attention to be broadcasted throughout the state. If the program is well-received, the HSO has discussed possibly bringing the 'Save a Life Tour' back to Connecticut in the future. The HSO will be covering the cost of bringing the tour to Connecticut at the total cost of $11,400 for the four presentations.

Power of Parent's It's Your Influence

Mother's Against Drunk Driving (MADD) educational outreach programs, such as Power of Parent's, It's Your Influence would receive funding consideration under this task. This is a 30-minute workshop given to parents. The program is based on the parent handbook, which motivates parents to talk with their teens about alcohol. Handbooks are presented to every parent in attendance at each workshop. The workshops are presented by trained facilitators who have each attended a facilitator training led by the MADD Connecticut Youth Department. A Program Specialist will oversee the implementation of this program. Approximately 50 presentations will be conducted over the course of the grant.

MADD School Assembly Program

MADD has a Connecticut's Youth Initiative Team is comprised of Program Manager, Program Specialist and a Program Coordinator. The Team's goal is to prevent underage drinking in the state through a total community mobilization. This includes the education of young people about the consequences of their actions in regards to alcohol and drugs. The MADD School Assembly Program, presented by the Youth Initiative Team, will address issues regarding the use of alcohol and drugs and education young people on the consequences of their actions. The interactive assembly programs will be held in schools statewide. The programs are created to address the realities of drunk driving and underage drinking. This provides victims and offenders of alcohol-related crashes and underage drinking the opportunity to share their real life experiences. The program also provides samples of current trends, music and other aspects of social media that play into a teen's choice to drink and drive or to drink underage. The school assembly program provides the necessary information, motivation and alternatives to better enable adolescents to resist influences that would lead them to drink underage. The team will also provide them with the necessary tools to better equip them for their futures. MADD Connecticut's Youth Initiative will be funded $10,000 to provide students with valuable information through a MADD Connecticut School Assembly Program. It is anticipated that there will be 20 schools at a cost of $500 per school.

Let's not meet by Accident

Partner with St. Francis Hospital to support the Let's Not Meet by Accident campaign. This is a comprehensive education program to encourage teens to make healthy decisions in risky situations. Teens learn that traumatic injuries claim the lives of more people under age 34 than any health related disease. Teens will visit the helipad where LifeStar medical helicopters land and observe a "mock" trauma. Fifteen high schools registered for 18 sessions. Participants range in age from 14 to 20 years old.

Funding Source	Project number	Agency	Title	$ Amount
410AL	**0194-0730-AX**	**CT-DOT/HSO**	**Save a Life Tour**	**$12,000**
410AL	**0194-0730-AK**	**MADD**	**Power of Parents**	**$54,000**
410AL	**0194-0730-AY**	**MADD**	**MADD School Assembly Program**	**$10,000**
410AL	**0194-0730-AT**	**Saint Francis Hospital**	**Let's Not Meet by Accident**	**$22,000**

Task 7
Project Title: DUI Mapping
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

In efforts to increase community and city government use of traffic safety data and maps for program planning and presentations. Also funded under this task will be the continuation of the FY 2012 project development of a web-based Geographic Information Crash Surveillance System (GICSS) with the primary focus on alcohol impaired driving. This work will continue to be done, in coordination with Yale University School of Medicine, Department of Emergency Medicine Yale-New Haven Hospital.

Funding Source	Project number	Agency	Title	$ Amount
405(d)	0194-0743-AA	CT-DOT/HSO	Yale University	$290,000

Task 8
Project Title: DUI Enforcement/Testing Equipment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

The HSO will continue to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (i.e.: DUI mobile command vehicles for RTUs, breath-testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI-related enforcement equipment). Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) will be addressed when specific needs analysis is complete and program structure is determined.

There is also a need to acquire state of the art equipment used for case work analysis in the determination of alcohol concentration in blood and urine and screening for drugs of abuse and pharmaceuticals that may impair driving. The following equipment purchase will assist in the identification of impairment through forensic science activity:

Gas Chromatograph-Mass Spectrometer - This instrument would be utilized in the analysis of blood and urine samples in support of DUI case investigation, both as a means of confirmation of the presence of drugs detected in immunoassay screen procedures, and as a combined screen/confirmation approach to drugs undetected by immunoassay.

Headspace Gas-Chromatograph - This instrument would be utilized in the analysis of alcohol in blood and urine samples collected in support of DUI case investigation. Dual-column Headspace GC with FID detection is considered to be the state of the art for accurate quantitative analysis of ethyl alcohol, and is able to provide forensically defensible ethanol determinations, even in the presence of other related compounds, such as methanol, isopropanol, acetone and acetaldehyde.

Fund	Project Number	Agency	Item (#'s)	$ Unit Cost
154AL	0194-0722-CW	Bethany	Traffic Cones (120)	$3,000
154AL	0194-0722-CX	Enfield	Traffic Cones (120)	$3,000
154AL	0194-0722-CY	Bridgeport	Traffic Cones (120)	$3,000
154AL	0194-0722-CZ	New Canaan	Traffic Cones (120)	$3,000
154AL	0194-0722-DA	Watertown	Traffic Cones (120)	$3,000
154AL	0194-0722-DB	Mansfield	Signage	$3,000
154AL	0194-0722-DC	Ledyard	Draeger Intox Machine	$7,000
154AL	0194-0722-DD	Tolland	Traffic Cones (120)	$3,000
154AL	0194-0722-DE	Lisbon	Traffic Cones (120)	$3,000
154AL	0194-0722-DF	Norwalk (RTU)	Mobile Command Center (1)	$260,000
405(d)	0194-0743-AB	Redding (RTU)	Mobile Command Center (1)	$260,000
405(d)	0194-0743-AC	Norwalk (RTU)	Draeger Intox Machine	$7,000
405(d)	0194-0743-AD	Ridgefield	Draeger Intox Machine	$7,000
405(d)	0194-0743-AE	Redding (RTU)	Draeger Intox Machine	$7,000
405(d)	0194-0743-AF	Manchester	Draeger Intox Machine	$7,000
405(d)	0194-0743-AG	Stamford	Draeger Intox Machine	$7,000
405(d)	0194-0743-AH	Rocky Hill	Draeger Intox Machine	$7,000
405(d)	0194-0743-AI	Cromwell	Draeger Intox Machine	$7,000
405(d)	0194-0743-AJ	Mashantucket (Tribal)	Draeger Intox Machine	$7,000
405(d)	0194-0743-AK	Mohegan (Tribal)	Draeger Intox Machine	$7,000
405(d)	0194-0743-AL	Willimantic	Draeger Intox Machine	$7,000
405(d)	0194-0743-BD	CSP	Gas Chromatograph-Mass Spectrometer	$75,000
405(d)	0194-0743-BE	CSP	Headspace Gas-Chromatograph	$65,000

Task 9
Project Title: DUI Media Campaign
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

Funding will be used for paid advertising in support of NHTSA scheduled crackdown periods (i.e. Labor Day and Thanksgiving/Christmas/New Year holiday crackdown periods). Paid advertising in the form of television, radio, internet, billboards and bus panels in support of national holiday mobilizations (i.e. Drive Sober or Get Pulled Over and specific holiday messaging) will be utilized to compliment associated enforcement and is the major component of this activity. Also included are special holiday periods which NHTSA has identified as high-risk periods for increased impaired driving (Super bowl, St. Patrick 's Day etc.). Paid media buys will include the development of a creative concept and images; targeting the over-represented alcohol-related crash demographic of 21 to 34 year old males and will include a bi-lingual component for Spanish speaking audiences. In accordance with NHTSA messaging, the focus will be placed on the fear of being caught and receiving substantial penalties. Earned media, supplementing paid buys, will be sought by inviting television reporters to live checkpoints and ride-alongs on DUI patrols for broadcast. Media will be tracked and measured through required reports from media agencies and attitude and awareness surveys conducted.
Advertising impaired driving messages (including "Drive Sober or Get Pulled Over", "Buzzed Driving is Drunk Driving" and "Fans Don't Let Fans Drive Drunk") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: New Britain Stadium, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl.

Anticipated Media Campaign Costs:

- Thanksgiving, Christmas, New Year crackdown (November 21, 2013 - January 1, 2014) - $1,150,000
- July 4th/Labor Day crackdown (July 1, 2014 to September 1, 2014) – $550,000
- Super bowl, St. Patrick's Day, Halloween, Cinco De Mayo etc. (Various Dates around holidays) - $300,000
- Venue Advertising (October 1, 2013 – September 30, 2014) - $500,000
- Spanish Language Media Campaign – Comprehensive Media campaigns to be used in conjunction with crackdown and mobilization advertising buys – $500,000

Funding Source	**Project number**	**Agency**	**Title**	**$ Amount**
154PM	**0194-0720-AA**	**CT-DOT/HSO**	**DUI Media Campaign**	**$3,000,000**

Task 10
Project Title: Administrative Per Se Hearing
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

Funding will be provided to the Department of Motor Vehicle (DMV) for a Per Se Administrative Hearing Attorney. Funding this position provides legal counsel and representation for the arresting officer during DMV administrative per se hearings. By having council represent the officer, less DUI-related license suspensions will be dismissed during the Per Se Hearing process and will result in more DUI convictions. Monthly case reporting to the HSO will be required for project monitoring and reimbursement.

Funding Source	Project number	Agency	Title	$ Amount
405(d)	**0194-0743-BF**	**CT-DOT/HSO**	**Admin. Per Se Hearing Attorney**	**$215,000**

Task 11
Project Title: Drug Evaluation and Classification Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Edmund Hedge

Funding will be provided to train personnel in the latest methods of drug evaluation and classification and certify law enforcement officials as Drug Recognition Experts (DRE). The HSO will be working with NHTSA and the Highway Safety Advisory Committee of the International Association of Chiefs of Police (IACP) to participate in the development and national expansion of this DRE program. It is anticipated that once the program is reviewed and approved by the IACP, Connecticut will be able to host approximately two training sessions during fiscal year and in turn, 40 officers will then become certified DREs. Also included in this task is recertification and instructor training for approximately 5. This task will ensure that IACP approved DRE's evaluations are implemented uniformly by practitioners throughout the State. Funding can include overtime expenses, travel and lodging for instructors as well as materials to support this task.

Funding Source	Project number	Agency	Title	$ Amount
410AL	**0194-0730-AB**	**CT-DOT/HSO**	**DRE Training (410AL)**	**$150,000**
405(d)	**0194-0743-BH**	**CT-DOT/HSO**	**DRE Training 405(d)**	**$205,000**

Task 12
Project Title: Underage Alcohol Enforcement Grant Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

Funding for approximately 20 municipal, college, and university law enforcement agencies for underage drinking enforcement in partnership with MADD, community organizations, and youth groups. Consideration will be given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Eligible activities will include: compliance checks, party patrols, surveillance patrols, Cops in Shops, and shoulder taps. Grant award will range from $25,000 to $40,000 per department for overtime enforcement. Sample press releases are provided to award winners and educational activities are part of in-kind match. Activities will run from the spring through fall.

Funding Source	Project number	Agency	Title	$ Amount
405(d)	**0194-0743-AM**	**Central Connecticut State University**	**Underage Alcohol Enforcement Grant**	**$30,000**
405(d)	**0194-0743-AN**	**Eastern Connecticut State University**	**Underage Alcohol Enforcement Grant**	**$30,000**
405(d)	**0194-0743-AO**	**Western Connecticut State University**	**Underage Alcohol Enforcement Grant**	**$30,000**
405(d)	**0194-0743-AP**	**Southern Connecticut State University**	**Underage Alcohol Enforcement Grant**	**$30,000**
405(d)	**0194-0743-AQ**	**University of Connecticut**	**Underage Alcohol Enforcement Grant**	**$40,000**
405(d)	**0194-0743-AR**	**Stafford**	**Underage Alcohol Enforcement Grant**	**$25,000**
405(d)	**0194-0743-AS**	**Cheshire**	**Underage Alcohol Enforcement Grant**	**$25,000**

405(d)	**0194-0743-AT**	**North Branford**	**Underage Alcohol Enforcement Grant**	**$25,000**
405(d)	**0194-0743-AU**	**Clinton**	**Underage Alcohol Enforcement Grant**	**$25,000**
405(d)	**0194-0743-AV**	**Waterford**	**Underage Alcohol Enforcement Grant**	**$30,000**
405(d)	**0194-0743-AW**	**Hartford**	**Underage Alcohol Enforcement Grant**	**$30,000**
405(d)	**0194-0743-AX**	**Redding**	**Underage Alcohol Enforcement Grant**	**$25,000**
405(d)	**0194-0743-AY**	**Newington**	**Underage Alcohol Enforcement Grant**	**$40,000**
405(d)	**0194-0743-AZ**	**Berlin**	**Underage Alcohol Enforcement Grant**	**$25,000**
405(d)	**0194-0743-BA**	**Enfield**	**Underage Alcohol Enforcement Grant**	**$30,000**
405(d)	**0194-0743-BB**	**New Milford**	**Underage Alcohol Enforcement Grant**	**$30,000**

Task 13

Project Title: Forensic Sciences Examiner

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

This task will provide for a full-time position at the State Toxicology Laboratory and would be divided equally between support of the Breath Alcohol Testing (BAT) program, and analysis of toxicology samples in DUI cases. Activities in BAT will include instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Activities in casework analysis will include determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, EMIT screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures.

Funding Source	Project number	Agency	Title	$ Amount
405(d)	**0194-0743-BC**	**CSP**	**Forensic Sciences Examiner**	**$150,000**

Task 14
Project Title: Connecticut Impaired Driving Records Information System (CIDRIS)
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task will complete interfacing to the original CIDRIS project that was initiated in 2005 as a cooperative agreement project between NHTSA, the HSO and the Connecticut Office of Policy and Management. The goal of that project was to manage impaired driving records so that stakeholders could access DUI information in real-time to reduce recidivism in impaired driving offenses. Currently, this project is not complete due to lack of funding for local and municipal law enforcement agencies to integrate with CIDRIS. Funds will be used to cover the costs of installing the CIDRIS application on local RMS systems and to create an interface with the State's Criminal Information Sharing System (CISS) where CIDRIS resides. Costs will also cover the purchase of mobile laptops. The HSO will begin with a series of about five local CIDRIS pilots coinciding with districts maintained by the CPCA. Average cost for a local CIDRIS pilot will be about $30,000. Query tools will also be developed to enable retrieval and analysis of CIDRIS data. Once the pilots have been completed and evaluated remaining funds will be allocated for CIDRIS integration based on local RMS system capabilities, number of DUI crashes and arrests, and past performance in high visibility DUI enforcement programs.

Funding Source	Project number	Agency	Title	$ Amount
154AL	**0194-0722-DG**	**CT-DOT/HSO**	**CIDRIS Completion**	**$2,736,050**

Task 15
Project Title: Hazard Elimination Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Kathryn Barnabei/Michael Whaley

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

Funding Source	Project number	Agency	Title	$ Amount
154HE	**0170-UC14**	**CT-DOT**	**UCONN – Crash Data Improvement Plan**	**$1,000,000**
154HE	**0170-3172**	**CT-DOT**	**UCONN – Crash Data Pilot**	**$50,000**
154HE	**0170-0361**	**CT-DOT**	**FARS Program Support**	**$350,000**
154HE	**0170-CDAI**	**CT-DOT**	**TraCS – Training and field installation**	**$200,000**
154HE	**0076-0202**	**CT-DOT**	**Location signing, Manchester and East Hartford**	**$100,000**
154HE	**0093-0181**	**CT-DOT**	**Durational Employees, Policy & Planning – Crash Data**	**$800,000**
154HE	**0120-0086**	**CT-DOT**	**Rt. 85 at Rt. 82, Salem**	**$600,000**
154HE	**0170-PP12**	**CT-DOT**	**E-Citation Printer Statewide Printer Purchase**	**$4,000,000**
154HE	**0170-1079EXOR**	**CT-DOT**	**Integrated Digital Highway Management (Phase III Completion)**	**$1,400,000**
154HE	**0170-BP01**	**CT-DOT**	**Bicycle/Pedestrian Safety Projects**	**$2,000,000**

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

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

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

Problem Identification

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

Problem Identification: Child Restraints

Table OP-1 shows observed restraint use for children ages 0 to 3 years from the State's Bellwether observations. The table indicates that in 2011, 85.6 percent of children under age 4 were being restrained and 83.6 percent were in the rear seat of their vehicles. Young children are less likely to be restrained when their driver is not belted (88.9 percent versus 61.8 percent). Comparing 2011 results with those from the first year of these observations (1997) shows the progress that has been made. Child restraint use has increased by 15 percentage points over the period and close to 85% of young children are now riding in the rear seat of their vehicles.

Table OP-1. Child Restraint Use (Age 0 to 3 Years) 1997 and 2005-2011

	1997 (N=247)	2005 (N=65)	2006 (N=170)	2007 (N=184)	2008 (N= 279)	2009 (N=259)	2010 (N=333)	2011 (N=343)
Child Restraint Use	70.4%	96.9%	89.9%	85.9%	85.0%	84.9%	85.2%	85.6%
Driver Belt Use	63.6%	89.2%	85.9%	85.3%	87.4%	89.1%	91.6%	89.5%
When Driver Belted	80.3%	98.3%	92.4%	89.5%	89.9%	88.8%	88.6%	88.9%
When Driver Not Belted	56.3%	85.7%	77.3%	61.9%	57.1%	38.5%	62.5%	61.8%
Children in: Front Seat	23.9%	1.5%	1.8%	2.7%	0.4%	9.9%	14.5%	16.3%
Children in: Rear Seat	76.1%	98.4%	98.0%	100.0%	99.6%	90.1%	85.5%	83.6%

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

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

Problem Identification: Occupant Protection

The latest scientific survey of belt observations was conducted in June 2012. It provides the most accurate and reliable statewide estimate of seat belt use available in Connecticut that is comparable to the 1995 baseline estimate accredited by NHTSA in September of 1998 and the statewide survey conducted in 1998. The results of statewide belt observations for the last 10 years are detailed in Table OP-2. Seat belt use was 87% in 2011, the second highest level in the past ten years.

Table OP-2. Statewide Scientific Observations

	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012
Total	78%	83%	82%	83%	86%	88%	86%	88%	88%	87%

Source: Connecticut Department of Transportation Statewide Scientific Observations

Table OP-3 shows driver and front seat passenger seat belt use rates in 2012 as a function of vehicle, location, and personal characteristics. Observed seat belt use was highest in SUVs and vans, and lowest in pick-up trucks. Seat belt use was highest on interstates and lowest on local roads, higher among females than males and higher for Caucasians than non-Caucasians. Statewide seat belt use increased by 11 percentage points from 2000 to 2012 (76 to 87 percent). Comparing 2012 results with those from 2000 shows that seat belt use increased in every single category.

Table OP-3. Observed Driver and Front Seat Passenger Seat Belt Use-2000 & 2012

	Drivers		Passengers	
	2000	2012	2000	2012
Vehicle Type				
Passenger Car	74.7%	88.8%	74.8%	87.8%
Pick Up Truck	51.3%	80.1%	46.9%	77.8%
SUV	75.1%	90.4%	76.3%	89.7%
Van	67.9%	90.6%	71.9%	90.3%
Roadway Type*				
Interstate		89.8%		89.5%
Principal Arterial		88.0%		86.8%
Minor Arterial		88.0%		87.4%
Collector		88.2%		87.7%
Local Road		86.1%		84.8%
Urban/Rural*				
Urban	72.9%		76.4%	
Rural	79.1%		79.0%	
Gender				
Male	67.9%	86.8%	63.0%	84.9%
Female	80.2%	90.8%	79.0%	89.5%
Race				
Caucasian	73.1%	88.9%	74.0%	88.2%
Non-Caucasian	59.5%	83.4%	53.5%	83.1%

Source: Connecticut Department of Transportation Statewide Scientific Observations

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

Table OP-4 shows belt use in fatally injured passenger vehicle occupants as a function of time of day. Belt use rates are consistently lower at night than during the daytime, although the year 2011 showed nighttime belt use to be very close to daytime belt use. Over the period 2007-2011, daytime belt use in fatal crashes has been 16 percentage points higher than nighttime belt use.

