



**REQUEST FOR QUALIFICATIONS (RFQ)
FOR
AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD)
PREQUALIFIED VENDOR LIST**

Issue Date: December 18, 2024

Response Date/Time: February 5, 2025 (2:00PM EST)

Response Location: Electronic Only to amaher@crcog.org
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CAPITOL REGION COUNCIL OF GOVERNMENTS
REQUEST FOR QUALIFICATIONS (RFQ)
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I. INTRODUCTION

The Capitol Region Council of Governments (CRCOG) is soliciting responses from qualified and experienced firms or teams (hereto referred to as Vendors) to serve on an “ATESD Prequalified Vendor List” to implement and maintain ATESD programs. CRCOG anticipates selecting multiple Vendors for this list.

Respondents should have experience performing the services relevant to the tasks outlined in Section III: ATESD Program Requirements. Respondents to the RFQ will enter a competitive process to be pre-qualified by CRCOG to contract with municipalities for ATESD Program Implementation. Selected Vendors will appear on a list for a 36-month period, provided the Vendor does not undergo any material changes that could affect its ability to serve member municipalities. If mutually agreed upon by CRCOG and the Vendor, CRCOG reserves the right to extend their term on the list.

Vendors selected will qualify to be retained by any of CRCOG’s 38 member municipalities, and/or any of the Capitol Region Purchasing Council’s (CRPC) 145 member municipalities. Municipalities are not mandated to contract with CRCOG prequalified Vendors, however the selected Vendors will have already met the procurement requirements for many of CRCOG’s and CRPC’s municipalities. CRCOG, its member municipalities, and CRPC make no guarantee of a minimum number of assignments associated with this RFQ.

II. BACKGROUND

The Capitol Region Council of Governments (CRCOG) is a voluntary Council of Governments formed to initiate and implement regional programs of benefit to our member municipalities and the region. CRCOG is guided by the chief elected officials of our 38 Metro Hartford municipalities. The mayors, first selectmen and women, and town/city council chairs who make up our governing Policy Board recognize that the future of our individual members is tied to the future of our region. Our members have collaborated for more than 50 years on a wide range of projects to benefit individual municipalities and the region as a whole. CRCOG facilitates the Capitol Region Purchasing Council (CRPC) which functions as a supplemental procurement office and a central clearinghouse for the collection and distribution of purchasing-related information and expertise for its 145 member municipalities.

CRCOG serves the Capitol Region and all our municipalities by:

- Helping members improve governmental efficiency and save tax dollars through shared services and other direct service initiatives;
- Promoting efficient transportation systems, responsible land use and preservation of land and natural resources, and effective economic development;
- Strengthening the Capital City of Hartford as the core of a strong region and as our economic, social, and cultural center;
- Advocating for the region and its member municipalities with the State and Federal governments;
- Strengthening our regional community by helping coordinate regional agencies and programs; and
- Assisting local governments and citizens in articulating, advocating for, and implementing the vision, needs, and values of their regional community.

III. ATESD PROGRAM REQUIREMENTS

Public Act 23-116 (Connecticut General Statute 14-307c) (Exhibit C) allows the use of automated traffic enforcement safety devices (ATESDs) by municipalities. CTDOT has issued “[Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device \(ATESD\) Plan](#)” (Exhibit D) and a guidance document on the conditions that must be met for CTDOT to approve an ATESD system to physically interface into a traffic control signal system (Exhibit E). All Vendors must be familiar with and comply with these laws and regulations. Individual municipalities may have additional requirements.

Vendors should have the ability to implement ATESDs for at least one of the following **two eligible violation types** at the four eligible location types as defined in CTDOT guidance (Exhibit D):

- A vehicle that exceeds the posted speed limit by 10 or more miles per hour (in a school zone, pedestrian safety zone, or other locations approved by OSTA)
- A vehicle that runs a red light

Vendors are also eligible to develop municipal ATESD Plans through this prequalification list. Municipal ATESD Plans must meet the standards in CTDOT’s “Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan”.

IV. PREPARING A RESPONSE

By submitting a response, respondents represent that they have thoroughly examined and are familiar with the requirements outlined in this RFQ and are capable of performing the work to achieve the objectives of this prequalified list.

CRITICAL DATES

Questions Deadline: January 8, 2025 (2:00PM EST)

RFQ Deadline: February 5, 2025 (2:00PM EST)

MINIMUM REQUIREMENTS

1. The Vendor shall demonstrate their ability to fully implement ATESD programs that meet state guidelines for Connecticut municipalities.
2. The Vendor shall have demonstrated experience implementing/operating successful ATESD programs within the past five (5) years.
3. Exhibit A: CRCOG Equal Employment Opportunity and Minority/Female Business Enterprise Certification Form.
4. Exhibit B: Statement of Conformance with State Requirements

COMPLETENESS AND FORMAT OF RESPONSE

Respondents are requested to prepare a single response document, referred to as a Statement of Qualifications. After the evaluation process, the list of selected Vendors will be posted publicly on the CRCOG website. CRCOG will share Statements of Qualifications of selected Vendors with member municipalities upon their request, however CRCOG will not display this information publicly. Statements of Qualifications shared by CRCOG with member municipalities shall be marked CONFIDENTIAL. Respondents are asked to organize their responses in the order requested, in accordance with the following format:

1. **Cover Letter.** Provide the name, title, phone number, and e-mail address of the desired contact person during the RFQ process.
2. **Services Provided.** Include which of the two eligible violation types (speeding and/or red light running) the Vendor can provide services for, as well as whether they are able to develop ATESD Plans. This section should also detail how services are provided, what equipment is used, and the costs of these services.
3. **Municipal Support.** Provide information on how the Vendor can support a municipality with an ATESD program. This section could include information on the Vendor team structure, equipment maintenance/repair/replacement, municipal customer support, ongoing program analytics and reporting, public outreach/education, and other services provided to municipal clients. This section could also include information on any of the

Vendor's support staff, such as an organizational chart, staff titles, staff resumes, office location(s), etc.

4. **Implementation History.** Provide information on jurisdictions where the Vendor has implemented ATESD programs. For each jurisdiction, it is encouraged to include how long the system has been in operation, how many ATESD cameras are installed, and how many citations have been issued.
5. **Recent Clients and References.** Provide a list of relevant municipal clients the Vendor has provided with ATESD systems over the past five (5) years. Provide at least three (3) clients and their contact information. For each program, please include program location, how long the system has been in operation, how many ATESD cameras are installed, how many citations have been issued, name(s) of primary client contacts and their contact information, including e-mail addresses and telephone numbers. Indicate the Vendor's role for each client (i.e. installation, maintenance, issuance of violations).
6. **Pricing Details.** Provide pricing details for your typical ATESD system, including any annual service escalations. Pricing information should include, if applicable to the services the Vendor provides, a pricing breakdown for each of the services or each bundle of the services provided. The Vendor should indicate what of their costs are a fixed rate and what costs are taken from the per ticket processing fee. CRCOG understands that each situation and municipality has different circumstances that affect pricing. If pricing varies depending on system size (or other known factors), Vendors should provide pricing information for each tier of system. As Connecticut ATESD Plans are approved for a 3-year period, with possible extensions, Vendors are encouraged to provide an option for a 3-year contact period.
7. **Service and Pricing Summary (1-2 pages).** Vendors must prepare a Service and Pricing Summary that includes an explanation of the services offered, the business model, and associated pricing. Vendors are encouraged to use this Summary to outline their general ATESD program approach, including:
 - Available contract duration(s)
 - Any Vendor requirements of the municipality
 - Back Office Services/Violation Processing
 - Pricing
8. **Required Forms.**
 - **Exhibit A: CRCOG Equal Employment Opportunity and Minority/Female Business Enterprise Certification Form.** If there are any subcontractors, please include a form for the prime contractor and each subcontractor.
 - **Exhibit B: Statement of Conformance with State Requirements.**

Only electronic submissions are being accepted in response to this RFQ. Statements of Qualifications should be prepared as a single PDF with a maximum of 40 pages for each response. Statements may be transmitted to amaher@crcog.org or via USB drive mailed to: Anaka Maher, CRCOG, 350 Church Street, 3rd Floor, Hartford, CT 06103.

Statements of Qualifications must be received by CRCOG no later than **2:00pm EST on February 5, 2025. Statements received after that time or day will not be considered.** Arrangements for transmission of large files should be made in advance, as technical difficulties in sending or receiving a submission shall not be a valid reason for missing the deadline.

V. TERMS AND CONDITIONS

Questions

General questions should be directed to Anaka Maher, Senior Transportation Planner, at:

Capitol Region Council of Governments
350 Church Street, 3rd Floor
Hartford, CT 06103
E-mail address: amaher@crcog.org

However, **no oral interpretations shall be made to** any respondent as to the meaning of any of the documents. Every request for an interpretation shall be made in writing, addressed and forwarded either to the address above, **or emailed to amaher@crcog.org**. To receive consideration, such questions must be received by 2:00 p.m. on January 8, 2025.

