



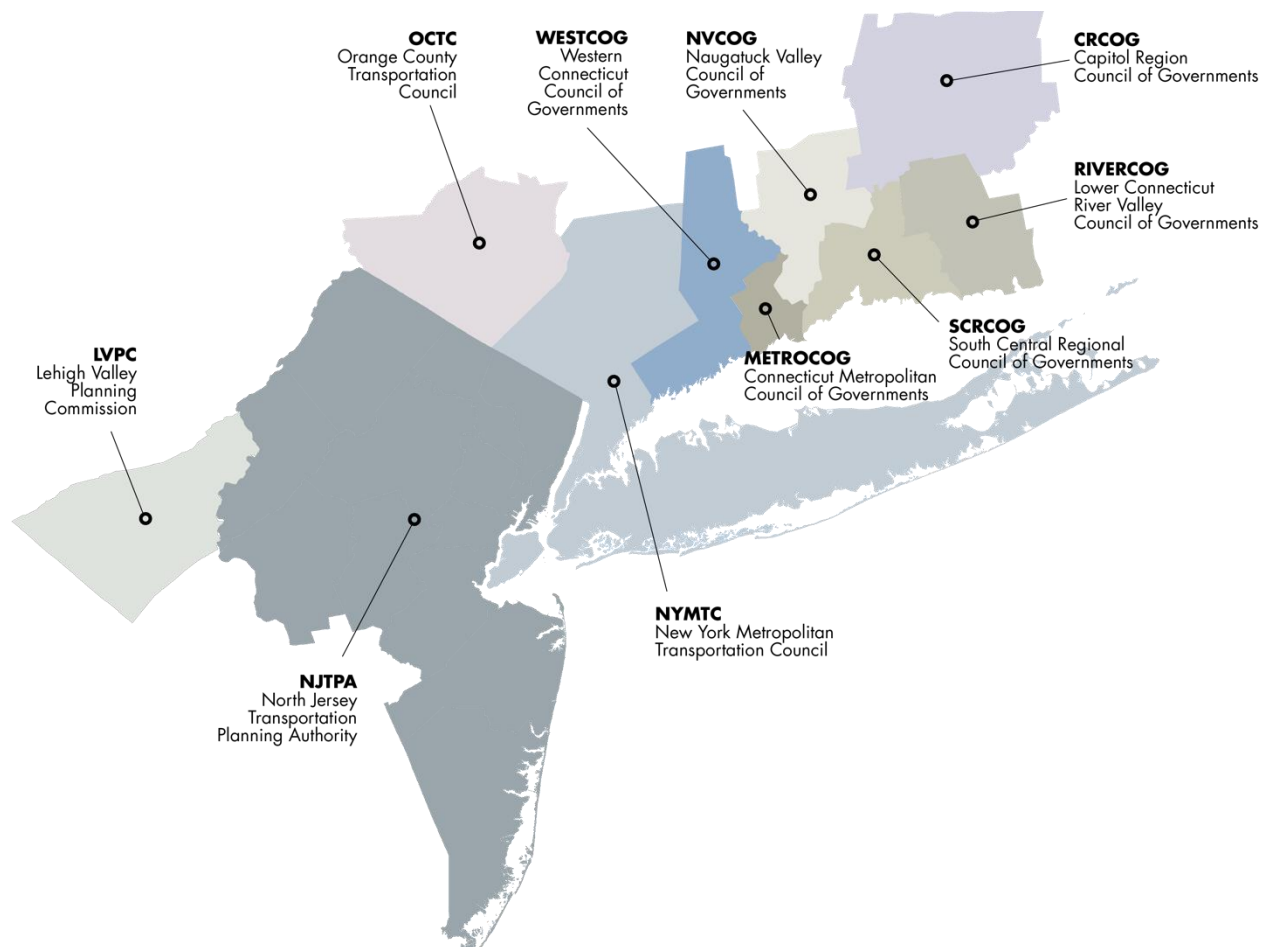
Governor Ned Lamont State of Connecticut



FACT SHEET 2023 Legislative Session

HOUSE BILL 6670 *AN ACT STUDYING THE CONSOLIDATION OF METROPOLITAN PLANNING ORGANIZATIONS*

Metropolitan Planning Organizations, or MPOs, play a key role in state transportation planning. Federal law designates them as a critical component of developing the state’s transportation improvement program. Connecticut’s MPOs, which are mostly coincident with the COGs, are much smaller than most states’ MPOs. For example, the entirety of New York state has only 3 MPOs, whereas Connecticut has 8. All of New York City and Westchester County are covered by one MPO, as is all of North New Jersey. The following map shows the southern Councils of Governments in Connecticut, which are larger than the size of Connecticut’s MPOs. WestCOG and NVCOG each contain two MPOs, with NVCOG and MetroCOG sharing an MPO.



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While the COGs and MPOs work well, it is important to explore whether consolidation, with appropriate planning and stakeholder engagement, would result in a more efficient and effective transportation planning process. For example, policies discussed in past years, like the “carbon budget” included in several drafts of the Connecticut Clean Air Act, would be substantially more difficult to implement in Connecticut than in other states due to the small size of our MPOs.

Governor Lamont’s Solution

Governor Lamont proposes taking a modest step forward: convening the Advisory Committee on Intergovernmental Relations with the Department of Transportation to study and report back to the General Assembly as to whether further consolidation of MPOs is needed and how to achieve that consolidation. The study will consider the following elements:

- (1) A minimum population to be represented by a metropolitan planning organization.
- (2) MPOs that can be consolidated or reconfigured to represent a larger population.
- (3) Any potential consistencies, efficiencies and benefits to the state and municipalities as a result of consolidating MPOs.
- (4) Any barriers that the state or municipalities may encounter while planning and during the consolidation of MPOs.
- (5) Any state resources that can assist municipalities in overcoming those barriers.
- (6) Transition planning to address the staffing and funding needs of MPOs that are consolidated or reconfigured.
- (7) Any conclusions that can be drawn from the configuration of metropolitan planning organizations in other states.