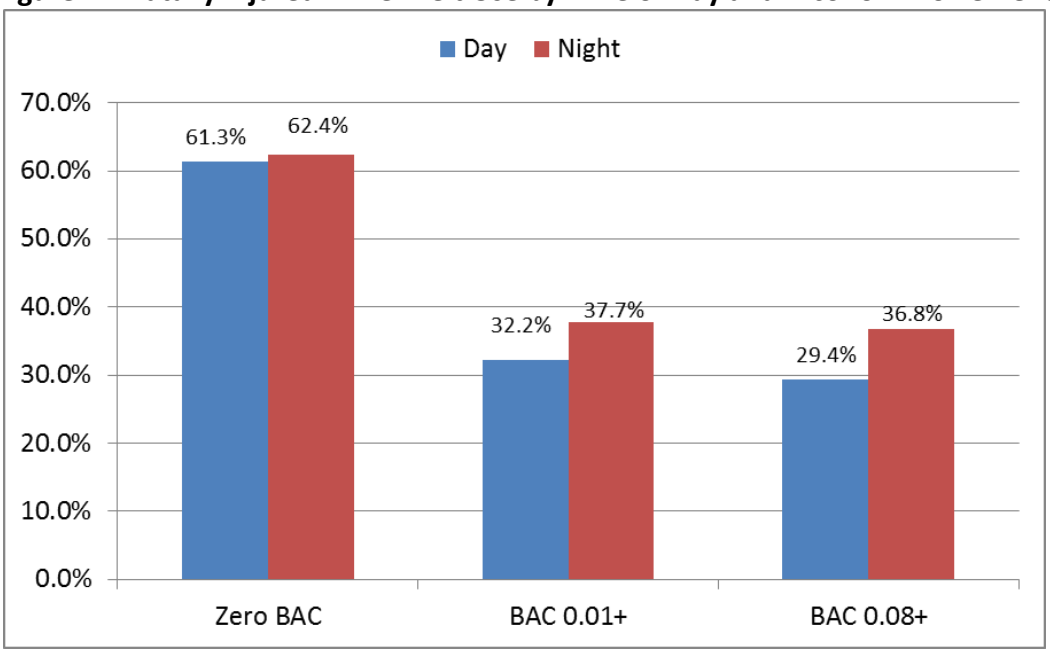
Table OP-4. Percent of Belt Use by Time of Day, Fatally Injured Passenger Vehicle Occupants, 2007-2011

Percent Belted	2007	2008	2009	2010	2011	2007-11
Day (5:00am - 8:59pm)	54.3%	63.6%	54.8%	56.5%	51.5%	56.6%
Night (9:00pm to 4:59am)	52.6%	25.5%	36.9%	37.5%	50.0%	40.7%

Source: FARS Final Files 2007-2010, Annual Report File 2011

Figure 14 shows that, in addition to time of day, alcohol involvement is a factor to be considered in seat belt use by fatally injured drivers. Indeed, daytime seat belt use by drivers with zero BAC is 29 percentage points higher than drivers with BAC of 0.01 or above, and 25 percentage points higher than impaired drivers (BAC ≥ 0.08). A similar trend is seen at night. Seat belt use is slightly higher for all drivers at night, but still shows a large difference between those with zero BAC (62percent belted), those with positive BACs (38 percent), and impaired drivers (37 percent).

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



Source: FARS

Table OP-5, shows driver seat belt use among those killed or seriously injured ("A" injury) on a county-by-county basis in 2011. The data indicate that seat belt use in serious crashes varies around the State, ranging from a low of 65.5 percent in Windham County to a high of 79.8 percent in Fairfield County. Table OP-6 shows that belt use in passenger vehicle fatalities has increased slightly between 2009 (38.7percent) and 2011 (39.6 percent).

Table OP-5. Driver Belt Use by Injury and County, 2011

Driver Injury	Fairfield	Hartford	Litchfield	Middlesex	New Haven	New London	Tolland	Windham
Killed or A Injury	79.8%	78.1%	73.6%	71.8%	75.3%	71.8%	74.1%	65.5%

Sources: FARS, Connecticut Department of Transportation

Table OP-6. Belt Use in Passenger Vehicle Fatalities, 2009-2011

	2009		2010		2011	
	N	Percent	N	Percent	N	Percent
Belt	58	38.7%	79	38.9%	57	39.6%
No Belt	69	46.0%	85	41.9%	55	38.2%
Unknown	23	15.3%	39	19.2%	32	22.2%
Total	150	100.0%	203	100.0%	144	100.0%

Source: FARS Final Files 2009-2010, Annual Report File 2011

Activity Table

Enforcement Activity	2007	2008	2009	2010	2011
Safety Belt Citations Issued	68,959	66,093	68,986	52,910	41,463
Safety Belt Adjudications Not Guilty	13%	13%	13%	17%	21%

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

The first comparable safety belt use survey in Connecticut was done in 1995 and recorded a 59 percent belt use rate*. The rate reached an all-time high of 88% in 2008, dropped slightly to 86 percent in 2009, went back up to 88 percent in 2010 and 2011, and settled at 87 percent in 2012. Figure 15 shows a downward trend in the number of unrestrained fatalities, reaching the lowest level (55 fatalities) in five years in 2011. Projections estimate 67 unrestrained fatalities in 2013, 65 in 2014, and 62 in 2015.

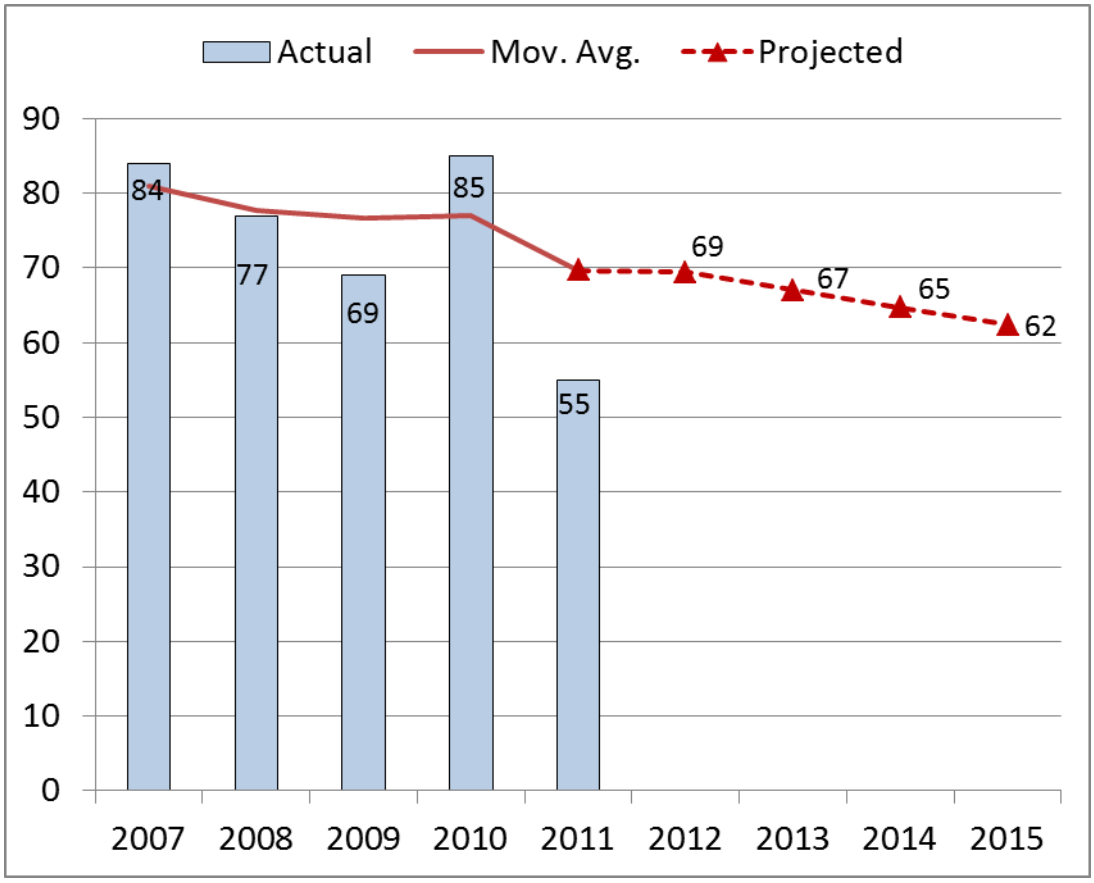
*Source: Preusser Research Group, Inc. *2003 Seat Belt Use in Connecticut*, July 2005.

Performance Measures

	2007	2008	2009	2010	2011
% Belt Use					
% Belted Motor Vehicle Occupants (Observed)	86%	88%	86%	88%	88%
% Belted Motor Vehicle Occupants Fatalities	47.0%	42.1%	38.7%	38.9%	39.6%
Belt Use in Fatal Crashes					
Belted	97	77	58	79	57
Unbelted	84	77	69	85	55
Unknown	27	29	23	39	32
Total	208	183	150	203	144

Source: FARS Final File 2007-2010, FARS Annual Report File 2011

Figure 15. Unrestrained Fatalities



Source: FARS Final Files 2007-2010, Annual Report File 2011

Performance Goals

To reduce the number of unrestrained occupants in fatal crashes from the three year (2009-2011) moving average of 70 in 2011 by 5 percent to a three year (2013-2015) moving average of 67 in 2015.

To increase the statewide observed seat belt use rate from 88 percent in 2011 to 90 percent or above in 2015.

Performance Objectives

OP

Increase the number of participating agencies in national safety belt mobilizations from the 119 that reported WAVE participation in FFY 2012.

To decrease the percentage of seat belt citations adjudicated or not guilty from 17 percent to 13 percent or less by 2015.

To decrease the number of unbelted impaired drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during D.U.I. patrols and checkpoints (In FY 2013 there were 3,522 safety belt citations issued as a result of observed violations at DUI checkpoints and roving patrols – 3,049 local activity and 473 State Police).

CPS

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

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

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

Planned Countermeasures

OP

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

The Department serves as the lead agency for the coordination of occupant protection programs in Connecticut. Participation in the national high visibility safety belt and child safety seat enforcement mobilization: "Click It or Ticket" will continue to be the core component of the program.

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

Participation in the national "Click it or Ticket" mobilization and media campaign will be the major component of the occupant protection program. Paid media may include television, radio, web, and outdoor buys. Initiatives will be developed to promote awareness to the identified high risk groups (i.e. young males and pick-up truck operators). This will involve analysis of State crash data, motorist survey data and safety belt use observation data. Increased effort will be placed on low seat belt usage areas through increased enforcement and education. This activity will be supported by garnering corresponding earned media opportunities through the HSO, safety partners, law enforcement and the NHTSA region 1 media consultant.

Other paid media and public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including "Click it or Ticket" will be

prominently placed at several of the States sports venues including but not limited to: New Britain Stadium, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers. Further public outreach will be executed through grants funding for the Rollover Simulator and Seatbelt "Convincer" demonstrators at various public and grassroots events.

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

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

CPS

Efforts to educate the public about the importance and correct use of child restraint systems as children grow and "graduate" from rear-facing, forward facing, booster seats and adult seat belts, will promote greater compliance. The strategies will include educational programs, outreach events and public information campaigns directed towards the general public (i.e., Child Passenger Safety Week); with an emphasis on groups identified as having low safety belt usage rates due to the demonstrated lack of child restraint shown in this situation (Table OP-2).

Promotion of proper child safety restraint use will also take place through technical support for child safety seat installation professionals – through the dissemination of support materials, and safety week planning. In order to better identify and target groups who are over represented in low restraint use, the program manager will coordinate with the HSO data contractor to implement changes in data collection.

Occupant Protection

Task 1

Project Title: Occupant Protection Program Administration

Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this project is to increase seat belt use in Connecticut. This project will include coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services. Travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events and other related operating expenses.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0702-AA**	**CT-DOT/HSO**	**OP Program Administration**	**$250,000**

Task 2
Project Title: Data Analysis & Surveys
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson

The goal of this project is to provide data to the Highway Safety Office to increase the statewide seat belt usage rate. This project will provide funding for annual evaluation and support for the Occupant Protection Program. The project will include the statewide annual seat belt use observations, as well as data evaluation and support for annual planning documents. This project will also include NHTSA core performance measure mandated attitude and awareness surveys and analysis. NHTSA approved Safety Belt Surveys as well as knowledge and awareness surveys at DMV offices to track the impact of mobilization enforcement activities funded under this task.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0702-AB**	**CT-DOT/HSO**	**Data Analysis & Surveys**	**$150,000**

Task 3
Project Title: Click it or Ticket Enforcement
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click it or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post and enforcement survey to the HSO office. 57 agencies are anticipated as sub-grantees to participate in 2014 WAVE activity. Increased effort will focus on low seat belt use areas through increased enforcement and education.

Anticipated Participating Agencies

Agency	May	November
Berlin Police Dept	$4,000	$4,000
Bethel Police Dept	$2,500	$2,500
Bridgeport Police Dept	$4,000	$4,500
Bristol Police Dept	$3,000	$3,000
Brookfield Police Dept	$2,000	$2,000
Cheshire Police Dept	$3,000	$3,000
Colchester Police Dept	$2,000	$2,000
Coventry Police Dept	$2,500	$2,000
Central Connecticut State University	$2,000	$2,000
Cromwell Police Dept	$3,000	$2,500
Darien Police Dept	$5,000	$5,000
East Haven Police Dept	$2,000	$2,000
East Hartford Police Dept	$3,000	$4,000
East Lyme Police Dept	$2,000	$2,000
East Windsor Police Dept	$2,000	$2,000
Enfield Police Dept	$2,500	$2,500
Fairfield Police Dept	$3,500	$3,500
Farmington Police Dept	$2,000	$2,000
Glastonbury Police Dept	$2,000	$2,000
Greenwich Police Dept	$4,000	$3,500
Groton Town Police Dept	$4,000	$4,000
Hamden Police Dept	$9,000	$9,000
Hartford Police Dept	$9,000	$9,000
Manchester Police Dept	$3,000	$3,000
Mansfield Police Dept	$2,000	$3,000
Middletown Police Dept	$3,000	$3,000
Montville Police Dept	$3,000	$5,500
New Britain Police Dept	$5,000	$5,000
New Haven Police Dept	$5,000	$2,000
New London Police Dept	$3,000	$3,000
Newington Police Dept	$2,500	$2,500
Newtown Police Dept	$2,000	$2,000
Norwalk Police Dept	$3,500	$3,500
Norwich Police Dept	$3,500	$3,500
Old Saybrook Police Dept	$2,000	$2,000
Plainfield Police Dept	$3,000	$3,000
Redding Police Dept	$2,000	$2,000

Ridgefield Police Dept	$2,000	$2,500
Rocky Hill Police Dept	$2,000	$2,500
Seymour Police Dept	$2,500	$2,500
Shelton Police Dept	$2,000	$2,000
South Windsor Police Dept	$3,000	$3,000
Southington Police Dept	$3,000	$3,500
Stamford Police Dept	$4,000	$4,000
Stonington Police Dept	$4,000	$3,000
Stratford Police Dept	$2,500	$2,000
Trumbull Police Dept	$2,500	$2,500
Vernon Police Dept	$2,000	$2,000
Waterbury Police Dept	$3,500	$4,000
Watertown Police Dept	$3,000	$3,000
Waterford Police Dept	$2,000	$2,000
West Hartford Police Dept	$3,000	$3,500
West Haven Police Dept	$2,000	$2,000
Weston Police Dept	$2,000	$2,000
Westport Police Dept	$2,000	$2,000
Windsor Police Dept	$4,000	$4,000
Windsor Locks Police Dept	$3,500	$2,000
	$175,000	$175,000
	Total	$350,000

Fund	Project number	Agency	Title	$ Amount
402	**0194-0702-AC**	**CT-DOT/HSO**	**Click It or Ticket Enforcement (May Mobilization)**	**$175,000**
405(b)	**0194-0741-AA**	**CT-DOT/HSO**	**Click It or Ticket Enforcement (November Mobilization)**	**$175,000**

Task 4
Project Title: Waterbury Area Traffic Safety Program
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task provides funding for the Waterbury Area Traffic Safety Program Administration. This program provides support to the HSO in the dissemination of educational programs and materials, specifically in the area of occupant protection. This task also provides support for approximately 9 Child Passenger Safety Technician training classes and supplies for fitting stations to assure that all

technicians are provided with the latest available information on changes and updates in the certification process. This includes curriculum, approved practices, child safety seat and booster seat engineering and hardware, as well as informational materials. A seminar on the safe transportation of children with special needs will be held. This task will provide funding for travel, coordinating, and implementation.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0702-AD**	**Waterbury PD**	**Waterbury Area Traffic Safety Program**	**$100,000**

Task 5
Project Title: Safety Belt Convincer/Rollover Simulator
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this task is to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. Seat Belt Convincer and Rollover Simulators demonstrations are conducted at schools, fairs, places of employment and community events. Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physical the value of wearing a seat belt.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0702-AE**	**Connecticut State Police**	**Safety Belt Convincer/Rollover Simulator**	**$150,000**

Task 6
Project Title: Safety Belt Convincer/Rollover Simulator Equipment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this task is to purchase a rollover simulator or seatbelt convincer to be used by local law enforcement to increase seat belt compliance, which will reduce the number of injuries and fatalities. The Convincer demonstrates a low speed crash and allows the rider to feel how the seat belt restrains system works to protect them in a car crash. The Rollover simulator allows the public to view the ejection of crash dummies as a direct result of the failure to use seat belts. The purchase of this equipment will allow increase demonstrations to be held at approximately 80 more education programs, school events, health and safety fairs and community events.

Fund	Project Number	Agency	Item (#'s)	$ Unit Cost
405(b)	**0194-0741AB**	**Connecticut Police Chief's Association**	**Safety Belt Convincer (1)**	**$25,000**

Task 7
Project Title: Occupant Protection Enforcement/ Connecticut State Police
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this project is to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police. This project provides funding for enforcement of occupant protection laws through the Selective Traffic Enforcement Program or WAVE in conjunction with the national "Click it or Ticket" mobilization (May and November) including checkpoints and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies will report a pre, post and enforcement survey to the HSO office. Increased effort will focus on low seat belt use areas through increased enforcement and education.

Fund	Project number	Agency	Title	$ Amount
405(b)	**0194-0741-AC**	**Connecticut State Police**	**Occupant Protection Enforcement/CSP**	**$100,000**

Task 8
Project Title: Occupant Protection Media Buy, Earned Media & Media Evaluation
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this task is to reduce the number of unbelted fatalities by increasing awareness of Connecticut drivers and passengers as to the dangers of not wearing safety belts or using proper child safety restraints. The project provides funding for paid advertising to support national "Click it or Ticket" enforcement mobilizations and year round safety belt messaging. This project will also include a bi-lingual component for Spanish speaking audiences. Paid media and public outreach at sporting and concert venues, health and safety fairs and civic organizations will be conducted under this task. Media effectiveness will be tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV's.

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

Advertising safety belt messages (including "Click it or Ticket", "Buckle Up Connecticut" and "Seat Belts Save Lives") in the form of signage, in-event promotions and message specific promotions related to the respective partners will also be purchased at the following venues: New Britain Stadium, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl.

Fund	Project number	Agency	Title	$ Amount
405(b)	**0194-0741-AD**	**CT-DOT/HSO**	**Occupant Protection Media Buy**	**$300,000**

Task 9
Project Title: Occupant Protection Public Information and Education
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Phyllis DiFiore

The goal of this task is to educate drivers and passengers on the importance of wearing their seat belts. This project is to purchase educational materials to be distributed at health and safety fairs, school events and other public outreach events. Promotional items will have a Highway Safety message and will be given out after interaction with the participants on the importance of wearing seat belts to protect them in a car crash. The purpose of this project is to also purchase supplies and other related expenses to assure a comprehensive statewide public information and education media campaign promoting the statewide program. Public information and education efforts will be conducted through a variety of public outreach venues. Safety belt messages and images including "Click it or Ticket", "Buckle Up Connecticut" and "Seat Belts Save Lives" that are prominently placed at several of the States sports venues (including but not limited to: New Britain Stadium, Hartford XL Center, Bridgeport's Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway, Thompson International Speedway and the Waterford Speed Bowl) through the paid media project. In support of the visual messages, public outreach will be conducted at these venues through tabling opportunities which will provide the opportunity to educate motorists about the importance of safety belt use for themselves and their passengers.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0702-AF**	**CT-DOT/HSO**	**Occupant Protection PI&E**	**$50,000**

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

This initiative will include coordination of activities and projects as outlined in the Occupant Protection/Child Restraint Program area, training, travel, development, promotion and distribution of public information materials, supplies and provide for a community outreach coordinator. Reports will be supplied to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 Office.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0709-AA**	**CT-DOT/HSO**	**Child Restraint Administration**	**$70,000**

Task 2
Project Title: Child Passenger Safety Support - Training
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task provides support for a seminar on the safe transportation of children with special needs. This training would be provided for child passenger safety instructors to provide the latest information on curriculum changes regarding transporting special needs children. It is anticipated up to 27 instructors could attend this training. Implement a Child Passenger Safety Advisory Board. Build collaborative partnerships with community groups and organizations for the purpose of addressing and raising awareness of the importance of CPS.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0709-AB**	**CT-DOT/HSO**	**CPS Training**	**$30,000**

Task 3
Project Title: Child Passenger Safety Support – Fitting Stations
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

The goal of this task is to increase proper child restraint use through support for the 67 fitting stations statewide. This support will include materials, supplies as well as child safety seats. Technicians will perform safety seat checks while educating caregivers to reduce the misuse and/or non-use of child safety seats and dispel incorrect information regarding child passenger safety. Technicians will explain how to select the correct seat not only for the vehicle but for the caregiver. Fitting stations that receive funds through this grant must participate in CPS Week.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0709-AC**	**Connecticut Children's Medical Center**	**CPS Fitting Stations**	**$40,000**

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

Police Traffic Services (PTS)

Police Traffic Services (PTS)

Problem Identification

Table PT-1 shows the number of fatal plus "A"-Injury and "other" (minor) crashes that occurred at work zones, rail crossings, and on bridges during the 2007 to 2011 period. Fatal and "A"-Injury crashes at railroad crossings have fluctuated from 1 to 3 per year with no apparent trend. Construction-related, or work-zone, crashes in 2011 were the third lowest in the 2007-2011 periods. While not a significant percentage (0.4 percent) of the total number of crashes occurring in 2011, the number of bridge-related crashes in 2011 was the lowest, by far, of the five years reported.