CRCOG staff will arrange an addendum, which shall be made a part of this Request for Qualifications and any resulting contracts, including all questions received as above provided and the decisions regarding each. At least seven (7) days prior to the submission deadline, CRCOG staff will post a copy of any addenda to CRCOG's website, located at: <http://crcog.org/rfp-rfq/>

It shall be the responsibility of each respondent to determine whether any addenda have been issued and if so, to download copies directly from the agency's website.

Contracting

Selected Vendors will be available to contract directly with the municipalities or CRCOG for specific related tasks. Municipalities are not mandated to contract with CRCOG selected prequalified list Vendors; however, the selected firms will have already met the procurement requirements for many of CRCOG's and CRPC's member municipalities. Selection for this prequalified list will not preclude a Vendor from pursuing other municipal work within the region.

Freedom of Information

Respondents are advised that any and all materials submitted in response to this RFQ shall become the sole property of CRCOG and shall be subject to the provisions of Section 1-210 of the Connecticut General Statutes (re: Freedom of Information).

Incurred Costs

This Request for Qualifications does not commit CRCOG, CRPC, or any of their member municipalities to award a contract or to pay any costs incurred in the preparation of a response to this request. Neither CRCOG nor its member municipalities will be liable in any way for any costs incurred by respondents in replying to this RFQ.

Severability

If any terms or provisions of this Request for Qualifications shall be found to be illegal or unenforceable, then such term or provision shall be deemed stricken and the remaining portions of this document shall remain in full force and effect.

Oral Presentation

Respondents who submit a response to this RFQ may be required to give an oral presentation to CRCOG. This provides an opportunity for the respondent to clarify or elaborate on the response. CRCOG will schedule the time and location of these presentations. Oral presentations are an option of CRCOG and may or may not be conducted.

Subcontracting

Vendors may team as they deem necessary to respond to this RFQ. In their response, the prime Vendor and all subcontractors should be clearly identified along with the responsibilities of each. The successful respondents may utilize the services of specialty, currently unidentified subcontractors on those unforeseen portions of the work that under normal practices are performed by specialty firms.

The successful respondent shall not award any portion of the work to a firm that is not on the selected project team without **prior written approval** of the entity it is contracted with (CRCOG, CRPC, or a member municipality). The acceptance of any and all subcontractors shall reside with the entity the Vendor is contracted with, and their decision shall be final. The successful respondent shall be fully responsible for the performance, finished products, acts, and omissions of their subcontractors and persons directly or indirectly employed thereby.

Compliance with Local, State, and Federal Law

The successful respondent shall comply with additional terms and conditions required by participating municipalities not contained herein. All delivery of services shall comply in every respect with applicable laws of the Federal Government and/or the State of Connecticut.

Acceptance or Rejection by the Capitol Region Council of Governments

CRCOG reserves the right to accept and or reject any or all responses submitted for consideration. Respondents whose responses are not accepted shall be notified in writing.

Amending or Canceling Request

CRCOG reserves the right to amend or cancel this RFQ, prior to the due date and time, if it is deemed to be in its best interest to do so.

Waiver of Informalities

CRCOG reserves the right to accept or reject any and all responses to this Request for Qualifications, or any part thereof, and to waive any informalities and/or technicalities that are deemed to be in its best interest.

Collusion

By submitting, the Vendor implicitly states that the response has not been made in connection with any other competing firm submitting a separate response to this RFQ; is in all respects fair; and has been submitted without collusion or fraud. It is further implied that the firm did not participate in the RFQ development process, had no knowledge of the specific contents of the RFQ before its issuance, and that no employee of CRCOG either directly or indirectly assisted in the Vendor's response preparation.

Termination

CRCOG may terminate a Vendor's status on the prequalified list due to cause, default or negligence on part of the Vendor; or if the Vendor fails, in the opinion of CRCOG, CRPC, or their member municipalities, to meet the general terms and conditions of any resulting contract or to provide a level of service that is deemed to be in the best interest of CRCOG or its member municipalities.

Affirmative Action

The entities participating in this RFQ are equal opportunity employers and require an affirmative action policy from all Vendors as a condition of doing business with CRCOG, CRPC, or their member municipalities, as per Federal Order 11246. By responding to this RFQ, all Vendors agree to this condition of doing business with CRCOG, CRPC, or their member municipalities and should they choose to audit for compliance, the Vendor agrees to cooperate fully.

Disadvantaged Business Enterprise (DBE)/Small Business Enterprise (SBE)

It is the policy of CRCOG to practice nondiscrimination based on race, color, sex, or national origin in the evaluation of this RFQ. All firms qualifying under this solicitation are encouraged to submit. Award of contracts by member municipalities through this prequalification list will be conditioned upon satisfying the requirements described in this RFQ. These requirements apply to all respondents/offerors, including those who qualify as a DBE or SBE. Selection for this prequalified list will not be subject to DBE or SBE requirements.

Insurance

The Respondent shall, at its own expense and cost, obtain and keep in force during the entire transition and contract period the following insurance coverages covering the Respondent and all its agents, employees and sub-contractors and other providers of services, and shall name the member municipality and its employees and agents as an Additional Insured on a primary and non-contributory basis to the Respondent's Commercial General Liability and Automobile Liability policies. These requirements shall be clearly stated in the remarks section on the Respondent's Certificate of Insurance. In addition:

- All policy forms shall be on the occurrence form.
- Acceptable evidence of coverage will be on the ACORD form or a form with the same format.
- All renewal certificates shall be furnished at least 10 days prior to policy expiration.
- Each certificate shall contain a 30-day notice of cancellation.
- Insurance shall be issued by an insurance company licensed to conduct business in the State of Connecticut which has at least an "A-" policy holders rating according to Best Publications latest edition Key Rating Guide.

Required insurance coverage:

- **Professional Liability Insurance** with limits up to \$2,000,000 aggregate limit issued on claims made basis for the term of the contract and continuing for two years following the completion of the contract at the Vendor's cost.
- **Comprehensive General Liability Insurance:** Vendor shall, at its own cost and expense, obtain and keep in force during the Term of the Agreement general liability insurance with minimum limits of 1 million per occurrence/ 2 million aggregate and shall name the member municipality and their respective officers, officials, employees, agents, boards, and commissions as Additional Insureds on a primary and non-contributory basis.

There shall be no special limitations on the scope of protection afforded to the member municipality. Vendor shall assume any and all deductibles in the described insurance policies and Vendor's insurer shall have no right of recovery or subrogation against member municipality. These requirements shall be clearly stated in the remarks section on Vendor's Certificate of Insurance. Insurance shall be written with insurance carriers approved in the State of Connecticut and with a minimum Best's Rating of A-and all deductibles, if any, are the sole responsibility of Vendor.

- **Automobile Liability Insurance** including non-owned and hired vehicles in the same limits as indicated above.
- **Workers' Compensation Insurance** at the Connecticut statutory limit including Employers' Liability with limits of \$100,000 each accident, \$500,000 for each disease/policy limit, and \$100,000 for disease for each employee.
- **Excess Liability Umbrella Form** over sections B, C, and D-Employers' Liability with limits up to \$4,000,000.

Awarding agencies may require higher insurance limits.

References

Upon request, Vendors shall supply the names of additional customers (preferably municipalities) to interested member municipalities of CRCOG and/or CRPC.

VI. EVALUATION AND AWARD

Responses shall be evaluated by CRCOG after the response deadline. All information will remain confidential until Vendor selections are finalized and the prequalified list is established.

CRCOG anticipates selecting multiple Vendors for the ATESD Prequalified Vendor List. Selections for this list shall be made of respondents deemed to be fully qualified and best suited to provide ATESD services for Connecticut municipalities from among the applicants. Successful candidates will be included on the prequalified vendor list for selection and contracting with any of CRCOG's 38 member municipalities, and/or any of the Capitol Region Purchasing Council's (CRPC) 145 member municipalities.

Evaluation Criteria:

1. Accuracy, overall quality, thoroughness, and responsiveness to the requirements outlined in this RFQ;
2. History of successful implementation of ATESD programs;
3. Ability to provide eligible services for CT ATESD programs;
4. Quality of customer service and ongoing maintenance;
5. Ability to foster public trust in ATESD programs;
6. At its discretion, the Evaluation Committee may also consider pricing.

Selection Process:

1. An Evaluation Committee will evaluate all responses received for completeness and the respondent's ability to meet all requirements outlined in this RFQ.
2. Additional technical information may be requested from any respondent prior to, during, or after interviews (if conducted) for clarification purposes, however, provided information will in no way revise original submitted responses.
3. After reviews of responses, the Evaluation Committee(s) may decide to interview some or all respondents.
4. Based on results of the review of the Statements of Qualifications, interviews (if conducted), and other provided supplemental information, the Evaluation Committee will select the respondent(s) to appear on the prequalified list. The Evaluation Committee shall determine in its sole discretion which respondents are fully qualified and select the respondent(s) to appear on the prequalified list. The selected Vendors will be informed in writing.

EXHIBIT A
CRCOG Equal Employment Opportunity and
Minority/Female Business Enterprise Certification Form

The undersigned certifies that _____ is an Equal
(Name of Company)

Opportunity Employer and is in compliance with federal and State rules and regulations pertaining to Equal Employment Opportunity and Affirmative Action.

