Commute Flows

Regardless of which clusters we choose to focus on, or which industries grow the fastest, people will still need to get to their jobs and businesses will also need to ship their goods via rail, trucking, air, or water. The Region's transportation infrastructure is vitally important to its economic health.

The Region's transportation infrastructure and commuting patterns also provide valuable insights into the Region's economy. This report looks at some of the findings the Region's *Draft Long Range Transportation Plan* to uncover strengths and weaknesses in the Region's transportation infrastructure. It also uses commute flow data to examine the spatial dynamics of job growth inside and outside of the Region.

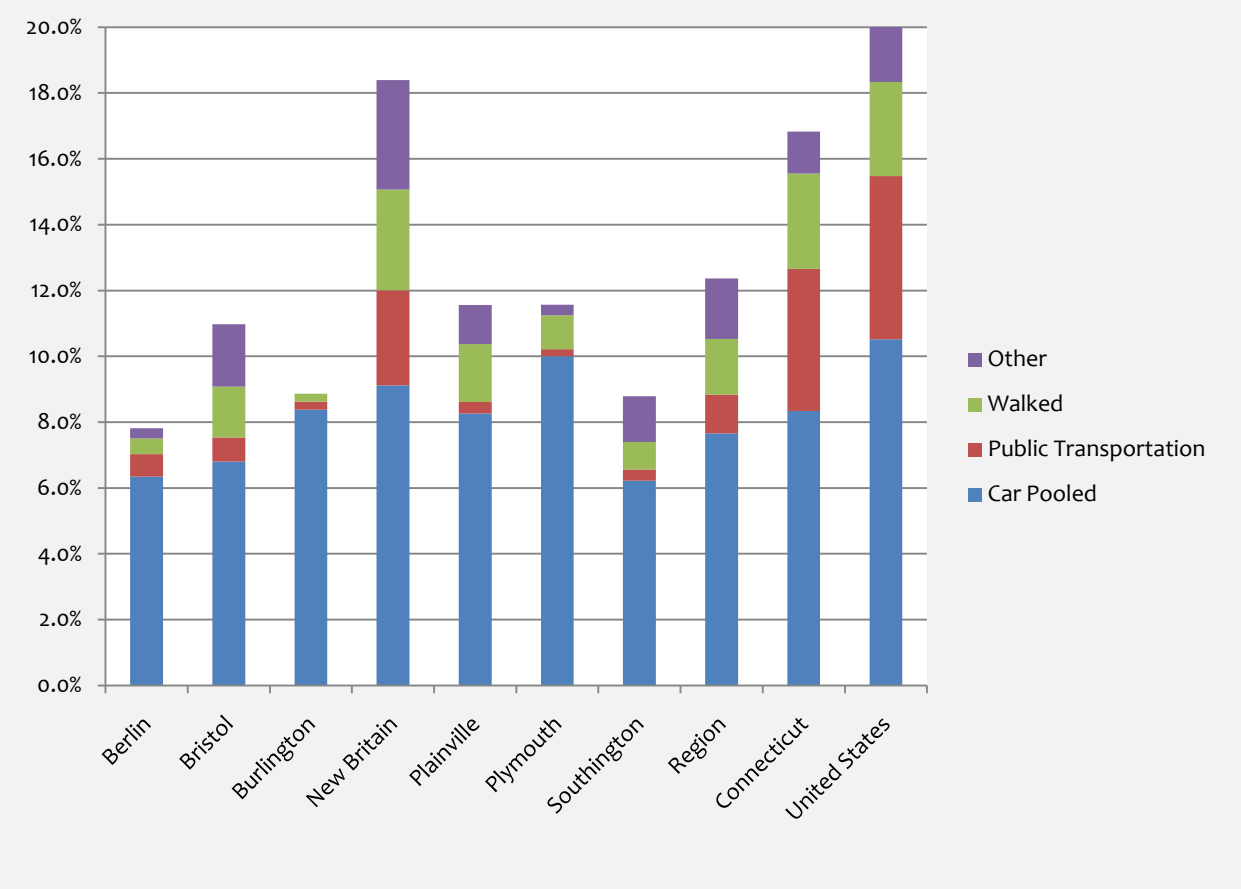
Road Network

The Region's transportation infrastructure is in danger of being overburdened in the near future.By 2030 *all* state routes in the Region but 69, 71, 72, 179, 364, and 571 will be near, at, or above capacity. This includes much of the Region's expressway mileage. Congestion will increase, costing workers money and time. As described in the next section, increased congestion will also severely impact the movement of goods into and out of Central Connecticut.

