

Connecticut Highway Safety

ANNUAL REPORT

Federal Fiscal Year 2017

Prepared by

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

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INTRODUCTION

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

This Annual Report contains information on initiatives, projects, accomplishments and financial expenditures of Connecticut's Highway Safety Program for Federal Fiscal Year 2016. Fatality data in this report is sourced from the Fatality Analysis Reporting System or FARS. Injury and other data are sourced through the HSO. *Please note, the 2016 Connecticut FARS data used in this document may change when the FARS files are reopened and updated. Enforcement efforts, coupled with bilingual media, public information and education campaigns, and training programs for law enforcement, car seat technicians, motorcycle safety instructors and other safety professionals make up the basis of Highway Safety activity. As MAP-21 requires, the Highway safety office has coordinated safety efforts shared by the Department's Highway Safety Improvement Plan (HSIP) and Strategic Highway Safety Plan (SHSP). The 2017 Highway Safety Plan shares the four core performance goals required by MAP-21 and the HSO is an active member of the SHSP steering committee.

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

During the 2017 Federal Fiscal Year, the following core “Activity Measures” were achieved during grant funded overtime enforcement (overtime enforcement initiatives included impaired driving mobilizations and expanded enforcement, click it or ticket, major cities speed enforcement and distracted driving HVE):

Speeding Citations: 16,148

Safety-Belt Citations: 10,389

Impaired Driving Arrests: 1,273

Attitude Measure:

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

Evidence Based Enforcement:

The HSO understands that accurate and timely traffic/crash of statewide data; the creation of realistic and achievable goals; the implementation of functional countermeasures; the utilization of applicable metrics and the election of projected outcomes are the classic components of effective strategic plan. The Elements of Evidence Based Enforcement include; Stakeholder Input, Crash Data Analysis/Problem Identification, Countermeasure Selection, Project Implementation and Monitoring and Continuous Follow Up and Adjustment of the Enforcement Plan. These elements were addressed as part of the enforcement planning in the corresponding 2017 Highway Safety Plan. For a more complete and concise narrative description of the enforcement activities that were completed during the 2017 Federal Fiscal Year, Please see the “Activities” section of the following program areas:

Impaired Driving Page: 34-44

Occupant Protection: 51-53

Police Traffic Services: 62

Distracted Driving: 69-73

CRASH DATA/TRENDS

Core Outcome Measures

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Traffic Fatalities					
Total	264	286	248	270	304
Five Year Moving Average	266	263	268	258	274
Rural	77	130	60	46	38
Five Year Moving Average	54	69	73	70	70
Urban	186	156	188	221	266
Five Year Moving Average	212	194	194	187	203
Unknown	1	0	0	3	0
Five Year Moving Average	0	0	0	1	1

Fatalities Per 100 Million Vehicle Miles Traveled

Total	0.85	0.92	0.80	0.84	0.96
Five Year Moving Average	0.86	0.83	0.86	0.85	0.87
Rural	1.99	3.41	1.92	1.46	NA
Five Year Moving Average	1.52	2.12	2.44	2.26	NA
Urban	0.57	0.58	0.67	0.67	NA
Five Year Moving Average	0.73	0.61	0.61	0.64	NA

Serious (A) Injuries

Total	1771	1523	1356	1473	1450
Five Year Moving Average	1989	1831	1671	1559	1515

Serious (A) Injuries Per 100 Million Vehicle Miles Traveled

Total	5.69	4.92	4.34	4.66	4.60
Three Year Moving Average	5.85	5.32	4.98	4.64	4.53

Passenger Vehicle Occupant Fatalities (All Seat Positions)

Total	153	187	136	154	173
Five Year Moving Average	167	167	165	155	161
(Fatalities) Restrained	65	82	50	69	72
Five Year Moving Average	67	68	67	65	68
Unrestrained	53	72	48	66	65
Five Year Moving Average (Unrestrained)	68	67	63	59	61
Unknown	35	30	38	19	36
Five Year Moving Average	32	32	35	31	32

Alcohol-Impaired Driving Fatalities (BAC=.08+)

Total	100	114	97	103	100
Five Year Moving Average	101	105	105	102	103

Core Outcome Measures

	<u>2012</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>
Speeding-Related Fatalities					
Total	64	64	69	73	79
Five Year Moving Average	93	86	79	69	70

Motorcyclist Fatalities

Total	48	58	55	53	52
Five Year Moving Average	49	48	50	50	53
Helmeted	12	24	20	20	14
Five Year Moving Average	15	16	16	17	18
Unhelmeted	26	22	32	31	36
Five Year Moving Average	31	27	28	27	29
Unknown	2	11	3	2	2

Percentage of MC Operator Fatalities with BAC > 0%

Total	29%	11%	30%	42%	38%
Five Year Moving Average	34%	29%	28%	28%	30%

Drivers Involved in Fatal Crashes

Total	332	385	338	374	442
Five Year Moving Average	351	347	354	344	374
Aged Under 15	0	0	1	0	1
Five Year Moving Average	0	0	0	0	0
Aged 15-20	21	37	20	26	32
Five Year Moving Average	29	29	27	26	27
Drivers Involved in Fatal Crashes - Aged Under 21	27	37	21	26	33
Five Year Moving Average	31	31	28	27	29
Aged 21 and Over	306	293	314	339	396
Five Year Moving Average	316	303	312	303	330
Unknown Age	5	4	3	5	6
Five Year Moving Average	5	4	5	4	5

Pedestrian Fatalities

Total	44	37	47	45	63
Five Year Moving Average	38	36	40	40	47

Bicyclist Fatalities

Total	4	3	4	3	6
Five Year Moving Average	5	5	5	4	4

	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>
Observed - Restrained	86.40%	85.10%	85.40%	89.40%	90.30%
Five Year Moving Average	87.1%	87.0%	86.4%	86.6%	87.3%

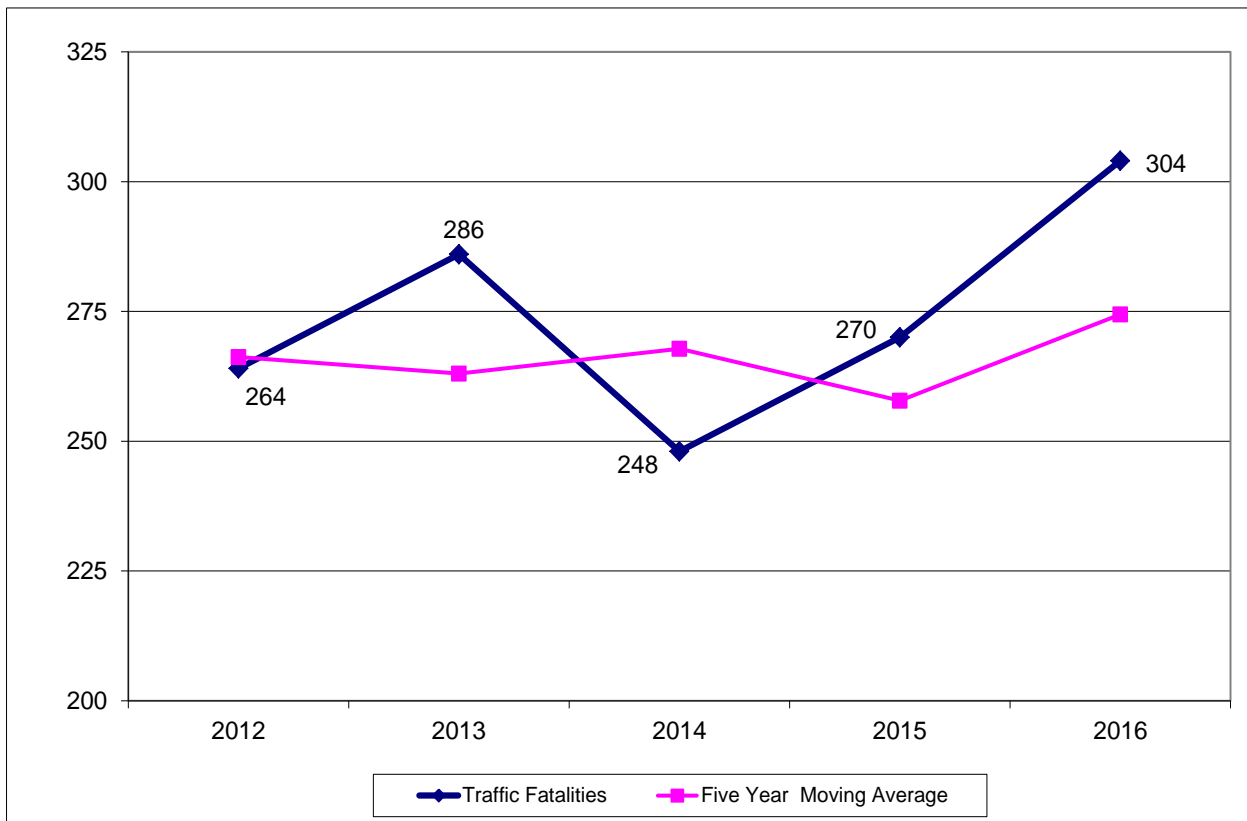
CORE PERFORMANCE MEASURES/GOALS AND TRENDS

Graph 1

Graph 1 shows Connecticut's fatality figures with 304 in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 Highway Safety Plan (HSP) Goal:

To reduce the five year (2010-2014) moving average of 268 in 2013 fatalities 5 percent to a five year (2014-2018) moving average of 255 in 2018.



Outcome:

Final NHTSA-FARS figures showed the five year moving average over the period of 2012-2016 to be 274. The 2016 single year total of 304 traffic fatalities is higher than the 2016 HSP goal. The five year moving average indicates an overall increase in the number of roadway fatalities over the 2012 to 2016 period.

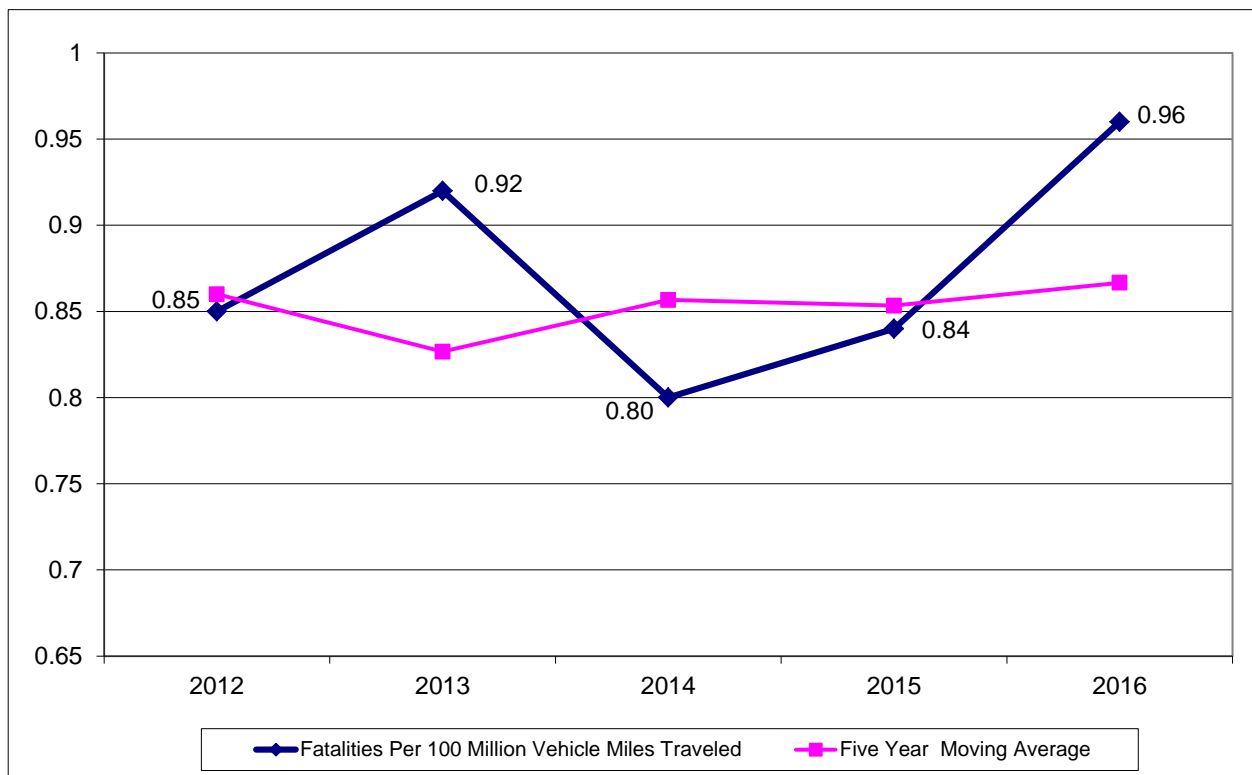
*Please note that data in this Report is sourced from the most recent Connecticut FARS database and preliminary 2016 Connecticut FARS Annual Report file. The data will be updated again in accordance with NHTSA-FARS standards and changes may be reflected.

Graph 2

Graph 2 shows Connecticut's Fatality Rate per 100 Million Vehicle Miles Travelled (VMT). The graph data has been updated to reflect current numbers and may not correspond with some previously reported data. There were .96 fatalities per 100M VMT in 2016.

2017 HSP Goal:

To reduce the Fatality rate per 100 M VMT from the five year (2010-2014) moving average of .86 in 2014 by 5 percent to a five year (2014-2018) moving average of .82 in 2018.



Outcome:

This measure has seen consecutive increases during the most recent two years during the reporting period. The .96 fatalities per 100M VMT in 2016 also represents the highest value during the reporting period. The five-year moving average has increased from .81 to .87 during the reporting period.

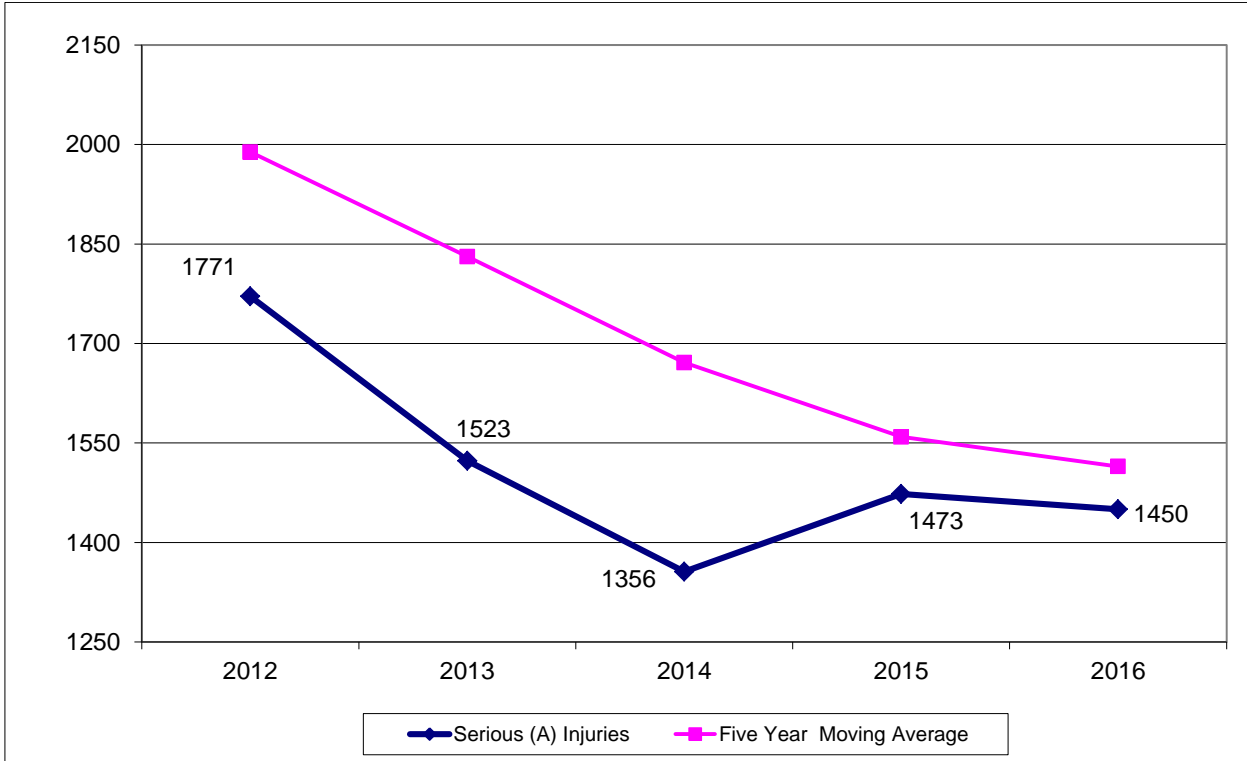
*Please note that data in this Report is sourced from the most recent Connecticut FARS database and preliminary 2016 Connecticut FARS Annual Report file and the CT DOT. The data will be updated again in accordance with NHTSA-FARS standards and changes may be reflected.

Graph 3

Graph 3 shows Connecticut's Serious (A) Injuries; there were 1,450 serious injuries in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal:

To reduce the Serious (A) Injuries in motor vehicle crashes from the five year (2010-2014) moving average of 1,673 in 2014 by 10 percent to a five year (2014-2018) moving average of 1,506 in 2018.



Outcome:

Serious Injuries (A) had been on a fairly steady decline in Connecticut until 2015. Despite this increase (2014-2015), Serious Injuries (A) declined from the previous year. The five year moving average has steadily decreased during the reporting period with the five year average of 1,515 in 2016 representing the lowest recorded during the reporting period.

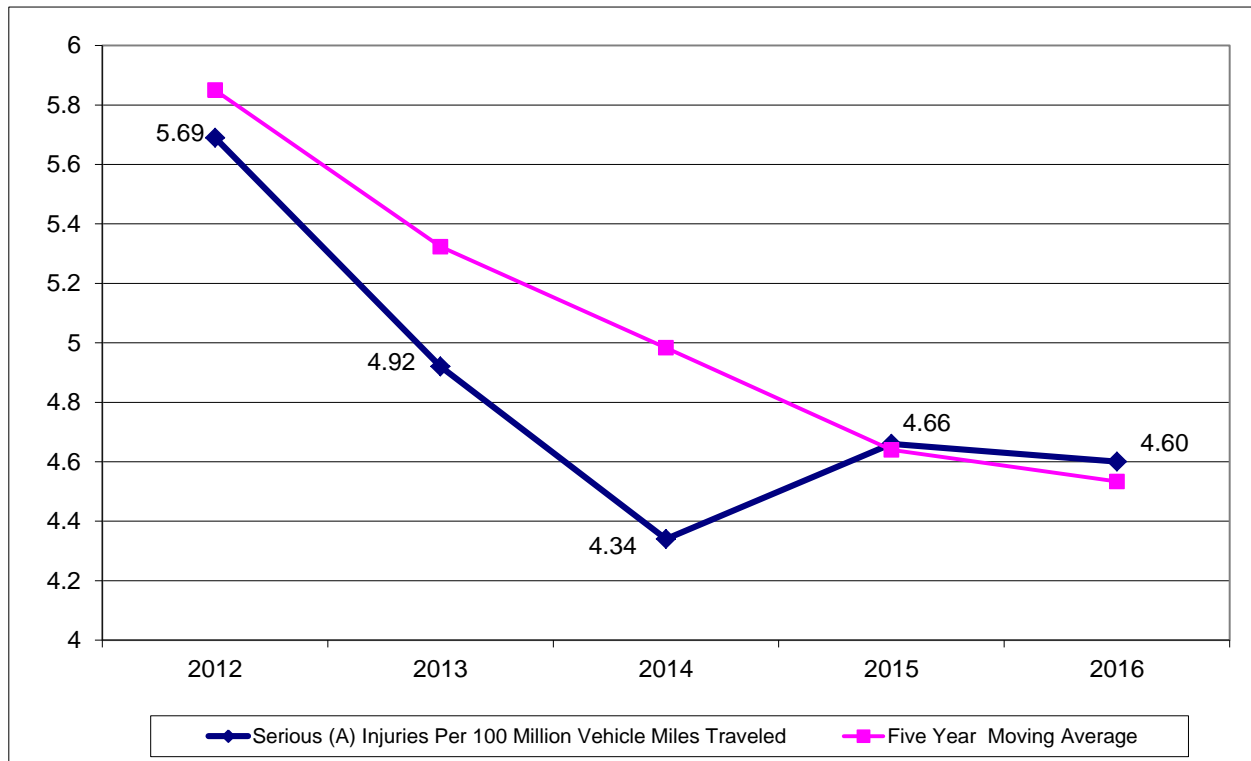
*This data is sourced from the Connecticut Crash File as the Connecticut Crash Data Repository.

Graph 4

Graph 4 shows Connecticut's Serious (A) Injury Rate per 100 Million Vehicle Miles Travelled (VMT); there were 4.60 serious injuries per 100 Million VMT in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal:

To reduce the Serious (A) Injury rate per 100 M VMT from the five year (2010-2014) moving average of 5.36 in 2014 by 5 percent to a five year (2014-2018) moving average of 5.09 in 2018.



Outcome:

Serious Injuries (A) per 100 Million VMT had been on a fairly steady decline in Connecticut until 2015. Despite this increase (2014-2015), Serious Injuries (A) per 100 Million VMT declined from the previous year. The five year moving average has steadily decreased during the reporting period with the five year average of 4.53 in 2016 representing the lowest recorded during this time.

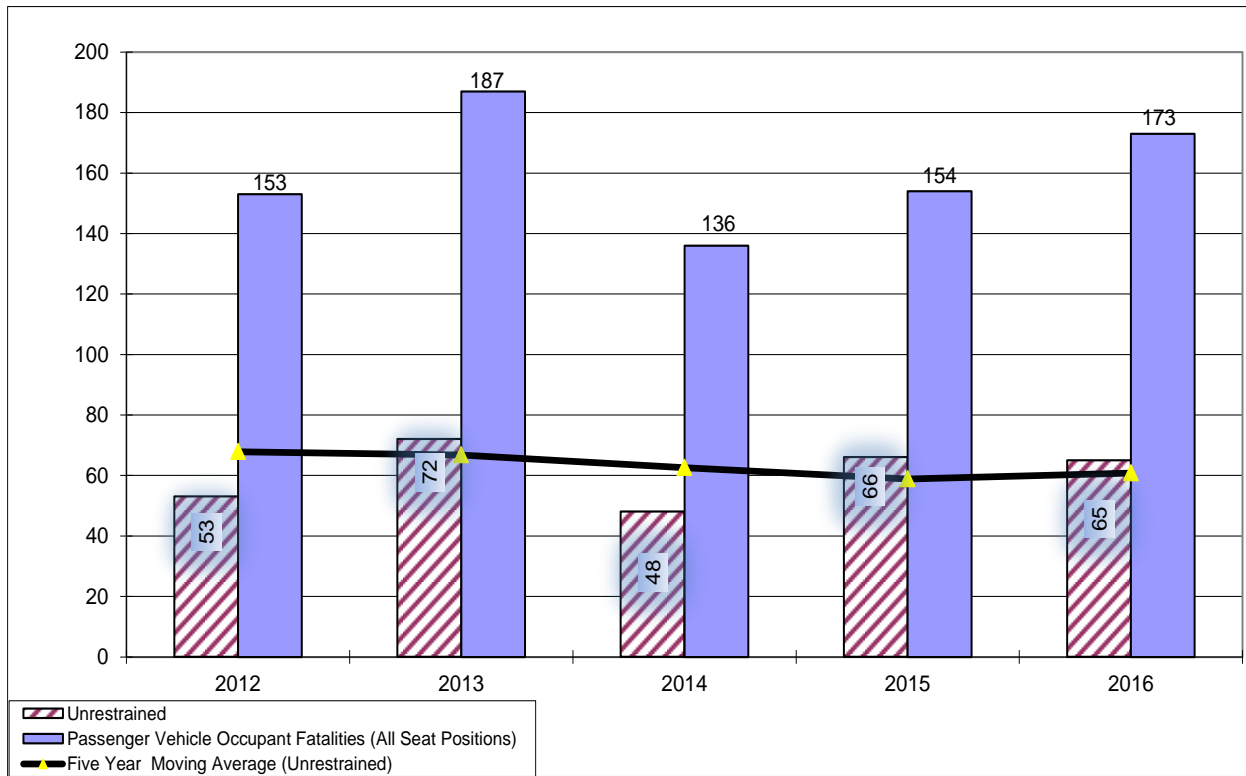
*This data is sourced from the Connecticut Crash File as the Connecticut Crash Data Repository and the CT DOT.

Graph 5

Graph 5 shows Connecticut's Passenger Vehicle Occupant Fatalities in all seating positions as well as the number of unrestrained fatalities in this category. There were 65 unrestrained fatalities in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal:

To decrease the number of unrestrained occupants in fatal crashes from the five year (2010-2014) moving average of 48 in 2014 by 10 percent to a five year (2014-2018) moving average of 50 in 2018.



Outcome:

The 65 unrestrained fatally injured occupants recorded in 2015 represents a slight decrease from the previous year. The five year moving average for this measure has increased to 61 in 2016 from 59 in 2015. Despite this increase, the five year moving average has seen an overall decrease during the reporting period.

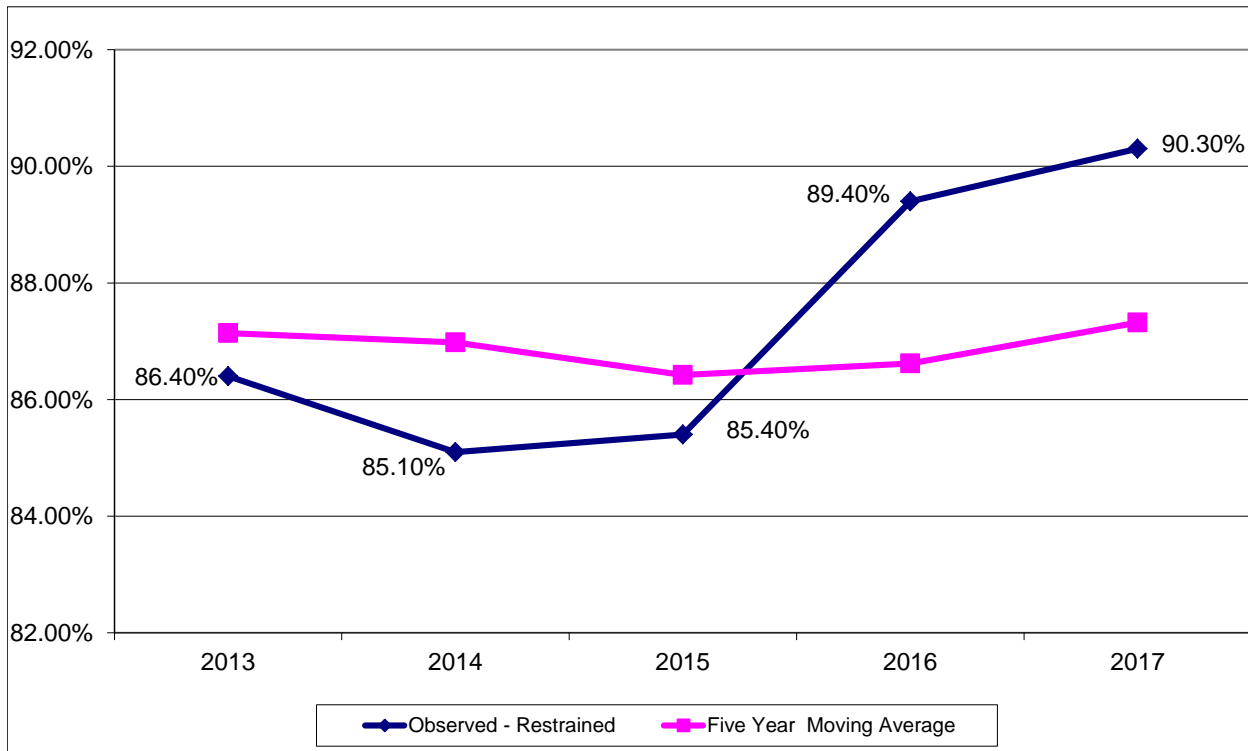
*Please note that data in this Report is sourced from the most recent Connecticut FARS database and preliminary 2016 Connecticut FARS Annual Report file. The data will be updated again in accordance with NHTSA -FARS standards and changes may be reflected.

Graph 6

Graph 6 shows observed annual safety belt usage rate for the State of Connecticut for the 2013-2017 reporting period. The annual belt-use rate was 90.3 percent in 2017.

2017 HSP Goal:

To increase the statewide observed seat belt use rate from 85.4 percent in 2015 to 88 percent or above in 2018.



Outcome:

Observed belt use reached its highest level ever achieved in the State of Connecticut during 2017 at 90.3 percent. While the most recent observation represents a continued increase in observed use, the five-year moving average increased slightly 87.1 percent to 87.3 percent during the 2013-2017 period.

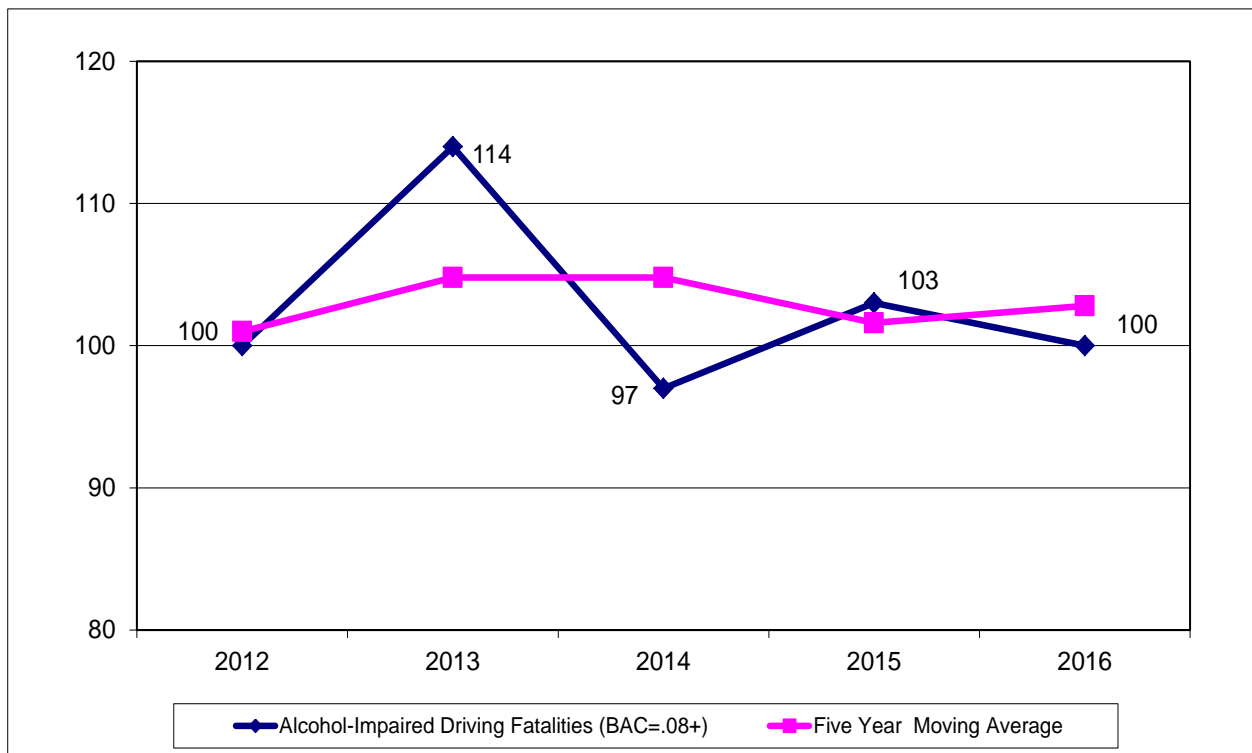
This data is sourced from Connecticut's Annual Statewide Belt Use Survey, conducted by Preusser Research Group.

Graph 7

Graph 7 shows Connecticut's alcohol-impaired driving fatalities. There were 100 alcohol-impaired driving fatalities in 2016. NHTSA defines an alcohol-impaired driving fatality based on a B. A. C. of .08+ for all drivers and motorcycle operators involved in fatal crashes. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal:

To decrease alcohol impaired driving fatalities (BAC =.08+) from the five year (2010-2014) moving average of 107 in 2014 by 5% to a five year (2014-2018) moving average of 102 in 2018.



Outcome:

There were 100 alcohol-impaired driving fatalities reported in 2016. While the five year moving average has fluctuated over the reporting period, it has increased slightly from 101 in 2012 to 103 in 2016.

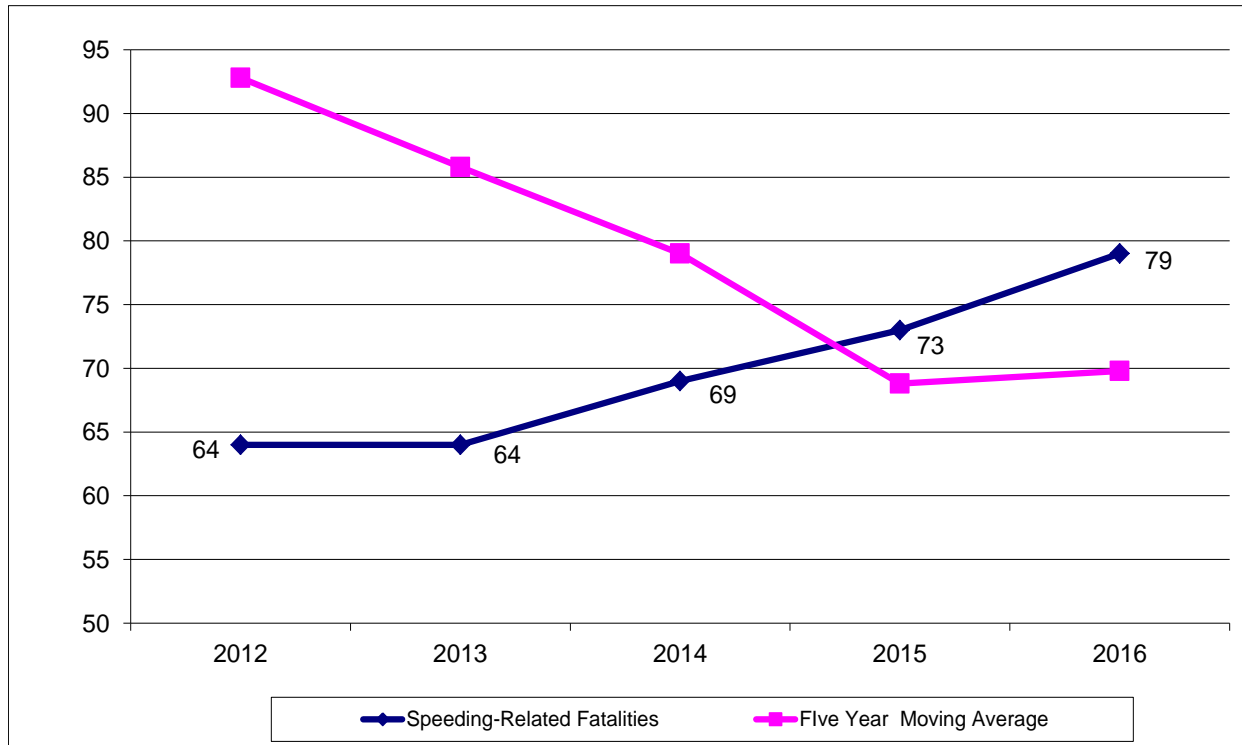
*Please note that data in this Report is sourced from the most recent Connecticut FARS database and preliminary 2016 Connecticut FARS Annual Report file. The data will be updated again in accordance with NHTSA -FARS standards and changes may be reflected.