(Vendor's Signature)

(Today's Date)

ONLY IF APPLICABLE:

The undersigned certifies that _____ is a
(Name of Company)

Disadvantaged (Minority/Female) Business Enterprise (DBE) and is in compliance with federal and state rules and regulations pertaining to Disadvantaged Business Enterprise designations.

(Vendor's Signature)

(Today's Date)

EXHIBIT B
Statement of Conformance with State Requirements

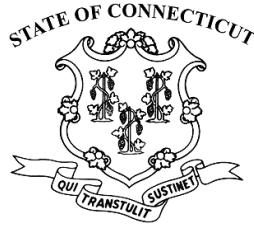
The undersigned certifies that the services to be provided by _____ will be
(Name of Company)

in conformance with current State of Connecticut requirements pertaining to Automated Traffic Enforcement Safety Devices (ATESDs).

(Vendor's Signature)

(Today's Date)

EXHIBIT C
State of Connecticut:
Substitute House Bill No. 5917
Public Act No. 23-116



Substitute House Bill No. 5917

Public Act No. 23-116

**AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE
VISION ZERO COUNCIL.**

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

Section 1. (*Effective from passage*) The Commissioner of Transportation shall study and make recommendations concerning the advisability of (1) permitting a person riding a bicycle to treat a stop sign as a yield sign and a traffic control signal with a steady red signal as a stop sign, and (2) amending subdivision (3) of subsection (b) of section 14-299 of the general statutes to prohibit a motor vehicle operator from making a right turn when facing a traffic control signal with a steady red signal. Not later than February 1, 2024, the commissioner shall submit the results of such study and the commissioner's recommendations, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation.

Sec. 2. (NEW) (*Effective from passage*) Not later than July 1, 2024, the Commissioner of Transportation shall adopt an intersection control evaluation policy to be used by the Department of Transportation when evaluating the construction of a new intersection or the modification of an existing intersection. Such policy shall (1) provide a decision-making framework to screen intersection alternatives with specific

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performance-based criteria in order to identify an optimal solution, (2) require the use of consistent documentation for each evaluation of a new or existing intersection, and (3) be revised as the commissioner deems necessary.

Sec. 3. (NEW) (*Effective from passage*) The Department of Transportation, in consultation with the State Board of Education and the Department of Motor Vehicles, upon receipt of a request by a local or regional board of education, shall award an exemplary "Vision Zero" program distinction to those local and regional boards of education that offer a program that provides students in grades six to twelve, inclusive, with opportunities to learn about the mission of the Vision Zero Council, established pursuant to section 13b-23b of the general statutes, and the importance of practicing safe driving habits and learning pedestrian safety skills. Such opportunities may include, but need not be limited to, classes, extracurricular activities, presentations, symposiums, peer-to-peer education, parent involvement and parenting education and outreach. A local or regional board of education may submit, at such time and in such manner as the Department of Transportation prescribes, a request for such distinction by providing details about such board's program to the department. The Department of Transportation shall make information about the distinction available on the department's Internet web site.

Sec. 4. Subsection (g) of section 51-164n of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(g) If a person elects to plead not guilty and send the plea of not guilty to the Centralized Infractions Bureau in accordance with subsection (d) of this section, such person may subsequently, at a proceeding at Superior Court, reach an agreement with the prosecutorial official as to the amount of the fine to be paid and elect to pay such fine without appearing before a judicial authority. As a part of any such agreement,

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the prosecutorial official may require such person to attend a motor vehicle operator safety course that addresses the nature of such infraction or violation and that is offered or approved by the Chief State's Attorney. The amount of the fine agreed upon shall not exceed the amount of the fine established for such infraction or violation. Any person who pays a fine pursuant to this subsection shall also pay any additional fees or costs established for such infraction or violation. Such person shall make such payment to the clerk of the Superior Court and such payment shall be considered a plea of nolo contendere and shall be inadmissible in any proceeding, civil or criminal, to establish the conduct of such person, provided the provisions of this section and section 51-164m shall not affect the application of any administrative sanctions by either the Commissioner of Energy and Environmental Protection authorized under title 26 or the Commissioner of Motor Vehicles authorized under title 14. A plea of nolo contendere pursuant to this subsection does not have to be submitted in writing. Nothing in this subsection shall affect the right of a person who is alleged to have committed an infraction or any violation specified in subsection (b) of this section to plead not guilty and request a trial before a judicial authority.

Sec. 5. Section 14-41 of the general statutes is amended by adding subsection (g) as follows (*Effective January 1, 2024*):

(NEW) (g) The commissioner shall develop, and thereafter revise as needed, a video presentation concerning current state laws that impact motorists, pedestrians and bicyclists and ways to practice safe driving behaviors and reduce transportation-related fatalities and severe injuries. In developing such video presentation, the commissioner may use materials and one or more video presentations developed by a governmental entity, independent contractor or any other party. Upon every other renewal of a motor vehicle operator's license, the commissioner shall require the licensee to watch such video

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presentation prior to issuing such license.

Sec. 6. Subdivision (5) of subsection (e) of section 14-36 of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

(5) The issuance of a motor vehicle operator's license to any applicant who is the holder of a license issued by another state shall be subject to the provisions of [sections 14-111c and] section 14-111k, as amended by this act.

Sec. 7. Section 14-111k of the general statutes is amended by adding subsection (e) as follows (*Effective January 1, 2024*):

(NEW) (e) Prior to issuing an operator's license to a person who holds an operator's license issued by another jurisdiction, the commissioner shall require such person to watch the video presentation developed pursuant to subsection (g) of section 14-41, as amended by this act, and provide such person with other safe driving training materials.

Sec. 8. (*Effective from passage*) For the purposes of this section, "cannabis", "dispensary facility", "hybrid retailer" and "retailer" have the same meanings as provided in section 21a-420 of the general statutes. The Department of Transportation, in collaboration with the Department of Public Health and one or more local health departments or district departments of health, shall conduct a public awareness campaign about the dangers of operating a motor vehicle under the influence of certain over-the-counter drugs and prescription drugs, with an emphasis on opioids and cannabis. Such campaign shall include, but need not be limited to, outreach to pharmacies, hospitals, substance abuse treatment facilities, dispensary facilities, hybrid retailers and retailers that can communicate information about such dangers to motor vehicle operators who are receiving or purchasing such drugs.

Sec. 9. (*Effective from passage*) When developing the next five-year

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transportation capital plan, the Department of Transportation shall examine the proposals from the equity subcommittee of the Vision Zero Council, established pursuant to section 13b-23b of the general statutes, and consider infrastructure that specifically protects vulnerable users of the highways, including pedestrians, bicyclists and persons who have disabilities.

Sec. 10. (NEW) (*Effective October 1, 2023*) For the purposes of this section, sections 11 to 13, inclusive, and sections 16 to 18, inclusive, of this act:

(1) "Automated traffic enforcement safety device" means a device designed to detect and collect evidence of alleged violations of an ordinance adopted under section 11 of this act by recording images that capture the number plate, date, time and location of a motor vehicle that (A) exceeds the posted speed limit by ten or more miles per hour, or (B) fails to stop such vehicle when facing a steady red signal on a traffic control signal.

(2) "Automated traffic enforcement safety device operator" means a person who is trained and certified to operate an automated traffic enforcement safety device.

(3) "Driver", "number plate" and "owner" have the same meanings as provided in section 14-1 of the general statutes.

(4) "Equitable" means efforts, policies, standards, processes and any other functions of government intended to (A) ensure that patterns of discrimination and disparities of race, ethnicity and socioeconomic status, whether intentional or unintentional, are neither reinforced nor perpetuated, and (B) prevent the emergence and persistence of foreseeable future patterns of discrimination or disparities of race, ethnicity and socioeconomic status.

(5) "Pedestrian safety zone" means an area designated by the Office

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of the State Traffic Administration or the traffic authority of a town, city or borough pursuant to section 14-307a of the general statutes.

(6) "Personally identifiable information" means information created or maintained by the municipality or a vendor that identifies or describes an owner and includes, but need not be limited to, the owner's address, telephone number, number plate, photograph, bank account information, credit card number, debit card number or the date, time, location or direction of travel on a highway.

(7) "School zone" means an area designated by the Office of the State Traffic Administration or the traffic authority of a town, city or borough pursuant to section 14-212b of the general statutes, as amended by this act.

(8) "Traffic authority", "traffic control sign" and "traffic control signal" have the same meanings as provided in section 14-297 of the general statutes.

(9) "Vendor" means a person who (A) provides services to a municipality under sections 11 and 12 of this act; (B) operates, maintains, leases or licenses an automated traffic enforcement safety device; or (C) is authorized to review and assemble the recorded images captured by an automated traffic enforcement safety device and forward such recorded images to the municipality.

Sec. 11. (NEW) (*Effective October 1, 2023*) (a) Any municipality may authorize the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones and other places in such municipality, provided (1) the municipality adopts an ordinance in accordance with the provisions of this section, and (2) the locations of such devices are identified in a plan approved by the Department of Transportation pursuant to section 17 of this act.

(b) The municipality may enter into agreements with vendors for the

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design, installation, operation or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates or maintains an automated traffic enforcement safety device, the vendor's fee may not be contingent on the number of citations issued or fines paid pursuant to an ordinance adopted under this section.

