



House of Representatives

General Assembly

File No. 233

February Session, 2024

House Bill No. 5329

House of Representatives, April 3, 2024

The Committee on Transportation reported through REP. LEMAR of the 96th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT CONCERNING ROAD SAFETY AUDITS BY THE DEPARTMENT OF TRANSPORTATION.

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

1 Section 1. (NEW) (*Effective July 1, 2024*) (a) As used in this section, (1)
2 "traffic authority" has the same meaning as provided in section 14-297
3 of the general statutes, and (2) "highway" has the same meaning as
4 provided in section 14-1 of the general statutes.

5 (b) Not later than January 1, 2025, the Commissioner of
6 Transportation shall develop a process by which a person, traffic
7 authority or regional council of governments may request the
8 Department of Transportation to perform a road safety audit of a
9 specified highway for the purpose of identifying transportation safety
10 solutions and improving motor vehicle, bicycle and pedestrian traffic
11 upon such highway. Any such process shall require the commissioner
12 to notify, in writing, the requesting person, traffic authority or regional
13 council of governments, not later than thirty days after receipt of any
14 such request, of the commissioner's determination (1) to perform such

15 road safety audit and in such determination, identify the scope of the
16 road safety audit to be performed and the date for the completion of
17 such road safety audit, or (2) to not perform such road safety audit and
18 the reasons for the commissioner's determination. Such process shall
19 require the results of any road safety audit to be submitted to the person,
20 traffic authority or regional council of governments that requested such
21 road safety audit and any members of the General Assembly
22 representing the municipality in which the audited highway is located.
23 The commissioner shall post the process developed pursuant to the
24 provisions of this section on the Internet web site of the Department of
25 Transportation.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>July 1, 2024</i>	New section

TRA *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note**State Impact:** None**Municipal Impact:** None**Explanation**

The bill, which does not have a fiscal impact, requires the Department of Transportation (DOT) to create a process for eligible entities to request road safety audits. The requirements of the bill generally align with DOT's current practice and is not expected to result in additional costs to the department.

The Out Years**State Impact:** None**Municipal Impact:** None

OLR Bill Analysis**HB 5329*****AN ACT CONCERNING ROAD SAFETY AUDITS BY THE DEPARTMENT OF TRANSPORTATION.*****SUMMARY**

This bill requires the Department of Transportation (DOT), by January 1, 2025, to create a process allowing a person, traffic authority, or regional council of governments to request the department to do a road safety audit (RSA; see BACKGROUND) of a specific highway (i.e., generally state or local roads that are open to the public). The purpose of these audits is to identify transportation safety solutions and improve motor vehicle, bicycle, and pedestrian traffic on the highway.

Under the bill, the RSA process must require the DOT commissioner to notify the requesting entity in writing, within 30 days after receiving the request, as to the department's decision whether to perform the RSA. If DOT will do one, the notice must include the scope of the audit and its completion date; if not, the notice must include the reasons why. Additionally, the process must require DOT to submit RSA results to (1) the requesting entity and (2) legislators representing the municipality or municipalities where the audited highway is located.

Lastly, the bill requires DOT to post this RSA process on its website.

EFFECTIVE DATE: July 1, 2024

BACKGROUND***DOT Road Safety Audits***

Under current practice, DOT accepts RSA applications from local traffic authorities. When the department approves an application, it notifies the municipality and schedules the field audit. Before doing the

audit, DOT meets with RSA stakeholders to discuss audit objectives and review relevant information. Following a post-audit meeting with these stakeholders, DOT drafts a final report with existing conditions and recommendations and allows the municipality to review the report and make additional comments. After reviewing and incorporating these comments, DOT addresses each recommendation with steps the municipality should take for implementation.

According to DOT, RSAs are currently done using protocols the Federal Highway Administration publishes.

COMMITTEE ACTION

Transportation Committee

Joint Favorable

Yea 36 Nay 0 (03/18/2024)