

Joe Cristalli, CTDOT
TRCC Chairman



Juliet Little
TRCC Coordinator

Traffic Records Coordinating Committee

September 25, 2024

CTDOT. Conference Room **3130**

2800 Berlin Turnpike, Newington, CT 06131

1 PM

CALL TO ORDER

I. Summary (voting item) – July 2024 TRCC Meeting Summary (Attachment A)

II. Information Presentations –

- A. ATSSIP Annual Conference Summary – Juliet Little **(Attachment B)**
- B. Enhanced Intoxication Detection and Enforcement - Rosanna Getty, Charles Grasso III **(Attachment C)**
- C. Linked Crash and Toxicology Data – Jennifer Pawelzik, Marisa E. Auguste **(Attachment D)**

III. Old Business – FY25 TRSP Final Document, Grant Application Projects – Juliet Little, Dr. Eric Jackson and Flavia Pereira (Attachment E)

IV. New Business – eGrants System for submitting grant applications – Joe Cristalli



crash



driver



vehicle



roadway



citation/
adjudication



injury
surveillance

V. Traffic Records Data Systems Updates-

Crash – CTDOT, LEOs, CTI/CTSRC

Driver - CTDMV

Vehicle – CTDMV

Roadway – CTDOT

Citation Adjudication – CIB

Injury Surveillance – CTDPH

VI. Open Discussion and Public Comments

ADJOURN

FUTURE TRCC MEETING:

NOVEMBER 20, 2024

ATTACHMENT A

Summary of the July 17, 2024 Traffic Records Coordinating Committee meeting

Meeting was called to order at 11:04 AM

The first item on the agenda was the summary of the April 2024 meeting. Rhonda Barangan, UCONN, called for an approval of the summary of the April meeting. Joe Cristalli, CTDOT motioned for approval, Terri Thompson, CRCOG seconded. A unanimous vote for approval was made.

The second item on the agenda was a presentation of the draft of the FY2025 Traffic Records Strategic Plan (TRSP) by Dr. Eric Jackson, CTI, CTSRC and Flavia Pieria, CTDOT.

Dr. Jackson provided an overview of the development of the Traffic Records Strategic Plan. Dr. Jackson then gave a detailed description of the CRASH data system portion of the TRSP. He explained that the other five data systems can develop a similarly detailed description to include in the updates over the next several years; 2026, 2027, 2028, and 2029. Using this schedule, the TRSP will only require major rewrites every 5 years, as necessary.

Flavia Pereira, Connecticut DOT, presented the list of projects included in the TRSP, noting that not all projects listed in the TRSP would be included in the grant application, but further explained that applications are received all year.

The third item on the agenda was a vote on the FY25 TRSP. Rhonda Barangan explained that the document was still in the draft phase and had a tight timeline for the accompanying 405c federal grant application. She further stated that a final copy would be available online, as in previous years, and a virtual vote would be taken. Dr. Jackson stated that no responses would be tallied as acceptance of the final version of the TRSP.

The fourth item on the agenda was a discussion on beginning the TRSP process for FY26 at the September meeting to allow for the TRCC to be involved in the development of the TRSP. A tentative plan for future TRCC meetings would allow the Committee to follow the steps in the Strategic Planning process, as suggested by the State Traffic Records Coordinating Committee Strategic Planning Guide document by NHTSA (DOT HS 812 773a).

The fifth agenda item was the information presentations.

Natasha Fatu, CTDOT provided a summary of the Connecticut Road Safety Summit held on May 30, 2024, at Central Connecticut State College. She discussed the State Highway Safety Plan (SHSP). The Five-Year Plan was adopted in 2022 and will be due for an update in 2027. The update process is beginning soon.

Dr. Rebecca Shannon Spicer gave a presentation on the Driver Alcohol Detection System for Safety (DADSS). A vehicle that has the DADSS installed was available for demonstration. This is a product of a Private Public Partnership between the National Highway Transportation Safety Administration (NHTSA) and the Automotive Coalition for Traffic Safety (ACTS). She provided information on studies that showed the percentages of how the system detects alcohol on the driver and disables the vehicle from starting. Slides from the presentation are available. Joe Cristalli mentioned that CTDOT currently has two vehicles and there are plans to acquire five more.

The next item on the agenda, item six, was the updates from each data system. There were no updates from the individual data systems.

Item seven on the agenda was open discussion and public comments.