Graph 8

Graph 8 shows Connecticut's speeding-related fatalities for the years from 2012-2016. There were 79 speeding-related fatalities in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal:

To reduce the number of speed related fatalities from the five year (2010-2014) moving average of 82 in 2014 by 10 percent to a five year (2014-2018) moving average of 76 in 2018.



Outcome:

Speeding-related fatalities continued to rise during the last three years of the reporting period with 79 recorded in 2016. Despite the slight increase in the five year moving average for speeding-related fatalities from 69 in 2015 to 70 in 2016, the five year moving average has decreased over the reporting period. Please note, speeding related fatality totals prior to this reporting period were substantially greater than any recorded during this time, leading to the declining moving average value.

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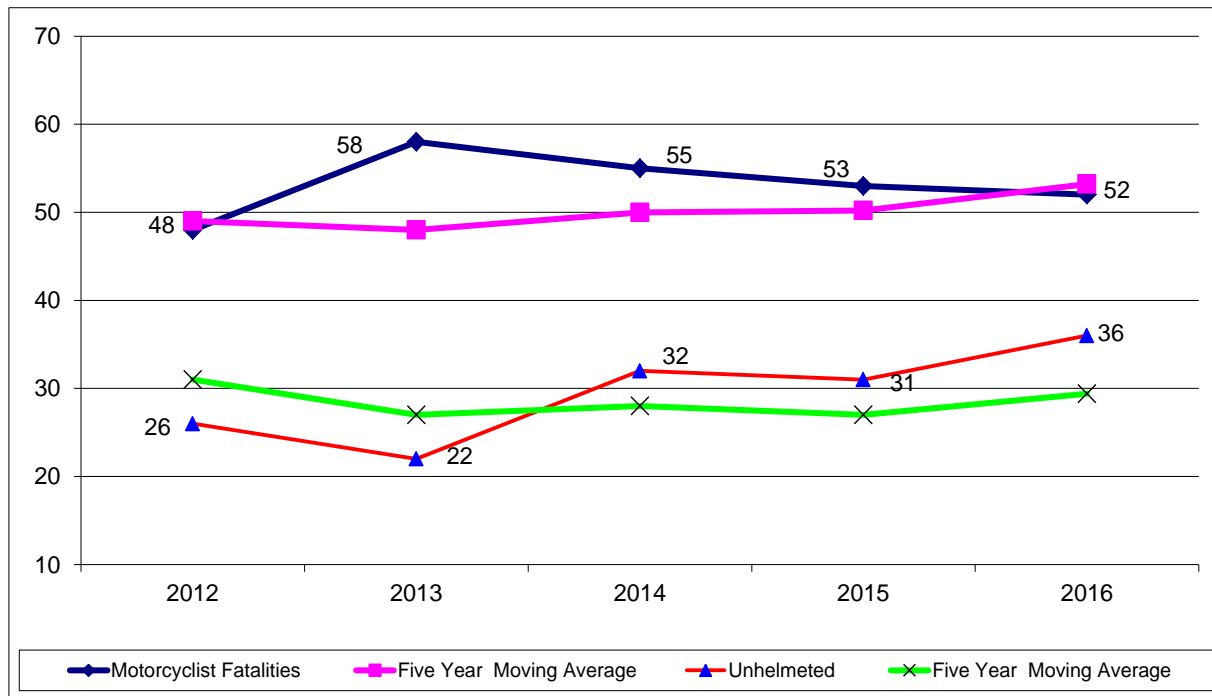
Graph 9

Graph 9 shows Connecticut's motorcyclist fatalities. Both the number of fatalities as well as unhelmeted fatalities are shown. There were 52 motorcyclist fatalities in 2016, 36 of which were unhelmeted. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal(s):

To decrease the number of motorcyclist fatalities below the five year (2010-2014) moving average of 50 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 47 in 2018.

To decrease the number of un-helmeted fatalities below the five year (2010-2014) moving average of 29 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 27 in 2018.



Outcome:

While single year values for motorcyclist fatalities have experienced a three year decrease, the number of unhelmeted motorcyclists have experienced year to year increases over the same time period. The five-year moving average for motorcycle fatalities for 2012-2016 increased from 49 to 53 and the five-year moving average for unhelmeted fatalities for the same period decreased from 31 to 29.

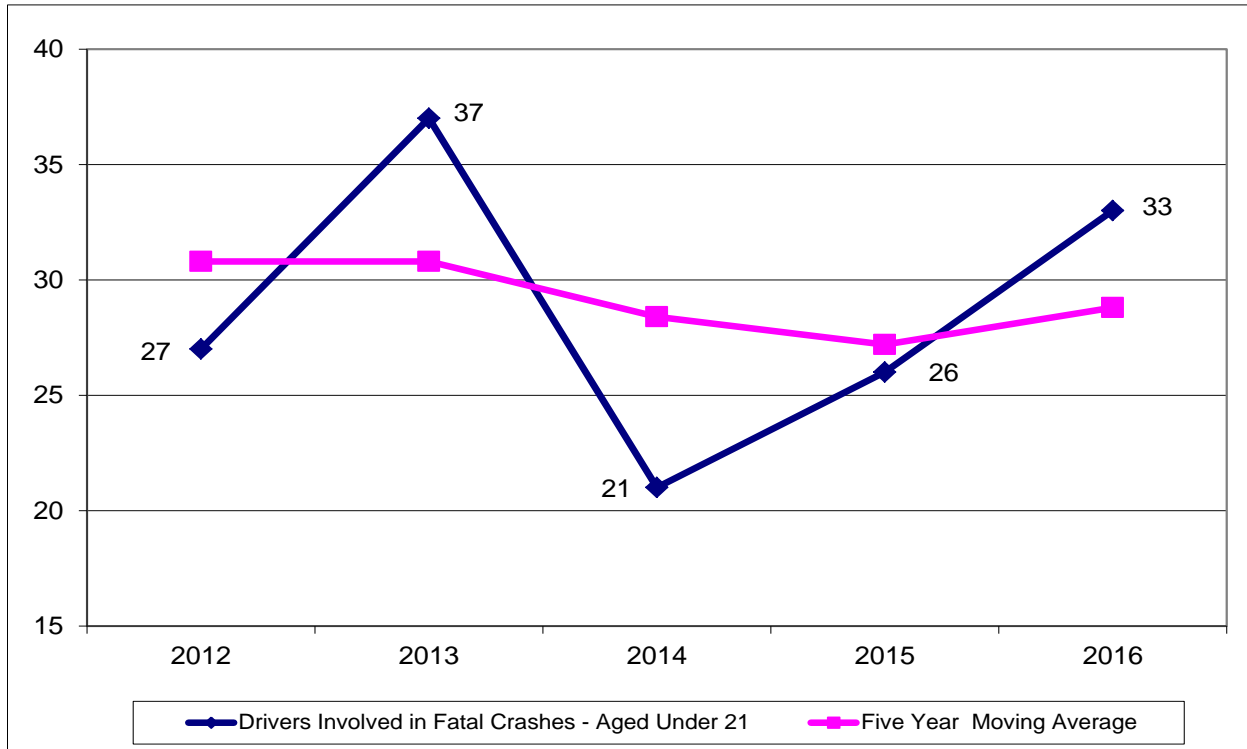
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Graph 10

Graph 10 shows Connecticut's number of driver fatalities by drivers under the age 20 or younger (aged under 21) for the 2012-2016 reporting period. There were 33 drivers under the age of 21 killed in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017HSP Goal(s):

To decrease drivers age 20 or younger involved in fatal crashes from the five year (2010-2014) moving average of 23 in 2014 by 10% to a five year (2014-2018) moving average of 21 in 2018.



Outcome:

Fatality numbers have fluctuated during the 2012-2016 period. Despite an increase from 27 in 2015 to 33 in 2016, the five year moving average trend has ultimately declined during the reporting period. Aggressive goal setting has been a priority of the Highway Safety Office and other statewide safety partners in this area.

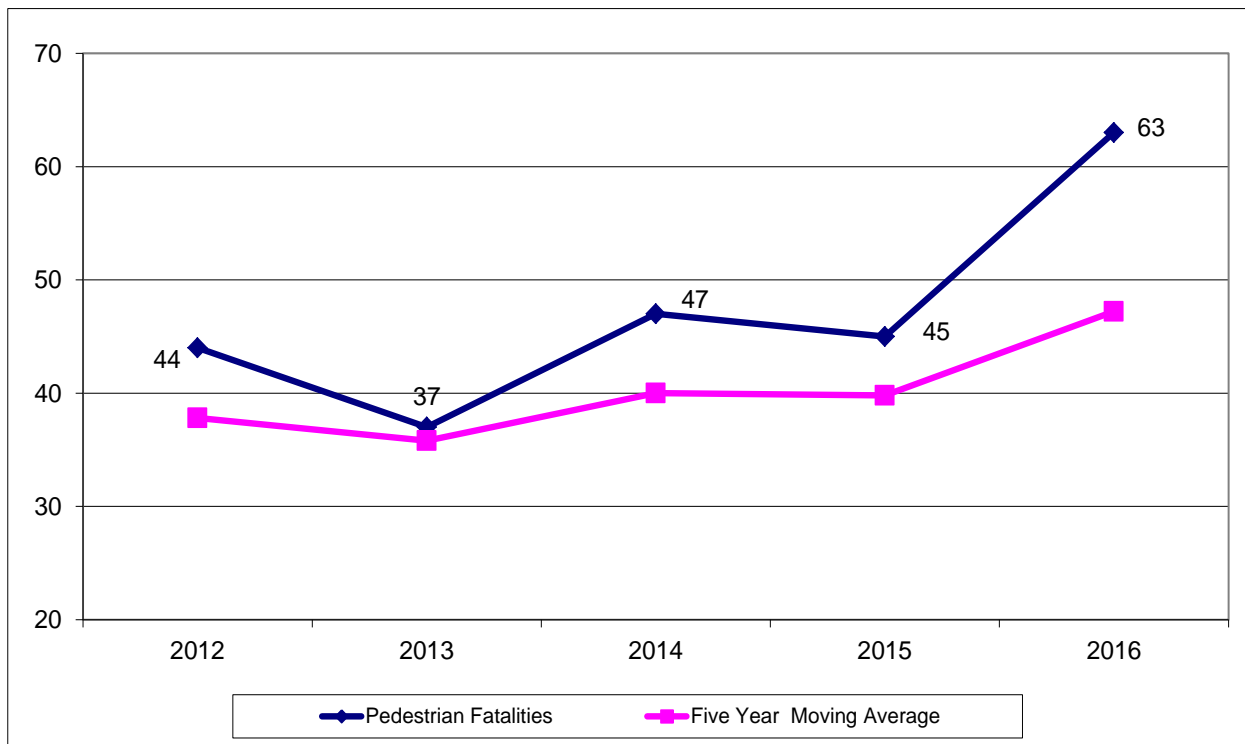
*Please note that data in this Report is sourced from the most recent Connecticut FARS database and preliminary 2016 Connecticut FARS Annual Report file. The data will be updated again in accordance with NHTSA -FARS standards and changes may be reflected.

Graph 11

Graph 11 shows Connecticut's number of pedestrian fatalities during the 2012-2016 reporting period. There were 63 pedestrian fatalities in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal(s):

To reduce the number of pedestrians killed in traffic crashes from the five year (2010-2014) moving average of 40 in 2014 by 5 percent to a five year moving average of (2014-2018) of 38 in 2018.



Outcome:

Pedestrian fatalities have fluctuated slightly yet seen an increase during the reporting period. The 63 pedestrians killed in 2016 represents the highest number during the reporting period and in the last ten years in the State of Connecticut. The five-year moving average also rose from 38 in 2012 to 47 in 2016. Innovative pedestrian safety programs and projects will continue to be a priority in future planning documents for the HSO.

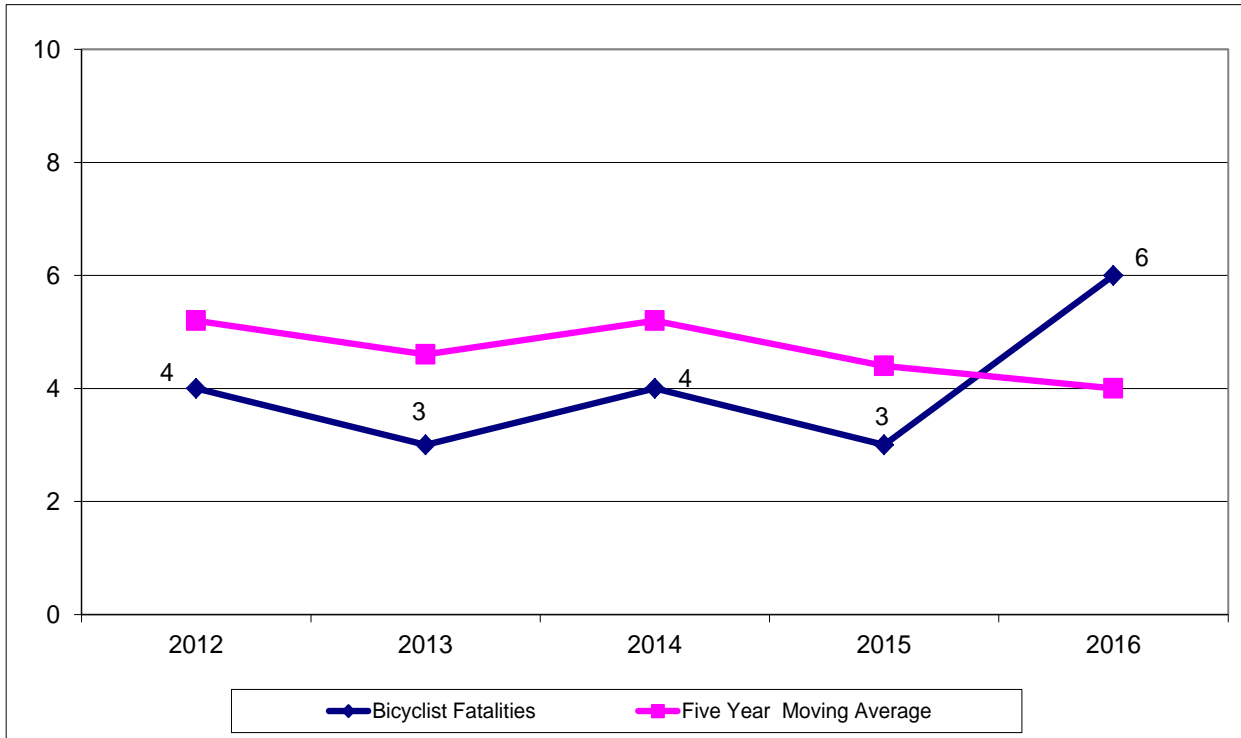
*Please note that data in this Report is sourced from the most recent Connecticut FARS database and preliminary 2016 Connecticut FARS Annual Report file. The data will be updated again in accordance with NHTSA -FARS standards and changes may be reflected.

Graph 12

Graph 12 shows Connecticut's number of bicyclist fatalities during the 2012-2016 reporting period. There were 6 bicyclist fatalities in 2016. The graph data has been updated to reflect current numbers and may not correspond with some previously reported data.

2017 HSP Goal(s):

To reduce the number of bicyclists killed in traffic crashes from the five year (2010-2014) moving average of 5 in 2014 by 20 percent to a five year moving average of (2014-2018) of 4 in 2018.



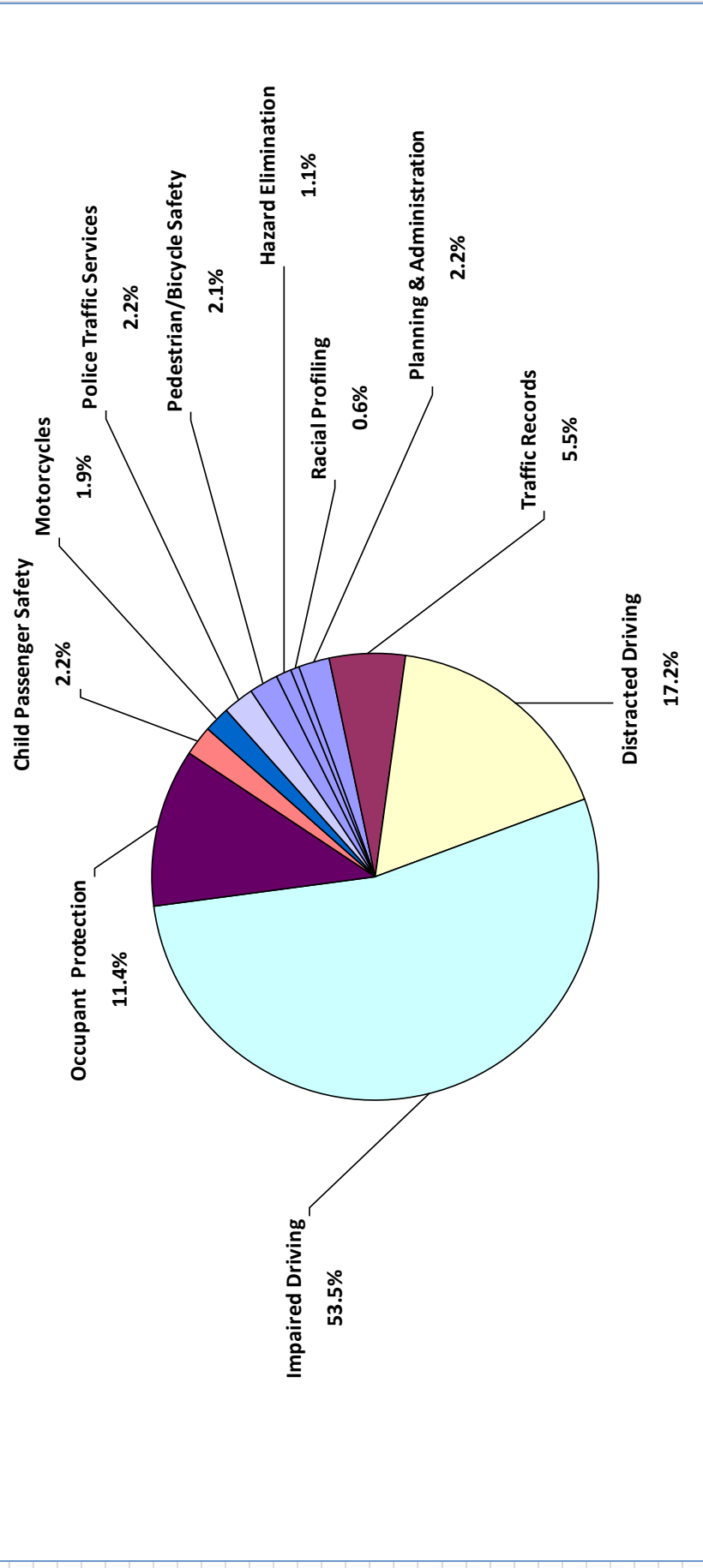
Outcome:

There were six bicyclists killed 2016. This number represents the most bicyclist fatalities during the reporting period. While the five-year moving average has fluctuated only slightly during the same period, it has ultimately declined slightly from five in 2012 to four in 2016.

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FINANCIAL SUMMARY

Financial Summary		402	154AL	154PM	154HE	1906	405 B	405 C	405 D	405 D Int	405 E	405 F	Total	% of Total
(Data as of 12/08/17)														
Planning & Administration		\$267,453											\$267,453	2.2%
Traffic Records		\$125,337						\$527,765					\$653,102	5.5%
Distracted Driving									\$1,556,364	\$490,193	\$2,043,603		\$6,371,993	53.5%
Impaired Driving		\$1,991	\$3,217,702	\$1,105,743			\$406,536						\$1,361,870	11.4%
Occupant Protection		\$955,334											\$258,313	2.2%
Child Passenger Safety		\$258,313										\$110,592	\$223,478	1.9%
Motorcycles		\$112,887											\$265,935	2.2%
Police Traffic Services		\$265,935											\$249,980	2.1%
Pedestrian/Bicycle Safety		\$249,980											\$131,859	1.1%
Hazard Elimination													\$73,126	0.6%
Racial Profiling													\$73,126	0.6%
TOTAL													\$11,900,712	100.0%



Project Listing

1	Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
2	402 MC	0701-AA	Motorcycle Safety Program Administration	CT-DOT/HSO	\$ 6,262.67
3	402 MC	0701-AB	CONREP Technical Assist.	CT-DOT/HSO	\$ 106,623.85
4					
5	402 OP	0702-AA	OP Program Administration	CT-DOT/HSO	\$ 1,626.03
6	402 OP	0702-AB	Data Analysis & Surveys	CT-DOT/HSO	\$ 150,000.00
7	402 OP	0702-AC	Click It or Ticket Enforcement (Nov & May Mobilization)	CT-DOT/HSO	\$ 392,846.87
8	402 OP	0702-AD	Waterbury Area Traffic Safety Program	Waterbury PD	\$ 104,755.11
9	402 OP	0702-AE	Occupant Protection Media Buy	CT-DOT/HSO	\$ 161,641.32
10	402 OP	0702-AG	Look Before You Lock Ed. Campaign	CCMC	\$ 144,464.78
11					
12	402 AL	0704-AA	Alcohol Program Management	CT-DOT/HSO	\$ 1,990.50
13					
14	402 TR	0705-AA	Traffic Records Administration	CT-DOT/HSO	\$ 107,273.67
15	402 TR	0705-AC	E-citation Local Law Enforcement	Stamford Police Dept.	\$ 18,063.00
16					
17	402 PT	0707-AA	PTS Administration	CT-DOT/HSO	\$ 15,291.08
18	402 PT	0707-AB	Law Enforcement Challenge	CT. Police Chiefs Assoc.	\$ 14,293.00
19	402 PT	0707-AD	CPCA Halloween Safety Media Buy	CT. Police Chiefs Assoc.	\$ 50,000.00
20	402 PT	0707-AE	CPCA Winter Holiday Safety Media Creative & Buy	CT. Police Chiefs Assoc.	\$ 100,000.00
21	402 PT	0707-AF	TSRP	CT Judicial	\$ 11,350.54
22	402 PT	0707-AG	Breaking Barriers-Creating a Positive Interaction During a Traffic Stop	CT. Police Chiefs Assoc.	\$ 75,000.00
23					
24	402 CR	0709-AB	CPS Training	CT-DOT/HSO	\$ 4,477.70
25	402 CR	0709-AC	CPS Fitting Stations Support	CCMC	\$ 83,891.23
26	402 CR	0709-AD	CPS Fitting Stations Support	YNHH	\$ 47,705.18
27	402 CR	0709-AE	Community Traffic Safety Program	YNHH	\$ 122,238.77
28					
29	402 PS	0710-AC	Pedestrian Safety Awareness Campaign	CCMC	\$ 249,980.10
30					
31	154 PM	0720-AA	DUI Media Campaign	CT-DOT/HSO	\$ 1,105,743.00
32					
33	154 AL	0722-AA	Alcohol Program Management (154)	CT-DOT/HSO	\$ 197,909.70
34	154 AL	0722-AB	Alcohol Related Program Training	CT-DOT/HSO	\$ 2,169.82
35	154 AL	0722-AC	FY 17 Statewide TSRP (Traffic Safety Resource Prosecutor)	Division of Criminal Justice	\$ 37,783.72
36	154 AL	0722-AD	Data Analysis And Surveys	CT DOT-HSO	\$ 150,000.00
37	154 AL	0722-AE	FY 17 Comprehensive DUI Enforcement	Bethany	\$ 11,505.22
38	154 AL	0722-AF	FY 17 Comprehensive DUI Enforcement	Killingly	\$ 44,361.11
39	154 AL	0722-AG	FY 17 Comprehensive DUI Enforcement	Glastonbury	\$ 22,190.16
40	154 AL	0722-AH	FY 17 Comprehensive DUI Enforcement	Durham	\$ 19,109.63
41	154 AL	0722-AI	FY 17 Comprehensive DUI Enforcement	Middlefield	\$ 16,299.43
42	154 AL	0722-AJ	FY 17 Comprehensive DUI Enforcement	Bristol	\$ 111,296.97
43	154 AL	0722-AK	FY 17 Comprehensive DUI Enforcement	Ledyard	\$ 13,934.66
44	154 AL	0722-AL	FY 17 Comprehensive DUI Enforcement	Greenwich	\$ 45,411.26
45	154 AL	0722-AM	FY 17 Comprehensive DUI Enforcement	Watertown	\$ 10,877.19
46	154 AL	0722-AN	FY 17 Comprehensive DUI Enforcement	New Britain	\$ 98,975.66
47	154 AL	0722-AO	FY 17 Comprehensive DUI Enforcement	Ellington	\$ 42,526.25
48	154 AL	0722-AP	FY 17 Comprehensive DUI Enforcement	Somers	\$ 37,903.68
49	154 AL	0722-AQ	FY 17 Comprehensive DUI Enforcement	Naugatuck	\$ 34,624.48
50	154 AL	0722-AR	FY 17 Comprehensive DUI Enforcement	Wethersfield	\$ 3,740.52
51	154 AL	0722-AT	FY 17 Comprehensive DUI Enforcement	Fairfield	\$ 130,643.24
52	154 AL	0722-AU	FY 17 Comprehensive DUI Enforcement	Meriden	\$ 8,078.59
53	154 AL	0722-AV	FY 17 Comprehensive DUI Enforcement	City Of Groton	\$ 3,655.38
54	154 AL	0722-AW	FY 17 Comprehensive DUI Enforcement	Deep River	\$ 38,404.68
55	154 AL	0722-AY	Choices Matter	CT-DOT/HSO	\$ 180,000.00
56	154 AL	0722-AZ	FY 17 Comprehensive DUI Enforcement	Plainville	\$ 12,772.44
57	154 AL	0722-BA	DUI Enforcement/Testing Equipment	Old Saybrook	\$ 2,484.18
58	154 AL	0722-BB	FY 17 Comprehensive DUI Enforcement	Stafford	\$ 40,354.29
59	154 AL	0722-BC	FY 17 Comprehensive DUI Enforcement	Cromwell	\$ 17,013.45
60	154 AL	0722-BD	FY 17 Comprehensive DUI Enforcement	Norwalk	\$ 54,901.78
61	154 AL	0722-BE	FY 17 Comprehensive DUI Enforcement	Bethel	\$ 20,410.24
62	154 AL	0722-BF	FY 17 Comprehensive DUI Enforcement	Killingworth	\$ 8,748.04
63	154 AL	0722-BH	FY 17 Comprehensive DUI Enforcement	Manchester	\$ 123,051.47
64	154 AL	0722-BI	FY 17 Comprehensive DUI Enforcement	Branford	\$ 25,174.50
65	154 AL	0722-BJ	FY 17 Comprehensive DUI Enforcement	North Haven	\$ 5,765.59
66	154 AL	0722-BK	FY 17 Comprehensive DUI Enforcement	Town Of Groton	\$ 26,072.53
67	154 AL	0722-BL	FY 17 Comprehensive DUI Enforcement	Coventry	\$ 1,752.81
68	154 AL	0722-BM	FY 17 Comprehensive DUI Enforcement	Norwich	\$ 34,770.94
69	154 AL	0722-BN	FY 17 Comprehensive DUI Enforcement	Windsor	\$ 21,225.71
70	154 AL	0722-BO	FY 17 Comprehensive DUI Enforcement	East Haven	\$ 2,799.63
71	154 AL	0722-BQ	FY 17 Comprehensive DUI Enforcement	Old Lyme	\$ 7,416.66
72	154 AL	0722-BS	Police Traffic Safety Equipment Deployment Plan	New Britain	\$ 3,000.00

1	Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
73	154 AL	0722-BT	FY 17 Comprehensive DUI Enforcement	Jewett City	\$ 46,925.57
74	154 AL	0722-BU	FY 17 Comprehensive DUI Enforcement	New Canaan	\$ 2,366.32
75	154 AL	0722-BV	FY 17 Comprehensive DUI Enforcement	CCSU	\$ 20,652.24
76	154 AL	0722-BX	FY 17 Comprehensive DUI Enforcement	Danbury	\$ 328.47
77	154 AL	0722-BY	FY 17 Comprehensive DUI Enforcement	Berlin	\$ 5,297.47
78	154 AL	0722-BZ	FY 17 Comprehensive DUI Enforcement	Wilton	\$ 32,342.56
79	154 AL	0722-CA	FY 17 Comprehensive DUI Enforcement	East Lyme	\$ 43,133.37
80	154 AL	0722-CB	FY 17 Comprehensive DUI Enforcement	Hartford	\$ 198,185.60
81	154 AL	0722-CC	FY 17 Comprehensive DUI Enforcement	Wallingford	\$ 27,621.32
82	154 AL	0722-CE	FY 17 Comprehensive DUI Enforcement	North Stonington	\$ 31,581.10
83	154 AL	0722-CF	FY 17 Comprehensive DUI Enforcement	Tolland	\$ 39,675.00
84	154 AL	0722-CG	FY 17 Comprehensive DUI Enforcement	Chester	\$ 6,970.10
85	154 AL	0722-CH	FY 17 Comprehensive DUI Enforcement	Vernon	\$ 8,447.71
86	154 AL	0722-CI	FY 17 Comprehensive DUI Enforcement	Monroe	\$ 33,153.29
87	154 AL	0722-CJ	FY 17 Comprehensive DUI Enforcement	Willimantic	\$ 20,028.51
88	154 AL	0722-CK	FY 17 Comprehensive DUI Enforcement	Haddam	\$ 13,236.84
89	154 AL	0722-CL	FY 17 Comprehensive DUI Enforcement	Trumbull	\$ 29,541.59
90	154 AL	0722-CM	FY 17 Comprehensive DUI Enforcement	Stratford	\$ 9,781.29
91	154 AL	0722-CN	FY 17 Comprehensive DUI Enforcement	Enfield	\$ 120,180.47
92	154 AL	0722-CP	FY 17 Comprehensive DUI Enforcement	Colchester	\$ 7,178.77
93	154 AL	0722-CQ	FY 17 Comprehensive DUI Enforcement	Lisbon	\$ 21,789.41
94	154 AL	0722-CS	FY 17 Comprehensive DUI Enforcement	Montville	\$ 31,760.23
95	154 AL	0722-CV	FY 17 Comprehensive DUI Enforcement	Waterford	\$ 10,769.97
96	154 AL	0722-CW	FY 17 Comprehensive DUI Enforcement	Weston	\$ 1,810.09
97	154 AL	0722-CX	FY 17 Comprehensive DUI Enforcement	Plymouth	\$ 3,073.58
98	154 AL	0722-CZ	FY 17 Comprehensive DUI Enforcement	Woodbridge	\$ 6,386.59
99	154 AL	0722-DH	FY 17 Comprehensive DUI Enforcement	Cheshire	\$ 36,214.21
100	154 AL	0722-DI	FY 17 Comprehensive DUI Enforcement	New Haven	\$ 186,849.67
101	154 AL	0722-DJ	FY 17 Comprehensive DUI Enforcement	South Windsor	\$ 14,584.54
102	154 AL	0722-DK	FY 17 Comprehensive DUI Enforcement	Plainfield	\$ 10,576.76
103	154 AL	0722-DL	FY 17 Comprehensive DUI Enforcement	Old Saybrook	\$ 20,346.74
104	154 AL	0722-DN	FY 17 Comprehensive DUI Enforcement	Orange	\$ 2,086.08
105	154 AL	0722-DO	FY 17 Comprehensive DUI Enforcement	North Branford	\$ 8,195.09
106	154 AL	0722-DQ	FY 17 Comprehensive DUI Enforcement	Windsor Locks	\$ 34,062.41
107	154 AL	0722-DR	FY 17 Comprehensive DUI Enforcement	West Hartford	\$ 84,938.26
108	154 AL	0722-DU	FY 17 Comprehensive DUI Enforcement	Mansfield	\$ 69,590.21
109	154 AL	0722-DV	FY 17 Comprehensive DUI Enforcement	Rocky Hill	\$ 14,511.43
110	154 AL	0722-DW	FY 17 Comprehensive DUI Enforcement	East Windsor	\$ 15,168.53
111	154 AL	0722-EB	FY 17 Comprehensive DUI Enforcement	Sprague	\$ 13,697.47
112	154 AL	0722-EF	FY 17 Comprehensive DUI Enforcement	Wolcott	\$ 1,489.78
113	154 AL	0722-EM	Youth Led Underage Drinking Prevention	Governor's Prevention Partnership	\$ 73,443.04
114	154 AL	0722-EQ	Underage Alcohol Enforcement Grant	Hartford	\$ 47,607.00
115	154 AL	0722-EV	Underage Alcohol Enforcement Grant	West Hartford	\$ 25,847.44
116	154 AL	0722-EW	Underage Alcohol Enforcement Grant	Mansfield	\$ 52,865.60
117	154 AL	0722-EZ	FY 17 Comprehensive DUI Enforcement	Stamford	\$ 64,295.00
118					
119	F1906ER	0725-AA	Racial Profiling	CCSU	\$ 51,188.35
120	F1906CMD	0725-AB	Racial Profiling	CCSU	\$ 21,937.86
121					
122	402 PA	0733-AA	Planning and Administration	CT-DOT/HSO	\$ 267,453.32
123					
124	405 b-1	0741-1-AC	Occupant Protection Enforcement/CSP	DESPP	\$ 120,030.49
125					
126	405 b-2	0741-2-AD	Occupant Protection Media Buy	CT-DOT/HSO	\$ 175,000.00
127	405 b-2	0741-2-AE	Safety Belt Convincer/Rollover Simulator	DESPP	\$ 111,505.30
128					
129					
130	405 c	0742-AA	Traffic Records Administration	CT-DOT/HSO	\$ 80,000.00
131	405 c	0742-AD	On-line Disposition System	Judicial Branch-CIB	\$ 402,137.49
132	405 c	0742-AG	Crash Linkage	YNHH	\$ 45,627.44
133					
134	405 d-1	0743-1-AM	Underage Alcohol Enforcement Grant	Central CT State University	\$ 14,711.74
135	405 d-1	0743-1-DK	Hardware & Software Support for the CT DRE Program	UCONN	\$ 48,565.32
136	405 d-1	0743-1-DL	FY 17 Comprehensive DUI Enforcement	Newtown	\$ 35,912.17
137	405 d-1	0743-1-DM	FY 2017 Expanded DUI Program	DESPP	\$ 519,785.81
138	405 d-1	0743-1-DN	Drager Extended Warranty	DESPP	\$ 203,280.00
139					
140	405 d-2	0743-2-BH	DRE Training	CT-DOT/HSO	\$ 36,888.87
141	405 d-2	0743-2-DJ	Drugged Driving Summit	AAA	\$ 5,840.99
142					
143	405 d-3	0743-3-AK	Power of Parents	MADD	\$ 34,509.26
144					

