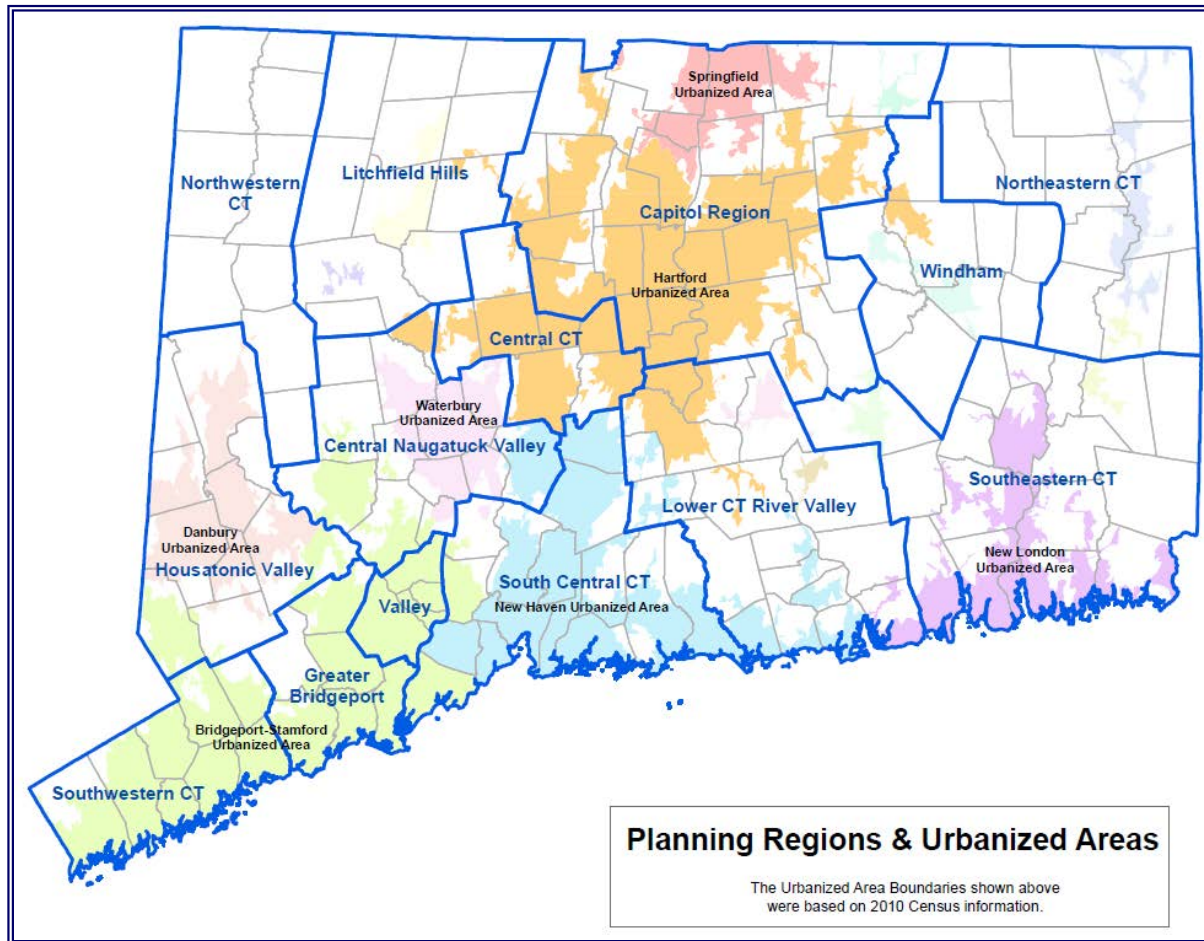