Joe Cristalli introduced the new Traffic Records Coordinating Committee Coordinator, Juliet Little, CTDOT. Ms. Little described her background in traffic records, as well as being a former president of ATSIP, and working on the initial development of the Crash Records Depository with Dr. Jackson and UCONN.

Additional items mentioned were the upcoming ATSIP forum in San Diego in August and the Engineer Day at UCONN on September 19th and that the next TRCC meeting on September 25th would be held at 1 pm.

A motion was made to end the meeting and unanimously approved.

The meeting adjourned at 11:59 am.

ATSIP FORUM CONFERENCE SUMMARY

Presentation - Juliet Little



Enhanced Intoxication Detection and Enforcement

Presentation - Rosanna Getty and Charles Grasso III

With DUI related crashes and fatalities having risen drastically in recent years, new ways to enhance officers' investigative efforts are being explored. The CTSRC Enhanced Intoxication Detection and Enforcement project presented at ATSIP looks at implementing the use of roadside screeners, or portable breathalyzer tests (PBTs), during DUI investigations in Connecticut.

Analysis results show that PBTs are sufficiently reliable and accurate devices to corroborate other evidence collected by officers during traffic stops, such as the results of standard field sobriety tests and other visual and physical indicators of intoxication. The purpose of implementing the use of PBTs would not be to use the test results as evidence in court, but rather to confirm an officer's suspicion that an arrest should be made. The goal of such enhanced enforcement effort is to reduce the occurrence of DUI and to improve road safety.

The CTSRC presentation provided background on the problem, including statistics on the number of people killed by DUI each year and the number of people who admitted to driving drunk or impaired driving in recent years. In both cases, the numbers are increasing. The project also looked at the anatomy of a DUI stop, and how the two main types of breathalyzer devices used by law enforcement work. Finally, test results that were collected from subjects who had consumed alcohol and submitted to testing by both types of devices at recent wet labs held in CT were presented.

Test results supported what was found in the research, that PBTs are accurate and reliable up to two decimal places. With this information, it is reasonable to believe that implementing roadside screeners as a confirmatory device in DUI stops in Connecticut could be beneficial in efforts to better assess a determination of intoxicated or not intoxicated, which can be difficult to make based on other evidence alone.

Exploring Impaired Driving Trends in CT Using Linked Crash and Toxicology Data

Presentation - Marisa E. Auguste and Jennifer Pawelzik

In Connecticut, outside of DUI prosecution, information contained in related toxicology and motor vehicle crash records are not electronically linked or shared between state agencies. The true prevalence of impaired driving is difficult to capture with crash data alone, and in turn, the risks associated with impaired driving are easier to demonstrate with evidence in the form of the resulting poor safety outcomes. Linking toxicology and crash data together joins impairing substance types and concentration amounts with crash severity and other possible causational driver actions that increase crash risk.

Research efforts to integrate toxicology and motor vehicle crash records to examine the prevalence of impaired driving in the State of Connecticut were presented at the ATSIP Forum. Data used spans from 2017 to 2023 and is comprised of police-reported motor vehicle crash records and related fluids toxicology results (urine, blood, serum) collected during impaired driving crashes. We detail our experience following NTSB's guidance for standardizing toxicology data for impaired driving research and the preliminary findings of data analysis examining the relationship between seven major drug categories (alcohol, cannabinoids, sedatives, stimulants, neuropsychiatric meds, dissociative anesthetics, narcotics) and the two person-level injury variables in the crash data (driver injury status and most severe injury in the crash).

FY25 TRSP Final Document, Grant Application Projects

Presentation- Juliet Little, Dr. Eric Jackson, and Flavia Pereira

https://portal.ct.gov/dot/-/media/dot/documents/dhighwaysafety/trcc/ct_fy2025-to-2029-traffic-records-strategic-plan.pdf

Traffic Records Strategic Plan Projects Section 405(c)

Traffic Records Administration

eCitation – Technology / Software Support for Municipal / Local Law Enforcement

Ignition Interlock Device (IID) Restriction Code Implementtion on Operator License

EMS and Trauma Registry Database / MIH Dashboard Enhancements

eCitation – Connecticut State Police

eCitation Integrated Software Development- Connecticut State Police

Electronic Process of Citations from Roadside to Trial

TRCC Support projects with other funding sources

MMUCC 6 Update

Toxicology and CTDMV A44 Electronic Database for Linkage