



AUDIT SUMMARY

Department of Transportation

www.cga.ct.gov/apa

Fiscal Years Ended June 30, 2019 and 2020

ABOUT THE AGENCY



The Department of Transportation's (DOT) mission is to provide a safe and efficient transportation network that improves the quality of life and promotes economic vitality for the state and the region. DOT is organized into

five bureaus, each administered by a bureau chief, as follows:

- Engineering and Construction
- Finance and Administration
- Highway Operations
- Policy and Planning
- Public Transportation

ABOUT THE AUDIT

We have audited certain operations of the Department of Transportation in fulfillment of our duties under Section 2-90 of the Connecticut General Statutes. The scope of our audit included, but was not necessarily limited to, the fiscal years ended June 30, 2019 and 2020. The objectives of our audit were to evaluate the:

1. Department's internal controls over significant management and financial functions;
2. Department's compliance with policies and procedures internal to the department or promulgated by other state agencies, as well as certain legal provisions; and
3. Effectiveness, economy, and efficiency of certain management practices and operations, including certain financial transactions.

We conducted this performance audit in accordance with generally accepted government auditing standards. Those standards require that we plan and perform the audit to obtain sufficient, appropriate evidence to provide a reasonable basis for our findings and conclusions based on our audit objectives. We believe that the evidence obtained provides a reasonable basis for our findings and conclusions based on our audit objectives.

[Link to full report](#)

5 Total Findings

4 Repeat Findings

Our audit identified internal control deficiencies; instances of noncompliance with laws, regulations, and policies; and a need for improvement in practices and procedures that warrant the attention of management.

NOTEWORTHY FINDINGS



Findings



Recommendations

1

We reviewed two instances in which DOT hired employees into positions that reported through the chain of command to immediate family members. We did not find any documentation on file describing how DOT addressed the potential conflicts of interest.

DOT should thoroughly document its actions taken to identify and mitigate potential conflicts of interest and the risk of nepotism when immediate familial relationships exist between DOT employees. When a DOT employee is in the chain of command of an immediate family member, all personnel actions affecting the employee should be approved by a peer or superior of the higher-ranking employee.

2

DOT's information technology disaster recovery plan only provides a high-level overview that describes the goals of the process. The plan does not include detailed specifications for essential hardware and software. It also does not incorporate procedures for carrying out the recovery process, prioritizing the tasks to be performed, and identifying the individuals who will perform them.

DOT should develop and regularly test a comprehensive disaster recovery plan for its information technology functions.

3

Our review of two DOT cost-effectiveness evaluations for engineering consultants revealed that DOT did not consider all potential costs associated with performing the work in-house, including staff supervision, paid leave, actual salaries, salary increases, and indirect costs.

DOT should confer with the Office of Policy and Management to ensure that its privatization cost-effectiveness evaluations are accurate and consider all costs associated with competing alternatives.

4

DOT did not promptly address identified potential conflicts of interest involving external business relationships, maintain a control log to track potential conflicts, or periodically remind employees to update their forms when necessary.

DOT should periodically remind employees of their obligation to report potential conflicts of interest, establish a control log for reported conflicts, and promptly address them.

5

DOT operates two ferry services on the Connecticut River. The ferries charge per passenger or per vehicle fares. Although pre-numbered tickets incorporating a receipt for issuance to payees are used, a single ticket can be used for up to eight passengers. The employee collecting the fares records the number of passengers on the ticket. The effectiveness of this control is reduced because the employee can record less than the number of fares they collected.

DOT should use pre-numbered tickets with fixed values to improve accountability over ferry fares.