(c) Any ordinance adopted under this section shall specify the following: (1) That an automated traffic enforcement safety device shall be operated by an automated traffic enforcement safety device operator; (2) that the owner of a motor vehicle commits a violation of the ordinance if the person operating such motor vehicle (A) exceeds the posted speed limit by ten or more miles per hour and such operation is detected by an automated traffic enforcement safety device, or (B) fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an automated traffic enforcement safety device; (3) an automated traffic enforcement safety device shall be used solely for identifying violations of the ordinance; (4) for the first thirty days after a location is equipped with an operational automated traffic enforcement safety device, the owner of a motor vehicle allegedly committing a violation of such ordinance that is detected by such device shall receive a written warning instead of a citation, as described in subsection (i) of this section; (5) payment of a fine and any associated fee imposed for a violation of the ordinance may be made by electronic means; (6) a sworn member or employee of the municipality's police department or an employee of the municipality, as designated by the traffic authority, shall review and approve the recorded images before a citation is mailed to the owner of such motor vehicle; and (7) the defenses available to the owner of a motor vehicle allegedly committing a violation of such ordinance, which shall include, but need not be limited to, the defenses listed in subsection (j) of this section.

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(d) Any ordinance adopted under this section may: (1) Establish a fine to be imposed against the owner of a motor vehicle committing a violation of such ordinance, provided the amount of such fine is not more than fifty dollars for a first violation and not more than seventy-five dollars for a second or subsequent violation, and (2) impose a reasonable fee, not to exceed fifteen dollars, for the costs associated with the electronic processing of the payment of any such fine. Any funds received by a municipality from fines imposed pursuant to an ordinance adopted under this section shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.

(e) Any municipality that adopts an ordinance under this section shall also adopt the following: (1) A citation hearing procedure pursuant to section 7-152c of the general statutes, as amended by this act, (2) a comprehensive safety action plan to ensure that the streets located in the municipality safely and conveniently serve road users of all ages and abilities, including pedestrians, transit users, bicyclists, persons using wheelchairs or other assistive devices and motor vehicle operators, and (3) a written policy that meets or exceeds the standards of the model privacy policy and protocol developed pursuant to subsection (a) of section 16 of this act. Such municipality shall also be in compliance with any order made by the Office of the State Traffic Administration pursuant to the provisions of chapter 249 of the general statutes or any regulation adopted pursuant to said chapter by the office regarding a traffic control sign or traffic control signal at a location equipped or proposed to be equipped with an automatic traffic enforcement safety device.

(f) (1) Prior to the operation of an automated traffic enforcement safety device, the municipality shall (A) install at least two conspicuous signs at a reasonable distance in advance of such location, in accordance

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with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time, notifying motor vehicle operators of such location, and (B) provide notification of such location to persons, firms or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. The Department of Transportation shall designate which such persons, firms or corporations shall be notified and provide technical guidance to such municipalities regarding how to provide such notification.

(2) At least thirty days before the date the first automated traffic enforcement safety device becomes operational in the municipality, the municipality shall develop and implement a public awareness campaign to educate the public concerning the importance of obeying speed limits and traffic control signals and the imminent use of automated traffic enforcement safety devices in the municipality at the locations identified in the plan approved by the Department of Transportation pursuant to section 17 of this act.

(g) An automated traffic enforcement safety device operator shall complete training offered by the manufacturer of such device or the manufacturer's representative regarding procedures for setting up, testing and operating such device. The manufacturer or manufacturer's representative shall issue a signed certificate to the automated traffic enforcement safety device operator upon such operator's completion of the training. Such signed certificate shall be admitted as evidence in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act.

(h) The municipality shall ensure each automated traffic enforcement safety device used by such municipality undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check. Such signed certificate of calibration shall be kept on

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file and admitted as evidence in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act.

(i) (1) Whenever an automated traffic enforcement safety device detects and produces recorded images of a motor vehicle allegedly committing a violation of an ordinance adopted under this section, a sworn member or employee of the municipality's police department or an employee of the municipality designated by the traffic authority shall review the recorded images provided by such device. If, after such review, such member or employee determines that there are reasonable grounds to believe that a violation of the ordinance has occurred, such member or employee may issue a citation to the owner of the motor vehicle. The citation shall include the following: (A) The name and address of the owner of the motor vehicle; (B) the number plate of the motor vehicle; (C) the violation charged; (D) the location of the automated traffic enforcement safety device and the date and time of the violation; (E) a copy of or information on how to view, through electronic means, the recorded images described in this section; (F) a statement or electronically generated affirmation by the member or employee who reviewed the recorded images and determined that the motor vehicle violated the ordinance; (G) verification that the automated traffic enforcement safety device was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to subsection (h) of this section; (H) the amount of the fine imposed and how to pay such fine; and (I) the right to contest the violation and request a hearing pursuant to section 7-152c of the general statutes, as amended by this act.

(2) In the case of an alleged violation involving a motor vehicle registered in the state, the citation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the Department of Motor Vehicles. In the case of an alleged violation involving a motor vehicle registered in

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another jurisdiction, the citation shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration. A citation shall be invalid unless mailed to an owner not later than sixty days after the alleged violation.

(3) The citation shall be sent by first class mail. A manual or automated record of mailing prepared by the municipality's police department shall be prima facie evidence of mailing and shall be admissible in any hearing conducted pursuant to section 7-152c of the general statutes, as amended by this act, as to the facts contained in the citation.

(j) The following defenses shall be available to the owner of a motor vehicle who is alleged to have committed a violation of such ordinance adopted under this section: (1) The operator was driving an emergency vehicle in accordance with the provisions of subdivision (1) of subsection (b) of section 14-283 of the general statutes; (2) the traffic control signal was inoperative, which is observable on the recorded images; (3) the violation was necessary in order for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images; (4) the violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images; (5) the violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in section 7-294a of the general statutes, and had not been recovered prior to the time of the violation; or (6) the automated traffic enforcement safety device was not in compliance with the calibration check required pursuant to subsection (h) of this section.

Sec. 12. (NEW) (*Effective October 1, 2023*) (a) No personally identifiable information shall be disclosed by the municipality or a vendor to any person or entity, including any law enforcement unit, except where the

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disclosure is made in connection with the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 11 of this act.

(b) No personally identifiable information shall be stored or retained by the municipality or a vendor unless such information is necessary for the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 11 of this act.

(c) The municipality or a vendor shall destroy personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of an ordinance adopted under section 11 of this act not later than thirty days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.

(d) Any information and other data gathered from automated traffic enforcement safety devices shall be subject to disclosure under the Freedom of Information Act, as defined in section 1-200 of the general statutes, except no personally identifiable information may be disclosed.

Sec. 13. (NEW) (*Effective October 1, 2023*) (a) Not later than eighteen months following the date an automated traffic enforcement safety device becomes operational in a municipality pursuant to section 11 of this act, the municipality shall submit a report to the Department of Transportation and to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes. Such report shall include, but need not be limited to: (1) The number of violations of sections 14-218a and 14-219 of the general statutes and subdivision (3) of subsection (b) of section 14-299 of the general statutes that occurred at the locations where such automated traffic safety devices were installed prior to the use of such devices; (2) the number of violations where a motor vehicle exceeded the posted speed limit by

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ten or more miles that were captured by such devices at such locations; (3) the number of violations where a motor vehicle failed to comply with the provisions of subdivision (3) of subsection (b) of section 14-299 of the general statutes when facing a steady red signal on a traffic control signal that were captured by such devices at such locations; (4) if available, the number and type of related traffic violations and crashes that occurred at each location where an automated traffic safety device was installed prior to such installation and during the use of such devices; (5) the number of violations of sections 14-218a and 14-219 of the general statutes and subdivision (3) of subsection (b) of section 14-299 of the general statutes and related traffic violations and crashes that occurred at locations where such devices were used and at similar locations where such devices were not used; (6) a description of situations where recorded images could not be used or were not used; (7) the number of leased or rented motor vehicles, out-of-state motor vehicles or other vehicles, including trucks, where enforcement efforts were unsuccessful; (8) the amount of revenue from the fines and associated fees retained by the municipality; and (9) the cost to the municipality to use such devices.

(b) Not later than a year after a municipality submits a report pursuant to subsection (a) of this section, and each year thereafter until an automated traffic safety device is no longer operational in the municipality, the municipality shall submit a report to the Department of Transportation and to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, in accordance with the provisions of section 11-4a of the general statutes. Such annual report shall include, but need not be limited to, (1) the number of motor vehicles that were subject to one citation, two citations, three citations or four or more citations, (2) in the case of an automated traffic safety device that records images of motor vehicles failing to comply with the provisions of subdivision (3) of subsection (b) of section 14-299 of the general statutes when facing a steady red signal on a traffic

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control signal, the number of citations at each location that were issued to motor vehicles making a right turn, proceeding through the intersection and making a left turn, (3) a list of engineering and educational measures undertaken by the municipality to improve safety in locations when automated traffic enforcement safety devices are operational, and (4) data regarding how many citations were issued, how many hearings were requested and the results of any such hearings.

(c) The Department of Transportation shall make any report received pursuant to the provisions of this section available on the department's Internet web site.

