TRAFFIC RECORDS 5-YEAR STRATEGIC PLAN
FFY2025 to FFY2029

CONNECTICUT

CTDOT
CONNECTICUT DEPARTMENT OF TRANSPORTATION

OFFICE OF HIGHWAY SAFETY
CONNECTICUT DEPARTMENT OF TRANSPORTATION
STATE OF CONNECTICUT

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EXECUTIVE SUMMARY

The Traffic Records Coordinating Committee's vision, objectives, and strategies comprise the strategic plan. The outlined strategic plan determines the Connecticut Traffic Records Coordinating Committee's direction over the next five years — where it intends to go, how it is going to get there, and evaluative measures to determine its level of success.

1. INTRODUCTION

A State Traffic Records Coordinating Committee (TRCC) is a collaborative group of stakeholders working to improve the collection, management, and analysis of traffic safety data at the state and federal level. TRCC membership, stakeholder engagement, responsibilities, and authority are influenced by many factors and vary across States. To be effective, however, all TRCCs must fulfill specific roles and responsibilities — one of which is strategic planning.

High-quality data provides the foundation for traffic safety programs by supporting a data-driven, evidence-based approach to reducing motor vehicle crashes, fatalities, and injuries. States collect and use safety data to identify problems, develop countermeasures, and evaluate program effectiveness.

On November 15, 2021, the President signed into law the "Infrastructure Investment and Jobs Act" (known also as the Bipartisan Infrastructure Law, or BIL), Public Law 117-58. The BIL provides for a once-in-a-generation investment in highway safety, including a significant increase in the amount of funding available to States under NHTSA's highway safety grants. The BIL amended the highway safety grant program (23 U.S.C. 402 or Section 402) and the National Priority Safety Program grants (23 U.S.C. 405 or Section 405). The legislation significantly changed the application structure of the grant programs that were in place under prior DOT authorizations, MAP-21 and the FAST Act. The BIL streamlined the application requirements by allowing States to submit a certification regarding the State traffic records coordinating committee (TRCC) and the State traffic records strategic plan and removing the FAST Act requirement that States have an assessment of their highway safety data and traffic records system. States must still submit documentation demonstrating a quantitative improvement in relation to a significant data program attribute of a core highway safety database.

1.1 UNIFORM PROCEDURES FOR STATE HIGHWAY SAFETY GRANT PROGRAMS

Below is the direct language from Federal Register 2023-01819:

§ 1300.22: State Traffic Safety Information System Improvements Grants.

(a) *Purpose*. This section establishes criteria, in accordance with 23 U.S.C. 405(c), for grants to States to develop and implement effective programs that improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State safety data needed to identify priorities for Federal, State, and local highway and traffic safety programs; evaluate the effectiveness of such efforts; link State data systems, including traffic records and systems that contain medical, roadway, and economic data; improve the compatibility and interoperability of State data systems with national data systems and the data systems of other States, including the National EMS Information System; and enhance the agency's ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

(b) *Qualification criteria*. To qualify for a grant under this section in a fiscal year, a State shall submit as part of its annual grant application the following documentation, in accordance with part 2 of appendix B to this part:

(1) *Certification*. The State shall submit a certification that it has—
(i) A functioning traffic records coordinating committee (TRCC)that meets at least three times each year;
(ii) Designated a traffic records coordinating committee coordinator; and
(iii) Established a State traffic records strategic plan, updated annually, that has been approved by the TRCC and describes specific, quantifiable and measurable improvements anticipated in the State's core safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle databases; and

(2) *Quantitative improvement*. The State shall demonstrate quantitative improvement in the data attribute of accuracy, completeness, timeliness, uniformity, accessibility or integration of a core database by providing—

(i) A written description of the performance measure(s) that clearly identifies which performance attribute for which core database the State is relying on to demonstrate progress, using the methodology set forth in the "Model Performance Measures for State Traffic Records Systems" (DOT HS 811 441), as updated; and

(ii) Supporting documentation covering a contiguous 12-month performance period starting no earlier than April 1 of the calendar year prior to the application due date, that demonstrates quantitative improvement when compared to the comparable 12-month baseline period.

(c) *Award amounts*. The amount of a grant awarded to a State in a fiscal year under this section shall be in proportion to the amount the State received under Section 402 for fiscal year 2009.

(d) *Use of grant funds*. A State may use grant funds awarded under 23 U.S.C. 405(c) only to make data program improvements to core highway safety databases relating to quantifiable, measurable progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of data in a core highway safety database, including through—

(1) Software or applications to identify, collect, and report data to State and local government agencies, and enter data into State core highway safety databases, including crash, citation or adjudication, driver, emergency medical services or injury surveillance system, roadway, and vehicle data;

(2) Purchasing equipment to improve a process by which data are identified, collated, and reported to State and local government agencies, including technology for use by law enforcement for near-real time, electronic reporting of crash data;

(3) Improving the compatibility and interoperability of the core highway safety databases of the State with national data systems and data systems of other States, including the National EMS Information System;

(4) Enhancing the ability of a State and the Secretary to observe and analyze local, State, and national trends in crash occurrences, rates, outcomes, and circumstances;

(5) Supporting traffic records improvement training and expenditures for law enforcement, emergency medical, judicial, prosecutorial, and traffic records professionals;

(6) Hiring traffic records professionals for the purpose of improving traffic information systems (including a State Fatal Accident Reporting System (FARS) liaison);

(7) Adoption of the Model Minimum Uniform Crash Criteria, or providing to the public information regarding why any of those criteria will not be used, if applicable;

(8) Supporting reporting criteria relating to emerging topics, including—

(i) Impaired driving as a result of drug, alcohol, or polysubstance consumption; and

(ii) Advanced technologies present on motor vehicles; and

(9) Conducting research relating to State traffic safety information systems, including developing programs to improve core highway safety databases and processes by which data are identified, collected, reported to State and local government agencies, and entered into State core safety databases.

1.2 BACKGROUND

The purpose of this document is to provide the Connecticut Department of Transportation (CTDOT), Highway Safety Office (HSO), Traffic Records Coordinating Committee (TRCC), and safety stakeholders across the state of Connecticut with a five-year Strategic Plan for traffic records improvements that will be tracked and updated annually.

This plan has been drafted to document actions which will inform member agencies and stakeholders of the TRCC on how to best support safety initiatives through communication, data sharing, data linkage, safety planning coordination, coordinated data collection, and unified messaging. This plan is based on the findings and recommendations documented in the most recent Traffic Records Assessment conducted in 2021. This revised Strategic Plan serves as the foundation for improving the statewide traffic records system. It should guide safety focused agencies in Connecticut in collaborative planning and development of projects to improve traffic records in the State. The plan will also provide our state's safety stakeholders and Federal Partner's with clearly defined goals and performance measures to increase public safety and improve the state's traffic records system.

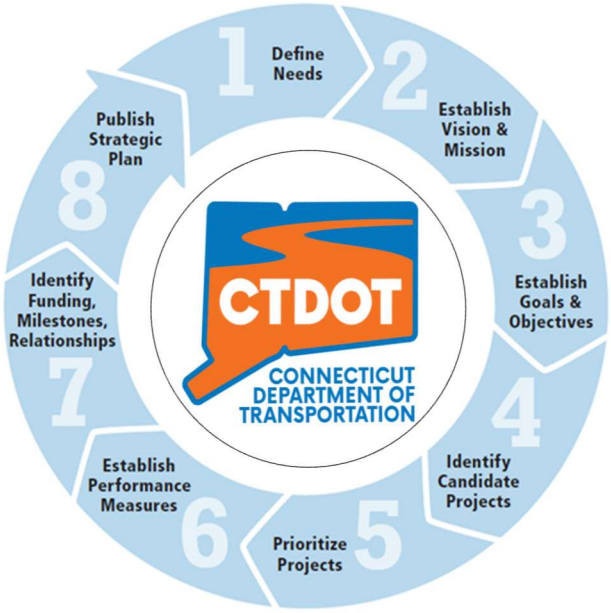
1.3 DEVELOPMENT OF THE TRAFFIC RECORDS STRATEGIC PLAN

The recommendations contained in this strategic plan are the result of a review of Connecticut's current traffic records systems, partners, goals, and objectives. The Connecticut TRCC has solicited input from stakeholders knowledgeable in the collection, analytics, and implementation of safety programs based on relevant datasets. The strategic plan developed is a result of a synthesis of information derived from the following sources:

- 2021 Traffic Records Assessment.
- Knowledge, expertise, and feedback from members of the Connecticut TRCC.
- Review of system documentation for each of the various data sets identified.
- Recommended practices and standards promulgated by the National Highway Traffic Safety Administration (NHTSA) and the Association of Transportation Safety Information Professionals (ATSIP).

The TRCC followed the strategic planning process shown in Figure 1 to develop this plan.

Figure 1. TRCC Strategic Planning Process



1.4 Connecticut Traffic Records Systems

Connecticut's traffic records information is comprised of six key data systems (Figure 2): Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance. Each data system and its steward are described below.

Figure 2. Six Key Data Systems and Their Steward

1.4.1 CRASH – CTDOT

CTDOT has established a crash data collection and storage database called Crash Analysis System (CAS) II. Crash data is received and validated using an automated online processing suite of tools. Then the crash data are updated and edited using custom software developed by CTDOT called Crash Editor.

Per Connecticut general statute Sec. 14-108a. "Uniform investigation of accident report", CTDOT controls the content of the crash form. Therefore, CTDOT bears the responsibility to update the crash form to the latest national guidelines. This statute also determines which crashes are required to be collected using this form.

Connecticut general statute Sec. 14-108a. Uniform investigation of accident report.

(a) (1) The Commissioner of Transportation shall prescribe for the Division of State Police within the Department of Emergency Services and Public Protection and for each police department and officer and other suitable agencies or individuals a uniform investigation of accident report, in such forms the commissioner shall prescribe, which form shall be followed in filing all such reports.

(2) In each motor vehicle accident in which any person is killed or injured or in which damage to the property of any one individual, including the operator, in excess of one thousand dollars is sustained, the police officer, agency or individual who, in the regular course of duty, investigates such accident, either at the time of or at the scene of the accident or thereafter, by interviewing the participants or witnesses, shall, [within] not later than five days after completing such investigation, complete and forward one copy of such report to the Commissioner of Transportation.

1.4.2 DRIVER – CTDMV

The Connecticut Department of Motor Vehicles (CTDMV) has custodial responsibility for the driver system, including commercial license driver data. The State's driver data system captures and maintains all license and permit issuance history including endorsements, novice drivers, motorcycle training and driver improvement courses. All driver information is maintained in the system to accommodate interaction with the National Driver Register's Problem Driver Pointer System (PDPS) and Commercial Driver's License Information System Commercial Driver's License Information System (CDLIS).

1.4.3 VEHICLE – CTDMV

The State Department of Motor Vehicles is the custodian of the vehicle data. Vehicle identification numbers (VINs) in the data system are verified with Vehicle Identification Number Analysis VINA® software and the VINs are sent in real-time to the National Motor Vehicle Title Information System, which is also queried prior to issuance of any title within the State. Out of State titles transferred to Connecticut maintain the brand history from prior states of record.

Connecticut uses the American Association of Motor Vehicle Administrators (AAMVA)-recommended vehicle brands and participates at the enhanced level in the Performance Registration Management System (PRISM). Additionally, there is a complete and useful data dictionary, and the data system has edit checks embedded. The DMV has developed written procedures for various transactions performed within the system.

1.4.4 ROADWAY – CTDOT

CTDOT is responsible for approximately 21,000 miles of public roads. This is just over 20 percent of public roads. The State has two linear referencing systems (LRS) for all public roads. The Roadway Inventory System (RIS) is a non-geospatial LRS that uses unique Route/Road IDs and milepoints. The Asset-Wise Linear Referencing Services (AWLRS) is a geospatial LRS that also uses unique Route/Road IDs. Segments and milepoints are adjusted so that the AWLRS and RIS match. CTDOT uses both of these LRS systems to locate traffic and roadway elements. The older RIS utilizes a custom application to organize and edit data elements while the new AWLRS integrates roadway and traffic data elements within the AWLRS environment. CTDOT receives crash data in multiple ways including GPS coordinates, location description, and crash diagrams. This information is used to assign the appropriate route/road milepoint or location on the AWLRS using the GPS coordinates.

CTDOT's Transportation Enterprise Data program (TED) operates as a data warehouse. TED contains not only location data, but also road and traffic element data such as the bridge information system (InspectTech), the project document management system (ProjectWise), traffic signal control areas, and the maintenance paving vendor-in-place (VIP) program.

Connecticut integrates crash and roadway databases and uses this information to conduct safety analysis and planning. A safety analysis database hosted at the University of Connecticut (UConn), the Connecticut Roadway Safety Management System (CRSMS), integrates crash and roadway data from the most current available version of the roadway file. CTDOT makes the data available to UConn through TED. UConn is able to deploy key components of its safety analysis tool including network screening and diagnosis of crash and roadway attributes using this information. CTDOT also has a GIS-enabled intersection viewing tool that captures Model Inventory of Roadway Elements (MIRE)-related intersection attributes. Users can filter data by

intersection type and/or roadway characteristics. High crash locations can then be added as an additional layer for further analysis.

On the planning side, an application known as Asset Tracking and Location System (ATLAS) tracks the phases of capital projects from planning until completion. This allows design engineers to pull in all LRS and roadway-related features when creating their original project designs. Changes to the network as a result of the capital projects are fed back to the roadway file and then validated through field inspections.

MIRE Fundamental Data Elements (FDEs) are collected for all public roadways that are geospatially located. The state cannot locate MIRE attributes on Federal and Tribal roads as it currently doesn't have these roads geospatially located. These elements as well as other MIRE elements are documented in the Asset Metadata model and are available to all CTDOT staff and other safety data users. Data received from local or municipal sources are entered into the system using the AWLRS and RIS data dictionaries, ensuring that the data not collected by the State complies with the data dictionary. Steps for incorporating new elements include an asset readiness assessment. CTDOT has created a form to include the necessary considerations and the potential flow of collection and maintenance of the new element.

Historical data is archived in two different ways. AWLRS has a feature that adds end dates when changes are made that locks in the date of the activity. The system date can then be modified to reflect the date that is being looked at. The RIS is backed up on an annual basis. This creates a snapshot on December 31st each year which has a year stamp attached. This is then archived and can be accessed for future report generation.

Since Connecticut is such a small state, local agencies are not responsible for collecting much of the roadway information. The process for integrating the roadway data collected by the local agencies is documented. Agencies provide information using a form that was created by the State. The information is then entered into the database by State personnel in the Roadway Inventory Section at CTDOT. The State has a field collection manual that provides guidance for those roadway elements that are collected using the RIS. The State also utilizes All Roads Network of Linear Data (ARNOLD) requirements, Highway Performance Monitoring System (HPMS) guidelines, and the MIRE field collection guidebook to help with the proper collection within the AWLRS.

A variety of coding methodologies are used for the roadway information systems. They are convertible and compatible and include GPS decimal degrees, GPS 'degrees, minutes, seconds,' route/road mile point, approximate mile point, or approximate GPS point. This also includes the local roadway system information as it is mostly collected by the State. Discrete roadway information systems are linked in the TED system based on the unique route/road milepoints on the network.

Roadway information data is available through a link on the CTDOT webpage. Project location is accessible through this link as well as roadway mapping and volume data. The Connecticut Transportation Safety Research Center developed a dashboard that allows the querying of crash data as well as some road network attributes. Publicly available maps that include functional classification and other information are also available.

A check-out/check-in process is used when changes are made to the network of the RIS which needs office approval. Once newly collected information has been "checked back in", an audit is done to ensure uniformity, quality, completeness, and accuracy of the data. For the AWLRS, the Transportation Intelligence Gateway (TIG) runs a report to identify gaps or errors in critical data elements. Geometry and measuring information errors are prioritized as they are considered critical to the system's integrity.

Quality control information is shared via weekly meetings with the roadway inventory field data collectors as well as the TED development group. The TED meetings include updates from the individual data asset stewards on the quality and asset integration.

1.4.5 Citation Adjudication – Judicial

The Centralized Infractions Bureau (CIB), part of the Court Operations Unit of the Judicial Branch of the State of Connecticut oversees infractions from every law enforcement agency in the state, pursuant to Connecticut General Statutes Section 51-164n. CIB issues unique citation numbers utilizing a classic Mod7 check-digit methodology. This bureau also issues unique numbers through the electronic citation system.

Approximately 80 percent of citations are issued electronically. Citation issuances and dispositions are stored in the CIB database, which serves as the court case management system. Connecticut has a unified court system, and all citations are disposed through the judicial branch. Dispositions are transmitted electronically to the CTDMV for posting on the driver record.

The Connecticut On-line Law Enforcement Communications Teleprocessing (COLLECT) system provides real-time on-line access to driver and vehicle histories. Over 180 law enforcement agencies, parole agencies, probation agencies, and courts within the State participate in and have access to COLLECT.

The State reports Driving Under the Influence (DUIs) and other vehicular/driving felonies following Uniform Crime Reporting (UCR) reporting guidelines and uses National Information Exchange Model (NIEM) guidelines for XML transmittals. The Judicial Branch uses National Center for State Courts (NSCS) standards for court records.

1.4.6 INJURY SURVEILLANCE – CTDPH

The pre-hospital data collection system, known as the Connecticut EMS Tracking and Reporting System (CEMSTARS), is managed by the Department of Public Health (DPH). The state system is National Emergency Medical Services Information System (NEMSIS)-compliant to version 3.4, with plans to update to 3.5 in the near future and utilizes the ImageTrend platform.

Connecticut has all five major components of a traffic records injury surveillance system (pre-hospital emergency medical services (EMS), trauma registry, emergency department, hospital discharge, and vital records) and the available data is accessible to both traffic safety stakeholders, as well as the public through either aggregate summary tables or agency-approved data use agreements. The Connecticut DPH Statistics and Surveillance Section utilizes the hospital data systems and vital records information to quantify the burden of injury. Each of the five systems is governed by State statutes to ensure consistency, data governance, and stability of the programs.

The statewide emergency department and hospital discharge data systems are managed by the Office of Health Care Access (OHCA). Data from both systems is shared with the DPH and may be accessible to outside parties upon approval from the DPH Health Investigations Committee.

There is a statewide trauma registry, which is also managed by the DPH. Although trauma registry data has not been used in traffic safety analyses, the system complies with the National Trauma Data Bank (NTDB) standard. The system contains limited edit checks, validation rules, and performance measures and metrics have not been established. The trauma registry has gone through significant changes in the last five years and there are plans to build a quality control process and analyze the data more. As key updates are made to the system, information and data quality reports should be shared with the TRCC.

The DPH is responsible for managing all vital statistics data including death certificates, which are housed in the Database Application for Vital Events (DAVE). As with most other States, Connecticut collects death certificates and submits all data to the National Center for Health Statistics (NCHS) for quality review. The State uses a statewide electronic death registration system (EDRS) that contains edit checks and validation rules beyond the NCHS standard. Data is available for analysis and a data-sharing agreement is in place between the CTDOT and DPH.

1.5 CONNECTICUT CRASH STATS AND FACTS

On January 1, 2015, CTDOT moved to a 100 percent electronic crash data reporting system that was based on the 4th edition of the Model Minimum Uniform Crash Criteria (MMUCC). In 2024, CTDOT applied for funding from the National Highway Traffic Administration (NHTSA) to overhaul and update their crash data system and report form to be compliant with newly released 6th

edition of MMUCC. If awarded, in FFY2025 the TRCC will start a five-year process to implement a new crash form and data system in Connecticut.

As of May 1, 2024, according to the Connecticut Crash Data Repository (CDR), since January 1, 2015, CTDOT has received nearly one million crash reports utilizing the state's standardized crash report form (PR-1).