Central Connecticut is ill-equipped to deal with increased congestion. Much more so than either the state or the nation, Central Connecticut is dependent on automobiles (See *Figure 1*). In 2009, 85.4% of the Region drove to work alone; this is compared to 79.4% of the state and 75.9% of the nation. While 7.7% of workers did car pool, they did so at a rate well below the national average of 10.5%. Public transportation's share of commuting was also below the national average: just 1.2% of people chose that mode, versus 5% of the nation.

Intra-regional variation shows some promising areas for alternative modes of transportation. 2.9% of workers in New Britain chose public transportation. 3.1% of them walked to work. While only 0.7% of workers in Bristol used public transportation, 1.5% of them did walk to work. In Plainville, 1.8% walked. The Region's most prolific car poolers were found in Plymouth, where 10% of workers participated in a car pool; this was higher than the state average and nearly as high as the national average.

Figure 1. Popularity of Modes of Transportation (2009)



Source: U.S. Census Bureau, 2010

Freight

Over 200 million tons of freight travels through the Hartford Metropolitan Region every year. Of that, 98% travels by truck, well above the national average of 79%. This disproportionately large amount of truck traffic contributes to congestion, increased maintenance needs, safety problems, and air quality deterioration. Trucking is a less efficient method of transportation, so in many cases, the overreliance on trucking leads to higher costs for regional businesses.

As seen in *Figure 2* and *Figure 3*, most of the freight that travels through the Region travels along Interstate 84. Of the freight on I-84, a higher percentage is inbound (deliveries) than outbound (pickups). Within the Central Connecticut Region, Route 72 is also an important route. Unlike I-84, it is used more for pickups than deliveries; the route's pickup bias is probably a reflection of the Region's strong manufacturing base

Figure 2. Inbound Freight Traffic

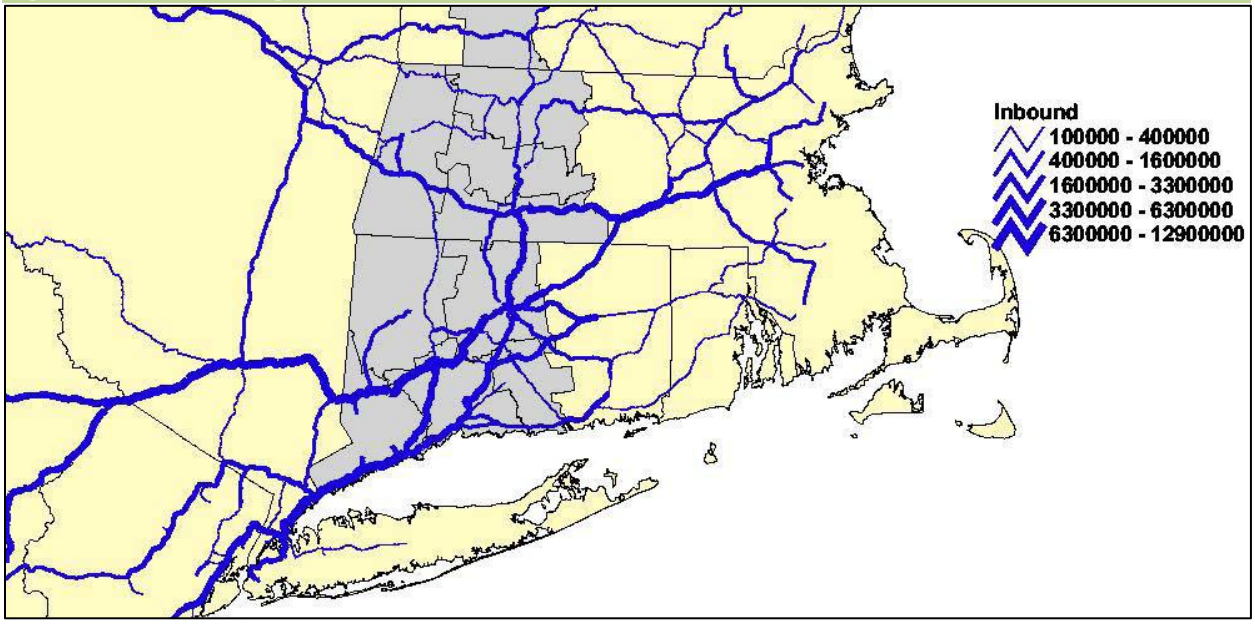
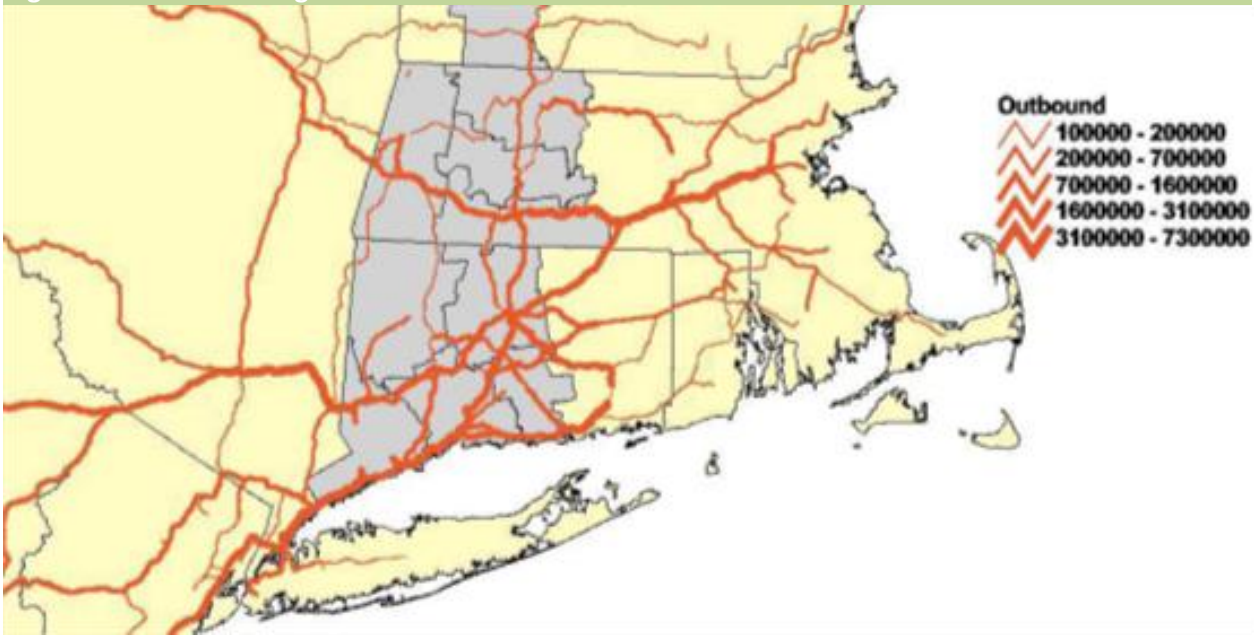


