House of Representatives

General Assembly

File No. 402

January Session, 2025

House Bill No. 7057

House of Representatives, April 1, 2025

The Committee on Transportation reported through REP. BERGER-GIRVALO of the 111th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT CONCERNING THE INSTALLATION OF SOUND BARRIERS BY THE DEPARTMENT OF TRANSPORTATION.

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

Section 1. (NEW) (*Effective from passage*) (a) For the purposes of this section, "Type II project" has the same meaning as provided in 23 CFR 772.5, as amended from time to time.

(b) Not later than October 1, 2025, the Department of Transportation shall (1) develop, and revise as necessary thereafter, a schedule to fund the construction of noise barriers for Type II projects according to the priority list developed in accordance with section 34 of public act 23-135, and (2) fund the construction of such noise barriers according to such schedule. The department shall publish such schedule and the status of each noise barrier construction project on the department's Internet web site.

This act shall take effect as follows and shall amend the following sections:		
Section 1	*from passage*	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:

Agency Affected	Fund-Effect	FY 26 $	FY 27 $
Transportation, Dept.	TF - Cost	See Below	See Below

Note: TF=Transportation Fund

Municipal Impact: None

Explanation

The bill requires the Department of Transportation (DOT) to develop a schedule and fund the construction of certain noise barriers. According to DOT, the bill's requirements include funding noise barriers at 37 locations at a cost of more than $320 million over a 15-20 year period. Of the total cost, DOT expects the state portion to be at least $83 million, with the remaining costs eligible for federal reimbursement. The bill's noise barrier projects are not included in the department's current capital plan.

The Out Years

The annualized ongoing fiscal impact identified above would continue into the future subject to the timing of the noise barrier construction projects over the next 15-20 years. To the extent the state's costs are financed using bonded dollars, the long-term cost would increase due to interest costs and be spread out for up to 20 years after the final barrier was installed.

OLR Bill Analysis

HB 7057

AN ACT CONCERNING THE INSTALLATION OF SOUND BARRIERS BY THE DEPARTMENT OF TRANSPORTATION.

SUMMARY

This bill requires the Department of Transportation (DOT), by October 1, 2025, to (1) develop, and later revise as needed, a funding schedule for constructing noise barriers for Type II projects (i.e. retrofit projects) and (2) fund construction according to this schedule. The funding schedule must be based on the department's existing priority list for these noise barriers. The bill also requires DOT to publish the schedule and status of each construction project on its website.

A "Type II project" is generally a federal or federal-aid highway project for noise abatement on an existing highway (see BACKGROUND).

EFFECTIVE DATE: Upon passage

BACKGROUND

Noise Barriers

State and federal regulation and policy separate noise barriers into two types, based on whether they are associated with an existing or new source of noise. Under federal regulations, noise barriers must mitigate increased traffic noise exceeding allowable levels resulting from new highway or bridge construction or reconstruction (i.e. Type I projects). The federal government generally pays most of the noise barrier costs as part of the approved project. Federal regulations allow federal funds to be used for retrofitting an area with noise barriers (i.e. Type II projects) if a state adopts a Type II program that includes a federally approved priority ranking system (23 C.F.R. § 772.7).

COMMITTEE ACTION

Transportation Committee

Joint Favorable
Yea 35 Nay 0 (03/12/2025)