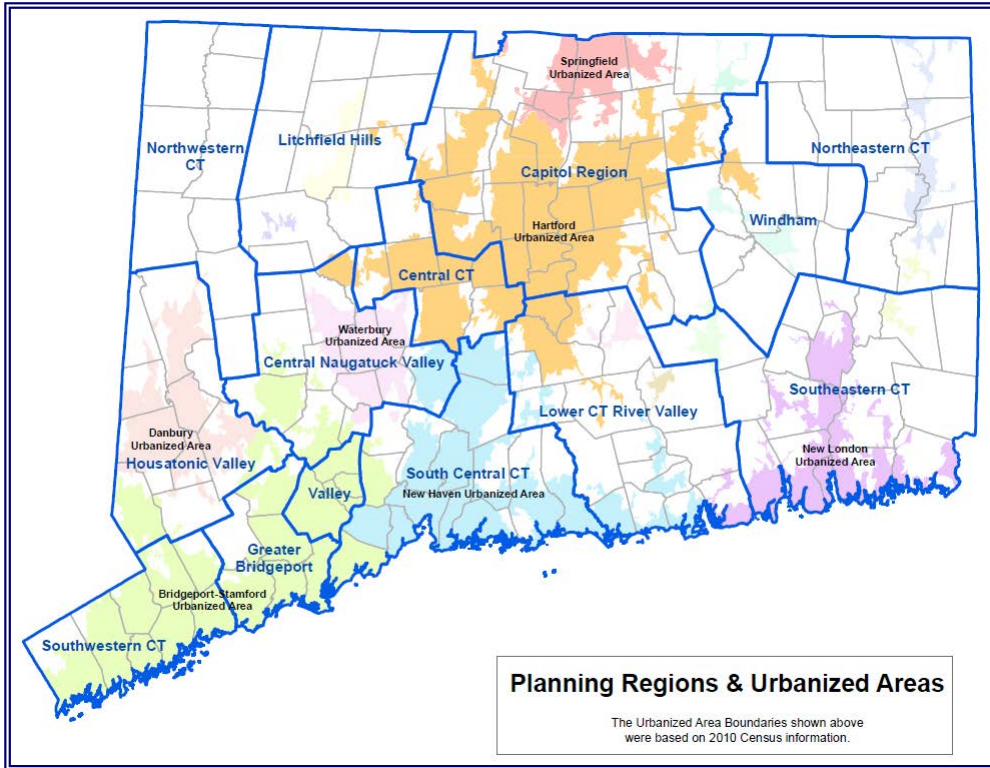