1	Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
145	405 d-4	0743-4-BF	(2) DMV Admin. Per Se Hearing Attorney's	CT-DOT/HSO	\$ 387,914.56
146					
147	405 d-5	0743-5-BQ	Lab Technician	DESPP	\$ 119,886.74
148	405 d-5	0743-5-DO	Toxicology Supplies	DESPP	\$ 49,589.01
149					
150	405 d-6	0743-6-DI	(2) DMV Admin. Ignition Interlock Analysts	CT-DOT/HSO	\$ 99,479.17
151					
152	405 d-ii-3	0740-3-AC	Speed Enforcement	New Haven	\$ 42,805.98
153	405 d-ii-3	0740-3-AD	Speed Enforcement	Hartford	\$ 14,540.98
154	405 d-ii-3	0740-3-AE	Speed Enforcement	Waterbury	\$ 28,165.65
155	405 d-ii-3	0740-3-AF	Speed Enforcement	New London	\$ 42,973.63
156	405 d-ii-3	0740-3-AK	Speed Enforcement	DESPP	\$ 92,422.94
157	405 d-ii-3	0740-3-AN	Speed Enforcement	Danbury	\$ 33,927.30
158	405 d-ii-3	0740-3-AO	Speed Enforcement	New Britain	\$ 34,184.83
159	405 d-ii-3	0740-3-AP	Speed Enforcement	Manchester	\$ 43,235.33
160	405 d-ii-3	0740-3-AR	Speed Enforcement	Enfield	\$ 7,936.67
161	405 d-ii-3	0740-3-AS	HVE Speed Campaign Media Buy	CT-DOT/HSO	\$ 150,000.00
162					
163					
164	405 e-2	0745-2-AC	Distracted Driving Enforcement	New Haven	\$ 54,905.86
165	405 e-2	0745-2-AD	Distracted Driving Enforcement	Danbury	\$ 42,571.10
166	405 e-2	0745-2-AF	Distracted Driving Enforcement	Hartford	\$ 54,964.39
167	405 e-2	0745-2-AG	Distracted Driving Enforcement	Manchester	\$ 59,850.00
168	405 e-2	0745-2-AH	Distracted Driving Enforcement	Norwalk	\$ 31,125.19
169	405 e-2	0745-2-AJ	Distracted Driving Enforcement	Westport	\$ 19,470.58
170	405 e-2	0745-2-AK	Distracted Driving Enforcement	Hamden	\$ 49,908.15
171	405 e-2	0745-2-AL	Distracted Driving Enforcement	Farmington	\$ 16,494.27
172	405 e-2	0745-2-AM	Distracted Driving Enforcement	Orange	\$ 15,709.66
173	405 e-2	0745-2-AN	Distracted Driving Enforcement	Bristol	\$ 20,848.82
174	405 e-2	0745-2-AO	Distracted Driving Enforcement	Norwich	\$ 25,489.83
175	405 e-2	0745-2-AQ	Distracted Driving Enforcement	Bridgeport	\$ 43,514.01
176	405 e-2	0745-2-AR	Distracted Driving Enforcement	Stamford	\$ 23,660.26
177	405 e-2	0745-2-AS	Distracted Driving Enforcement	Derby	\$ 9,102.45
178	405 e-2	0745-2-AT	Distracted Driving Enforcement	Stratford	\$ 13,317.26
179	405 e-2	0745-2-AV	Distracted Driving Enforcement	Trumbull	\$ 43,017.88
180	405 e-2	0745-2-AY	Distracted Driving Enforcement	North Haven	\$ 8,302.77
181	405 e-2	0745-2-AZ	Distracted Driving Enforcement	Bloomfield	\$ 5,001.81
182	405 e-2	0745-2-BB	Distracted Driving Enforcement	West Hartford	\$ 43,584.59
183	405 e-2	0745-2-BC	Distracted Driving Enforcement	Southington	\$ 3,257.49
184	405 e-2	0745-2-BE	Distracted Driving Enforcement	Wallingford	\$ 22,868.90
185	405 e-2	0745-2-BF	Distracted Driving Enforcement	East Hartford	\$ 27,290.53
186	405 e-2	0745-2-BG	Distracted Driving Enforcement	Waterford	\$ 7,687.67
187	405 e-2	0745-2-BH	Distracted Driving Enforcement	Brookfield	\$ 20,141.25
188	405 e-2	0745-2-BI	Distracted Driving Enforcement	Williamantic	\$ 16,501.66
189	405 e-2	0745-2-BJ	Distracted Driving Enforcement	Groton Town	\$ 3,641.96
190	405 e-2	0745-2-BK	Distracted Driving Enforcement	Berlin	\$ 34,685.13
191	405 e-2	0745-2-BL	Distracted Driving Enforcement	Meriden	\$ 14,981.06
192	405 e-2	0745-2-BM	Distracted Driving Enforcement	Cheshire	\$ 13,102.82
193	405 e-2	0745-2-BN	Distracted Driving Enforcement	Wilton	\$ 12,424.73
194	405 e-2	0745-2-BO	Distracted Driving Enforcement	Monroe	\$ 9,333.31
195	405 e-2	0745-2-BQ	Distracted Driving Enforcement	Old Saybrook	\$ 4,923.41
196	405 e-2	0745-2-BR	Distracted Driving Enforcement	Cromwell	\$ 10,331.71
197	405 e-2	0745-2-BS	Distracted Driving Enforcement	Canton	\$ 6,884.94
198	405 e-2	0745-2-BU	Distracted Driving Enforcement	East Windsor	\$ 13,748.53
199	405 e-2	0745-2-BW	Distracted Driving Enforcement	Greenwich	\$ 29,340.57
200	405 e-2	0745-2-BY	Distracted Driving Enforcement	New Britain	\$ 42,147.98
201	405 e-2	0745-2-BZ	Distracted Driving Enforcement	Rocky Hill	\$ 46,326.07
202	405 e-2	0745-2-CA	Distracted Driving Enforcement	Naugatuck	\$ 29,700.00
203	405 e-2	0745-2-CD	Distracted Driving Enforcement	Milford	\$ 12,402.53
204	405 e-2	0745-2-CG	Distracted Driving Enforcement	Ridgefield	\$ 10,891.00
205	405 e-2	0745-2-CH	Distracted Driving Enforcement	Plymouth	\$ 12,817.21
206	405 e-2	0745-2-CI	Distracted Driving Enforcement	Bethel	\$ 20,768.91
207	405 e-2	0745-2-CK	Distracted Driving Enforcement	Watertown	\$ 12,269.07
208	405 e-2	0745-2-CN	Distracted Driving Enforcement	Glastonbury	\$ 26,897.16
209	405 e-2	0745-2-CT	Distracted Driving Enforcement	Fairfield	\$ 47,272.50
210	405 e-2	0745-2-CU	Distracted Driving Enforcement	South Windsor	\$ 13,251.73
211	405 e-2	0745-2-CX	Distracted Driving Enforcement	Windsor	\$ 16,280.74
212	405 e-2	0745-2-DG	Distracted Driving Enforcement	Darien	\$ 11,887.96
213	405 e-2	0745-2-DJ	Distracted Driving Enforcement	Guilford	\$ 5,174.82
214	405 e-2	0745-2-DW	Distracted Driving Enforcement	DESPP	\$ 99,020.26

1	Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
216	405 e-4	0745-4-EQ	Pedestrian Safety Awareness Campaign	CT-DOT/HSO	\$ 150,000.00
217					
218	405 e-5	0745-5-EA	Save A Life Tour	CT-DOT/HSO	\$ 171,000.00
219					
220	405 e-6	0745-6-DX	Distracted Driving Media buy	CT-DOT/HSO	\$ 383,511.00
221					
222					
223	405 e-8	0745-8-EO	Data Analysis & Surveys	CT-DOT/HSO	\$ 100,000.00
224					
225					
226	405 f-1	0744-1-AA	CONREP-Expanding Motorcycles Safety Efforts (Training)	CT-DOT/HSO	\$ 10,591.61
227					
228	405 f-2	0744-2-AC	PI&E/Community Outreach to Motorcycles Riders	CT-DOT/HSO	\$ 100,000.00
229					
230	154 HE	0170-3262	Fatality Analysis Reporting	CT-DOT	\$ 130,190.06
231	154 HE	0120-0086	Salem Route 85 and Route 82	CT-DOT	\$ 1,668.92
232					
233		Totals			\$ 11,900,712.00

FFY 2017 Amendment Listing

Highway Safety Plan Amendments - FFY17	Project Number	Program	SENT	APPROVED	AMOUNT	Funding Taken from	Increase in Plan
AMENDMENTS							
Add funding to Motorcycle Safety Bike Purchase	0197-0744-1-AA	MC	10/19/2016	10/26/2016	\$62,000.00	carry-over	\$62,000.00
Create new OP Media Project	0197-0702-AE	OP	10/19/2016	10/26/2016	\$125,500.00	0197-0710-AD	\$0.00
Plainville DUI Enforcement - new	0197--0722-AZ	AL	11/23/2016	11/29/2016	\$12,825.00	0197-0722-ES	\$0.00
Pedestrian Awareness Campaign	0197-0745-EQ	PED	12/8/2016	12/14/2016	\$250,000.00	see amendment	\$0.00
Old Saybrook DUI Checkpoint Equipment	0197-0722-BA	AL	12/23/2016	12/27/2016	\$2,806.23	0197-0722-ES	\$0.00
Weston DUI Enforcement - new	0197-0722-CW	AL	12/23/2016	12/27/2016	\$19,500.00	0197-0722-ES	\$0.00
Toxicology Expert Witness Program	0197-0743-4-AC	ID	1/4/2017	1/4/2017	\$20,000.00	0197-0743-4-DP	\$0.00
New Britain PD Open Trailer Equipment	0197-0722-BS	AL	1/19/2017	1/23/2017	\$3,000.00	0197-0722-ES	\$0.00
DD Enforcement Guilford and Waterford	0197-0745-2-DJ					0197-0745-2-AU	
	0197-0745-2-CK	DD	3/7/2017	3/8/2017	\$50,000.00	0197-0745-2-AX	\$0.00
Plymouth DUI Enforcement - new	0197-0722-CX	AL	3/16/2017	3/17/2017	\$18,750.00	0197-0722-ER	\$0.00
OP Media Buy	0197-0702-AE	OP	4/6/2017	4/26/2017	\$36,500.00	0197-0702-AA	\$0.00
Motorcycle Media Campaign	0197-0744-2-AC	MC	4/25/2017	4/26/2017	\$100,000.00	0197-0744-1-AA	\$0.00
Suffield DUI Enforcement	0197-0722-CY	AL	5/12/2017	5/15/2017	\$3,675.00	0197-0722-ES	\$0.00
DRE Tablets	0197-0743-DK	AL	5/16/2017	5/19/2017	\$58,000.00	0197-0743-AN	
						0197-0743-AP	\$0.00
Woodbridge DUI Enforcement Program	0197-0722-CZ	AL	5/16/2017	5/19/2017	\$7,425.00	0197-0722-ES	\$0.00
Electronic Citation Processing System	0197-0742-AD	TR	5/31/2017	6/2/2017	\$39,000.00	0197-0742-AF	\$0.00
DESPP Speed Enforcement addtl. funds Stamford	0197-0740-AK	PTS	6/9/2017		\$50,000.00	0197-0740-AA	\$0.00
					TOTAL		\$62,000.00

FFY 2017 Unfunded Projects

During the 2017 Federal Fiscal Year there were a number of projects that were unfunded for a variety of reasons.

The following projects were in-house projects that were written by the HSO but were not executed:

Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
402 MC	0701-AC	PI&E Education	CT-DOT/HSO	\$ -
402 MC	0701-AD	Lifelong Learner/Returning Rider	CT-DOT/HSO	\$ -
405 f-1	0744-1-AB	CONREP-Expanding Motorcycles Safety Efforts (Training)	CT-DOT/HSO	\$ -
402 OP	0702-AF	Occupant Protection PI&E	CT-DOT/HSO	\$ -
405 e-1	0745-1-DY	Distracted Driving Messaging at Outreach venues	CT-DOT/HSO	\$ -
405 e-1	0745-1-DZ	Distracted Driving Citation Holders	CT-DOT/HSO	\$ -
405 e-7	0745-7-EN	HVE Signage (280 x \$100)	CT-DOT/HSO	\$ -
405 e-9	0745-9-EP	Crash Data Software	CT-DOT/HSO	\$ -
402 PS	0710-AA	CCAP Education and Awareness Program	CT Cycling Advancement Program	\$ -
402 PS	0710-AB	Youth Education	Boys And Girls Club	\$ -
402 PS	0710-AD	T2 - Crossing Guard	UCONN	\$ -
402 CR	0709-AA	Child Restraint Administration	CT-DOT/HSO	\$ -

The following projects were submitted to the HSO by sub-grantees. The Suffield and Farmington Police Departments intended to participate in Comprehensive DUI activity but ultimately could not due to lack of manpower and staffing issues. The Division of Criminal Justice was not able to implement a pilot Toxicology Expert Witness Program due to the resignation of the Traffic Safety Resource Prosecutor (TSRP) from state service.

Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
154 AL	0722-CY	FY 17 Comprehensive DUI Enforcement	Suffield	\$ -
154 AL	0722-DS	FY 17 Comprehensive DUI Enforcement	Farmington	\$ -
405 d-4	0743-4-AC	Division of Criminal Justice	Toxicology Expert Witness Program	\$ -

The following projects utilized 154 Hazard Elimination funding. These funds are not under the control of the HSO

Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
154 HE	0170-3172	UCONN – Crash Data Improvement Plan	CT-DOT	\$ -
154 HE	0076-0215	Location Signing Project	CT-DOT	\$ -
154 HE	0148-0190	Wallingford Route 5 Intersection	CT-DOT	\$ -
154 HE	0042-0297	Silver Lane East Hartford	CT-DOT	\$ -
154 HE	0042-0292	Bidwell Street Alignment	CT-DOT	\$ -

The following projects were included in the 2017 Highway Safety Plan but no grant was submitted to the HSO:

Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
402 TR	0705-AB	E-citation Local Law Enforcement	Local Law Enforcement	\$ -
402 PT	0707-AC	Regional Traffic Unit Symposium	CT-DOT/HSO	\$ -
402 PS	0710-AA	CCAP Education and Awareness Program	CT Cycling Advancement Program	\$ -
402 PS	0710-AB	Youth Education	Boys And Girls Club	\$ -
402 PS	0710-AD	T2 - Crossing Guard	UCONN	\$ -
154 AL	0722-AS	FY 17 Comprehensive DUI Enforcement	Prospect	\$ -
154 AL	0722-AX	FY 17 Comprehensive DUI Enforcement	Seymour	\$ -
154 AL	0722-BG	Impaired Driving Public Information and Education	CT-DOT/HSO	\$ -
154 AL	0722-BP	FY 17 Comprehensive DUI Enforcement	Granby	\$ -
154 AL	0722-BR	FY 17 Comprehensive DUI Enforcement	Bloomfield	\$ -
154 AL	0722-BW	FY 17 Comprehensive DUI Enforcement	Darien	\$ -
154 AL	0722-CD	FY 17 Comprehensive DUI Enforcement	East Haddam	\$ -
154 AL	0722-CO	FY 17 Comprehensive DUI Enforcement	Newington	\$ -
154 AL	0722-CR	FY 17 Comprehensive DUI Enforcement	UCONN	\$ -
154 AL	0722-CT	FY 17 Comprehensive DUI Enforcement	Madison	\$ -
154 AL	0722-CU	FY 17 Comprehensive DUI Enforcement	Westport	\$ -
154 AL	0722-CY	FY 17 Comprehensive DUI Enforcement	Suffield	\$ -

154 AL	0722-DX	FY 17 Comprehensive DUI Enforcement	Essex	\$ -
154 AL	0722-DY	FY 17 Comprehensive DUI Enforcement	East Hartford	\$ -
154 AL	0722-DZ	FY 17 Comprehensive DUI Enforcement	New London	\$ -
154 AL	0722-EA	FY 17 Comprehensive DUI Enforcement	Redding	\$ -
154 AL	0722-EC	FY 17 Comprehensive DUI Enforcement	Preston	\$ -
154 AL	0722-ED	FY 17 Comprehensive DUI Enforcement	Waterbury	\$ -
154 AL	0722-EN	Underage Alcohol Enforcement Grant	Stafford	\$ -
154 AL	0722-EO	Underage Alcohol Enforcement Grant	Cheshire	\$ -
154 AL	0722-EP	Underage Alcohol Enforcement Grant	North Branford	\$ -
154 AL	0722-ER	Underage Alcohol Enforcement Grant	Redding	\$ -
154 AL	0722-ES	Underage Alcohol Enforcement Grant	Newington	\$ -
154 AL	0722-ET	Underage Alcohol Enforcement Grant	Willimantic	\$ -
154 AL	0722-EU	Underage Alcohol Enforcement Grant	New Milford	\$ -
154 AL	0722-EX	Underage Alcohol Enforcement Grant	Glastonbury	\$ -
154 AL	0722-EY	Underage Alcohol Enforcement Grant	Madison	\$ -
405 c	0742-AC	E-Citation	CRCOG	\$ -
405 c	0742-AE	E-Charging	Centralized Infractions Bureau	\$ -
405 c	0742-AF	EMS-Tracking	Department of Public Health/EMS	\$ -
405 d-1	0743-1-AB	Mobile Command Center (1)	East Haven (RTU)	\$ -
405 d-1	0743-1-AN	Underage Alcohol Enforcement Grant	Eastern CT State University	\$ -
405 d-1	0743-1-AP	Underage Alcohol Enforcement Grant	Southern CT State University	\$ -
405 d-1	0743-1-AQ	Underage Alcohol Enforcement Grant	UCONN	\$ -
405 d-1	0743-1-BD	Draeger Printers	DESPP	\$ -
405 d-1	0743-1-BJ	Draeger Intox/Server	DESPP	\$ -
405 d-1	0743-1-BM	(50x \$500) Drug Recognition Expert Field Kits	CT-DOT/HSO	\$ -
405 d-1	0743-1-BR	Fatal Vision Kit (2)	Wethersfield	\$ -
405 d-1	0743-1-BS	Fatal Vision Kit	Newington	\$ -
405 d-1	0743-1-BT	Fatal Vision Kit (2)	Norwich	\$ -
405 d-1	0743-1-BU	Fatal Vision Kit	Ellington	\$ -
405 d-1	0743-1-BV	Fatal Vision Kit	Cheshire	\$ -
405 d-1	0743-1-BW	Fatal Vision Kit	Tolland	\$ -
405 d-1	0743-1-BX	Fatal Vision Kit (2)	New Britain	\$ -
405 d-1	0743-1-BY	Fatal Vision Kit (2)	Old Saybrook	\$ -
405 d-1	0743-1-BZ	Fatal Vision Kit (2)	Monroe	\$ -
405 d-1	0743-1-CA	Fatal Vision Kit (2)	Cromwell	\$ -
405 d-1	0743-1-CB	Fatal Vision Kit	Seymour	\$ -
405 d-1	0743-1-CC	Fatal Vision Kit	Groton Town	\$ -
405 d-1	0743-1-CD	Fatal Vision Kit	Darien	\$ -
405 d-1	0743-1-CE	Fatal Vision Kit (2)	Fairfield	\$ -
405 d-1	0743-1-CF	Fatal Vision Kit	Danbury	\$ -

Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
405 d-1	0743-1-CG	Fatal Vision Kit (2)	South Windsor	\$ -
405 d-1	0743-1-CH	Fatal Vision Kit (6)	New Haven	\$ -
405 d-1	0743-1-CI	Fatal Vision Kit (5)	Farmington	\$ -
405 d-1	0743-1-CJ	Fatal Vision Kit (3)	Enfield	\$ -
405 d-1	0743-1-CK	Fatal Vision Kit (2)	Waterford	\$ -
405 d-1	0743-1-CL	Fatal Vision Kit	New Canaan	\$ -
405 d-1	0743-1-CM	Fatal Vision Kit	Essex	\$ -
405 d-1	0743-1-CN	Fatal Vision Kit	Norwalk	\$ -
405 d-1	0743-1-CO	Fatal Vision Kit (2)	Newtown	\$ -
405 d-1	0743-1-CP	Fatal Vision Kit (5)	Manchester	\$ -
405 d-1	0743-1-CQ	Fatal Vision Kit (3)	Bristol	\$ -
405 d-1	0743-1-CR	Fatal Vision Kit	North Haven	\$ -
405 d-1	0743-1-CS	Fatal Vision Kit	Wilton	\$ -
405 d-1	0743-1-CT	Fatal Vision Kit	Orange	\$ -
405 d-1	0743-1-CU	Fatal Vision Kit (6)	Hartford	\$ -
405 d-1	0743-1-CV	Fatal Vision Kit (4)	Stratford	\$ -
405 d-1	0743-1-CW	Fatal Vision Kit (2)	Hamden	\$ -
405 d-1	0743-1-CX	Fatal Vision Kit	Naugatuck	\$ -
405 d-1	0743-1-CY	Fatal Vision Kit (2)	Bethel	\$ -
405 d-1	0743-1-CZ	Fatal Vision Kit (2)	Rocky Hill	\$ -
405 d-1	0743-1-DA	Fatal Vision Kit (2)	Ledyard	\$ -
405 d-1	0743-1-DB	Fatal Vision Kit	Windsor Locks	\$ -
405 d-1	0743-1-DC	Fatal Vision Kit (2)	Berlin	\$ -
405 d-1	0743-1-DD	Fatal Vision Kit (2)	West Hartford	\$ -
405 d-1	0743-1-DE	Fatal Vision Kit	Lisbon	\$ -
405 d-1	0743-1-DF	Fatal Vision Kit (2)	Glastonbury	\$ -
405 d-1	0743-1-DG	Fatal Vision Kit (5)	Meriden	\$ -
405 d-1	0743-1-DH	Fatal Vision Kit	Willimantic	\$ -
405 d-3	0743-3-BG	Law Enforcement Recognition Ceremony	MADD	\$ -
405 d-4	0743-4-DP	Judicial Outreach Liaison	Judicial Branch	\$ -
405 d-ii-3	0740-3-AA	Speed Enforcement	Stamford	\$ -
405 d-ii-3	0740-3-AB	Speed Enforcement	Bridgeport	\$ -
405 d-ii-3	0740-3-AL	Speed/Data Enforcement	CT. Police Chiefs Assoc.	\$ -
405 d-ii-3	0740-3-AM	Speed/Data Enforcement	DESPP	\$ -
405 d-ii-3	0740-3-AQ	Speed Enforcement	Trumbull	\$ -
405 e-2	0745-2-AE	Distracted Driving Enforcement	Waterbury	\$ -
405 e-2	0745-2-AI	Distracted Driving Enforcement	Newington	\$ -
405 e-2	0745-2-AP	Distracted Driving Enforcement	West Haven	\$ -
405 e-2	0745-2-AU	Distracted Driving Enforcement	Plainville	\$ -
405 e-2	0745-2-AW	Distracted Driving Enforcement	Wethersfield	\$ -
405 e-2	0745-2-AX	Distracted Driving Enforcement	Vernon	\$ -
405 e-2	0745-2-BA	Distracted Driving Enforcement	New London	\$ -
405 e-2	0745-2-BP	Distracted Driving Enforcement	East Haven	\$ -
405 e-2	0745-2-BT	Distracted Driving Enforcement	Enfield	\$ -
405 e-2	0745-2-BV	Distracted Driving Enforcement	New Milford	\$ -
405 e-2	0745-2-BX	Distracted Driving Enforcement	Avon	\$ -
405 e-2	0745-2-CB	Distracted Driving Enforcement	Stonington	\$ -
405 e-2	0745-2-CC	Distracted Driving Enforcement	Middlebury	\$ -
405 e-2	0745-2-CJ	Distracted Driving Enforcement	Clinton	\$ -
405 e-2	0745-2-CL	Distracted Driving Enforcement	New Canaan	\$ -
405 e-2	0745-2-CM	Distracted Driving Enforcement	Shelton	\$ -
405 e-2	0745-2-CO	Distracted Driving Enforcement	Seymour	\$ -
405 e-2	0745-2-CP	Distracted Driving Enforcement	Torrington	\$ -

Prog. Area	Project Number	Project Description	Town/Agency	FFY 17 Expenses
405 e-2	0745-2-CQ	Distracted Driving Enforcement	Woodbridge	\$ -
405 e-2	0745-2-CR	Distracted Driving Enforcement	North Branford	\$ -
405 e-2	0745-2-CS	Distracted Driving Enforcement	Portland	\$ -
405 e-2	0745-2-CV	Distracted Driving Enforcement	Middletown	\$ -
405 e-2	0745-2-CW	Distracted Driving Enforcement	Simsbury	\$ -
405 e-2	0745-2-DA	Distracted Driving Enforcement	Wolcott	\$ -
405 e-2	0745-2-DC	Distracted Driving Enforcement	Windsor Locks	\$ -
405 e-2	0745-2-DR	Distracted Driving Enforcement	Suffield	\$ -
405 e-2	0745-2-DV	Distracted Driving Enforcement	East Hampton	\$ -
405 e-2	0745-2-ED	Distracted Driving Enforcement	Redding	\$ -
405 e-2	0745-2-EF	Distracted Driving Enforcement	Newtown	\$ -
405 e-2	0745-2-EL	Distracted Driving Enforcement	Madison	\$ -
405 e-2	0745-2-EM	Distracted Driving Enforcement	Coventry	\$ -

PROGRAM AREAS

Impaired Driving

Performance Goals:

To decrease alcohol impaired driving fatalities (BAC =.08+) from the five year (2010-2014) moving average of 107 in 2014 by 5% to a five year (2014-2018) moving average of 102 in 2018.

To decrease alcohol related driving serious injuries (“A”) from the five year (2010-2014) moving average of 130 in 2014 by 5% to a five year (2014-2018) moving average of 124 in 2018.

The following activities took place as part of the Impaired Driving program to meet the program’s goals/targets:

The Impaired Driving program emphasized High Visibility Enforcement efforts to reduce driving under the influence (DUI) of drugs and/or alcohol. Local municipalities are encouraged to work cooperatively with neighboring towns in the form of Regional Traffic Units which provides for opportunities for smaller towns with limited financial resources to benefit from high visibility enforcement activities. The Impaired Driving program helped to substantially increase the number of officers throughout the State engaged in High Visibility Enforcement. Activities included a combination of extra DUI patrols and sobriety checkpoints. These activities were aimed at deterring motorists from driving impaired.

During the reporting period, there were a total of 78 law enforcement agencies (the State Police, 20 Resident State Trooper offices, 56 municipal police agencies and one university police department) that participated in the Comprehensive DUI Enforcement program. A total of 1,214 DUI arrests were made statewide through this program. In addition, there were 915 safety belt citations and 9,030 speeding citations. Federal fund totals expended by mobilization crackdown period were: Thanksgiving/Christmas/New Year’s - \$713,663; Memorial Day - \$296,658; July 4th - \$127,789; Labor Day - \$416,883; Super Bowl - \$19,754; St. Patrick’s Day - \$58,487; and Cinco de Mayo - \$25,994. The High Visibility Enforcement crackdown periods were supplemented with the Expanded DUI enforcement periods that fell outside the crackdowns. Throughout the entire reporting period, there were 95 checkpoints conducted using 7,351 man hours.

The Connecticut Statewide Impaired Driving Task Force was established in March 2013. The purpose of this forum is to bring together area highway safety stakeholders and develop comprehensive strategies to prevent and reduce impaired driving behavior. The mission of the task force is “To save lives and reduce injuries due to impaired driving on Connecticut roadways through program leadership, innovation, and facilitation of effective partnerships with public and private organizations.” The task force is comprised of a variety of disciplines including the Federal Motor Carrier Safety Administration, the Connecticut Highway Safety Office (HSO), the Department of Motor Vehicles, the Office of the Chief State’s Attorney, the Police Officer Standards and Training Council, the Connecticut State Police, various local police agencies, the University of Connecticut, the University of New Haven, Yale New Haven Hospital, the

Connecticut Children's Medical Center, Mothers Against Drunk Driving, the Automobile Association of America, the Preusser Research Group and the Traffic Injury Research Foundation.

The task force held four meetings in FFY 2017 (November 2nd, February 1st, May 3rd and August 2nd). Objectives addressed by the task force throughout the year included High Visibility Enforcement initiatives, police training initiatives, Administrative Per Se hearing evaluations, Ignition Interlock Device (IID) updates, legislative efforts pertaining to DUI, drug impaired driving issues and research.

List any follow up action that will be taken to achieve targets in the future:

During FFY 2018, the Impaired Driving program will continue to partner with State and local law enforcement agencies in an effort to expand the Comprehensive DUI Enforcement program by increasing enforcement activity beyond the amount of police patrols that were conducted in FFY 2017. There will be continued training activities to increase the number of certified Standardized Field Sobriety Test (SFST) instructors and practitioners by providing ongoing SFST training to law enforcement personnel. The number of law enforcement officers trained in various other types of impaired driving beyond alcohol impairment will be continued by providing Advanced Roadside Impaired Driving Enforcement (ARIDE) training and Drug Evaluation and Classification Program (DECP) training. The goal of DECP is to train and certify law enforcement officers in drug recognition and provide the training opportunity to become a Drug Recognition Expert (DRE). The Traffic Safety Resource Prosecutor (TSRP) will perform prosecutorial activities, such as researching DUI law and assisting in the preparation of DUI cases. The TSRP will also act in an advisory capacity to State and local law enforcement agencies and the 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. In addition, the TSRP will conduct other DUI enforcement related training for prosecutors and judges. The Administrative Hearing Attorneys will continue to review Administrative Per Se cases. They will continue to provide procedural oversight during hearings and provide assistance to law enforcement personnel. They will also represent the DMV at Ignition Interlock Device (IID) violation hearings and provide administrative oversight of components of the IID program. HSO staff will work cooperatively with the TSRP and the Administrative Hearing Attorneys to increase successful prosecution and conviction of DUI offenders.

Activities:

Project Title: Impaired Driving Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

The task included coordination of activities and projects outlined in the impaired driving program area, statewide coordination of program activities, development and facilitation of

public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee related expenses and overtime, professional and outside services, travel, materials, supplies and other related operating expenses. The majority of this project was used to fund salary while a small portion was used for travel and operating expenses.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
402-AL	0197-0704-AA	CT-DOT/HSO	Alcohol Program Management	\$1,990.50
154AL	0197-0722-AA	CT-DOT/HSO	Alcohol Program Management (154)	\$198,419.29

Project Title: DUI Overtime Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

High Visibility Enforcement objectives were accomplished through coordinated sobriety checkpoint activity and roving/saturation patrols. Law enforcement agencies were offered DUI overtime enforcement grants to conduct High Visibility Enforcement activities. In order to fulfill the Impaired Driving program countermeasures, the HSO made an extra effort to add additional saturation patrols and checkpoints during the national crackdowns of the Thanksgiving, Christmas and New Year’s holidays, as well as Super Bowl Sunday, Saint Patrick’s Day, Cinco de Mayo, Memorial Day, July 4th and Labor Day. These grants were available to police departments for the holiday/high travel periods and for non-holiday travel periods creating year-round sustained High Visibility Enforcement. The enforcement efforts were targeted at high DUI activity periods identified in the statewide DUI problem identification, and by local police departments based on specific community core hours of related alcohol activity. Through this task, HSO staff made every effort to encourage DUI checkpoint activity throughout the year. The HSO awarded 78 Comprehensive DUI Enforcement projects in FFY 2017 to the State Police, Resident State Trooper offices, municipal police agencies and university police departments. Enforcement targeted high risk regions and communities where DUI activity was known to be significant, based on a multi-year data analysis of passenger vehicle injury crashes.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154AL	0197-0722-AE	BETHANY-*	DUI Enforcement	\$11,505.22
154AL	0197-0722-AF	KILLINGLY-*	DUI Enforcement	\$44,361.11
154AL	0197-0722-AG	GLASTONBURY	DUI Enforcement	\$22,190.17
154AL	0197-0722-AH	DURHAM-*	DUI Enforcement	\$19,109.63
154AL	0197-0722-AI	MIDDLEFIELD-*	DUI Enforcement	\$16,299.44
154AL	0197-0722-AJ	BRISTOL	DUI Enforcement	\$111,296.97
154AL	0197-0722-AK	LEDYARD	DUI Enforcement	\$13,934.66
154AL	0197-0722-AL	GREENWICH	DUI Enforcement	\$45,411.26

154AL	0197-0722-AM	WATERTOWN	DUI Enforcement	\$10,877.19
154AL	0197-0722-AN	NEW BRITAIN	DUI Enforcement	\$98,975.66
154AL	0197-0722-AO	ELLINGTON-*	DUI Enforcement	\$42,526.25
154AL	0197-0722-AP	SOMERS-*	DUI Enforcement	\$37,903.68
154AL	0197-0722-AQ	NAUGATUCK	DUI Enforcement	\$34,624.48
154AL	0197-0722-AR	WETHERSFIELD	DUI Enforcement	\$3,740.53
154AL	0197-0722-AT	FAIRFIELD	DUI Enforcement	\$130,643.23
154AL	0197-0722-AU	MERIDEN	DUI Enforcement	\$8,078.59
154AL	0197-0722-AV	CITY OF GROTON	DUI Enforcement	\$3,655.38
154AL	0197-0722-AW	DEEP RIVER-*	DUI Enforcement	\$38,404.67
154AL	0197-0722-AZ	PLAINVILLE	DUI Enforcement	\$12,772.44
154AL	0197-0722-BB	STAFFORD-*	DUI Enforcement	\$40,354.29
154AL	0197-0722-BC	CROMWELL	DUI Enforcement	\$17,013.45
154AL	0197-0722-BD	NORWALK	DUI Enforcement	\$54,901.78
154AL	0197-0722-BE	BETHEL	DUI Enforcement	\$20,410.24
154AL	0197-0722-BF	KILLINGWORTH-*	DUI Enforcement	\$8,748.04
154AL	0197-0722-BH	MANCHESTER	DUI Enforcement	\$123,051.47
154AL	0197-0722-BI	BRANFORD	DUI Enforcement	\$25,174.50
154AL	0197-0722-BJ	NORTH HAVEN	DUI Enforcement	\$5,765.59
154AL	0197-0722-BK	TOWN OF GROTON	DUI Enforcement	\$26,072.53
154AL	0197-0722-BL	COVENTRY	DUI Enforcement	\$1,752.81
154AL	0197-0722-BM	NORWICH	DUI Enforcement	\$34,770.94
154AL	0197-0722-BN	WINDSOR	DUI Enforcement	\$21,225.71
154AL	0197-0722-BO	EAST HAVEN	DUI Enforcement	\$2,799.63
154AL	0197-0722-BQ	OLD LYME-*	DUI Enforcement	\$7,416.66
154AL	0197-0722-BT	JEWETT CITY-*	DUI Enforcement	\$46,925.57
154AL	0197-0722-BU	NEW CANAAN	DUI Enforcement	\$2,366.32
154AL	0197-0722-BV	CCSU	DUI Enforcement	\$20,652.24
154AL	0197-0722-BX	DANBURY	DUI Enforcement	\$328.47
154AL	0197-0722-BY	BERLIN	DUI Enforcement	\$5,297.47
154AL	0197-0722-BZ	WILTON	DUI Enforcement	\$32,342.56
154AL	0197-0722-CA	EAST LYME-*	DUI Enforcement	\$43,133.37
154AL	0197-0722-CB	HARTFORD	DUI Enforcement	\$198,185.60
154AL	0197-0722-CC	WALLINGFORD	DUI Enforcement	\$27,621.32
154AL	0197-0722-CE	NORTH STONINGTON-*	DUI Enforcement	\$31,581.09
154AL	0197-0722-CF	TOLLAND-*	DUI Enforcement	\$39,675.00
154AL	0197-0722-CG	CHESTER-*	DUI Enforcement	\$6,970.10
154AL	0197-0722-CH	VERNON	DUI Enforcement	\$8,447.70
154AL	0197-0722-CI	MONROE	DUI Enforcement	\$33,153.30
154AL	0197-0722-CJ	WILLIMANTIC	DUI Enforcement	\$20,028.52
154AL	0197-0722-CK	HADDAM-*	DUI Enforcement	\$13,236.84
154AL	0197-0722-CL	TRUMBULL	DUI Enforcement	\$29,541.59
154AL	0197-0722-CM	STRATFORD	DUI Enforcement	\$9,781.28
154AL	0197-0722-CN	ENFIELD	DUI Enforcement	\$120,180.47

154AL	0197-0722-CP	COLCHESTER-*	DUI Enforcement	\$7,178.77
154AL	0197-0722-CQ	LISBON-*	DUI Enforcement	\$21,789.41
154AL	0197-0722-CS	MONTVILLE-*	DUI Enforcement	\$31,760.23
154AL	0197-0722-CV	WATERFORD	DUI Enforcement	\$10,769.97
154AL	0197-0722-CW	WESTON	DUI Enforcement	\$1,810.09
154AL	0197-0722-CX	PLYMOUTH	DUI Enforcement	\$3,073.58
154AL	0197-0722-CY	SUFFIELD	DUI Enforcement	\$0.00
154AL	0197-0722-CZ	WOODBIDGE	DUI Enforcement	\$6,386.59
154AL	0197-0722-DH	CHESHIRE	DUI Enforcement	\$36,214.21
154AL	0197-0722-DI	NEW HAVEN	DUI Enforcement	\$186,849.67
154AL	0197-0722-DJ	SOUTH WINDSOR	DUI Enforcement	\$14,584.55
154AL	0197-0722-DK	PLAINFIELD	DUI Enforcement	\$10,576.76
154AL	0197-0722-DL	OLD SAYBROOK	DUI Enforcement	\$20,346.74
154AL	0197-0722-DN	ORANGE	DUI Enforcement	\$2,086.08
154AL	0197-0722-DO	NORTH BRANFORD	DUI Enforcement	\$8,195.09
154AL	0197-0722-DQ	WINDSOR LOCKS	DUI Enforcement	\$34,062.41
154AL	0197-0722-DR	WEST HARTFORD	DUI Enforcement	\$84,938.26
154AL	0197-0722-DS	FARMINGTON	DUI Enforcement	\$0.00
154AL	0197-0722 DU	MANSFIELD-*	DUI Enforcement	\$69,590.21
154AL	0197-0722-DV	ROCKY HILL	DUI Enforcement	\$14,511.43
154AL	0197-0722-DW	EAST WINDSOR	DUI Enforcement	\$15,168.53
154AL	0197-0722-EB	SPRAGUE-*	DUI Enforcement	\$13,697.46
154AL	0197-0722-EF	WOLCOTT	DUI Enforcement	\$1,489.79
154AL	0197-0722-EZ	STAMFORD	DUI Enforcement	\$64,295.00
405d-1	0197-0743-1-DL	NEWTOWN	DUI Enforcement	\$35,912.17
405d-1	0197-0743-1-DM	DESPP	DUI Enforcement	\$519,785.81

*Resident State Trooper Towns



Project Title: SFST Training

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Edmund Hedge

Funding was provided for judicial and law enforcement agencies to train personnel in the latest methods of DUI enforcement. Two SFST and three ARIDE training sessions were conducted at POSTC and over 140 officers were trained through this program. This task ensured that NHTSA approved SFST procedures were implemented uniformly by practitioners throughout the State.