Table 1. Number of Injuries Each Year by Injury Severity

Injury Status by Year: Persons						
	Fatal Injury (K)	Suspected Serious Injury (A)	Suspected Minor Injury (B)	Possible Injury (C)	No Apparent Injury (O)	Total
2015	270	1,527	12,277	22,113	231,476	267,661
2016	304	1,695	13,973	23,089	238,819	277,885
2017	281	1,640	13,888	22,379	239,579	277,767
2018	293	1,362	13,618	22,603	234,756	272,638
2019	249	1,365	13,930	22,027	231,609	269,186
2020	299	1,316	12,161	15,732	161,271	190,781
2021	298	1,509	14,326	18,368	200,122	234,627
2022	366	1,520	15,006	17,729	203,720	238,341
2023**	315	1,342	15,195	17,019	198,053	231,924
Total	2,715	13,613	128,829	185,898	1,948,890	2,279,945

** Crash data from 2023 are still preliminary

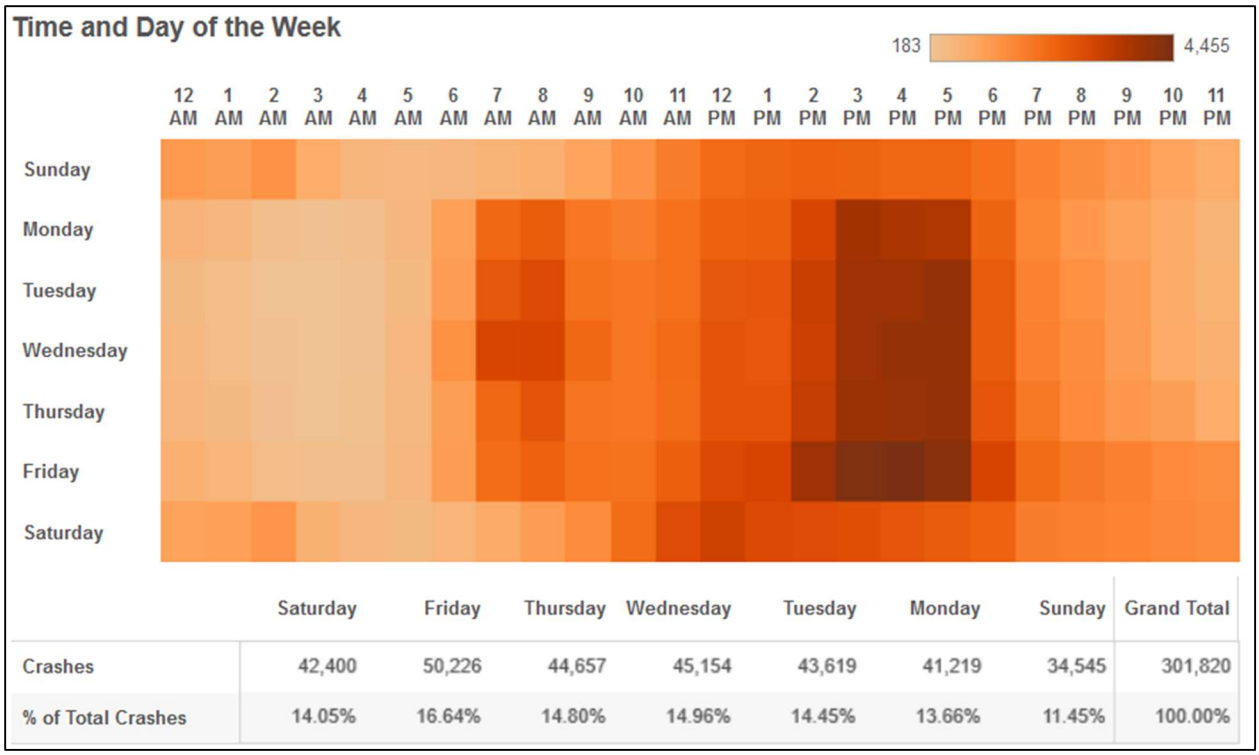
Connecticut is experiencing similar crash trends as the rest of the country, with an increase in pedestrian fatalities, wrong way driver crashes and fatalities, and aggressive driving and speeding related crashes. The COVID pandemic appears to have resulted in a dramatic change in driver behavior. This change has been attributed to two factors, 1) an increase in risk taking behavior and 2) a remarkable reduction in traffic enforcement to penalize bad driver behavior.

Below is a summary of crash trends and contributing factors from crashes occurring from 2021 through 2023 (data from 2023 are still preliminary).

Table 2. Top crash routes in Connecticut (1/1/2021-5/6/2024)

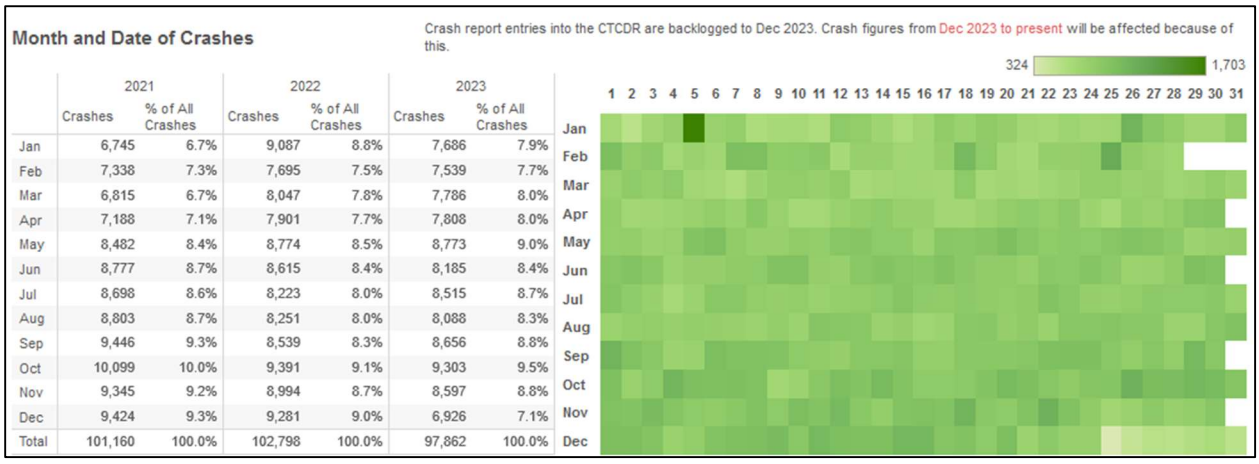
Top 10 Routes for Crashes			
Route	Crash Frequency	Miles	Rate (Crashes per mile)
I-91	9,376	58.0	161.7
Rte 15	13,004	83.5	155.7
I-95	16,669	111.6	149.4
I-84	13,734	97.9	140.3
US Rt. 1	12,477	117.4	106.3
CT Rte 10	5,227	54.3	96.3
CT Rte 8	5,203	67.0	77.7
US Rte 5	3,457	54.9	63.0
US Rte 6	4,174	116.3	35.9

Figure 3. Crashes by time of the day (1/1/2021-5/6/2024)



	Saturday	Friday	Thursday	Wednesday	Tuesday	Monday	Sunday	Grand Total
Crashes	42,400	50,226	44,657	45,154	43,619	41,219	34,545	301,820
% of Total Crashes	14.05%	16.64%	14.80%	14.96%	14.45%	13.66%	11.45%	100.00%

Figure 4. Crashes by Day of the month (1/1/2021-5/6/2024)



Month and Date of Crashes

Crash report entries into the CTCDR are backlogged to Dec 2023. Crash figures from Dec 2023 to present will be affected because of this.

	2021		2022		2023	
	Crashes	% of All Crashes	Crashes	% of All Crashes	Crashes	% of All Crashes
Jan	6,745	6.7%	9,087	8.8%	7,686	7.9%
Feb	7,338	7.3%	7,695	7.5%	7,539	7.7%
Mar	6,815	6.7%	8,047	7.8%	7,786	8.0%
Apr	7,188	7.1%	7,901	7.7%	7,808	8.0%
May	8,482	8.4%	8,774	8.5%	8,773	9.0%
Jun	8,777	8.7%	8,615	8.4%	8,185	8.4%
Jul	8,698	8.6%	8,223	8.0%	8,515	8.7%
Aug	8,803	8.7%	8,251	8.0%	8,088	8.3%
Sep	9,446	9.3%	8,539	8.3%	8,656	8.8%
Oct	10,099	10.0%	9,391	9.1%	9,303	9.5%
Nov	9,345	9.2%	8,994	8.7%	8,597	8.8%
Dec	9,424	9.3%	9,281	9.0%	6,926	7.1%
Total	101,160	100.0%	102,798	100.0%	97,862	100.0%

Figure 5. Crash location frequency (1/1/2021-5/6/2024)

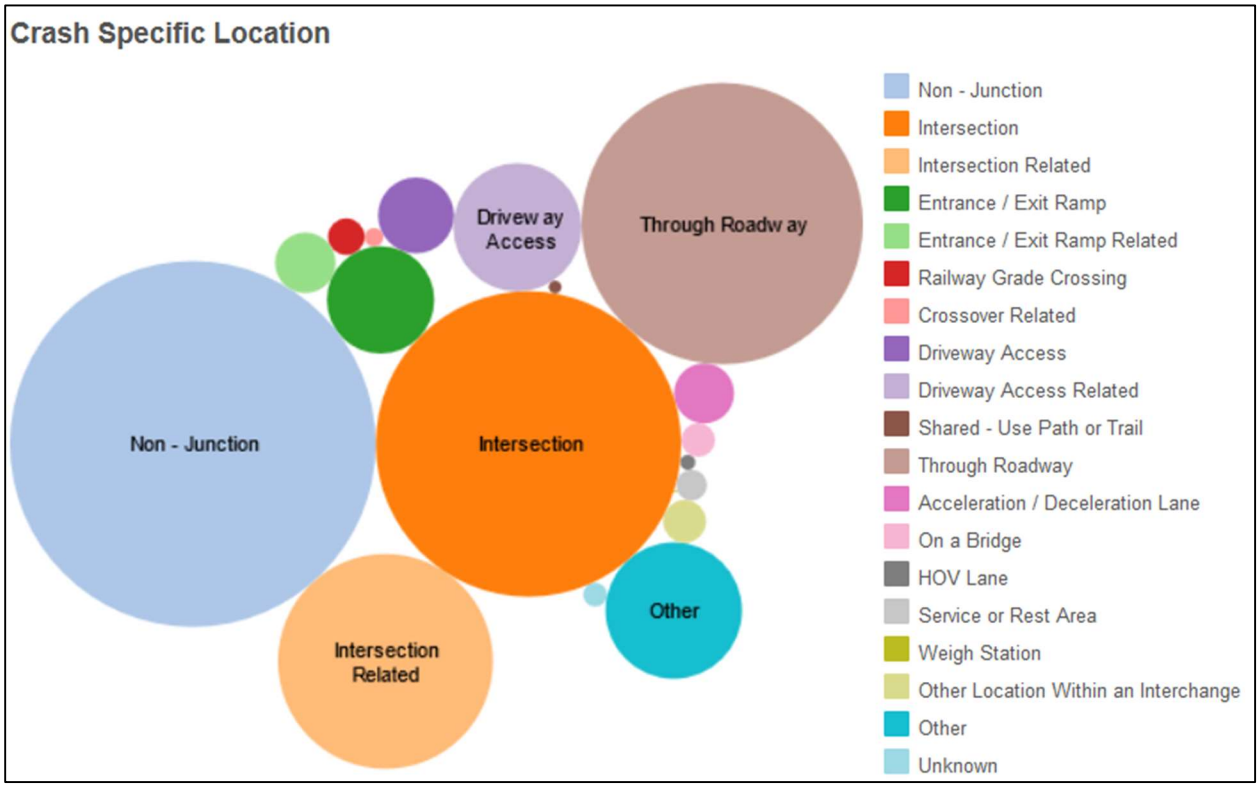


Figure 6. Crashes by vehicle type (1/1/2021-5/6/2024)

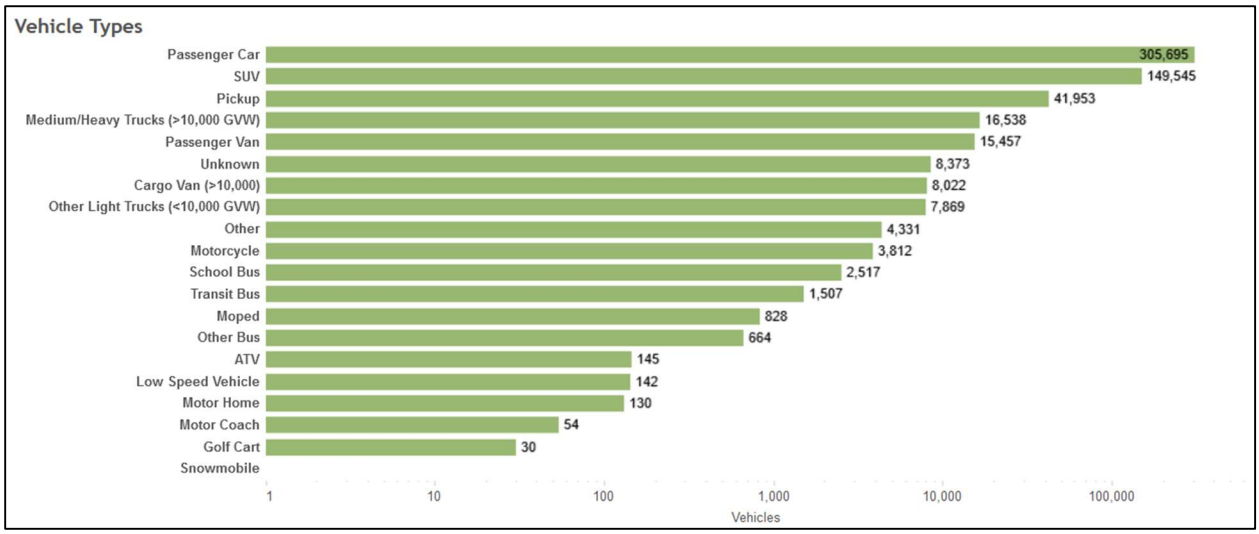


Figure 7. Crashes most harmful event, top 15 (1/1/2021-5/6/2024)

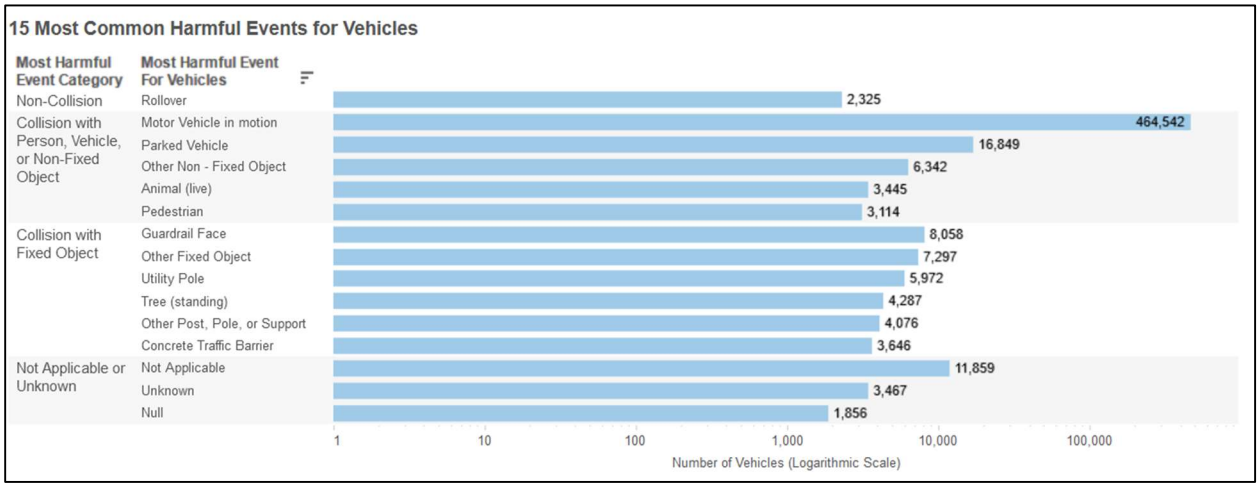


Figure 8. First harmful event frequency (1/1/2021-5/6/2024)

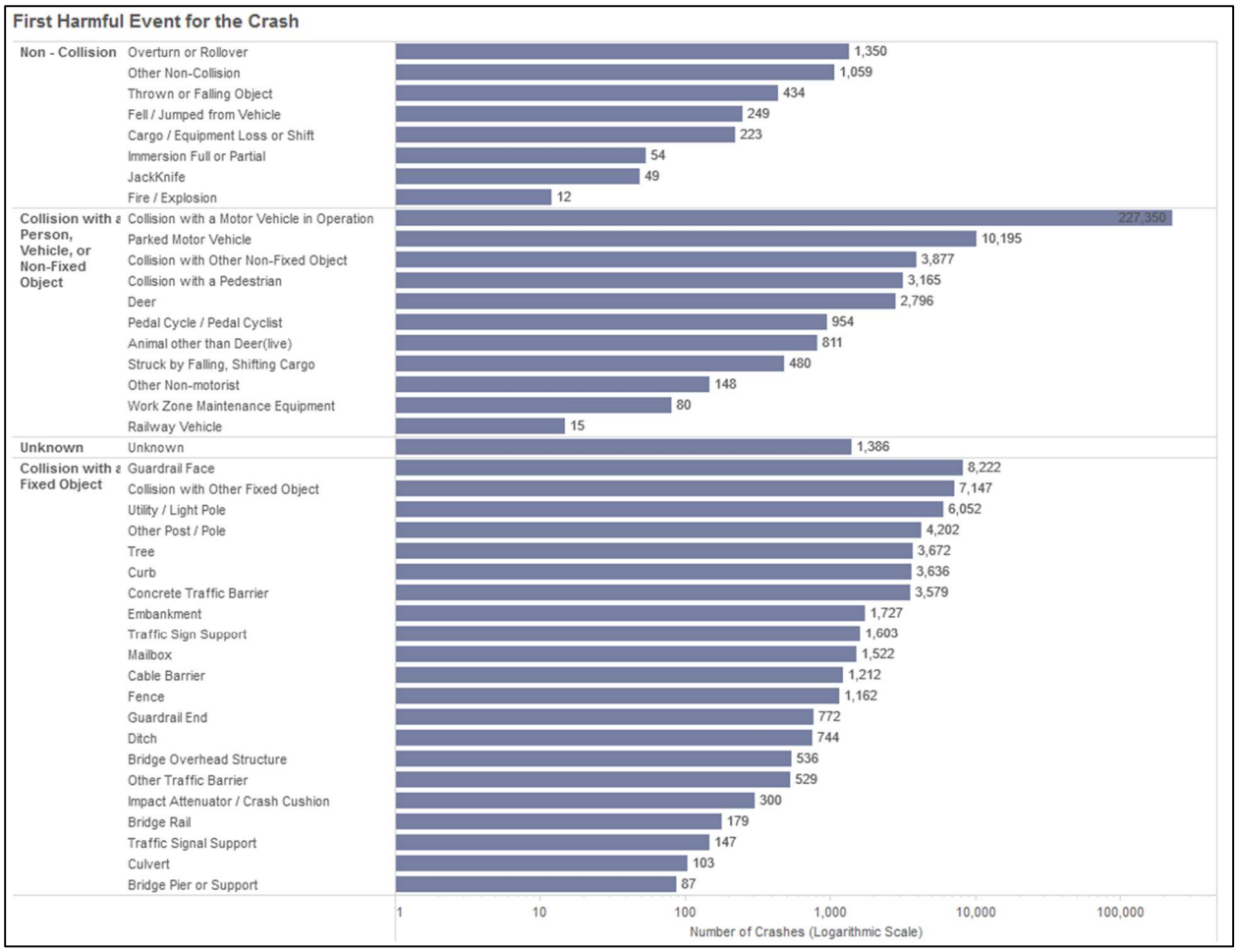
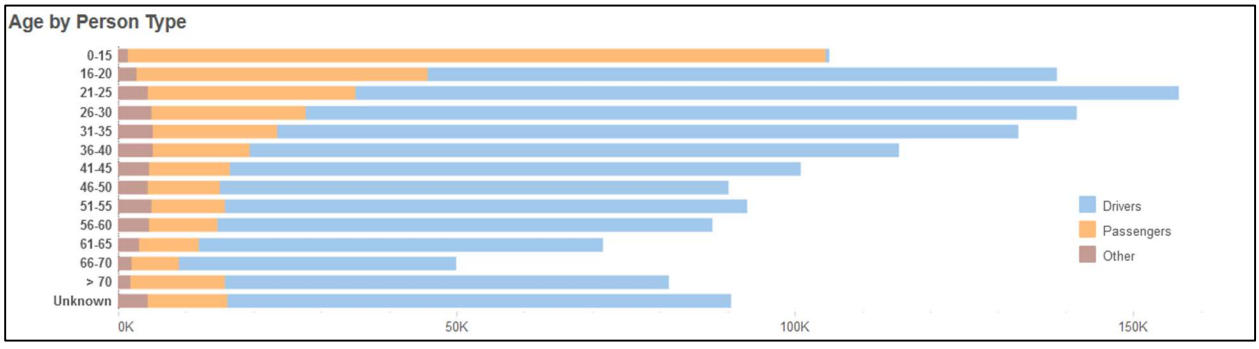


Figure 9. Person frequency by age and person type (1/1/2021-5/6/2024)



2. TRAFFIC RECORDS COORDINATING COMMITTEE

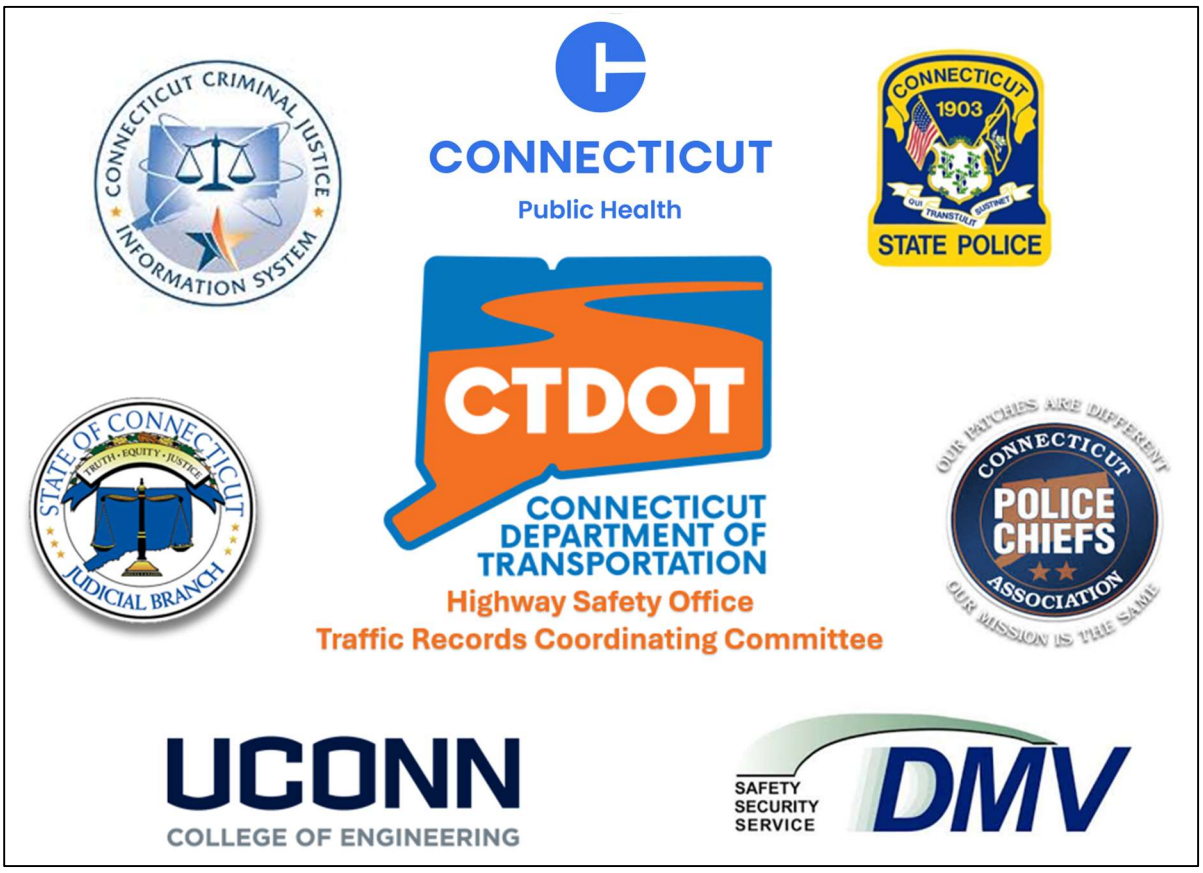
The Connecticut TRCC is comprised of representatives that oversee both technical and executive aspects of all six traffic records systems that are included in the regular meetings. The TRCC designates a project manager for each project who is responsible for updating the group until the project is completed, which keeps the TRCC included in the progress. The TRCC has continued to track its progress and manage safety project development by posting documents on its TRCC website.