Sec. 14. Subsection (c) of section 7-152c of the general statutes is repealed and the following is substituted in lieu thereof (*Effective October 1, 2023*):

(c) Any such municipality, at any time within twelve months from the expiration of the final period for the uncontested payment of fines, penalties, costs or fees for any citation issued under any ordinance adopted pursuant to section 7-148 or [section] 22a-226d or section 11 of this act, for an alleged violation thereof, shall send notice to the person cited. Such notice shall inform the person cited: (1) Of the allegations against [him] such person and the amount of the fines, penalties, costs or fees due; (2) that [he] such person may contest [his] such person's liability before a citation hearing officer by delivering in person or by mail written notice within ten days of the date thereof; (3) that if [he] such person does not demand such a hearing, an assessment and judgment shall be entered against [him] such person; and (4) that such judgment may issue without further notice. For purposes of this section, notice shall be presumed to have been properly sent if such notice was mailed to such person's last-known address on file with the tax collector. If the person to whom such notice is issued is a registrant, the municipality may deliver such notice in accordance with section 7-148ii,

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provided nothing in this section shall preclude a municipality from providing notice in another manner permitted by applicable law.

Sec. 15. (NEW) (*Effective from passage*) The Department of Transportation, in collaboration with the Departments of Education, Motor Vehicles, Public Health, Social Services and Veterans Affairs, shall establish a program to promote the use of seat safety belts among vulnerable communities, as identified by the Department of Transportation, that are less likely to wear a seat safety belt when in a motor vehicle. Such program may include, but need not be limited to, peer-to-peer education and outreach to parents and various community organizations.

Sec. 16. (NEW) (*Effective from passage*) (a) Not later than January 1, 2024, the Department of Transportation shall issue written guidance to municipalities concerning the development of a plan to use automated traffic enforcement safety devices, the submission of such plan and the criteria to be used by the department when evaluating any such plan for approval. Such guidance shall be consistent with the goal of installing automated traffic enforcement safety devices at locations likely to improve traffic safety and ensuring that the distribution of such devices throughout the municipality is equitable. Such guidance shall include the following factors to be considered by the municipality when determining the locations to include in a plan: (1) The history of traffic crashes caused by excessive speeding or the violation of a traffic control sign or traffic control signal at such location, (2) the history of traffic crashes that resulted in the fatality or serious injury of a person at such location, (3) the rate of poverty in such municipality as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (4) the per cent of occupied housing units with vehicles available as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (5) the average daily

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traffic of such location, (6) the history of traffic stops conducted in the municipality and reported to the Office of Policy and Management pursuant to subsection (h) of section 54-1m of the general statutes, (7) the roadway geometry of any such location, and (8) any other additional information or data as determined by the department. Such guidance shall include a model privacy policy and protocol regarding the privacy, security, collection and destruction of personally identifiable information and other information and data gathered from automated traffic enforcement safety devices and establishing internal audit requirements to ensure compliance with such policy and protocol.

(b) Not later than January 1, 2026, the Department of Transportation shall issue written guidance to municipalities concerning how to evaluate the effectiveness of automated traffic enforcement safety devices and submit a subsequent plan to use such devices together with supporting documentation. Such guidance shall include the factors to be considered when determining whether an automated traffic enforcement safety device at a location improved traffic safety.

(c) The guidance issued pursuant to the provisions of this section shall be revised as necessary and published on the department's Internet web site.

Sec. 17. (NEW) (*Effective October 1, 2023*) (a) (1) A municipality's plan concerning the use of automated traffic enforcement safety devices in the municipality shall identify the proposed locations of such devices and include documentation that such proposed locations comply with the guidelines developed pursuant to subsection (a) of section 16 of this act. The municipality shall conduct a public hearing regarding any such plan prior to submission and, by vote of its legislative body or, in a municipality where the legislative body is a town meeting, by vote of the board of selectman, shall submit such plan to the Department of Transportation, in such form as the department may prescribe.

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(2) Not later than sixty days after the date a plan is received by the department, the department shall determine if the plan is likely to improve traffic safety at the proposed locations and the distribution of such devices throughout the municipality is equitable, and shall approve or disapprove the plan, in whole or in part. If the department disapproves any such plan, in whole or in part, the department shall provide a written explanation of the reason for such disapproval and guidance to revise such plan for resubmission. Any such disapproval shall not preclude the submission of a revised plan.

(3) The approval of a municipality's initial plan shall be valid for a period of three years from the date the first automated traffic enforcement safety device becomes operational in the municipality and, thereafter, the approval of any subsequent plan shall be valid for a period of three years from the date of approval.

(b) A municipality operating automated traffic enforcement safety devices pursuant to an approved plan that has not yet expired may submit to the Department of Transportation a modification to such plan to propose the use of such devices at additional locations, in the same manner as described in subdivision (1) of subsection (a) of this section. The department shall approve or disapprove any such modification, in whole or in part, in the same manner as described in subdivision (2) of subsection (a) of this section. The approval of any such modification shall expire on the date the approved plan expires.

(c) (1) A municipality that seeks to continue to use automated traffic enforcement safety devices after such expiration shall submit a subsequent plan to the Department of Transportation for approval. Such subsequent plan may include some or all of the previously approved locations for such devices and propose new locations for such devices. The municipality shall conduct a public hearing regarding such subsequent plan prior to its submission to the department and, by vote of its legislative body or, in a municipality where the legislative body is

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a town meeting, by vote of the board of selectman, submit to the department such plan and supporting documentation in accordance with the guidelines issued pursuant to subsection (b) of section 16 of this act. Supporting documentation for any subsequent plan shall include, but need not be limited to: (A) Evidence that the devices used by the municipality at locations identified in a prior plan improved traffic safety, (B) a description of how any proposed new locations comply with the guidelines developed pursuant to subsection (a) of section 16 of this act, and (C) records that the funds received by the municipality from fines imposed pursuant to an ordinance adopted under this section were expended in accordance with the provisions of subsection (d) of section 11 of this act.

(2) Not later than sixty days after the date a subsequent plan and supporting documentation is received by the department, the department shall determine: (A) If the subsequent plan is likely to improve traffic safety at the proposed locations, (B) if the subsequent plan includes a location previously equipped with an automated traffic enforcement safety device, whether the use of such device improved traffic safety at such location, and (C) if the distribution of such devices throughout the municipality is equitable, and shall approve or disapprove the plan, in whole or in part. The department shall not approve any part of a plan that includes a location previously equipped with an automated traffic enforcement safety device unless the department determines the use of such device improved traffic safety at such location.

(d) In no event shall a municipality use, install or operate an automated traffic enforcement safety device unless such use, installation or operation complies with the provisions of a plan approved by the Department of Transportation and the approval of such plan is effective.

Sec. 18. (NEW) (*Effective October 1, 2023*) Not later than February 1, 2024, and annually thereafter, the Department of Transportation shall

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submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, concerning the status of plans submitted by municipalities pursuant to section 17 of this act. Such report shall, at a minimum, (1) list the municipalities that submitted such plans during the previous year, (2) identify which plans the department approved, and (3) identify which plans the department disapproved and provide the reasoning for each such disapproval.

Sec. 19. Subsection (b) of section 14-212b of the general statutes is repealed and the following is substituted in lieu thereof (*Effective July 1, 2023*):

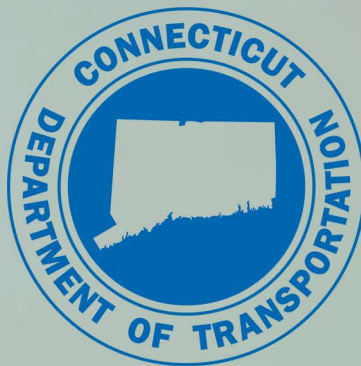
(b) (1) At the request of the legislative body of a town, city or borough, the Office of the State Traffic Administration may designate as a school zone any part of a state highway that is adjacent to school property or is, in the opinion of said office, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances. At the request of such legislative body, the [commission] office may revoke any such designation. (2) A local traffic authority may designate as a school zone, and may revoke any such designation, any part of a local highway that is adjacent to school property or is, in the opinion of the local traffic authority, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances.

Approved June 27, 2023

EXHIBIT D
**CTDOT “Guidance for Municipalities Developing an Automated Traffic Enforcement
Safety Device (ATESD) Plan”**



Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan



Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan

Date Issued: January 2, 2024, Connecticut Department of Transportation (CTDOT)

INTRODUCTION

[Public Act 23-116](#) (“Act”) authorizes municipalities to use automated traffic enforcement safety devices (ATESDs) at locations within school zones, pedestrian safety zones, and other locations in such municipality pursuant to (1) an ordinance adopted by the municipality in accordance with the Act’s requirements and (2) a plan approved every three years by CTDOT. The Act defines an “automated traffic enforcement safety device” as a device designed to detect and collect evidence of alleged violations of the ordinance by recording images that capture the license plate, date, time, and location of a vehicle that (1) exceeds the posted speed limit by 10 or more miles per hour or (2) runs a red light.