Funding included overtime expenses, travel and lodging for instructors as well as materials to support this task, including SFST stimulus pens and SFST reference notebooks.

TRAINING CLASS	2015	2016	2017
SFST - High Visibility Enforcement Trained Officers	106	81	61
ARIDE - Advanced Roadside Impaired Driving Enforcement	68	134	62
TOTAL Law Enforcement Trained	174	215	123

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154AL	0197-0722-AB	CT-DOT/HSO	Alcohol Related Program Training	\$2,169.82

Project Title: Traffic Safety Resource Prosecutor (TSRP)

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Edmund Hedge

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

The TSRP position was only funded from October 1, 2016 to January 31, 2017 in FFY 2017 due to the resignation of the TSRP from state service.

Funding Source	Project number	Agency	Title	\$ Amount
154AL	0197-0722-AC	CT-DOT/HSO	Criminal Justice	\$37,783.72
402-PT	0197-0707-AF	CT-DOT/HSO	Criminal Justice	\$11,350.54

Project Title: Mothers Against Drunk Driving (MADD) Initiatives

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Power of Parents It's Your Influence

The Mothers Against Drunk Driving (MADD) educational outreach program, Power of Parents, It's Your Influence, received federal funding under this task. The program was a 30-minute workshop given to parents. It was based on a parent handbook, which motivated parents to talk with their teens about alcohol. Handbooks were presented to every parent in attendance at each workshop. The workshops were presented by trained facilitators who attended a facilitator training led by the MADD Connecticut Youth Department. A Program Specialist had administrative oversight regarding the implementation of this program. A total of twenty-seven (27) workshops reaching five hundred sixty-five (565) participants were conducted over the course of the grant. Workshop events included driving schools, alternative to incarceration sessions, parent orientations, coalition forums and lunch and learn events. The workshops were conducted in various towns including East Haven, Fairfield, Griswold, Hamden, Milford, New Haven, North Branford, Norwalk and Waterford.

Funding Source	Project number	Agency	Title	\$ Amount
405d-3	0197-0743-3-AK	MOTHERS AGAINST DRUNK DRIVING	Power of Parents	\$34,509.26

Project Title: DUI Enforcement/Testing Equipment

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

The HSO continued to encourage regional cooperation and coordination of checkpoints by awarding funds for the purchase of DUI related equipment that will be jointly utilized by regional traffic units (RTUs) (e.g., DUI mobile command vehicles for RTUs, breath testing equipment, passive alcohol sensing flashlights, stimulus pens for horizontal gaze nystagmus (HGN) tests, checkpoint signage/portable lighting equipment and other eligible DUI related enforcement equipment). Reflective cones were used for DUI Checkpoints (officer safety, motorist safety and channelization of traffic). Additionally, many law enforcement agencies do not own safety specific cones and must borrow them from public works departments. Approval for capital equipment acquisition(s) (as defined in 23 CFR 1200.21) were addressed when specific needs analysis was complete and program structure was determined.

The following equipment purchases assisted law enforcement in the performance of DUI checkpoint activities:

DUI Checkpoint Signage

The Old Saybrook Police Department purchased new DUI checkpoint signage and sign stands. A major goal of their traffic safety campaigns is high-visibility and deterrence. These signs will be deployed at DUI checkpoints held by the Old Saybrook Police Department annually. This equipment will greatly improve safety conditions for both officers and motorists at DUI checkpoints.

Open Trailer

The New Britain Police Department purchased an open trailer to transport all of their traffic safety equipment on one vehicle. This ensures that the deployment of such equipment is safe and efficient. The trailer also provides a stable platform to arrange the equipment to ensure that the deployment is both organized and systematic. Office safety conditions will also be improved.

There was 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 purchases assisted in the identification of impairment through forensic science activity:

Draeger Five Year Extended Warranty

The Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services purchased five-year extended service warranties for the 121 Draeger Alcotest 9510 evidential breath testing instruments that they currently own. This ensures that the Draeger instruments will remain in working order.

Validation and Operational Materials

The Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services purchased consumable and instrumental supplies to process and analyze additional evidence from DUI and Office of the Chief Medical Examiner (OCME) related cases. Supplies purchased are being used to achieve the objective of adequately processing and analyzing biological specimens from both DUI and OCME cases for the presence of significant drugs of abuse at appropriate levels.

Fund	Project Number	Agency	Item (#'s)	\$ Unit Cost
154AL	0197-0722-BA	OLD SAYBROOK POLICE DEPARTMENT	DUI Checkpoint Signage	\$2,484.18
154AL	0197-0722-BS	NEW BRITAIN POLICE DEPARTMENT	Open Trailer	\$3,000.00

405d-1	0197-0743-1-DN	DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION	Draeger Five Year Extended Warranty	\$203,280.00
405d-5	0197-0743-5-DO	DEPARTMENT OF EMERGENCY SERVICES AND PUBLIC PROTECTION	Validation and Operational Materials	\$49,589.01

Project Title: DUI Media Campaign

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Michael Whaley

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

Advertising impaired driving messages (including “Drive Sober or Get Pulled Over”, “Buzzed Driving is Drunk Driving” 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 was purchased at the following venues, including but not limited to: New Britain Stadium, Hartford’s XL Center and Dunkin’ Donuts Park, Bridgeport’s Harbor Yard Arena and Ballpark, Gampel Pavilion in Storrs, Ives Theater in Danbury, Rentschler Field in East Hartford, Dodd Stadium in Norwich, Live Nation Theatres in Hartford and Wallingford, Lime Rock Park in Salisbury, Stafford Motor Speedway in Stafford Springs, Thompson International Speedway in Thompson and high school state tournament locations throughout the state. Alongside these messages appearing at these venues, public information and education efforts were conducted on-site to engage the public and encourage them to drive sober.

Media Campaign Costs

- The total amount spent for the Thanksgiving, Christmas, New Year crackdown (November 21, 2016 - January 1, 2017) was \$100,000. The cost breakdown was: General Market Radio - \$30,200 for 1,055 spots; Radio Traffic Sponsorships - \$15,000 for

425 spots; Digital Billboards - \$21,800 for 208,409 spots; Gas Station Radio - \$5,000 for 339,866 plays; Pandora - \$7,000 for 1,075,000 impressions; Digital Banner Display - \$20,000 for 4,587,976 impressions; and Facebook - \$1,000 for 374,322 impressions.

- The total amount spent for the Memorial Day crackdown (May - June 2017) was \$19,914. The cost breakdown was: Display - \$3,500 for 1,257,372 impressions; Social Media - \$1,500 for 260,197 impressions; and Radio - \$14,414 for 377 spots.
- The total amount spent for the July 4th crackdown (July 2017) was \$18,987. The cost breakdown was: Display - \$3,500 for 679,551 impressions; Social Media - \$1,500 for 97,690 impressions; and Radio - \$13,987 for 361 spots.
- The total amount spent for the Labor Day crackdown (August - September 2017) was \$39,180. The cost breakdown was: Display - \$7,500 for 1,635,696 impressions; Social Media - \$2,500 for 296,598 impressions; Radio - \$9,931 for 222 spots; Additional Radio - \$13,484; and Outdoor - \$5,765 for 5,291 units.
- Additionally, a Spanish campaign ran from November 21, 2016 to September 4, 2017. The Spanish campaign utilized digital, radio and outdoor mediums and produced 11,579,475 impressions and 638 spots.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154PM	0197-0720-AA	CT-DOT/HSO	DUI Media Campaign	\$1,105,743.00

Project Title: Administrative Per Se Hearing Attorney(s)

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

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

Administrative Per Se Hearing Attorney(s) Activity by Quarter

- From October 2016 to December 2016: Reports Reviewed – 2,201; Cases Presented – 158; Non-processable Reports Reviewed – 298; Non-processable Reports Saved – 20.
- From January 2017 to March 2017: Reports Reviewed – 1,749; Cases Presented – 168; Non-processable Reports Reviewed – 171; Non-processable Reports Saved – 27.
- From April 2017 to June 2017: Reports Reviewed – 1,943; Cases Presented – 177; Non-processable Reports Reviewed – 194; Non-processable Reports Saved – 30.

- From July 2017 to September 2017: Reports Reviewed – 1,924; Cases Presented – 163; Non-processable Reports Reviewed – 328; Non-processable Reports Saved – 18.

The total number of Per Se hearings reports reviewed was 7,817. The total number of cases presented was 666. The total number of non-processable reports reviewed was 991. The total number of non-processable reports saved was 95.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-4	0197-0743-4-BF	CT-DOT/HSO	(2) DMV Admin. Per Se Hearings Attorney(s)	\$387,914.56

Project Title: Ignition Interlock Device (Personnel Support)

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Funding was provided for an Office Assistant position at the Connecticut Department of Motor Vehicles (DMV) to perform clerical duties in support of the Ignition Interlock Device (IID) program. Current activities include opening and processing incoming mail, pulling driver histories for Motor Vehicle Analyst (MVA) review, preparing incoming documents for MVA review, scanning conviction information, entering fee payments and performing other clerical duties as needed. Additionally, the Office Assistant answers telephone calls from attorneys and customers. Having clerical staff perform these duties allows Program Coordinators and MVAs more time to review incoming cases, respond to inquiries and perform analytical IID program duties. The DMV Driver Services Unit reported a total of 5,793 OUI arrests, 2,665 OUI convictions and 8,241 driver license reinstatements with an IID requirement for the reporting period.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-6	0197-0743-6-DI	CT-DOT/HSO	Ignition Interlock Device (Personnel Support)	\$99,479.17

Project Title: Drug Evaluation and Classification Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund Hedge

Funding was provided to train personnel in the latest methods of drug evaluation and classification and certify 9 State and local law enforcement officials as Drug Recognition Experts (DREs) and two instructor candidates as DRE instructors. The HSO worked with neighboring States Rhode Island to participate in the expansion of the Connecticut Drug Evaluation and Classification Program (DECP) including the DRE program. Also included in this task was the recertification of practitioners and instructors. This task ensured that the NHTSA/IACP

credentialed DRE evaluations are implemented uniformly by four (4) DRE instructors and 34 DRE practitioners (38 Total DRE's) throughout the State. Funding also included overtime expenses and travel and lodging for instructors, as well as materials to support this task.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-2	0197-0743-2-BH	CT-DOT/HSO	DRE Training	\$36,888.87

Project Title: DRE Field Materials and Tablets for Evaluations and Recording

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund Hedge

The Highway Safety Office partnered with the University of Connecticut, Transportation Safety Training Institute to collect and analyze DRE Evaluation data and was awarded a Highway grant to purchase tablets which were distributed to each certified DRE to expedite the reporting to the national tracking system. The data collected will assist in tracking and problem identification. The Tablets will remain state property and will be subject to monitoring evaluation activity. This task directly supported the DRE training program and provided expert field material for each of the State's DRE's.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-1	0197-0743-1-DK	UCONN	DRE Tablets	\$ 48,565.32

Project Title: Underage Alcohol Enforcement Grant Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi



Connecticut Highway Safety
Posted by Michael Whaley [?] · July 25

The potential consequences of underage drinking can impact a young person's life forever. While many parents may think "not my kid" in regards to their child engaging in dangerous alcohol related behavior, the reality is parents can avoid a tragedy by being more involved. Here is the new commercial from the State Coalition for the Prevention of Underage Drinking.

2,896 people reached Boost Post

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Funding for underage drinking enforcement was awarded to four municipal and university law enforcement agencies. Consideration was given to communities with higher underage drinking violation rates weighted by population and injury and fatal crash data. Activities included Xfinity Theater summer concert parking lot patrols, compliance checks, party patrols, surveillance patrols, Cops in Shops and shoulder taps. Many activities involved officers working at school events enforcing the underage drinking laws. Educational activities were also included.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
154AL	0197-0722-EQ	HARTFORD	Underage Alcohol Enforcement Grant	\$47,607.00
154AL	0197-0722-EV	WEST HARTFORD	Underage Alcohol Enforcement Grant	\$25,847.44
154AL	0197-0722-EW	MANSFIELD	Underage Alcohol Enforcement Grant	\$52,865.60
405d-1	0197-0743-1-AM	CCSU	Underage Alcohol Enforcement Grant	\$14,711.74

Project Title: Personnel (Chemist – Toxicology/Breathalyzer)

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

This task provided for a full-time position at the Department of Emergency Services and Public Protection (DESPP) Division of Scientific Services and was divided equally between support of the Breath Alcohol Testing (BAT) program and analysis of toxicology samples in DUI cases. Activities in BAT included instrument evaluation and certification, training of instructors, coordinating statistical data, presenting expert testimony regarding alcohol testing in general and breath alcohol testing in specific. Activities in casework analysis included determination of alcohol concentration in blood and urine samples using Headspace-GC analysis, EMIT screening for drugs of abuse and pharmaceuticals that may impair driving, and LC- and GC-mass spectrometry analysis of samples for detection and confirmation of such drugs, as well as drugs not detected by EMIT screen procedures. A total of 8,687 alcohol and drug analyses were performed during the reporting period. This is a significant increase from the previous year's total of 4,815. In addition, the staff member attended 18 trainings.

<u>Funding Source</u>	<u>Project number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-5	0197-0743-5-BQ	DESPP	Personnel (Chemist)	\$119,886.74

Project Title: Data Analysis and Surveys

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

This project provided funding for the provision of data to the Highway Safety Office used for problem identification and the creation of countermeasures to decrease fatalities and injuries related to impaired driving. This project provided funding for annual evaluation and support for the Impaired Driving Program. The project included data evaluation and support for annual planning documents. This project also included NHTSA core performance measure mandated attitude and awareness surveys and analysis as well as knowledge and awareness surveys at DMV offices to track the impact of enforcement activities.

Funding Source	Project number	Agency	Title	\$ Amount
154AL	0197-0722-AD	HSO	Data Analysis & Surveys	\$150,000.00

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

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

This year was the first full year of implementation of the Governor’s Prevention Partnership’s ‘E3: Encourage, Empower, Engage Program’ at sites around Connecticut. The program was administered in the fall and spring academic semesters. There were 131 youth facilitators trained across all the sites. The program was administered to 36 groups of students in ninth and tenth grade. The following high schools participated: Oxford High School, Trinity Catholic High School (Stamford, CT), Old Saybrook Youth Action Council in partnership with Old Saybrook High School, East Windsor High School, Haddam-Killingworth High School and Kolbe Cathedral High School (Bridgeport, CT).

It was evident during the pilot year of 2015-2016 that youth were participating in risky behavior and felt they did not know how to make healthy decisions while maintaining positive relationships with their peers. The findings indicate that the program supports youth in their decisions to remain alcohol and drug free, and to develop skills to prevent their peers from making poor decisions around impaired driving. A core strength of the program is its peer-to-peer model. The technical support and oversight provided by the Partnership program manager is important for the program to be implemented with fidelity to the model and to strengthen fulfillment of the reporting requirements for evaluation purposes. The program impacted over 336 who completed the program and over 1,000 youth impacted by the social awareness campaigns.

The pre and post surveys combined with process information indicate that the E3 program has had a positive influence on student beliefs, attitudes, and skills pertaining to healthy decision

making around alcohol and drugs, and impaired driving. Outcomes from the surveys demonstrate that the program positively impacted youth’s skills in being able to influence other teens not to use alcohol or drugs. The program helped students maintain their protective norms around not drinking alcohol and not driving after smoking marijuana. The peer-led approach, with interactive activities and games, has been well received by the facilitators as well as the youth participants in the program. E3 advisors noted that the program was able to help several youth who were identified by their peers as potentially having problems with alcohol or substance use to connect to services. Youth in Connecticut continue to Encourage, Empower and Engage each other in positive decision making by increasing the awareness of underage drinking and the dangers of risky behavior.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0197-0722-EM	Governor’s Prevention Partnership	Youth Led Underage Drinking Prevention	\$73,443.04

Project Title: ‘Choices Matter’ Impaired Driving Program Featuring Chris Sandy

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

The HSO brought back Chris Sandy’s powerful ‘Choices Matter’ program to 45 high schools in Connecticut during the 2016-2017 school year. When Chris was 22 years old he was charged and convicted on two counts of vehicular homicide by DUI and spent eight and a half years in prison for his crime. In prison he committed himself to preventing anyone else from repeating his mistakes, and his story has since been the inspiration for a book and documentary. Chris Sandy is now serving the remainder of his sentence on Parole/Probation until 2031. This former inmate continues sharing his dynamic live presentation at schools, colleges, conferences, military bases and business organizations nationwide. He is considered one of the most talented speakers in the youth industry. Chris has spoken to over a million people in the United States. Chris again partnered with Eric Krug at some of the schools, a victim of a deadly alcohol related crash, creating an incredible presentation featuring an offender and victim. An impaired driving simulator was also present at each location for students as a hands-on portion of this program to allow them the experience to see the potentially devastating consequences of driving impaired in a safe setting. The HSO continued to receive extremely positive feedback from students and administrators regarding the program during this expanded tour.

Funding Source	Project Number	Agency	Title	\$ Amount
154-AL	0197-0722-AY	CT DOT/HSO	Choices Matter	\$180,000.00

Project Title: Statewide Drugged Driving Policy Summit

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi/Edmund Hedge

AAA partnered with the HSO to hold a Drugged Driving Policy Summit. The summit was held on Tuesday, November 15, 2016 at Goodwin College in East Hartford, CT. The summit brought together subject matter experts, law enforcement, prosecutors, judges, legislators, educators, physicians, and traffic safety professionals to highlight issues and challenges surrounding the drugged driving problem, educate key stakeholders, discuss collaborative solutions and identify opportunities for influencing the best possible outcomes from a traffic safety perspective. The goal of the summit was to educate lawmakers, law enforcement and the judiciary about the growing problem of drugged driving, giving special attention to the challenges presented by the legalization of marijuana.

<u>Funding Source</u>	<u>Project Number</u>	<u>Agency</u>	<u>Title</u>	<u>\$ Amount</u>
405d-2	0197-0743-2-DJ	AAA	Statewide Drugged Driving Summit	\$5,840.99

Total Amount of funds expended in this program area:

There was \$1,990.50 in 402-AL funds spent in this program area during FFY2017.

There was \$11,350.54 in 402-PT funds spent in this program area during FFY2017.

There was \$1,105,743.00 in 154PM funds spent in this program area during FFY2017.

There was \$3,217,702.34 in 154AL funds spent in this program area during FFY2017.

There was \$822,255.04 in 405d-1 funds spent in this program area during FFY2017.

There was \$42,729.86 in 405d-2 funds spent in this program area during FFY2017.

There was \$34,509.26 in 405d-3 funds spent in this program area during FFY2017.

There was \$387,914.56 in 405d-4 funds spent in this program area during FFY2017.

There was \$169,475.75 in 405d-5 funds spent in this program area during FFY2017.

There was \$99,479.17 in 405d-6 funds spent in this program area during FFY2017.

Occupant Protection

Performance Goals:

To decrease the number of unrestrained occupants in fatal crashes from the five year (2010-2014) moving average of 64 in 2014 by 10 percent to a five year (2014-2018) moving average of 58 in 2018.

To increase the statewide observed seat belt use rate from 85.4 percent in 2015 to 88 percent or above in 2018.

Number of Agencies that participated in Occupant Protection Program in FFY 2017: 108

During the May enforcement period 108 police agencies participated. HSO provided funding to 54 agencies and the Connecticut State Police.

The following activities took place as part of the Occupant Protection program to meet the above goals/targets. The target(s) were met for the following reasons:

The target to increase the statewide observed seat belt use rate to 88 percent or above was reached with a 2017 seat belt rate of 90.3%. The target to reduce the number of unrestrained occupants in fatal crashes to a moving average of 64 has reached a five year moving average of 57 (2012-2016).

Connecticut's seat belt use rate increased to an all-time high of 90.3% in 2017. Below describes the efforts that Connecticut undertook to increase the use of seat belts. A Seatbelt Working Group was created in 2014 to discuss methods to increase belt use in Connecticut. The Working Group is represented by state and local law enforcement, Preusser Research Group, AAA, Cashman+Katz Media Consultant, Transportation Safety Research Center, Department of Public Health, area hospital ER Doctor, hospitals injury prevention departments and the HSO. As a result of the Working Group, changes were made which included revisions to the media campaign which focused on educating drivers on the fines associated with not wearing a seatbelt and increased sustained enforcement along with other education strategies. A combination of adding the fines to the media campaign, having year round seat belt messaging and encouraging law enforcement agencies to increase sustained enforcement helped raise our belt use rate.

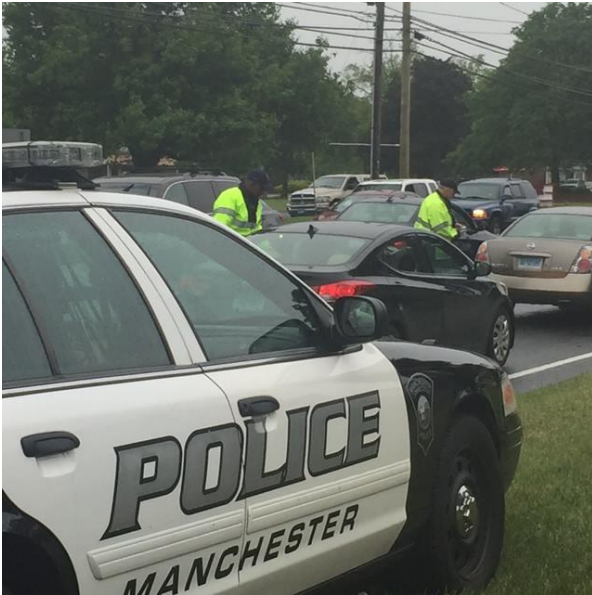


DOT: Seat-belt use tops 90 percent in Connecticut

For the first time, more than 90 percent of Connecticut drivers and passengers are wearing seat belts. The 90.3 percent compliance rate puts Connecticut at the highest compliance rate in New England. It also exceeds the national compliance rate of...

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Connecticut joined law enforcement agencies across the eastern half of the United States in mobilizing the CIOT “Border to Border” operation to reinforce the message across state lines that driving or riding unbuckled will result in a ticket. The HSO also continued year round social norming campaign during non-CIOT periods. Law enforcement partners were encouraged to continue extra enforcement beyond the two-week campaign (sustained enforcement), and social norming messaging was used to keep seat belt use awareness in the news.



During this reporting period, there were two “Click it or Ticket” Enforcement Mobilization efforts commencing on November 21, 2016 and May 2, 2017. State and local law enforcement departments conducted seat belt checkpoints that included local media news coverage.

The November’s mobilization activity resulted in a total of 2,108 seat belt citations, 19 child safety seat citations, 403 speeding citations, and 423 cellphone/distracted driving citations and 40 DUI arrests. The May’s mobilization enforcement activity included a total of 5,234 seat belt citations, 41 child safety seat citations, 773 speeding citations, 910 cellphone/distracted driving citations and 43 DUI arrests.

List any follow up action that will be taken to maintain the targets in the future:

Greater effort was placed on areas with low seat belt usage and unbelted crashes through increased enforcement and education. This practice was initiated during the 2014 planning cycle and continued during 2017 fiscal year. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five year period. This process served to prioritize funding opportunities for participating law enforcement agencies. The HSO then assigned a greater funding priority to towns and agencies that showed the greatest need in this area. This increased focus on low belt used and unbelted crashes will not preclude the HSO from continuing historical practice of attempting to achieve statewide law enforcement participation during national mobilizations. The HSO continued to encourage law enforcement agencies statewide to apply for and participate in the CIOT mobilizations in May and November regardless of funding availability. The HSO continued Seat Belt Working Group meetings, sustained enforcement, educational outreach and media buys during enforcement and non-enforcement periods.

Activities:

Project Title Occupant Protection Program Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

The goal of this project was to increase the seat belt use in Connecticut. This project included coordination of activities and projects outlined in the occupant protection/child passenger safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. Funding was provided for personnel, employee-related expenses and overtime, professional and outside services, travel expenses for training and to attend outreach events, to purchase educational materials and supplies for outreach and press events, and other related operating expenses.

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

Fund	Project number	Agency	Title	\$ Amount
402- OP	0197-0702-AA	CT-DOT/HSO	OP Program Administration	\$1,626.03

Project Title: Data Analysis & Surveys

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

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

Fund	Project number	Agency	Title	\$ Amount
402 - OP	0197-0702-AB	CT-DOT/HSO	Data Analysis & Surveys	\$150,000.00

Project Title: Click it or Ticket Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

The goal of this project was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols. 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 focused patrol and roving/saturation patrols. The WAVE is an enforcement activity that takes place during the National Occupant Protection efforts. Law enforcement agencies reported a pre, post and enforcement survey to the HSO office.

During the FFY17 mobilizations, 54 agencies participated as sub-grantees. We increased our focus on low seat belt use towns and areas with unrestrained crashes based on data from Connecticut’s *2017 Seat Belt Use Report*. This was accomplished by analyzing crash and observation data to identify towns and areas with low belt use. This analysis focused on the combination of low belt use towns identified through observation surveys and paired it with ranked analysis of unbelted crashes and fatalities, population and VMT data over a five year period. Increased effort was focused on low seat belt use towns through increased enforcement and education.

Participated Funded Agencies

Berlin	9,221.28
Bethel	8,950.91
Bolton*	4,917.26
Bridgeport	17,000.00
Brookfield	3,929.27
Colchester	4,365.55
Coventry*	2,825.27
Danbury	8,203.41
Darien	3,998.20
East Hampton*	3,594.49
East Hartford	11,448.61
East Lyme*	5,881.76
East Windsor	5,860.85
Enfield	11,221.78
Fairfield	9,568.00
Farmington	7,172.32
Glastonbury	5,578.67
Hamden	9,000.00
Hartford	16,028.04

Ledyard	650.32
Manchester	12,000.00
Meriden	5,889.53
Mansfield*	6,538.72
Middlefield*	9,032.38
Monroe	2,298.58
Montville*	10,000.00
Naugatuck	7,809.92
New Britain	13,314.22
New Haven	14,241.38
New London	12,735.95
Norwalk	5,808.17
Norwich	6,716.80
Old Saybrook	279.62
Plainfield	7,008.55
Plainville*	7,902.60
Redding	6,275.03
Seymour	4,759.68
South Windsor	7,518.77
Southington	4,621.40

Stafford*	5,397.64
Stamford	7,408.44
Stonington	6,482.92
Stratford	9,379.24
Suffield	1,197.60
Vernon	2,439.42
Wallingford	11,116.52
Waterford	6,869.90
Watertown	8,000.00
West Hartford	7,281.60
Westbrook*	10,000.00
Westport	4,680.21
Willimantic	6,573.01
Wilton	4,252.24
Windsor Locks	7,603.85
Total	392,846.87

* Resident Trooper Town

During this reporting period, there were two “Click it or Ticket” Enforcement Mobilization efforts commencing on November 21, 2016 and May 2, 2017. State and local law enforcement departments conducted seat belt checkpoints that included local media news coverage. The November’s mobilization activity resulted in a total of 2,108 seat belt citations, 19 child safety seat citations, 403 speeding citations, and 423 cellphone/distracted driving citations and 40 DUI arrests. The May’s mobilization enforcement activity included a total of 5,234 seat belt citations, 41 child safety seat citations, 773 speeding citations, 910 cellphone/distracted driving citations and 43 DUI arrests. Law enforcement departments conducted seat belt focused patrols that included local media news coverage.

During the two-week national “Click It or Ticket” (CIOT) mobilization, the extra earned media helped to educate the public. During the May enforcement period, 108 police agencies participated even though HSO provided funding to only 54 (the 54 were selected based on a data and performance-driven process).

Connecticut joined law enforcement agencies across the eastern half of the United States in mobilizing the CIOT “Border to Border” operation to reinforce the message across state lines that driving or riding unbuckled will result in a ticket.



Fund	Project number	Agency	Title	\$ Amount
402- OP	0197-0702-AC	CT-DOT/HSO	Click It or Ticket Enforcement (November & May Mobilization)	\$392,846.87

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 was to decrease the number of unbelted drivers involved in fatal and injury crashes by encouraging law enforcement to ticket unbelted drivers during checkpoint and patrols by the Connecticut State Police. This project provided 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 was an enforcement activity that took place during the National Occupant Protection efforts. Law enforcement agencies reported a pre, post

and enforcement survey to the HSO office. Increased effort was focused on low seat belt use areas through increased enforcement and education.

Connecticut State Police mobilization for both enforcement periods included a total of 1,758 safety belt citations, 9 child safety seat citations, 34 speeding citations, 29 cellphone/distracted driving citations and 126 other motor vehicle citations.

Fund	Project number	Agency	Title	\$ Amount
405b-1 (M2HVE)	0197-0741-1-AC	DESPP	Occupant Protection Enforcement/CSP	\$120,030.49

Project Title: Safety Belt Convincer/Rollover Simulator

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

The goal of this task was to increase occupant restraint usage statewide and to increase public education programs through physical demonstrations. Seat Belt Convincer and Rollover Simulator demonstrations were conducted at schools, fairs, places of employment and community events.

Utilizing the Convincer and the Rollover Simulator the Connecticut State Police are able to demonstrate visually and physical the value of wearing a seat belt.



The State Police conducted Safety Belt Convincer demonstrations at 85 events and Rollover Simulator demonstrations at 30 events. Demonstrations were held at county fairs, colleges, school events, safety fairs and other community events. Total observers for both the Convincer and the Rollover were approximately 14,763 people.

Fund	Project number	Agency	Title	\$ Amount
405b-2 (M2PE)	0197-0741-2-AE	DESPP	Safety Belt Convincer/Rollover Simulator	\$111,505.30

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 was 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 not using proper child safety restraints. The project provided funding for a multi-media campaign to support the national “Click it or Ticket” enforcement mobilizations and year round safety belt messaging. This project also included a bi-lingual component for Spanish speaking audiences. This campaign utilized broadcast media to deliver a culturally-relevant message to educate those in the Latino community about the importance of using seat belts and upcoming traffic safety enforcement activities. Both the English and Spanish multi-media campaign included components featuring both paid media and bonus spots. The prominence of the “Click it or Ticket” message and its ability to reach the target audience is particularly important and timely as the HSO focuses on increasing the seat belt usage rate. Media effectiveness was tracked and measured through required evaluation reports from media agencies, and attitude and awareness surveys conducted at local DMV’s.

During this federal year paid media included TV ads, radio spots, outdoor billboards, bus panels, web banners, gas station media and online video advertising was purchased through the HSO media consultant. The HSO began using a social norming messaging during non-CIOT periods.

A media consultant also developed a Connecticut specific media messages on the importance of using seat belts and created a music/dance video #BuckleUpCT. We partnered with a local popular radio station sponsorship to keep seat belt use awareness in the news and media. This media consultant gave us added-value with elevator wraps at the malls for the month of December. This partnership allows us to reach a great majority of our target.

Value added media and public outreach at sporting and concert venues, health and safety fairs and civic organizations was received under this task. Advertising safety belt



messages (including “Click it or Ticket”, “Buckle Up Connecticut” and “Seat Belts Save Lives”) in the form of signage, event promotions and message specific promotions was also received at the following venues: New Britain Stadium, Hartford XL Center, Bridgeport’s Harbor Yard, Rentschler Field, Dodd Stadium, Live Nation theatres, Lime Rock Park, Stafford Motor Speedway and Thompson International Speedway.

Additional information regarding this media campaign can be found in the “Paid Media” section of the report.

Fund	Project number	Agency	Title	\$ Amount
402	0197-0702-AE	CT-DOT/HSO	Occupant Protection Media Buy	\$161,641.32
405b-2 (M2PE)	0197-0741-2-AD	CT-DOT/HSO	Occupant Protection Media Buy	\$175,000.00



Total Amount of funds expended in this program area:

There was \$406,535.79 in 405b funds spent in this Occupant Protection program area during FFY17.

There was \$955,334.11 in 402 funds spent in this Occupant Protection program area during FFY17. *

*Please note two Child Passenger Safety Projects are reflected in the Financial Summary under this area but are not in this section.

Child Passenger Safety

Performance Goals:

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.

The following activities took place as part of the Child Passenger Safety program to meet the above goals/targets. The target(s) was/were met/not met for the following reasons:

An updated K.I.D.S. Alert flyer was produced for distribution. The HSO attended car seat check-up events that were held across the state.

There were 179 technicians who were eligible to recertify for Connecticut from October 2016 thru September 2017. A total of 123 technicians did recertify bringing CT to a 71.1% recertification rate compared to a 58.2% national average. For many, that did not recertify, it was due to their position change at their job or retirement.

In 2017, the number of fitting stations increased from 77 to 89. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. There are 442 CPS Certified Technicians of which 25 are Child Passenger Safety Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

List any follow up action that will be taken to achieve targets in the future:

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



Activities:

Project Title: Waterbury Area Traffic Safety Program

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

The Waterbury Area Traffic Safety Program (WATSP), administered through the City's Police Department, serves the Waterbury and Litchfield County region of the State. This program reached over 2,000 parents, children and caregivers through educational presentations on occupant protection which also included car seat safety. Buckle Bear programs were also conducted throughout the Waterbury area and for the Naugatuck Head Start program where 165 children attended the weeklong presentations. Seventeen presentations were conducted reaching 1,232 children and 336 adults regarding Halloween and Pedestrian Safety.

These presentations were held for groups as small as 6 to as large as 300 and some of these presentations were a minimum of two-hours in duration. Educational materials were handed out at every presentation to the parents, caregivers and children.