2.1 TRCC Structure

Connecticut has a well-formed TRCC that includes representation for the six core data systems. Links to each of the agencies can be found in Appendix A.

- Connecticut Department of Transportation (CTDOT)
- Connecticut Transportation Safety Research Center (CTSRC) at UConn
- Connecticut Department of Motor Vehicles (CTDMV)
- Connecticut Public Health (CTDPH)
- Connecticut Department of Emergency Services and Public Protection (CTDESPP)
- Connecticut Police Chief's Association (CPCA)
- Connecticut Judicial Branch
- Criminal Justice Information System (CJIS)

Figure 10. Connecticut TRCC agencies and stakeholders



The TRCC Charter authorizes the TRCC, outlines its mission, goals, and responsibilities to annually approve the strategic plan and performance measures. It also identifies and spells out responsibilities for the TRCC Chair and Traffic Records Coordinator.

The TRCC is scheduled to meet six times a year, which is more often than the required frequency to qualify for 405(c) funding. These meetings allow agencies to seek feedback from the members on major TRCC related projects and provide opportunities for meaningful coordination between agencies. The TRCC reviews all projects submitted for funding and votes on funding allocation of the 405c grant funds, as well as recommends projects funded by 402, 405(c), Safety Data Improvement Program Grant (SaDIP) administered by the Federal Motor Carrier Safety Administration (FMCSA). They support the University of Connecticut Transportation Research Center in providing training and technical assistance.

Connecticut has created a comprehensive traffic records inventory document with traffic records data sources, system custodians, software platforms, programming language, data elements and attributes, linkage variables, linkages useful to the State, and data access policies.

2.2 TRCC CHARTER

2.2.1 OBJECTIVE

To create an inter-agency traffic records committee composed of all agencies involved in highway safety for the purpose of providing direction on all matters related to the State of Connecticut Traffic Records System.

2.2.2 MISSION

Promote the effective use of information technology in support of the highway safety goals and objectives of the State. The Connecticut TRCC will adopt a global view of the data required to make highway safety work and develop information systems and business processes that promote the sharing of highway safety data among all agencies involved. We will support data improvements that eliminate duplication, improves uniformity, promotes electronic data collection, and facilitates data access and use.

2.2.3 VISION

The vision of the Connecticut TRCC is a comprehensive Traffic Records System that provides reliable data critical to the development of policies, and programs that enhance the operation and safety of the Connecticut Highway Transportation (National, State, and Local Roads) System.

2.2.4 GOAL

Ensure that accurate, complete, and timely traffic safety data is collected, analyzed, and made available for decision making among appropriate partners.

2.2.5 MEMORANDUM OF UNDERSTANDING

(I) Have authority to review any of the State's highway safety data and traffic records systems and any changes to such systems before the changes are implemented;
(ii) Consider and coordinate the views of organizations in the State that are involved in the collection, administration, and use of highway safety data and traffic records systems, and represent those views to outside organizations;
(iii) Review and evaluate new technologies to keep the highway safety data and traffic records system current; and
(iv) Annually approve the membership of the Connecticut TRCC, the TRCC Coordinator, any change to the State's multi-year Strategic Plan, and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility or integration of a core highway safety database.

2.3 TRAFFIC RECORDS COORDINATING COMMITTEE – A PROPONENT FOR INTEGRATED DATASETS

Connecticut's TRCC, with its multi-disciplinary membership, has been instrumental in promoting the creation and use of integrated datasets. Related areas of focus for the TRCC include the ongoing development of a traffic records inventory, including necessary data governance, access, and security policies for datasets that include several sources from multiple agencies. Connecticut's TRCC includes representative data collectors, managers, and users from each of the core traffic records system components. Membership also includes users of integrated datasets formed when data from different component systems are linked.

2.4 TRCC AUTHORITY

The Connecticut TRCC Authority is outlined in the current Memorandum of Understanding (MOU), which states that the Connecticut TRCC has the authority to review any of the State's

highway safety data and traffic records systems, and any changes to such systems, prior to the changes being implemented. The MOU further states that the Connecticut TRCC will consider and coordinate the views of organizations in the State that are involved in the collection, administration and use of highway safety data and traffic records systems, as well as represent those views to outside organizations. The MOU also authorizes the Connecticut TRCC to review and evaluate new technologies to keep the highway safety data and traffic records current. The MOU includes the authority to annually approve the membership of the Connecticut TRCC and the Connecticut TRCC Coordinator, as well as any changes to the State's multi-year Strategic Plan , and performance measures to be used to demonstrate quantitative progress in the accuracy, completeness, timeliness, uniformity, accessibility, or integration of core highway safety databases.

TRCC (EXECUTIVE LEVEL) – Connecticut is unique in that there is not a formal executive level TRCC. The Commissioners or the Designee's of the following state agencies are members of the TRCC.

Crash Data and Roadway Data Systems:
- Name: Garrett Eucalitto
- Title: Commissioner
- Agency: Connecticut Department of Transportation

Driver License / History and Vehicle Registration Data Systems:
- Name: Antonio Guerrera
- Title: Commissioner
- Agency: Connecticut Department of Motor Vehicles

Injury Surveillance / EMS Data System:
- Name: Manisha Juthani, MD
- Title: Commissioner
- Agency: Connecticut Department of Public Health

Citation / Adjudication Data System:
- Name: Tais Ericson
- Title: Executive Director of Operations
- Agency: Connecticut Superior Court

TRCC (TECHNICAL LEVEL) – The Connecticut TRCC, supported by the Highway Safety Office, continues an active, full schedule. In its efforts to seek improvements in the State's traffic records system, as outlined in this Strategic Plan and reflected in the 2021 Traffic Records Assessments, the TRCC's emphasis has followed the original recommendations from the Section 405(c) process for measures of improvements – completeness, uniformity, timeliness, accuracy, integration, and accessibility of the data by stakeholders.

2.5 CONNECTICUT TRAFFIC RECORDS COORDINATING COMMITTEE CERTIFICATION

The Connecticut Traffic Records Coordinating Committee continues to operate and function as the organization responsible for the planning and implementation of the state traffic safety data system improvements.

The Connecticut TRCC members voted in person and via online access, to approve the Connecticut Traffic Records Strategic Plan (TSRP) FFY2025 and the projects submitted for the FFY 2025 funding under the Section 405(c) Program on July 17, 2024.

_____

Joseph T. Cristalli, Jr. Connecticut TRCC Chairman
Transportation Assistant Planning Director
Connecticut Highway Safety Office
Connecticut Department of Transportation

2.6 TRCC Membership Roster

The Connecticut TRCC members and stakeholders are listed in Table 3. Website link(s) of all Connecticut TRCC members and stakeholders can be found in Appendix A.

Table 3. Members and stakeholders of the Connecticut TRCC

			Participation Level					Crash				Vehicle				Driver				Roadway				Citation Adjudication				Injury Surveillance			
First Name	**Last Name**	**Agency**	1	2	3	4	5	E	C	M	U	E	C	M	U	E	C	M	U	E	C	M	U	E	C	M	U	E	C	M	U
Alec	Slatky	AAA				X					X				X												X				X
Devon	Lechtenberg	Capital Region Council of Governments		X							X												X								
Pramod	Pandey	Capital Region Council of Governments	X								X												X								
Terri	Thompson	Capital Region Council of Governments					X				X												X								
Stacey	Manware	Judicial, CIB					X																	X	X	X	X				
Hank	Lindgren	CJIS					X				X		X	X	X		X	X	X								X				
Deborah	Griffith	CTDMV			X								X	X	X		X	X	X								X				
Audrey	Hall	CTDMV		X									X	X	X		X	X	X								X				
Grace	Hurd	CTDMV		X									X	X	X		X	X	X								X				
Darlene	Labonte	CTDMV		X									X	X	X		X	X	X								X				
Catherine	Lam	CTDMV	X										X	X	X		X	X	X								X				
Tanisha	Markland	CTDMV	X										X	X	X		X		X								X				
Cindy	Zuerblis	CTDMV	X										X	X	X		X		X								X				
Janice	Floyd	CTDMV	X										X	X	X		X		X								X				
George	White	CTDMV	X									X	X	X	X	X	X		X								X				
Gregory	Ciparelli	CTDOT				X				X	X									X	X	X	X								
Michael	Connors	CTDOT	X								X									X	X	X	X								
Joseph	Cristalli	CTDOT **TRCC Chair**					X	X		X	X																X				
Facundo	Dominguez	CTDOT					X				X										X	X	X								

Natasha	Fatu	CTDOT					X				X												X								
Al	Iallonardo	CTDOT		X							X									X	X	X									
Robert	Klin	CTDOT		X							X																				
Juliet	Little	CTDOT **TRCC Coordinator**					X			X	X																X				
Bryan	Pavlik	CTDOT				X				X	X																X				
Flavia	Pereira	CTDOT					X		X	X	X				X				X				X				X				
Harley	Polverelli	CTDOT					X		X	X	X				X				X				X				X				
Balazs	Szoke	CTDOT									X												X								
Linda	Ackerman	CTDOT					X		X	X	X				X				X				X				X				
Briany	Bridges	CTDOT	X								X				X				X				X				X				
Maxine	Trout	CTDOT					X		X	X	X				X				X				X				X				
Raffaella	Coler	CTDPH	X								X																	X	X	X	X
Eliza	Little	CTDPH					X				X																	X	X	X	X
Susan	Yurasevecz	CTDPH					X				X																		X	X	X
Michael	Zacchera	CTDPH			X						X																			X	X
Mark	DiCocco	DESPP		X					X		X				X				X						X						
John	Acampora	DESPP		X							X				X				X						X						
Thomas	Gorman	DESPP					X		X	X	X				X				X						X						
Alexande r	Horijatschun	DESPP			X						X				X				X						X						
Donna	Sabourin	DESPP		X							X				X				X						X						
Gregory	Zeoli	DESPP		X							X				X				X						X						
Jesica	Gleba	DESPP				X					X														X						
Ricky	Mears	FHWA				X																	X				X				
Andrea	Merejo	FHWA				X																	X				X				
Daniel	Suarez	FHWA				X																	X				X				
Edward	Brickner	FMCSA				X					X				X				X						X						
Kevin	Gilleran	Local Police Department, Bridgeport		X					X																X						
Darryl	Wilson	Local Police Department, Bridgeport		X					X																X						

Patrick	Krajewski, Lt.	Local Police Department, Bristol		X					X																X						
Matthew	Donadio, Sgt	Local Police Department, Brookfield		X					X																X						
Michael	Durkee	Local Police Department, Cheshire		X					X																X						
Fred	Jortner, Lt	Local Police Department, Cheshire		X					X																X						
Brian	Schechter	Local Police Department, Cheshire		X					X																X						
Jeff	Sutherland, Lt	Local Police Department, Cheshire		X					X																X						
Rory	DeRocco	Local Police Department, Danbury		X					X																X						
TJ	Moore, Sgt	Local Police Department, Darien		X					X																X						
Mike	Krzynowek	Local Police Department, Enfield		X					X																X						
Matthew	Meier	Local Police Department, Enfield		X					X																X						
Mark	Squires	Local Police Department, Enfield		X					X																X						
Marshall	Porter, Chief	Local Police Department, Glastonbury		X					X																X						
Nathan	Saucier	Local Police Department, Glastonbury		X					X																X						
Robert	Daniello, Lt	Local Police Department, Hamden		X					X																X						
Anthony	Diaz, Sgt	Local Police Department, Hamden		X					X																X						
Mario	DiNatale	Local Police Department, Hamden		X					X																X						
Noelia	Kneeland	Local Police Department, Hartford		X					X																X						
James	Dzamko, Sgt	Local Police Department, New Milford		X					X																X						
Chris	Perry, Sgt	Local Police Department, Newington		X					X																X						
Kevin	Halloran, Chief	Local Police Department, North Branford		X					X																X						
Thomas	Lazzaro, Sgt	Local Police Department, Norwich		X					X																X						
Ray	LaPlante, Sgt	Local Police Department, Orange		X					X																X						

Matthew	D'Amore	Local Police Department, Plainville		X					X																X						
Jeffery	Booth, Sgt	Local Police Department, Stamford		X					X																X						
Matt	LaRiviere, Sgt	Local Police Department, West Hartford		X					X																X						
Andrew	Power, Captain	Local Police Department, Windsor		X					X																X						
Ben	Muller	Naugatuck Valley Council of Governments		X					X															X							
Mark	Nielsen	Naugatuck Valley Council of Governments		X					X															X							
Jon	Travisano	NEXGEN																													
Diana	Gugliotta	NHTSA				X					X				X				X				X				X				X
Charlene	Oakley	NHTSA				X					X				X				X				X				X				X
Barbara	Rizzuti	NHTSA				X					X				X				X				X				X				X
Gabriel	Cano	NHTSA				X					X				X				X				X				X				X
Neil	Chaudhary	Preusser Group				X					X												X				X				
Katie	Raboin	Preusser Group			X						X												X				X				
Patrick	Griffin	State of Connecticut Judicial				X					X																				
Carol P.	Meredith	State of Connecticut, Dept of Mental Health and Addiction			X						X																				
Michael	Rickenback	State of Connecticut, Forensic Science Lab		X																											
Gerald	O'Sullivan	State of Connecticut, Insurance		X							X																				
Bridget	Vuolo	TriTech	X						X																						
Marisa	Auguste	UCONN			X						X												X				X				X
Rhonda	Barangan	UCONN					X				X												X				X				
Rosanna	Getty	UCONN			X				X	X	X												X				X				
Charles	Grasso	UCONN			X																		X				X				
Jason	Hughes	UCONN					X		X	X	X												X				X				
Eric	Jackson	UCONN					X	X	X	X	X												X				X				

3. TRAFFIC RECORDS SYSTEM STRATEGIC PLAN

The purpose of the Connecticut TRCC Strategic Plan is to serve as a roadmap to assist the TRCC in achieving the State's mission and vision. The TRSP outlines the desired data systems Connecticut would like to achieve to support data driven safety decisions and details the plan on how to get there. The plan outlines a process on how Connecticut will monitor, evaluate, and update our traffic records systems utilizing performance metrics to measure and track progress with the goal of developing an ideal data system through strategic partnerships.

3.1 TRAFFIC RECORDS STRATEGIC PLAN VISION

The vision of the Connecticut TRCC Strategic Plan is to plan, develop, enhance, and maintain a traffic records data system, which provides safety stakeholders with complete, timely and accurate data, that consists of integrated and linked data from a variety of collaborative sources, for the use of developing effective traffic safety planning, implementation, and decision making processes to eliminate fatalities and serious injuries are related to the transportation system in Connecticut.

3.2 TRAFFIC RECORDS STRATEGIC PLAN MISSION

The Connecticut TRCC's mission is to eliminate transportation related fatalities and serious injuries, through collaborative data system sharing, integration, and state of the art analytic tools, achieved through accurate, timely, and accessible traffic records to safety partners and stakeholders for use in the traffic safety planning and improvement process.

3.3 TRAFFIC RECORDS STRATEGIC PLAN GOALS AND OBJECTIVES

The mission and vision of the TRSP will leverage partnerships in Connecticut established through the TRCC to achieve the following goals:

- Develop a traffic records data ecosystem that enables timely and accurate decision making with a focus on reducing and eliminating transportation related serious injuries and fatalities.
- Increase participation, data sharing, integration, and collaborative efforts to advance traffic records systems and access to data statewide.
- Reduce barriers to data sharing while improving data quality, data linkage, safety analysis methodologies and stakeholder access to critical safety data systems.

3.4 TRAFFIC RECORDS ASSESSMENT RESULTS: 2021

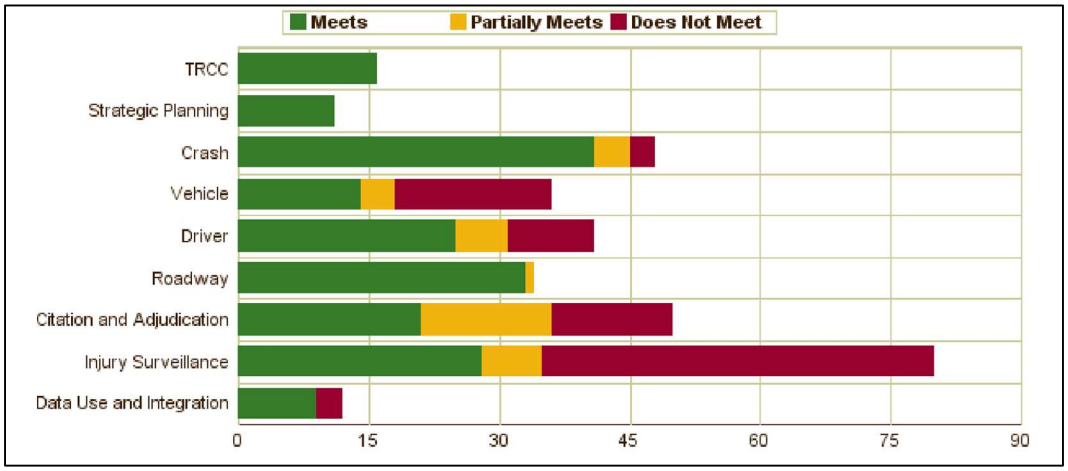
The most recent Traffic Records Assessment was conducted for the State between August and December 2021. This assessment was conducted using the National Highway Transportation Safety Administration (NHTSA), State Traffic Records Assessment Program (STRAP). Over a period of 4 months, CTDOT and TRCC stakeholders worked with a NHTSA contractor to assess the current state of traffic records in Connecticut. A schedule and tasks of this assessment period can be found to the right.

The six primary components of a State traffic records system (Crash, Driver, Vehicle, Roadway, Citation/Adjudication, and Injury Surveillance) were assessed based on six primary data quality attributes—timeliness, accuracy, completeness, uniformity, integration, and accessibility. The goal of this assessment was to identify ways the State's data systems need to improve in order to support traffic safety analysis and effectively manage the motor vehicle transportation network, at the Federal, State, and local levels. Such data enables problem identification, countermeasure development and application, and outcome evaluation. These assessments help States identify areas of high performance and areas in need of improvement in addition to fostering greater collaboration among data systems.

Out of 328 assessment questions, Connecticut met the Advisory ideal for 198 questions (60%), partially met the Advisory ideal for 37 questions (11%) and did not meet the advisory ideal for 93 questions (28%).

As Figure 11 illustrates, within each assessment module, Connecticut met the criteria outlined in the Traffic Records Program Assessment Advisory 100% of the time for Traffic Records Coordinating Committee Management, 100% of the time for Strategic Planning, 85% of the time for Crash, 39% of the time for Vehicle, 61% of the time for Driver, 97% of the time for Roadway, 42% of the time for Citation/ Adjudication, 35% of the time for EMS/Injury Surveillance, and 75% of the time for Data Use and Integration.

Figure 11. Assessment rating distribution by module



3.5 STRATEGIC PLANNING AND TRAFFIC RECORDS SYSTEM RECOMMENDATIONS

The Connecticut TRCC has reviewed the recommendations provided by the National Highway Traffic Safety Administration Technical Assessment Team. The TRCC developed and voted to adopt the following solutions as part of the on-going updates to Traffic Records System Strategic Plan to address the Technical Assessment Team recommendations.