# Consolidating Regions in CT:

*Building More Effective Transportation Programs  
& Stronger Metropolitan Planning Organizations*





# 14 regions too many

## Size of regions too small

- Fragmented geography
- Do not encompass entire metropolitan area as intended by federal law

## Funding levels inadequate

- \$4.4 million divided 14 times = insufficient funding

## Size of staffs too small

- Most lack specialized skills sets needed
- Duplication of admin. functions & costs

*Building More Effective Transportation Programs & Stronger MPOs*

# MAP-21 exacerbates problem

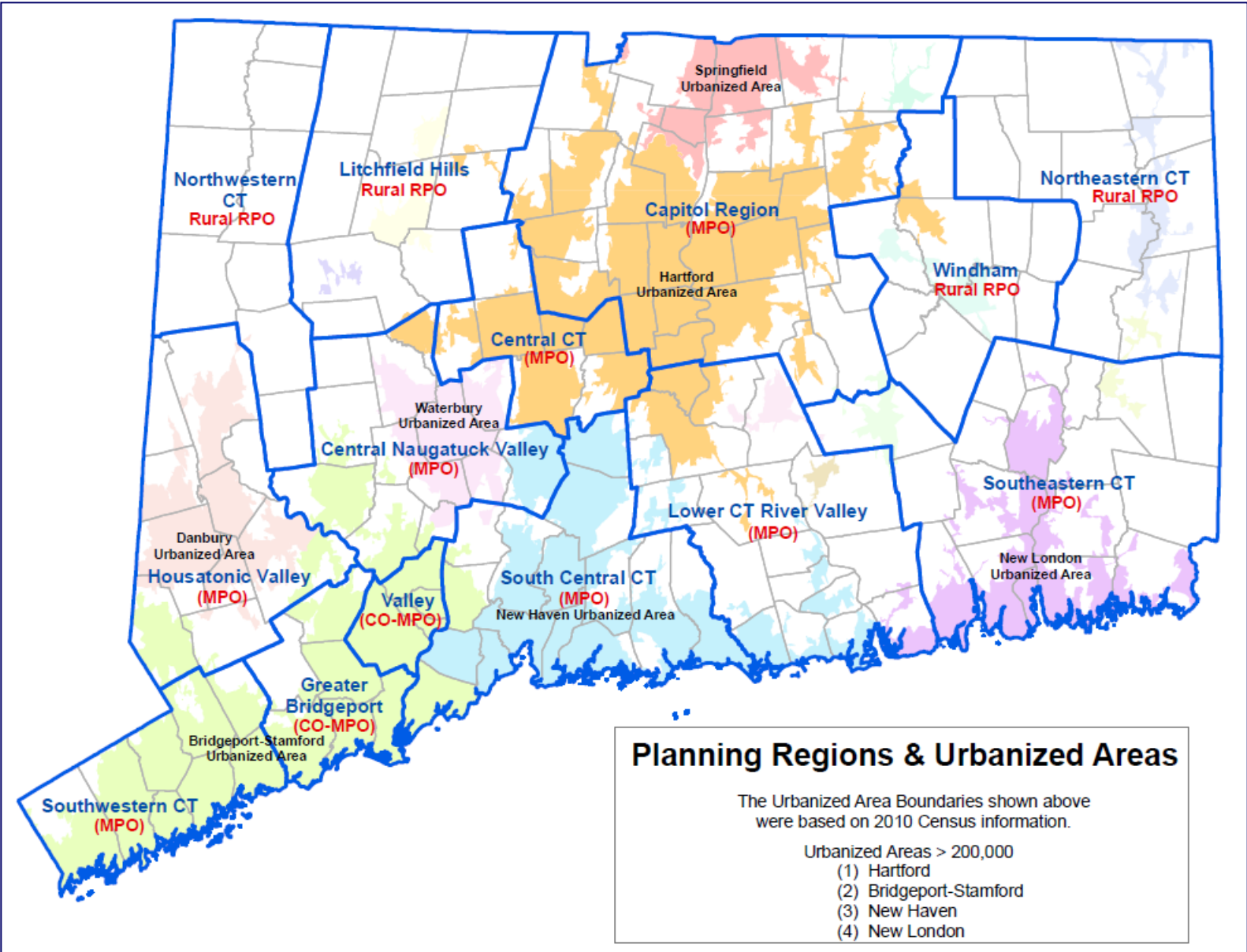
- Imposes more responsibilities
- Requires more technical capability
- Requires performance measures & management
- Future MPO 'certification' reviews (every 4 years) could find small MPOs not meeting minimum planning requirements
  - FHWA certification required for regions to continue receiving federal 'project' funds

# Goals of Consolidation

*DOT perspective*

- More efficient & effective transportation programs
- Stronger, more robust MPOs
- Stronger partnerships between DOT & MPOs

# MPOs versus Rural RPOs



# Transportation Management 'Areas' (TMA):

urban population > 200,000

## Federal law distinguishes between two levels of MPOs:

- Urban areas > 200,000 (*large MPOs*)
- Urban areas 50,000 – 200,000 (*small MPOs*)