The Act further requires CTDOT to develop, and revise as necessary, two sets of guidance for municipalities developing ATESD plans and seeking CTDOT approval. The first set of guidance covers initial ATESD plan development and submission and the criteria CTDOT will use when evaluating plans submitted for approval. The Act requires this guidance be consistent with the goals of (1) installing ATESDs in locations where they are likely to improve traffic safety and (2) ensuring that the ATESD distribution throughout the municipality is equitable. (Under the bill, “equitable” means intended to ensure that patterns of discrimination and disparities of race, ethnicity, and socioeconomic status, whether intentional or unintentional, are not reinforced or perpetuated and prevent the emergence and persistence of foreseeable future patterns of discrimination or disparities of race, ethnicity, and socioeconomic status.)

The second set of guidance, which will be issued by CTDOT by January 1, 2026, must instruct municipalities on evaluating ATESD effectiveness and submitting subsequent plans for approval.

Note: ATESDs cannot be installed until the municipality’s ATESD plan has been approved by CTDOT’s Office of the State Traffic Administration (OSTA) and the municipality has met all other requirements of the Act.

PURPOSE

As required by Section 16 of Public Act 23-116, this guidance addresses ATESD plan development and submission and the criteria CTDOT will use when evaluating ATESD plans for approval. The guidance also restates other requirements of the Act which relate to CTDOT. The Public Act summary, which includes all of the Act's requirements for municipal use of ATESDs, is available [here](#). This guidance provides information on the following:

- The factors a municipality must consider when selecting potential ATESD locations.
- Documentation municipalities must submit to CTDOT to demonstrate that the selected locations will improve safety.
- Limitations on the placement of ATESDs in economically disadvantaged communities.
- The process for municipalities to submit the ATESD plan to CTDOT.
- The OSTA's review and approval process for the ATESD plan, including the criteria to be used by the OSTA when evaluating the plan for approval.
- Duration of the ATESD plan approval.
- Reporting requirements, as required by the Act.
- A model privacy policy and protocol, as required under the Act, regarding the privacy, security, collection, and destruction of personally identifiable information and other data gathered from ATESDs.
- The process by which municipalities should notify the persons, firms, or corporations designated by CTDOT that operate a mobile application that is used for navigation purposes or real-time information on motor vehicle traffic regarding an active ATESD.

I. LOCATION SELECTION AND JUSTIFICATION

CTDOT recommends the Automobile Association of America's "[Automated Enforcement Program Checklist](#)" to assist municipalities in following best practices when developing a plan to install and use ATESDs.

1.1. FACTORS TO BE CONSIDERED BY THE MUNICIPALITY

A municipal plan proposing the use of ATESDs must identify the proposed location(s) of such devices. When selecting a location for an ATESD, the municipality must, at a minimum, consider the factors below, which are enumerated in Section 16 of Public Act 23-116. When preparing the written justification explaining how and why an ATESD was selected for installation at each location the municipality should document how these factors were considered:

- The history of traffic crashes caused by speeding or failing to obey a traffic control sign or signal at the location and the history of traffic crashes that resulted in a person's

death or serious injury at the location. CTDOT recommends that municipalities use data from the [CT Red Light Intersection Evaluation Tool \(CT-REDV\)](#) and/or review three years of crash data from the [Connecticut Crash Data Repository](#).

- The average daily traffic (ADT) at the location. Resources for ADT data include [Traffic Monitoring Station Viewer](#) and machine counts taken by the municipality. [The CT Training and Technical Assistance Center at UCONN](#) has manual traffic counters available for loan to municipalities.
- The history of traffic stops conducted in the municipality and reported to the Office of Policy and Management under the Alvin W. Penn Racial Profiling Prohibition Act ([CGS Sections 54-1l and 54-1m](#)).
- The municipality's poverty rate and the percent of occupied housing units with vehicles, as determined by the five-year estimates of the [U.S. Census Bureau's most recent American Community Survey](#).
- The location's roadway geometry.

1.2. REQUIREMENTS FOR ALL LOCATIONS

The municipality must include the following in the ATESD plan submitted to the OSTA for **all** potential ATESD locations:

- **A written justification, with supporting documentation, explaining how and why an ATESD was selected for installation at each location.**
- **A scaled roadway plan or an aerial image showing the location for the ATESD at a traffic control signal, School Zone, Pedestrian Safety Zone, or other location(s).** The plan or aerial image must also show the proposed location of the required two conspicuous signs to be installed on every approach at a reasonable distance in advance of the ATESD. See Attachment A for the details regarding the required signs. **Such required conspicuous signs are only permitted to be installed at locations where the ATESD is currently operational.**

NOTE: A single ATESD location may consist of multiple devices on multiple approaches to properly capture images of license plates at that location.

1.3. REQUIREMENTS BY LOCATION TYPE

1.3.1. Traffic Control Signals

1. If a municipality intends to install an ATESD at a traffic control signal, the submitted ATESD plan must include a **traffic signal control plan showing the roadway geometry, phasing/sequence, and timing for an ATESD at a traffic control signal(s).**
 - At locations where the CTDOT owns the traffic control signal, a copy of the current plan of record can be requested via email at DOT.TrafficEngineering@ct.gov.

- At locations where the municipality owns and maintains the traffic control signal, the municipality must submit a copy of the current plan of record.
2. The following conditions must be met for the OSTA to approve an ATESD at a traffic control signal:
- There are at least two crashes, over a three-year period, where an operator failed to stop at a red traffic signal indication. Municipalities are encouraged to use the [CT Red Light Intersection Evaluation Tool \(CT-REDV\)](#) which displays the number and location of red-light running crashes.
 - The location selected for an ATESD must appear on the list of intersections from the CT-REDV tool. In cases where there are numerous intersections involving operators running a red light, municipalities are encouraged to select intersection(s) where other countermeasures have already been implemented but have not been effective. The countermeasures include but are not limited to: increasing size of the signal indications from 8 inches to 12 inches, use of LED lamps, use of signal backplates with retroreflective borders, trimming of vegetation that obstruct the view of the signals, coordination with adjacent traffic signals.
 - Traffic control signals that were recently upgraded within the last 12 months or scheduled to be upgraded within the next 12 months may not be good candidates for an ATESD since the crash history associated with the location may not reflect current conditions.
 - The traffic control signal plan of record for the location has been approved by the OSTA.
 - For municipally owned traffic signals, the traffic signal change intervals (e.g. [yellow/red/pedestrian clearance timings](#)) **must have already been optimized** in accordance with Chapter 6 in CTDOT's Traffic Control Signal Design Manual. (Note: State-owned traffic signals have already been optimized).
 - The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered and how selected intersections were prioritized in cases where there are numerous intersections involving red-light running crashes.

1.3.2. School Zones

The following conditions must be met for the OSTA to approve an ATESD in a **school zone**:

- The location meets the definition of a school zone pursuant to [CGS 14-212b](#).
- The school zone has been approved by the appropriate statutory authority – either the OSTA or the [Local Traffic Authority](#).
- The school zone signage is consistent with Federal Highway Administration’s Manual on Uniform Traffic Control Devices (MUTCD).
- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from a Road Safety Assessment (RSA), findings from a speed study, and how other speed reduction measures are not feasible or have not been effective.

1.3.3. Pedestrian Safety Zones

The following conditions must be met for the OSTA to approve an ATESD in a **pedestrian safety zone**:

- The location(s) meets the definition of a pedestrian safety zone pursuant to [CGS 14-307a](#);
- The Pedestrian Safety Zone has been approved or established as such by the appropriate statutory authority – either the OSTA or the [Local Traffic Authority](#).
- The Pedestrian Safety Zone signage is consistent with the MUTCD.
- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from an RSA, findings from a speed study, and how other speed reduction measures are not feasible or have not been effective.

1.3.4. Other Locations

The following conditions must be met for the OSTA to approve an ATESD in **other location(s)**:

- Other locations include, but are not limited to, roadways adjacent to central business districts, community centers, public parks, and hospitals. The length of the segment of roadway for location type should not exceed 0.50 miles.
- The location or roadway segment has a history of speed related crashes or speeding violations.
- The written justification required in Section 1.2 demonstrates that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from an RSA, findings from a speed study, and how other speed reduction measures are not feasible or have not been effective.

1.4. LIMITATIONS ON THE PLACEMENT OF ATESDS IN OR ADJACENT TO ECONOMICALLY DISADVANTAGED COMMUNITIES

- To ensure that the ATESD distribution throughout a municipality is equitable as defined in Public Act 23-116, **CTDOT will not approve more than two ATESD locations within a Qualified Census Tract (QCT)** as designated by the United States Department of Housing and Urban Development. Additionally, **CTDOT will not approve more than one ATESD location within a QCT that is a quarter of a square mile or less in size.** Click [here](#) for a map showing the QCTs in CT.
- For the purposes of this section, if a proposed ATESD location is on a road that is a border of two or more QCTs, a municipality may choose one of the QCTs with which to associate the ATESD location. If a proposed ATESD location is on a road that is a border of one or more QCTs and a census tract that is not designated as a QCT, the municipality must choose to associate the location with one of the QCTs.
- The ATESD plan of any municipality that borders a neighboring municipality in which more than 55% of the census tracts are QCTs will be evaluated by CTDOT to ensure that the proposed ATESD locations are not overconcentrated at or near the border of the neighboring municipality. If the ATESD locations are only proposed near the border with the neighboring municipality, it's likely that the ATESD plan will be rejected. Note: As of

January 1, 2024, municipalities where more than 55% of the census tracts are QCTs are Bridgeport, Hartford, New Britain, New Haven, New London, and Windham.