Table PT-1. Crashes at Special Locations

Location	Total Crashes by Year				
	2007	2008	2009	2010	2011
Construction Activity or Device:					
Fatal & A Injury	28	22	13	10	14
Other	1073	1,057	834	706	877
Percent of All Crashes	1.00%	1.00%	0.82%	0.74%	1.14%
Railroad Crossing:					
Fatal & A Injury	2	1	3	1	1
Other	60	64	59	50	22913
Percent of All Crashes	0.06%	0.06%	0.06%	0.05%	0.07%
On a Bridge:					
Fatal & A Injury	21	15	14	12	10
Other	854	781	704	423	303
Percent of All Crashes	0.8%	0.8%	0.7%	0.4%	0.4%

Source: Connecticut Department of Transportation

Crash reporting in Connecticut via the Police Report 1 or PR-1 only allows for one contributing factor to be assigned to a crash; this accounts for the major difference between contributing factors listed in Connecticut Department of Transportation data versus FARs data.

Among injury crashes in Connecticut during 2011, Table PT-1a shows four predominant contributing factors: following too closely (32.9 percent), failure to yield the right-of-way (17.3 percent), speeding (7.7 percent), and violating traffic controls (6.6 percent).

Table PT-1a. Contributing Factors in 2011 Injury Crashes

	Injury Crashes		PDO Crashes	
	Number	**%**	**Number**	**%**
Driver following too closely	8,031	32.9%	18,517	34.4%
Driver failed to grant right-of-way	4,226	17.3%	6,348	11.8%
Speed too fast for conditions	1,892	7.7%	4,000	7.4%
Driver violated traffic controls	1,605	6.6%	1,760	3.3%
Under the Influence	694	2.8%	889	1.7%

Source: Connecticut Department of Transportation

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

During the 2007 to 2011 period, the most prevalent driver-related factors in fatal crashes (Table PT-2) were "speeding-related" and "alcohol & other drugs." In 2011, "speeding-related" was identified in 23.0 percent of fatal crashes, "alcohol & other drugs" in 14.4 percent and "failure to yield right or way" in 7.2 percent of the fatal crashes. The data in Table PT-2 may involve up to 4 factors per driver. **As Highway Safety issues continue to emerge, distracted driving/hand held mobile electronic device use has been a consistently recognized factor leading to crashes, injuries and fatalities. This table is not representative of this issue as data collection methods did not previously meet the needs of this area. Up until 2009, the factor, "Operating vehicle in a careless/inattentive manner" formerly listed as "Inattentive" was the only category capturing this data. A new "Driver distracted by" variable was added in FARS 2010.** Table PT-2 indicates that "driver distracted by" was a driver-related factor in 2.1 percent of fatal crashes.

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

Factors	2007 (N=403)	2008 (N=404)	2009 (N=302)	2010 (N=423)	2011 (N=291)
Driving too fast for conditions or in excess of posted speed limit/ Speed-related*	21.3%	22.3%	31.7%	26.0%	23.0%
Under the influence of alcohol, drugs, or medication^	15.4%	11.1%	16.2%	16.1%^	14.4%
Failure to keep in proper lane	9.7%	11.6%	6.3%	7.6%	6.2%
Failure to yield right of way	7.2%	6.7%	3.6%	5.7%	7.2%
Driver distracted by…^	n/a	n/a	n/a	4.3%^	2.1%
Operating vehicle in erratic, reckless, ...	4.7%	1.7%	3.3%	1.7%	2.4%
Failure to obey traffic signs, signals, or officer	2.2%	2.2%	2.6%	2.4%	2.1%
Swerving or avoiding due to wind, slippery surface, ...	1.5%	1.5%	2.0%	0.7%	2.1%
Drowsy, asleep, fatigued, ill, or blackout^	3.2%	2.7%	1.3%	2.6%^	6.5%
Overcorrecting/oversteering	1.7%	0.5%	1.0%	1.2%	0.0%
Driving wrong way on one--way traffic or wrong side of road	2.0%	0.2%	0.7%	1.2%	1.0%
Vision obscured/Driver's vision obscured by[&]	1.5%	0.7%	0.7%[&]	3.1%	2.1%
Other factors	19.3%	15.8%	14.6%	15.1%	10.7%
Unknown	0.2%	0.0%	5.3%	0.9%	30.0%

* % speed-related (new variable for 2009)
^ Coded differently/New variable for 2010
[&]% driver's vision obscured by (new variable for 2009)
Source: FARS Final Files 2007-2010, Annual Report File 2011

Table PT-3 indicates that more than half of speeding-related crashes in the period 2007 to 2011 involved a driver with a positive BAC. This was true for every single year in the 5-year period reviewed. Overall, 57 percent of speeding-related crashes involved a driver with a BAC of 0.01 or above and 50 percent of speeding-related crashes involved an impaired driver (BAC of 0.08 or above).

Table PT-3. Speeding-Related Fatal Crashes by Alcohol Involvement

	2007	2008	2009	2010	2011	2007-11
N Speeding-Related Crashes						
Zero BAC	37	44	41	45	26	192
BAC ≥ 0.01	48	44	55	65	41	253
BAC ≥ 0.08	45	35	45	59	38	222
% Speeding-Related Crashes						
Zero BAC	43.3%	50.0%	42.7%	40.9%	38.8%	43.2%
BAC ≥ 0.01	56.7%	50.0%	57.3%	59.1%	61.2%	56.8%
BAC ≥ 0.08	52.4%	39.8%	46.9%	54.0%	56.7%	49.8%

Source: FARS Final Files 2007-2010, Annual Report File 2011

Over the 5-year period of 2007 to 2011, the greatest proportion of fatalities (34.2 percent) occurred on roads with a posted speed limit of 30 mph or less, followed by roads with limits of 35 or 40 mph (25.6 percent) and 45 or 50 mph (17.4 percent). Details are included in Table PT-4.

Table PT-4. Fatalities by Posted Speed Limit

Posted Speed Limit	2007 (N=296)	2008 (N=302)	2009 (N=224)	2010 (N=320)	2011 (N=220)	Total (N=1,362)
30 mph or less	95	121	73	112	65	34.2%
35 or 40 mph	85	81	53	73	57	25.6%
45 or 50 mph	50	42	48	53	44	17.4%
55 mph	31	25	20	30	32	10.1%
60+ mph	31	32	30	52	21	12.2%
No statutory limit	1	0	0	0	0	0.1%
Unknown	3	1	0	0	1	0.4%

Source: FARS Final Files 2007-2010, Annual Report File 2011

Table PT-5 shows the number of speeding charges made during the 2007 to 2011 period. The 2011 figures represent approximately 198 speeding charges per 10,000 drivers. This table also shows the percentages of speeding charges that had adjudication outcomes involving other than guilty findings (nollied, diverted, dismissed, or found not guilty) during the 2007 to 2011 period. This data indicated that in speeding charges, about 21 percent resulted in nollied or not guilty findings.

Table PT-5. Speeding Charges

Year	2007	2008	2009	2010	2011
Total Number	76,975	82,562	70,391	68,237	58,980
Per 10,000 drivers	270	286	241	233	198
Percent not guilty	22.2%	21.2%	23.1%	20.7%	21.1%

Source: Connecticut Judicial Department for disposed cases.

Figure 16 shows the number of speeding-related fatalities in Connecticut for the period 2007 to 2011, along with the three-year moving averages, and trend projecting into 2015. Projections show an upward trend and estimate 108 speeding-related fatalities for 2013, 110 for 2014, and 111 for 2015.

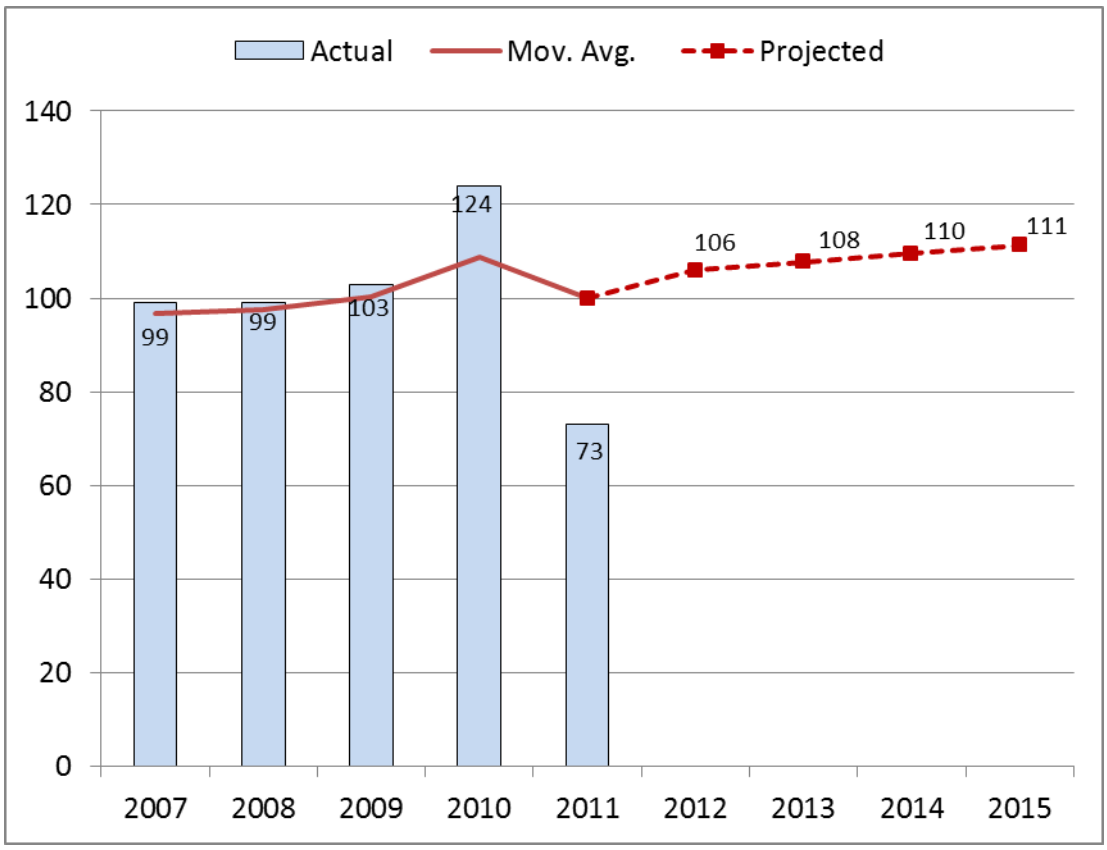
Coordination with CT-DOT – More detailed speed data by location:

Beyond the crash data analysis done by the HSO data contractor, the CT-DOT Engineering Bureau does an analysis of crash data on Connecticut's rural roads. The Following is a description and data set outlining this data:

The Department of Transportation's Bureau of Policy and Planning Accident Records Section develops a statewide data file which identifies fatal and incapacitating injuries on all roadways for the latest calendar year. Each record contains route class, town number, route/road number, cumulative mileage and crash severity code. The Bureau's System Inventory Section cross-references the accident record file with the State roadway inventory file to assign an urban/rural code and a functional classification code for each record. This file is queried to develop a Rural Accident Table of all fatal and severe injuries on rural roads that are functionally classified as a rural major and minor collector or local. The Rural Accident Table is then reviewed for locations exhibiting multiple occurrences at similar mileage points.

2012 TOWN ROAD DATA				2012 STATE ROAD DATA			
TOWN	CRASHES	FATAL	"A"	TOWN	CRASHES	FATAL	"A"
ASHFORD	1	1	0	*BETHLEHEM	1	0	1
BARKHAMSTED	1	1	0	BOLTON	2	1	1
BETHANY	2	0	2	CANAAN	1	1	0
*BETHLEHEM	2	0	2	*CANTERBURY	2	0	2
BOZRAH	1	0	1	CHAPLIN	1	0	1
*CANTERBURY	1	1	0	EASTON	2	0	2
CHESHIRE	1	0	1	ELLINGTON	1	1	0
COLCHESTER	1	0	1	GLASTONBURY	1	1	0
COLUMBIA	1	0	1	*GRANBY	1	0	1
EASTFORD	1	1	0	GUILFORD	1	0	1
EAST HADDAM	1	1	0	HARWINTON	1	1	0
EAST HAMPTON	1	1	0	*HEBRON	2	1	1
*GRANBY	1	1	0	*KILLINGWORTH	1	0	1
GREENWICH	4	0	4	MONTVILLE	1	0	1
HADDAM	2	0	2	*NEWHARTFORD	1	0	1
*HEBRON	1	0	1	NORTH CANAAN	1	0	1
KILLINGLY	1	0	1	NORTH STONINGTON	3	1	2
*KILLINGWORTH	1	0	1	PLAINFIELD	1	0	1
*NEWHARTFORD	1	0	1	POMFRET	1	0	1
NEWTOWN	1	0	1	SALEM	3	0	3
PLYMOUTH	1	0	1	SALISBURY	1	0	1
PRESTON	2	1	1	UNION	2	1	1
REDDING	3	1	2	VOLUNTOWN	1	0	1
ROXBURY	1	0	1	WASHINGTON	2	0	2
SCOTLAND	1	1	0	WESTBROOK	1	1	0
SUFFIELD	1	0	1	*WESTON	1	0	1
TOLLAND	1	0	1	*WOODBURY	2	0	2
TORRINGTON	1	1	0	*WOODSTOCK	2	1	1
WATERTOWN	1	0	1				
*WESTON	1	0	1				
*WOODBURY	1	0	1				
*WOODSTOCK	1	0	1				
TOTALS	41	11	30	TOTALS	40	10	30

Figure 16. Speeding-Related Fatalities



Source: FARS

Nationally in 2011, speed was a contributing factor in 30.0 percent of fatal crashes, a lower figure than in Connecticut. In 2011, NHTSA's FARS data described speeding as a "contributing factor" in 32.4 percent of the State's fatal motor vehicle crashes.

Performance Measures

Performance Measures	2007	2008	2009	2010	2011
% CT Speed-Related Fatal Crashes	31.6%	31.2%	45.5%	36.8%	32.4%
% U.S. Speed-Related Fatal Crashes	31.4%	30.6%	30.9%	31.2%	30.0%
% CT Speed-Related Injury Crashes	17.5%	10.2%	19.2%	8.0%	7.7%
Speeding Related Fatalities	95	99	104	124	73

Sources: FARS with speed defined as: Driving too fast for conditions or in excess of posted speed limits; CT Department of Transportation

Performance Goals

To reduce the number of speed related fatalities from the three year (2009-2011) moving average of 100 in 2010 by 5 percent to a three year (2013-2015) moving average of 95 in 2015.

Performance Objectives

Reduce the percentage of fatal crashes where speed was a contributing factor (FARS) below the 32.4 percent recorded in 2011.

Expand traffic enforcement through Regional Traffic Unit's (RTUs) by increasing the number of participating agencies from the 15 recorded in 2013.

Planned Countermeasures

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

Although the problem identification of this program area is representative of speeding data related to crashes, injuries and fatalities, the Police Traffic Services section encompasses both speeding and other issues related to Highway Safety. While this data is addressed in the performance measures, goals, objectives and planned countermeasures in this section, this program area also provides funding for a Law Enforcement Liaison (LEL) to address other traffic safety initiatives outlined in this plan.

Speeding related crashes, injuries and fatalities will be addressed through funding High Visibility Enforcement (HVE) projects. Agencies will be encouraged to participate in speed-related enforcement through various methods including dedicated high visibility speed enforcement grants, encouraging further enforcement during impaired driving saturation patrols meant to address the number of speed related crashes with alcohol involvement and participation in Regional Traffic Units (RTU's). To support this enforcement, each sub-grantee will be required to participate in a corresponding earned media program. In addition, funding for equipment related to speed-enforcement will be made available to law enforcement agencies. In addition to NHTSA funding, the HSO will pursue High Risk Rural Road (HRRR) funds through the Federal Highway Administration's (FHWA) "special rule" program. This funding will be used for comprehensive speed grants as well as the purchase of speed measuring devices for law enforcement agencies to use during speed enforcement. Please see the "Coordination with CT-DOT" section of the problem identification for a more detailed list of areas that qualify under this funding source.

Grant awards will be based on problem ID data located in tables PT-2, PT-3 and PT-4. Past performance by law enforcement agencies who apply for speed related grants will also be a

contributing factor in determining funding levels (this may also include participation and performance in CIOT and impaired driving initiatives). Coordination with the SHSP in this program area will be achieved through overlapping speed related countermeasures based on Department of Transportation High Risk Rural Road Data (includes areas with highest incidents of crashes and injuries and fatalities). The goal of the LEL is to provide a link between the HSO, law enforcement agencies and other safety partners. The LEL provides assistance in organizing enforcement efforts during national mobilizations as well as local campaigns. In addition, the LEL will:

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

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

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

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

The task will include coordination of activities and projects outlined in the police traffic services program area, statewide coordination of program activities, support to other program areas in the HSO including oversight of enforcement components of both local and/or national mobilizations and crackdown periods, law enforcement training, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA New England Regional Office. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0707-AA**	**CT-DOT/HSO**	**PT Administration**	**$250,000**

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

This task provides funding for the administration and approval of High Visibility Enforcement speed specific grants by the LEL. No paid media will be purchased with these grants, but will include earned

media. Predicated on the availability of funding, speed enforcement will focus on the four predominant contributing factors listed in the PTS problem ID. The Department will consider grant submissions from police agencies identifying specific speed related crash data within their jurisdictions, substantiated by enforcement and crash data. This task will address speed related crashes, injuries and fatalities in the urban areas, not covered by the HRRR data. These are areas identified by Law enforcement in their respective areas as having higher incidences of speed related crashes. The projects in this section are meant to be comprehensive speed grants funded at a minimum of $50,000 for urban areas and cities that have identified speed as a problem. If 405(d)* funds are not available, it is anticipated HRRR funds will be used to fund this task.

Fund	Project number	Agency	Title	$ Amount
405(d)/HRRR*	**0194-0740-AA**	**Stamford**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AB**	**Bridgeport**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AC**	**New Haven**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AD**	**Hartford**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AE**	**Waterbury**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AF**	**New London**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AG**	**Meriden**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AH**	**Stratford**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AI**	**Norwich**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AJ**	**East Hartford**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AK**	**Trumbull**	**Speed Enforcement**	**$50,000.00**
405(d)/HRRR*	**0194-0740-AL**	**New Britain**	**Speed Enforcement**	**$50,000.00**

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

Task 3
Project Title: Traffic Enforcement Equipment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

This task will provide funding for the purchase of equipment related to traffic enforcement. As noted in the Problem ID portion of this section, CT-DOT identified High Risk Rural Roads with higher incidences of crash rates, injuries and fatalities. The HSO intends to fund equipment purchases to aid in speed enforcement for law enforcement agencies who cover these areas. The anticipated funding source for this task and associated equipment projects is the 405(d) alcohol ignition interlock source noted under MAP-21. Should this funding not be available to Connecticut, the HSO will coordinate with FHWA and the Engineering Bureau of the Connecticut Department of Transportation to make use of penalty transfer funds known as "High Risk Rural Road".