## MPOs in TMAs: *given extra responsibility & authority*

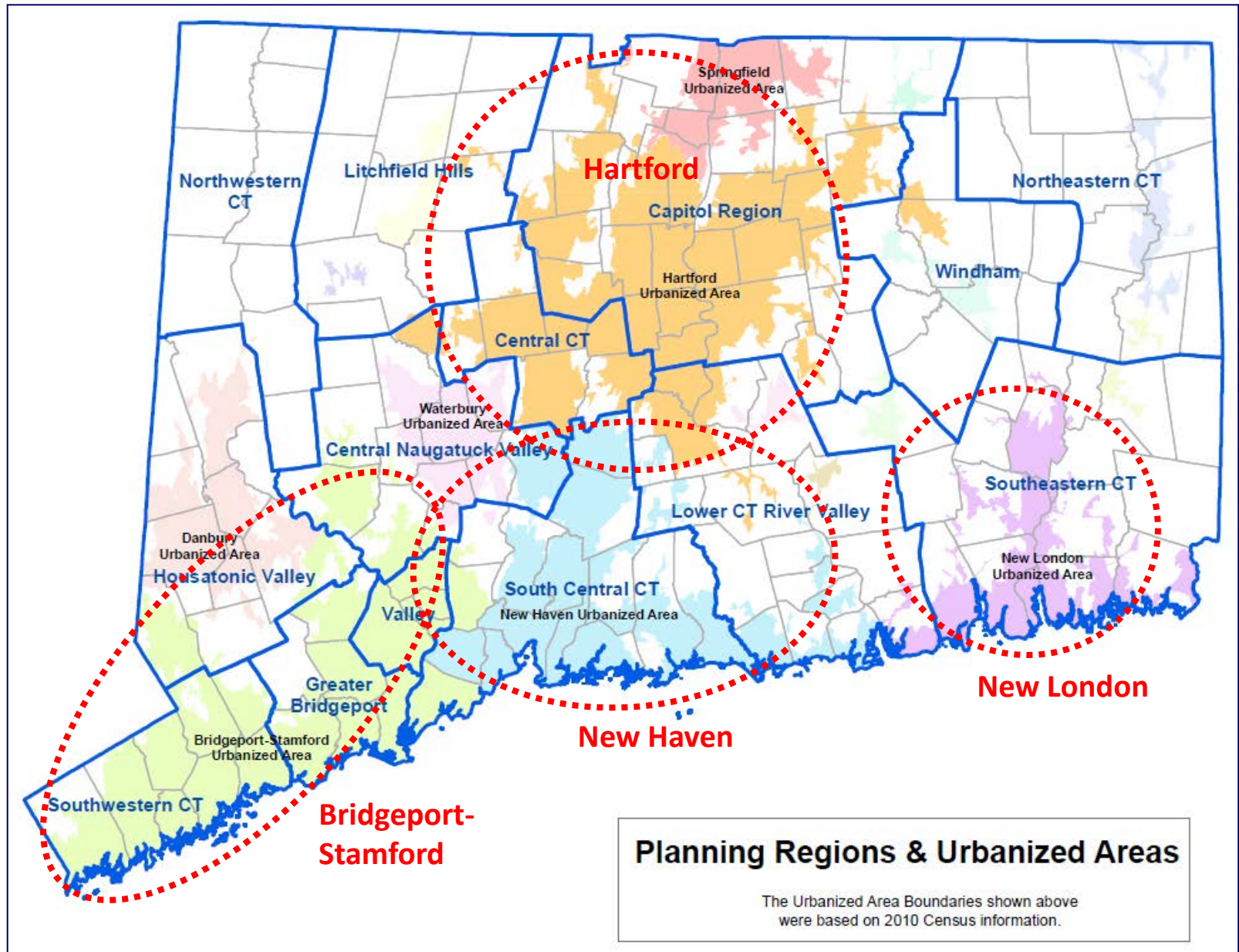
- Example: congestion management program
- Example: STP Urban funds allocated directly to TMA

## TMAs in CT: (based on 2010 census):

- Hartford (924,859)
- Bridgeport-Stamford (923,311)
- New Haven (562,839)
- New London (209,190)

# Federal Transportation Management Areas (TMA):

urban population > 200,000



# Factors to consider in any consolidation for transportation purposes:

Based on goals of:

- More efficient & effective transportation programs
- Stronger, more robust MPOs
- Stronger partnerships between DOT & MPOs