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

There were 82 police officers who received POST credits on child passenger safety while attending regional trainings conducted at the Waterbury Police Department. The WATSP coordinator and a Waterbury Police Officer developed the curriculum and received approval by POST to provide the credits. The credits cover the CPS Law, violator's classes and crashes involving children.

The WATSP program updates the statewide car seat fitting station listing and submits to CT DOT on a monthly bases. This involves tracking the contact at each location and making sure their location continues to have a certified child passenger safety technician on hand. Adding new information with new contacts, verifying their days and times of operation and removing stations that are no longer active. In addition, all departments of newly trained technicians were contacted to see if they are actively checking car seats and want to be on the State listing. There are presently 89 fitting stations in the State of Connecticut.

Eleven Child Passenger Safety Certification classes were held during the grant year, adding 94 new technicians to the State.

Fund	Project number	Agency	Title	\$ Amount
402 OP	0197-0702-AD	Waterbury PD	Waterbury Area Traffic Safety Program	\$104,755.11

Project Title: Child Restraint Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

There were 179 technicians who were eligible to recertify for Connecticut from October 2016 thru September 2017. A total of 123 technicians did recertify bringing CT to a 71.1% recertification rate compared to a 58.2% national average. For many, that did not recertify, it was due to their position change at their job or retirement.

In 2017, the number of fitting stations increased from 77 to 89. Printed literature, car seat recommendations and educational supplies were provided to assist in supporting the fitting stations. Staff attendance at various car seat checkup, head-start and after school events was provided in support of the fitting stations. There are 442 CPS Certified Technicians of which 25 are Child Passenger Safety Certified Instructors. These CPS Instructors are available to teach certification classes for those interested in becoming a car seat technician.

Project Title: Child Passenger Safety Support - Training

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Juliet Little

The HSO along with Yale New Haven Health, Yale New Haven Children’s Hospital hosted four Child Passenger Safety Update Classes where six (6) CEU’s were provided to assist the 85 technicians that attended in maintaining their certification. These classes provided technicians hands on learning with some of the latest car seats and technology on the market. The classes were held at various locations across the State. The Stork Committee Advisory board continues to discuss ways to assist children with special healthcare needs.

Fund	Project number	Agency	Title	\$ Amount
402 CR	0197-0709-AB	CT-DOT/HSO	CPS Training	\$4,477.70

Connecticut Children’s Medical Center (CCMC) purchased CPS supplies for 15 grant applicants. Where 300 seats were checked and 100 free seats were distributed. They reached approximately 600 children and 2750 parents/caregivers. Grant recipients held 15 events during Child Passenger Safety Week.

Fund	Project number	Agency	Title	\$ Amount
402 CR	0197-0709-AC	Connecticut Children’s Medical Center	CPS Fitting Stations	\$83,891.23

Yale-New Haven Children’s Hospital had a total of 48 applications received. These applicants included 21 police departments, 3 state troop locations, 6 fire/ems departments, 6 hospitals and 1 AAA office, 1 community-based family services organization and 1 not for profit livery service. There were total of 3,300 sheets of educational materials given out. The “Right Fit” and proper seat belt usage during pregnancy forms were offered in English and Spanish. Every recipient received 50 KIDS Alert kits as well as 50 extra child information cards. A total of 2150 were distributed to police, fire and other organizations throughout Connecticut.

Fund	Project number	Agency	Title	\$ Amount
402 CR	0197-0709-AD	Yale New Haven Children’s Hospital	CPS Fitting Stations	\$47,705.18

The coordinator of this program taught at six certification classes as well as five child passenger safety update classes. This coordinator also serves as a resource to other technicians, parents and caregivers to help with the proper way to transport children with special health care needs. Worked with law enforcement, fire rescue agencies statewide to attend their clinics and fitting stations. Provided over 85 car seat sign-offs and assisted over 55 officers and healthcare personnel on maintaining active status as a car seat technician. Coordinator consulted on development of a fitting station at Fairfield Police Department, Goshen Fire Company, and Hamden Police Department. We conducted twelve (12) car seat clinics plus six (6) classroom educational sessions at various locations.

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

Fund	Project number	Agency	Title	\$ Amount
402 CR	0197-0709-AE	Yale New Haven Children’s Hospital	Yale-New Haven Children’s Hospital Community Traffic Safety Program	\$122,238.77

The “Look Before You Lock, Where’s Baby” Education Campaign emphasized child passenger safety by delivering safety messages to increase awareness of the issue of hot cars and to provided tips for parents and caregivers. A press event was held in June to kick-off this event. Safety tips included how not to forget children or leave them in a motor vehicle unattended. The campaign utilized radio, billboards, newspapers, online media, social media, community education, and outreach to businesses to deliver the safety messages. Pre-recorded radio interview aired on 4 radio stations, plus associated iStream stations, 2 digital billboards ran over 17 weeks.

Fund	Project number	Agency	Title	\$ Amount
402 (OP)	0197-0702-AG	Connecticut Children’s Medical Center	Look Before You Lock Education Campaign	\$144,464.78

Total Amount of funds expended in this program area:

There was \$258,312.88 in 402 CR funds spent in this area during FFY 2017

There was \$249,219.89 in 402 OP funds spent in this area during FFY 2017*

*Please note, the “WATSP” program and “Look Before you Lock” program are reflected in the Occupant Protection portion of the Financial Summary

Police Traffic Services

Performance Goals:

To reduce the number of speed related fatalities from the five year (2010-2014) moving average of 82 in 2014 by 10 percent to a five year (2014-2018) moving average of 76 in 2018.

The following activities took place as part of the Police Traffic Services program to meet the above goals/targets:

The Highway Safety Office, in partnership with the Connecticut Police Chiefs Association, held a Law Enforcement Traffic safety Summit to discuss current highway safety priorities and to recognize the law enforcement community for their participation in DOT's Highway Safety Programs. Over 250 law enforcement officers attended. Eighteen law enforcement agencies participated in the Law Enforcement Challenge and were recognized for their superior enforcement efforts in the following categories: Best Overall Alcohol Enforcement Program, Best Overall Child Passenger Safety Program, Best Overall Occupant Protection Program, and Best overall Speed Awareness Program. It should be noted that effective January 1, 2016, the program title was changed and identified as the "Connecticut Traffic Safety Challenge"

Activities:

Project Title: Police Traffic Services Program Administration

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund M. Hedge

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

Fund	Project number	Agency	Title	\$ Amount
402	0197-0707-AA	CT-DOT/HSO	PT Administration	\$15,291.08

Project Title: Speed Enforcement Grants – Major Cities

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

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

The local and State Police who participated in this initiative issued 6,698 infractions for speeding, 35 infractions for cell phone violations, 130 suspended licenses, 22 seat belt violations and 929 other motor vehicle violations. High Visibility Enforcement ran July 1 through September 5, 2017.

Fund	Project number	Agency	Title	\$ Amount
405(dii)-3	0197-0740-3-AC	New Haven	Speed Enforcement	\$42,805.98
405(dii)-3	0197-0740-3-AD	Hartford	Speed Enforcement	\$14,540.98
405(dii)-3	0197-0740-3-AE	Waterbury	Speed Enforcement	\$28,165.65
405(dii)-3	0197-0740-3-AF	New London	Speed Enforcement	\$42,973.63
405(dii)-3	0197-0740-3-AK	DESPP	Speed Enforcement	\$92,422.94
405(dii)-3	0197-0740-3-AN	Danbury	Speed Enforcement	\$33,927.30
405(dii)-3	0197-0740-3-AO	New Britain	Speed Enforcement	\$34,184.84
405(dii)-3	0197-0740-3-AP	Manchester	Speed Enforcement	\$43,235.33
405(dii)-3	0197-0740-3-AR	Enfield	Speed Enforcement	\$7,936.67

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

Speed HVE Media Buy

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Phyllis DiFiore

The goal of this project was a Major City's Speed Enforcement Program media campaign for the Highway Safety Office (HSO). This campaign will increase awareness of the dangers of speeding on Connecticut roads. Running this media campaign in concurrence with the high visibility enforcement activity of our law enforcement partners in our major cities is the most effective way of obtaining results.

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

The media campaign included cable television, radio, outdoor billboards, social media and digital banners. Media ran July 1 through September 5, 2017 and included both English and Spanish language media buy.

Funding Source	Project Number	Agency	Title	\$ Amount
405(dii)-3	0197-0740-3-AS	CT-DOT/HSO	HVE Speed Campaign Media Buy	\$150,000.00



Project Title Law Enforcement Challenge /Law Enforcement Summit

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund M. Hedge

The Connecticut Law Enforcement Challenge (CTLEC) is a performance based traffic safety competition between similar size and types of law enforcement agencies. Effective January 1, 2016, the program was known as the Connecticut Traffic safety Challenge (CTSC) the areas of concentration included the previous year (2016) efforts to enforce laws and educate the public about occupant protection, impaired driving, and speeding. Departments submitted an application which documents their agency's efforts and effectiveness in these areas including national mobilizations and crackdowns. The winning traffic safety programs were those that combined officer training, public information, and enforcement to reduce crashes and injuries within its jurisdiction. A law enforcement Traffic safety summit was held where participating agencies were recognized and all 225 attendees learned the latest traffic safety priorities. The Summit also served as a forum to discuss major issues including but not limited to the status of existing laws, impaired driving, safety belt use, distracted driving, training and the importance of crash data collection. The summit included a guest speaker specializing in the latest traffic safety enforcement strategies as part of a working lunch and plaques recognizing departments for their superior performance in key highway safety priority areas.

Fund	Project number	Agency	Title	\$ Amount
402	0197-0707-AB	Chiefs of Police	Law Enforcement Challenge	\$14,293.00

Project Title Statewide Traffic Safety Prosecutor

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Eugene Interlandi

Funding was provided for the TSRP to conduct drugged related activities that cannot be covered by section 154 AL monies. These expenditures included training initiatives and travel to the International Association of Chiefs of Police DRE training in Phoenix, Arizona.

Fund	Project number	Agency	Title	\$ Amount
402	0196-0707-AF	Division of Criminal Justice	Traffic Safety Resource Prosecutor	\$49,134.26

Project Title CPCA Public Info and Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund Hedge

The Connecticut Police Chiefs Association worked with Cashman and Katz media contractor and purchased TV ads, radio spots, print, outdoor, and web advertising during the **Halloween** period.

The media message was Connecticut specific and emphasized the importance of using seat belts, pedestrian safety, and the dangers of drinking and driving.

Fund	Project number	Agency	Title	\$ Amount
402	0197-0707-AD	CT Police Chiefs Association	Public Info and Education	\$50,000.00

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

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Edmund Hedge

The Connecticut Police Chiefs Association worked with Cashman and Katz media contractor to create and purchase TV ads, radio spots, print, outdoor, and web advertising during the **winter holiday** period. The media message was Connecticut specific and emphasized the importance of using seat belts, pedestrian safety, and the dangers of drinking and driving.

Purchase materials for social norming and enforcement efforts such as posters and public service announcements. This comprehensive initiative included the development and purchase of a public Service Announcement with a focal point to discourage impaired driving and provide information about related laws and associated risks.

Fund	Project number	Agency	Title	\$ Amount
402 (PTS)	0197-0707-AE	Connecticut Chiefs	CPCA PI&E	\$100,000.00

Project Title 1906 Racial Profiling

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

Connecticut Racial Profiling Project Completed Activities

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

Connecticut's anti-racial profiling law, entitled The Alvin W. Penn Racial Profiling Prohibition Act (Connecticut General Statutes Sections 54-1l and 54-1m), was changed significantly during the 2012 and 2013 legislative sessions. The intent of revising this legislation was to ensure a more rigorous application of the initial law, while allowing for methods and guidelines to be put in place

that would effectively infuse current and future best practices into all facets of its key provisions (e.g. the data collection/analysis, training, and complaint processes).

The work to date on this project has been significant. In FY17 the project team completed the following objectives outlined in the HS-1 application:

1. Refined the analytical protocol that was used in our analysis of the third year of data collection. The project staff continued to work with technical experts to finalize the analysis protocol and validate methods used in the report.
2. Continued to meet with the advisory board compiled of end users, agencies, community members and interested groups to discuss our findings from a July 2017 supplemental report analyzing racial disparities in 9 municipal police departments.
3. Worked with technical consultants Matthew Ross and Jesse Kalinowski to analyze Connecticut's traffic stop data at the municipal department, and State Police troop level. In particular, the Evaluation Team has utilized three distinct methodologies for examining the traffic stop data (Synthetic Control, Veil of Darkness, and Hit-Rate Analysis). The partnership between IMRP and the Evaluation Team produced a statistically rigorous and data-driven approach for the evaluation of traffic stop data. In the third year of data collection, the Evaluation Team and the IMRP expanded our methodology to address improvements discussed by the CT Racial Profiling Prohibition Advisory Board. A refined methodology included a time series examination of the data. This proposed work scope included updating the analyses conducted at the department levels using data collected between October 2015 and September 2016 as well as incorporating time series analyses that relied on data going back to October 2013. The scope of work consisted of four distinct components:
 - a. Synthetic Control for Departments
 - b. Veil of Darkness Methodology for 2015-2015 data, 2013-2016 data and robustness checks for departments identified using this method
 - c. Post-Stop Hit Rate Analysis
 - d. Support with general descriptive statistics
4. The analysis conducted by the technical consultants was published in a report (Traffic Stop Data Analysis and Findings, 2015-16) that the Project Staff released to the public in November 2017. The report was released through a presentation to the CT Racial Profiling Prohibition Advisory Board. Prior to releasing the report to the public, the project staff made a presentation to members of the Connecticut Police Chief's Association. The report analyzed approximately 560,000 traffic stops conducted by 106 law enforcement agencies in Connecticut. As a result of the study, 8 law enforcement agencies were identified with consistently significant racial and ethnic disparities that warranted further analysis.
5. The project staff continued to maintain a website to inform the public as to the advisory board's activities. The website includes advisory board minutes, agendas, research, reports, and other information related to the Connecticut racial profiling project. The website (www.ctrp3.org) has received almost 500,000 unique views.
6. The project staff worked with the Connecticut Data Collaborative to update and maintain the online public database for public consumption of traffic stop data. The raw traffic stop data is available for download for each town in Connecticut. In addition to raw traffic stop

information, the website also includes summary tables and data stories that outline the analytical protocol developed in our annual report.

Fund	Project number	Agency	Title	\$ Amount
1906	0197-0725-AA	Central Connecticut State University	Racial Profiling Prohibition Project	\$\$73,126.21

**Please note: There was no equipment purchased under this project*

Total Amount of funds expended in this program area:

There was \$265,934.62 in 402 funds spent in this program area during FFY2017

There was \$490,193.31 in 405(d) funds spent in this program area during FFY2017

*These funds are represented in the 405(d) section of the financial summary

There was \$73,126.21 in 1906 funds spent in this program area during FFY2017

Distracted Driving

Performance Goals:

To maintain or increase the number of police agencies participating in HVE distracted driving enforcement from 51 in 2017 to 60 in 2018.

Number of Agencies that participated in HVE distracted driving enforcement in FFY 2016: 51
The following activities took place as part of the Distracted Driving program to meet the above goals/targets. The target was not met but was increased over the prior year. There were two departments that indicated interest in participating in this program but ultimately did not citing manpower as the reason.

The HSO continued Distracted Driving High Visibility Enforcement (DDVE) program utilizing 405(e) funds. This project spanned six weeks including four in April and two in August, with 51 municipal police agencies and the Connecticut State Police were invited to participate based on analysis of crash data. Agencies that declined participation cited a lack of manpower, lack of matching funds



and inability to get grants through their respective common councils as reasons for non-participation. In all, the 51 participating agencies increased the level of activity logged during the 2016 mobilization. In addition, paid and earned media supported the HVE mobilization.

List any follow up action that will be taken to achieve targets in the

future:

During FFY 2018, the DDHVE mobilization will be made available to a similar number of agencies. Early projections indicate as many as 50 agencies may take part in the next planned mobilization during April, 2018, NHTSA Distracted Driving month and again for two weeks in August. It is anticipated further paid and earned media will support this effort.

The summary of Impaired Driving program activity for the 2017 Federal Fiscal Year is listed below:

Activities:

Project Title: HVE Distracted Driving - Enforcement

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson



This task provided funding for HVE distracted driving enforcement by municipal law enforcement agencies. This evidence based enforcement program used data sourced from table DD-1 (see FFY 2017 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the state's "U Drive. U Text. U Pay" mobilization that ran from April 1-30 and August 2-16, 2017. Participating agencies were able to choose dates throughout the six week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel.

The six week mobilization saw a combined 19,064 citations written by municipal law enforcement agencies for cell phone, texting and distracted driving violations. Municipal agencies expended a total of \$1,239,100.00 in federal funds on overtime enforcement during the HVE period. These funds were matched at 25% by all local participating agencies amounting to \$1,548,865.00 in total expenditures.

Participating Law Enforcement also contributed to a very highly publicized earned media campaign. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted both observation surveys and DMV awareness surveys before and after the enforcement period to measure its effect. A discussion of those findings can be found below as well as in the Attitude and Awareness survey section of this document.)



Fund	Project Number	Agency	Title	\$ Amount Expended
405(e)	0197-0745-2-AC	New Haven	Distracted Driving Enforcement	\$54,905.86
405(e)	0197-0745-2-AD	Danbury	Distracted Driving Enforcement	\$42,571.10
405(e)	0197-0745-2-AF	Hartford	Distracted Driving Enforcement	\$54,964.39
405(e)	0197-0745-2-AG	Manchester	Distracted Driving Enforcement	\$59,850.00
405(e)	0197-0745-2-AH	Norwalk	Distracted Driving Enforcement	\$31,125.19
405(e)	0197-0745-2-AJ	Westport	Distracted Driving Enforcement	\$19,470.59
405(e)	0197-0745-2-AK	Hamden	Distracted Driving Enforcement	\$49,908.15
405(e)	0197-0745-2-AL	Farmington	Distracted Driving Enforcement	\$16,494.27
405(e)	0197-0745-2-AM	Orange	Distracted Driving Enforcement	\$15,709.66
405(e)	0197-0745-2-AN	Bristol	Distracted Driving Enforcement	\$20,848.82
405(e)	0197-0745-2-AO	Norwich	Distracted Driving Enforcement	\$25,489.83
405(e)	0197-0745-2-AQ	Bridgeport	Distracted Driving Enforcement	\$43,514.01
405(e)	0197-0745-2-AR	Stamford	Distracted Driving Enforcement	\$23,660.26

Fund	Project Number	Agency	Title	\$ Amount Expended
405(e)	0197-0745-2-AS	Derby	Distracted Driving Enforcement	\$9,102.45
405(e)	0197-0745-2-AT	Stratford	Distracted Driving Enforcement	\$13,317.26
405(e)	0197-0745-2-AV	Trumbull	Distracted Driving Enforcement	\$43,017.88
405(e)	0197-0745-2-AY	North Haven	Distracted Driving Enforcement	\$8,302.77
405(e)	0197-0745-2-AZ	Bloomfield	Distracted Driving Enforcement	\$5,001.81
405(e)	0197-0745-2-BB	West Hartford	Distracted Driving Enforcement	\$43,584.59

405(e)	0197-0745-2-BC	Southington	Distracted Driving Enforcement	\$3,257.49
405(e)	0197-0745-2-BE	Wallingford	Distracted Driving Enforcement	\$22,868.90
405(e)	0197-0745-2-BF	East Hartford	Distracted Driving Enforcement	\$27,290.53
405(e)	0197-0745-2-BG	Waterford	Distracted Driving Enforcement	\$7,687.67
405(e)	0197-0745-2-BH	Brookfield	Distracted Driving Enforcement	\$20,141.25
405(e)	0197-0745-2-BI	Willimantic	Distracted Driving Enforcement	\$16,501.66
405(e)	0197-0745-2-BJ	Groton Town	Distracted Driving Enforcement	\$3,641.96
405(e)	0197-0745-2-BK	Berlin	Distracted Driving Enforcement	\$34,685.13

Fund	Project Number	Agency	Title	\$ Amount Expended
405(e)	0197-0745-2-BL	Meriden	Distracted Driving Enforcement	\$14,981.06
405(e)	0197-0745-2-BM	Cheshire	Distracted Driving Enforcement	\$13,102.82
405(e)	0197-0745-2-BN	Wilton	Distracted Driving Enforcement	\$12,424.73
405(e)	0197-0745-2-BO	Monroe	Distracted Driving Enforcement	\$9,333.31
405(e)	0197-0745-2-BQ	Old Saybrook	Distracted Driving Enforcement	\$4,923.41
405(e)	0197-0745-2-BR	Cromwell	Distracted Driving Enforcement	\$10,331.71
405(e)	0197-0745-2-BS	Canton	Distracted Driving Enforcement	\$6,884.94
405(e)	0197-0745-2-BW	Greenwich	Distracted Driving Enforcement	\$29,340.57
405(e)	0197-0745-2-BY	New Britain	Distracted Driving Enforcement	\$42,147.98
405(e)	0197-0745-2-BZ	Rocky Hill	Distracted Driving Enforcement	\$46,326.08
405(e)	0197-0745-2-CA	Naugatuck	Distracted Driving Enforcement	\$29,700.00
405(e)	0197-0745-2-CD	Milford	Distracted Driving Enforcement	\$14,402.53

405(e)	0197-0745-2-CG	Ridgefield	Distracted Driving Enforcement	\$10,891.00
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Fund	Project Number	Agency	Title	\$ Amount Expended
405(e)	0197-0745-2-CI	Bethel	Distracted Driving Enforcement	\$20,768.91
405(e)	0197-0745-2-CH	Plymouth	Distracted Driving Enforcement	\$12,817.21
405(e)	0197-0745-2-CN	Glastonbury	Distracted Driving Enforcement	\$26,897.16
405(e)	0197-0745-2-CT	Fairfield	Distracted Driving Enforcement	\$47,272.50
405(e)	0197-0745-2-BU	East Windsor	Distracted Driving Enforcement	\$13,748.53
405(e)	0197-0745-2-CU	South Windsor	Distracted Driving Enforcement	\$13,251.73
405(e)	0197-0745-2-CK	Watertown	Distracted Driving Enforcement	\$12,269.07
405(e)	0197-0745-2-CX	Windsor	Distracted Driving Enforcement	\$16,280.74
405(e)	0197-0745-2-DG	Darien	Distracted Driving Enforcement	\$11,887.96
405(e)	0197-0745-2-DJ	Guilford	Distracted Driving Enforcement	\$5,174.82
			Total	\$1,140,072.23

Project Title: HVE Distracted Driving – Enforcement - CSP

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

This task provided funding for HVE distracted driving enforcement by Connecticut State Police. This evidence based enforcement program used data sourced from table DD-1 (See FFY 2017 HSP) to prioritize funding levels based on various types of crash data from crash type, severity, population and roadway data. The primary goal of this task was to support the state’s “U Drive. U Text. U Pay” mobilization that ran from April 1-30 and August 2-16, 2017. CSP was able to choose dates throughout the six week period to carry out HVE enforcement targeting drivers who use mobile phones behind the wheel. The six week mobilization saw a combined 1,210 citations written by CSP for cell phone, texting and distracted driving violations. CSP expended a total of \$99,020.26 in federal funds on overtime enforcement during the HVE period. CSP also contributed to a very highly publicized earned media campaign. Nearly every major news media outlet in the state as well as many local and hyper-local outlets in participating communities covered the increased law enforcement presence targeting drivers who chose to talk or text while driving. Additionally, the HSO conducted both observation surveys and DMV awareness surveys

before and after the enforcement period to measure its effect. A discussion of those findings can be found below as well as in the Attitude and Awareness survey section of this document.

Fund	Project number	Agency	Title	\$ Amount Expended
405(e)	0197-0745-DW	Connecticut State Police	Distracted Driving Enforcement	\$99,020.26

Project Title: HVE Distracted Driving Media

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Aaron Swanson

The goal of this task was to reduce injuries and fatalities related to distracted driving crashes through paid media campaigns. This effort was comprised of two major components:

The first component of this task directly supported NHTSA’s national “U Drive. U Text. U Pay.” Mobilization during the month of April, 2017. Paid media purchases were made in support of/to supplement the national media buy using the same demographic information contained in NHTSA’s 2017 media plan. Media buys included TV, radio, internet, social, and outdoor advertising. Media effectiveness was tracked and measured through required evaluation reports from media agencies and attitude and awareness surveys conducted at local DMV’s. Measures used to assess message recognition include Gross Rating Points, total Reach and total Frequency for the entire campaign as well as the target audience.



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

Funding Source	Project number	Agency	Title	\$ Amount
405(e)	0197-0745-6-DX	HSO	Distracted Driving Media	\$383,511.00

Project Title: Distracted Driving Education Programming and Younger Driver Education

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

The HSO continued to partner with Kramer International’s ‘Save a Life Tour’ to build on the success of the Connecticut high school distracted driving program developed over the past several years. After two pilot projects with the company, the HSO worked with the ‘Save a Life Tour’ staff to implement a more expansive and structured program which originally visited 30 high schools in Connecticut during the 2013-2014 school year. Because the program continues to receive an overwhelmingly positive response, the HSO brought the program back for 60 schools during the 2016-2017 school year. This was the third consecutive year that program visited 60 Connecticut high schools and the program has now made more than 200 appearances in the state.

The HSO also continued to partner with AT&T to feature their highly acclaimed distracted driving documentary, ‘From One Second to the Next’, which is shown to the students during the assembly portion of the program. Following this portion the students were given the opportunity to experience the dangerous practice of distracted driving in a safe setting, while their peers observed the impacts of these behaviors on large projection screens. Kramer International continued to use tablets so students could take a behavioral survey related to distracted driving during the simulator portion of the program. Kramer International then compiles these results which are delivered back in a condensed PDF file.

Funding Source	Project Number	Agency	Title	\$ Amount
405e-5 (M8*TSP)	0197-0745-5-EA	CT-DOT/HSO	Save a Life Tour	\$171,000.00

Total Amount of funds expended in this program area:

There were \$1,793,603.00 in 405(e) funds spent in this program area during FFY2017

Motorcycle Safety

Performance Goals:

To decrease the number of un-helmeted fatalities below the five year (2010-2014) moving average of 29 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 27 in 2018.

To decrease the number of motorcyclist fatalities below the five year (2010-2014) moving average of 50 in 2014 by 5 percent to a five year (2014-2018) projected moving average of 47 in 2018.

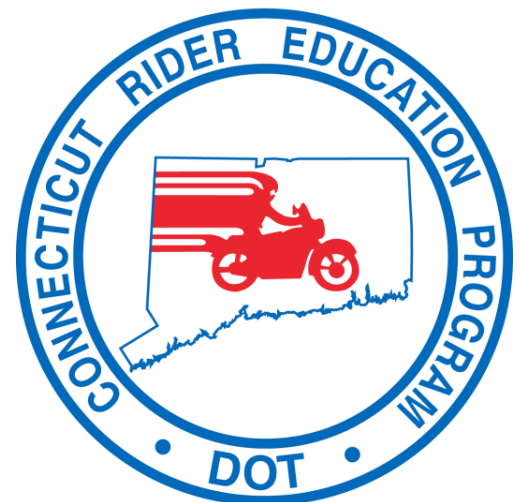
To decrease the percentage of fatally injured motorcycle operators with BACs greater than or equal to than 0.01 below the five year (2009-2013) moving average of 40 percent in 2013 by 5 percent to a five year (2013-2017) projected moving average of 38 percent in 2017.

The following activities took place as part of the Motorcycle Safety program to meet the above goals/targets. The target(s) was/were met/not met for the following reasons:

The general goal of Connecticut's Motorcycle Safety Program is to reduce the number of injuries and deaths among motorcycle operators and passengers. The latest available data from 2016 indicates that the five year (2012-2016) moving average of un-helmeted fatalities is 31. During the same time period, the five year moving average for fatalities was 53. Un-helmeted fatalities over the last five years has shown an increase of nearly 60 percent and overall motorcycle fatalities has decreased slightly in relation to total fatalities at 18 percent (52 out of 293). Data also indicates that in 2015, 37 percent of motorcycle fatalities had a BAC greater than 0.00. The Connecticut Rider Education Program (CONREP) is the state's primary countermeasure to combat death and serious injury.

List any follow up action that will be taken to achieve targets in the future:

These goals will be achieved by continuing existing, and working toward expanding, motorcycle rider education programs, specifically the 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.



The summary of Motorcycle Safety program activity for the 2017 Federal Fiscal Year is listed below:

Activities:

Project Title: Motorcycle Safety Program Administration

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

The task included coordination of activities and projects outlined in the motorcycle safety program area, statewide coordination of program activities, development and facilitation of public information and education projects, and providing status reports and updates on project activity to the Transportation Principal Safety Program Coordinator and the NHTSA Region 2 Office. The Program Coordinator served as a direct line of communication between the HSO and Community College system that administers the CONREP, including assisting in annual activity proposals and voucher reimbursement. This task and associated project are specifically meant for in-house management of the motorcycle safety program. Funding was provided for personnel, employee-related expenses, over-time, professional and outside services including facilities and support services for the required annual instructor update. Travel to in-state training facilities for project monitoring, requests for support and out-of-state travel including the annual State Motorcycle Safety Administrators Summit, travel related to training opportunities, providing educational materials for distribution to students and other related operating expenses. This project was used to fund salary while a small portion was used for travel and operating expenses.



Funding Source	Project number	Agency	Title	\$ Amount
402	0197-0701-AA	CT-DOT/HSO	Motorcycle Safety Program Administration	\$6,262.67

Project Title: Connecticut Rider Education Program (Training) Administration

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

Rider training is the primary countermeasure applied to reaching the performance goal of decreasing the total number of motorcycle fatalities and decreasing the number of un-helmeted fatalities. This task provided for the oversight of the CONREP in the following ways; the training and monitoring of 110 certified motorcycle safety instructors, providing support services to the Connecticut Rider Education Program training sites by providing funding for quality assurance monitoring, technical assistance and support services, Motorcycle Safety

Foundation(MSF) curriculum materials, updating and maintaining the program’s www.ride4ever.org website, which is the programs direct point of contact for course students and license waiver information. A Motorcycle Training Coordinator as well as a data consultant was utilized to accomplish this task. Preparing and maintaining project documentation, and evaluating task accomplishments. Funding was 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-MC	0197-0701-AB	CT-DOT /HSO	CONREP Technical Assist.	\$106,623.85

Project Title: Expanding Motorcycle Safety Efforts

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

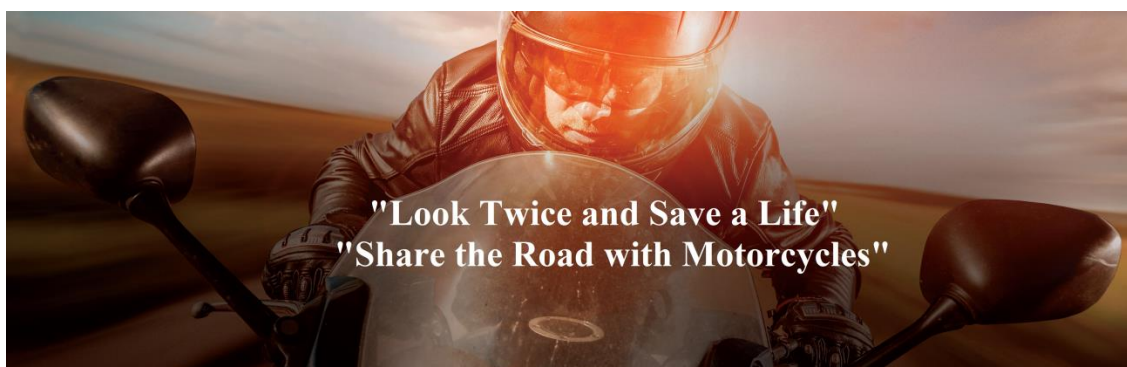
This task utilized Section 405(f) funds to expand statewide motorcycle safety efforts. To expand training activities the CONREP recruited and trained potential instructor candidates and conduct mandatory Transitional Rider Coach Prep (TRCP) to transition to the new MSF Curriculum. A Rider coach trainer was utilized to train three additional instructors in the Evergreen Safety Councils STEP three wheel curriculum.

Funding Source	Project Number	Agency	Title	\$ Amount
405f-1 (M9MT)	0197-0744-1-AA	CT-DOT /HSO	Curriculum	\$10,591.61

Project Title: “Share the Road”

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

A “Share the Road” Media campaign was utilized during the peak riding months to encourage motorists to “Look twice and save a life, Share the Road with Motorcycles” Static billboards were placed in high volume traffic areas as well as a radio spot that ran during peak drive times and ran from May – July.



Funding Source	Project Number	Agency	Title	\$ Amount
405f-1 (M9MT)	0197-0744-2-AC	CT-DOT /HSO	Media Campaign	\$100,000

Total Amount of funds expended in this program area:

There was \$110,591.61 in 405(f) funds spent in this program area during FFY2017.

There was \$112,886.52 in 402 funds spent in this program area during FFY2017.

Traffic Records

Performance Goals

Continue to expand the use of linked traffic records data to support a data driven approach to traffic safety by 2020.

The 2017 HSP Goal is to expand the use of linked traffic records data from four of the core systems in 2015 to five by including driver data to support a data driven approach by identifying high-risk driver populations and predicting safety problems based on past experiences by 2020. By increasing the sharing of linked information, it lends support to a data-driven approach to traffic safety and provides more accurate timely information of persons involved in crashes. Linked data will be a rich resource for developing and measuring progress of the State's Highway Safety Plan, as well as for research use by safety agencies and stakeholders.

The following activities took place as part of the Traffic Records program to meet the above goal. Meeting the target continues as a work-in-progress:

Promoted University of Connecticut (UConn) Data Security Standard for data linkage at the Connecticut Transportation Safety Research Center (CTSRC), Promoted the Importance of Protection of Privacy for Research Data and Participants, Reviewed Data Cleaning and Linkage Process, Promoted the need for data to provide a framework for improved coordination and progress to help improve data-driven decision making and highlighted benefits to other agencies.

The CTSRC is currently working to establish a central repository for each of the Traffic Records Six-Pack components, including Crash and Driver Data. Partnerships and communication involving persons responsible for each of these datasets are critical for a truly effective safety analysis and improvement network.

List any follow up action that will be taken to achieve targets in the future:

Continue to expand the use of linked traffic records data to support a data driven approach to traffic safety.

The summary of the traffic records program activity for the 2017 Federal Fiscal Year is listed below:

Activities:

Project Title: Traffic Records Administration

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

The task included **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. Funding was provided for personnel, employee-related expenses, professional and outside services including consulting services that provide TRCC

coordination, travel, materials, supplies, assessments and other related operating expenses. The majority of this project was used for consulting services while a small portion was used for travel and operating expenses.

Fund	Project number	Agency	Title	\$ Amount
405(c) (M3DA)	0197-0742-AA	CT-DOT/HSO	Traffic Records Administration	\$80,000
402(TR)	0197-0705-AA	CT-DOT/HSO	Traffic Records Administration	\$280,000

1. On-line Disposition System

Project Description:

An on-line disposition system whereby the recipient of an infraction could elect to have their case reviewed and adjudicated on-line. This would allow prosecutors to review most, if not all, not guilty pleas entered by defendants and reach resolution without the necessity of the recipient coming to court. If the defendant requests a trial, those cases would be heard in the court of jurisdiction.