- CTDOT may reject any proposed ATESD locations if it determines that the overall distribution of ATESDs throughout the municipality violates the principles of equity described in Public Act 23-116.

NOTE: A single ATESD location may consist of multiple devices on multiple approaches to properly capture images of license plates at that location.

II. ADDITIONAL REQUIREMENTS

As part of its ATESD plan, a municipality must also include:

1. A copy of the ordinance adopted by the municipality authorizing the use of ATESDs as required by Section 11 of Public Act 23-116.
2. A copy of the notice of the public hearing conducted on the municipality's ATESD plan as required by Section 17(a)(1) of Public Act 23-116.
3. A copy of minutes of the meeting at which the municipality's legislative body or board of selectman voted to approve the ATESD plan as required by Section 17 of Public Act 23-116.
4. A copy of the municipality's Comprehensive Safety Action Plan (CSAP), required by subsection (e) of Section 11 of Public Act 23-116. Per the Act, the plan must "ensure that the streets located in the municipality safely and conveniently serve road users of all ages and abilities, including pedestrians, transit users, bicyclists, persons using wheelchairs or other assistive device and motor vehicle operators." CTDOT will also accept the following as a CSAP, provided it satisfies the requirements of the Act as quoted above:
 - a. The section in the Regional Transportation Safety Plan, which was prepared for all nine [Council of Governments](#), that is specific to the municipality.
 - b. A municipality's [Vision Zero Action Plan](#).

III. SUBMISSION AND APPROVAL

3.1. SUBMISSION

All ATESD plans (original or revised) must be submitted electronically by the municipality to [CTDOT's Office of the State Traffic Administration \(OSTA\)](#) via email at DOT.OSTA@ct.gov. The OSTA will send an email confirmation acknowledging receipt of the ATESD plan.

3.2. REVIEW AND APPROVAL PROCESS

- Step 1:

The OSTA will determine if the submitted ATESD plan contains the required elements as described in Sections I & II of this guidance. If the submitted ATESD plan is determined to be incomplete, the OSTA will notify the municipality, in writing, what elements are missing or incomplete and what needs to be submitted.

Note: The statutory 60-day review period does not start until the OSTA confirms, in writing, that the ATESD plan contains all the required elements.

- Step 2:

Once it is determined that the ATESD plan is complete, the OSTA has 60 days to determine (1) if the ATESD plan is likely to improve traffic safety at the proposed location(s) and (2) if the ATESD distribution throughout the municipality is equitable. The OSTA will either approve or reject the ATESD plan in whole or in part. If the ATESD plan is rejected in whole or in part, the OSTA will provide a written explanation of its reasoning, as well as guidance for revising the ATESD plan for resubmission.

IV: DURATION OF THE ATESD PLAN APPROVAL

The municipality's initial ATESD plan is valid for three years after the first device becomes operational. Subsequent ATESD plans are valid for three years from the date of CTDOT approval. Municipalities may submit a modification to the ATESD plan to propose the use of ATESDs at additional locations, provided that the ATESD plan has not expired. It is not necessary for a municipality to submit a modification proposal to terminate the use of an ATESD at a particular location. All modifications to the ATESD plan must follow the same submittal, review, and approval processes as the initial ATESD plan. Approval of any modifications to the ATESD plan expires on the same date the approved ATESD plan expires.

V: REPORTING

5.1 INITIAL REPORT

Not later than 18 months after an ATESD becomes operational, the municipality must submit a report to CTDOT via email at DOT.OSTA@ct.gov and to the joint standing committee of the General Assembly having cognizance of matters related to transportation. The report must include, but need not be limited to, the following elements which are outlined in Section 13 of Public Act 23-116:

1. The number of violations of [CGS 14-218a](#), [CGS 14-219](#), and [CGS 14-299\(b\)\(3\)](#) that occurred at the locations where such automated traffic safety devices were installed at least 1 year prior to the use of such devices;
2. The number of violations where a motor vehicle exceeded the posted speed limit by ten or more miles per hour that were captured at such locations by an ATESD.
3. The number of violations where a motor vehicle failed to comply with [CGS 14-299\(b\)\(3\)](#) when facing a steady red signal on a traffic control signal that were captured at such locations by an ATESD.
4. If available, the number and type of related traffic violations and crashes that occurred at each location where an ATESD was installed at least 1 year prior to such installation and during the use of an ATESD.
5. The number of violations of [CGS 14-218a](#), [CGS 14-219](#), and [CGS 14-299\(b\)\(3\)](#) and related traffic violations and crashes that occurred at locations where an ATESD was used and at similar locations where an ATESD was not used. A similar location is defined as having approximately the same conditions (e.g. [traffic control device](#), [functional classificational](#), number of lanes, speed limit, traffic volumes, etc.).
6. A description of situations where recorded images could not be used or were not used.
7. The number of leased or rented motor vehicles, out-of-state motor vehicles or other vehicles, including trucks, where enforcement efforts were unsuccessful.
8. The amount of revenue from the fines and associated fees retained by the municipality, including the percentage of fines collected from residents and the percentage of fines collected from non-residents.
9. The cost to the municipality to use an ATESD.

5.2 SUBSEQUENT ANNUAL REPORTS

No later than one year after the municipality submits its initial report after the ATESD becomes operational, and every year thereafter until the ATESD is no longer operational in the municipality, the municipality must submit a report to CTDOT via email at DOT.OSTA@ct.gov and joint standing committee of the CT General Assembly having cognizance of matters related to

transportation. At a minimum, the report must include the following elements which are outlined in Section 13(b) of Public Act 23-116:

1. The number of motor vehicles that were subject to one citation, two citations, three citations or four or more citations.
2. In the case of an ATESD that records images of motor vehicles failing to comply with the provisions of subdivision (3) of subsection (b) of Section [14-299](#) of the CGS when facing a steady red signal on a traffic control signal, the number of citations at each location that were issued to motor vehicles making a right turn, to motor vehicles proceeding through the intersection and to motor vehicles making a left turn.
3. A list of engineering and educational measures undertaken by the municipality to improve safety in locations when an ATESD is operational.
4. Data regarding how many citations were issued, how many hearings were requested and the results of any such hearings.

5.3 COMPLIANCE WITH REPORTING REQUIREMENTS

If a municipality fails to report data on any ATESD location as required by Public Act 23-116, the OSTA will decline to re-authorize such ATESD location once the initial plan has expired.

VI: MODEL PRIVACY POLICY AND PROTOCOL

Pursuant to Public Act 23-116, municipalities that adopt an ordinance authorizing the use of ATESDs, must also adopt a written privacy policy that meets or exceeds the standards of CTDOT's model privacy policy and protocol, as written below:

Personally identifiable information about a person who is alleged, through the aid of an ATESD, to have committed a traffic violation, is protected information, with exceptions noted below. While information and data gathered from ATESDs is subject to disclosure under Connecticut's Freedom of Information Act, no personally identifiable information may be disclosed.

Personally identifiable information ("PII") as defined under section 10 of PA 23-116 includes, but is not limited to, the motor vehicle owner's address, telephone number, license plate numbers, photograph, bank account information, credit card number, debit card number, or the date, time, location, or direction of travel on a highway. No such PII is permitted to be disclosed, stored, or retained by a municipality or an ATESD vendor unless the disclosure is made in connection with, or retention is necessary for, the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted according to the requirements of section 11 of the Act.

Violation data and images should be electronically encrypted at the time of their capture to prevent unauthorized access or tampering. All violation evidence, whether PII or not, should be securely stored and managed according to standard rules and requirements for the security and preservation of legal evidence. Only authorized and trained program staff should have access to

the data. Sensitive personal information such as social security numbers should not be used or linked with names and should never be printed on violation notices mailed to recipients. Furthermore, any identifying data for non-infracting vehicles, such as license plate information, should not be stored.

Within 30 days after any fine is collected or there has been a resolution of a hearing conducted for the alleged traffic violation, whichever is later, the municipality or vendor must destroy PII and all other data that specifically identifies a motor vehicle and relates to a violation of the municipal ordinance adopted pursuant to section 11 of the Act.

VII: NOTIFICATION TO OPERATORS OF NAVIGATION APPLICATIONS

Pursuant to Subsection (f) of Section 11 of Public Act 23-116, prior to the in-service operation of an ATESD, the municipality shall provide notification of such location to persons, firms or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. Such notification shall include appropriate detail as to the nature and hours of operation of the enforcement device, and how the municipality will support such location-based applications through baseline mapping platforms. CTDOT will designate which such persons, firms or corporations shall be notified and provide technical guidance to such municipalities regarding how to provide such notification. This list of persons, firms, or corporations is subject to change throughout the duration of the approval and, upon request from CTDOT, the municipality shall furnish the applicable information on in-service devices to the newly designated persons, firms, or corporations in a timely manner, not to exceed 30 days from the date the municipality receives notice of such change. The municipality shall provide a copy of such notification to CTDOT pursuant to Section II of this guidance.