Fund	Project Number	Agency	Item (#'s)	$ Unit Cost
405(d)/HRRR*	0194-0740-AM	Town of Ashford	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AN	Town of Barkhamsted	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AO	Town of Bethany	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AP	Town of Bethlehem	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AQ	Town of Bolton	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AR	Town of Canterbury	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AS	Town of Chaplin	Radar(2)	$3,000
			LIDAR - Laser	$3,000
405(d)/HRRR*	0194-0740-AT	Town of Cheshire	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AU	Town of Colchester	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AV	Town of Columbia	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AW	Town of Eastford	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AX	Town of Easton	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AY	Town of East Haddam	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-AZ	Town of East Hampton	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BA	Town of Ellington	Radar(2)	$3,000
			LIDAR – Laser	$3,000

405(d)/HRRR*	0194-0740-BB	Town of Glastonbury	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BC	Town of Granby	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BD	Town of Guilford	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BE	Town of Greenwich	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BF	Town of Haddam	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BG	Town of Harwington	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BH	Town of Hebron	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BI	Town of Killingly	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BJ	Town of Killingworth	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BK	Town of Montville	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BL	Town of New Hartford	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BM	Town of North Canaan	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BN	Town of North Stonington	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BO	Town of Newtown	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BP	Town of Plainfield	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BQ	Town of Pomfret	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BR	Town of Plymouth	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BS	Town of Preston	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BT	Town of Redding	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BU	Town of Roxbury	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BV	Town of Scotland	Radar(2)	$3,000
			LIDAR – Laser	$3,000
405(d)/HRRR*	0194-0740-BW	Town of Salem	Radar(2)	$3,000

			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-BX**	**Town of Salisbury**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-BY**	**Town of Scotland**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-BZ**	**Town of Sherman**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CA**	**Town of Suffield**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CB**	**Town of Tolland**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CC**	**Town of Torrington**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CD**	**Town of Union**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CE**	**Town of Voluntown**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CF**	**Town of Washington**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CG**	**Town of Watertown**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CH**	**Town of Westbrook**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CI**	**Town of Weston**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CJ**	**Town of Woodbury**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**
405(d)/HRRR*	**0194-0740-CK**	**Town of Woodstock**	**Radar(2)**	**$3,000**
			LIDAR – Laser	**$3,000**

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

Task 4
Project Title Law Enforcement Challenge /Law Enforcement Summit
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Edmund M. Hedge

The Law Enforcement Challenge is a performance based traffic safety competition between similar size and types of law enforcement agencies. The areas of concentration include previous year efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submit an application which documents their agency's efforts and effectiveness in these areas including national mobilizations and crackdowns. The winning safety programs are those that combine officer training, public information, and enforcement to reduce crashes and injuries within its jurisdiction. A law enforcement summit will be held where participating agencies will be

recognized and all attendees will learn the latest traffic safety priorities. The Summit also serves as a forum to discuss major issues including but not limited to status of existing laws, impaired driving, safety belt use, distracted driving, training, earned media, and the importance of crash data collection. The summit will include a paid speaker specializing in the latest traffic safety enforcement strategies as part of a working lunch and plaques recognizing departments for their performance in key highway safety priority areas.

Fund	Project number	Agency	Title	$ Amount
402	**0194-0707-AB**	**Chiefs of Police**	**Law Enforcement Challenge**	**$50,000**

Task 5
Project Title 1906 Racial Profiling
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson

In 2006 and 2007, the Highway Safety Office applied for and received Federal 1906 funds. The purpose of these funds is to promote activities that prohibit racial profiling. The Highway Safety Office intends to use these funds to do the following:

Analyze current racial profiling law and make recommendations to the Connecticut General Assembly to better align the statute to legislative intent and current best practices. Ensure compliance with the racial profiling law in as efficient, effective, transparent and inclusive a manner possible. Ensure compliance with NHTSA requirements of Section 1906 funding to include:

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

Funds for this project will be used to assist in the Establishment and management of an advisory board compiled of end users, agencies, community members and interested groups to advise on policy and grant management. The advisory board will help inform the design, evaluation, and management of the racial profiling study mandated by P.A. 03-160 “An Act Concerning the Alvin W. Penn Racial Profiling Prohibition Act.” Funds will also be used to establish the methodology for analyzing the quantitative and qualitative data collected regarding racial profiling in traffic stops including the acquisition of technical assistance to work with the advisory board to establish a methodology for data collection and analysis. This assistance will also be used to collect traffic stop information.

Funds will also be used to develop and coordinate implementation of training programs that meet current best practices to assist law enforcement with the goal of eliminating racial profiling. Identify

training needs applicable to law enforcement. Determine if new materials or curriculums need to be developed. Funds will be used to assist in making traffic stop information available to the public. It will also assist in creating a public awareness campaign which will include statewide public forums. Funds will also be used for the purchase of equipment for the electronic collection of data.

Fund	Project number	Agency	Title	$ Amount
1906	**0194-0725-AA**	**Central Connecticut State University**	**Racial Profiling Prohibition Project**	**$825,000**

Project Number	Agency	Item (#'s)	$ Unit Cost
0194-0725-AA	**CCSU**	**Printers (150)**	**$800**
0194-0725-AA	**CCSU**	**Dell R620 Server**	**$9,500**
0194-0725-AA	**CCSU**	**Microsoft SQL Server**	**$16,500**

*NOTE - Equipment listed is for planning purposes. The purchase of printers to be mounted in police vehicles is twofold. One goal is to aid in the efficiency of compliance with Connecticut Statute, requiring all motorists stopped by law enforcement on a roadway to receive notice of their right to file a complaint should they feel they were unfairly targeted as a member of a protected class. The second goal is to pilot projects to have agencies who agree to electronically collect and submit traffic stop ethnicity data through the electronic citation system. The servers are meant to store and aid in the analysis of traffic stop ethnicity data.

Task 6
Project Title: Texting Ban Enforcement Demonstration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Aaron Swanson/ Edmund Hedge

The Connecticut Department of Transportation (CTDOT) through the Highway Safety Office (HSO) was recently awarded $275,000 by the National Highway Traffic Safety Administration to conduct a Texting Enforcement Ban Demonstration Project.

Project Goal and Objectives

- Identifying successful texting enforcement strategies;
- Increasing motorist understanding of the dangers associated with texting while driving;
- Decreasing the prevalence of texting while driving; and
- Decreasing the incidence of distracted driving crashes.

Project Activities

- Develop best practice texting enforcement protocols/guidelines for law enforcement agencies.
- Conduct four High Visibility Enforcement Periods where participating Law Enforcement agencies specifically target motorists who text while driving.
- Implement an aggressive earned media campaign to increase awareness of enforcement efforts and the perception of risk for receiving a texting citation and educate motorists of the dangers of this behavior.
- Analyze project activity with the assistance of NHTSA data contractor to measure changes in motorist behavior as it relates to the project.

Pilot area and Participating Law Enforcement Agencies

Based on requirements in NHTSA's request for application, and having already conducted one successful distracted driving pilot project in the Hartford area in 2009, the HSO is partnering with law enforcement in the city of Danbury and surrounding towns to attempt to test whether texting enforcement can be successful over a diverse area made up of urban and rural municipalities.

Participating Law Enforcement Agencies:

Connecticut State Police
Danbury Police Department
Monroe Police Department

The following agencies are participating in this project as a Regional Traffic Unit (RTU):

Ridgefield Police Department
Redding Police Department
Brookfield Police Department
Bethel Police Department
Newtown Police Department

Project Timeline

The pilot project was officially awarded to the HSO on September 24, 2012 and will take place over a 24 month period. This timeframe includes all enforcement periods, project analysis and reporting.

Additional Partner Support

Partners who have pledged to support this effort include the Department of Motor Vehicles, the Chief States Attorney's Office, local media outlets, medical professionals in the pilot area as well as various corporate partners through standing relationships with area law enforcement.

Fund	Project number	Agency	Title	$ Amount
403	**0194-0735-AA**	**Connecticut State Police**	**Texting Ban Demonstration**	**$45,000**
403	**0194-0735-AB**	**Bethel PD**	**Texting Ban Demonstration**	**$9,000**
403	**0194-0735-AC**	**Brookfield PD**	**Texting Ban Demonstration**	**$9,000**
403	**0194-0735-AD**	**Danbury PD**	**Texting Ban Demonstration**	**$34,500**
403	**0194-0735-AE**	**Monroe PD**	**Texting Ban Demonstration**	**$40,500**
403	**0194-0735-AF**	**Newtown PD**	**Texting Ban Demonstration**	**$12,000**
403	**0194-0735-AG**	**Redding PD**	**Texting Ban Demonstration**	**$12,000**
403	**0194-0735-AH**	**Ridgefield PD**	**Texting Ban Demonstration**	**$12,000**

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

Motorcycle Safety (MS)

Motorcycle Safety (MS)

Problem Identification

In 2011, a total of 36 motorcycle operators and passengers were killed on Connecticut roadways, representing 16.4 percent of the State's total traffic fatalities. Based on 97,960 registered motorcycles, the fatality rate per 10,000 registered vehicles was 3.7, a substantial decrease from the 2010 rate of 5.5 per 10,000.

In the other New England states in 2011, 12.9 percent of fatalities were motorcyclists and the fatality rate per 10,000 motorcycles registered was 2.5. Nationally, motorcycle fatalities in 2011 accounted for 14.2 percent of motor vehicle crash victims with a fatality rate of 5.5 per 10,000 registered motorcycles. Table MS-1 indicates that, from 2010 to 2011, the fatality rate per 10,000 registered motorcyclists either decreased or stayed the same in Connecticut, the other New England states, and nationwide. Conversely, the percentage of total fatalities represented by motorcycles remained stable in Connecticut, while it increased nationwide and decreased in the New England region.

Table MS-1. Motorcyclists Killed/Fatality Rate: 2010 and 2011

Motorcyclists Killed	Connecticut		New England		U.S.	
	2010	2011	2010	2011	2010	2011
% of all fatalities	16.3%	16.4%	16.7%	12.9%	13.7%	14.2%
Fatality Rate per 10,000 Motorcyclists	5.5	3.7	3.6	2.5	5.5	5.5
Motorcycles Registered	93,860	97,963	357,006	351,643	8,165,545	8,410,255

Sources: FARS, FHWA, Connecticut DMV

Tables MS-2 & MS-3 show the numbers of motorcyclists killed and injured during the 2007 to 2011 period. In 2011, the number of motorcyclists killed (36) was down from 52 in 2010. The number of operator and passenger injuries in 2011 (1,048) was the lowest number for the 5-year period shown. The injury rate of 107 injuries per 10,000 registered motorcycles was also the lowest in the 5-year period.

Table MS-2. Motorcyclists Killed

	2007	2008	2009	2010	2011
Operators Killed	38	56	42	50	34
Passengers Killed	5	7	3	2	2
Total Killed	43	63	45	52	36

Source: FARS Final Files 2007-2010, Annual Report File 2011

Table MS-3. Motorcyclists Injured

	2007	2008	2009	2010	2011
Operators Injured	1215	1,176	984	1086	966
Passengers Injured	107	111	83	118	82
Total Injured	1322	1,287	1,067	1,204	1,048
Injuries per 10,000 Registrations	148	136	113	128	107
Total Number of Crashes*	1,621	1,592	1,377	1,465	1,208

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

More than 80 percent of fatally injured motorcycle operators in Connecticut were tested for alcohol in the period 2007 to 2010 (Table MS-4). The year 2011 had the lowest rate (74 percent). As shown in Figure 19 (see performance measure section below), during these years 33 to 45 percent of those tested were found to have been drinking (any trace of alcohol). For 2011, 36 percent had been drinking and 22 percent (8 of 25) had BACs of 0.08 percent or more (74 percent were tested).

Table MS-4. BACs of Fatally Injured Motorcycle Operators

BAC	2007	2008	2009	2010	2011
0	24	31	19	22	16
0.01-0.07	4	1	1	2	1
0.08 - up	8	17	14	17	8
No/Unknown	2	7	8	9	9
Percent tested	94.7%	87.5%	81.0%	82.0%	73.5%

Source: FARS Final Files 2007-2010, Annual Report File 2011

Table MS-5 shows the distribution of the age and gender of motorcycle operators involved in fatal and injury crashes during the 2007 to 2011 period. The table indicates that the majority of riders are under the age of 45 (60 percent in 2011). Of significance is the high percentage of riders in the 45 to 54 and 55 to 64 year old age groups. These two groups alone made up 37 percent of the operators involved in fatal/injury crashes in 2011. Overall, riders 35 or older accounted for 57 percent of riders involved in fatal crashes. This tendency toward an older ridership follows national trends. This table also shows that males are predominant among the riders involved in fatal and injury crashes.

Table MS-5. Motorcycle Operators Involved by Age and Sex
Fatal/Injury Crashes: 2007-2011

		2007 (N=1,322)	2008 (N = 1,283)	2009 (N= 1,076)	2010 (N= 1,257)	2011 (N= 1,016)
Age	**Under 16**	0.5%	0.4%	0.5%	0.6%	0.1%
	16-20	8.3%	6.9%	8.3%	5.9%	6.5%
	21-24	12.9%	14.0%	14.9%	12.9%	14.5%
	25-34	22.3%	21.7%	20.9%	21.9%	21.8%
	35-44	23.7%	21.8%	22.2%	21.1%	17.5%
	45-54	19.9%	23.7%	19.3%	24.2%	22.4%
	55-64	9.8%	9.7%	10.9%	10.6%	14.1%
	65-69	1.6%	1.4%	1.8%	1.8%	1.7%
	69 - Up	1.1%	0.5%	1.1%	1.0%	1.5%
Gender	**Male**	95.3%	95.4%	95.0%	95.7%	94.7%
	Female	4.7%	4.6%	5.0%	4.3%	5.3%

Source: Connecticut Department of Transportation. (Unknown values are excluded in body of table)

Table MS-6 shows the distributions by month, day of week, and time of day of motorcycle crashes involving fatalities and injuries during the 2007-2011 period. Motorcycle crashes in Connecticut are rare during the colder months with 17 percent having taken place during the 6-month period from November through April. Crashes are more frequent on Saturdays and Sundays (39 percent). In 2011, 62 percent of the crashes occurred between noon and 8:00 p.m.

Table MS-6. Motorcycle Operators: Month, Day of Week, and Time of Fatal and Other Injury Crashes, 2007-2011

	2007 (N=1,301)	2008 (N=1,283)	2009 (N=1,076)	2010 (N=1,257)	2011 (N=1,032)
Month					
January	1.8%	0.8%	0.2%	0.7%	0.2%
February	0.2%	0.4%	0.8%	0.1%	0.2%
March	1.8%	3.3%	3.2%	5.1%	2.2%
April	6.5%	10.2%	10.4%	10.0%	7.2%
May	14.8%	12.8%	13.5%	17.0%	13.9%
June	15.1%	15.5%	11.7%	14.5%	16.3%
July	15.5%	16.8%	16.1%	16.5%	18.5%
August	16.3%	15.1%	19.0%	14.0%	12.5%
September	16.4%	11.6%	13.9%	13.9%	12.4%
October	8.8%	9.3%	6.3%	5.4%	10.0%
November	2.5%	3.7%	3.7%	2.6%	4.4%
December	0.3%	0.5%	1.2%	0.2%	2.3%
Day of Week					
Sunday	19.8%	20.4%	21.7%	17.4%	19.7%
Monday	10.7%	11.6%	12.5%	11.0%	12.2%
Tuesday	10.8%	11.8%	11.0%	8.3%	11.7%
Wednesday	12.8%	12.2%	9.7%	10.6%	10.6%
Thursday	12.5%	12.8%	11.6%	12.9%	13.1%
Friday	12.2%	12.6%	14.9%	15.7%	13.4%
Saturday	21.9%	18.6%	18.7%	24.2%	19.4%
Time of Day					
Mid-03:59	4.5%	4.8%	3.5%	6.1%	4.5%
04:00-07:59	3.7%	12.6%	3.7%	3.0%	6.1%
08:00-11:59	12.5%	27.3%	11.0%	11.6%	13.1%
12:00-15:59	29.1%	34.5%	30.6%	33.1%	31.1%
16:00-19:59	32.7%	15.6%	36.3%	32.0%	30.6%
20:00-23:59	17.1%	5.1%	14.8%	14.2%	14.5%

Source: Connecticut Department of Transportation

Table MS-7 shows the total of fatal and injury motorcycle crashes in each Connecticut County, the percentage change in these crashes comparing 2007 to 2011, and the number of these crashes in the calendar year 2011 per 100,000 population.

Table MS-7. Motorcycle Fatal/Injury Crashes by County, 2007-2011

County	Total 2007-2011	Pct. Change 2007-2011	2011 Crashes Per 100,000 Pop.
Fairfield	1,115	3.1%	24.65
Hartford	1,482	-25.7%	28.19
Litchfield	420	-37.2%	38.44
Middlesex	354	1.6%	43.46
New Haven	1,478	-37.0%	29.33
New London	558	-23.2%	35.03
Tolland	286	-1.7%	36.68
Windham	266	-12.9%	44.75

Source: Connecticut Department of Transportation; Population data estimate for 2010.

The most frequent contributing factors found in Connecticut fatal and injury motorcycle crashes during 2007 to 2011 are listed in Table MS-8. The first data column contains the contributing factors for single vehicle crashes (N=2,370). The operator "losing control" (58 percent) and "driving too fast for conditions" (17 percent) were the most common factors in these crashes.

Contributing factors in multiple vehicle crashes are tabulated separately depending on whether the motorcyclist (N=1,554) or the other driver (N=2,182) was most likely at fault in the crash. When the motorcyclist was deemed most at fault and a specific cause was noted, "losing control" (29.5 percent), "driver following too closely" (19.8 percent), and "driving too fast for conditions" (12.6 percent) were most often the contributing factors. When the other driver was deemed most at fault, "failure to grant the right-of-way" was the predominant contributing factor (47.2 percent).

Table MS-8. Motorcycle Fatality/Injury Crashes-Contributing Factors, 2007-2011

Contributing Factors	% of Single Vehicle Crashes (N=2,370)	% of Multiple Vehicle Crashes; MC Oper. Fault (N=1,554)	% of Multiple Vehicle Crashes; Other Oper. Fault (N=2,182)
1. Driver Lost Control	58.1%	29.5%	3.2%
2. Driving Too Fast for Conditions	17.1%	12.6%	1.3%
3. Road Condition/Object In Road	10.0%	3.1%	0.9%
4. Driver Under the Influence	4.0%	3.7%	11.0%
5. Failed to Grant Right of Way	0.1%	4.7%	47.2%
6. Driver Following Too Closely	1.2%	19.8%	10.5%
7. Driver Violated Traffic Control	0.5%	3.8%	5.7%
8. Other	9.0%	22.8%	20.3%

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

In summary, Department motorcycle crash data shows:

- A fluctuating number of motorcyclist fatalities in the period 2007 to 2011
- The majority of motorcycle fatal and injury crashes occurred between the hours of noon and 8 p.m.
- Saturdays and Sundays being the most common days for fatal and injury crashes
- Most fatal and injury crashes occurring in the summer months
- Almost all motorcycle operators involved in crashes were male
- In multiple vehicle crashes where the other driver was at fault, the major contributing factor in 47 percent of these crashes was failure to grant the right-of-way
- The operator errors listed above were the most common factors in fatal and injury crashes (91% in single vehicle crashes and 77% in multiple vehicle crashes where the motorcyclist was at fault).

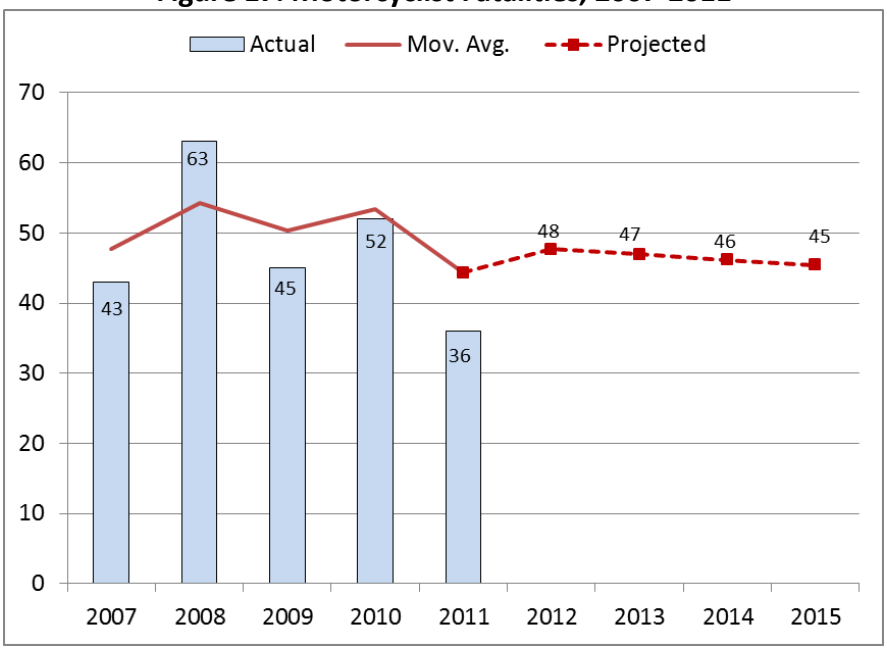
Performance Measures

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

Performance Measures	2007	2008	2009	2010	2011
Motorcyclists Killed and Injured	1,362	1,348	980	1,257	1,081
Injuries per 10,000 Registered Motorcycles	148	143	113	134	107
Number of Un-Helmeted Motorcycle Fatalities	28	42	27	36	24
Number of Motorcycle Injuries Helmeted	575	582	441	476	453
Number of Operators Killed with BAC>0.00%	12	18	15	19	9
Number of Motorcyclist Trained	6,192	6,290	4,965	4,888	6,043

Figure 17 shows the number of motorcyclist fatalities in Connecticut for the period 2007-2011, along with the three-year moving averages, and trend projecting into 2015. Projections show a slight downward trend in motorcyclist fatalities and estimate 47 fatalities in 2013, 46 in 2014, and 45 in 2015.