# Factors to consider in any consolidation for transportation purposes:

## **Size of region** - *large enough to:*

- Reduce overhead cost & gain economies of scale
- Support staff of sufficient size & skill sets to perform MPO work
  - Decisions on major transportation investments need to be based on good information & sound analysis

## **Geographic boundaries** - *based 'generally' on metro areas*

- Based on metropolitan areas – preferably closely linked to TMA defined area

## **Organizational structure** - *based on COG*

- Strong voice to local elected officials
  - MPOs intended to empower local elected officials
  - COG provides direct LEO involvement

# Options for 'enhancing' MPO roles & capabilities through consolidation

1. Access to greater levels of funding
  - Planning purposes
  - Project funding purposes
2. Delegation of authority to enhanced MPOs
  - Project design & delivery

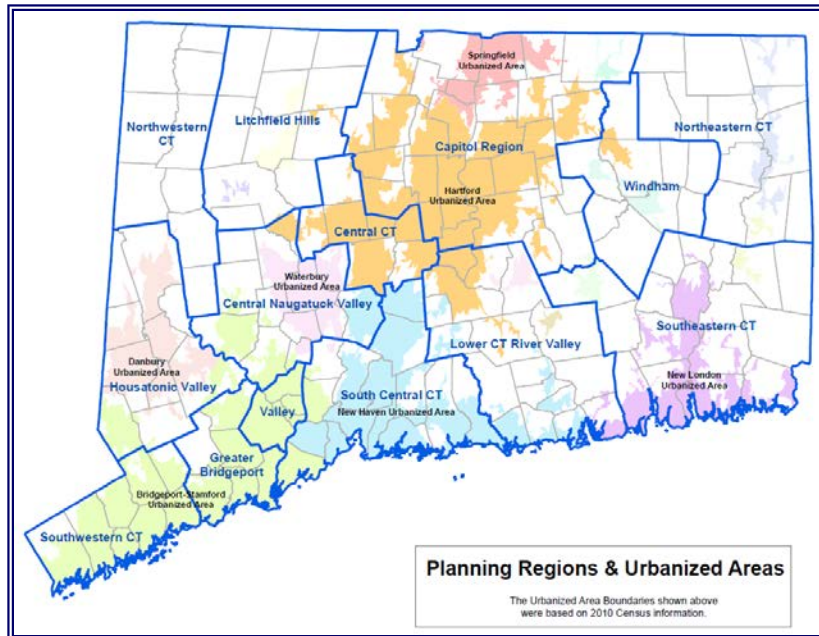
# Consolidating regions means consolidated funding

