



Senate

General Assembly

File No. 294

February Session, 2024

Substitute Senate Bill No. 278

Senate, April 8, 2024

The Committee on Transportation reported through SEN. COHEN of the 12th Dist., Chairperson of the Committee on the part of the Senate, that the substitute bill ought to pass.

AN ACT CONCERNING TRANSPARENCY RELATED TO FEDERAL FUNDS RECEIVED BY THE DEPARTMENT OF TRANSPORTATION FOR CAPITAL PROJECTS.

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

1 Section 1. (NEW) (*Effective from passage*) (a) On or before January 1,
2 2025, and annually thereafter, the Commissioner of Transportation shall
3 submit a report, in accordance with the provisions of section 11-4a of the
4 general statutes, to the joint standing committees of the General
5 Assembly having cognizance of matters relating to transportation and
6 finance, revenue and bonding. Such report shall include, but need not
7 be limited to: (1) The current status of each project identified in the most
8 recent five-year transportation capital plan for the state developed by
9 the Department of Transportation; (2) the estimated start and
10 completion dates for each phase of each such project; (3) the amount of
11 federal funds that have been obligated or committed for each such
12 project, including for any completed and future phase of each such
13 project; and (4) the amount of federal funds received for each such
14 project, including for any completed and current phase of each such

15 project. The commissioner shall post each such report on the Internet
16 web site of the department.

17 (b) On or before January 1, 2025, the Commissioner of Transportation
18 shall establish a separate page on the Internet web site of the
19 Department of Transportation dedicated to information concerning the
20 department's capital projects identified in the most recent five-year
21 transportation capital plan and shall update such information at least
22 quarterly. Such Internet web site page shall include, but need not be
23 limited to: (1) A brief description of each such project; (2) the current
24 status of each such project; (3) a map showing the municipality where
25 each such project is located; (4) the anticipated cost of each phase of each
26 such project; (5) the estimated start and completion dates for each phase
27 of each such project; and (6) the amount of federal funds received for
28 each such project, including for any completed and current phase of
29 each such project.

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

TRA *Joint Favorable Subst.*

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:

Agency Affected	Fund-Effect	FY 25 \$	FY 26 \$
Transportation, Dept.	TF - Cost	Up to 200,000	None

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill requires the Department of Transportation (DOT) to report, by January 1, 2025 and annually thereafter, to the Transportation and Finance, Revenue, and Bonding Committees on specified information for each project in its most recent capital plan, which encompasses more than 650 projects. The bill requires corresponding information to be posted and updated quarterly on the department's website.

The bill results in a one-time cost of up to \$200,000 in FY 25 for DOT to hire a consultant to establish a reporting process to fulfill the bill's requirements. According to DOT, the required information is not regularly tracked or readily extractable through the department's current systems and procedures, so a new process is required.

The Out Years

The bill is not expected to have an out year impact because, once the process is established, it is anticipated that updating the information can be accomplished through existing resources.

OLR Bill Analysis**sSB 278*****AN ACT CONCERNING TRANSPARENCY RELATED TO FEDERAL FUNDS RECEIVED BY THE DEPARTMENT OF TRANSPORTATION FOR CAPITAL PROJECTS.*****SUMMARY**

Beginning by January 1, 2025, this bill requires the Department of Transportation (DOT) commissioner to annually submit a report to the Transportation and Finance, Revenue and Bonding committees that includes the following information about its capital projects:

1. the status of each project identified in the most recent five-year DOT transportation capital plan for the state;
2. the estimated start and completion dates for each phase of these projects;
3. the amount of federal funds obligated or committed for each project, including for any completed and future phase; and
4. the amount of federal funds received for each project, including for any completed and current phase.

The bill requires the commissioner to post the report on DOT's website. It also requires the commissioner, by January 1, 2025, to create, and then at least quarterly update, a separate website page for information about the projects in the department's five-year capital plan. Under the bill, this webpage must include the following information:

1. a short description of each project and its status;
2. a map showing the municipality where each project is located;

3. the anticipated cost of each phase of these projects and their estimated start and completion dates; and
4. the amount of federal funds received for each project, including for any completed and current phase.

EFFECTIVE DATE: Upon passage

COMMITTEE ACTION

Transportation Committee

Joint Favorable Substitute

Yea 35 Nay 0 (03/20/2024)