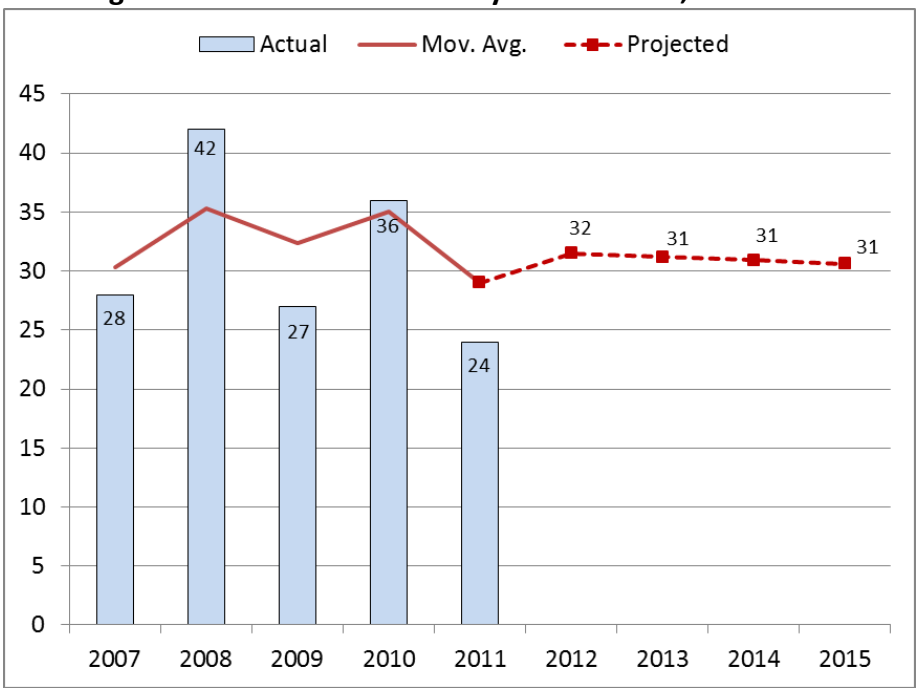
Figure 17. Motorcyclist Fatalities, 2007-2011



Source: FARS Final Files 2007-2010, Annual Report File 2011

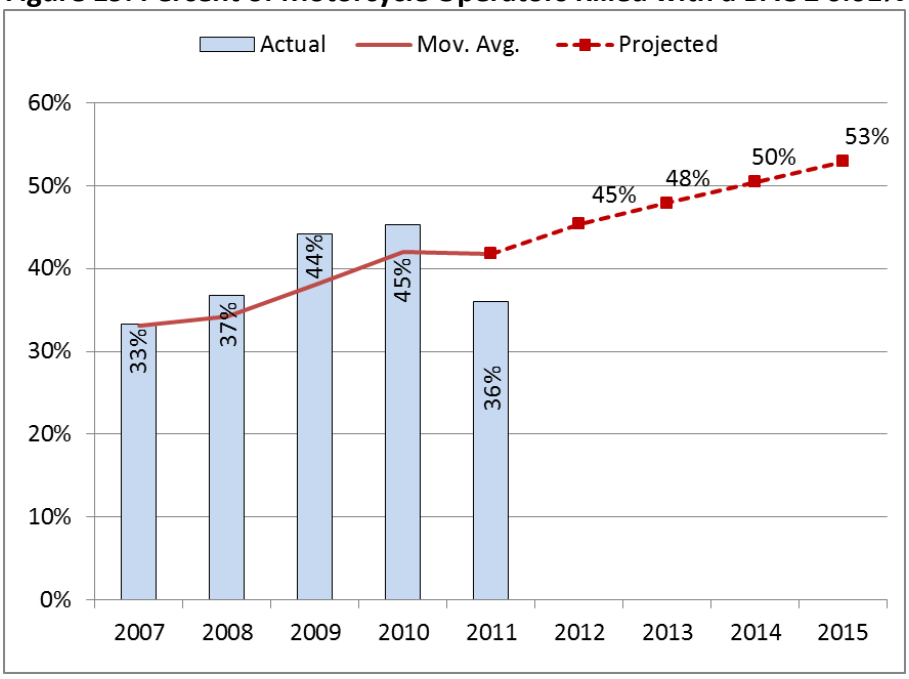
Projections of unhelmeted motorcyclist fatalities based on the three-year moving averages show a stable trend and project 31 unhelmeted fatalities in 2013 and 2014, and 2015 (Figure 18).

Figure 18. Unhelmeted Motorcyclist Fatalities, 2007-2011



Source: FARS Final Files 2007-2010, Annual Report File 2011

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



Source: FARS Final Files 2007-2010, Annual Report File 2011

Performance Goals

To decrease the number of un-helmeted fatalities below the three year (2009-2011) moving average of 29 in 2011 by 5 percent to a three year (2013-2015) projected moving average of 28 in 2015.

To decrease the number of fatalities below the three year (2009-2011) moving average of 44 in 2011 by 5 percent to a three year (2013-2015) projected moving average of 42 in 2015.

To decrease the percentage of fatally injured motorcycle operators with BACs greater than 0.00 below the three year (2009-2011) moving average of 42 percent in 2010 by 5 percent to a three year (2013-2015) projected moving average of 40 percent in 2015.

Performance Objectives

To train 7,500 beginning, intermediate, experienced and advanced motorcycle operators during calendar year 2014 to reduce instances of motorcycle operator error in both fatal and injury crashes.

Planned Countermeasures

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

These goals will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs, specifically CONREP (Connecticut Rider Education Program). Addressing attitudes and operational skills through a targeted media campaign, including promoting helmet use by all riders (not just those young riders currently covered under existing law), and including motorcyclists in the planned emphasis on reducing impaired driving.

Results of focus group studies will continue to be incorporated into public information and education in the impaired riding campaign. This campaign, "Open the Throttle Not the Bottle," will utilize recently developed materials, including the www.ride4ever.org website to change behavior associated with unsafe riding practices and may include the development of new materials. The distribution process will incorporate a network of informational resources including a web site, rider education courses, various motorcycle dealerships, and local motorcycle rider organizations.

Task 1
Project Title: Motorcycle Safety Program Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston/Nicholas Just

The task will include coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 1 Office. Serve as a direct line of communication between the HSO and Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the motorcycle safety program. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services including facilities and support services for the required annual instructor update, travel to the in-state training facilities for project monitoring and requests for support and out-of-state travel to the annual State Motorcycle Safety Administrators Summit, providing educational materials for distribution to students, supplies including containers to secure motorcycles, fuel, helmets and other on-site required materials, industrial quality locks for the containers, and other related operating expenses.

Fund	Project number	Agency	Title	$ Amount
402	0194-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	$150,000

Task 2
Project Title: Connecticut Rider Education Program (Training) Administration
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provides for the oversight of the CONREP in the following ways; the training and monitoring of 160 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education

Program training sites by, providing range maintenance including but not limited to; riding surface repairs, range painting and painting materials, portable sanitation facilities, classroom space, security and janitorial services, quality assurance monitoring and support services, Motorcycle Safety Foundation(MSF) curriculum materials, updating and maintaining the program's www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator as well as a data consultant is utilized to accomplish this task. Preparing and maintaining project documentation, and evaluating task accomplishments. Funding will be provided for personnel, employee-related expenses and overtime, professional and outside services, travel, materials, supplies, and other related operating expenses.

Fund	Project number	Agency	Title	$ Amount
402	0194-0701-AB	CT-DOT /HSO	CONREP Program Administration	$120,000

Task 3
Project Title: Public Information and Education/Community Outreach to Motorcycle Riders
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just

This task will provide coordination and staffing of grassroots events and seminars to promote voluntary helmet use, a ride sober campaign, share the road, safe motorcycle operation, and recruitment of motorcycle safety instructors. The HSO will partner with motorcycle groups to develop and promote activities designed to increase voluntary helmet usage. www.ride4ever.org is the programs primary method of disseminating information on rider safety, conspicuity, sober riding, the importance of helmets and news and events in the Motorcycling community. Motorcycle specific ride maps, "Share the Road"* bumper stickers, "Got Helmet?" CONREP key fobs, "Ride Sober" kick stand pucks and other program specific items will be purchased.

***Under this project 405(f) funds will ONLY be used to promote "Share the Road" messaging.**

Fund	Project number	Agency	Title	$ Amount
405(f)	0194-0744-AA	CT-DOT/HSO	"Share The Road"	$25,000
402	0194-0701-AC	CT-DOT/HSO	PI&E Education	$50,000

Task 4
Project Title: Motorcycle Safety Media Campaign
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just
Statewide media campaign to promote the "Share the Road" campaign to all motorists in Connecticut. The goal of this project is to distribute share the road messages to all motorists in an effort to reduce the number of motorist vs motorcyclists crashes on Connecticut's roadways.

Fund	Project number	Agency	Title	$ Amount
405(f)	0194-0744-AB	CT DOT - HSO	Media Campaign	$100,000

Task 5
Project Title: Motorcycle Safety Assessment
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just

An assessment of the Rider Education Program will be conducted with assistance from NHTSA. This will provide technical expertise to the Highway Safety Office through an impartial review of the program. A team of outside experts will conduct a comprehensive assessment of the Rider Education Program that will provide an overview of the program's current status in comparison to pre-established standards, note the program's strengths and weaknesses; and provide recommendations for improvement.

Fund	Project number	Agency	Title	$ Amount
402	0194-0701-AD	CT-DOT/HSO	Assessment	$30,000

Task 6
Project Title: Expanding Motorcycle Safety Efforts
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Stephen P. Livingston /Nicholas Just

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

Fund	Project number	Agency	Title	$ Amount
405(f) MC	0194-0744-AC	CT-DOT/HSO	Expanding Motorcycle Safety Efforts	$75,000

Fund	Project Number	Agency	Item (#'s)	$ Unit Cost
2010MC	0194-0723-AA	CT-DOT/HSO	**Suzuki TU 250 (20)**	**$4,254**
			Honda Rebel (20)	**$4,055**
			TOTAL	**$170,000**

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Traffic Records

The Traffic Records Strategic Plan is an active document updated annually to reflect new issues and the changing environment within highway safety / traffic safety data systems. The following link - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916, contains the most recent version of the Strategic Plan (July 2013).

Achieving maximum results – reducing motor vehicle crashes, deaths, and injuries through highway safety improvements or countermeasures requires – a comprehensive traffic records system – a long range strategic plan for traffic records improvements – and a dedicated, committed, and active traffic records coordinating committee (TRCC) to help drive the process. Connecticut received high marks in a recent traffic records assessment … "the State has demonstrated progress in its traffic records system" – due in part to the State's own initiative in identifying and seeking solutions.

The State's traffic records system, made up of six core data systems, is critical to the traffic safety community for identifying priorities for State and local highway safety programs. Safety data systems are important for evaluating the effectiveness of improvements being made, promoting information sharing, and monitoring trends, incident reports, persons injured or killed, property damage, rates and other outcomes or impacts.

Driving the July 2013 traffic records strategic plan is the emergence of the Crash Data Repository (CDR), now a part of the Transportation Safety Research Center (TSRC), following an agreement between the Connecticut Department of Transportation (ConnDOT), and the University of Connecticut (UConn). The TSRC will allow all law enforcement agencies, capturing PR-1 crash data to submit it electronically to a central repository. Connecticut is close to implementing E-Crash, an innovative new crash reporting application based on National Guidelines.

Complementing the TSRC and E-Crash efforts is the 100% Electronic Submission of Crash Reports initiative. There are multiple points of coordination between the 100% Electronic Submission and other efforts addressing the needs and capabilities of law enforcement agencies for electronic data collection and transmission.

The E-Crash, 100% Electronic Submission, 100% E-Citation and EMS Tracking and Reporting System Data Linkage initiatives outlined in the Strategic Plan, emphasize the electronic collection and transfer during or as close as possible to the traffic safety event, whether that event is a crash, a traffic stop, issuance of a citation or an emergency response. Also included are E-Citation project expansions for both State and local law enforcement agencies.

Outlined in a recent Crash Data Improvement Business Plan, safety data improvements for E-Crash and E-Citation are closely tied together. Also important is the incident location for all safety related events, which are better linked through an improved digital roadway network base map. Continued support by TRCC stakeholders was expressed in the July 2013 traffic records strategic plan for development of the State's digital roadway network, impaired driver records information, electronic patient care reporting, and crash outcome data evaluation systems.

Performance Measures

The primary performance measure submitted for early Strategic Planning (July 2013 Strategic Plan) approval by the National Highway Traffic Safety Administration (NHTSA) was **crash, roadway, and traffic volume data linkage** – representing nine years of data on State, Interstate, and U.S. Routes, linked by the TSRC, using route and milepost linkage elements.

Performance measures expected to impact in the next biennium include **crash timeliness** (the number of days from crash occurrence to database entry into the TSRC); **crash uniformity** (the number of MMUCC compliant data elements entered into the crash database); **crash completeness** (the percentage of crash records with no missing critical data elements); and **crash accessibility** of the TSRC (through a query of the principal users, assess their ability to obtain the data or other services requested, and their satisfaction with the timeliness of the response to their request). Other continuing measures include **citation timeliness** coupled with **electronic payment of citations** as well as **EMS patient care reporting uniformity**.

Vision – Mission – Achievements of the TRCC

Provide support for the TRCC in the achievement of its vision and mission as outlined in the Strategic Plan.

Vision – A comprehensive Traffic Records System that provides reliable data critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (National, State and Local Roads) System.

Mission – Develop and promote a comprehensive Traffic Records System that provides Timely, Accurate, Complete, Uniform, Integrated, and Accessible Traffic Records System data for management of Highway and Traffic Safety Programs.

Achievements as well as ongoing project development and tracking/timelines for TRCC efforts can be found at the TRCC's website - http://www.ct.gov/dot/cwp/view.asp?a=2094&q=435916.

Improving Safety Data Systems

Objectives for reliable safety data systems together with planned performance measures listed above will be accomplished through a variety of avenues, which focus on the development of electronic field data capture of motor vehicle crash, citation, EMS/patient care, commercial vehicle enforcement and other incident reporting, including the back-end systems to receive and report this data.

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

The task will include **coordination of activities** and projects outlined in the traffic records program area, statewide coordination of program activities, and the development and facilitation of public information and education projects. It will also provide status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA New England Regional Office. Funding will be provided for personnel, employee-related expenses, overtime, professional and outside services including consulting services that provide TRCC coordination, travel, materials, supplies, assessments and other related operating expenses.

Fund	Project number	Agency	Title	$ Amount
408	**0194-0732-AA**	**CT-DOT/HSO**	**Traffic Records Administration**	**$80,000**
402	**0194-0705-AA**	**CT-DOT/HSO**	**Traffic Records Administration**	**$250,000**

Task 2
Project Title: Traffic Records Strategic Plan Implementation
Administrative Oversight: Department of Transportation, Highway Safety Office
Staff Person: Juliet Little

This task will provide the necessary funding to assess and **develop the Connecticut Traffic Records Program** by implementing the following projects outlined in the section 405 8th year application:

1. Electronic Crash Reporting Using National Standards (E-Crash)

Project Description:

The E-Crash initiative provides the launching point for the move towards 100% electronic submission of E-Crash data in the State of Connecticut. The application, a part of the CT:CHIEF records management system (RMS) is being developed/tested by the Capitol Region Council of Governments (CRCOG). That system which is browser based will be offered to communities without license fees. No local servers will be required. The application will provide an optional stand-alone Crash module for law enforcement agencies (LEA) to incorporate as a "front end" to their existing RMS systems. The application will provide a crash report for those involved, a motorist information exchange, and an e-mail notification of the information exchange. The proposed deadline for a new MMUCC compliant crash reporting system is January 2015.

This project satisfies ConnDOT's need for an updated crash data collection tool that meets national standards as well as an accelerated means of reporting from local agencies. By linking technology from other resources (COLLECT, CAPTAIN, DMV, Digital maps) it is expected that the added time to collect additional data at higher quality levels will be offset by the ability to import large amounts of crash detail (operator names, vehicles, street names and intersections, event dates and times) rapidly and with modest user intervention. Importantly, the application attempts to conserve valuable police time by only posing questions specifically related to the type of crash under investigation.

Fund	Project number	Agency	Title	$ Amount
405(c)	**0194-0742-AA**	**CRCOG**	**E-Crash**	**$245,000**

2. 100% Electronic Submission of Crash Reports

Project Description:

This project encompasses multiple projects each aimed at serving a segment of the law enforcement community in Connecticut. The Connecticut State Police (CSP) uses a major software vendor (NexGen) for crash and other reporting from the field. There are currently eleven law enforcement agencies participating in the Capital Region Council of Governments (CRCOG) E-Crash project to develop field data collection. Other agencies throughout the state have their own systems. One option is that the CRCOG solution could be offered statewide to local law enforcement, with the CSP continuing to use their own software (or also adopting the CRCOG solution). The need for planning and coordination among law enforcement agencies is critical to the success of this effort.

The 100% electronic data collection and transmission initiative will be closely linked to the E-Crash pilot. The system will be interfaced with the ConnDOT/UConn Crash Data Repository (CDR). This project focuses on attaining 100% crash reporting after the completion of the E-Crash pilot. The proposed deadline for a new MMUCC compliant crash reporting system is January 2015. It will involve a transition from current forms and processes to the new focus on electronic crash reporting for all law enforcement agencies in the State.

Fund	Project number	Agency	Title	$ Amount
405(c)	0194-0742-AB	CPCA	E-Crash	$350,000

3. Electronic Citation Processing System/100% Submission/Assessment and Support

Project Description:

The citation system in Connecticut was a manual system, vulnerable to human error. Information from handwritten tickets was data entered and subsequently transmitted to various entities. Exception processing was time consuming. An electronic method of creating tickets and populating the CIB database is leading to improved processing times and accuracy of the information processed.

This project is dedicated to the continued development of an application that enables the receipt by the Centralized Infractions Bureau (CIB) of electronically captured citation data, automatically populated into the CIB system, leading to a paperless court in Connecticut for processing infractions. The project serves as a complement to all law enforcement citation pilot efforts statewide through ultimately building a back-end process for electronic traffic citations. Project focus - timeliness; accuracy; technical agility to respond to public policy changes; better performance measures. Project challenges - broaden user base; demand for multi-uses for mobile printer; crash information exchange, summons, parking tickets, warnings.

Fund	Project number	Agency	Title	$ Amount
405(c)	0194-0742-AC	CIB	E-Citation	$30,000
408	0194-0732-AB	CIB	E-Citation	$220,000

4. E-Citation Pilots – State Law Enforcement

Project Description:

This project will continue to enhance the deployment of e-Citation systems for the Connecticut State Police. Mobile data capture software has already been developed for the existing e-Citation effort. Printers, and other required software and/or peripheral devices will be installed in State Police vehicles.

The requested grant funds will be used to purchase at least one hundred (100) mobile printers and other peripheral devices for Connecticut State Police vehicles. Once vehicles are equipped with the required hardware, and related software/peripherals, State Police personnel will use their e-Citation application to electronically upload collected citation data to the State Police server and then to the State of Connecticut's Judicial Department, Centralized Infractions Bureau (CIB).

Fund	Project number	Agency	Title	$ Amount
405(c)	0194-0742-AD	CSP	E-Citation	$250,000

5. E-Citation Pilots – Local Law Enforcement

Project Description:

This project will continue the roll out of e-citation and e-crash systems in local law enforcement agencies. Software has already been procured for the existing e-citation efforts and printers, and other appropriate hardware/software will be installed in police vehicles.