3.5.1 TRCC RECOMMENDATIONS

Given that all of the TRCC elements met the ideal standard, there were no significant recommendations. However, the assessment noted that one potential improvement would be to capture more detail on the discussion between TRCC meeting attendees in the meeting notes for future reference.

3.5.2 STRATEGIC PLANNING RECOMMENDATIONS

All of the Strategic Planning elements met the ideal standard, therefore there were no recommendations.

3.5.3 CRASH RECOMMENDATIONS

- Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

3.5.4 VEHICLE RECOMMENDATIONS

- Improve the data quality control program for the vehicle data system to reflect best practices identified in the Traffic Records Program Advisory.
- Improve the interfaces with the Vehicle data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the procedures/process flows for the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory.

3.5.5 Driver Recommendations

- Improve the data dictionary for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.

3.5.6 Roadway Recommendations

- Improve the interfaces with the Roadway data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

3.5.7 Citation/Adjudication Recommendations

- Improve the data dictionary for the Citation and Adjudication systems that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Driver data system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interface with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory.

3.5.8 EMS/Injury Surveillance Recommendations

- Improve the data dictionary for the Injury Surveillance system that reflects best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the data quality control program for the Injury Surveillance system to reflect best practices identified in the Traffic Records Program Assessment Advisory.
- Improve the interface with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory

3.5.9 Data Use and Integration Recommendations

All of the data use and integration elements met the ideal standard, therefore there were no recommendations. However, the report did state that CTDOT should consider expanding data integration activities to include the vehicle, citation, and driver files.

4. TRAFFIC RECORDS SYSTEM PERFORMANCE

The following performance metrics were updated for FFY2024

1) Crash Integration – Improve the integration of crash data with other data sources

2) Citation Adjudication and Disposition Timeliness – Decrease the number of days for Citation Adjudication and posting of disposition to Driver History File

1) **CT-CR-001** – Crash Integration

Connecticut Electronic Crash Reporting System integration improved during this period as crash data were linked with toxicology data received from the state forensics laboratory. Historically toxicology and motor vehicle crash records were 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. A project conducted at the University of Connecticut in partnership with the Connecticut Department of Transportation explored the ability to Link toxicology and crash data, while also analyzing impairing substance types and concentration amounts with crash severity and other possible causational driver actions that increase crash risk.

Police-reported motor vehicle crash records and toxicology results for breath, urine, and blood tests collected during crashes and DUI stops from 2017 to 2022 were extracted and then linked using probabilistic methods (names or personal identifiers of persons were not used for linkage). Results of this pilot project produced the first linked datasets for all crashes and toxicology results in Connecticut with:

- Linked CTDESPP breath and crash data – 81% match (85% after data cleaning)
- Linked CTDESPP fluids and crash data – 47% match (84% after data cleaning)

Results from this exercise were published in the journal: Traffic Injury Prevention. Citation below. Marisa E. Auguste and Jennifer Pawelzik (16 Feb 2024): Linking crash and breathalyzer data in Connecticut, Traffic Injury Prevention, DOI: 10.1080/15389588.2024.2314589

Link to this article: https://doi.org/10.1080/15389588.2024.2314589

Performance Measure Based on C-I-1- Model (Integration)

Performance Area: **CT-CR-001** **Integration**: **C-I-1**

Summary of Deficiency: Improve the interfaces with the Crash data system that reflect best practices identified in the Traffic Records Program Assessment Advisory.

Measurement: Percentage of appropriate records in the crash dataset that are linked to another system or file (e.g., integration between the crashes with violation linked to the Citation file, Hospital Discharge, EMS, Medical Records)

	4/1/2022 - 3/31/2023 Baseline	4/1/2023 - 3/31/2024 Target	Change
Total number of crashes Integrated/linked	0	5,634	100%
Improvement (Improvement)		100%	

Crash Integration improved for Connecticut from having zero crashes linked with toxicology data to linking 5,643 crashes with corresponding toxicology data.

2) **CT-CA-002** – Citation Adjudication and Disposition Timeliness

The use of the Connecticut Judicial Branch **Online Adjudication/Disposition System** which enabled individuals who pled "not guilty" to an infraction to participate in the court electronic adjudication process, rather than be required to physically appear in court (not including trials). The adjudication results are subsequently available in a timely manner and Prosecutors have real time access to driver history file where disposition results are now entered immediately after adjudication.

Performance Area: CT-CA-002 Timeliness – C/A-T-2

Summary of Deficiency: There is a significant time lag in the date of charge disposition to the date the charge disposition is entered into the statewide adjudication database and Driver History File.

Measurement: The mean number of days from the date a citation is issued to the date the citation/adjudication disposition is entered into the Driver Record file.

C/A-T-2 – Average number of days for Citation/Adjudication and Disposition Entry to the Driver History File

eCitation Adjudication and Disposition Timelines			
Average number of days for Citation Adjudication and Disposition Entry to the Driver History File			
	4/1/2022 - 3/31/2023 Baseline	**4/1/2023 - 3/31/2024 Target**	**Change**
Total number of MV Citations with online disposition	15,024	13,329	-11.3%
Average number of days per online payment	15.2	14.6	-3.3%
Average number of days per online disposition	51.6	44.8	-13.1%
Improvement (Reduction)		3.3% and 13.1%	

Citation / Adjudication disposition timeliness improved from 15.2 to 14.6 days resulting in 3.3 percent reduction for average number of days per online payment and 51.6 to 44.8 days resulting in 13.1 percent reduction in the average number of days per online disposition and posting to the driver history file.

4.1 CRASH

CRASH DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
C-T-1: The *median* or *mean* number of days from (a) the crash date to (b) the date the crash report is entered into the database. C-T-2: The *percentage* of crash reports entered into the database within XX* days after the crash. *e.g., 30, 60, or 90 days	C-A-1: The *percentage* of crash records with no errors in *critical* data elements. Example: Crash severity C-A-2: The *percentage* of in-State registered vehicles on the State crash file with Vehicle Identification Number (VIN) matched to the State vehicle registration file.	C-C-1: The *percentage* of crash records with no missing *critical* data elements. C-C-2: The *percentage* of crash records with no missing data elements. C-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value.	C-U-1: The *number* of MMUCC-compliant data elements entered into the crash database or obtained via linkage to other databases.	C-I-1: The *percentage* of appropriate records in the crash database that are linked to another system or file. Examples: Crash w/in-State driver *linked to* Driver file Crash w/EMS response *linked to* EMS file	C-X-1: To measure accessibility: • Identify the principal users of the crash database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

4.1.1 Performance Measure C-T-1: Days to Database

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Time delay between crash events and when the data is available for use. The crash data location processing and validation are heavily dependent on manual operations.
Performance Measure Improvement Achieved
Crash Timeliness Improved from Average time per report from 28 days to 11 days= 17 days reduction from Crash Occurrence to available in Central for analysis and reporting= 12.01% Improvement
Measurement Technique
The median or mean number of days from (a) the crash date to (b) the date the crash report is entered into the database. CTDOT will also track the number of days it takes to process two categories of crash types 1) (Fatal and Serious Injury Crashes: K and A Injuries) 2) Minor, Possible and No Injury Crashes B, C, and O Injuries)
Date and Baseline Values for Progress Achievement

C-T-1: DAYS TO DATABASE (Crash Date to Repository)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	30 days	13 days	8 days	40 days				
Actual		11 days	8 days					
C-T-1: DAYS TO DATABASE (Fatal and Serious Injury Crashes: K and A Injuries)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	24 hours after receipt at CTDOT	13 days	8 days	24 Hours				
Actual		11 days	24 hours					
C-T-1: DAYS TO DATABASE (Minor, Possible and No Injury Crashes B, C, and O Injuries)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	30 days after receipt at CTDOT	30 days	30 days	30 days				
Actual		11 days	80 days					

4.1.2 Performance Measure C-T-2: Percent of Data Entered within 30 Days

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Time delay between crash events and when the data is available for use. The crash data location processing and validation are heavily dependent on manual operations.
Performance Measure Improvement Achieved
Average number of days from when the crash received, and processing completed for property damage only crashes increased by sixty (60) days during this reporting period. For injury, fatal, and commercial vehicle crashes, these are completed the same day they are received at the CTDOT for processing. The result was an overall decrease in 10 percent of crashes entered within 30 days of a crash.
Measurement Technique
Documents the percentage of crashes entered and available on the Connecticut Crash Data Repository with 30 days of the crash occurring in the previous 12-month period.
Date and Baseline Values for Progress Achievement

C-T-2: PERCENT OF DATA ENTERED WITH 30 DAYS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%					
Actual		95%	85%					

4.1.3 Performance Measure C-A-1: Error Rate

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Submitted crash data is mostly accurate except for location and incorrectly completed data fields.
Performance Measure Improvement Achieved
Crash Accuracy increased from 98.24 to 99.0% = 1.76%.
Measurement Technique
Percentage of Crash Records with no errors in Critical data elements (that passed all Validations). CTDOT will also review rejection frequency of each edit and validation rule.
Date and Baseline Values for Progress Achievement

C-A-1: ERROR RATE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		98.20%	99%					

4.1.4 Performance Measure C-C-1: Completeness of Critical Data Elements

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Incorrect/Incomplete or Missing critical Data Elements (Crash Location)
Performance Measure Improvement Achieved
According to the Traffic records assessment there are no Incorrect/Incomplete or Missing critical Data Elements (Crash Location)
Measurement Technique
The percentage of crash records with no missing critical data elements.
Date and Baseline Values for Progress Achievement

C-C-1: COMPLETENESS OF CRITICAL DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.1.5 Performance Measure C-C-2: Completeness of Crash Report

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Incorrect/Incomplete or Missing critical Data Elements (Crash Location)
Performance Measure Improvement Achieved
According to the Traffic records assessment there are no Incorrect/Incomplete or Missing critical Data Elements (Crash Location)
Measurement Technique
The percentage of crash records with no missing data elements. Percentage of crash records with no missing critical data elements (Crashes with accurate crash location using Geo Code data provided by the Crash Data Collection System Map Interface)
Date and Baseline Values for Progress Achievement

C-C-2: COMPLETENESS OF CRASH REPORT								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.1.6 Performance Measure C-C-3: Percent of Unknown or Blank for Critical Elements

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Incorrect/Incomplete or Missing critical Data Elements (Crash Location)
Performance Measure Improvement Achieved
According to the Traffic records assessment there are no Incorrect/Incomplete or Missing critical Data Elements.
Measurement Technique
The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value. Percentage of crash records with missing critical data elements.
Date and Baseline Values for Progress Achievement

C-C-3: PERCENT OF UNKNOWN OR BLANK FOR CRITICAL ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	0%				
Actual		0%	0%					

4.1.7 Performance Measure C-U-1: MMUCC Compliance

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☒Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
97 percent Compliant with MMUCC 4th Edition, MMUCC 6th edition has been released and Connecticut needs to update their crash form and data system.
Performance Measure Improvement Achieved
The goal in the upcoming fiscal year is to analyze the crash form and prepare for MMUCC 6th Edition update, with the goal of 100 percent MMUCC 6 compliance.
Measurement Technique
Number of MMUCC 6 compliant data elements entered into the crash database or obtained via linkage to other databases. Note MMUCC 6 was released in January 2024.
Date and Baseline Values for Progress Achievement

C-U-1: MMUCC COMPLIANCE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	>90%	>90%	>90%	>90%				
Actual		97%	97%					

4.1.8 Performance Measure C-I-1: Percent of Records Linked from Other Systems

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Data Integration ☐Accessibility
Summary of Deficiency
Limited records from the crash system have been successfully linked to another system or file.
Performance Measure Improvement Achieved
Under an executed MOU, the Connecticut Department of Public Health (DPH) has provided UConn, EMS, and in-patient hospital discharge data for as early as 2016. Hospital discharge data was linked with state motor vehicle crash records, yielding a 75 percent match rate.
Measurement Technique
Percentage of appropriate records in the crash dataset that are linked to another system or file (e.g., integration between the crashes with violation linked to the Citation file, Hospital Discharge, EMS, Medical Records)
Date and Baseline Values for Progress Achievement

C-I-1: PERCENT OF RECORDS LINKED FROM OTHER SYSTEMS (DPH)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	25%				
Actual		15%	15%					
C-I-1: PERCENT OF RECORDS LINKED FROM OTHER SYSTEMS (TOX)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	85%				
Actual		0%	75%					
C-I-1: PERCENT OF RECORDS LINKED FROM OTHER SYSTEMS (Judicial)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	25%				
Actual		10%	10%					
C-I-1: PERCENT OF RECORDS LINKED FROM OTHER SYSTEMS (DMV Driver)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	0%				
Actual		0%	0%					
C-I-1: PERCENT OF RECORDS LINKED FROM OTHER SYSTEMS (DMV Vehicle)								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	0%				
Actual		0%	0%					

4.1.9 Performance Measure C-X-1: Accessibility of Crash Data

Core Traffic Records Systems
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☒Accessibility
Summary of Deficiency
Increase the number of authorized agencies capable of accessing the Crash File for analysis and reporting.
Performance Measure Improvement Achieved
100 percent of Connecticut crash data are available online, with the exception of personal and private information. Users can download and query data back to 1995 and up to the current day. Connecticut has a highly accessible crash data system. UConn receives emails and comments from users of the crash data repository and the Transportation Enterprise Database on a regular basis.
Measurement Technique
Obtain feedback from users to assess: (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request From this feedback and email exchanges UConn documents the percent of requests they are able to successfully fulfill.
Date and Baseline Values for Progress Achievement

C-X-1: ACCESSIBILITY OF CRASH DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	>80%	>80%	>80%	>80%				
Actual		>80%	>80%					

4.2 VEHICLE

VEHICLE DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
V-T-1: The *median* or *mean* number of days from (a) the date of a critical status change in the vehicle record to (b) the date the status change is entered into the database. V-T-2: The *percentage* of vehicle record updates entered into the database within XX* days after the critical status change. *e.g., 1, 5, or 10 days	V-A-1: The *percentage* of vehicle records with no errors in *critical* data elements. Example: Vehicle Identification Number (VIN)	V-C-1: The *percentage* of vehicle records with no missing *critical* data elements. V-C-2: The *percentage* of vehicle records with no missing data elements. V-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value. V-C-4: The *percentage* of vehicle records from large trucks and buses that have all of the following data elements: Motor Carrier ID, Gross Vehicle Weight Rating/Gross Combination Weight Rating, Vehicle Configuration, Cargo Body Type, and Hazardous Materials (Cargo Only).	V-U-1: The *number* of standards-compliant* data elements entered into a database or obtained via linkage to other databases.	V-I-1: The *percentage* of appropriate records in the vehicle file that are linked to another system or file. Example: Vehicle registration *linked to* Driver file	V-X-1: To measure accessibility: • Identify the principal users of the vehicle database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

4.2.1 Performance Measure V-T-1: Days to Database

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_001 – Improve timeliness of Vehicle Records updates entered into the database within 2 days after the critical status change.
Performance Measure Improvement Achieved
All title and registration information are posted immediately when a vehicle is registered or a title only transaction is processed. All paperwork is reviewed to ensure accuracy and the title is printed at a later date.
Measurement Technique
The median or mean number of days from (a) the date of a critical status change in the vehicle record to (b) the date the status change is entered into the database.
Date and Baseline Values for Progress Achievement

V-T-1: DAYS TO DATABASE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	1 Day	1 Day	1 Day	1 Day	1 Day	1 Day	1 Day	1 Day
Actual		1 Day	1 Day					

4.2.2 Performance Measure V-T-2: Percent of Data Entered within 10 Days

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_001 – Improve timeliness of Vehicle Records updates entered into the database within 2 days after the critical status change.
Performance Measure Improvement Achieved
All title and registration information are posted immediately when a vehicle is registered or a title only transaction is processed. All paperwork is reviewed to ensure accuracy and the title is printed at a later date.
Measurement Technique
The percentage of vehicle record updates entered into the database within 1 day after the critical status change.
Date and Baseline Values for Progress Achievement

V-T-2: PERCENT OF DATA ENTERED WITH 10 DAYS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.2.3 Performance Measure V-A-1: Accuracy Rate

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_002 – Improve the number of vehicle records with no errors in critical data elements e.g., Vehicle Identification Number (VIN)
Performance Measure Improvement Achieved
No activity to report this prior period
Measurement Technique
The percentage of vehicle records with no errors in critical data elements. Percent of accurate or valid VIN entered into the DMV vehicle database. Percent of accurate or valid owner and addresses are entered into the DMV vehicle database. Percent of accurate or valid make and model information entered into the DMV vehicle database.
Date and Baseline Values for Progress Achievement

V-A-1: ACCURACY RATE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.2.4 Performance Measure V-C-1: Completeness of Critical Data Elements

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_003 – The vehicle file has a significant number of missing fields due to data entry errors.
Performance Measure Improvement Achieved
No activity to report this prior period.
Measurement Technique
The percentage of vehicle records without missing critical data elements.
Date and Baseline Values for Progress Achievement

V-C-1: COMPLETENESS OF CRITICAL DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.2.5 Performance Measure V-C-2: Percentage of Missing Data Elements

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_003 – The vehicle file has a significant number of missing fields due to data entry errors.
Performance Measure Improvement Achieved
No activity to report this prior period
Measurement Technique
The percentage of vehicle records without missing data elements.
Date and Baseline Values for Progress Achievement

V-C-2: PERCENTAGE OF MISSING DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.2.6 Performance Measure V-C-3: Percent of Unknown or Blank for Critical Elements

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_003 – The vehicle file has a significant number of missing fields due to data entry errors.
Performance Measure Improvement Achieved
No activity to report this prior period
Measurement Technique
The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Date and Baseline Values for Progress Achievement

V-C-3: PERCENT OF UNKNOWN OR BLANK FOR CRITICAL ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.2.7 Performance Measure V-C-4: Large Trucks and Buses

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_004 – Large Truck and Buses vehicle have incomplete data elements.
Performance Measure Improvement Achieved
No activity to report this prior period
Measurement Technique
The percentage of vehicle records from large trucks and buses that have all of the following data elements: Motor Carrier ID, Gross Vehicle Weight Rating/Gross Combination Weight Rating, Vehicle Configuration, Cargo Body Type, and Hazardous Materials (Cargo Only).
Date and Baseline Values for Progress Achievement

V-C-4: LARGE TRUCKS AND BUSES								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.2.8 Performance Measure V-U-1: The Number of Standards-Compliant Data Elements

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☒Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_005 – Increase number of standard/compliant data elements entered into the vehicle database or obtained via linkage to other databases. These standards include AAMVER Standards and the MMUCC.
Performance Measure Improvement Achieved
Increase number of standard/compliant data elements entered inti the vehicle database or obtained via linkage to other databases. These standards include American Association of Motor Vehicle Administrators (AAMVA) Standards and the MMUCC. No activity to report this prior period.
Measurement Technique
The number of standards-compliant data elements entered into a database or obtained via linkage to other databases.
Date and Baseline Values for Progress Achievement

V-U-1: THE NUMBER OF STANDARDS-COMPLIANT DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.2.9 Performance Measure V-I-1: Percentage of Records Linked from Other Systems

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Data Integration ☐Accessibility
Summary of Deficiency
CT_VH_006 – No file linkage with the other Traffic Records System components.
Performance Measure Improvement Achieved
No activity to report this prior period
Measurement Technique
The percentage of appropriate records in the vehicle file that are linked to another system or file.
Date and Baseline Values for Progress Achievement

V-I-1: PERCENTAGE OF RECORDS LINKED FROM OTHER SYSTEMS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	95%	95%	95%				
Actual		X	X					

4.2.10 Performance Measure V-X-1: Accessibility of Vehicle Data

Core Traffic Records Systems
☐Crash ☐Driver ☒Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☒Accessibility
Summary of Deficiency
CT_VH_006 – No file linkage with the other Traffic Records System components.
Performance Measure Improvement Achieved
No activity to report this prior period
Measurement Technique
Identify the principal users of the vehicle database and query the principal users to assess: (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request Document the method of data collection and the principal users' response.
Date and Baseline Values for Progress Achievement

V-X-1: ACCESSIBILITY OF VEHICLE DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	>80%	>80%	>80%	>80%				
Actual		X	X					

4.3 DRIVER

DRIVER DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
D-T-1: The *median* or *mean* or number of days from (a) the date of a driver's adverse action to (b) the date the adverse action is entered into the database. D-T-2: The *median* or *mean* number of days from (a) the date of receipt of citation disposition notification by the driver repository to (b) the date the disposition report is entered into the database.	D-A-1: The *percentage* of driver records that have no errors in *critical* data elements. Example: Date of Birth D-A-2: The *percentage* of records on the State driver file with Social Security Numbers (SSN) successfully verified using Social Security Online Verification (SSOLV) or other means.	D-C-1: The *percentage* of driver records with no missing *critical* data elements. D-C-2: The *percentage* of driver records with no missing data elements. D-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value.	D-U-1: The *number* of standards-compliant data elements entered into the driver database or obtained via linkage to other databases.	D-I-1: The *percentage* of appropriate records in the driver file that are linked to another system or file. Example: Driver in crash *linked to* adjudication file	D-X-1: To measure accessibility: • Identify the principal users of the driver database • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