- Timeliness - Each step in the current process contributes to a delay in the adjudication of the infractions, and therefore a delay in the attachment of relevant disposition information to a driver’s history and subsequent availability to law enforcement. An on-line disposition system will significantly reduce the number of days from issuance to adjudication, and placement when appropriate, on the driver history.
- Uniformity - Since infractions are reviewed by prosecutors in 15 different locations, having a smaller group of prosecutors to review on a global scale all infractions will yield more uniformity in dispositions. Having the ability to communicate large scale enforcement efforts such as “Click it or Ticket” would have a greater impact.
- Personnel - Due to recent staff reductions, there are less employees to dedicate to the labor intensive, manual paper driven process currently in existence. Conceptually, infractions could be processed at any time of day, and would not be limited to traditional court dockets of 10 and 2. Less individuals coming to the courthouse could alleviate some security issues that arise when a large number of people are assembled.
- Public Convenience - The public would be able to be heard on matters without taking time off from work (unless they opted to come to court or elected a trial.) This new system would be synced with the current e-pay system, allowing individuals the convenience of paying on-line in a contemporaneous fashion. Those who receive alternative dispositions could print or have the results emailed, eliminating the need and expense of paper notices.

Fund	Project number	Agency	Title	\$ Amount
405(c) (M3DA)	0197-0742-AD	Centralized Infractions Bureau	On-line Disposition System	\$402,137.49

2. Electronic citation – Technology/software Support for Local Law Enforcement

Project Description:

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

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

This E-Citation support initiative continues to 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
402 OP	0197-0705-AC	Local Law Enforcement/ Stamford PD	Citation Reporting/Local Law Enforcement	\$18,063.00

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

Project Description:

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

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

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

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

The D16.1 Classification Manual of Motor Vehicle Traffic Accidents - was available, and also provided guidance using the KABCO scale, but it is unknown whether any law enforcement agencies in Connecticut ever used the D16.1 Manual.

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

Fund	Project number	Agency	Title	\$ Amount
405(c) (M3DA)	0197-0742-AG	Yale New Haven Hospital	Linking Crash/ Injury Datasets	\$45,627.44

Total amount of Funds expended in this program area:

There was \$527,764.93 in 405(c) funds spend in this program area during FFY 2017

There was \$298,063.00 in 402 funds spent in this program area during FF 2017

Community Traffic Safety

Performance Goals

To reduce the number of pedestrians killed in traffic crashes from the five year (2010-2014) moving average of 40 in 2014 by 5 percent to a five year moving average of (2014-2018) of 38 in 2018.

To reduce the number of bicyclists killed in traffic crashes from the five year (2010-2014) moving average of 5 in 2014 by 20 percent to a five year moving average of (2014-2018) of 4 in 2018.

Project Title: ‘Watch for Me CT’ – Pedestrian Safety Media and Community Awareness Project

Administrative Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

The HSO partnered with the Connecticut Children’s Medical Center to create a new community awareness project focused on non-motorized safety. With pedestrian deaths fluctuating and increasing in Connecticut in recent years, research was done regarding national best practices which led to discovering the ‘Watch for Me NC’ safety campaign. After speaking at length with representatives from North Carolina who developed the campaign, the HSO launched the ‘Watch for Me CT’ media campaign along these same lines. This campaign targeted road users throughout the state with the objective to increase awareness while educating them on the rules regarding pedestrians and bicyclists.

A website, WatchForMeCT.org, was created that included both pedestrian and bicycle facts and printable PDF documents that could be accessed by municipalities for printing and distribution in their communities. A video was also developed focusing on this issue which is also housed on the ‘Watch for Me CT’ website. Outdoor digital billboards and transit marketing materials blanketed the state during the campaign. These items included bus tails and kings as well as the digital billboards that were placed in 11 different cities and municipalities in Connecticut. Three different digital pre-roll spots were also part of this campaign which directed people to the website for further information. The final piece of marketing materials were three different radio spots, one each focusing on pedestrians, bicyclists and drivers, to create a diverse reach of messaging that applied to all roadway users.

Funding Source	Project Number	Agency	Title	\$ Amount
402-PS	0197-0710-AC	Connecticut Children’s Medical Center	Pedestrian Safety – Watch for Me CT	\$249,980.10

Project Title: Pedestrian Safety Awareness – Media Campaign

Oversight: Department of Transportation, Highway Safety Office

Staff Person: Michael Whaley

To address an alarming series of pedestrian crashes around the holiday season of 2016, the HSO dedicated funding to create an immediate educational outreach campaign to reach drivers and pedestrians in an effort to curb this trend. In less than one week in Connecticut in December of 2016 there were nine serious pedestrian related crashes, eight of which included fatalities. This campaign addressed important factors such as but not limited to visibility and distraction as well as encouraging drivers to be more aware of their surroundings in light of this critical issue. The HSO worked in conjunction with the University of Connecticut’s Transportation Safety Research Center to develop a pedestrian crash data report that was used to determine the best location to film the commercial. Lt. Paul Vance of the Connecticut State Police was featured in this commercial due to his familiarity and popularity with Connecticut residents. Aside from the television commercial, radio spots and web banners were also created that ran during this time. The focus of this campaign was to directly target drivers due to the rash of crashes occurring during this time.

Funding Source	Project Number	Agency	Title	\$ Amount
405-e (M8*PS)	0197-0745-4-EQ	CT DOT/HSO	Pedestrian Safety Awareness – Media Campaign	\$150,000.00

Total Amount of funds expended in this program area:

There was \$249,980.10 in 402(PS) funds spent in this program area during FFY2016.

There was \$150,000.00 in 405(e)-5 (M8*TSP) funds spent in this program area during FFY2016.

PAID MEDIA REPORT

IMPAIRED DRIVING HOLIDAY AWARENESS: NOVEMBER & DECEMBER

DIGITAL

Cashman + Katz was pleased to execute the Digital Marketing buy for the DOT Impaired Driving Holiday Awareness Search Engine Marketing & Social Media Campaigns during the months of November and December. We utilized 2 primary mediums (Display & Social Media Campaigns) to efficiently raise awareness in the state of Connecticut. CT DOT Holiday Banner ads appeared on sites targeting Men 18-34 primarily and then leading into all CT Drivers. A Sampling of the sites the banner ads were displayed on follows:

Answers.com	Littlethings.com	worldlifestyle.co
Courant.com	barstoolsports.com	lotterypost.com
Youtube.com	Myrecordjournal.com	todayslifestyle.co
Fox61.com	match.com	Americannews.co
Theday.com	Washingtonpost.com	Foxnews.com
NYPPost.com	now8news.com	weather.com
Accuweather.com	nhregister.com	nydailynews.com
Bostonherald.com	nesn.com	howstuffworks.co
Nytimes.com	cosmopolitan.com	time.com

DISPLAY CAMPAIGN

Budget : \$18,000
 Promised Impressions : 4,000,000
 Delivered Impressions : 4,587,976

Campaign	Impressions	Clicks	CTR
DISPLAY-Holiday	4,587,976	10,244	0.22%
Total	4,587,976	10,244	0.22

FACEBOOK CAMPAIGN

Budget : \$3,000
 Promised Impressions : 300,000
 Delivered Impressions : 374,332

Campaign	Impressions	Clicks	CTR
Holiday	374,322	73	0.20%
Total	374,322	73	0.20

SAMPLE DIGITAL ADS & INFOGRAPHICS

BIG HOLIDAY PRESENCE.
Drive Sober or Get Pulled Over!

**IMPAIRED DRIVING
KILLED
NINE PEOPLE**
ON CT ROADS DURING THE
2015 HOLIDAY SEASON

**DRIVE SOBER OR
GET PULLED OVER**

BIG HOLIDAY PRESENCE.

**DRIVE SOBER OR
GET PULLED OVER!**

**IN 2015, 50 PERCENT
OF ALL FATALLY
OR SERIOUSLY
INJURED PERSONS
INVOLVED IN
IMPAIRED DRIVING CRASHES
WERE UNBELTED**

**DRIVE SOBER OR
GET PULLED OVER**

DISPLAY CAMPAIGN

Budget : \$3,500

Promised Impressions : 700,000

Delivered Impressions : 1,258,372

Campaign	Impressions	Clicks	CTR
DISPLAY - DOT Impaired All of CT	1,257,372	4,043	0.32%
TOTAL	1,257,372	4,043	0.32%

SOCIAL

Budget : \$1,500

Promised Impressions : 150,000

Delivered Impressions : 260,197

Campaign	Impressions	Clicks	CTR
SOCIAL - DOT Impaired All of CT	260,197	2,182	0.84%
TOTAL	260,197	2,182	0.84%

CAMPAIGN TOP SITES

Placement	Impressions	Clicks	CTR
anonymous.Google	267,628	1,294	0.48%
accuweather.com	4,670	11	0.24%
barstoolsports.com	3,288	14	0.43%
dailymail.co.uk	3,107	2	0.06%
reddit.com	2,405	0	0.00%
weather.com	1,762	1	0.06%
pandora.com	1,666	7	0.42%
yahoo.com	1,561	0	0.00%
courant.com	1,380	3	0.22%
nypost.com	1,321	4	0.30%

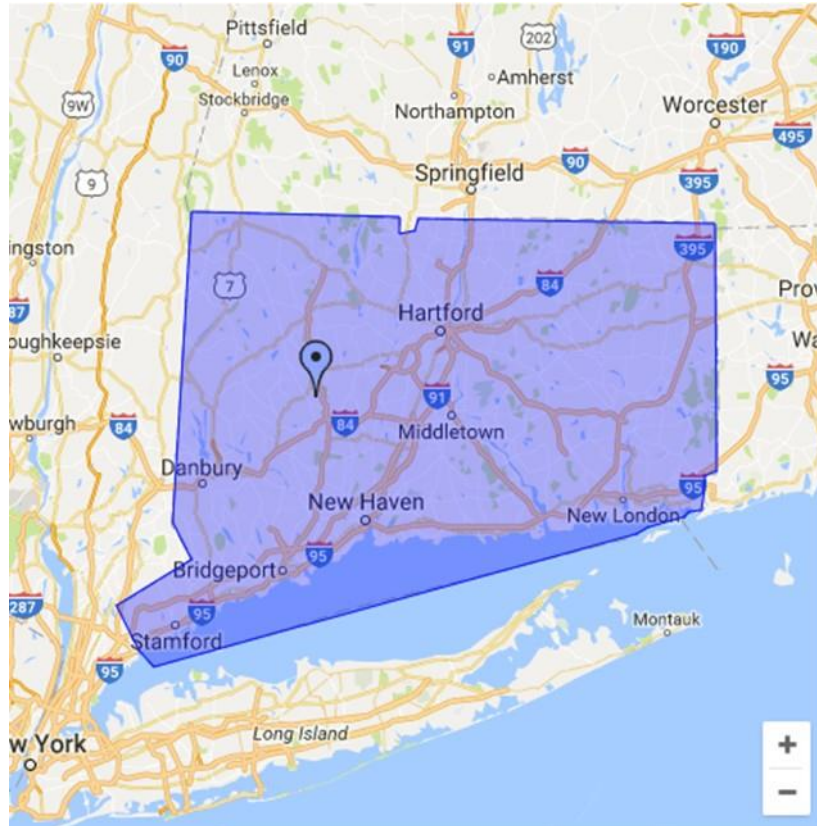
TRADITIONAL MEDIA

RADIO STATION	SPOTS		Total	COST May
	22-May 28	May 29-Jun 4		
WCTY	11	9	20	\$649.00
WDAQ	12	9	21	\$1,030.00
WEBE	11	0	11	\$525.00
WEZN	11	9	20	\$1,100.00
WFOX	12	9	21	\$560.00
WHCN	11	9	20	\$1,160.00
WKCI	11	9	20	\$965.00
WMRQ	11	9	20	\$545.00
WPLR	12	9	21	\$1,300.00
WQGN	12	9	21	\$480.00
WTIC	11	9	20	\$780.00
WUCS	12	9	21	\$410.00
WWYZ	11	9	20	\$835.00
WZBG	12	13	25	\$430.00
WZMX	11	9	20	\$750.00
Traffic & Weather Network (5/29-5/31)	0	76	76	\$2,895.00
Total	171	206	377	\$14,414.00

IMPAIRED DRIVING: JULY

Cashman + Katz was pleased to execute the Marketing Campaign buy for the DOT Impaired Driving Enforcement Period during the month of July. We utilized 3 primary mediums (Display, Social Media and Radio) to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



DISPLAY CAMPAIGN

Budget :\$3,500

Delivered Impressions : 679,551

Campaign	Impressions	Clicks	CTR
DISPLAY - DOT Impaired All of CT	679,551	2,128	0.31%
TOTAL	679,551	2,128	0.31%

SOCIAL

Budget :\$1,500

Delivered Impressions : 97,690

Campaign	Impressions	Clicks	CTR
SOCIAL - DOT Impaired All of CT	97,690	492	0.50%
TOTAL	97,690	492	0.50%

CAMPAIGN TOP SITES

Placement	Impressions	Clicks	CTR
Anonymous.Google	58,734	47	0.08%
Reddit.com	6,358	0	0.00%
Dailymail.co.uk	4,613	9	0.20%
Yahoo.com	3,101	4	0.13%
Nypost.com	3,048	10	0.33%
Cbssports.com	2,647	5	0.19%
Wfsb.com	2,103	5	0.24%
Accuweather.com	1,876	10	0.53%
Courant.com	1,571	2	0.13%
Usatoday.com	1,560	17	1.09%

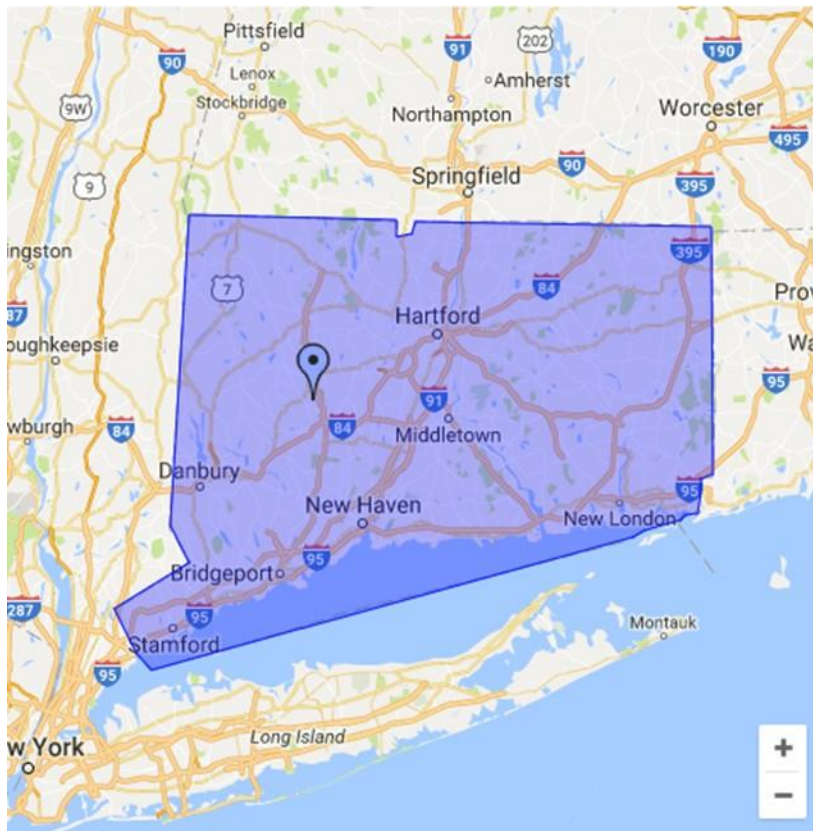
TRADITIONAL MEDIA

RADIO STATION	SPOTS		Total	COST Jun
	26-Jul 2	Jul 3-Jul 9		
WCTY	11	10	21	\$707.00
WDAQ	12	9	21	\$1,030.00
WEBE	11	0	11	\$525.00
WEZN	11	9	20	\$1,100.00
WFOX	12	9	21	\$560.00
WHCN	11	10	21	\$1,260.00
WKCI	11	9	20	\$965.00
WMRQ	11	10	21	\$595.00
WPLR	12	9	21	\$1,300.00
WQGN	12	10	22	\$520.00
WTIC	11	10	21	\$840.00
WUCS	12	9	21	\$410.00
WWYZ	11	10	21	\$910.00
WZBG	12	10	22	\$340.00
WZMX	11	10	21	\$805.00
Traffic & Weather Network (7/1-7/4)	0	56	56	\$2,120.00
Total	171	190	361	\$13,987.00

IMPAIRED DRIVING: August – September

Cashman + Katz was pleased to execute Marketing Campaign buy for the DOT Impaired Driving Enforcement Campaign during the months of August into September. We utilized 4 primary mediums (Display, Social Media, Radio and Outdoor) to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



DISPLAY CAMPAIGN

Budget :\$7,500

Delivered Impressions :1,635,696

Campaign	Impressions	Clicks	CTR
DISPLAY – Labor Day	1,635,696	5,598	0.34%
TOTAL	1,635,696	5,598	0.34%

SOCIAL

Budget :\$2,500

Delivered Impressions : 296,958

Campaign	Impressions	Clicks	CTR
SOCIAL – Labor Day	296,598	1,238	0.42%
TOTAL	296,958	1,238	0.42%

CAMPAIGN TOP SITES

Placement	Impressions	Clicks	CTR
Anonymous.Google	90,001	50	0.46%
Accuweather.com	17,932	42	0.51%
Dailymail.co.uk	14,461	29	0.20%
Reddit.com	13,844	3	0.02%
Yahoo.com	10,386	4	0.04%
Cbssports.com	6,545	16	0.24%
Nypost.com	6,383	13	0.20%
Courant.com	6,262	13	0.21%
Usatoday.com	5,075	31	0.61%
Forbes.com	3,530	8	0.23%

TRADITIONAL MEDIA

RADIO STATION	SPOT COST Aug 28-Sept 3
WCTY	24 \$696.00
WEBE	28 \$2,035.00
WEZN	26 \$1,200.00
WMRQ	22 \$610.00
WPLR	23 \$1,325.00
WQGN	24 \$545.00
WTIC-FM	26 \$1,290.00
WWYZ	20 \$700.00
WZMX	29 \$1,530.00
Total	222 \$9,931.00

ADDITIONAL RADIO	DATE OTHER	COST	
Amp Radio Locations	8/21-9/5	\$2,000.00	Ran on 100
Traffic & Weather Network spots/wk	Weeks of 8/21 & 8/28	\$4,240.00	56
Pandora Impressions	8/19-9/5	\$7,243.77	945,500 Total
OUTDOOR COMPANY	Aug 28-Sept 3 COST	UNIT #	
Independent			

OUTFRONT

Bridgeport	1	197	\$1,176.47
Hartford/New Haven	1	327	\$764.71
Hartford/New Haven	1	380	\$764.71
Hartford/New Haven	1	889	\$764.71
Hartford/New Haven	1	912	\$764.71
Hartford/New Haven	1	1207	\$764.71

Hartford/New Haven	1	1379	\$764.71
Total	7		\$5,764.73

IMPAIRED DRIVING RECAP

MEDIA OBJECTIVES

The media objective of this campaign was to reach as many state wide drivers as possible throughout the 2016 holiday season with the Drive Sober Enforcement message. A special focus was directed to reaching Men 18-34, historically the least compliant to this message. A broad mix of media was utilized to achieve this objective cost efficiently with the allocated budget. It included:

- General Market Radio
- Drive Time Radio Traffic Sponsorships
- Highway Digital Billboards
- Gas Station Radio
- Pandora
- Digital Banner Display ads
- Facebook

CAMPAIGN TIMING

The campaign ran during the 2016 Holiday Season between November 21, 2016 and January 1, 2017. The heaviest concentration of media ran the week of November 21 prior to Thanksgiving, and between December 19, 2016 and January 1, 2017.

MEDIA SPENDING

The CT DOT Holiday 2016 Drive Sober Enforcement media buy totaled \$100,000. The spending broke out as follows:

General Market Radio:	\$30,200	30%
Radio Traffic Sponsorships:	\$15,000	15%
Digital Billboards:	\$21,800	22%
Gas Station Radio:	\$5,000	5%
Pandora:	\$7,000	7%
Digital Banner Display:	\$20,000	20%
Facebook:	\$1,000	1%

GENERAL MARKET RADIO

One 30-second radio commercial ran primarily during AM & PM Drive times, evenings and weekends on the following stations within the Bridgeport, Hartford, New Haven, and New London radio markets as follows:

Station	# of Spots	Cost
WEBE 108 FM	40 Spots, 20 Bonus	\$2,250
WEZN 99.9 FM	83 Spots, 42 Bonus	\$4,225
WMRQ 104.1 FM	104 Spots, 52 Bonus	\$3,200
WZMX 93.7 FM	75 Spots, 31 Bonus	\$5,760
WTIC 96.5 FM	60 Spots, 29 Bonus	\$2,980
WPLR 99.1 FM	103 Spots, 41 Bonus	\$5,025
WCTY 97.7 FM	60 spots, 30 bonus	\$2,028
WBMW 106.5 FM	60 spots 30 bonus	\$1,992
WQGN 105.5 FM	60 spots, 30 bonus	\$1,470
WFOX 95.9 FM	38 spots, 19 bonus	\$670
WZBG 94.5 FM	30 spots, 18 bonus	\$600

TRAFFIC RADIO SPONSORSHIPS

Fifteen and ten second “live read” traffic sponsorship spots aired weekdays between the hours of 5a-10a and 3p and 8p during the weeks of 11/21, 12/19, and 12/26 on the following 5 Danbury, 8 Hartford, 3 New Haven and 3 New London radio stations:

WAXB, WDAQ, WDBY, WLAD, WRKI, WHCN, WKSS, WPOP, WRCH, WTIC AM, WTIC FM, WUCS, WWYZ, WAVZ, WELI, WKCI, WCTY, WICH, WKNL

Total Traffic Radio Buy: 350 Spots, 75 Bonus Spots \$15,000

PANDORA

Radio Spots with digital banners ran on Pandora in all statewide markets from November 21 through January 1. The ad schedule was targeted to Adults 18-34. This overall buy delivered 1,075,000 Impressions and 2,923 click-throughs.

Total Pandora Buy: 537,500 paid and 537,500 bonus Impressions \$7,000

GAS STATION RADIO

The CT DOT Drive Sober 30-second commercial ran at 102 gas stations across the state between November 21 and January 1 at a minimum of two times per hour.

Total Gas Station Buy: 244,993 plays, 94,873 bonus \$5,000

DIGITAL BILLBOARDS - OUTDOOR

The CT DOT Holiday Presence Digital Billboard ad ran in six locations per week, the weeks of 11/21, 12/19, and 12/26 on the state's interstate highways.

Hartford I-84 and I-91, New Haven I-95 and I-91, Bridgeport I-95, Waterbury I-84

Total Digital Billboard Buy: 180,159 spots, 28,250 bonus \$21,600



OCCUPANT PROTECTION: Click-it or Ticket/Social Norming: January 2017-March 2017

Media Objective

The media objective of this campaign was to reach as many state wide drivers as possible throughout the First Quarter 2017 with the “Toe Tag” Social Norming Advertising message. A special focus was directed to reaching Men 18-34, historically the least compliant to this message. A mix of Digital Highway Billboards, Digital Display Web Banner ads, and Online Video was utilized to achieve this objective cost efficiently with the allocated budget.

Campaign Scheduling

The ad campaign ran from January 2, 2017 through March 26, 2017. Since the campaign communicated a Social Norming ad message rather than a specific timely Enforcement ad message, media weight levels were allocated equally throughout the quarter. The ad message was seen statewide with a geographic skew toward the metropolitan population centers.

Media Spending

The First Quarter 2017 CT DOT Occupant Protection media buy totaled \$49,800. The spending broke out as follows:

Digital Highway Billboards:	\$30,000	60%
Digital Display Web Banners:	\$9,000	18%
Online Video:	\$10,800	22%

CAMPAIGN TACTICS

Digital Highway Billboards

The CT DOT Occupant Protection “Toe Tag” Digital Billboard ad ran in five locations per week, two weeks per month for three months on the state’s interstate highways including: Hartford I-84 and I-91, New Haven I-95 and I-91, Bridgeport I-95, Waterbury I-84

Outdoor Vendor	Spots Delivered
Outfront	41,525
Independent	60,528
Lamar	64,904
Barrett	18,560

Total Digital Billboard Buy: 185,517 spots, 7,420,680 impressions

Digital Display and Video

CT DOT Occupant Protection Banner ads appeared on sites targeting men 18-34 primarily and then leading into all CT Drivers. A audience delivery summary and sampling of the sites the banner ads were displayed is as follows:

Placement	Impressions	Clicks	CTR
anonymous.google (user blocked browser tracking)	1,191,717	140	0.12%
espn.com	32,95	145	0.44%
barstoolsports.com	31,51	39	0.12%
go.com	26,89	106	0.39%
youtube.co	15,79	167	1.06%
reddit.co	15,36	1	0.01%
dailymail.co.uk	7,793	14	0.18%
totalprosports.com	6,862	2	0.03%
petfinder.co	2,217	0	0.00%
ewrestlingnews.com	2,070	1	0.05%

Digital Campaign Results by Channel

DISPLAYCAMPAIGN

Budget : \$9,000

Promised Impressions : 1,800,000

Delivered Impressions : 12,708,968

Campaign	Impressions	Clicks	CTR
DISPLAY-DOTCIOT	12,708,968	43,551	0.34%
TOTAL	12,708,968	43,551	0.34%

VIDEO CAMPAIGN

Budget : \$10,800

Promised Views : 54,000

Delivered Views : 28,980

Campaign	Impressions	Clicks	CTR
VIDEO-DOTCIOT	129,565	28,980	22.37%
TOTAL	129,565	28,980	22.37%

TOTAL CAMPAIGN AUDIENCE DELIVERY

Total Impressions: 19,928,350

14,493,346 Adult 35+

5,435,004 Adult 18-34

1,022 GRPs (Gross Rating Points)

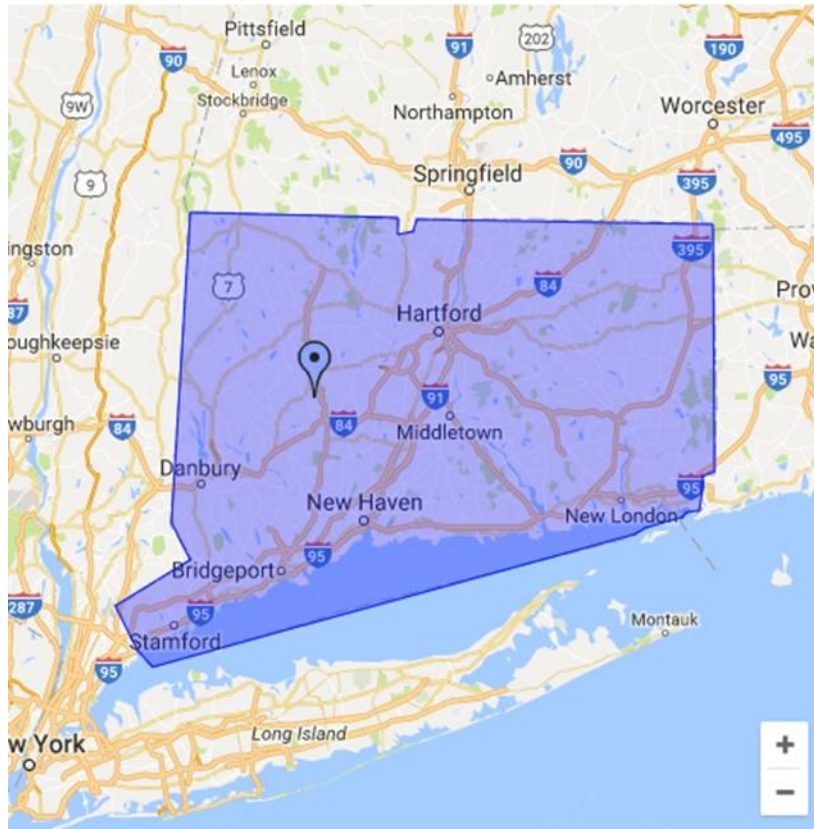
72% target audience reached

14.2 average number of times

OCCUPANT PROTECTION: Click-it or Ticket/Social Norming: May & June

Cashman + Katz was pleased to execute the Digital Marketing buy for the DOT Click-it or Ticket Search Engine Marketing Campaigns during the months of May through June. We utilized 2 primary mediums. (Display & Social) to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



Digital Marketing Budget

Display Advertising: \$4,000.00

Social: \$2,000.00

Total Budget: \$6,000.00

DISPLAY CAMPAIGN

Budget : \$4,000

Promised Impressions : 800,000

Delivered Impressions : 1,638,276

Campaign	Impressions	Clicks	CTR
DISPLAY - DOT CIOT All of CT	1,638,276	4,044	0.25%
TOTAL	1,638,276	4,044	0.25%

SOCIAL

Budget : \$2,000

Promised Views : 200,000

Delivered Views : 368,395

Campaign	Impressions	Clicks	CTR
SOCIAL - DOT CIOT All of CT	368,395	1,801	0.49%
TOTAL	368,395	1,801	0.49%

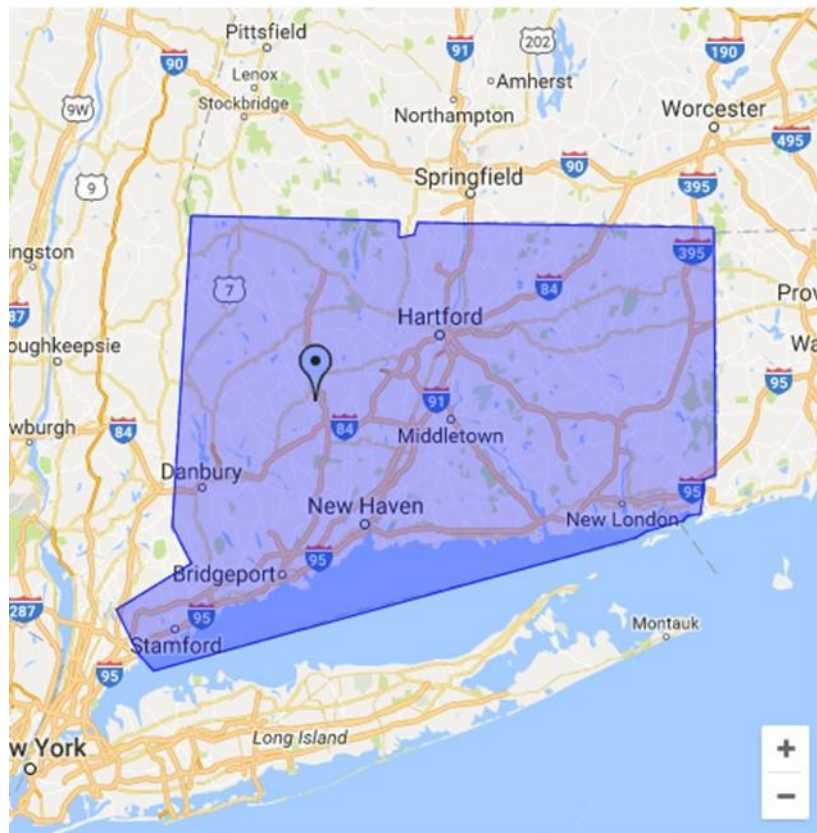
Placemen	Impressions	Clicks	CTR
anonymous.google	267,62	1,29	0.48%
accuweather.com	4,670	11	0.24%
barstoolsports.com	3,288	14	0.43%
dailymail.co.uk	3,107	2	0.06%
reddit.co	2,405	0	0.00%
weather.co	1,762	1	0.06%
pandora.co	1,666	7	0.42%
yahoo.com	1,561	0	0.00%
courant.co	1,380	3	0.22%
nypost.com	1,321	4	0.30%

OCCUPANT PROTECTION: Click-it or Ticket/Social Norming:

July

Cashman + Katz was pleased to execute the Social Norming Marketing Campaign for the DOT Click-It or Ticket initiative during the month of July. We utilized 3 primary mediums (Display, Video and Outdoor) to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



DISPLAY CAMPAIGN

Budget : \$3,000

Delivered Impressions : 2,221,083

Campaig	Impressions	Clicks	CTR
DISPLAY–Social Norming	2,221,083	10,878	0.49%
TOTAL	2,221,083	10,878	0.49%

VIDEO CAMPAIGN

Budget: \$3,600

Delivered Views: 19,625

Campaig	Impressions	Views	View Rate
VIDEO–Social Norming	70,842	19,625	27.70%
TOTAL	70,842	19,625	27.70%

OUTDOOR

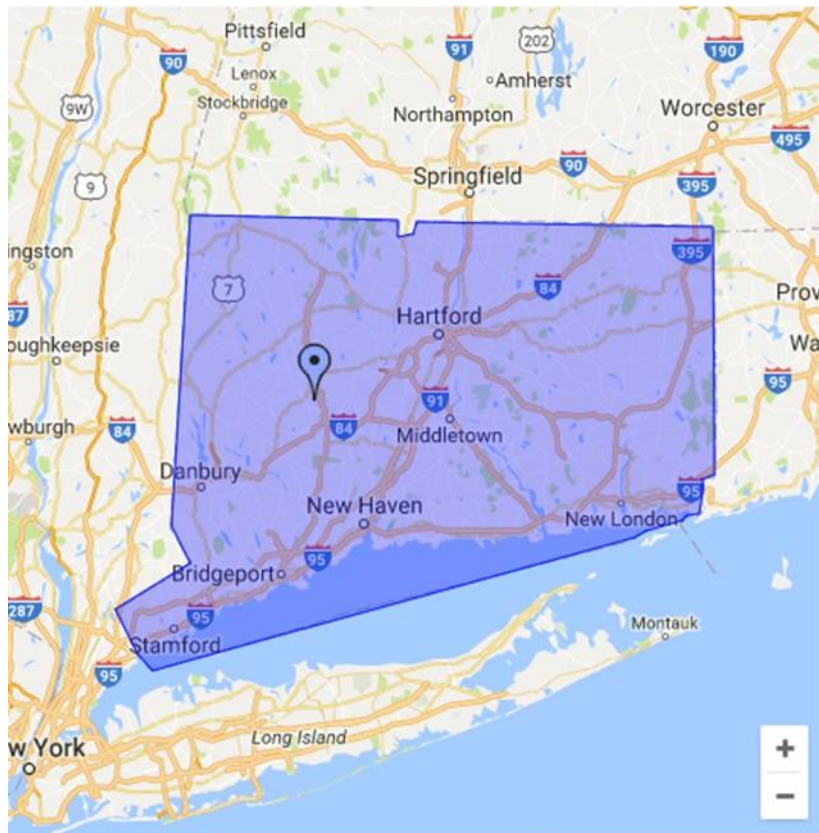
OUTDOOR COMPANY	DATES	LOCATION	TOTAL
Lamar	7/10-7/16	Hartford	\$1,176.4
	7/10-7/16	Hartford	\$1,176.4
	7/10-7/16	Fairfield	\$1,470.5
	7/24-7/30	Hartford	\$1,176.4
	7/24-7/30	Hartford	\$1,176.4
	7/24-7/30	Fairfield	\$1,470.5
Outfront	7/10-7/16	Hartford/New Haven	\$764.7
	7/24-7/30	Hartford/New Haven	\$764.7
	7/24-7/30	Hartford/New Haven	\$764.7
Total			\$9,941.1

OCCUPANT PROTECTION: Click-it or Ticket/Social Norming:

September

Cashman + Katz was pleased to execute the Social Norming Marketing Campaign for the DOT Click-It or Ticket initiative during the month of September. We utilized 2 primary mediums (Display and Video) to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



DISPLAY CAMPAIGN

Budget : \$3,000

Delivered Impressions : 1,235,382

Campaign	Impressions	Clicks	CTR
DISPLAY–Social Norming	1,235,382	5,683	0.46%
TOTAL	1,235,382	5,683	0.46%

VIDEO CAMPAIGN

Budget: \$3,600

Delivered Views: 28,287

Campaign	Impressions	Views	View Rate
VIDEO–Social Norming	103,194	28,287	27.41%
TOTAL	103,194	28,287	27.41%