The requested grant funds will be used to purchase mobile printers, and other appropriate hardware for select law enforcement vehicles. Once vehicles are equipped with the required hardware, law enforcement personnel will use e-citation software developed under previous year Section 408 initiatives. Citation data will be electronically uploaded to the appropriate law enforcement servers. These servers will then upload the citation data electronically to the appropriate State of Connecticut agency servers via XML specification standards.

The use of the e-citation software will reduce data input errors and improve the completeness of the collected data. It should also improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes this data to be received by the appropriate State agency.

Fund	Project number	Agency	Title	$ Amount
405(c)	0194-0742-AE	CRCOG	E-Citation	$125,000

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

Community Traffic Safety

Community Traffic Safety

Driver Groups

Problem Identification

Table OA-1 outlines the age distribution of licensed drivers in Connecticut and the nation as a whole during calendar years 2009 to 2011. The data show that the percentage of Connecticut licensed drivers age 19 and younger is less than the U.S. percentage (3.0 percent vs. 4.4 percent, respectively), and that the percentage of drivers age 70 and older is higher in Connecticut (15.4 percent) than the U.S. as a whole (10.7 percent).

Table OA-1. Licensed Drivers by Age Group, 2009-2011

Licensed Drivers by Age		2009		2010		2011	
		N	%	N	%	N	%
Connecticut	Under 16	0	0.0%	0	0.0%	0	0.0%
	16-17	29,548	1.0%	27,000	0.9%	27,275	0.9%
	18-19	68,424	2.3%	67,164	2.3%	63,415	2.1%
	19 and under	97,972	3.4%	94,164	3.2%	90,690	3.0%
	20	38,651	1.3%	39,241	1.3%	37,881	1.3%
	16-20	136,623	4.7%	133,365	4.5%	128,571	4.3%
	21-24	161,294	5.5%	162,774	5.5%	165,751	5.6%
	25-34	433,265	14.9%	436,468	14.9%	443,535	14.9%
	35-44	537,273	18.4%	531,896	18.1%	518,115	17.3%
	45-54	601,903	20.6%	604,259	20.6%	608,593	20.4%
	55-64	455,537	15.6%	465,652	15.9%	486,610	16.3%
	65-69	158,281	5.4%	161,585	5.5%	176,226	5.9%
	70 up	431,967	14.8%	438,577	14.9%	458,866	15.4%
Nationwide	Under 16	409,526	0.2%	397,541	0.2%	361,046	0.2%
	16-17	3,427,403	1.6%	3,241,011	1.5%	3,117,591	1.5%
	18-19	6,095,512	2.9%	5,917,688	2.8%	5,779,616	2.7%
	19 and under	9,932,441	4.7%	9,556,240	4.5%	9,258,253	4.4%
	20	3,390,109	1.6%	3,425,768	1.6%	3,383,652	1.6%
	16-20	12,913,024	6.2%	12,584,467	6.0%	12,280,859	5.8%
	21-24	14,053,321	6.7%	14,042,407	6.7%	14,265,636	6.7%
	25-34	36,326,817	17.3%	36,280,367	17.3%	36,892,373	17.4%
	35-44	38,158,133	18.2%	37,339,135	17.8%	36,938,903	17.4%
	45-54	41,665,892	19.9%	41,442,309	19.7%	41,172,350	19.4%
	55-64	33,156,841	15.8%	34,297,095	16.3%	35,397,534	16.7%
	65-69	11,087,712	5.3%	11,468,003	5.5%	11,973,784	5.7%
	70 up	21,847,120	10.4%	22,263,615	10.6%	22,592,163	10.7%

Source: Federal Highway Administration

Table OA-2 contains 2009, 2010, and 2011 fatal crash rates per 100,000 licensed drivers by driver age group for Connecticut operators and the U.S. as a whole. The data indicate that younger drivers (under 25) consistently have a much higher involvement in fatal crashes than older drivers. The data also show that the involvement rate of Connecticut drivers in fatal crashes is lower than that for the U.S. in all age groups.

Table OA-2. Number of Drivers Involved in Fatal Crashes by Age Group Per 100,000 Licensed Drivers*, 2009-2011

	2009		2010		2011	
	CT	**US**	**CT**	**US**	**CT**	**US**
Under 16^	n/a	44.2	n/a	40.0	n/a	31.9
16-17	20.3	37.7	33.3	37.5	7.3	34.6
18-19	26.3	41.2	20.8	37.2	23.7	36.0
19 and under	25.5	40.1	24.4	37.4	21.0	35.3
20	20.7	37.4	22.9	31.8	13.2	33.5
16-20	23.4	39.3	24.0	35.8	17.1	34.9
21-24	22.9	32.8	36.9	32.8	24.7	31.3
25-34	17.3	23.8	19.0	23.6	12.4	23.1
35-44	8.6	20.4	15.0	19.6	9.3	19.1
45-54	7.6	18.4	10.3	18.1	8.7	18.2
55-64	8.1	15.9	11.8	16.3	5.5	15.7
65-69	4.4	14.8	6.2	14.8	4.0	13.8
70 up	4.6	17.4	7.8	17.5	6.8	16.9

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

^ Although there are no licensed drivers under 16 in CT, there were one and two drivers under 16 involved in a fatal crash in 2009 and 2011, respectively .

Source: FARS Final Files 2009-2010, Annual Report File 2011

Table OA-3 shows the 2009, 2010, and 2011 non-fatal injury crash rates per 100,000 licensed drivers by driver age group. There was a continued reduction in involvement rate of teenage drivers in Connecticut, likely due to changes in graduated driver license legislation that took place in 2008.

Table OA-3. Number of Drivers Involved in Injury Crashes by Age Group Per 100,000 Licensed Drivers*, 2007-2011

	2009		2010		2011	
	CT	US	CT	US	CT	US
16-17	3,340	n/a	2,959	n/a	2,852	n/a
18-19	4,023	n/a	3,616	n/a	3,227	n/a
19 and under	4,366	n/a	3,427	n/a	3,119	n/a
16-20	3,714	2,850	3,396	2,850	3,109	2,850
21-24	3,255	2,272	3,035	2,272	3,142	2,272
25-34	2,163	1,531	2,076	1,531	2,131	1,531
35-44	1,569	1,247	1,504	1,247	1,489	1,247
45-54	1,355	1,105	1,295	1,105	1,333	1,105
55-64	1,065	867	1,028	867	1,089	867
65-74	830	725	832	725	838	725
75 up	511	709	500	709	466	709

***** Licensed drivers within each age group.
Source: General Estimates Systems (NHTSA)

Table OA-4 shows that, in the period 2007-2011, 33 percent of fatal crashes involving drivers age 20 and under took place during the summer. August had the highest number of crashes (26), followed by May and June (each with 19). The majority (52 percent) of fatal crashes occurred at night, between 6:00pm and 2:59am (94 fatal crashes). New Haven and Harford counties (45 and 43 crashes, respectively) accounted for the highest number of fatal crashes (49 percent) crashes involving young drivers.

Table OA-4. Fatal Crashes Involving Young Drivers (20 and under)
Month, Time of Day, and County, 5-year Total: 2007–2011

	N=180	Percent
MONTH		
January	17	9.4%
February	7	3.9%
March	9	5.0%
April	11	6.1%
May	19	10.6%
June	19	10.6%
July	14	7.8%
August	26	14.4%
September	9	5.0%
October	18	10.0%
November	15	8.3%
December	16	8.9%
TIME OF DAY		
Mid-3am	31	17.2%
3am-6am	14	7.8%
6am-9am	13	7.2%
9am-Noon	11	6.1%
Noon-3pm	24	13.3%
3pm-6pm	24	13.3%
6pm-9pm	31	17.2%
9pm-Mid	32	17.8%
COUNTY		
Fairfield	26	14.4%
Hartford	43	23.9%
Litchfield	12	6.7%
Middlesex	11	6.1%
New Haven	45	25.0%
New London	20	11.1%
Tolland	11	6.1%
Windham	12	6.7%

Source: FARS Final Files 2007-2010, Annual Report File 2011

Table OA-5 shows the number of drivers involved in fatal crashes by age.

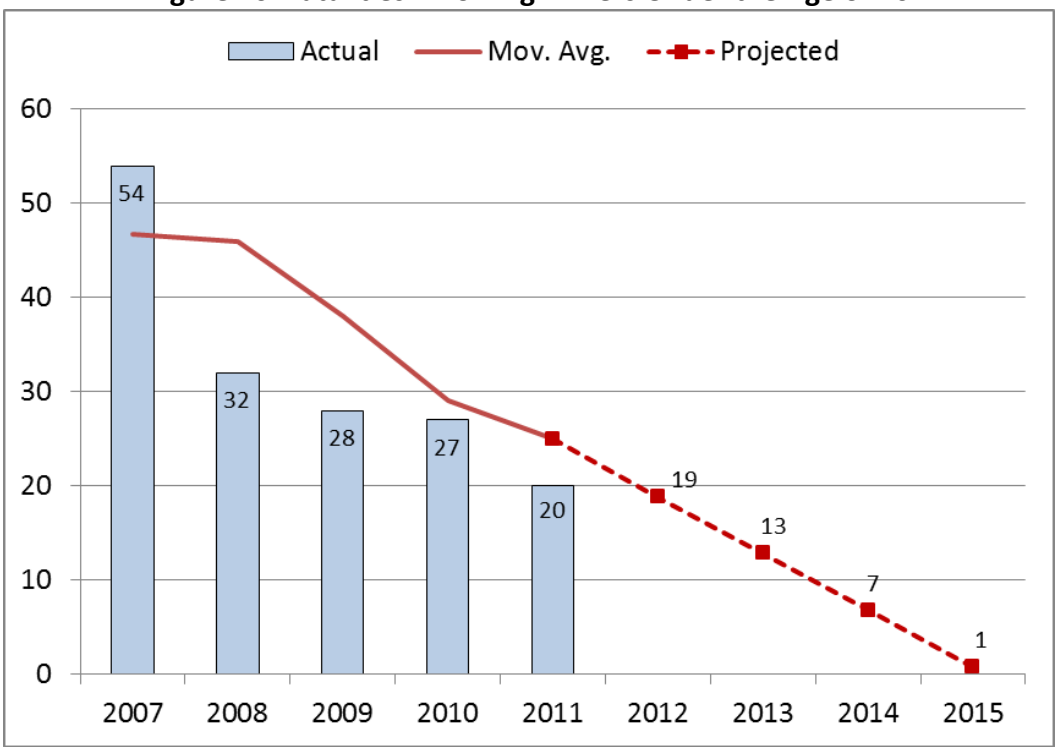
Table OA-5. Drivers Involved in Fatal Crashes by Age

	2007	2008	2009	2010	2011
Total	403	404	301	423	291
Under 16	0	1	1	0	2
16-17	13	13	6	9	2
18-19	32	14	18	14	15
19 and under	45	28	25	23	19
20	9	9	8	9	5
16-20	54	36	32	32	22
21-24	44	46	37	60	41
25-34	73	73	75	83	55
35-44	65	75	46	80	48
45-54	73	84	46	62	53
55-64	39	40	37	55	27
65-69	13	7	7	10	7
70 up	38	37	20	34	31
Unknown	4	5	0	7	5

Source: FARS Final Files 2007-2010, Annual Report File 2011

Figure 20 represents the decrease in the number of fatalities involving drivers under the age of 20. From 2007 to 2011 the number of fatalities involving teen drivers dropped dramatically from 54 to 20, a 63 percent reduction.

Figure 20. Fatalities Involving Drivers Under the Age of 20



Source: FARS Final Files 2007-2010, Annual Report File 2011

Performance Objectives:

To continue the decreasing trend in younger driver fatalities.

To expand programs and activities targeted at mature drivers statewide.

Countermeasures:

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

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

Bicycles and Pedestrians

Problem Identification

In Connecticut in 2011, 8 bicyclists were killed and 561 were injured in motor vehicle crashes whereas 26 pedestrians were killed 1,069 were injured. Table OA-6 outlines the characteristics of pedestrian and bicyclist fatalities.

Pedestrian fatalities occurred more frequently during October through December (32.8 percent)) then during other months of the year (Table OA-6). The majority (60.2 percent) of these occurred in the 3pm to midnight time period. The largest number of pedestrian fatalities occurred in New Haven (52), Hartford (43), and Fairfield (38) counties, accounting for about 75 percent of the victims.

Most bicyclist fatalities occurred during June through September (52 percent) and 52 percent occurred between 3pm and 9pm. Fairfield, Hartford, and New Haven counties accounted for 85% of all bicyclist fatalities in the period 2007-2011.

TABLE OA-6. Connecticut Pedestrian and Bicycle Fatalities Month, Time of Day, and County 5-Year Total: 2007-2011

	Pedestrian Fatalities		Bicyclist Fatalities	
	(N=177)	%	(N=27)	%
Month				
January	16	9.0%	1	3.7%
February	11	6.2%	1	3.7%
March	11	6.2%	2	7.4%
April	12	6.8%	2	7.4%
May	11	6.2%	2	7.4%
June	12	6.8%	3	11.1%
July	12	6.8%	3	11.1%
August	14	7.9%	5	18.5%
September	20	11.3%	3	11.1%
October	11	6.2%	2	7.4%
November	26	14.7%	1	3.7%
December	21	11.9%	2	7.4%
Time of Day				
Mid-3am	21	11.9%	5	18.5%
3am-6am	6	3.4%	0	0.0%
6am-9am	17	9.7%	0	0.0%
9am-Noon	11	6.3%	2	7.4%
Noon-3pm	15	8.5%	2	7.4%
3pm-6pm	28	15.9%	7	25.9%
6pm-9pm	46	26.1%	7	25.9%
9pm-Mid	32	18.2%	4	14.8%
County				
Fairfield	38	21.5%	9	33.3%
Hartford	43	24.3%	9	33.3%
Litchfield	9	5.1%	1	3.7%
Middlesex	5	2.8%	0	0.0%
New Haven	52	29.4%	5	18.5%
New London	16	9.0%	1	3.7%
Tolland	7	4.0%	1	3.7%
Windham	7	4.0%	1	3.7%

Source: FARS Final Files 2007-2010, Annual Report File 2011

The majority of pedestrians and bicyclists killed in crashes had one or more factors reported (Table OA-7). The most common factor for pedestrians was "darting/running into road" (49), followed by "improper crossing" (36). For bicyclists, the most common factor was "failure to yield right of way"" (6) and "failure to obey traffic signs, signals, or officer" and "riding in roadway" were each cited for 5 of the 27 bicycle fatalities occurring from 2007 to 2011.

Table OA-7. Connecticut Pedestrian and Bicyclist Fatalities Related Factors for Pedestrians and Bicyclists 5-year Total: 2007-2011

	Pedestrian	Bicyclists
Fatalities	**(N=177)**	**(N=27)**
Factors Reported	N=197	N=32
Darting/running into road	49	n/a
Improper crossing or roadway of intersection	36	4
Walking/Riding, playing, working etc. in roadway	33	5
Not visible	26	3
Failure to obey traffic signs, signals, or officer	11	5
Failure to yield right of way	8	6
Under the influence of alcohol, drugs, etc. *	12	1
Physical Impairment	9	n/a
Failure to keep in proper lane or running off road	n/a	1
All Other Factors	13	7

Source: FARS Final Files 2007-2010, Annual Report File 2011
*Factor introduced in 2010

BICYCLISTS

Bicyclist fatalities accounted for 4 percent of the total number of traffic fatalities in Connecticut in 2011. Annual bicyclist fatalities ranged between 1 and 8 during the 2007 to 2011 period. There were 561 non-fatally injured bicyclists involved in motor vehicle crashes in Connecticut in 2011, the second lowest number in the last 5 years. The 2011 injury figure represents 1.6 percent of all motor vehicle related injuries.

This brief analysis suggests that the bicyclist crash problem in Connecticut is currently not a critical highway safety priority, as compared with other identified crash problem areas. Both the numbers of fatalities and injuries have fluctuated between 2007 and 2011 and no specific pattern is apparent.

Table OA-8. Bicyclists Killed and Injured, 2007-2011

	2007	2008	2009	2010	2011
Killed	5	6	1	7	8
Injured	663	609	550	603	561

Source: Connecticut Department of Transportation, FARS

Table OA-9 shows that bicyclist fatalities have decreased nationwide and in the New England region, but have increased in Connecticut between 2007 and 2011. During the 5-year period of 2007 to 2011, the number of bicyclist fatalities in Connecticut each year ranged between 1 and 8.

TABLE OA-9. Connecticut Bicyclist Fatalities

	2007	2008	2009	2010	2011	Change 2007-11 %
U.S. Total	701	716	628	623	677	-3.4%
Region Total	21	23	8	24	17	-19.0%
Connecticut	5	6	1	7	8	60.0%

Source: FARS Final Files 2007-2010, Annual Report File 2011

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

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

	2007	2008	2009	2010	2011
U.S.	1.7%	1.9%	1.9%	1.9%	2.1%
Region	1.8%	2.1%	0.8%	2.2%	1.9%
Connecticut	1.7%	2.0%	0.4%	2.2%	3.6%

Source: FARS Final Files 2007-2010, Annual Report File 2011

Bicycle Performance Measures

	2007	2008	2009	2010	2011
Bicyclists Killed and Injured per 100,000 Population	19	18	16	17	16
Percent Bicyclists Helmeted	33%	30%	26%	27%	30%

Sources: FARS; Connecticut Department of Transportation

PEDESTRIANS

Table OA-11 shows that the number of pedestrian fatalities in Connecticut fluctuated over the 5-year period of 2007 to 2011. In 2011, there were 26 pedestrian fatalities, a 43 percent decrease from the 46 fatalities observed in 2010. The pedestrian fatality rate for Connecticut in 2011 was 0.7 per 100,000 population compared to 0.8 per 100,000 in the other New England states and 1.4 per 100,000 population nationally (Table OA-12). Pedestrian fatalities in Connecticut accounted for 11.8 percent of all motor vehicle crash victims in 2011 as compared to 14.4 percent in 2010. Nationally, the figures were 13.7 percent in 2011 and 13.0 percent in 2010.

Table OA-11. Connecticut Pedestrian Fatalities

	2007	2008	2009	2010	2011	Change 2007-11 %
U.S.						
Fatalities	4,699	4,414	4,109	4,302	4,432	-5.7%
% of Total Fatalities	11.4%	11.8%	12.1%	13.0%	13.7%	
Fatality Rate per 100k pop	1.6	1.5	1.3	1.4	1.4	-8.7%
Region 1						
Fatalities	138	155	112	147	116	-15.9%
% of Total Fatalities	11.7%	14.1%	11.3%	13.4%	12.8%	
Fatality Rate per 100k pop	1.0	1.1	0.8	1.0	0.8	-17.3%
Connecticut						
Fatalities	32	47	26	46	26	-18.8%
% of Total Fatalities	10.8%	15.6%	11.6%	14.4%	11.8%	
Fatality Rate per 100k pop	0.9	1.3	0.7	1.3	0.7	-20.8%

Source: FARS Final Files 2007-2010, Annual Report File 2011

Table OA-12 shows the number of fatally and non-fatally injured pedestrians in the State over the 2007 to 2011 period. The 2011 State's non-fatal injury pedestrian rate was 30 per 100,000 population, down from 33 in 2010.

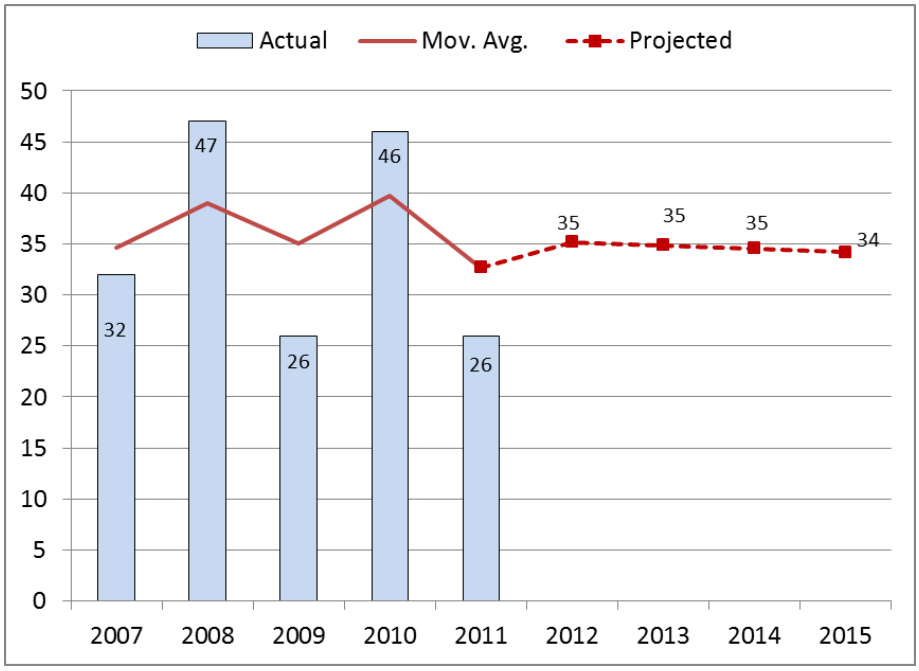
Table OA-12. Number of Pedestrians Killed and Injured

	2007	2008	2009	2010	2011
Killed	32	47	26	46	26
Total Injured	1,220	1,082	1,079	1,174	1,069
Serious (A) Injury	247	197	209	188	179
Moderate (B) Injury	551	491	494	608	472
Minor (C) Injury	422	394	376	378	418
Fatality Rate per 100,000 Pop.	0.9	1.3	0.7	1.3	0.7
Non-Fatal Injury Rate per 100,000 Pop.	35	35	31	33	30

Sources: Connecticut Department of Transportation; FARS Final Files 2007-2010, Annual Report File 2011

Figure 21 shows the number of pedestrian fatalities and 3-year moving averages for the period 2007-2011. Overall, it shows an uneven pattern and projects 35 pedestrian fatalities in 2013 and 2014, and 34 in 2015.