4.3.1 Performance Measure D-T-1: Days to Database

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_001 – There is a time lag in the processing of convictions file to the driver history file.
Performance Measure Improvement Achieved
CT DMV, with the assistance of FMCSA federal grants, has worked on numerous projects that impact the timeliness and accuracy of data, particularly in regard to Commercial Learner Permit, Commercial Driver License, and for non-CDL operators driving commercial motor vehicles. Nevertheless, the improvement in these categories has also had a tertiary and beneficial impact for all license classifications since it is the source system for the processing of traffic convictions and administrative any subsequent administrative actions. Number of days from the date of driver's adverse action to the date the adverse action is entered into the database. Presently, CTDMV processes convictions on a nightly basis from the courts and administrative actions utilize the Driver Services' ACD code matrix (all federal, Compact and state convictions/sanctions) for the determination of any administrative actions.
Measurement Technique
The median or mean or number of days from (a) the date of a driver's adverse action to (b) the date the adverse action is entered into the database.
Date and Baseline Values for Progress Achievement

D-T-1: DAYS TO DATABASE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	<5 days	<5 days	<5 days	<5 days				
Actual		Nightly	Nightly					

4.3.2 Performance Measure D-T-2: Number of Days Until Citation Disposition Is Entered into Database

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_001 – There is a time lag in the processing of convictions file to the driver history file.
Performance Measure Improvement Achieved
CT DMV, with the assistance of FMCSA federal grants, has worked on numerous projects that impact the timeliness and accuracy of data, particularly in regard to Commercial Learner Permit, Commercial Driver License, and for non-CDL operators driving commercial motor vehicles. Nevertheless, the improvement in these categories has also had a tertiary and beneficial impact for all license classifications since it is the source system for the processing of traffic convictions and administrative any subsequent administrative actions. Presently, CTDMV processes convictions on a nightly basis from the courts and administrative actions utilize the Driver Services' ACD code matrix (all federal, Compact and state convictions/sanctions) for the determination of any administrative actions.
Measurement Technique
Number of days from the date of driver's adverse action to the date the adverse action is entered into the database.
Date and Baseline Values for Progress Achievement

D-T-2: NUMBER OF DAYS UNTILL CITATION DISPOSITION IS ENTERED INTO THE DATABASE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	<5 days	<5 days	<5 days	<5 days				
Actual		Nightly	Nightly					

4.3.3 Performance Measure D-A-1: Accuracy Rate

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_002 – Improve the percentage of driver records that have no errors in critical data elements, e.g., Date of Birth.
Performance Measure Improvement Achieved
No Progress this Period.
Measurement Technique
The percentage of driver records that have no errors in critical data elements.
Date and Baseline Values for Progress Achievement

D-A-1: ACCURACY RATE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	>90%	95%	100%	100%				
Actual		X	X					

4.3.4 Performance Measure D-A-2: Percentage Social Security Number Verified

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_003 – Improve the percentage of driver records with validated Social Security Number (SSN)
Performance Measure Improvement Achieved
CTDMV requires customers to provide certain documentation for the issuance of any license-related credential. These documents include SSNs, birth certificates, passports, Visas, etc. CTDMV staff validate the data against federal systems to ensure accuracy prior to being recorded in its database and the credential issued.
Measurement Technique
The percentage of records on the State driver file with Social Security Numbers (SSN) successfully verified using Social Security Online Verification (SSOLV) or other means.
Date and Baseline Values for Progress Achievement

D-A-2: PERCENTAGE SOCIAL SECURITY NUMBER VERIFIED								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.3.5 Performance Measure D-C-1: Completeness of Critical Data Elements

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_004 – Improve the percentage of driver records with no missing critical data elements.
Performance Measure Improvement Achieved
CTDMV issuance system is programmed with hard stops so that any critical information required by federal or state law is mandated. Failure to have the legally obligated information will not be processed until the data is completed.
Measurement Technique
The percentage of driver records with no missing critical data elements.
Date and Baseline Values for Progress Achievement

D-C-1: COMPLETENESS OF CRITICAL DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.3.6 Performance Measure D-C-2: Percentage Missing Driver Data

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_004 – Improve the percentage of driver records with no missing critical data elements.
Performance Measure Improvement Achieved
CTDMV issuance system is programmed with hard stops so that any critical information required by federal or state law is mandated. Failure to have the legally obligated information will not be processed until the data is completed. Increase percent of complete driver records with no missing critical elements previous driving records from other states or territories.
Measurement Technique
The percentage of driver records with no missing data elements.
Date and Baseline Values for Progress Achievement

D-C-2: PERCENTAGE MISSING DRIVER DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.3.7 Performance Measure D-C-3: Percent of Unknown or Blank for Critical Elements

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_004 – Improve the percentage of driver records with no missing critical data elements.
Performance Measure Improvement Achieved
CTDMV issuance system is programmed with hard stops so that any critical information required by federal or state law is mandated. Failure to have the legally obligated information will not be processed until the data is completed.
Measurement Technique
The percentage of unknowns or blanks in critical data elements for which unknown is not an acceptable value.
Date and Baseline Values for Progress Achievement

D-C-3: PERCENT OF UNKNOWN OR BLANK FOR CRITICAL ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.3.8 Performance Measure D-U-1: The Number of Standards-Compliant Data Elements

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☒Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_005 – Increase the number of standard-compliant data elements entered into the driver database or obtained vial linkage to other databases
Performance Measure Improvement Achieved
CTDMV is required by federal and state law to verify against source systems such as SSN# and SAVE. The Electronic Vital Event Registration (EVERS) system, for verification of a customer's date of birth, is in production via National Association for Public Health Statistics and Information Systems (NAPHSIS) but is fledgling at this point and is costly. One of the main issues is the ability for states to digitize its prior Date of Birth (DOB) certificate records. CTDMV's intent would be to eventually seek to check customers' DOBs against that system of record, given the cost considerations.
Measurement Technique
The number of standards-compliant data elements entered into the driver database or obtained via linkage to other databases.
Date and Baseline Values for Progress Achievement

D-U-1: THE NUMBER OF STANDARDS-COMPLIANT DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		X	X					

4.3.9 Performance Measure D-I-1: Percentage of Records Linked from Other Systems

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Data Integration ☐Accessibility
Summary of Deficiency
CT_DL_006 – No file linkage with the other Traffic Records System components.
Performance Measure Improvement Achieved
Increase percent of appropriate records in the driver file that are linked to another system or file. CTDMV provides data linkage to authorized Drivers Privacy Protection Act (DPPA) users on a case-by-case basis. Given the DPPA, CTDMV must ensure compliance with usage and therefore, any linkage with other entities, such as Traffic Records System components. CTDMV provides linkages to CT's Criminal Justice Governing Board's CISS system. Additionally, CTDMV has linkage to the Commercial Vehicle Information Exchange Window (CVIEW) (commercial safety/traffic) for International Registration Plan (IRP), International Fuel Tax Agreement (IFTA), Over Size and Overweight, as well as commercial motor carrier safety systems.
Measurement Technique
The percentage of appropriate records in the driver file that are linked to another system or file.
Date and Baseline Values for Progress Achievement

D-I-1: PERCENTAGE OF RECORDS LINKED FROM OTHER SYSTEMS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	95%	95%	95%				
Actual		X	X					

4.3.10 Performance Measure D-X-1: Accessibility of Driver Data

Core Traffic Records Systems
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☒Accessibility
Summary of Deficiency
CT_DL_007 – Driver file is only accessible to DPS and Law Enforcement Agency
Performance Measure Improvement Achieved
CTDMV has numerous Memorandums of Agreement (MOA) and Memorandums of Understanding (MOU) with both governmental and nongovernmental agencies that qualify under the provisions of the federal and state Driver Privacy Protection Act.
Measurement Technique
Identify the principal users of the driver database through query the principal users to assess: (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request Document the method of data collection and the principal users' responses
Date and Baseline Values for Progress Achievement

D-X-1: ACCESSIBILITY OF DRIVER DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	>80%	>80%	>80%	>80%				
Actual		X	X					

4.4 ROADWAY

ROADWAY DATABASE					
TIMELINESS	***ACCURACY***	***COMPLETENESS***	***UNIFORMITY***	***INTEGRATION***	***ACCESSIBILITY***
R-T-1: The *median* or *mean* number of days from (a) the date a periodic collection of a critical roadway data element is complete (e.g., Annual Average Daily Traffic) to (b) the date the updated critical roadway data element is entered into the database. R-T-2: The *median* or *mean* number of days from (a) the date a roadway project is completed to (b) the date the updated critical data elements are entered into the database.	R-A-1: The *percentage* of all road segment records with no errors in *critical* data elements. Example: Surface/Pavement	R-C-1: The *percentage* of road segment records with no missing *critical* data elements. R-C-2: The *percentage* of public road miles or jurisdictions identified on the State's basemap or roadway inventory file. R-C-3: The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value. R-C-4: The *percentage* of total roadway segments that include location coordinates, using measurement frames such as a GIS basemap.	R-U-1: The *number* of Model Inventory of Roadway Elements (MIRE)-compliant data elements entered into a database or obtained via linkage to other databases.	R-I-1: The *percentage* of appropriate records in a specific file in the roadway database that are linked to another system or file. Example: Bridge inventory *linked to* roadway basemap	R-X-1: To measure accessibility of a specific file within the roadway database: • Identify the principal users of the roadway file • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses

4.4.1 Performance Measure R-T-1: Days to Database Annual Updates

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_RW_001 – Lack of update to roadway file
Performance Measure Improvement Achieved
Deployment of MAVRIC as a production field data collection tool, Integration across systems and data access improvements will allow CTDOT to begin measuring the performance measure in the 2020 year-end file.
Measurement Technique
The *median* or *mean* number of days from (a) the date a periodic collection of a critical roadway data element is complete (e.g., Annual Average Daily Traffic) to (b) the date the updated critical roadway data element is entered into the database.
Date and Baseline Values for Progress Achievement

R-T-1: DAYS TO DATABASE ANNUAL UPDATES								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	90	90	90	90				
Actual		unknown	unknown					

4.4.2 Performance Measure R-T-2: Days to Database Construction Updates

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_RW_001 – Lack of update to roadway file
Performance Measure Improvement Achieved
Using MAVRIC as a production field data collection tool, with current work on a newer version, has allowed CTDOT to begin measuring the performance measure in the 2023 year-end file.
Measurement Technique
The *median* or *mean* number of days from (a) the date a roadway project is completed to (b) the date the updated critical data are elements are entered into the database.
Date and Baseline Values for Progress Achievement

R-T-2: DAYS TO DATABASE CONSTRUCTION UPDATES								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	90	90	90					
Actual		60-90	60-90					

4.4.3 Performance Measure R-A-1: No Error Rate

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_RW_002 – Significant errors and incomplete road segment data elements.
Performance Measure Improvement Achieved
Deployment of FME as a software solution will enable Roadway Inventory to automate this performance measure with monthly/weekly reports for QA/QC - crossing attribute validations will be built in. All current errors in road segment records are attributed to knowledge that road segments exist, but lack of presence on the basemap. This includes all federal roads and some state-owned roads such as state institution, state forest, and state parks.
Measurement Technique
Percent of road segment records with no errors in critical data elements.
Date and Baseline Values for Progress Achievement

R-A-1: NO ERROR RATE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%					
Actual		100%	100%					

4.4.4 Performance Measure R-C-1: Completeness of Critical Data Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_RW_003 – Limited number of public roadway miles or jurisdictions identified on the State's Basemap or roadway inventory file.
Performance Measure Improvement Achieved
CTDOT has used the Transportation Enterprise Database (TED) and Mobile Asset Verification and Roadway Inventory Collection (MAVRIC) to manage MIRE attribution along the network, as well as the State's HPMS data. Based on advancements in its enterprise approach, CTDOT collects, maintains, or derives 93 of the 205 MIRE data elements across its entire network, including all MIRE FDEs. Furthermore, integration of other enterprise data assets has allowed CTDOT to add new nonpublic road networks (e.g., private roads, commercial driveways, etc.) and mileage to the network model, as well as expand assets and attributes with improved scalability and precision. Active correction and digitization of the remaining approximately 418 miles of public road is ongoing. Require federal assistance in identified federal public roads - this hampers CTDOT's ability to have 100 percent coverage.
Measurement Technique
Percent of public roadway miles or jurisdictions identified on the State's base map or roadway inventory file.
Date and Baseline Values for Progress Achievement

R-C-1: COMPLETENESS OF CRITICAL DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100	100	100					
Actual		99	99					

4.4.5 Performance Measure R-C-2: Percentage of Public Roadways

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_RW_003 – Limited number of public roadway miles or jurisdictions identified on the State's Basemap or roadway inventory file.
Performance Measure Improvement Achieved
CTDOT has used TED and MAVRIC to manage MIRE attribution along the network, as well as the State's HPMS data. Based on advancements in its enterprise approach, CTDOT collects, maintains, or derives 93 of the 205 MIRE data elements across its entire network, including all MIRE FDEs. Furthermore, integration of other enterprise data assets has allowed CTDOT to add new nonpublic road networks (e.g., private roads, commercial driveways, etc.) and mileage to the network model, as well as expand assets and attributes with improved scalability and precision. Active correction and digitization of the remaining approximately 418 miles of public road is ongoing. Require federal assistance in identified federal public roads - this hampers CTDOT's ability to have 100 percent coverage.
Measurement Technique
Percent of public roadway miles or jurisdictions identified on the State's base map or roadway inventory file.
Date and Baseline Values for Progress Achievement

R-C-2: PERCENTAGE OF PUBLIC ROADWAYS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100	100	100					
Actual		99	99					

4.4.6 Performance Measure R-C-3: Percent of Unknown or Blank for Critical Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Number of roadway segments missing data.
Performance Measure Improvement Achieved
CTDOT has used TED and MAVRIC to manage MIRE attribution along the network, as well as the State's HPMS data. Based on advancements in its enterprise approach, CTDOT collects, maintains, or derives 93 of the 205 MIRE data elements across its entire network, including all MIRE FDEs. Furthermore, integration of other enterprise data assets has allowed CTDOT to add new nonpublic road networks (e.g., private roads, commercial driveways, etc.) and mileage to the network model, as well as expand assets and attributes with improved scalability and precision. Active correction and digitization of the remaining approximately 418 miles of public road is ongoing. Require federal assistance in identified federal public roads - this hampers CTDOT's ability to have 100 percent coverage.
Measurement Technique
The *percentage* of unknowns or blanks in *critical* data elements for which unknown is not an acceptable value.
Date and Baseline Values for Progress Achievement

R-C-3: PERCENT OF UNKNOWN OR BLANK FOR CRITICAL ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%					
Actual		1%	1%					

4.4.7 Performance Measure R-C-4: Percentage of Total Roadway Segments Captured

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
Number of roadway segments missing or incomplete from the states roadway inventory.
Performance Measure Improvement Achieved
CTDOT has used TED and MAVRIC to manage MIRE attribution along the network, as well as the State's HPMS data. Based on advancements in its enterprise approach, CTDOT collects, maintains, or derives 93 of the 205 MIRE data elements across its entire network, including all MIRE FDEs. Furthermore, integration of other enterprise data assets has allowed CTDOT to add new nonpublic road networks (e.g., private roads, commercial driveways, etc.) and mileage to the network model, as well as expand assets and attributes with improved scalability and precision. Active correction and digitization of the remaining approximately 418 miles of public road is ongoing. Require federal assistance in identified federal public roads - this hampers CTDOT's ability to have 100 percent coverage.
Measurement Technique
Percent of public roadway miles or jurisdictions identified on the State's base map or roadway inventory file.
Date and Baseline Values for Progress Achievement

R-C-4: PERCENTAGE OF TOTAL ROADWAY SEGMENTS CAPTURED								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%					
Actual		99%	99%					

4.4.8 Performance Measure R-U-1: Number of MIRE Compliant Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☒Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_RW_005 – Roadway data need to be Model Inventory Roadway Elements (MIRE) compliant
Performance Measure Improvement Achieved
In 2023 Connecticut achieved 112 MIRE compliant data elements.
Measurement Technique
Number of MIRE compliant data elements entered into a database or obtained via linkage to other databases
Date and Baseline Values for Progress Achievement

R-U-1: NUMBER OF MIRE COMPLIANT ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	112	112	112	112				
Actual		112	112					

4.4.9 Performance Measure R-I-1: Percentage of Records Linked from Other Systems

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Data Integration ☐Accessibility
Summary of Deficiency
CT_RW_006 – Limited linkage with the other Traffic Records System components (There is linkage between crash and roadway data through TED).
Performance Measure Improvement Achieved
All appropriate records in the Roadway Database contain an LRS location, which is our common linkage element. Percent of records might not be an appropriate measure, but the number of disparate systems that have that linkage may be a better measure, along with a list. The purposed metric reflects the suggested revision that's highlighted. Roadway Data is linked to Traffic Data (Volume/Counts) through Exor Asset Roadway Data is linked to Crash Data through TED/CRSMS Roadway Data is linked to Bridge Data through Exor/InspectTech
Measurement Technique
The *percentage* of appropriate records in a specific file in the roadway database that are linked to another system or file.
Date and Baseline Values for Progress Achievement

R-I-1: PERCENTAGE OF RECORDS LINKED FROM OTHER SYSTEMS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal		X	X	X				
Actual		X	X					

4.4.10 Performance Measure R-X-1: Accessibility of Roadway Data

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☒Roadway ☐Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☒Accessibility
Summary of Deficiency
CT_RW_007 – Percent of Roadway data is electronically accessible to traffic records data users
Performance Measure Improvement Achieved
Roadway Data is being published online and through the CTDOT open data portal https://connecticut-ctdot.opendata.arcgis.com/search?tags=roadways%2Croadway. 14 different datasets are available under the roadway features for public consumption.
Measurement Technique
Percentage of critical elements that are published to this platform versus those that are only available internally.
Date and Baseline Values for Progress Achievement

R-X-1: ACCESSIBILITY OF ROADWAY DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		80%	85%					

MIRE Fundamental Data Element Collection

To comply with 23 CFR Part 924.11, States must incorporate specific, quantifiable, and measurable anticipated improvements for the collection of MIRE Fundamental Data Elements (FDE) into the State Traffic Records Strategic Plan. Although this was a one-time requirement, the TRCC should continue to track the collection of the MIRE FDE to assure the State shall have access to the MIRE FDEs on all public roads by September 30, 2026.

MIRE Fundamental Data Elements Collected	
97.00%	Total Percent of MIRE FDE Collected
100.00%	Segment FDE Collected
90.00%	Intersection FDE Collected
100.00%	Interchange FDE Collected

Anticipated Improvements

The Connecticut Department of Transportation (CTDOT) initiated and accomplished significant work towards customization of a web-based editing application to facilitate field data collection of geospatial data assets, specifically road network characteristics. This application was known as the Mobile Asset Verification and Roadway Inventory Collection tool, otherwise known as "MAVRIC". Field data collection of roadway geometry and asset information, and more specifically, simultaneous multi-asset editing/collection (otherwise known as "parallel data collection"), is a critical component of timely management of the geospatially accurate road network and associated attribution (e.g., lanes, shoulders, curbs, intersections, intersection approaches, etc.). This foundational data of the road network is the backbone upon which the CTDOT's GIS is built, and a requirement under 23 CFR 924.17 for the Model Inventory Roadway Elements (MIRE) and All Roads Network of Linear Data (ARNOLD). The initial project targeted field data collection utilization and was successful in meeting the project goals. This next phase of the project looks to build upon the lessons learned during the first phase, incorporate additional customization to meet the needs to expanding CTDOT stakeholders, take advantage of additional technological advances CTDOT has made since the completion of the first project, and utilize the customized solution to help CTDOT personnel to enhance the overall quality and completeness of its critical roadway datasets, while providing metrics on time and resource savings that can be expected through implementation of a similar system. For the different types of data collection, a fully configurable customized application is needed. CTDOT utilizes a software package called MAVRIC for Roadway Inventory field data collection. CTDOT would is working to further customize MAVRIC so that it meets the needs and more limited resource constraints of personnel with highly valuable data that are currently unable to manage their data in this manner. The original customization of MAVRIC focused on a field data collection tool that worked in a disconnected environment, CTDOT has identified the opportunity to expand its use to support additional personnel as a desktop editing and data quality assessment tool, which requires additional research and customization.

Data Collection Methodology
Via MAVRIC, field data collectors utilize a fully functional application that allows them to edit data through Linear Referencing System (LRS) integration and auto-GPS location in a connected and disconnected environment for linear and point assets, complete with a personalized user interface and utilization of vector data to improve performance, while supporting a wider range of field data collection methods (e.g., vehicle based, off network locations, etc.). For office personnel, the desktop application enables them to quickly input large amounts of LRS and asset data through customizable map interfaces, street level imagery, utilization of additional geospatial assets from reference systems, and route and milepoint locations. By customizing MAVRIC into a single solution that meets both of the above-stated needs, the end user experiences very little difference in how the application operates regardless of their environment and is able to input data more efficiently and with more confidence off a shared baseline LRS based system that enhances both data quality and data completeness. Additionally, by using MAVRIC to adjust the precision of the LRS and associated roadway assets from 0.01 of a mile to 0.001 of a mile, LRS data can be more accurately located and additional capabilities of CTDOT's enhanced GIS platform can be performed with increased confidence in the results.
Agency Coordination
CTDOT has a roadway inventory unit that works closely with maintenance to document any edits or changes to the road network. They also have full time staff that inspect and documents any changes to the road network as construction projects are completed as part of the inspection process.
Prioritization for Collecting MIRE FDE on All Public Roads
CTDOT has prioritized state owned and maintained roadways but also developed the ENG-29 form and process where local municipalities can submit changes to their local road network annually for updates to the State roadway information system and LRS.
Cost Considerations
No 405(c) funds are requested for MIRE FDE efforts.