RADIO SUMMARY

Radio Station	Spots			Dollars
	May 22- May 28	May 29-Jun 4	Total	Total
WCTY	0	32	32	\$1,130.00
WDAQ	0	32	32	\$1,665.00
WEBE	18	0	18	\$2,100.00
WEZN	31	0	31	\$2,040.00
WFOX	32	0	32	\$995.00
WKCI	25	15	40	\$1,270.00
WMRQ	27	0	27	\$910.00
WPLR	30	0	30	\$2,025.00
WQGN	32	0	32	\$845.00
WRCH	0	10	10	\$900.00
WTIC	0	30	30	\$1,770.00
WUCS	26	21	47	\$985.00
WWRX	32	0	32	\$642.00
WWYZ	25	0	25	\$1,160.00
WZMX	21	19	40	\$1,550.00

Pandora	200k impressions/wk	200k impressions/wk	-
\$5,100.00 AMP Radio	132 Stations	132 Stations	-
\$2,000.00 Total	299	159	458
\$27,087.00			

Radio Traffic Station	Spots			Dollars
	May 22-May28	May 29-Jun 4	Total	
WTIC AM	10	10	20	
WTIC FM	4	4	8	\$450.00
WZMX	4	4	8	\$800.00
WRCH	10	10	20	\$800.00
Traffic & Weather Network	11	0	112	\$800.00
Total	14	28	168	\$4,210.00
				\$7,060.00

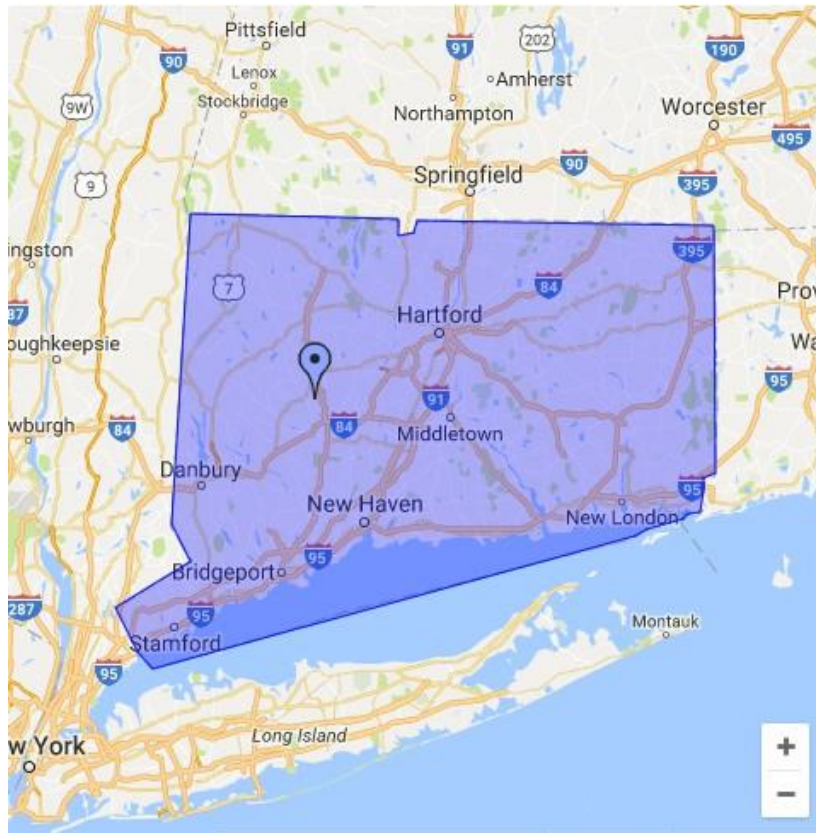
OUTDOOR SUMMARY

Outdoor Company	Dates	Location	Total
Independent	5/22-	Hartford	\$1,776.4
	5/29-6/4	Bridgeport	\$1,776.4
Lamar	5/22-	Hartford	\$1,176.4
	5/22-	Fairfield	\$1,470.5
Outfront	5/22-	Hartford/New Haven	\$764.71
	5/22-	Hartford/New Haven	\$764.71
	5/22-	Hartford/New Haven	\$764.71
	5/29-6/4	Hartford/New Haven	\$764.71
	5/29-6/4	Hartford/New Haven	\$764.71
	5/29-6/4	Hartford/New Haven	\$764.71
Total			\$10,788.26

DISTRACTED DRIVING: August

Cashman + Katz was pleased to execute the Digital Marketing buy for the DOT Distracted Driving Search Engine Marketing & Social Media Campaigns during the month of August. We utilized 3 primary mediums (Display, Video & Social Media Campaigns) to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



DIGITAL MARKETING BUDGET

Display Advertising: \$3,600.00

Facebook Ads: \$1,000.00

Video: \$1,400.00

Total Budget : \$6,000.00

DISPLAY CAMPAIGN

Budget : \$3,600

Delivered Impressions : 1,565,333

Campaign	Impressions	Clicks	CTR
Day	372,930	1,391	0.37%
Text	1,066,08	2,368	0.22%
Night	126,314	229	0.18%
TOTAL	1,565,333	3,98	0.25

VIDEO CAMPAIGN

Budget: \$1,400

Delivered Views: 15,940

Campaign	Impressions	Views	View Rate
In-Stream	60,015	15,510	25.84%
In-Display	54,077	430	0.80%
TOTAL	114,09	15,94	13.97

FACEBOOKAD CAMPAIGN

Budget : \$1,000

Delivered Impressions : 163,456

Campaign / Ad Name	Impressions	Clicks	CTR
DD – Infographic Ad	114,345	408	0.36%
DD – Video- Distracted Driving	49,111	542	1.10%
TOTAL	163,456	950	0.58%

AUGUST RADIO SUMMARY

RADIO STATION	Spots			Dollars
	Jul 31-Aug 6	Aug 7-Aug 13	Total	August Cost
WBMW	25	25	50	\$1,992.00
WEBE	23	18	41	\$3,050.00
WEZN	18	23	41	\$1,775.00
WMRQ	25	25	50	\$1,760.00
WPLR	18	18	36	\$2,550.00
WQGN	27	27	54	\$1,392.00
WTIC-FM	25	30	55	\$2,820.00
WZMX	32	27	59	\$2,680.00
Pandora (8/1-8/13)	339,942	Impressions	-	\$6,000.00
Traffic & Weather Network	123	123	246	\$10,610.00
Total	31	31	632	\$34,629.00

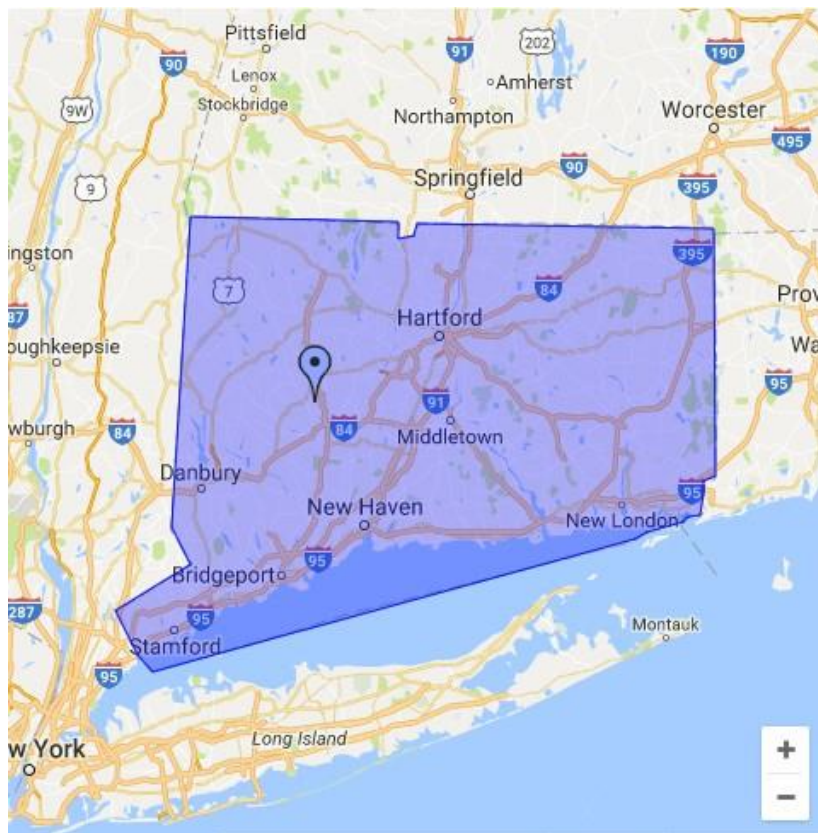
AUGUST OUTDOOR SUMMARY

OUTDOOR COMPANY		Jul 31-Aug 6	Aug 7-Aug 13	Unit #	Cost
Independent	Bridgep	1	-	112	\$1,132.3
	New	1	-	151	\$1,176.4
	Hartfo	-	1	149	\$1,176.4
	Hartfo	1	-	149	\$1,176.4
	Bridgep	-	1	197	\$1,176.4
Outfront	Hartford/New	1	-	380	\$764.71
	Hartford/New	1	-	1378	\$764.71
	Hartford/New	-	1	889	\$764.71
	Hartford/New	-	1	1257	\$764.71
	Hartford/New	-	1	1379	\$764.71
Total		5	5		\$9,661.7

DISTRACTED DRIVING: SEPTEMBER

Cashman + Katz was pleased to execute the Digital Marketing buy for the DOT Distracted Driving SubtraCT The Distraction Search Engine Marketing & Social Media Campaigns during the month of September. We utilized 3 primary mediums (Display, Video & Social Media Campaigns) to efficiently raise awareness in the state of Connecticut.

TARGETED LOCATION



DIGITAL MARKETING BUDGET

Display Advertising: \$4,500.00

Facebook Ads: \$1,000.00

Video: \$1,500.00

Total Budget : \$7,000.00

DISPLAY CAMPAIGN

Budget : \$4,500

Delivered Impressions : 2,738,487

Campaign	Impressions	Clicks	CTR
Subtract The Distraction	2,738,487	11,494	0.42%
TOTAL	2,738,487	11,494	0.42%

VIDEO CAMPAIGN

Budget: \$1,500

Delivered Views: 14,700

Campaign	Impressions	Views	View Rate
In-Stream	71,181	14,700	20.66%
TOTAL	71,181	14,700	20.66

FACEBOOK AD CAMPAIGN

Budget : \$1,000

Delivered Impressions : 151,022

Campaign / Ad Name	Impressions	Clicks	CTR
DD – Subtract The Distraction	151,022	118	0.08%
TOTAL	151,022	118	0.08%

AUGUST RADIO SUMMARY

RADIO STATION	Spots		Dollars	
	Sept 11-Sept 17		September	
WBMW	25		\$996.00	
WDAQ	28		\$965.00	
WEBE	28		\$1,500.00	
WEZN	28		\$1,825.00	
WMRQ	23		\$780.00	
WPLR	23		\$1,575.00	
WQGN	27		\$696.00	
WTIC-FM	25		\$1,110.00	
WWYZ	25		\$1,415.00	
WZBG	27		\$520.00	
WZMX	30		\$1,530.00	
Traffic & Weather Network	123		\$5,305.00	
TOTAL	237		\$18,217.00	

Campaign: Hispanic and English Anti-Speeding

Flight Dates: 6/26-9/4

Media Type	Media Outlet	Planned Impressions	Actual Impressions	Spots Planned	Spots Ran	Complete
Digital	Electric Symphony	2,375,000	2,399,319	N/A	N/A	101%
TV	Univision	16,254,000	16,304,000	250	270	100%
TV	Telemundo	3,575,000	3,757,000	200	200	105%
TV	Cablevision	215,000	215,000	1078	1078	100%
TV	Comcast	1,148,000	1,636,000	151	182	143%
TV	Frontier	754,000	754,000	637	637	100%
Radio	WEZN-FM	283,600	358,000	55	71	129%
Radio	WCUM-FM	27,526	27,526	24	32	133%
Radio	WPLR-FM	239,400	325,800	45	63	140%
Radio	WRCH-FM	412,200	504,900	36	45	125%
Radio	WWYZ-FM	554,500	616,600	80	89	111%
Radio	WPRX-AM	35,503	35,503	27	36	133%
Radio	WMRQ-FM2	63,488	63,488	27	36	133%
Outdoor	Outfront	3,496,978	7,468,375	18	18	214%
Total		29,434,195	34,465,511	2628	2757	126%


Hartford, New Haven, Waterbury, Bridgeport Billboards



Digital Screenshots


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Bengals fire offensive coordinator Ken Zampese

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Lions' response to fan's racism not strong enough
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Cowboys Broncos matchup has intriguing undercard
Trump blasts ESPN: 'Apologies for umbrity' | Viewers
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Report: New QB Brissett to start Sunday for Colts
Five games this week most impacting the Playoff



Lorenzo's Locks: NFL Week 2

If you're planning to bet on any NFL games this weekend, USA TODAY Sports' Lorenzo Reyes says these three are the way to go. USA TODAY Sports

WHEN SPEEDING KILLS IT'S NEVER AN ACCIDENT. [CLICK HERE FOR DETAILS](#)

Hartford Courant

OBITS E-NEWSPAPER BREWING SPORTS VIDEO POLITICS COMMUNITY MOST VIEWED

WHEN SPEEDING KILLS IT'S NEVER AN ACCIDENT. [CLICK HERE FOR DETAILS](#)

POLITICS 3:23 PM

State Lawmakers Poised To Vote On Cellphone Tax

After months of frustrating delays, lawmakers were poised Thursday to approve a two-year ban on cellphone bills, reduces the property tax credit and increases taxes on hospitals and hotels, per month, which is the same rate as...

- With Budget Vote On Thursday, Here's Where Some Top Tax Ideas Stand

budget proposals, here's an update if proposals stand.

2017 Regular Season | All-Time Historical Stats | All-Time Historical Stats | All-Time Historical Stats

ALL MLB	AMERICAN LEAGUE	NATIONAL LEAGUE
King Team Batting	Player Batting	Team Batting
King Team Pitching	Player Pitching	Team Pitching
King Team Fielding	Player Fielding	Team Fielding

League Leaders

AVG AVERAGE

1.	2.	3.	4.	5.
Jose Altuve, HOU	.349	Charlie Blackmon, COL	.333	Charlie Blackmon, COL
Andrel Gantner, CIN	.325	Justin Turner, LAD	.326	Justin Turner, LAD
Eric Hosmer, KC	.325	Bryce Harper, WSH	.326	Bryce Harper, WSH
Josh Reddick, HOU	.313	Daniel Murphy, WSH	.321	Daniel Murphy, WSH
Jose Ramirez, CLE	.309	Buster Poore, SF	.318	Buster Poore, SF

Complete Leaders

KINGS

1.	2.	3.	4.	5.
Aaron Judge, NYY	41	Dioneris Sanburn, MIA	54	Dioneris Sanburn, MIA
Shane Bieber, CLE	39	Cody Bellinger, LAD	37	Cody Bellinger, LAD
Justin Smoak, TOR	37	Boo Vissis, CIN	34	Boo Vissis, CIN
Jose Gallo, TEX	37	Paul Goldschmidt, ARI	34	Paul Goldschmidt, ARI
Mike Moustakas, KC	36	Charlie Blackmon, COL	34	Charlie Blackmon, COL

Complete Leaders

BATTED IN

1.	2.	
Nelson Cruz, SEA	107	Nelson Cruz, SEA

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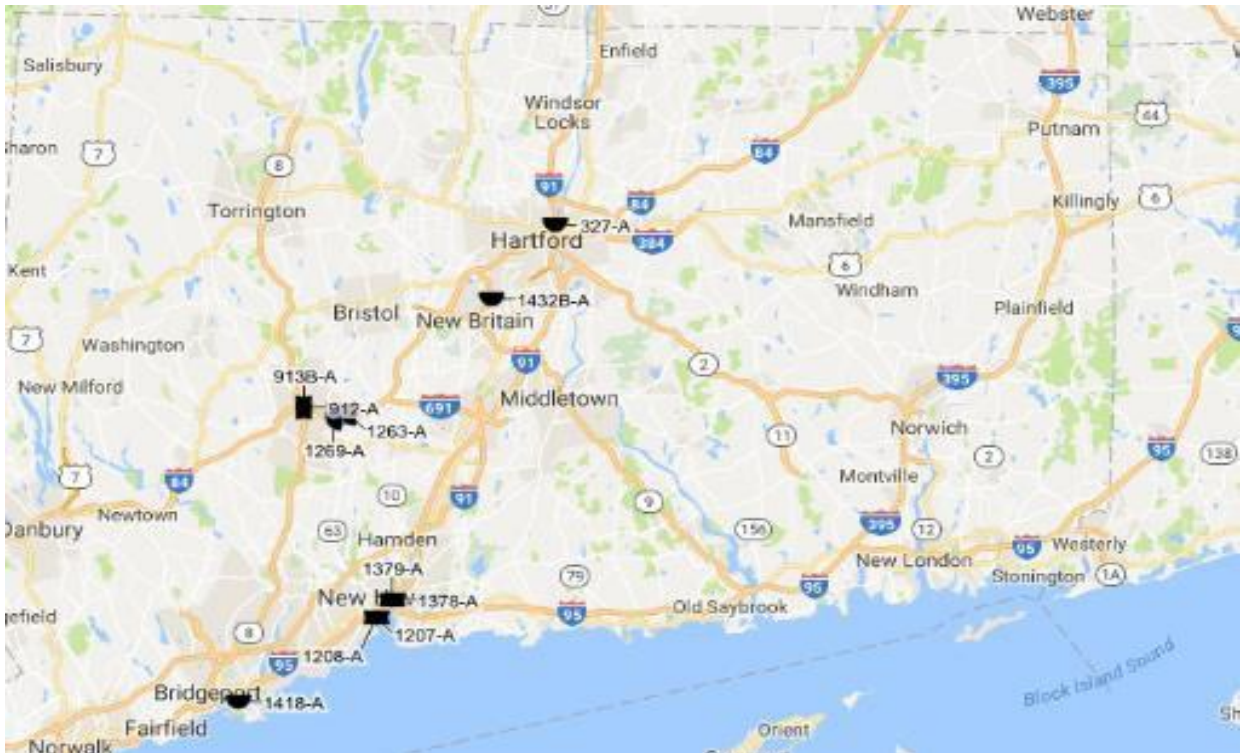
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HISPANIC IMPAIRED DRIVING: November - September

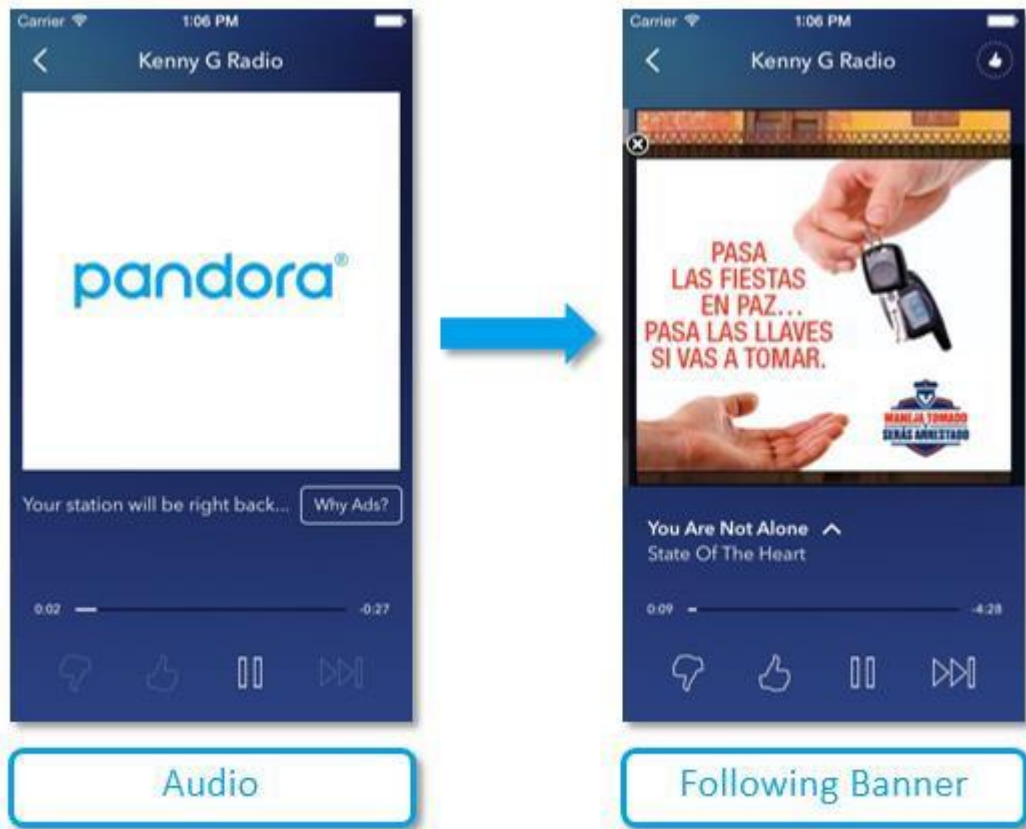
Flight Dates: 11/21
- 9/4

Media Type	Media Outlet	Planned Impressions	Actual Impressions	Spots Planned	Spots Ran	Post %
Digital	Double Positive	5,000,000	6,508,254	N/A	N/A	130%
Radio	Pandora	1,594,658	1,594,658	N/A	N/A	100%
Radio	WMRQ-2	152,141	184,685	120	160	121%
Radio	WPRX-AM	139,054	204,143	35	71	147%
Radio	WNEZ-AM	315,584	489,155	165	285	155%
Radio	WCUM-AM	103,391	116,494	91	102	113%
Outdoor	Outfront	1,811,923	2,482,086	20	20	127%
Total		9,116,751	11,579,475	431	638	128%

Billboards in:
New Haven, Hartford, New Britain and Waterbury



Pandora Screenshots



Digital Screenshots

.14% Click Thru Rate

The screenshot shows the CNN website interface. At the top, there's a navigation bar with 'Edición Español', 'Noticias', 'Video', 'TV', 'Especiales', 'Opinión', 'Radio', 'En Marcha', and 'Red Room'. A search bar is on the right. Below the navigation is a banner with the text 'PASA LAS FIESTAS EN PAZ... PASA LAS LLAVES SI VAS A TOMAR.' and a small image of hands exchanging keys. The main content area features a large video player showing a man speaking at a podium with 'APEC CEO SUMMIT PERU 2016' on the sign. To the right, there's a smaller video player titled 'Trump, Presidente Electo' with the subtitle 'Trump se prepara para la presidencia'. Below the video player is a section for 'iHeartRadio' with 'Latino-Hits' and a guitar image. At the bottom, there's a 'Find Spanish Stations' section with logos for 'mja', 'El Patrón', and 'Fiesta Latina'.

The screenshot shows the Latin Post website. At the top, there's a navigation bar with 'Home', 'US&World', 'Politics', 'Business', 'Life&Culture', 'Tech', 'Entertainment', 'Sports', 'Latin Post TV', and 'Coffee Break'. A search bar is on the right. Below the navigation is a banner with the text 'PASA LAS FIESTAS EN PAZ... PASA LAS LLAVES SI VAS A TOMAR.' and a small image of hands exchanging keys. The main content area features a large article titled 'Desert Trip 2016 - Inside the Nostalgic Festival Featuring Paul McCartney, The Rolling Stones, and Roger Waters'. To the right, there's a sidebar with a 'SUBSCRIBE TO LATINPOST!' button and a 'CLASSIFIEDS' section. Below the main article is a 'FEATURED CONTENT' section with three small images and titles: 'Exclusive Interview with The Purge: Election Year Director James DeMonaco', 'Weeks long Mosquito Control Effort launches by Argentine', and 'Higher Education Doesn't Promise Access to Suitable Jobs: Report'.

Campaign: Hispanic Occupant Protection

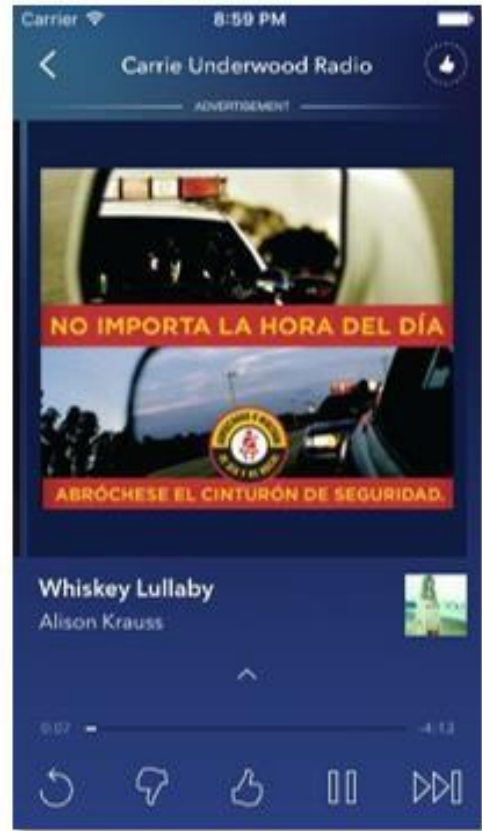
Flight Dates: 5/22 – 6/4

Media Type	Media Outlet	Planned Impressions	Actual Impressions	Spots Planned	Spots Ran	Post %
Digital	Electric Symphony	1,700,000	1,900,000	N/A	N/A	112%
TV	Univision	472,000	583,000	124	164	124%
TV	Telemundo	584,000	750,000	184	274	128%
TV	Cablevision	156,000	156,000	298	298	100%
Radio	Pandora	661,368	667,483	N/A	N/A	101%
Radio	WMRQ-2	320,688	439,032	120	160	137%
Radio	WPRX-AM	103,551	210,061	35	71	203%
Radio	WNEZ-AM	315,584	631,168	165	285	200%
Outdoor	Outfront	1,850,920	1850920	20	20	100%
Total		6,164,111	7,187,664	946	1272	134%

Waterbury, New Haven, and New Britain Local Posters



Pandora Screenshots

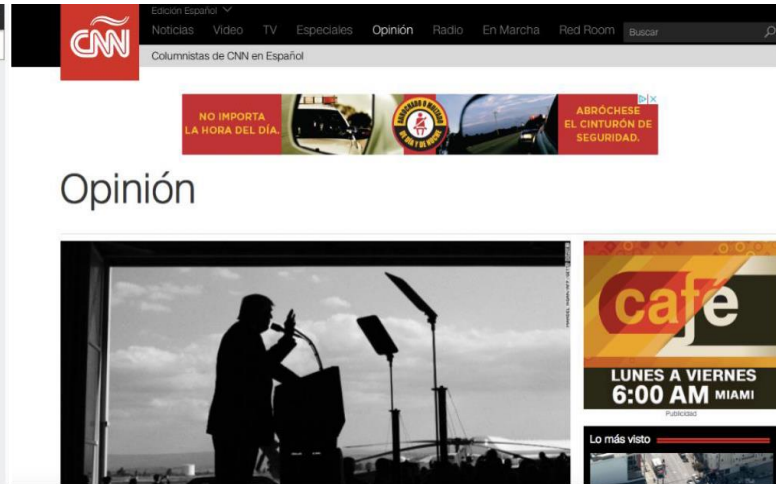


Digital Screenshots

Top Sites: Univision, Reddit, LaOpinion.com, NewYorkTimes.com, CNN.com
.14% Click Thru Rate



The screenshot shows the ESPN website interface. At the top, there are navigation links for various sports: Fútbol, NFL, Boxeo, Béisbol, Lucha Libre, and Béisbol. Below this, there are live scores for several games, including Atlanta vs. República Checa and Dinamarca vs. Italia. The main content area features a large image of a basketball player in a white jersey (likely Stephen Curry) surrounded by fans. Below the image is a headline: "Warriors: 'Lo que sea' por mantener a Curry". To the right, there is a "Titulares" section with several news items, including "Separa Floyd el 26 de agosto en Nevada" and "Oficial: Brizio dirigirá árbitros Liga MX".



The screenshot shows the CNN website interface. At the top, there are navigation links for "Edición Española", "Noticias", "Video", "TV", "Especiales", "Opinión", "Radio", "En Marcha", and "Red Room". Below this, there is a search bar and a "Columnistas de CNN en Español" link. The main content area features a large image of a man speaking at a podium. To the right, there is a "café" logo and a "LUNES A VIERNES 6:00 AM MIAMI" schedule. Below the main image, there is a "Lo más visto" section.



The screenshot shows a website interface for a TV channel. At the top, there is a navigation bar with links for "Series y Novelas", "Super Series", "Shows", "Entretenimiento", "Videos", "Noticias", "Deportes", "Mujer", "Comunidad", and "Max | Tu Canal". Below this, there is a search bar and social media icons. The main content area features a list of programs: "La Querida del Centauro", "El Señor de los Cielos", "El Capo", "El Chema", and "Señora Acero 3, La Coyote". To the right of the list, there are three video thumbnails with captions: "El Centauro: 'Yo nunca estuve muerto, estaba de parranda' en La Querida Del Centauro 2 (VIDEO)", "El anhelo de Gerardo es poder ver caer de nuevo a El Centauro en La Querida Del Centauro (VIDEO)", and "¿Qué borrarían de su vida los personajes de La Querida Del Centauro 2? (VIDEO)".

NOTEWORTHY PRACTICES

NOTEWORTHY PRACTICE 1

PROJECT TITLE

Electronic Citation Processing System – Online Disposition (405c)

TARGET

PROGRAM AREA

Data Programs

PROBLEM STATEMENT

The Centralized Infractions Bureau (CIB) receives all infractions (approximately 400,000 annually) from every law enforcement agency in the State of Connecticut. In 2015, CIB received and processed over 148,000 “not guilty” pleas, each of which required the individual who received the infraction to appear in-person to participate in a court hearing. The e-citation system will enable individuals who plead “not guilty” to an infraction to participate in the court process electronically, rather than be required to physically appear in court (not including trials). This is anticipated to reduce costs, improve the quality and timeliness of hearings, and improve the convenience and efficiency of the process for both the court and the individual who receives an infraction.

OBJECTIVE

By moving to an online disposition system, the recipient of an infraction could elect to have his or her case reviewed and adjudicated online, significantly streamlining the process. In addition to removing the requirement for the defendant to appear in court, the online disposition system will allow prosecutors to review most, if not all, “not guilty” pleas entered by defendants and reach resolution at a more central location, without the necessity of physically appearing in court, helping to conserve the limited resources of the criminal justice system.

STRATEGIES

Timeliness: Each step in the current process contributes to a delay in the adjudication of the infraction and therefore a delay in the attachment of the disposition to law enforcement and the driver history. An online disposition system will significantly reduce the number of days from issuance to adjudication, and placement, when appropriate, on the driver history by enabling asynchronous review. Freeing the work from traditional docket times is transformational. Placement on the driver history is essential for prosecutors and law enforcement to make decisions on subsequent violations by the same offender.

Uniformity: Currently, infractions are reviewed by prosecutors in fifteen (15) different locations. The ability for a smaller group of prosecutors to review all infractions from a central location would contribute to increased consistency for all dispositions. The ability to communicate large scale enforcement efforts such as “Click-It or Ticket” will also be enhanced.

Convenience and Efficiency: Successful completion of this project will allow individuals to be able to be heard on matters related to infractions without having to take time off from work or school, and eliminate the time and expense incurred while traveling to court (unless an individual elects to pursue trial). In addition, the new online disposition system will be synchronized with the current E-Pay system and will allow individuals to seamlessly pay fines online. Individuals who receive alternative dispositions will also have the ability to print their disposition or have it e-mailed to them, reducing the need for paper notices and the expenses related to producing and mailing them.

Safety Outreach: E-adjudication systems like Connecticut's presents a variety of new opportunities for State and federal safety agencies to partner and deliver their messages via novel avenues. If, for example, a prosecutor nollees a driving infraction, the defendant could be required to view a PSA before signing off on the agreement online

RESULTS

Pilot to begin December 2017. The first virtual docket will be available four weeks later.

COST

\$402,137.49

NOTEWORTHY PRACTICE 2

PROJECT TITLE

Child Passenger Safety Update Class – (CR) - Juliet Little

TARGET

Certified Child Passenger Safety Technicians

PROGRAM AREA

Child Restraint

PROBLEM STATEMENT

Child Passenger Safety (CPS) Technicians and instructors use their considerable knowledge and expertise at a variety of community-based activities. It is crucial that the current certified CPS technicians not only maintain their certification it's imperative that they stay abreast of the ever changing technology of car seats as well. All CPS technicians must keep up-to-date on the latest technical information about child passenger safety through seminars and other continuing education opportunities. The majority of the technicians are law enforcement officers and firefighters, which makes it difficult for them to complete all of the requirements that earn continuing education units in order to maintain their certification.

OBJECTIVE

To assist technicians in maintaining their certification, the Highway Safety Office partnered with Yale New Haven Children's Hospital to host child passenger safety update classes where the

technicians would earn six (6) CEU's in one day which is required in order to maintain their certification. These classes were held in Greenwich, Cheshire, Stonington, Danbury and Milford to reach as many technicians as possible before they expired.

STRATEGIES

The curriculum provides an overview of the latest child restraints, an overview of the new technology, LATCH, airbag technology, issues with inflatable restraints, an overview of recalls and other updated/helpful CPS related information.

RESULTS

Five child passenger safety update classes provided 109 technicians with hands on learning, opportunity to network with technicians from other areas, install car seats that they've never seen before and to speak with instructors regarding any concerns or problems they encounter in the field. New seats come onto the market every year and this free training provides the technicians an opportunity to learn about the seats as well as new car technology as it pertains to car seat installation. The classes were held around the state giving technicians the opportunity to network with other technicians and instructors from around the state. Conducting these effective free CPS trainings is one way to maintain a high number of certified CPS technicians to educate parents/caregivers on the proper way to transport children in motor vehicles. One hundred and nine technicians were able to maintain their certification by attending the free update class.

COST

\$1,057.70 working lunch and supplies

Funding Source(s):

402

NOTEWORTHY PRACTICE 3

PROJECT TITLE

Connecticut Distracted Driving Roadside Observations Pilot – Program Manager, Aaron Swanson

TARGET

Measurement of DDHVE Outcomes and Effects on Driver Behavior

PROGRAM AREA

Distracted Driving

PROBLEM STATEMENT

Measuring effects of DDHVE by tracking relevant crash data as practiced in other program areas is difficult due to the lack of comprehensive crash data available related to the role distraction (especially that related to hand held mobile phone use) plays in crash causation.

OBJECTIVE

To measure the effects of DDHVE on driver behavior related distracted driving as a result of hand held mobile phone use through roadside observational surveys. This pilot will expand past pilot research conducted in the State of Connecticut during DDHVE mobilizations both pre and post enforcement periods in April and August. The pilot concept is to expand previous data collection to more sites, thus giving the number of observations more statistical significance and to include a control site.

STRATEGIES

In 2017, two full rounds of high visibility distracted driving enforcement took place in select law enforcement agencies across the state. There were nine participating enforcement agencies including: Berlin, Bristol, Danbury, Hamden, Hartford, Monroe, New Haven, Stamford, and Trumbull. These agencies were awarded special grant funding by the Highway Safety Office. Torrington was designated as a control area for comparison; no program enforcement activity or media messaging occurred in this town, nor was any funding provided. HSO also funded program-specific media messaging during the April/August 2017 campaigns.

Pre/post roadside observations took place both before and directly after any program enforcement and/or media activity. Preusser Research Group, Inc. (one of HSO's contracted program evaluation firms) collected all observation data.