Figure 21. Pedestrian Fatalities



Source: FARS

Performance Objectives:

To reduce the increasing trend of injuries and fatalities to pedestrians as a result of traffic crashes.

Bicycle and Pedestrian Countermeasures

There will be a no highway safety (402) funds allocated to these areas. As there are no dedicated program specific funding for pedestrian or bicycle safety. Although pedestrian fatalities make up a fairly significant percentage of Connecticut's annual roadway fatalities, the scope of the Federal 402 program pertains to driver behavior. As 402 funding is limited, resources will be allocated to other program areas where a larger impact can be made on changing driver behavior such as distracted driving and speed related injuries and fatalities.

To address the steady number of pedestrian fatalities, countermeasures will include both engineering and behavioral solutions as part of the coordination with the SHSP. These solutions will address the four E's of Education, Engineering, Enforcement, and Emergency Medical services. This cooperative effort is anticipated to start as Connecticut moves beyond the "2010 bridge document" and into a new SHSP document.

Anticipated activities and programs include implementation of public information and new education campaigns. Further efforts will be made to coordinate with non-motorized transportation representatives and groups to better identify and address injuries and fatalities to bicyclists and pedestrians.

Planning and Administration (P&A)

Planning and Administration

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

The Connecticut Office of Highway Safety will serve as the primary agency responsible for ensuring that highway safety concerns for Connecticut are identified and addressed through the development and implementation of appropriate countermeasures.

The Planning and Administration Area includes the costs necessary that are related to the overall management of the programs and projects for the 2014 HSP. The goal is to administer a fiscally responsible, effective highway safety program that is data driven, includes stakeholders, and addresses the State's specific safety characteristics.

HSO will continue to work with traffic safety stakeholders, including state and local law enforcement agencies and all grant recipients. Administer the statewide traffic safety program; Implement the 2014 HSP and develop future initiatives; provide sound fiscal management for traffic safety programs; coordinate state plans with other Federal, state, local agencies; and assess program outcomes.

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

- Provide data required for Federal and state reports, provide program staff, professional development, travel funds, space, equipment, materials, and fiscal support for all programs.
- Provide data and information to policy and decision-makers on the benefits of various traffic safety laws.
- Identify and prioritize highway safety problems for future HSO attention, programming, and activities.
- Conduct program management and oversight for all activities within this priority area.
- Participate on various traffic safety committees.
- Promote safe driving activities.
- Prepare and submit the 2013 Annual Report by December 31, 2013.
- Prepare and submit the 2015 HSP by July 1, 2014.

Fund	Project number	Agency	Title	$ Amount
402	0194-0733-AA	CT-DOT/HSO	Planning and Administration	$220,000

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

Other Highway Safety Funds

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

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

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

Attitudes and Awareness

A one-page questionnaire was distributed in DMV offices and was designed to assess respondents' knowledge and awareness of the paid media that was purchased by the Highway Safety Office and aired surrounding the holiday season (pre-Thanksgiving though New Year's). The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield and Winsted. The first wave of DMV surveys was conducted directly before the media began (November 15-17, 2012) and another wave was collected directly afterward (January 2-5, 2013).

Detailed analysis of the two survey waves is provided in the following pages. A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate increases in awareness of the safe driving message, and slogan recognition between the pre Wave and the post Wave . The number of respondents that reported having recently "*read, seen, or heard anything*" about safe driving increased significantly from 57.3 percent in the baseline survey to 66.6 percent during post Wave (p<.0001). When asked where the safe driving message was heard, *newspaper* showed a significant increase from baseline to post Wave. Recognition of multiple slogans, including the campaign slogan "***Don't Let This Holiday Be Your Last***" increased significantly, from 14.0 percent at baseline to 20.3 percent in the post Wave, p<.01.

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

Basic Information and Demographics

Approximately 100-150 surveys were collected in each office in each of the waves (Table 1). There were a total of 2,286 survey respondents in the pre and post waves, 907 pre-campaign and 1,379 post-campaign.

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

Office Location	Pre Wave	Post Wave
Bridgeport	129	151
Danbury	101	152
Hamden	101	158
New Britain	99	157
Norwalk	70	165
Norwich	104	147
Waterbury	102	153
Wethersfield	100	144
Winsted	101	152

Table 2 summarizes the demographic characteristics of the survey respondents. During both pre Wave and post Wave, just about half (51.7% and 55.6%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (34.4% in pre Wave and 32.1% in post Wave) and 21-34 year olds (30.5% in pre Wave and 27.2% in post Wave). The post wave sample had a higher proportion of respondents ages 60 and up (17.5%) than the pre Wave (10.1%). The majority of respondents were White in both waves (70.2% in pre Wave and 70.9% in post Wave). Approximately 17 percent of respondents were Hispanic (16.5% in pre Wave, 17.8% in post Wave).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Pre Wave	Post Wave
Sex		
Male	51.7%	55.6%
Female	48.3%	44.4%
Total (N)	***100% (N=903)***	***100% (N=1,355)***
Age		
Under 18	1.8%	0.9%*
18-20	7.2%	4.9%
21-34	30.5%	27.2%
35-49	34.4%	32.15
50-59	16.1%	17.4%
60+	10.1%	17.5%
Total (N)	***100% (N=905)***	***100% (N=1,374)***
Race		
White	70.2%	70.9%
Black	13.0%	12.3%
Asian	3.5%	2.2%
Native American	0.0%	0.4%
Other	12.3%	13.3%
Multiple	1.0%	0.9%
Total (N)	***100% (N=886)***	***100% (N=1,324)***
Hispanic		
Yes	16.5%	17.8%
No	83.5%	82.2%
Total (N)	***100% (N=865)***	***100% (N=1,322)***

*****Significant at $p<0.01$

Belt & Alcohol Use

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

There was a significant increase in reported seat belt use between pre Wave and post Wave. Percentage of Respondents that indicated "*Always*" wearing their seat belts increased from 75.4 percent in pre Wave to 87.8 percent in post Wave, $p<.0001$ (see Table 3). More than 85 percent of Respondents indicated that in the past 30 days they had not once driven within two hours after drinking. There was however, a significant decrease from pre Wave (89.9%) to post Wave (85.3%), $p<.01$.

Table 3. Belt Use and Alcohol Use, Questions 7 & 11

Question	Pre Wave	Post Wave
Q7. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	75.4%	87.8%*
Nearly Always	13.6%	7.4%
Sometimes	8.6%	3.1%
Seldom	1.2%	1.2%
Never	1.1%	0.4%
Total (N)	***100% (N=902)***	***100% (N=1,373)***
Q11. In the past 30 days, how many times have you driven a motor vehicle within 2 hours after drinking alcoholic beverages?		
None	89.9%	85.3%*
1 or 2 times	7.2%	10.3%
3 or more times	3.0%	4.4%
Total (N)	***100% (N=879)***	***100% (N=1,315)***

*****Significant at $p<0.01$

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses indicated some significant increases in perception of enforcement severity from pre Wave to post Wave (Table 4). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 22.5 percent of Respondents in pre Wave indicated it was "*Always*"", compared to 26.9 percent in post Wave 2 (p<.05). More than a quarter (25.3 percent) of pre Wave respondents judged that state and local police enforced seat belt laws "*Very Strictly*" compared to 30.0 percent in post Wave (p<.05). Close to half of Respondents judged that State and Local police enforced drinking and driving laws "*Very Strictly*". This perception of enforcement severity increased significantly, with 48.9 percent of pre Wave respondents reporting that State and Local police enforced drinking and driving laws *"Very Strictly*", compared to 54.7 percent of post Wave Respondents, p<.01.

Table 4. Survey Questions 8, 10, 12, 13, 14

Question	Pre Wave	Post Wave
Q8. What do you think the chances are of getting a ticket if you don't use your seatbelt?		
Always	22.5%	26.9%^
Nearly Always	21.6%	16.7%
Sometimes	37.4%	37.3%
Seldom	14.0%	13.7%
Never	4.5%	5.4%
Total (N)	***100% (N=898)***	***100% (N=1,363)***
Q10. Do you think state and local police enforce the seat belt laws:		
Very Strictly	25.3%	30.0%^
Somewhat Strictly	45.1%	46.1%
Not Very Strictly	23.3%	18.9%
Rarely	4.4%	3.8%
Not at All	1.95	1.2%
Total (N)	***100% (N=893)***	***100% (N=1,363)***
Q12. What do you think the chances are of getting arrested if you drive after drinking?		
Always	35.6%	31.2%
Nearly Always	24.5%	23.8%
Sometimes	28.5%	32.6%
Seldom	4.4%	4.7%
Never	6.9%	7.7%
Total (N)	***100% (N=884)***	***100% (N=1,351)***
Q13. Do you think state and local police enforce the drinking and driving laws:		
Very Strictly	48.9%	54.7%*
Somewhat Strictly	42.5%	36.1%
Not Very Strictly	6.2%	7.2%
Rarely	1.6%	0.7%
Not at All	0.9%	1.4%
Total (N)	***100% (N=892)***	***100% (N=1,359)***
Q14. Do you think state and local police enforce the overall traffic laws:		
Very strictly	24.1%	29.0%
Somewhat Strictly	56.1%	54.4%
Not Very Strictly	16.3%	13.7%
Rarely	2.3%	1.8%
Not at All	1.1%	1.1%
Total (N)	***100% (N=895)***	***100% (N=1,356)***

*****Significant at $p<0.01$,

^ $p<0.05$

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 5). Respondents were asked if they had ever received a ticket for not wearing a seat belt. There was non-significant change between waves; 11.2 percent respondents indicated they had received a ticket in pre Wave compared to 13.1 percent in post Wave. There was a significant increase in percentage of respondents indicating having gone through an alcohol checkpoint in the past 30 days, 10.9 percent in pre Wave and 16.0 percent in post Wave, $p<.01$. There was also a significant increase in percentage of respondents that indicated having gone through a seat belt checkpoint in the past 30 days, from 15.1 percent in pre Wave to 21.4 percent in post Wave, $p<.0001$.

Table 5. Survey Questions 9, 17, 18

Question	Pre Wave	Post Wave
Q9. Have you ever received a ticket for not wearing your seat belt?		
Yes	11.2%	13.1%
No	88.8%	86.8%
Total (N)	***100% (N=902)***	***100% (N=1,371)***
Q17. In the past 30 days, have you gone through a checkpoint where police were looking for alcohol-impaired drivers?		
Yes	10.9%	16.0%*
No	89.1%	84.0%
Total (N)	***100% (N=889)***	***100% (N=1,352)***
Q18. In the past 30 days, have you gone through a checkpoint where police were looking for unbelted drivers?		
Yes	15.1%	21.4%*
No	84.9%	78.6%
Total (N)	***100% (N=887)***	***100% (N=1,350)***

*****Significant at $p<0.01$

Awareness of Safe Driving Message and Slogan Recognition

DMV survey responses indicated a significant increase in public awareness of safe driving messages from pre Wave to post Wave. There was a significant increase in percentage of respondents indicating having *"read, seen or heard anything about safe driving in Connecticut"* from pre Wave to post Wave, from 57.3 percent to 66.6 percent, respectively (p<.0001). Those answering yes to this survey question were then asked about the source of the message. Results are summarized in Table 6. Respondents were also asked if they knew the name of any safe driving enforcement program in Connecticut. Five of the slogans showed a significant increase in recognition from pre Wave to post Wave. The campaign slogan "***Don't Let This Holiday Be Your Last"*** was recognized by 14.0 percent of respondents in pre Wave compared to 20.3 percent of respondents in post Wave, p<.0001. Recognition of the slogans "***Drive Sober or Get Pulled Over***", "***Buzzed Driving is Drunk Driving"***, among others, increased significantly across both Waves.

Table 6. Survey Questions 15 and 16

Question	Wave 1	Wave 2
Q15. Have you recently read, seen, or heard anything about safe driving in Connecticut?		
Yes	57.3%	66.6%*
No	42.7%	33.4%
Total (N)	***100% (N=895)***	***100% (N=1,361)***
Q15a. Where did you see or hear about anything about safe driving in Connecticut?		
Newspaper	18.3%	26.9%*
Radio	39.1%	34.0%
TV	57.5%	60.4%
Poster/Billboard	37.3%	34.4%
Bus	5.3%	7.9%
Checkpoint	7.4%	10.9%^
Movie	2.3%	5.7%^
Other	9.9%	11.7%
Q16. Do you know the name of any safe driving enforcement program(s) in CT?		
Drive Sober or Get Pulled Over	26.7%	38.4%*
Buzzed Driving is Drunk Driving	23.0%	29.7%*
Click it or Ticket	70.1%	71.6%
Don't Let This Holiday Be Your Last	14.0%	20.3%*
Drunk Driving. Over the Limit. Under Arrest	30.8%	26.5%^
You Drink & Drive. You Lose	27.5%	29.8%
A Happy Holiday is a Safe Holiday	11.0%	14.8%*
Friends Don't Let Friends Drive Drunk	44.2%	50.0%*
Obey the Signs or Pay the Fines	12.0%	10.7%
Buckle Up. Because We're Buckling Down. It's Not Only Smart, It's the Law	26.5%	30.5%^

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

Related Highway Safety Legislation

Related Highway Safety Legislation

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Public Act No. 05-54 requires 16 and 17-year-olds learning to drive under a learner's permit to have a minimum of 20 hours (increased from eight) of behind-the-wheel instruction before

they qualify for an operator's license. This public act enacts restrictions which prohibit 16 and 17 year-old licensed drivers from driving between the hours of 12:00 a.m. to 5:00 a.m. unless they are traveling for employment, school or religious activities, or a medical necessity. It also restricts, during the first 6 months, the number of passengers they are allowed to transport. This law went into effect on October 1, 2005.

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

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

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

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

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

Public Act No. 08-32 expands on graduated driver license (GDL) laws set forth by Public Act No. 05-54 for 16 and 17 year old drivers. This law extends the minimum number of hours of behind-the-wheel training student drivers must receive from 20 to 40 hours. This law also

increases the curfew for teen from the hours of 11p.m. to 5a.m (formerly 12a.m.) unless they are traveling for employment, school or religious activities or medical necessity. The law also extends passenger restrictions on all 16 and 17 year old drivers to having no passengers in the car under the age of 20 years for their first 6 months of licensure. For the second six months (7-12) the only passengers allowed in the vehicle are immediate family members. This law also extends the penalties for 16 and 17 year old drivers for violations including seat-belt violations, use of cell phones, speeding, reckless driving and street racing requiring an automatic license suspension for a minimum of 48 hours and a maximum of 6months as well as fines. During license suspension a parent or legal guardian must be present to reinstate the license. The law also states that when a 16 or 17 year old driver has passengers in the vehicle, all passengers must wear their seat belt regardless of age or seating position. These new requirements became effective August 1, 2008.

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

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

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

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

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

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

DUI-Related provisions:

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

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

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

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

policemen appointed to enforce laws on state property, investigate public assistance fraud, and policemen for utility and transportation companies.
EFFECTIVE DATE: October 1, 2009

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

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

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

Sections 62 – 64. Drunk Driving Offenses and Administrative License Suspensions.
These sections:
1. Decrease, from .08% to .04% the presumptive level for determining if a driver of a commercial motor vehicle (a large truck, bus, or hazardous materials transporter) is operating with an elevated blood alcohol level for both the criminal offense and the administrative suspension;
2. Broadens the scope of the law that prohibits someone under age 21 from operating a motor vehicle on a highway with a BAC of .02% or more to apply anywhere, including on private property, rather than just on a highway;
3. Decreases the minimum time police must wait before administering the required second blood-alcohol test from 30 to 10 minutes and, for criminal DUI prosecutions, narrows the range of test results that requires an extrapolation or "relation back" of the test results to establish the driver's blood-alcohol level at the actual time of operation of the vehicle;

4. For administrative per se license suspension hearings, eliminates a parallel "relation back" provision entirely and requires only that the test be commenced within two hours of the time of operation;
5. Allows police to submit the required arrest documentation and test results to DMV for the administrative license suspension process electronically, gives them longer to do it, and gives the motor vehicle commissioner more time to render a decision following an administrative hearing;
6. Notwithstanding the statutory requirement for service of subpoenas at least 18 hours before appearance is required, requires any subpoena summoning a police officer as a witness in a per se hearing to be served on the officer at least 72 hours before the designated time of the hearing; and
7. Expands the circumstances under which blood test results from someone taken to a hospital can be used under the administrative per se process.
EFFECTIVE DATE: October 1, 2009

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

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

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

This act:

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

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

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

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

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

By law, school bus drivers and drivers under age 18 are prohibited from using either hand-held or hands-free cell phones while driving, except in emergencies. The law, unchanged by the act, imposes a maximum fine of $100 on these drivers who violate the law. As with the law against using hand-held cell phones while driving, the texting ban does not apply in emergency situations or to any of the following people while performing their official duties: peace officers, firefighters, ambulance and emergency vehicle drivers, or members of the military when operating a military vehicle. **EFFECTIVE DATE: October 1, 2010**

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

This act:

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

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

This Act:

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

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

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

EFFECTIVE DATE: January 1, 2012

Sections 51-53 – Cell Phone Law Changes. The act increases certain fines for using a cell phone or texting while driving and applies them to other distracted driving violations. It specifies that texting while driving a commercial motor vehicle is a violation and adds it to those offenses whose violation can lead to disqualification from operating a commercial motor vehicle. But it allows texting from these vehicles in an emergency.
EFFECTIVE DATE: Upon passage, except a conforming change is effective July 1, 2011

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

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

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

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

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

Section 1. Subsection (b) of section 14-227a (6) evidence is presented that the test was commenced within two hours of operation or, if the test was not commenced within two hours of operation, evidence is presented that demonstrates that the test results and analysis thereof accurately indicate the blood alcohol content at the time of the alleged offense.
Effective October 1, 2013

Public Act No. 13-271 AN ACT CONCERNING DISTRACTED DRIVING AND REVISIONS TO THE MOTOR VEHICLE STATUTES

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

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

Sec. 10(a)(9) "Operating a motor vehicle" means operating a motor vehicle on any highway, as defined in section 14-1, including being temporarily stationary due to traffic, road conditions or a traffic control sign or signal, but not including being parked on the side or shoulder of any highway where such vehicle is safely able to remain stationary.

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

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

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

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

license issued by the Federal Communications Commission in emergency situations for emergency purposes only, or (D) the use of a hands-free mobile telephone.

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

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

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

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

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

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

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

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

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

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

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

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

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

Certifications and Assurances

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

State: *Connecticut* **Fiscal Year:** *2014*

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

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

GENERAL REQUIREMENTS

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

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

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

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

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

FEDERAL FUNDING ACCOUNTABILITY AND TRANSPARENCY ACT (FFATA)

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

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

- Location of the entity receiving the award and the primary location of performance under the award, including the city, State, congressional district, and country; and an award title descriptive of the purpose of each funding action;
- A unique identifier (DUNS);
- The names and total compensation of the five most highly compensated officers of the entity if:

  (i) the entity in the preceding fiscal year received—
  (I) 80 percent or more of its annual gross revenues in Federal awards;
  (II) $25,000,000 or more in annual gross revenues from Federal awards; and
  (ii) the public does not have access to information about the compensation of the senior executives of the entity through periodic reports filed under section 13(a) or 15(d) of the Securities Exchange Act of 1934 (15 U.S.C. 78m(a), 78o(d)) or section 6104 of the Internal Revenue Code of 1986;
- Other relevant information specified by OMB guidance.