## Planning funds (FHWA & FTA):

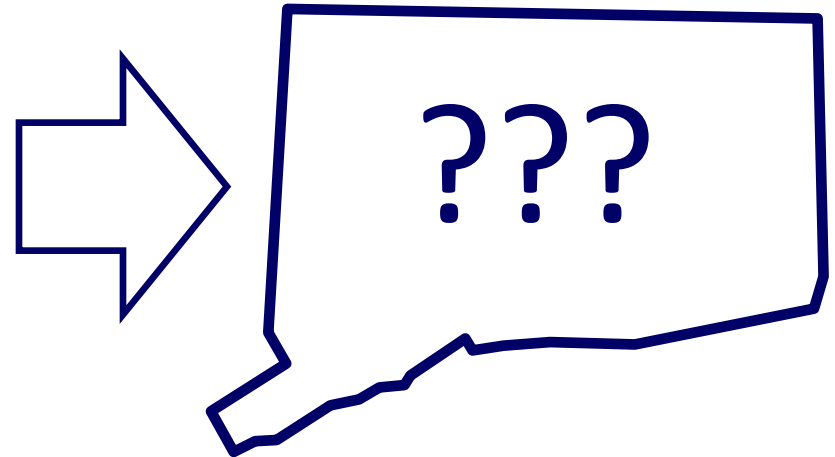
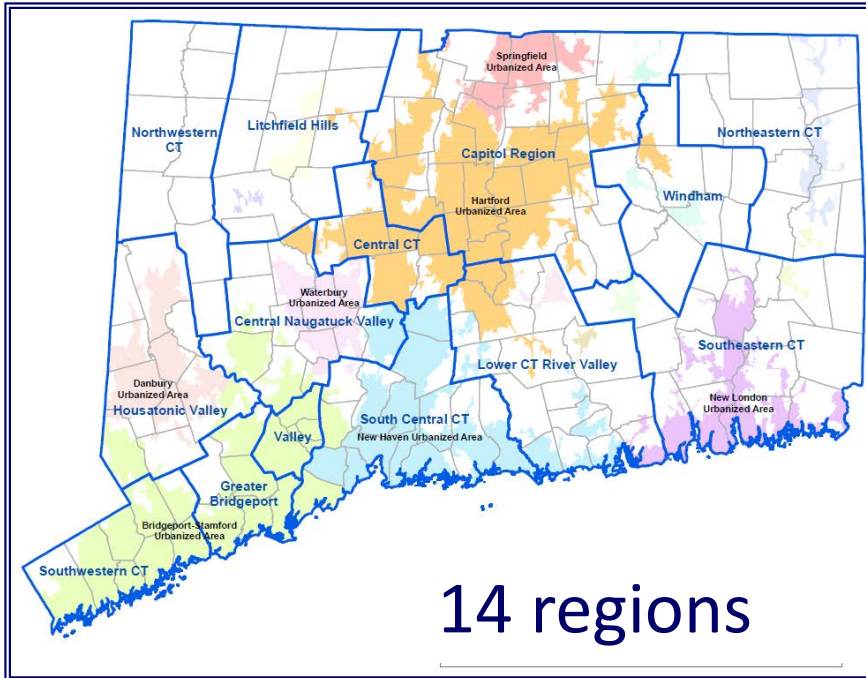
- **\$4.4 million** statewide (*fed. \$ only. Add 20% match*)
- **14 regions: \$315,000** “average”
- **3 regions: \$1,450,000** average
- **4 regions: \$1,100,000** average
- **5 regions: \$880,000** average

## Project funds (FHWA):

- for design & construction
- much larger amounts
  - STP Urban
  - Transportation Alternatives
  - Congestion Mitigation & Air Q.
- *Will illustrate later in example*



# What is the right number of regions?



No 'right' number, but DOT believes that 3-5 is reasonable

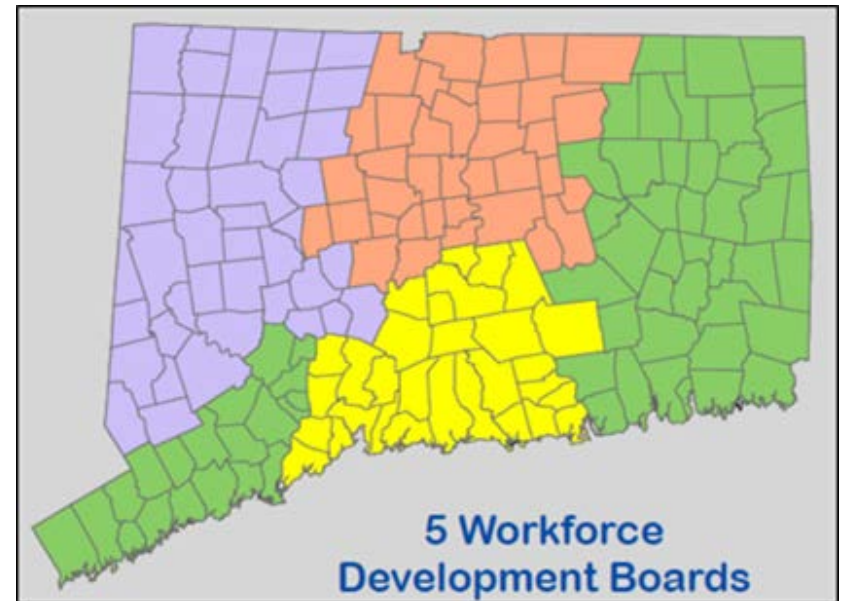
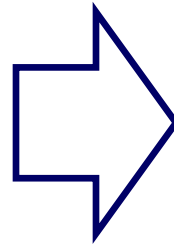
- Large enough to be more effective & efficient
- Small enough to maintain local presence & good communication with & among local elected officials