Roadside distracted driving data was collected at 55 site locations across nine total cities/towns. Two trained and experienced PRG observers collected data (manipulation/texting and hand-held phone use) during four different intervals:

1. *Before the April distracted driving campaign*
2. *After the April distracted driving campaign*
3. *Before the two-week August distracted driving campaign*
4. *After the two-week August distracted driving campaign*

Method

Municipality and Observation Site Selection

The nine towns/cities were primarily selected to participate based on their history of successfully implementing a HVE program in the past. Physical and economic geographical factors were also taken into consideration to ensure a diverse representation of drivers across Connecticut. A 10th location was selected to serve as a control. The control had no history of past distracted driving program participation but did have potential for future involvement. Each of the enforcement sites had 6 individual observation locations; 3 program/enforcement, 3 control. The exception was two contiguous towns (Monroe & Trumbull), which had four observation sites each (2 program/enforcement, 2 control).

The "program/enforcement" observation sites were selected in each municipality based on locations where police would normally conduct actual enforcement. Control sites were

matched based on Annual Average Daily Traffic (AADT) and similar general characteristics (types of businesses, etc.) and were somewhat distant from the actual enforcement zones. To clarify, half of the observations in each municipality occurred at enforcement locations and the other half took place at locations away from the enforcement locations (where no increased enforcement occurred).

Enforcement Activity

Members of law enforcement were asked to limit their enforcement activity to pre-determined locations which included at least the observation locations designated as “program/enforcement.” Some departments enforced in other locations as well but were asked to focus on the three key program/enforcement observation sites. They were also asked not to intensify enforcement efforts at the non-enforcement locations.

In the State of Connecticut, law enforcement can issue citations for hand-held cell phone use, texting while driving and “distracted driving.” Distracted driving is defined by engaging in some secondary-to-driving behavior (e.g., eating, putting on make-up) while simultaneously violating another state law (e.g., speeding). Participating law enforcement agencies were asked to focus on cell phone and distracted driving violations over two time periods: the entire month of April (2017); and the first two weeks of August (2017).

Observations

Trained and experienced observers were sent to a total of 55 different locations before and after each wave of enforcement to conduct observations of cell phone use (both manipulation/texting and hand-held phone use). Data was collected on all days of week during daylight hours between 7 am and 6 pm. Each site location was observed for exactly 60 minutes (1 hour). See below for a summary of how observation data was collected (all PRG observers are trained using this protocol).

RESULTS

There was a significant decrease in “Any Use” (i.e., either hand-held phone use or manipulating a cell phone) in the enforcement towns (Pre: 8.0 % use; Post: 6.4% use)

Figure 1. Any Cell Phone Distraction (Hand-held call or Manipulating)

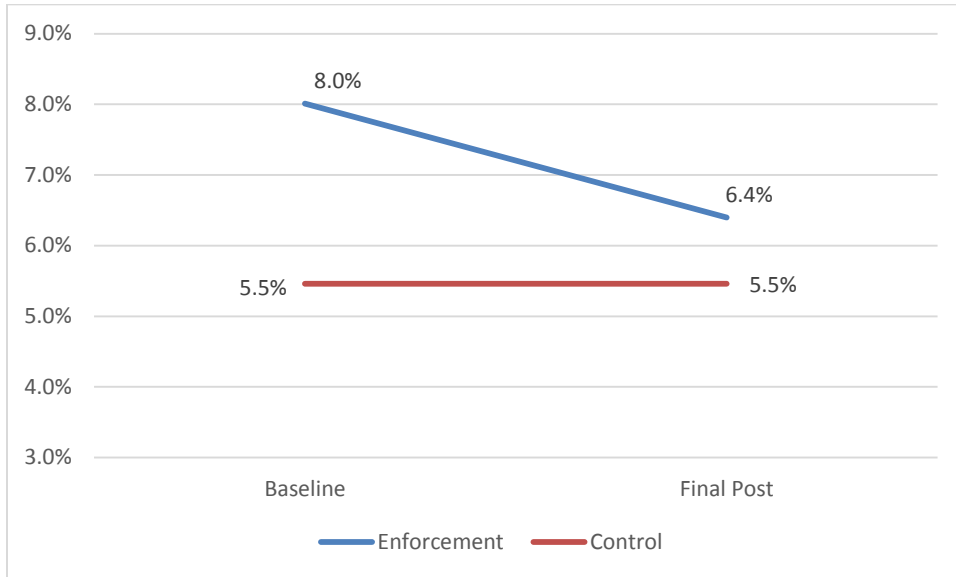


Figure 2. All Sites within Enforcement (Program) Towns Only

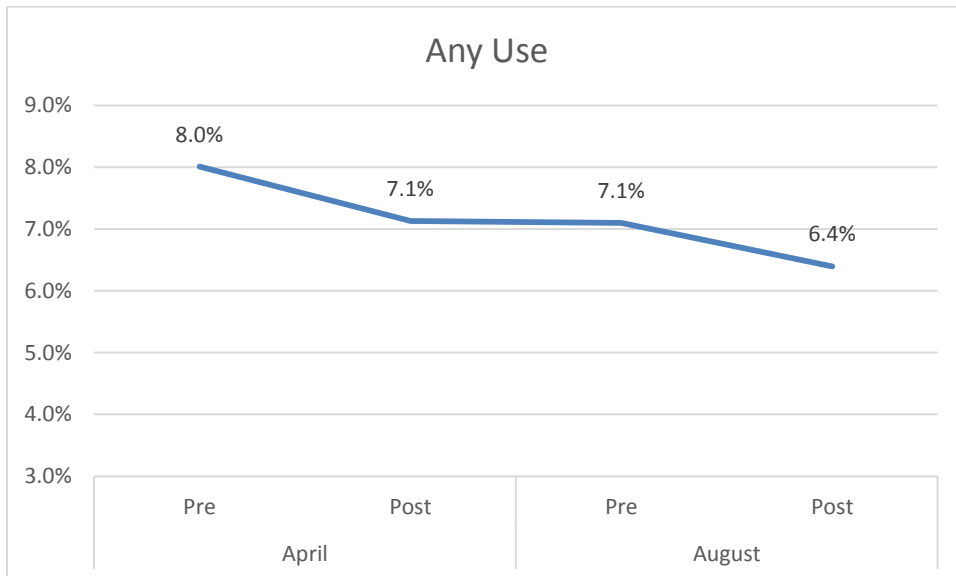
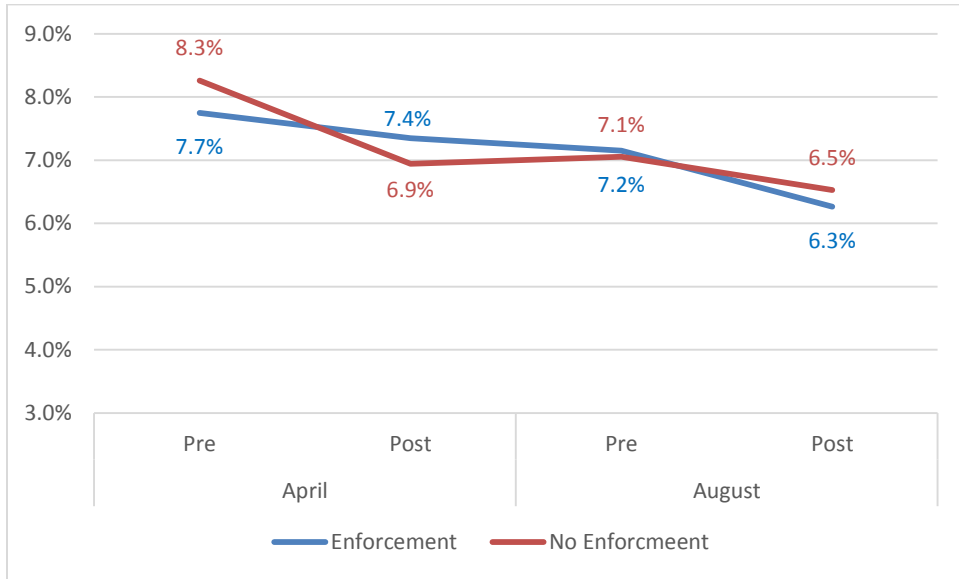


Figure 3. Distraction at Extra Enforcement Sites vs. Sites w/o Extra Enforcement



COST

TBD

Funding Source(s):

405e

ATTITUDE AND AWARENESS OUTCOME MEASURES

Please note: Impaired Driving Attitude and Awareness Survey results were not available at the time of submission.

Connecticut Click It or Ticket Campaign 2017 - DMV Results

The purpose of this summary report is to share with the Connecticut Department of Transportation’s Highway Safety Office (HSO) results for Wave 1 (pre) and Wave 2 (post) of the DMV survey effort surrounding the 2017 Click It or Ticket initiative. A one-page dual language questionnaire was distributed in DMV offices designed to assess respondents’ knowledge and awareness of the heightened enforcement activity and paid media campaign that is funded by HSO. The participation of the DMV offices was essential in our analysis of the campaign and we would like to extend our thanks and gratitude to each office for their efforts. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. The first wave of DMV surveys was conducted directly before the media began (April 25 – May 13, 2017) and the second wave was collected directly afterward (June 6 – 14, 2017).

A snapshot of the results is provided below whereas detailed analysis of the two survey waves is provided in the following pages. Results indicate that self-reported belt use increased slightly (not significantly) from Wave 1 to Wave 2. Close to 90 percent (89.3%) of respondents reported “*Always*” wearing their seatbelt in Wave 2 up from 87.5 percent in Wave 1. The percentage of respondents indicating the chance of getting a ticket was “*Always*” showed a slight increase (not significant), from 87.5 percent in Wave 1 to 89.3 percent in Wave 2. Just over one third of respondents indicated that State and Local police enforced the seat belt law “*Very Strictly*” with small non-significant increases from Wave 1 to Wave 2 (36.2% to 39.1% for state police, 34.0% to 35.0% for local police). Respondent personal experience of enforcement showed a marginally significant increase from Wave 1 to Wave 2 (from 17.2% to 21.0%, $p<.05$). Awareness of belt fine amount showed marginally significant improvement (37.1% to 41.1%, $p<.05$). Awareness of the belt-related messages showed significant increases from Wave 1 to Wave 2. The number of respondents that reported having “*read, seen, or heard anything*” about extra belt enforcement in Connecticut increased significantly (from 31.4% to 40.3%, $p<.01$), as did percentage of respondents having read, seen or heard “*anything about belts in Connecticut*” (from 45.4% in Wave 1 to 52.9% in Wave 2, $p<.01$). When asked where the safe driving message was heard, the most common answers were *TV* and *Radio*. Recognition of the “*Click It or Ticket*” campaign slogan remained stable, from 79.5 percent in Wave 1 to 79.7 percent in Wave 2.

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

Basic Information and Demographics

Approximately 150 surveys were collected in each office for each wave (Table 1). There were a total of 2,628 survey respondents, 1,300 pre-campaign and 1,328 post-campaign.

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

Office Location	Wave 1	Wave 2
Bridgeport	151	149

Hamden	150	150
Danbury	153	149
New Britain	150	151
Norwich	120	127
Waterbury	153	150
Wethersfield	152	154
Winsted	149	147
Norwalk	122	151

Table 2 summarizes the demographic characteristics of survey respondents. During both Wave 1 and Wave 2, just over half (51.2% and 53.8%, respectively) of survey respondents were male. During both waves, the two most common reported age categories for respondents were 35-49 year olds (29.7% in Wave 1 and 27.6% in Wave 2) and 21-34 year olds (25.2% in Wave 1 and 23.7% in Wave 2). The majority of respondents were White (66.7% in Wave 1 and 67.5% in Wave 2). Just over 20 percent of respondents were Hispanic, 24.3 percent in Wave 1 and 22.7 percent in Wave 2. Overall, less than 5 percent of respondents used the Spanish version of the questionnaire (3.9% in Wave 1, 4.8% in Wave 2).

Table 2. Demographic Characteristics of Survey Respondents

Characteristic	Wave 1	Wave 2
Gender		
Male	51.2%	53.8%
Female	48.8%	46.2%
Total (N)	100% (N=1,287)	100% (N=1,317)
Age		
Under 18	1.7%	2.6%
18-20	6.0%	5.4%
21-34	25.2%	23.7%
35-49	29.7%	27.6%
50-59	21.2%	20.2%
60+	16.2%	20.5%^
Total (N)	100% (N=1,293)	100% (N=1,322)
Race		
White	66.7%	67.5%
Black	10.9%	11.4%
Asian	4.2%	3.6%
Native American	0.5%	0.9%
Other	16.5%	15.1%
Multiple	1.1%	1.5%
Total (N)	100% (N=1,233)	100% (N=1,262)
Hispanic		
Yes	24.3%	22.7%
No	75.7%	77.3%
Total (N)	100% (N=1,244)	100% (N=1,271)
Driving Between Midnight and 4am		
None/Almost None	77.3%	75.4%
A Lot Less Than Half	14.4%	15.4%
About Half	5.5%	5.3%
A Lot More Than Half	1.6%	1.8%
All/Almost All	1.3%	2.0%
Total (N)	100% (N=1,280)	100% (N=1,309)

^ $p < 0.05$

Belt Use & Reason for Being Stopped by Police

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

There was an increase (not significant) in reported seat belt use from Wave 1 to Wave 2. The percentage of respondents reporting “*Always*” wearing their seat belts was 87.5 percent in Wave 1 compared to 89.3 percent in Wave 2 (see Table 3). Respondents were also asked “When you pass a driver stopped by police [in the daytime/in the nighttime], what do you think the stop was for?” Results for both daytime and nighttime are shown in Table 4.

Table 3. Self-Reported Belt Use, Question 11

Question	Wave 1	Wave 2
Q11. How often do you use seat belts when you drive/ride in a car, van, SUV or pick up?		
Always	87.5%	89.3%
Nearly Always	6.7%	6.3%
Sometimes	3.2%	2.7%
Seldom	1.4%	0.8%
Never	1.2%	1.0%
Total (N)	100% (N=1,289)	100% (N=1,314)

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

Question	Wave 1	Wave 2
Q6. When you pass a driver stopped by police <i>in the daytime</i>, what do you think the stop was for?		
Speeding	70.0%	72.4%
Seat Belt Violation	18.8%	16.7%
Drunk Driving	4.3%	4.5%
Reckless Driving	9.3%	8.5%
Registration Violation	8.5%	7.5%
Other	15.2%	13.0%
Total (N)	100% (N=1,300)	100% (N=1,328)
Q7. When you pass a driver stopped by police <i>in the nighttime</i>, what do you think the stop was for?		
Speeding	46.5%	45.0%
Seat Belt Violation	5.2%	5.9%
Drunk Driving	42.3%	43.3%
Reckless Driving	18.4%	19.4%
Registration Violation	4.5%	4.4%
Other	12.5%	11.3%
Total (N)	100% (N=1,300)	100% (N=1,328)

Perception of Severity of Enforcement & Experience with Enforcement

DMV survey responses showed no significant increase or decrease in perception of enforcement severity from Wave 1 to Wave 2 (Table 5). When asked to evaluate the chance of receiving a ticket for not using a seat belt, 25.5 percent of respondents in Wave 1 indicated it was “Always”, compared to 26.1 percent in Wave 2. More than a third (36.2%) of Wave 1 respondents judged that State police enforced seat belt laws “Very Strictly” compared to 39.1 percent in Wave 2. When asked about severity of enforcement by Local police, 34.0 percent of Wave 1 respondents selected “Very Strictly”, compared to 35.0 percent in Wave 2.

Table 5. Survey Questions 12, 13, 14

Question	Wave 1	Wave 2
Q12. What do you think the chances are of getting a ticket if you don't wear your seatbelt?		
Always	25.5%	26.1%
Nearly Always	17.5%	18.5%
Sometimes	38.2%	37.3%
Seldom	13.7%	13.0%
Never	5.0%	5.1%
Total (N)	100% (N=1,284)	100% (N=1,306)
Q13. Do you think the Connecticut State Police enforce the seat belt law:		
Very strictly	36.2%	39.1%
Somewhat Strictly	43.1%	41.7%
Not Very Strictly	15.0%	14.7%
Rarely	4.4%	3.6%
Not at All	1.3%	0.9%
Total (N)	100% (N=1,269)	100% (N=1,290)
Q14. Do you think the local police enforce the seat belt law:		
Very strictly	34.0%	35.0%
Somewhat Strictly	41.0%	41.9%
Not Very Strictly	18.2%	17.0%
Rarely	5.0%	4.8%
Not at All	1.8%	1.2%
Total (N)	100% (N=1,272)	100% (N=1,291)

DMV survey responses indicated that respondents had some personal experience with enforcement (Table 6). More than 10 percent of respondents received a belt ticket at some point (10.8% in Wave 1 vs. 11.1% in Wave 2). There was a near-significant increase in percentage of respondents having experienced seat belt enforcement in the past month, from 17.2 percent in Wave 1 to 21.0 percent in Wave 2 ($p=.012$). Participants were asked whether or not police should be able to stop a vehicle solely for a seat belt violation. There was a non-significant increase *in* yes responses from Wave 1 (78.9%) to Wave 2 (81.1%). Respondents were given a selection of fine ranges and asked to identify the correct seat belt violation fine in Connecticut. More than a third selected the correct range. Responses from Wave 1 to Wave 2 showed a near-significant increase in correct responses (37.1% in Wave 1 to 41.1% in Wave 2, $p =.016$).

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

Question	Wave 1	Wave 2
Q15. Have you ever received a ticket for not wearing your seat belt?		
Yes	10.8%	11.1%
No	89.2%	88.9%
Total (N)	100% (N=1,246)	100% (N=1,266)
Q17. In the past month, have you personally experienced enforcement by police looking at seat belt use?		
Yes	17.2%	21.0%^
No	82.8%	79.0%
Total (N)	100% (N=1,282)	100% (N=1,302)
Q20. Should the police be able to stop a vehicle for a seat belt violation alone?		
Yes	78.9%	81.1%
No	21.1%	18.9%
Total (N)	100% (N=1,253)	100% (N=1,268)
Q8. What is the fine for violating the seat belt law in Connecticut?		
Less than \$35	2.6%	1.6%
\$35-\$50	12.9%	9.9%
\$51-\$65	8.4%	10.5%
\$66-\$85	13.9%	12.8%
\$86-\$115	37.1%	41.1%^
Over \$115	25.1%	24.1%
Total (N)	100% (N=1,187)	100% (N=1,207)

^ $p<0.05$

Awareness of Seat Belt Message and Slogan Recognition

DMV survey responses indicated an increase in public awareness of seat belt messages from Wave 1 to Wave 2. There was a significant increase in percentage of respondents indicating having “seen or heard about extra enforcement where police were looking at seat belt use” from Wave 1 to Wave 2 (from 31.4% to 40.3%, respectively, $p<.0001$). When asked if they had recently “read, seen or heard anything about seat belts in Connecticut, 45.4 percent of respondents answered affirmatively in Wave 1 compared to 52.9 percent in Wave 2, $p<.0001$. Those answering yes to the latter question were then asked about the source and the nature of the message. Results are summarized in Table 7. Respondents were also asked if they knew the name of any seat belt enforcement program in Connecticut. The campaign slogan, “Click It or Ticket” showed a non-significant increase in recognition from 79.8 percent in Wave 1 to 81.1 percent in Wave 2 (see Table 7).

Table 7. Survey Questions 16, 18, 19

Question	Wave 1	Wave 2
Q16. In the past month, have you seen or heard about extra enforcement where police were looking at seat belt use?		
Yes	31.4%	40.3%*
No	68.6%	59.7%
Total (N)	100% (N=1,277)	100% (N=1,309)
Q18. Have you recently read, seen, or heard anything about seat belts in Connecticut?		
Yes	45.4%	52.9%*
No	54.6%	47.1%
Total (N)	100% (N=1,274)	100% (N=1,296)
Q18a. Where did you see or hear about anything about safe driving in Connecticut? (multiple answers)		
Newspaper	16.7%	16.6%
Radio	33.2%	34.0%
TV	45.3%	42.4%
Internet	17.9%	15.9%
Brochure	5.7%	4.7%
Checkpoint	18.4%	18.2%
Other	22.5%	19.8%
Q18b. What type of message was it?		
Enforcement	7.0%	9.9%
Safety	7.5%	5.4%
Political Opinion	0.0%	0.5%
Don't Know/Don't Remember	2.2%	1.8%
Specific Slogan	46.8%	45.0%
Other	36.6%	37.4%
Total (N)	100% (N=186)	100% (N=222)
Q19. Do you know the name of any safe driving enforcement program(s) in CT? (multiple responses)		
Buckled or Busted	6.7%	5.3%
Buckle Up Connecticut	19.5%	19.8%
Click It or Ticket	79.5%	79.7%
Operation Stay Alive	3.0%	3.2%
Total (N)	100% (N=1,300)	100% (N=1,328)

*Significant at $p<0.01$

Perception and Awareness of Speed Enforcement

There was no change in reported speeding from Wave 1 to Wave 2. The percentage of respondents that reported “Always” driving over 35mph in a 30mph zone was 10.3 percent in Wave 1 and 10.6 percent in Wave 2 (see Table 8). DMV survey responses indicated a significant increase in public awareness of speed enforcement from Wave 1 to Wave 2. The percentage of respondents indicating having “read, seen or heard about speed enforcement” was 41.0 percent in Wave 1 compared to 46.5 percent in Wave 2, $p<.01$. When asked to evaluate the chance of receiving a ticket for driving over the speed limit, 18.3 percent of respondents in Wave 1 indicated it was “Always”, compared to 18.1 percent in Wave 2. Details for these questions are shown in Table 8.

Table 8. Survey Questions 21, 22, 23

Question	Wave 1	Wave 2
Q21. On a local road with a speed limit of 30mph, how often do you drive faster than 35mph?		
Always	10.3%	10.6%
Nearly Always	13.1%	14.8%
Sometimes	41.4%	42.8%
Seldom	20.4%	18.0%
Never	14.8%	13.8%
Total (N)	100% (N=1,280)	100% (N=1,294)
Q22. Have you recently read, seen, or heard anything about speed enforcement?		
Yes	41.0%	46.5%*
No	59.0%	53.5%
Total (N)	100% (N=1,263)	100% (N=1,289)
Q23. What do you think the chances are of getting a ticket if you drive over the speed limit?		
Always	18.3%	18.1%
Nearly Always	23.8%	22.1%
Sometimes	44.4%	47.6%
Seldom	9.5%	8.4%
Never	4.1%	3.8%
Total (N)	100% (N=1,276)	100% (N=1,303)

*Significant at $p<0.01$

**Connecticut Distracted Driving
DMV Survey Awareness Results
March/May 2017 & July/August 2017**

Method

Procedure

Awareness Surveys. A one-page questionnaire was distributed in DMV offices. It was offered in both English and Spanish. It was designed to assess respondents' knowledge and awareness of the heightened enforcement and paid media campaign that was funded by the Connecticut Highway Safety Office. Nine CT DMV offices were visited: Bridgeport, Danbury, Hamden, New Britain, Norwalk, Norwich, Waterbury, Wethersfield, and Winsted. Two periods of enforcement took place in the spring and summer of 2017. In total four waves of DMV surveys were conducted, before and after each enforcement period. The first wave of DMV survey (Pre 1) was conducted directly before any enforcement/media began (March 22 – March 29, 2017), the second wave (Post 1) was collected directly afterward (May 2 – May 12, 2017). Similarly, the third wave (Pre 2) was conducted just before the second round of media began (July 18 – 28) and the fourth wave (Post 2) was conducted directly after (August 15 - 23) the conclusion of the campaign.

Results

Awareness Surveys

The tables that follow summarize respondent characteristics as well as survey question results across all waves. All statistical significance testing was done with chi-square analysis, with significance level set at $p < .01$. Proportions were compared between Pre and Post for each enforcement period (i.e. Pre1 vs Post 1, Pre2 vs. Post2), as well as between first and last waves (i.e. Pre1 vs. Post2).

Approximately 150 surveys were collected in each office for each wave (Table 1). There were a total of 5,382 survey respondents, 2,647 in the first enforcement period and 2,735 in the second enforcement period.

Table 1. N Respondents by Office

DMV Office	First Enforcement Period		Second Enforcement Period	
	Pre 1 (March)	Post 1 (May)	Pre 2 (July)	Post 2 (August)
Bridgeport	150	149	151	150
Danbury	155	151	150	152
Hamden	159	153	155	150
New Britain	132	150	151	151
Norwalk	153	139	137	150
Norwich	132	138	150	139
Waterbury	148	152	148	162
Wethersfield	148	138	156	164
Winsted	151	149	151	168
Total	1,328	1,319	1,349	1,386

Distribution by Sex, Age Group, Race, and Ethnicity is presented in Table 2. The sample was split fairly evenly between male and female respondents. For all waves, the bulk of respondents were between the ages of 21 and 49. Age distribution showed a significantly higher proportion of respondents aged 21-34 in Pre 1 (30.9%) compared to Post 2 (23.6%), $\chi^2 (5) = 47.75, p < .0001$. No other differences were found. More than 65 percent of respondents were White/Caucasian, and approximately 23 percent of respondents were Hispanic/Latino. Pre1 had a significantly higher proportion of Hispanic respondents than Post2 (26.4% and 20.8%, respectively), $\chi^2 (1) = 11.53, p < .01$.

Table 2. Demographics Distribution by Enforcement Period

Demographics	First Enforcement Period		Second Enforcement Period	
	Pre 1 (March)	Post 1 (May)	Pre 2 (July)	Post 2 (August)
Sex (N)				
Male	52.1%	51.2%	51.3%	49.0%
Female	47.9%	48.8%	48.7%	51.0%
Age (N)				
Under 18	1.4%	2.1%	3.5%	3.6%
18 to 20	4.4%	5.0%	5.2%	7.4%
21 to 34	30.9%	27.5%	24.5%	23.6%
35 to 49	28.3%	26.6%	26.4%	26.7%
50 to 59	20.2%	20.3%	20.2%	19.0%
60 and over	14.8%	18.5%	20.3%	19.7%
Race (N)				
White	65.8%	65.1%	67.2%	69.1%
African American	11.3%	11.9%	10.8%	12.5%
Asian American	2.7%	3.4%	4.0%	3.1%
Native American	1.4%	1.2%	0.6%	1.0%
Other	17.4%	17.0%	16.1%	13.4%
Multi-Racial	1.3%	1.4%	1.2%	0.9%
Hispanic (N)				
Yes	26.4%	24.1%	21.5%	20.8%
No	73.6%	75.9%	20.8%	79.2%

Some changes in self-reported distracted driving behaviors were observed. Respondents were asked how often they 1) *talk on a handheld phone*, 2) *talk on a hands-free device*, and 3) *send text messages or emails* while driving. Whereas no change was reported for talking on a hands-free device across the two enforcement periods, some significant changes were observed for handheld and texting/email usage while driving. The proportion of respondents reporting *never* talking on a handheld phone while driving showed a significant increase between Pre1 and Post 2, $\chi^2(4) = 23.72, p < .0001$ (see Figure 1); the proportion of respondents reporting *never* sending texts or email while driving showed a similar pattern, $\chi^2(5) = 16.17, p < .01$ (Figure 2). A complete set of survey responses is provided in Appendix A.

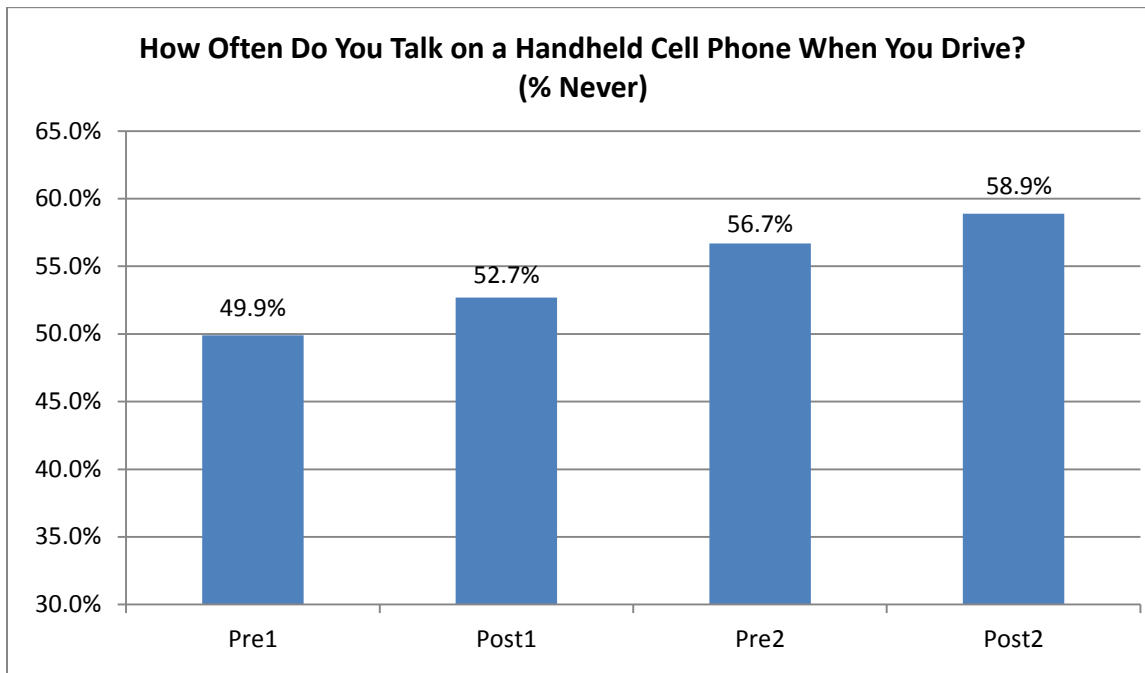


Figure 1. Handheld Usage by Wave (% Never)

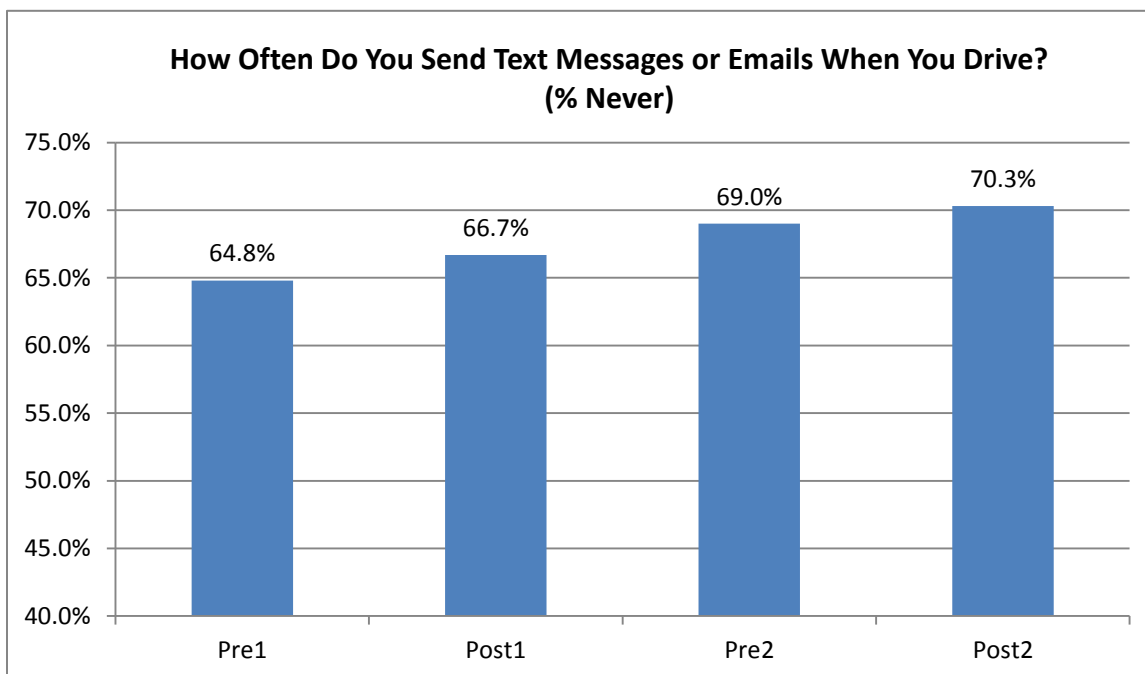


Figure 2. Texting or Emailing While Driving, by Wave (% Never)

Perceptions of severity of enforcement showed no significant changes across the two periods of enforcement. Throughout the 4 waves, 93 percent of respondents believed it was *important to enforce the handheld law* (range 92.8% to 93.6%). Approximately 20 percent of respondents judged that they would *always* get a ticket for using a handheld while driving (range 18.9% to 20.4%) or talking on a cellular phone while driving (range 20.1% to 22.8%). Perceived chance of *always* getting a ticket for texting while driving was slightly higher but did not change significantly across waves (range 22.1% to 24.3%).

Approximately 10 percent of respondents reported ever getting a ticket for using a handheld cell phone while driving. Proportion of respondents having ever gotten a ticket decreased significantly from Pre1 to Post2, from 11.0 percent to 7.3 percent, respectively ($\chi^2(1) = 10.29, p < .01$). When asked if they had gotten that ticket in

the past month, a significant increase was observed from Pre2 (1.5%) to Post2 (5.8%), $\chi^2 (1) = 13.11, p < .0001$. Table 3 shows the details.

Table 3. Personal Experience with Enforcement (% Ticketed)

	First Enforcement Period		Second Enforcement Period	
	Pre 1 (March)	Post 1 (May)	Pre 2 (July)	Post 2 (August)
Received Ticket for Handheld	11.0%	9.6%	9.7%	7.3%
Ticketed in Past Month	3.5%	5.7%	1.5%	5.8%

The final set of results relate to the public's awareness of distracted driving message and recognition of the campaign slogan. Awareness of enforcement focused on handheld cell phone use while driving increase throughout both enforcement periods and from Pre1 to Post2. Proportion of respondents reporting having seen or heard about handheld phone use enforcement increased significantly from 26.3 percent in Pre1 to 35.6 percent in Post1 ($\chi^2 (1) = 26.21, p < .0001$); also increased significantly throughout the second enforcement period from 31.5 percent in Pre2 to 39.4 percent in Post2 ($\chi^2 (1) = 18.02, p < .0001$). The increase from Pre1 to Post2 was also significant, $\chi^2 (1) = 51.02, p < .0001$. Similar results were obtained when respondents were asked whether they had read, seen, or heard anything about distracted driving in Connecticut. Results showed a significant increase in awareness from Pre2 to Post2 (54.9% to 61.4%, $\chi^2 (1) = 11.47, p < .01$), and from Pre1 to Post 2 (52.6% to 61.4%, $\chi^2 (1) = 21.04, p < .0001$). The increase in awareness from Pre1 (52.6%) to Post1 (57.5%) was near-significant, $\chi^2 (1) = 6.33, p = .012$.

Data on slogan recognition is reported in Table 4. Recognition of the campaign slogan *U Drive U Text U Pay* showed a significant increase from Pre1 (33.1%) to Post1 (42.5%), $\chi^2 (1) = 24.63, p < .0001$; from Pre2 (34.1%) to Post2 (43.4%), $\chi^2 (1) = 25.08, p < .0001$; and from Pre1 to Post2, $\chi^2 (1) = 30.43, p < .0001$. The slogan *Txtng & Drivng...It Can Wait* showed a significant decrease from Pre1 (35.3%) to Post2 (30.4%), $\chi^2 (1) = 7.29, p < .01$. No other slogan showed a significant change.

Table 4. Slogan Recognition (% Yes)

Slogan	First Enforcement Period		Second Enforcement Period	
	Pre1 (March)	Post1 (May)	Pre2 (July)	Post2 (August)
U Drive U Text U Pay	33.1%	42.5%	34.1%	43.4%
Phone in One Hand, Ticket in the Other	11.3%	10.3%	9.6%	10.0%
I Promise Not to Drive Distracted	6.6%	5.1%	4.9%	4.5%
Txtng & Drivng...It Can Wait	35.3%	32.0%	30.9%	30.4%
Hang Up or Pay Up	10.6%	8.9%	9.0%	10.6%