4.5 CITATION ADJUDICATION

<table>
<tr><th colspan="5">CITATION/ADJUDICATION DATABASE</th></tr>
<tr><th>TIMELINESS</th><th>ACCURACY</th><th>COMPLETENESS*</th><th>UNIFORMITY*</th><th>INTEGRATION*</th><th>ACCESSIBILITY*</th></tr>
<tr>
<td rowspan="2">C/A-T-1: The median or mean number of days from (a) the date a citation is issued to (b) the date the citation is entered into the statewide citation database, or a first available repository.

C/A-T-2: The median or mean number of days from (a) the date of charge disposition to (b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository.

Note: Many States do not have statewide databases for citation or adjudication records. Therefore, in some citation and adjudication data systems, timeliness and other attributes of data quality should be measured at individual first available repositories.</td>
<td rowspan="2">C/A-A-1: The percentage of citation records with no errors in critical data elements.

Example:
Time Citation Issued

C/A-A-2: The percentage of charge disposition records with no errors in critical data elements.

Example:
Citation reference number</td>
<td>C/A-C-1: The percentage of citation records with no missing critical data elements.*

C/A-C-2: The percentage of citation records with no missing data elements.*

C/A-C-3: The percentage of unknowns or blanks in critical citation data elements for which unknown is not an acceptable value.*</td>
<td>C/A-U-1: The number of Model Impaired Driving Record Information System (MIDRIS)-compliant data elements entered into the citation database or obtained via linkage to other databases.

C/A-U-2: The percentage of citation records entered into the database with common uniform statewide violation codes.</td>
<td>C-I-1: The percentage of appropriate records in the citation file that are linked to another system or file.

Example:
DWI citation
linked to
Adjudication file</td>
<td>C/A-X-1: To measure accessibility of the citation database:
Identify the principal users of the citation database
Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request
Document the method of data collection and the principal users' responses</td>
</tr>
<tr><td colspan="4">*These measures of completeness, uniformity, integration, and accessibility are also applicable to the adjudication file.</td></tr>
</table>

4.5.1 Performance Measure C/A-T-1: Days to Database Citation

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_001 – There is a time lag in the processing of citations from issuance to when it is entered into the database. eCitation data transfer to the court system shows a significant improvement in the timeliness.
Performance Measure Improvement Achieved
eCitation is completed, tested and deployed for 76 of 94 Municipal Police Departments in Connecticut. This has increased the timeliness of data.
Measurement Technique
Mean number of days from citations issuance to when it is entered to the court system (centralized database).
Date and Baseline Values for Progress Achievement

C/A-T-1: DAYS TO DATABASE CITATION								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	1 day	1 Day	2 Day	3 Day				
Actual		X	X					

4.5.2 Performance Measure C/A-T-2: Days to Database Disposition

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_002 – There is a significant time lag in the date of charge disposition to the date the charge disposition is entered into the statewide adjudication database and Driver History File
Performance Measure Improvement Achieved
Citation Adjudication Disposition improved from 15.2 to 14.6 days=3.3% reduction for Average number of days per online payment and 51.6 to 44.8 days=13.1% reduction Average number of days per online disposition resulting in Adjudication Disposition to posting in Driver History File
Measurement Technique
The median or mean number of days from (a) the date of charge disposition to (b) the date the charge disposition is entered into the statewide adjudication database, or a first available repository.
Date and Baseline Values for Progress Achievement

C/A-T-2: DAYS TO DATABASE DISPOSITION								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	1 day	1 Day	1 Day	1 Day				
Actual		<1 Day	<1 Day					

4.5.3 Performance Measure C/A-A-1: Citations with No Errors

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_003 – Illegible handwriting on Paper Citations results in data entry errors.
Performance Measure Improvement Achieved
eCitation is completed, tested, and deployed for 76 of 94 Municipal Police Departments in Connecticut.
Measurement Technique
The *percentage* of citation records with no errors in *critical* data elements.
Date and Baseline Values for Progress Achievement

C/A-A-1: CITATIONS WITH NO ERRORS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.5.4 Performance Measure C/A-A-2: Percentage Disposition Records with No Errors

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
The *percentage* of charge disposition records with no errors in *critical* data elements.
Performance Measure Improvement Achieved
Connecticut has already achieved 100 percent with no critical errors. There is no improvement possible.
Measurement Technique
The *percentage* of disposition records with no errors in *critical* data elements.
Date and Baseline Values for Progress Achievement

C/A-A-2: PERCENTAGE DISPOSITION RECORDS WITH NO ERRORS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.5.5 Performance Measure C/A-C-1: Completeness of Critical Data Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_004 – Citation records with missing critical data elements
Performance Measure Improvement Achieved
eCitation is completed, tested, and deployed for 76 of 94 Municipal Police Departments in Connecticut. For those towns, eCitation has already achieved 100 percent with no critical errors. The remaining paper towns are not tracked for error rates. No activity to report this prior period.
Measurement Technique
The percentage of citation or disposition records with no errors in critical data elements.
Date and Baseline Values for Progress Achievement

C/A-C-1: COMPLETENESS OF CRITICAL DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	X	X	X	X				
Actual		X	X					

4.5.6 Performance Measure C/A-C-2: Percentage Missing Data Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_005 – Most Local Law Enforcement Agency are not participating in the use of the State eCitation Program.
Performance Measure Improvement Achieved
eCitation is completed, tested, and deployed for 76 of 94 Municipal Police Departments in Connecticut. No activity to report this prior period.
Measurement Technique
The *percentage* of citation records with no missing data elements.
Date and Baseline Values for Progress Achievement

C/A-C-2: PERCENTAGE MISSING DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	X	X	X	X				
Actual		X	X					

4.5.7 Performance Measure C/A-C-3: Percent of Unknown or Blank for Critical Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_005 – Most Local Law Enforcement Agency are not participating in the use of the State Electronic Citation Program.
Performance Measure Improvement Achieved
eCitation is completed, tested, and deployed for 76 of 94 Municipal Police Departments in Connecticut. No activity to report this prior period.
Measurement Technique
The *percentage* of unknowns or blanks in *critical* citation data elements for which unknown is not an acceptable value.
Date and Baseline Values for Progress Achievement

C/A-C-3: PERCENT OF UNKNOWN OR BLANK FOR CRITICAL ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	X	X	X	X				
Actual		X	X					

4.5.9 Performance Measure C/A-U-2: Percentage of Records Entered with Standard Codes

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☒Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_004 – Citation records with missing critical data elements
Performance Measure Improvement Achieved
eCitation is completed, tested, and deployed for 76 of 94 Municipal Police Departments in Connecticut. No activity to report this prior period.
Measurement Technique
The *percentage* of citation records entered into the database with common uniform statewide violation codes.
Date and Baseline Values for Progress Achievement

C/A-U-2: PERCENTAGE OF RECORDS ENTERED WITH STANDARD CODES								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	X	X	X	X				
Actual		X	X					

4.5.10 Performance Measure C/A-I-1: Percentage of Records Linked from Other Systems

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Data Integration ☐Accessibility
Summary of Deficiency
CT_C/A_006 – Limited number of Citation records that are linked to other Traffic Records System components or file
Performance Measure Improvement Achieved
No activity to report this prior period.
Measurement Technique
The *percentage* of appropriate records in the citation file that are linked to another system or file.
Date and Baseline Values for Progress Achievement

C/A-I-1: PERCENTAGE OF RECORDS LINKED FROM OTHER SYSTEMS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	X	X	X	X				
Actual		X	X					

4.5.11 Performance Measure C/A-X-1: Accessibility of Citation and Adjudication Data

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☒Accessibility
Summary of Deficiency
CT_C/A_007 – Limited access to the Citation File
Performance Measure Improvement Achieved
No progress or activity on this performance metric.
Measurement Technique
Identify the principal users of the citation database: Query the principal users to assess: (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request Document the method of data collection and the principal users' responses.
Date and Baseline Values for Progress Achievement

C/A-X-1: ACCESSIBILITY OF CITATION AND ADJUDICATION DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	>80%	>80%	>80%	>80%				
Actual		X	X					

4.6 EMS/INJURY SURVEILLANCE

EMS/INJURY SURVEILLANCE					
TIMELINESS*	***ACCURACY****	***COMPLETENESS****	***UNIFORMITY***	***INTEGRATION****	***ACCESSIBILITY****
I-T-1: The *median* or *mean* number of days from (a) the date of an EMS run to (b) the date when the EMS patient care report is entered into the database. I-T-2: The *percentage* of EMS patient care reports entered into the State EMS discharge file within XX* days after the EMS run. *e.g., 5, 30, or 90 days	I-A-1: The *percentage* of EMS patient care reports with no errors in *critical* data elements. Example: Response Time	I-C-1: The *percentage* of EMS patient care reports with no missing critical data elements. I-C-2: The *percentage* of EMS patient care reports with no missing data elements. I-C-3: The *percentage* of unknowns or blanks in critical data elements for which unknown is not an acceptable value.	I-U-1: The *percentage* of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.* I-U-2: The *number* of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.* *Where applicable, analogous national standards for uniformity may be used as follows: State Emergency Dept. File & Universal Billing 04 (UB04) State Hospital Discharge File & Universal Billing 04 (UB04) State Trauma Registry File & National Trauma Data Standards (NTDS) State Vital Records & National Association for Public Health Statistics and Information Systems (NAPHSIS)	I-I-1: The *percentage* of appropriate records in the EMS file that are linked to another system or file. Example: EMS response *linked to* Trauma file	I-X-1: To measure accessibility of the EMS file: • Identify the principal users of the file • Query the principal users to assess (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request • Document the method of data collection and the principal users' responses
These measures of timeliness, accuracy, completeness, integration, and accessibility are also applicable to the following files: State Emergency Dept. File, State Hospital Discharge File, State Trauma Registry File, State Vital Records.					

4.6.1 Performance Measure I-T-1: Days to Database

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_001 – There are time delays, failure to submit data and failures in system processing of local EMS data. Identifying gaps in data by year, month and EMS agency is being used to identify causes and to effect solutions.
Performance Measure Improvement Achieved
Draft annual reports were completed for 2021 and 2022. The EMS database is receiving higher participation from local agencies because their submissions are automated, via a web service. No more manual data submissions.
Measurement Technique
Percent of EMS total records expected that are available in the yearly databases for analysis at 6 months (2022) and at 12 months (2020, 2021). The estimated annual total for all types of EMS calls is ~ 750,000 if all EMS agencies report. At least 500,000 of the totals should be emergency 911 calls.
Date and Baseline Values for Progress Achievement

I-T-1: DAYS TO DATABASE								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	<10	<10	<10	<10				
Actual		X	X					

4.6.2 Performance Measure I-T-2: Percentage in Database within 90 Days

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☒Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_001 – There are time delays, failure to submit data and failures in system processing of local EMS data. Identifying gaps in data by year, month and EMS agency is being used to identify causes and to effect solutions.
Performance Measure Improvement Achieved
Annual reports were completed for 2021 and 2022 and are available online. The 2023 annual report is awaiting approval from the Commissioner's office before publication. In 2023 there were 177 EMS agencies reporting data. The average number of ePCRs between 2021 and 2023 was 877,022. The average number of 911 responses between 2021 and 2023 was 658,136.
Measurement Technique
The percentage of EMS patient care reports entered the State EMS discharge file within 90 days after the EMS run beginning with the first complete year of reporting in 2020.
Date and Baseline Values for Progress Achievement

I-T-2: PERCENTAGE IN DATABASE WITHIN 90 DAYS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.6.3 Performance Measure I-A-1: Percentage with No Errors

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☒Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_003 – Errors in critical data elements
Performance Measure Improvement Achieved
To increase accuracy and completeness of the EMS dataset, OEMS upgraded key validation rules from warnings to errors on January 1, 2024. Each compliant ePCR shall at a minimum include 217 national and state required elements. The definitions, values and configuration information for most all of these elements is available in the online in the NEMSIS V3.5 Data Dictionary and more information in the Extended V3.5 Data Definitions document. The 17-state required custom elements have been added to improve documentation on suspected opioid overdoses and motor vehicle accidents. OEMS continued to accept NEMSIS version 3.4 data until June 30, 2023. The NEMSIS compliant Connecticut V3.5 schematron is available online. 32 state validation rules are included. All state validation rule names begin with "CT 3.5." All state validation rules are warnings (will flag red) with a value of 1 point.All vendors in Connecticut are NEMSIS 3.5 compliant and have built the 17-state required custom elements into their ePCRs.
Measurement Technique
The percentage of EMS patient care reports with no errors in critical data elements, based on NEMSIS version 3.5 data for Connecticut. 2024 percentage includes years 2021, 2022 and 2023 and is limited to 911 response (scene) with transport. Errors in a database cannot always be detected. Methods for detecting errors include: (a) determining that the values entered for a variable or element are not legitimate codes, (b) matching with external sources of information, and (c) identifying duplicate records have been entered for the same event. We calculated the percent of the following critical data elements that did not have any of the answers in parenthesis. • Patient's age (<100, "NULL") • Patient's sex ("Not recorded", "Not Applicable", "NULL") • Incident Date • Incident Time Incident Town ("Other", "NULL") • Response Time (>2, <22, "NULL") • Provider Primary Impression ("Not recorded", "Not Applicable", "NULL") • Injury Category ("Not recorded", "Not Applicable", "NULL")

Date and Baseline Values for Progress Achievement

I-A-1: PERCENTAGE WITH NO ERRORS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	90%	95%	95%	95%				
Actual		>90%	>90%					

4.6.4 Performance Measure I-C-1: Completeness of Critical Data Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_005 – Missing Critical Data Elements
Performance Measure Improvement Achieved
To increase accuracy and completeness of the EMS dataset, OEMS upgraded key validation rules from warnings to errors on January 1, 2024. Each compliant ePCR shall at a minimum include 217 national and state required elements. The definitions, values and configuration information for most all of these elements is available in the online in the NEMSIS V3.5 Data Dictionary and more information in the Extended V3.5 Data Definitions document. The 17-state required custom elements have been added to improve documentation on suspected opioid overdoses and motor vehicle accidents. OEMS continued to accept NEMSIS version 3.4 data until June 30, 2023. The NEMSIS compliant Connecticut V3.5 schematron is available online. 32 state validation rules are included. All state validation rule names begin with "CT 3.5." All state validation rules are warnings (will flag red) with a value of 1 point. All vendors in Connecticut are NEMSIS 3.5 compliant and have built the 17-state required custom elements into their ePCRs.
Measurement Technique
The percentage of EMS patient care reports with no missing critical data elements. Critical data elements: • Patient's age ("NULL") • Patient's sex ("NULL") • Incident Date • Incident Time • Incident Town ("NULL") • Response Time ("NULL") • Provider Primary Impression ("NULL") • Injury Category ("NULL")
Date and Baseline Values for Progress Achievement

I-C-1: COMPLETENESS OF CRITICAL DATA ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	100%	100%	100%				
Actual		100%	100%					

4.6.5 Performance Measure I-C-2: Percentage Missing EMS Patient Care Data

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_005 – Missing Critical Data Elements
Performance Measure Improvement Achieved
To increase accuracy and completeness of the EMS dataset, OEMS upgraded key validation rules from warnings to errors on January 1, 2024. Each compliant ePCR shall at a minimum include 217 national and state required elements. The definitions, values and configuration information for most all of these elements is available in the online in the NEMSIS V3.5 Data Dictionary and more information in the Extended V3.5 Data Definitions document. The 17-state required custom elements have been added to improve documentation on suspected opioid overdoses and motor vehicle accidents. OEMS continued to accept NEMSIS version 3.4 data until June 30, 2023. The NEMSIS compliant Connecticut V3.5 schematron is available online. 32 state validation rules are included. All state validation rule names begin with "CT 3.5." All state validation rules are warnings (will flag red) with a value of 1 point. All vendors in Connecticut are NEMSIS 3.5 compliant and have built the 17-state required custom elements into their ePCRs.
Measurement Technique
The percentage of EMS patient care reports with no missing critical data elements. Critical data elements: • Patient's age ("NULL") • Patient's sex ("NULL") • Incident Date • Incident Time • Incident Town ("NULL") • Response Time ("NULL") • Provider Primary Impression ("NULL") • Injury Category ("NULL")
Date and Baseline Values for Progress Achievement

I-C-2: PERCENTAGE MISSING EMS PATIENT CARE DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	0%				
Actual		0%	0%					

4.6.6 Performance Measure I-C-3: Percent of Unknown or Blank for Critical Elements

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☒Completeness ☐Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_005 – Missing Critical Data Elements
Performance Measure Improvement Achieved
To increase accuracy and completeness of the EMS dataset, OEMS upgraded key validation rules from warnings to errors on January 1, 2024. Each compliant ePCR shall at a minimum include 217 national and state required elements. The definitions, values and configuration information for most all of these elements is available in the online in the NEMSIS V3.5 Data Dictionary and more information in the Extended V3.5 Data Definitions document. The 17-state required custom elements have been added to improve documentation on suspected opioid overdoses and motor vehicle accidents. OEMS continued to accept NEMSIS version 3.4 data until June 30, 2023. The NEMSIS compliant Connecticut V3.5 schematron is available online. 32 state validation rules are included. All state validation rule names begin with "CT 3.5." All state validation rules are warnings (will flag red) with a value of 1 point. All vendors in Connecticut are NEMSIS 3.5 compliant and have built the 17-state required custom elements into their ePCRs.
Measurement Technique
The percentage of EMS patient care reports with no missing critical data elements. Critical data elements: • Patient's age (" NULL") • Patient's sex ("NULL") • Incident Date • Incident Time • Incident Town ("NULL") • Response Time ("NULL") • Provider Primary Impression ("NULL") • Injury Category ("NULL")
Date and Baseline Values for Progress Achievement

I-C-3: PERCENT OF UNKNOWN OR BLANK FOR CRITICAL ELEMENTS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	0%	0%	0%	0%				
Actual		0%	0%					

4.6.7 Performance Measure I-U-1: Percent NEMSIS Compliant

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☒Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_006 – Adopt the use of National Emergency Medical Services Information System Compliant (NEMSIS) data elements.
Performance Measure Improvement Achieved
To increase accuracy and completeness of the EMS dataset, OEMS upgraded key validation rules from warnings to errors on January 1, 2024. Each compliant ePCR shall at a minimum include 217 national and state required elements. The definitions, values and configuration information for most all of these elements is available in the online in the NEMSIS V3.5 Data Dictionary and more information in the Extended V3.5 Data Definitions document. The 17-state required custom elements have been added to improve documentation on suspected opioid overdoses and motor vehicle accidents. OEMS continued to accept NEMSIS version 3.4 data until June 30, 2023. The NEMSIS compliant Connecticut V3.5 schematron is available online. 32 state validation rules are included. All state validation rule names begin with "CT 3.5." All state validation rules are warnings (will flag red) with a value of 1 point. All vendors in Connecticut are NEMSIS 3.5 compliant and have built the 17-state required custom elements into their ePCRs.
Measurement Technique
The percentage of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.
Date and Baseline Values for Progress Achievement

I-U-1: PERCENT NEMSIS COMPLIANT								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	100%	95%	100%	100%				
Actual		X	X					

4.6.8 PERFORMANCE MEASURE I-U-2: NUMBER NEMSIS COMPLIANT

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☒Uniformity ☐Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_006 – Adopt the use of National Emergency Medical Services Information System Compliant (NEMSIS) data elements.
Performance Measure Improvement Achieved
To increase accuracy and completeness of the EMS dataset, OEMS upgraded key validation rules from warnings to errors on January 1, 2024. Each compliant ePCR shall at a minimum include 217 national and state required elements. The definitions, values and configuration information for most all of these elements is available in the online in the NEMSIS V3.5 Data Dictionary and more information in the Extended V3.5 Data Definitions document. The 17-state required custom elements have been added to improve documentation on suspected opioid overdoses and motor vehicle accidents. OEMS continued to accept NEMSIS version 3.4 data until June 30, 2023. The NEMSIS compliant Connecticut V3.5 schematron is available online. 32 state validation rules are included. All state validation rule names begin with "CT 3.5." All state validation rules are warnings (will flag red) with a value of 1 point. All vendors in Connecticut are NEMSIS 3.5 compliant and have built the 17-state required custom elements into their ePCRs.
Measurement Technique
The *number* of records on the State EMS data file that are National Emergency Medical Service Information System (NEMSIS)-compliant.
Date and Baseline Values for Progress Achievement

I-U-2: NUMBER NEMSIS COMPLIANT								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	X	X	X	X				
Actual		X	X					

4.6.9 Performance Measure I-I-1: Percentage of Records Linked from Other Systems

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☒Data Integration ☐Accessibility
Summary of Deficiency
CT_EMS/I_007 – No data linkage to any other traffic records system.
Performance Measure Improvement Achieved
EMS data and Trauma Registry data are both with Image Trend (Elite and Patient Registry respectively). With the rollout of NEMSIS 3.5, OEMS has requested that ImageTrend add the UUID to both the EMS and Trauma SQL datamarts, which will allow OEMS to link records.
Measurement Technique
The *percentage* of appropriate records in the EMS file that are linked to another system or file.
Date and Baseline Values for Progress Achievement

I-I-1: PERCENTAGE OF RECORDS LINKED FROM OTHER SYSTEMS								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	X	X	X	X				
Actual		X	X					

4.6.10 Performance Measure I-X-1: Accessibility of EMS Data

Core Traffic Records Systems
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance
Data Quality Performance Attributes
☐Timeliness ☐Accuracy ☐Completeness ☐Uniformity ☐Data Integration ☒Accessibility
Summary of Deficiency
CT_EMS/I_008 – There is no access to the EMS file.
Performance Measure Improvement Achieved
In 2023, so far there were more than 15 data requests of the EMS system from agencies and researchers of which 100 percent have been completed. CEMSAB is interested in a 'real time' dashboard. We are in the initial phases of building a dashboard DPH published an EMS dashboard in 2024 through PowerBI that is linked directly to our SQL datamart and allows for limited real time exploration of the dataset.
Measurement Technique
Document the method of data collection and the principal users' responses Identify the principal users of the file Query the principal users to assess: (a) their ability to obtain the data or other services requested and (b) their satisfaction with the timeliness of the response to their request Document the method of data collection and the principal users' responses.
Date and Baseline Values for Progress Achievement

I-X-1: ACCESSIBILITY OF EMS DATA								
	Benchmark	2023	2024	2025	2026	2027	2028	2029
Goal	>80%	>80%	>80%	>80%				
Actual		X	X					

5. Traffic Records Projects

The section covers how projects for the plan were prioritized. The introduction details how projects were identified for consideration and dates where prioritization meetings may have taken place to identify potential projects that address opportunities for improvement.