Potential benefits of 'funding' consolidation:  
'example' of a 5 region option



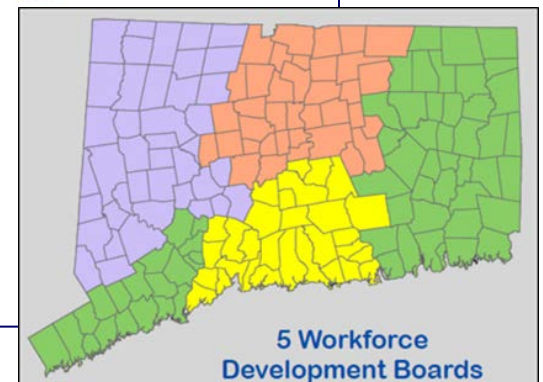
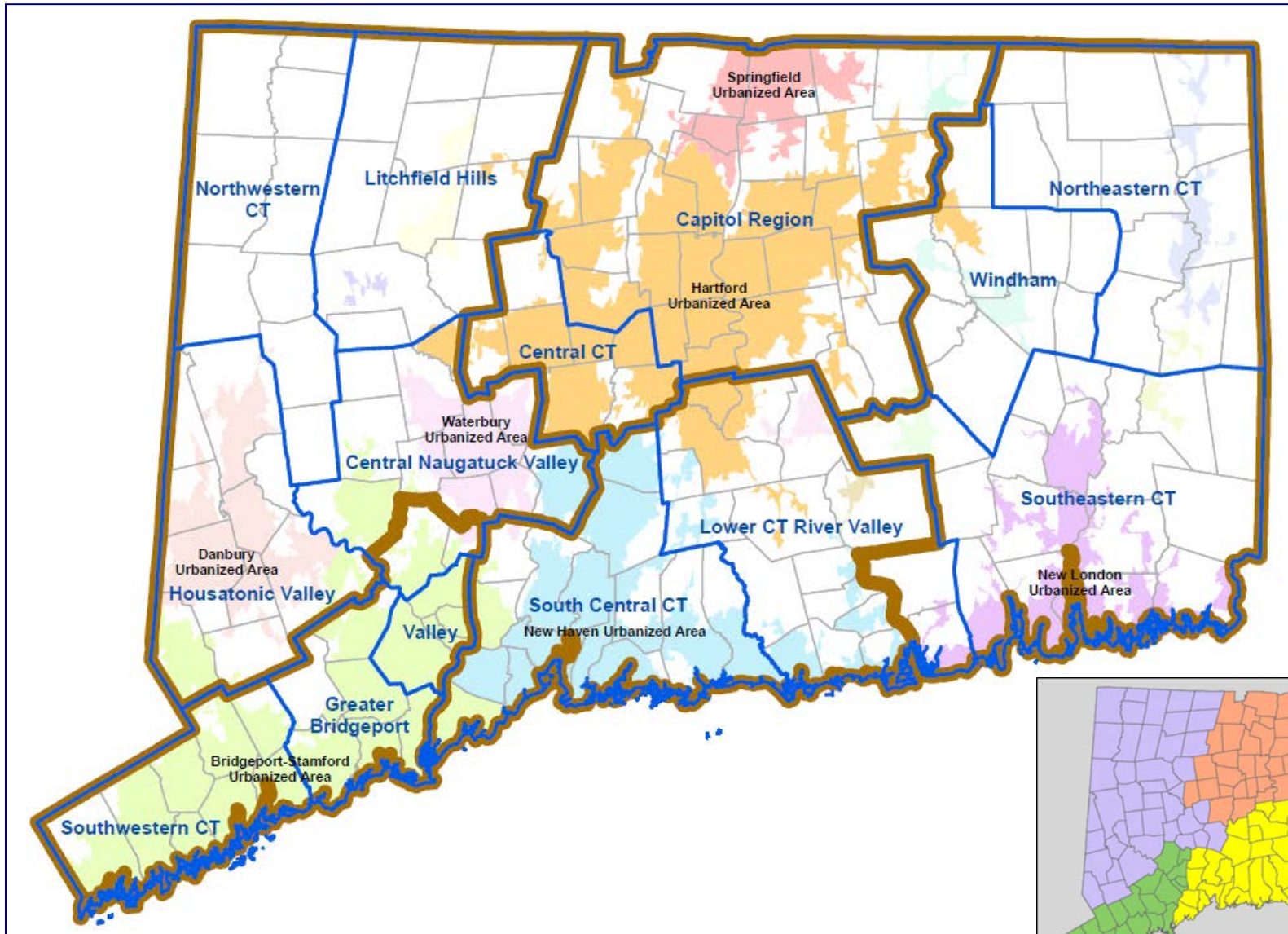
**For discussion purposes only!**