Attachment A (Required Signage)

Sign detail options for "Photo Enforced" to be installed *below a speed limit sign*

SIGN DETAIL
1:15

NOTES:
- OSTA APPROVAL REQUIRED
- MOUNT BELOW REGULATORY SPEED LIMIT SIGN 31-5505 (24"x30")
FOR SINGLE LANE OR 31-5504 (30"x36") FOR MULTI-LANE ROADS

Dimensions are in Inches
Material : 0,080" Thick Sheet Aluminum
Ground Mounted

SIGN NUMBER	31-0808				
PANEL SIZE	2'-0" x 2'-0"				
TOTAL AREA	4.0 Sq.Ft.				
MUTCD	R10-19P (CT)				
BDR INSET/WIDTH	0,38"/0,63"				
CORNER RADIUS	1.5"				
BACKGROUND	TYPE: XI COLOR: White				
LEGEND/BORDER	TYPE: XI COLOR: Black/Black				
* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE WHEN COLOR IS BLACK TYPE IS "PLAIN".					
SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	7.9	12.5	8.3	9

File name: 31-0808 Printed: 10/3/2023

REV'D /

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
P	H	O	T	O							D 2000
6	8.5	11.1	13.7	15.9						12	3
E	N	F	O	R	C	E	D				D 2000
2.2	4.5	7.3	9.5	12.3	14.8	17.4	19.8			19.7	3

SIGN DETAIL
1:15

NOTES:
- OSTA APPROVAL REQUIRED
- MOUNT BELOW REGULATORY SPEED LIMIT SIGN 31-5506 (36"x48")
FOR EXPRESSWAYS

Dimensions are in Inches
Material : 0,080" Thick Sheet Aluminum
Ground Mounted

SIGN NUMBER	31-0814				
PANEL SIZE	3'-0" x 2'-6"				
TOTAL AREA	7.5 Sq.Ft.				
MUTCD	R10-19P				
BDR INSET/WIDTH	0,38"/0,63"				
CORNER RADIUS	1.5"				
BACKGROUND	TYPE: XI COLOR: White				
LEGEND/BORDER	TYPE: XI COLOR: Black/Black				
* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE WHEN COLOR IS BLACK TYPE IS "PLAIN".					
SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	12.5	15.5	11	12

File name: 31-0814 Printed: 10/3/2023

REV'D /

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
P	H	O	T	O							D 2000
9,9	13,3	16,9	20,2	23,2						16,1	4
E	N	F	O	R	C	E	D				D 2000
4,8	8	11,7	14,7	18,4	21,7	25,3	28,5			26,4	4

Sign detail options for "Speed Limit –Photo Enforced" *stand alone sign*

SIGN DETAIL
1:15

NOTES:
- OSTA APPROVAL REQUIRED
- FOR USE ON SINGLE LANE AND MULTI-LANE ROADS

Dimensions are in Inches
Material : 0.080" Thick Sheet Aluminum
Ground Mounted

SIGN NUMBER	31-0813				
PANEL SIZE	3'-0" x 2'-0"				
TOTAL AREA	6.0 Sq.Ft.				
MUTCD	R10-18				
BDR INSET/WIDTH	0.38"/0.63"				
CORNER RADIUS	1.5"				
BACKGROUND	TYPE: XI COLOR: White				
LEGEND/BORDER	TYPE: XI COLOR: Black/Black				
* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE WHEN COLOR IS BLACK TYPE IS "PLAIN".					
SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	13.9	12.5	8.3	9

REV'D /

File name: 31-0813 Printed: 10/3/2023

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE				
S	P	E	E	D		L	I	M	I	T						C 2000		
7.4	9.6	11.8	13.9	15.9	17.6	20.6	22.5	23.6	26.3	27.1						21.3	3	
P	H	O	T	O		E	N	F	O	R	C	E	D				C 2000	
3	5.3	7.5	9.7	11.6	13.3	16.3	18.3	20.6	22.5	24.9	27	29.3	31.3				30	3

SIGN DETAIL
1:20

NOTES:
- OSTA APPROVAL REQUIRED
- FOR USE ON EXPRESSWAYS

Dimensions are in Inches
Material : 0.100" Thick Sheet Aluminum
Ground Mounted

SIGN NUMBER	31-0820				
PANEL SIZE	4'-0" x 2'-6"				
TOTAL AREA	10.0 Sq.Ft.				
MUTCD	R10-18				
BDR INSET/WIDTH	0.63"/0.75"				
CORNER RADIUS	1.88"				
BACKGROUND	TYPE: XI COLOR: White				
LEGEND/BORDER	TYPE: XI COLOR: Black/Black				
* REFER TO CATALOG OF SIGNS FOR SHEETING TYPE WHEN COLOR IS BLACK TYPE IS "PLAIN".					
SYMBOL	ROTATION	X	Y	WID	HT
Camera	0	18.5	15.5	11	12

REV'D /

File name: 31-0820 Printed: 10/3/2023

LETTER POSITIONS (X)													LENGTH	SERIES/SIZE				
S	P	E	E	D		L	I	M	I	T							C 2000	
9.9	12.8	15.8	18.5	21.3	23.5	27.5	30.1	31.5	35.1	36.2							28.4	4
P	H	O	T	O		E	N	F	O	R	C	E	D				C 2000	
4	7.1	10.1	12.9	15.4	17.8	21.7	24.5	27.6	30.1	33.2	36.1	39.1	41.8				40	4

Sign detail options for "Photo Enforced" to be installed at a traffic control signal

SIGN DETAIL
1:20

NOTES:
- OSTA APPROVAL REQUIRED
- FOR USE ON SINGLE LANE AND MULTI-LANE ROADS

Dimensions are in Inches
Material : 0.100" Thick Sheet Aluminum
Ground Mounted

SYMBOL	ROTATION	X	Y	WID	HT
Signal	0	10.9	16	8.5	23

File name: 31-0822 Printed: 10/3/2023

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
P	H	O	T	O							D 2000
8.1	11.4	15	18.4	21.4						16.1	4
E	N	F	O	R	C	E	D				D 2000
2.3	5.4	8.8	11.7	15.3	18.5	21.9	24.9			25.3	4

REV'D /

SIGN DETAIL
1:20

NOTES:
- OSTA APPROVAL REQUIRED
- FOR USE ON EXPRESSWAYS

Dimensions are in Inches
Material : 0.100" Thick Sheet Aluminum
Ground Mounted

SYMBOL	ROTATION	X	Y	WID	HT
Signal	0	12.8	17	10.4	28

File name: 31-0821 Printed: 10/3/2023

LETTER POSITIONS (X)										LENGTH	SERIES/SIZE
P	H	O	T	O							D 2000
8.9	12.7	16.7	20.5	23.9						18.1	4.5
E	N	F	O	R	C	E	D				D 2000
3.2	6.7	10.9	14.2	18.4	22.2	26.2	29.8			29.7	4.5

REV'D /

EXHIBIT E

CTDOT: Conditions for CTDOT to approve an Automated Traffic Enforcement Safety Device (ATESD) system to physically interface into a traffic control signal system

The following conditions must be met for CTDOT to approve an Automated Traffic Enforcement Safety Device (ATESD) system to **physically** interface into a traffic control signal system. (A traffic control signal system includes but is not limited to traffic signal cabinet, controller, detection, and conduit systems)

- 1) ATESD systems shall minimize its impact on traffic control signal system operations and maintenance to the maximum extent of the system, as determined by CTDOT.
- 2) All components for the ATESD system shall be supplied by the applicant or their contractor.
- 3) ATESD systems shall be mounted on poles for specific use with the ATESD and include either pole-mounted or ground-mounted cabinets; only items required for a direct communication connection to CTDOT equipment shall be allowed at CTDOT-owned traffic control signal cabinets.
- 4) All ATESD systems cabling shall be rated to be installed in traffic control signal system conduits carrying signal and power cables with up to 600V.
- 5) A separate auxiliary box will be installed on the side of the signal cabinet which will provide the ATESD system a controller interface. The auxiliary box will meet CTDOT specifications calling for NEMA 3R Auxiliary Equipment Cabinets (AEC) with the following dimensions: 14"Hx11"Wx11"D.
- 6) ATESD system components and cables shall be clearly labeled in all junction boxes, handholes, and cabinets.
- 7) ATESD systems shall interface with the controller on a Synchronous Data Link Control (SDLC) or National Transportation Communications for Intelligent Transportation Systems (ITS) Protocol (NTCIP) level.
- 8) All work completed within a CTDOT signal cabinet shall be performed or overseen by certified E2 electricians licensed by the State of Connecticut and with previous signal installation experience.
- 9) The ATESD system manufacturer vendor/representative shall provide a bench test demonstration to CTDOT Traffic Signal Lab personnel upon CTDOT's request. This demonstration shall show all functions of the ATESD system, mounting, equipment, and all CTDOT system interface connections as installed in the field.
- 10) The Department of Transportation should be provided with 7 days notice prior to relocating the ATESD equipment from, or to a state owned traffic signal as long as all previously stated equipment is installed prior to the relocation.
- 11) The Department of Transportation reserves the right to disconnect any ATESD equipment during the course of standard maintenance.