5.1 FFY2025 Traffic Records Project Prioritization

For Federal Fiscal Year 2025 (FFY2025), the TRCC will continue to solicit and then evaluate projects authorized for NHTSA 405(c) funding. The TRCC coordinator will continue to encourage those projects that serve the key goals and objectives of this Strategic Plan. The TRCC will use the following schedule to guide its traffic records grant application and prioritization process for FFY2026:

- September 25, 2024 – TRCC Meeting Begin FFY2026 TRSP update cycle; discuss Mission, Objective and Goals for FFY2026
- November 20, 2024 – Approve FFY2026 Mission, Objective and Goals and call for project proposals at the TRCC meeting; announce request for data systems projects
- January 31, 2025 – Short form applications are due for potential data systems projects
- February 12, 2025 – Short form applications will be presented and discussed at the TRCC meeting
- April 9, 2025 – Initial DRAFT of TRSP FFY2026 Annual Update will be presented for discussion and review at the meeting
- May 15, 2025 – Completed long form applications due
- June 11, 2025 – Approve FFY2026 TRSP Annual Update and 405(c) project applications at the meeting
    - Anticipate Response / Main approval (from NHTSA) in August/September
    - Projects start on or after October 1, 2025
    - Projects end September 30, 2026
- August 2025 – Cycle begins anew at the TRCC meeting for the FFY2027 TRSP update cycle

5.2 Methodology

The TRCC reviewed each system's deficiencies and developed goals, projects, and tasks to address the deficiencies as they relate to the goal of the state's traffic records system. The Connecticut TRCC has used the goals and objectives above to develop a list of proposed projects. Through internal discussions with each of the data stewards, CTDOT and TRCC conducted a series

of discussions and outreach to select potential projects that will best support the State's vision of the traffic records system. The figure below outlines the priority matrix for TRCC project selection. At the July 17, 2024, TRCC meeting a discussion and vote was held to certify selected potential projects for the FFY2025-year funding. The Lead Agency for the projects selected submitted project descriptions for the FFY2025 Section 405(c) Grant Application.

Figure 12: Project prioritization matrix

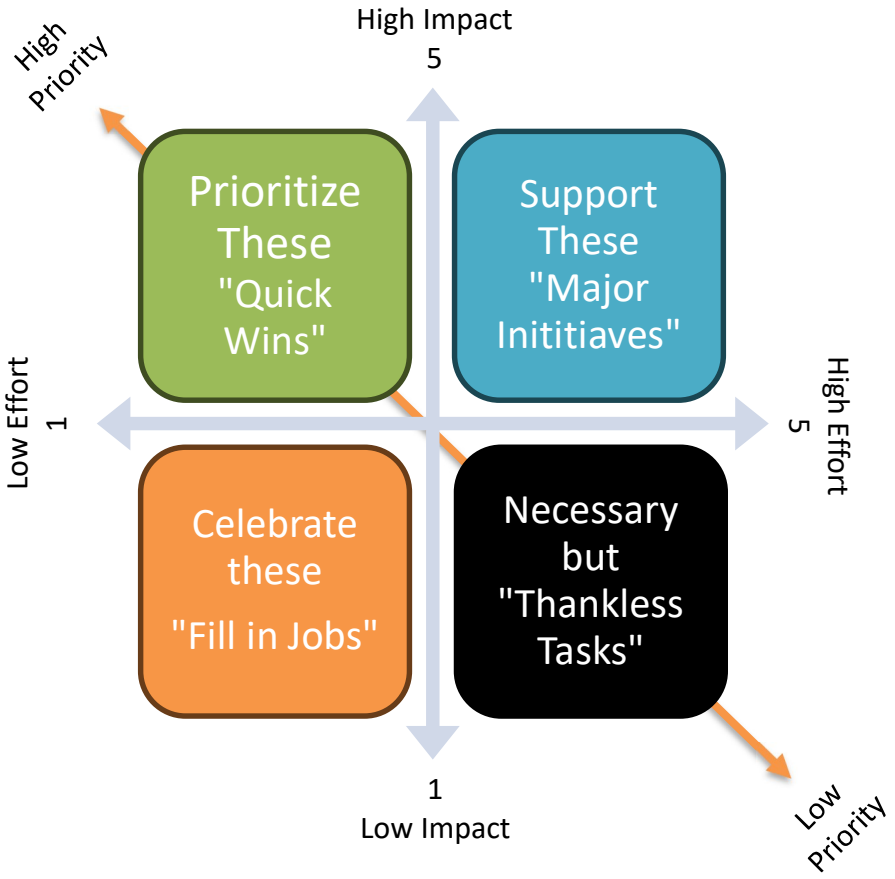


Figure 13: Project priority scoring metrics

- **Degree of Difficulty**

How difficult is the project in terms of Infrastructure Inter-Agency Policy
5 – Not Difficult
4 – Somewhat Difficult
3 – Difficult
2 – Very Difficult
1 - Unattainable

- **Impact**

How significant will the project impact the Traffic Safety Information System if successful:
5 – Very Significant Impact
4 – Significant Impact
3 – Somewhat Significant Impact
2 – No Significant Impact
1 – No Impact

- **Cost**

How expensive will the Project be (include life cycle cost in your estimate):
5 – Less than $200K
4 – > $200K, <$500K
3 – > $500K
2 – > $500K, <$1.0M
1 – Over $1.0M

- **Measurable Progress**

Will the Project show measurable progress during the 1st year of funding?
5 – Significant Measurable Progress
4 – Measurable Progress
3 – Somewhat Measurable Progress
2 – No Measurable Progress
1 – No Progress

5.3 Traffic Records System Improvement Project Listing

As a result of the planning process, priority projects have been selected to meet the State's goals and objectives. Project documentation will define how each project will contribute to meeting the goals and objectives for informational purposes only. This will serve as the foundation for future tracking of projects as the TRCC begins to monitor progress on the strategic plan. The table below provides a summary for each of the projects that are being proposed for funding under the FFY2025 "Section 405(c) Grant". A detailed description of each project is provided in this section of the application. Projects funded with other funds (not 405(c) funding), that will be part of the Traffic Records Program, have also been included in here. For each project, the table includes the project ID, project title, which Statewide goal it aligns best with, the judgements of cost/difficulty and benefit (high or low, as derived from the four-box analysis), and, where available, the estimated budget for the project. If a project is already underway, a State may wish to note that in the 'Votes' column as 'Priority Effort' or 'In Progress.' These would all be high priority by default since efforts are ongoing. Table 4 and 5 provides a template to record and display the State project listing. States can populate projects from the Project Prioritization Tool. The projects can be listed in order from high to low priority. Projects that receive a low priority level may have their priority level increased as the plan is updated over time.

Table 4. Projects with 405(c) Funding Source

Project ID	Project Title	Statewide Goal(s)	Lead Agency	Cost/ Difficulty	Impact	Priority Level	Funding Amount
CT-TR25-01	Traffic Records Administration	Coordination of activities and projects outlined in the Strategic Plan and statewide coordination of program activities to improve the six data system	CTDOT	Med/Low	High	High	$200,000
CT-TR25-02	eCitation – Technology/Software Support for Municipal/ Local Law Enforcement	100% eCitation	CTDOT	High/Low	High	High	$320,000
CT-TR25-03	Ignition Interlock Device (IID) Restriction Code Implementation on Operator License	Improve compliance and data integration for IID driver restrictions across jurisdictions	CTDMV	Med/Med	Med	Med	$65,000
CT-TR25-04	EMS and Trauma Registry Databases/MIH Dashboard Enhancements	Advancement of the Emergency Medical Services (EMS) and Trauma Registry databases, the introduction of an integrated EMS/Trauma/Mobile Integrated Healthcare (MIH) dashboard	CTDPH	High/High	High	High	$200,000
CT-TR25-05	eCitation – Connecticut State Police	100% eCitation	CTDESPP	High/Low	High	Med	$500,000
CT-TR25-06	eCitation Integrated Software Development – Connecticut State Police	100% eCitation	CTDESPP	High/High	Med	Med	$200,000
CT-TR25-07	Electronic Processing of Citations from Roadside to Trial	Electronic processing of citations and payable violations from roadside issuance through all court processes, including trial	Centralized Infractions Bureau (CIB)	Med/High	Med	Med	$620,000

Table 5. Projects with other Funding Source

Project ID	Project Title	Statewide Goal(s)	Lead Agency	Cost/ Difficulty	Impact	Priority Level	Funding Amount
CT-TR25-08	MMUCC 6 Update	Update eCrash to latest National Guideline	CTDOT	High/High	High	High	$7.1M
CT-TR25-09	Toxicology and CTDMV A44 Electronic Database for Linkage	Link toxicology data to traffic stops and crashes to help the state improve future analysis of impaired driving trends and challenges facing highway safety	UConn	Low/Med	Low	High	$90,000

PROJECTS WITH 405(C) FUNDING SOURCE

CT-TR25-01: TRAFFIC RECORDS ADMINISTRATION

Project #:	CT-TR25-01
Year Entered into Plan:	N/A
Project Start Date:	October 1, 2024
Project End Date:	September 30, 2025
Core Traffic Records Systems Impacted:	
☒Crash ☒Driver ☒Vehicle ☒Roadway ☒Citation/Adjudication ☒Injury Surveillance	
Data Quality Attributes Impacted	
☒Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☒Data Integration ☒Accessibility	
Project Budget	
$200,000	
Funding Sources	
State: • $ 0	Federal: • 405(c) $200,000

Point of Contact / Project Lead	
Name:	Juliet Little
Title:	Transportation Planner 2
Agency Name:	Connecticut Department of Transportation
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Email:	Juliet.Little@ct.gov

Lead Agency:	Partner Agencies:
CTDOT	CTDMV, CTDPH, CT Judicial

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

Project Performance Measure
Planning and Administration are the required activities for effective program implementation.

Objectives
Coordination of activities and projects outlined for the traffic records program. Improvement of the six data systems: the crash system, driver system, vehicle system, roadway system, citation and adjudication system, and the injury surveillance system.
Current Project Status:
Ongoing.

ACTION PLAN									
Task	**Name**	**Start**	**End**	**Prerequisites**	**Dependents**	**Lead Agency**	**Lead Staff**	**Current Status**	**Notes**
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CT-TR25-02: eCitation – Technology/Software Support for Municipal/Local Law Enforcement

Project #:	CT-TR25-02
Year Entered into Plan:	FFY2019
Project Start Date:	October 1, 2024
Project End Date:	September 30, 2025
Core Traffic Records Systems Impacted:	
☒Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance	
Data Quality Attributes Impacted	
☒Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☒Data Integration ☒Accessibility	
Project Budget	
$320,000	
Funding Sources	
State: • $ 0	Federal: • 405(c) $320,000

Point of Contact / Project Lead	
Name:	Juliet Little
Title:	Transportation Planner 2
Agency Name:	Connecticut Department of Transportation
Address:	2800 Berlin Turnpike, Newington, CT 06111
Phone:	(860) 594-2365
Email:	Juliet.Little@ct.gov

Lead Agency:	Partner Agencies:
CTDOT	CT Judicial, Municipal PDs

Project Information

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

Equipment as well as software support will be provided to support municipal law enforcement agencies in implementing eCitation. Equipment/software support will be specifically awarded to those agencies requesting assistance for the purchase and/or installation of computers, printers, or other mobile technology, as well as software applications.

The need for planning and coordination among law enforcement agencies is critical to the success of this effort. This eCitation support initiative will improve police officer efficiency by reducing the amount of time that officers spend collecting citation data and decrease the time it takes these data to be received by the appropriate State agency. This project could fund up to 20-25 municipalities. Seventy-six municipal police agencies and the Connecticut State Police (excluding vehicles assigned to Troopers) currently use eCitation.

Project Performance Measure

The project will be considered successful when 100 percent of police departments currently not using eCitation start using the electronic citation platform.

Objectives

The goal of this project is to support municipal police departments in acquiring better tools/resources, including technology as well as software support, where warranted, to enable them to participate in the eCitation initiative to achieve 100 percent electronic reporting.

Current Project Status:

Ongoing. Connecticut has been working for the last 10 years to roll out hardware and software for police departments. Currently, 81 percent of the police agencies use eCitation.

A detailed action plan will be developed once approved as part of the TRCC strategic plan.

ACTION PLAN

Task	Name	Start	End	Prerequisites	Dependents	Lead Agency	Lead Staff	Current Status	Notes
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CT-TR25-03: Ignition Interlock Device (IID) Restriction Code Implementation on Operator License

Project #:	CT-TR25-03
Year Entered into Plan:	FFY2024
Project Start Date:	October 1, 2024
Project End Date:	September 30, 2025
Core Traffic Records Systems Impacted:	
☐Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance	
Data Quality Attributes Impacted	
☐Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☐Data Integration ☐Accessibility	
Project Budget	
$65,000	
Funding Sources	
State: • $ 0	Federal: • 405(c) $65,000

Point of Contact / Project Lead	
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Email:	Debra.Notarino@ct.gov

Lead Agency:	Partner Agencies:
CTDMV	CTDOT

Project Information

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

AAMVA has adopted a "T" restriction universally to allow other jurisdictions to recognize the need for an Ignition Interlock Device (IID) when an operator transfers to, or is driving in, another jurisdiction. AAMVA's recommendation is to have this restriction appear on the license for the duration of the time period that the operator is required to maintain an IID. Implementation of this restriction would bring CTDMV in line with AAMVA's published best

practices guide. Furthermore, AAMVA plans to utilize a new AAMVA Code Dictionary (ACD) code to represent the IID requirement, indicating the license status would reflect that an IID is required and would be broadcast on the Problem Driver Pointer System and the National Driver's Registry databases.
Project Performance Measure
Ability for CTDMV to electronically supply evidence of IID compliance using AAMVA's DHR (Driver History) functionality.
Objectives
Comply with AAMVA's recommendations for Driver history reporting and standard messaging protocols.
Current Project Status:
The project was not initiated in 2024.

ACTION PLAN									
Task	**Name**	**Start**	**End**	**Prerequisites**	**Dependents**	**Lead Agency**	**Lead Staff**	**Current Status**	**Notes**
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CT-TR25-04: EMS AND TRAUMA REGISTRY DATABASES/MIH DASHBOARD ENHANCEMENTS

Project #:	CT-TR25-04
Year Entered into Plan:	FFY2024
Project Start Date:	October 1, 2024
Project End Date:	September 30, 2025
Core Traffic Records Systems Impacted:	
☐Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☒Injury Surveillance	
Data Quality Attributes Impacted	
☐Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☐Data Integration ☒Accessibility	
Project Budget	
$200,000	
Funding Sources	
State: • $	Federal: • 405(c) $200,000

Point of Contact / Project Lead	
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Phone:	(860) 590-7975
Email:	Michael.Zacchera@ct.gov

Lead Agency:	Partner Agencies:
CTDPH	CTDOT

Project Information

EMS and Trauma Registry Database Improvements: To implement recommendations from the 2021 Traffic Records Assessment, Connecticut Department of Public Health (CTDPH) will need funding assistance to complete the development of a data dictionary and document edit checks, establish validation rules and error-correcting processes, outcome measures, and performance standards. CTDPH has the ability to accomplish all these recommendations using a new data vendor.

Creation of an integrated EMS/Trauma/MIH dashboard: This dashboard would be available to researchers, the general public, traffic safety stakeholders, EMS professionals, and trauma system staff throughout the State. The Injury Surveillance System received an assessment of 33.3 percent in the interfaces category. This dashboard will go a long way in making the necessary changes to provide important data to local, regional, and statewide traffic planners and elected officials.

A full review of the State trauma system by the American College of Surgeons: It has been over 10 years since there was a systemic review of the trauma system. Regulations require the reporting of trauma data from all hospitals, as well as a number of entities that do not currently

report. Using a trauma review as a starting point, the CTDPH can start to enforce the data reporting requirements with reiteration of their importance not only from the CTDOT and the Traffic Records Coordinating Committee (TRCC) perspective, but also that of trauma care as a whole. Further improvements to the trauma system will help decrease morbidity and mortality from traffic related injuries.

Project Performance Measure

Continued operation of the EMS and Trauma Registry Databases with improvements, completion of Integrated Dashboard of EMS/Trauma/MIH data by June 2026 for improved accessibility to traffic related data, completion of a statewide Trauma System Review by the American College of Surgeons.

Objectives

To complete the development of a data dictionary and document edit checks, establish validation rules and error-correcting processes, outcome measures, and performance standards.
Development of dashboard to provide important data to local, regional, and statewide traffic planners and elected officials.
A systemic review of the Connecticut trauma system.

Current Project Status:

Ongoing.

ACTION PLAN									
Task	**Name**	**Start**	**End**	**Prerequisites**	**Dependents**	**Lead Agency**	**Lead Staff**	**Current Status**	**Notes**
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CT-TR25-05: eCitation – Connecticut State Police

Project #:	CT-TR25-05
Year Entered into Plan:	FFY2024
Project Start Date:	October 1, 2024
Project End Date:	September 30, 2025
Core Traffic Records Systems Impacted:	
☒Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance	
Data Quality Attributes Impacted	
☒Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☒Data Integration ☒Accessibility	
Project Budget	
$500,000	
Funding Sources	
State: • $ 0	Federal: • 405(c) $500,000

Point of Contact / Project Lead	
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Title:	Sergeant
Agency Name:	Connecticut Department of Emergency Services and Public Protection, Division of State Police
Address:	111 Country Club Road, Middletown, CT, 06457
Phone:	(860) 685-8248
Email:	Thomas.Gorman@ct.gov

Lead Agency:	Partner Agencies:
CTDESPP	CTDOT, CT Judicial

Project Information

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

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

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

Project Performance Measure

Update, maintain, and expand eCitation for Connecticut State Police.
Reduce the time required for issuing and transmitting citation to the State's Centralized Infraction Bureau
Completeness and accuracy of citation data

Objectives

Expand access as well as creation and issuance of eCitation, along with data import at traffic crash scenes, for later completion of the MMUCC crash reports.

Equip a greater number of non-descript vehicles with eCitation capability, which will allow for a greater number of citations to be issued electronically, thereby reducing tie required for the issuance and transmission of the citation, as well as allowing more accurate driver, passenger and registration data to be passed electronically into both the eCitation and crash reporting forms.

Current Project Status:

The project was not initiated in 2024.
A detailed action plan will be developed once approved as part of the TRCC strategic plan.

ACTION PLAN

Task	Name	Start	End	Prerequisites	Dependents	Lead Agency	Lead Staff	Current Status	Notes
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CT-TR25-06: eCitation Integrated Software Development – Connecticut State Police

Project #:	CT-TR25-06
Year Entered into Plan:	FFY2025
Project Start Date:	October 1, 2024
Project End Date:	September 30, 2025
Core Traffic Records Systems Impacted:	
☒Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☒Injury Surveillance	
Data Quality Attributes Impacted	
☒Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☒Data Integration ☒Accessibility	
Project Budget	
$200,000	
Funding Sources	
State: CT • $0	Federal: • 405(c) $200,000

Point of Contact / Project Lead	
Name:	Thomas Gorman
Title:	Sergeant
Agency Name:	Connecticut Department of Emergency Services and Public Protection, Division of State Police
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Phone:	(860) 685-8248
Email:	Thomas.Gorman@ct.gov

Lead Agency:	Partner Agencies:
DESPP	CTDOT, CT Judicial

Project Information

The Connecticut State Police (CSP) utilizes a windows-based Mobile Computer Aided Dispatch (CAD) software for dispatch and eCitation functions within patrol cars. This project will support the CSP to expand the eCitation program to non-descript and specialty non-patrol vehicles such as motorcycles. The cost to fully outfit every CSP vehicle would be cost prohibitive. However, developing a fully functioning mobile application for iOS-based devices would allow users in these vehicles to self-dispatch and eventually do electronic tickets without the costly expense of outfitting all the vehicles. CSP currently uses an application from the CAD/RMS vendor that allows police officers to see calls and incidents live on their iOS-based cell phones but does not meet Connecticut Criminal Justice Information System (CJIS) requirements. This upgrade would require the CSP vendor to include the necessary software changes to allow self-dispatch and Connecticut On-Line Law Enforcement Communications Teleprocessing (COLLECT) integration and follow all CJIS security policies. The development of this application would be a multi-phase process due to the complexity involved (e.g., CJIS policies, COLLECT integration, racial profiling,

and printer format compatibility). This project would not only reduce paper tickets but would also provide better data collection from units that are not equipped with a full patrol car setup. This would also benefit specialty vehicles such as motorcycles, allowing them to be used to perform traffic enforcement utilizing electronic ticket instead of paper ticket submission. Developing this application would not only benefit the CSP but could be offered to other municipal police departments within Connecticut.