Potential benefits of 'funding' consolidation:  
'example' of a 5 region option



**Assume same boundaries as 'Workforce Development' regions**

**Example:** 5 region option based on *Workforce Development* regions



# Potential '*Planning*' Funds for Consolidated MPOs

	<i>Pop- ulation</i>	<i>Planning funds</i>
<b>Northwest</b> <i>(not a TMA)</i>	599,598	<b>1,140,068</b>
<b>North Central</b>	1,005,476	<b>1,911,805</b>
<b>Southwest</b>	789,505	<b>1,501,161</b>
<b>South Central</b>	735,677	<b>1,398,811</b>
<b>Eastern</b>	443,841	<b>843,916</b>
<b><i>total state</i></b>	<b>3,574,097</b>	<b>6,795,761</b>

Compare to:  
current MPO/RPO planning funds:

\$100 -\$500,000 (8)

\$500 -\$800,000 (4)

Over \$800,000 (2)



## Potential '*Project*' Funds for Consolidated MPOs/RPOs

	<b>STP Urban</b>	<b>Transp. Altern.</b>	<b>CMAQ</b>	<b>Total</b>
<b>Northwest</b>	10,448,604	798,365	2,097,027	<b>13,343,995</b>
<b>North Central</b>	19,858,936	1,338,791	3,516,539	<b>24,714,266</b>
<b>Southwest</b>	16,480,646	1,051,226	2,761,205	<b>20,293,077</b>
<b>South Central</b>	14,587,831	979,554	2,572,948	<b>18,140,333</b>
<b>Eastern</b>	6,204,855	590,974	1,552,284	<b>8,348,113</b>
<b><i>total state</i></b>	<b>67,580,872</b>	<b>4,758,910</b>	<b>12,500,002</b>	<b>84,839,785</b>

current **STP Urban** funds: {

- Less than \$5 million (10) *small MPOs sometimes need*
- \$5 - 8 million (4) *to 'bank' funds over several*
- Over \$8 million (2) *years to fund projects*

# To fully implement project funding scenario:

## **Consolidate regions :**

- Aggregate or consolidate current individual funding allocations

## **Build MPO staff capabilities**

- Need engineering & project management expertise
- Need training & certification in FHWA project management

## **Delegate DOT project authority to MPOs**

- DOT must delegate its authority
- Major change in business practice

# Benefits of Delegating Project Funding & authority:

**MPOs:** Funding levels large enough to finance large projects & reduce need to 'bank' funds over several years

**MPOs:** Full control of project cost & delivery

- MPO complain DOT oversight adds cost & delay to projects

**DOT:** Reassign staff resources to 'state' projects

- Federal funding stewardship responsibilities require large commitment of staff resources