NONDISCRIMINATION

(applies to subrecipients as well as States)

The State highway safety agency will comply with all Federal statutes and implementing regulations relating to nondiscrimination. These include but are not limited to: (a) Title VI of the Civil Rights Act of 1964 (Pub. L. 88-352), which prohibits discrimination on the basis of race, color or national origin (and 49 CFR Part 21); (b) Title IX of the Education Amendments of 1972, as amended (20 U.S.C. 1681-1683 and 1685-1686), which prohibits discrimination on the basis of sex; (c) Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. 794), and the Americans with Disabilities Act of 1990 (Pub. L. 101-336), as amended (42 U.S.C. 12101, et seq.), which prohibits discrimination on the basis of disabilities (and 49 CFR Part 27); (d) the Age Discrimination Act of 1975, as amended (42 U.S.C. 6101-6107), which prohibits discrimination on the basis of age; (e) the Civil Rights Restoration Act of 1987 (Pub. L. 100-259), which requires Federal-aid recipients and all subrecipients to prevent discrimination and ensure nondiscrimination in all of their programs and activities; (f) the Drug Abuse Office and Treatment Act of 1972 (Pub. L. 92-255), as amended, relating to nondiscrimination on the basis of drug abuse; (g) the comprehensive Alcohol Abuse and Alcoholism Prevention, Treatment and Rehabilitation Act of 1970 (Pub. L. 91-616), as amended, relating to nondiscrimination on the basis of alcohol abuse or alcoholism; (h) Sections 523 and 527 of the Public Health Service Act of 1912, as amended (42 U.S.C. 290dd-3 and 290ee-3), relating to confidentiality of alcohol and drug abuse patient records; (i) Title VIII of the Civil Rights Act of 1968, as amended (42 U.S.C. 3601, et seq.), relating to nondiscrimination in the sale, rental or financing of housing; (j) any other nondiscrimination provisions in the specific statute(s) under which application for Federal assistance is being made; and (k) the requirements of any other nondiscrimination statute(s) which may apply to the application.3

THE DRUG-FREE WORKPLACE ACT OF 1988(41 USC 8103)

The State will provide a drug-free workplace by:

- Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the grantee's workplace and specifying the actions that will be taken against employees for violation of such prohibition;
    - Establishing a drug-free awareness program to inform employees about: o The dangers of drug abuse in the workplace.
    - o The grantee's policy of maintaining a drug-free workplace.
    - o Any available drug counseling, rehabilitation, and employee assistance programs.
    - o The penalties that may be imposed upon employees for drug violations occurring in the workplace.
    - o Making it a requirement that each employee engaged in the performance of the grant be given a copy of the statement required by paragraph (a).

    - Notifying the employee in the statement required by paragraph (a) that, as a condition of employment under the grant, the employee will – o Abide by the terms of the statement.
    - o Notify the employer of any criminal drug statute conviction for a violation occurring in the workplace no later than five days after such conviction.

- Notifying the agency within ten days after receiving notice under subparagraph (d)(2) from an employee or otherwise receiving actual notice of such conviction.
    - Taking one of the following actions, within 30 days of receiving notice under subparagraph (d)(2), with respect to any employee who is so convicted – o Taking appropriate personnel action against such an employee, up to and including termination.
    - o Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement, or other appropriate agency.

- Making a good faith effort to continue to maintain a drug-free workplace through implementation of all of the paragraphs above.

BUY AMERICA ACT

(applies to subrecipients as well as States)

The State will comply with the provisions of the Buy America Act (49 U.S.C. 5323(j)), which contains the following requirements:

Only steel, iron and manufactured products produced in the United States may be purchased with Federal funds unless the Secretary of Transportation determines that such domestic purchases would be inconsistent with the public interest, that such materials are not reasonably available and of a satisfactory quality, or that inclusion of domestic materials will increase the cost of the overall project contract by more than 25 percent. Clear justification for the purchase of non-4

domestic items must be in the form of a waiver request submitted to and approved by the Secretary of Transportation.

POLITICAL ACTIVITY (HATCH ACT)

(applies to 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-award 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.5

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 Certification

1. By signing and submitting this proposal, the prospective primary participant is providing the certification set out below.
2. The inability of a person to provide the certification required below will not necessarily result in denial of participation in this covered transaction. The prospective participant shall submit an explanation of why it cannot provide the certification set out below. The certification or explanation will be considered in connection with the department or agency's determination whether to enter into this transaction. However, failure of the prospective primary participant to furnish a certification or an explanation shall disqualify such person from participation in this transaction.
3. The certification in this clause is a material representation of fact upon which reliance was placed when the department or agency determined to enter into this transaction. If it is later determined that the prospective primary participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.
4. The prospective primary participant shall provide immediate written notice to the department or agency to which this proposal is submitted if at any time the prospective primary participant learns its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
5. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meaning set out in the Definitions and coverage sections of 49 CFR Part 29. You may contact the department or agency to which this proposal is being submitted for assistance in obtaining a copy of those regulations.6

6. The prospective primary participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency entering into this transaction.
7. The prospective primary participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion-Lower Tier Covered Transaction," provided by the department or agency entering into this covered transaction, without modification , in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
8. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the list of Parties Excluded from Federal Procurement and Non-procurement Programs.
9. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
10. Except for transactions authorized under paragraph 6 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal Government, the department or agency may terminate this transaction for cause or default.

Certification Regarding Debarment, Suspension, and Other Responsibility Matters-Primary Covered Transactions

(1) The prospective primary participant certifies to the best of its knowledge and belief, that its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded by any Federal department or agency;

(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction; violation of Federal or State antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of record, making false statements, or receiving stolen property;7

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State or Local) with commission of any of the offenses enumerated in paragraph (1)(b) of this certification; and

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State, or local) terminated for cause or default.

(2) Where the prospective primary participant is unable to certify to any of the Statements in this certification, such prospective participant shall attach an explanation to this proposal.

Instructions for Lower Tier Certification

1. By signing and submitting this proposal, the prospective lower tier participant is providing the certification set out below.

2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.

4. The terms *covered transaction, debarred, suspended, ineligible, lower tier covered transaction, participant, person, primary covered transaction, principal, proposal, and voluntarily excluded*, as used in this clause, have the meanings set out in the Definition and Coverage sections of 49 CFR Part 29. You may contact the person to whom this proposal is submitted for assistance in obtaining a copy of those regulations.

5. The prospective lower tier participant agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by the department or agency with which this transaction originated.

6. The prospective lower tier participant further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transaction," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions. (See below)

7. A participant in a covered transaction may rely upon a certification of a prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR Part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from the covered 8

transaction, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may, but is not required to, check the List of Parties Excluded from Federal Procurement and Non-procurement Programs.

8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.

9. Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR Part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in this transaction, in addition to other remedies available to the Federal government, the department or agency with which this transaction originated may pursue available remedies, including suspension and/or debarment.

Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion -- Lower Tier Covered Transactions:

1. The prospective lower tier participant certifies, by submission of this proposal, that neither it nor its principals is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

2. Where the prospective lower tier participant is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

POLICY ON SEAT BELT USE

In accordance with Executive Order 13043, Increasing Seat Belt Use in the United States, dated April 16, 1997, the Grantee is encouraged to adopt and enforce on-the-job seat belt use policies and programs for its employees when operating company-owned, rented, or personally-owned vehicles. The National Highway Traffic Safety Administration (NHTSA) is responsible for providing leadership and guidance in support of this Presidential initiative. For information on how to implement such a program, or statistics on the potential benefits and cost-savings to your company or organization, please visit the Buckle Up America section on NHTSA's website at www.nhtsa.dot.gov. Additional resources are available from the Network of Employers for Traffic Safety (NETS), a public-private partnership headquartered in the Washington, D.C. metropolitan area, and dedicated to improving the traffic safety practices of employers and employees. NETS is prepared to provide technical assistance, a simple, user-friendly program kit, and an award for achieving the President’s goal of 90 percent seat belt use. NETS can be contacted at 1 (888) 221-0045 or visit its website at www.trafficsafety.org.9

POLICY ON BANNING TEXT MESSAGING WHILE DRIVING

In accordance with Executive Order 13513, Federal Leadership On Reducing Text Messaging While Driving, and DOT Order 3902.10, Text Messaging While Driving, States are encouraged to adopt and enforce workplace safety policies to decrease crashed caused by distracted driving, including policies to ban text messaging while driving company-owned or -rented vehicles, Government-owned, leased or rented vehicles, or privately-owned when on official Government business or when performing any work on or behalf of the Government. States are also encouraged to conduct workplace safety initiatives in a manner commensurate with the size of the business, such as establishment of new rules and programs or re-evaluation of existing programs to prohibit text messaging while driving, and education, awareness, and other outreach to employees about the safety risks associated with texting while driving.

ENVIRONMENTAL IMPACT

The Governor's Representative for Highway Safety has reviewed the State's Fiscal Year highway safety planning document and hereby declares that no significant environmental impact will result from implementing this Highway Safety Plan. If, under a future revision, this Plan is modified in a manner that could result in a significant environmental impact and trigger the need for an environmental review, this office is prepared to take the action necessary to comply with the National Environmental Policy Act of 1969 (42 U.S.C. 4321, et seq.) and the implementing regulations of the Council on Environmental Quality (40 CFR Parts 1500-1517).

SECTION 402 REQUIREMENTS

The political subdivisions of this State are authorized, as part of the State highway safety program, to carry out within their jurisdictions local highway safety programs which have been approved by the Governor and are in accordance with the uniform guidelines promulgated by the Secretary of Transportation. (23 U.S.C. 402(b)(1)(B))

At least 40 percent (or 95 percent, as applicable) of all Federal funds apportioned to this State under 23 U.S.C. 402 for this fiscal year will be expended by or for the benefit of the political subdivision of the State in carrying out local highway safety programs (23 U.S.C. 402(b)(1)(C), 402(h)(2)), unless this requirement is waived in writing.

The State's highway safety program provides adequate and reasonable access for the safe and convenient movement of physically handicapped persons, including those in wheelchairs, across curbs constructed or replaced on or after July 1, 1976, at all pedestrian crosswalks. (23 U.S.C. 402(b)(1)(D))

The State will provide for an evidenced-based traffic safety enforcement program to prevent traffic violations, crashes, and crash fatalities and injuries in areas most at risk for such incidents. (23 U.S.C. 402(b)(1)(E))10

The State will implement activities in support of national highway safety goals to reduce motor vehicle related fatalities that also reflect the primary data-related crash factors within the State as identified by the State highway safety planning process, including:

- Participation in the National high-visibility law enforcement mobilizations;
- Sustained enforcement of statutes addressing impaired driving, occupant protection, and driving in excess of posted speed limits;
- An annual statewide seat belt use survey in accordance with 23 CFR Part 1340 for the measurement of State seat belt use rates;
- Development of statewide data systems to provide timely and effective data analysis to support allocation of highway safety resources;
- Coordination of Highway Safety Plan, data collection, and information systems with the State strategic highway safety plan, as defined in 23 U.S.C. 148(a).

(23 U.S.C. 402(b)(1)(F))

The State will actively encourage all relevant law enforcement agencies in the State to follow the guidelines established for vehicular pursuits issued by the International Association of Chiefs of Police that are currently in effect. (23 U.S.C. 402(j))

The State will not expend Section 402 funds to carry out a program to purchase, operate, or maintain an automated traffic enforcement system. (23 U.S.C. 402(c)(4))

I understand that failure to comply with applicable Federal statutes and regulations may subject State officials to civil or criminal penalties and/or place the State in a high risk grantee status in accordance with 49 CFR 18.12.

I sign these Certifications and Assurances based on personal knowledge, after appropriate inquiry, and I understand that the Government will rely on these representations in awarding grant funds.

Thomas J Maziarz — Signature Governor's Representative for Highway Safety

6-24-2013 — Date

Thomas J Maziarz

Printed name of Governor's Representative for Highway Safety

Index of Commonly Used Acronyms

AAMVA	**American Association of Motor Vehicle Administrators**
AAA	**American Automobile Association**
AASHTO	**American Association of State Highway Transportation Officials**
ADT	**Average Daily Traffic**
ALS	**Advanced Life Support**
ANSI	**American National Standards Institute**
ATSIP	**Association of Transportation Safety Information Professionals**
BAC	**Blood Alcohol Concentration**
BLS	**Basic Life Support**
BTS	**Bureau of Transportation Statistics**
CADRE	**Critical Automated Data Reporting Elements**
CAPTAIN	**Connecticut Area Police Total Access Information Network**
CARE	**Critical Analysis Reporting Environment**
CAST	**Reports - User Groups Involved in Crashes**
CCMC	**Connecticut Children's Medical Center**
CDC	**Centers for Disease Control**
CDL	**Commercial Driver License**
CDLIS	**Commercial Driver License Information System**
CDPD	**Cellular Digital Packet Data**
CHA	**Connecticut Hospital Association**
CHIME	**Connecticut Hospital Information and Management Exchange**
CIB	**Centralized Infractions Bureau**
CJIS	**Criminal Justice information System**
CMV	**Commercial Motor Vehicle**
CODES	**Crash Outcome Data Evaluation System**
COLLECT	**Connecticut On-Line Law Enforcement Communication Teleprocessing**
ConnDOT	**Connecticut Department of Transportation**
CPCA	**Connecticut Police Chief's Association**
CRCOG	**Capitol Region Council of Governments**
CRMVS	**Judicial Computer Systems**
CSP	**Connecticut State Police**
CVARS	**Commercial Vehicle Analysis Reporting System**
CVISN	**Commercial Vehicle Information Systems Network**
CVSD	**Commercial Vehicle Safety Division**

DLN	**Driver License Number**
DMV	**Department of Motor Vehicles**
DoIT	**Department of Information Technology**
DOT	**Department of Transportation**
DPH	**Department of Public Health**
DPS	**Department of Public Safety**
DSS	**Decision Support System**
DUI	**Driving Under the Influence**
DW	**Data Warehouse**
DWI	**Driving While Intoxicated**
ED	**Emergency Department**
EMS	**Emergency Medical Services**
EMT	**Emergency Medical Technician**
FARS	**Fatality Analysis Reporting System**
FHWA	**Federal Highway Administration**
FMCSA	**Federal Motor Carrier Safety Administration**
FTP	**File Transfer Protocol**
GDL	**Graduated Driver Licensing**
GHSA	**Governor's Highway Safety Association**
GIS	**Geographic Information System**
GPS	**Global Positioning System**
GVWR	**Gross Vehicle Weight Rating**
HHS	**Health and Human Services**
HIPAA	**Health Insurance Portability & Accountability Act**
HSIS	**Highway Safety Information System**
HSPP	**Highway Safety Planning Process**
IACP	**International Association of Chiefs of Police**
IRP	**International Registration Plan**
ISMP	**Integrated Safety Management Process**
ISS	**Injury Surveillance System**
ITS	**Intelligent Transportation System**
JIS	**Judicial Information System**
LE	**Law Enforcement**
LEL	**Law Enforcement Liaison**
MCMIS	**Motor Carrier Management Information System**

MCSAP	**Motor Carrier Safety Action Program**
MDT	**Mobile Data Terminal**
MMUCC	**Model Minimum Uniform Crash Criteria**
MOU	**Memorandum of Understanding**
MTRS	**Model Traffic Records System**
NCHRP	**National Cooperative Highway Research Program**
NCIC	**National Crime Information Center**
NCSA	**National Center for Statistics and Analysis**
NDR	**National Driver Register**
NEMSIS	**National Emergency Medical Services Information System**
NGA	**National Governors Association**
NHTSA	**National Highway Traffic Safety Administration**
NLETS	**National Law Enforcement Telecommunications System**
NSC	**National Safety Council**
OBTS	**Offender Based Tracking System**
OCS	**Operator Control System**
OEMS	**Office of Emergency Medical Services**
OHCA	**Office of Health Care Access**
OPM	**Office of Policy and Management**
PDO	**Property Damage Only**
PDPS	**Problem Driver Pointer System**
PHHS	**Preventive Health and Health Services**
PI&E	**Public Information & Education**
PR-1	**Police Crash Report**
PR-2	**Supplemental Report for Fatal Accidents**
Q&A	**Question and Answer**
RDBMS	**Relational Database Management System**
RPA	**Regional Planning Agency**
RPO	**Regional Planning Organization**
RTOL	**Real-Time Online**
SAFETEA-LU	**Safe, Accountable, Flexible and Efficient Transportation Equity Act a Legacy for Users**
SDI	**Safety Data Initiative**
SFST	**Standardized Field Sobriety Tests**
SHSO	**State Highway Safety Office**
SLOSSS	**Suggested List of Surveillance Study Sites**

SMS	**Safety Management System**
SP	**Strategic Plan**
SPRAMIS	**State Police Resource Allocation Management Information System**
SSN	**Social Security Number**
TASR	**Traffic Accident Surveillance Report**
TAVS	**Traffic Accident Viewing System**
TCAS	**Traffic Citation/Adjudication System**
TCP/IP	**The Communications Protocol used by the Internet**
TEA-21	**Transportation Equity Act for the 21st Century**
TOPS	**Traffic Occupant Protection Strategies**
TraCS	**Traffic and Criminal Software System**
TRA	**Traffic Records Assessment**
TRCC	**Traffic Records Coordinating Committee**
TRS	**Traffic Records System**
TSIMS	**Transportation Safety Information Management System**
TSIS	**Traffic Safety Information System**
HSO	**Highway Safety Office**
UHF	**Ultra High Frequency**
UAR	**Uniform Arrest Record**
URL	**Universal Resource Locator (Address of a Web Page)**
VIN	**Vehicle Identification Number**

Highway Safety Cost Summary

State of Connecticut	Federal Fiscal Year : 2014	6/28/2013

Program Area	Approved Program Costs	State/Local Funds	Federally Funded Programs			Federal Share to Local
			Carry Forward Funds	Current Year Funds	Current Balance	
K2 (405)	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
K6 (2010)	$170,000.00	$25,000.00	$170,000.00	$0.00	$170,000.00	$0.00
K8 (410)	$1,100,000.00	$825,000.00	$1,100,000.00	$0.00	$1,100,000.00	$627,000.00
K9 (408)	$300,000.00	$60,000.00	$300,000.00	$0.00	$300,000.00	$54,000.00
K10 (1906)	$850,000.00	$170,000.00	$850,000.00	$0.00	$850,000.00	$187,000.00
AL	$100,000.00	$20,000.00	$0.00	$100,000.00	$100,000.00	$40,000.00
CR	$140,000.00	$28,000.00	$0.00	$140,000.00	$140,000.00	$56,000.00
MC	$350,000.00	$70,000.00	$0.00	$350,000.00	$350,000.00	$140,000.00
OP	$900,000.00	$180,000.00	$0.00	$900,000.00	$900,000.00	$360,000.00
PA	$220,000.00	$220,000.00	$0.00	$220,000.00	$220,000.00	$88,000.00
PT	$300,000.00	$60,000.00	$0.00	$300,000.00	$300,000.00	$120,000.00
TR	$250,000.00	$50,000.00	$0.00	$250,000.00	$250,000.00	$100,000.00
154 AL	$8,000,000.00	$1,500,000.00	$4,000,000.00	$4,000,000.00	$8,000,000.00	$3,440,000.00
154 HE	$10,500,000.00	$2,500,000.00	$10,500,000.00	$0.00	$10,500,000.00	$4,000,000.00
154 PM	$3,000,000.00	$300,000.00	$0.00	$3,000,000.00	$3,000,000.00	$1,300,000.00
405b (OP)	$330,000.00	$66,000.00	$30,000.00	$300,000.00	$330,000.00	$0.00
405c (TR)	$1,000,000.00	$200,000.00	$500,000.00	$500,000.00	$1,000,000.00	$0.00
405d DUI)	$2,410,000.00	$482,000.00	$1,205,000.00	$1,205,000.00	$2,410,000.00	$0.00
405f (MC)	$200,000.00	$40,000.00	$100,000.00	$100,000.00	$200,000.00	$0.00
405g (GRAD)	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
405e (DD)	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00
TOTAL NHTSA (402)	$2,260,000.00	$628,000.00	$0.00	$2,260,000.00	$2,260,000.00	$904,000.00
TOTAL NHTSA (OTHER)	$23,920,000.00	$5,380,000.00	$16,920,000.00	$7,000,000.00	$23,920,000.00	$9,608,000.00
TOTAL NHTSA (405)	$3,940,000.00	$788,000.00	$1,835,000.00	$2,105,000.00	$3,940,000.00	$0.00
TOTAL NHTSA & FHWA	$30,120,000.00	$6,796,000.00	$18,755,000.00	$11,365,000.00	$30,120,000.00	$10,512,000.00

State Official Authorized Signature: Thomas J Maziarz

Name: Thomas J. Maziarz

Title: Governor's Highway Safety Representative

Date: 6/28/2013