Project Performance Measure
Complete development of eCitation mobile application to be used in non-descript and specialty non-patrol vehicles such as motorcycles.
Objectives
Expand the use of eCitation to non-descript and specialty non-patrol vehicles such as motorcycles.
Current Project Status:
New project for 2025. A detailed action plan will be developed once approved as part of the TRCC strategic plan.

ACTION PLAN									
Task	**Name**	**Start**	**End**	**Prerequisites**	**Dependents**	**Lead Agency**	**Lead Staff**	**Current Status**	**Notes**
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CT-TR25-07: Electronic Processing of Citations from Roadside to Trial

Project #:	CT-TR25-07
Year Entered into Plan:	FFY2025
Project Start Date:	October 1, 2024
Project End Date:	September 30, 2025
Core Traffic Records Systems Impacted:	
☐Crash ☐Driver ☐Vehicle ☐Roadway ☒Citation/Adjudication ☐Injury Surveillance	
Data Quality Attributes Impacted	
☒Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☒Data Integration ☒Accessibility	
Project Budget	
$620,000	
Funding Sources	
State: • $ 0	Federal: • 405(c) $620,000

Point of Contact / Project Lead	
Name:	Stacey Manware
Title:	Deputy Director
Agency Name:	Connecticut Judicial
Address:	225 Spring Street, Wethersfield, CT 06109
Phone:	(860) 263-2752
Email:	Stacey.Manware@jud.ct.gov

Lead Agency:	Partner Agencies:
CT Judicial; Centralized Infractions Bureau (CIB)	CTDOT

Project Information

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

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

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

Project Performance Measure
Complete development of the system for electronic processing of citations and payable violations from roadside issuance through all court processes, including trial.
Objectives
Expand eCitation Develop rules for mandatory electronic submission of infractions Implement mandatory participation in electronic hearings Develop a new Centralized Infractions Bureau section under the Judicial Website Collaborate with the CTHSO and Traffic Records Coordinating Committee safety partners to develop the use of additional traffic safety messages simultaneously with national campaigns
Current Project Status:
New Project for 2025. A detailed action plan will be developed once approved as part of the TRCC strategic plan.

ACTION PLAN									
Task	**Name**	**Start**	**End**	**Prerequisites**	**Dependents**	**Lead Agency**	**Lead Staff**	**Current Status**	**Notes**
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PROJECTS WITH OTHER FUNDING SOURCE

CT-TR25-08: MMUCC 6 UPDATE

Project #:	CT-TR25-08
Year Entered into Plan:	FFY2025
Project Start Date:	January 2025
Project End Date:	December 2030
Core Traffic Records Systems Impacted:	
☒Crash ☐Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance	
Data Quality Attributes Impacted	
☒Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☒Data Integration ☒Accessibility	
Project Budget	
$ 7,135,870.60	
Funding Sources	
State: • CTDOT Match: $1,427,174.12	Federal: • SEDC Grant: $5,708,696.48

Point of Contact / Project Lead	
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Title:	Transportation Assistant Planning Director
Agency Name:	Connecticut Department of Transportation
Address:	2800 Berlin Turnpike, Newington, CT 06111
Phone:	(860) 594-2412
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Lead Agency:	Partner Agencies:
CTDOT	UConn

Project Information
CTDOT will work with UConn to update the current MMUCC 4 based crash form to be compliant with MMUCC 6. This will necessitate the development of new software requirements; and validation and edit rules to meet MMUCC 6 data collection requirements. UConn will contract with the law enforcement RMS vendors across Connecticut to update their software and then certify their systems to meet the new MMUCC 6 definitions. Changes to the crash form will require CTDOT to create MMUCC 6 training course materials and a MMUCC 6 refresher course. The State's centralized crash data repository will be updated to meet the new MMUCC 6 guidelines. CTDOT's current nightly Electronic Data Transfer (EDT) protocols to NHTSA will be updated to meet the new SEDC transfer protocols for data transmission. Staff at CTDOT and UConn will continue to monitor individual police departments for accurate and timely crash report submissions. The MMUCC 6 compliant data will add to the State's crash data repository which includes crashes dating as far back as 1995.

Project Performance Measure
CTDOT will implement all 26 SEDC required data elements and develop a fully MMUCC 6 compliant database design. Workshops across the State will be held with law enforcement and stakeholders to finalize the MMUCC 6 data elements on the crash form, but CTDOT has a target of 100 percent MMUCC 6 compliance.
Objectives
To improve data quality and law enforcement buy in, CTDOT will implement methods from Chapter 10 of the MMUCC 6th edition to reduce the number of fields that officers have to collect by utilizing data linkage methodologies. CTDOT will also implement methods described in Chapter 11 of MMUCC 6th edition to ensure that data entry methods minimize the reporting burden and time required by law enforcement roadside. Currently, the crash data reporting in Connecticut is 100 percent electronic. CTDOT will continue 100 percent electronic crash reporting and will provide support and training to the law enforcement personnel on MMUCC 6. The Connecticut TRCC will be engaged and actively involved in the update of the MMUCC 6 compliant crash system.
Current Project Status:
CTDOT, in partnership with UConn, have applied for federal funding under the State Electronic Data Collection (SEDC) funding opportunity to update its nationally recognized crash data collection system. CTDOT will update the existing crash form to align with the 6th edition of MMUCC. A detailed action plan will be developed once approved as part of the TRCC strategic plan.

ACTION PLAN									
Task	**Name**	**Start**	**End**	**Prerequisites**	**Dependents**	**Lead Agency**	**Lead Staff**	**Current Status**	**Notes**
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CT-TR25-09: TOXICOLOGY AND CTDMV A44 ELECTRONIC DATABASE FOR LINKAGE

Project #:	CT-TR25-09
Year Entered into Plan:	FFY2025
Project Start Date:	March 2025
Project End Date:	June 2027
Core Traffic Records Systems Impacted:	
☒Crash ☒Driver ☐Vehicle ☐Roadway ☐Citation/Adjudication ☐Injury Surveillance	
Data Quality Attributes Impacted	
☒Timeliness ☒Accuracy ☒Completeness ☒Uniformity ☒Data Integration ☒Accessibility	
Project Budget	
$90,000.00	
Funding Sources	
State: CT • $ 0	Federal: • UConn MOU funding

Point of Contact / Project Lead	
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Lead Agency:	Partner Agencies:
University of Connecticut	CTDPH, CTDMV, TRCC, State Forensics Lab, OCME

Project Information

UConn will conduct a national literature review on how other states collect, compile and share data related to impaired driving. They will work with DPH to develop a comprehensive process to collect toxicology information from multiple state agencies and compile the collected data into a centralized toxicology database. UConn will work with NTSB to ensure that drug test results are categorized correctly, and poly drug use information are accurately documented for analysis. Limitations due to stop testing will be documented. NTSB will be consulted as to national best practice recommendations and recommendations on future testing procedures in Connecticut will be made based on conversations with the appropriate state agencies. Furthermore, UConn will work with the CTDMV on the collection and storage of A44 (impaired driving) Form. Recommendations will be made for future TRCC projects to improve this data collection and storage for analysis in Connecticut.

Project Performance Measure
This project will work to improve accuracy, accessibility, and completeness of driver toxicology data in the state through centralization and standardization of toxicology test results and test refusals.
Objectives
This information will be linked to traffic stops and crashes to help the state improve future analysis of impaired driving trends and challenges facing highway safety.
Current Project Status:
UConn has started to compile data and generate fact sheets based on toxicology data from the state forensics lab. These efforts have established relationships and the beta versions of data flows and cleaning procedures. With the addition of this project in the FFY2025-FFY2029 Strategic plan dedicated resources will be added to expand the inclusion of new data sources and analysis methods to improve the accuracy and completeness of this emerging dataset. A detailed action plan will be developed once approved as part of the TRCC strategic plan.

ACTION PLAN									
Task	**Name**	**Start**	**End**	**Prerequisites**	**Dependents**	**Lead Agency**	**Lead Staff**	**Current Status**	**Notes**
1									
2									
3									
4									
5									
6									
7									
8									
9									

6. CONNECTICUT TRCC DETAILED GOALS FOR FFY2025-2029

Below is a summary of the goals for the next 5-year period of the TRCC strategic plan. Each section provides more detail on each goal and how the projects outlined above work to achieve that goal.

1. UPDATE CRASH TO MMUCC 6
2. CRASH DATA REPOSITORY AND LINKAGE UPDATE
3. INCREASE CROSS SYSTEM DATA LINKAGE
4. MAINTAIN 100% ECRASH STATUS WITH MMUCC 6
5. ACHIEVE 100% ECITATION
6. INCREASE ACCURACY, COMPLETENESS, AND ANALYTIC CAPABILITIES OF EMS DATA

6.1 STATEWIDE GOAL 1: UPDATE CRASH TO MMUCC 6

Objectives:
Insert statewide and project-level objectives that support the goal. 1. Update the crash form to the latest MMUCC Guideline 2. Update Crash systems and ETLs (Crash Database, Crash Repository, Crash Edit, etc) 3. Update Data linkages
Relevant Projects or Actions:
CT-TR25-08: MMUCC 6 Update **CT-TR25-01**: Traffic Records Administration
Applicable Recommendations and Considerations:
List the recommendations and considerations from the most recent traffic records assessment that the goal, associated objectives, and projects or actions address. Crash 1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Driver N/A Vehicle N/A Roadway N/A Citation and Adjudication N/A EMS/Injury Surveillance N/A Data Use and Integration N/A

6.2 STATEWIDE GOAL 2: CRASH DATA REPOSITORY AND LINKAGE UPDATE

Objectives:
With updates to the crash form updates to the crash data repository will be necessary and new data elements will all for new dashboards and analysis to be conducted. The objective of this goal is to keep the crash data repository up to date and data flowing as timely as possible.
Relevant Projects or Actions:
CT-TR25-0004: MMUCC 6 Update **CT-TR25-01**: Traffic Records Administration
Applicable Recommendations and Considerations:
List the recommendations and considerations from the most recent traffic records assessment that the goal, associated objectives, and projects or actions address. Crash 1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Driver N/A Vehicle N/A Roadway N/A Citation and Adjudication N/A EMS/Injury Surveillance N/A Data Use and Integration N/A

6.3 STATEWIDE GOAL 3: INCREASE CROSS SYSTEM DATA LINKAGE

Objectives:
Linking existing data sources, such as police, hospital, and emergency medical service (EMS) records, is one method to better understand motor vehicle crashes, injuries, and the resulting medical outcomes and costs. The objective of this goal is to increase data linage opportunities and goals to support traffic safety stakeholders in the state's mission of reducing injury and fatal crashes.
Relevant Projects or Actions:
CT-TR25-01 Traffic Records Administration **CT-TR25-04** EMS and Trauma Registry Databases/MIH Dashboard Enhancements **CT-TR25-05** eCitation – Connecticut State Police **CT-TR25-06** eCitation Integrated Software Development – Connecticut State Police **CT-TR25-07** Electronic Processing of Citations from Roadside to Trial **CT-TR25-08** MMUCC 6 Update **CT-TR25-09** Toxicology and CTDMV A44 Electronic Database for Linkage
Applicable Recommendations and Considerations:
Crash Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Driver N/A Vehicle Improve the interfaces with the Vehicle data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Roadway Improve the interfaces with the Roadway data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Citation and Adjudication Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. EMS/Injury Surveillance Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory Data Use and Integration Expand data integration activities to include the vehicle, citation, and driver files.

6.4 STATEWIDE GOAL 4: MAINTAIN 100% ECRASH STATUS WITH MMUCC 6

Objectives:
The objective of this goal is to work with stakeholders to ensure that crash data are collected timely, accurate, and uniformly across the state. High quality timely data is critical for safety analysis and decision making not only at the CTDOT but for group across the state.
Relevant Projects or Actions:
CT-TR25-01 Traffic Records Administration **CT-TR25-08** MMUCC 6 Update
Applicable Recommendations and Considerations:
Crash 1. Improve the data dictionary for the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the interfaces with the Crash data system to reflect best practices identified in the Traffic Records Program Assessment Advisory. Driver N/A Vehicle N/A Roadway N/A Citation and Adjudication N/A EMS/Injury Surveillance N/A Data Use and Integration N/A

6.5 STATEWIDE GOAL 5: ACHIEVE 100% ECITATION

Objectives:
The objective of this goal is to encourage and support law enforcement agencies across the state in moving to eCitation. Data quality and timeliness increases as police departments move to electronic data collection.
Relevant Projects or Actions:
CT-TR25-01 Traffic Records Administration **CT-TR25-02** eCitation – Technology/Software Support for Municipal/Local Law Enforcement **CT-TR25-05** eCitation – Connecticut State Police **CT-TR25-06** eCitation Integrated Software Development – Connecticut State Police **CT-TR25-07** Electronic Processing of Citations from Roadside to Trial
Applicable Recommendations and Considerations:
Crash N/A Driver N/A Vehicle N/A Roadway N/A Citation and Adjudication 1. Improve the data dictionary for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data quality control program for the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the interfaces with the Citation and Adjudication systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. EMS/Injury Surveillance N/A Data Use and Integration N/A

6.6 Statewide Goal 6: Increase Accuracy, Completeness, and Analytic Capabilities of EMS Data

Objectives:
The objectives of this goal are to 1) develop a comprehensive data quality management system, 2) complete the development of a data dictionary, 3) document edit checks, 4) establish validation rules, and 4) establish a procedure for correcting errors.
Relevant Projects or Actions:
CT-TR25-01 Traffic Records Administration **CT-TR25-04** EMS and Trauma Registry Databases/MIH Dashboard Enhancements **CT-TR25-09** Toxicology and CTDMV A44 Electronic Database for Linkage
Applicable Recommendations and Considerations:
Crash N/A Driver N/A Vehicle N/A Roadway N/A Citation and Adjudication N/A EMS/Injury Surveillance 1. Improve the data dictionary for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 2. Improve the data quality control program for the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. 3. Improve the interfaces with the Injury Surveillance systems to reflect best practices identified in the Traffic Records Program Assessment Advisory. Data Use and Integration N/A

7. Data Quality and System Measures

The TRCC is implementing statewide data quality management by assessing the current state of each system in FFY2025 and establishing relevant performance targets. The STRAC will prioritize elements for accuracy and completeness.

Table 6 can be used to document the annual plans for data quality performance improvement.

The Strategic Planning Toolbox provides a corresponding activity for establishing performance measures and metrics for the Traffic Records Strategic Plan:

- In year 1 (FFY2025), the TRCC will establish the Performance Measures Table below using the Performance Measures Tool

Table 6. Establishing Performance Measures Tool

Goal	Performance Measure(s)	Metric	Data Quality	Data System	Year 1	Year 2	Year 3	Year 4	Year 5
Update Crash to MMUCC 6th				Crash					
Crash data repository and linkage update				All					
Increase data sharing and cross system linkages				All					
Maintain 100% electronic crash reporting				Crash					
Achieve 100% eCitation				Citation					

8. COMMITMENT TO THE STRATEGIC PLAN

8.1 TRAFFIC RECORDS STRATEGIC PLAN IMPLEMENTATION

The TRCC has developed an Action Plan to monitor progress of these individual work efforts. Additional Action Plans are in development and will be incorporated into this plan as they are completed. The TRCC coordinator will be responsible for monitoring and collecting project updated for each of the project identified in this and future strategic plans.

The State can include how the plan will be monitored to track, evaluate, and update the plans performance and processes. Processes for implementing the State TRSP are included in Chapter 4 of the TRCC Strategic Planning Guide.

8.2 ACTION PLANS

The Connecticut TRCC reviewed each system's deficiencies and developed goals, objectives and projects to address the deficiencies as they relate to the goal of the traffic records system in the state. The Connecticut Plan of Action addresses the traffic safety community needs for traffic safety information that is timely, accurate, complete, uniform, integrated, and accessible. The traffic safety community includes Department of Public Safety, State Police; Local Law Enforcement Agencies; Department of Transportation, Department of Public Health, Judiciary, Attorney General Office, Department of Motor Vehicles and Council of Regional Government. Action plans for each project are found in Section 5 for each proposed project.

8.3 PROJECTS SUMMARY SECTION 405(C) FUNDING

Table 7 below provides a summary for each of the projects that **are being proposed for funding in FFY2025 under Section 405(c) Grant**". A summary description of each project is provided in this section of application.

Table 7. Summary of FFY2025 Traffic Records Projects Section 405(c)

Project ID	Project Title	Performance Area	Baseline	Goal 2025	Funding Source	Funding Amount
CT-TR25-01	Traffic Records Administration	Crash Driver Vehicle Roadway Citation/Adjudication Injury Surveillance	NA	NA	405(c)	$200,000
CT-TR25-02	eCitation – Technology/Software Support for Municipal/Local Law Enforcement	Crash Citation Adjudication	81%	86%	405(c)	$320,000
CT-TR25-03	Ignition Interlock Device (IID) Restriction Code Implementation on Operator License	Driver	0%	100%	405(c)	$65,000
CT-TR25-04	EMS and Trauma Registry Databases/MIH Dashboard Enhancements	Injury Surveillance	25%	50%	405(c)	$200,000
CT-TR25-05	eCitation – Connecticut State Police	Crash Citation Adjudication	0%	25%	405(c)	$500,000
CT-TR25-06	eCitation Integrated Software Development – Connecticut State Police	Crash Citation Adjudication	0%	25%	405(c)	$200,000
CT-TR25-07	Electronic Processing of Citations from Roadside to Trial	Citation/Adjudication	0%	25%	405(c)	$620,000
					Total FFY2025 405(c) budget	$2,105,000

APPENDIX A: LINKS TO THE TRCC MEMBER WEB RESOURCES

CTDOT – http://www.ct.gov/dot (Connecticut Department of Transportation)

Highway Safety Programs – https://portal.ct.gov/dot/pp_bureau/documents/highway-safety

- Child Passenger Safety
- Click it or Ticket Enforcement Campaign
- Crash Data Collection Initiatives and Programs (PR-1 and PR-2)
- Distracted Driving Prevention
- DUI Enforcement Program
- Motorcycle Safety – Connecticut Rider Education Program (CONREP)
- Police Traffic Services
- Safe Routes to School
- Traffic Records Coordinating Committee (TRCC)

Highway Safety Office (HSO)

- HSO Facebook page – https://www.facebook.com/CThighwaysafety

Traffic Records Coordinating Committee (TRCC)

- TRCC website – https://portal.ct.gov/dot/programs/traffic-records

CTDMV – http://www.ct.gov/dmv (Connecticut Department of Motor Vehicles)

- Online – License Services
- Driver License Suspension Payments
- Check Driver License Status
- Commercial Driver Self Certification
- Vehicle Services

CTDPH – http://www.ct.gov/dph (Connecticut Department of Public Health)

- Connecticut Health Database Compendium
- EMS Patient Care Report Database/Trauma Centers https://portal.ct.gov/dph/emergency-medical-services/ems/office-of-emergency-medical-services-homepage
- Injury Prevention

https://portal.ct.gov/dph/health-education-management--surveillance/the-office-of-injury-prevention/office-of-injury-prevention

CTDESPP – http://www.ct.gov/despp (Connecticut Department of Emergency Services and Public Protection)

- Division of State Police – https://portal.ct.gov/despp/division-of-state-police/home

CPCA – http://www.cpcanet.org/ (Connecticut Police Chiefs Association)

JUD – http://www.jud.ct.gov/ (Judicial Branch)

- Infraction Ticket Processing – https://www.jud2.ct.gov/cibepay/

CJIS – www.ct.gov/cjis (Criminal Justice Information System)

- Connecticut Information Sharing System (CISS)

APPENDIX B: FFY2026 UPDATE

Summary of Activities.

TIMELINESS

ACCURACY

COMPLETENESS

UNIFORMITY

INTEGRATION

ACCESSIBILITY

APPENDIX C: FFY2027 UPDATE

Summary of Activities.

TIMELINESS

ACCURACY

COMPLETENESS

UNIFORMITY

INTEGRATION

ACCESSIBILITY

APPENDIX D: FFY2028 UPDATE

Summary of Activities.

TIMELINESS

ACCURACY

COMPLETENESS

UNIFORMITY

INTEGRATION

ACCESSIBILITY

APPENDIX E: FFY2029 UPDATE

Summary of Activities.

TIMELINESS

ACCURACY

COMPLETENESS

UNIFORMITY

INTEGRATION

ACCESSIBILITY