Figure 3. Outbound Freight Traffic



Findings

- Connecticut's freight movement system is much more reliant on trucking than the nation as a whole.
    - Rail freight is significantly underutilized
- Traffic predictions show much of the Region's highways being at or above capacity by 2030.
- The Region is more heavily dependent upon single occupancy vehicles than the rest of the country.

Commuting Flows[1]

The increased congestion that the Region is projected to experience will negatively impact residents of the Region. Since a large portion of workers in the Region drive alone they will experience longer commutes. These commutes will get even longer as workers look further afield to find employment, or in some cases, living arrangements.

Figure 4. Inflow/Outflow of jobs in 2009

Source: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2009)

As of 2009, the vast majority of workers living in the Region were employed outside of it (See Figure 4). Over 65% of workers living in the Region worked outside of it (69,322); just about 35% of workers living in the Region worked in one of the 7 municipalities (37,129 people). This percentage has actually been decreasing, indicating a trend of decentralization. Since 2002, the percentage of workers living in the Region who also work there has dropped from 39% to 34.9%. This represents more than 3,000 people who no longer live and work in the same region.

The Region is a net exporter of workers. As mentioned above, over 69,000 residents of the Region find employment outside in other towns. In 2009 over 54% of the Region's jobs were held by people living outside of the Region, and inflow of 44,452 people. Somewhat surprising is that more Regional jobs are held by outsiders than by residents; just over 45% were held by residents of the Region (37,129 people) while 54% were held by outsiders.

In fact, the region has failed to create enough jobs to employ its residents. Central Connecticut's municipalities lagged the rest of the State in jobs per member of the labor force. Berlin had the best performance for the region by creating 1.03 jobs for every member of its labor force. New Britain was next with 0.69 jobs per labor force member. Bristol followed close behind with 0.58 jobs per member of the labor force. Still, Berlin ranked 26th in the State, New Britain ranked 71st in the State and Bristol ranked 85th. The top result was posted by Farmington, which had 2.38 jobs per labor force member. Hartford was a close second at 2.13 jobs per labor force member. The region as a whole scored just 0.65 jobs per labor force member, indicating that it is not currently capable of employing all of its working citizens, necessitating significant commuting.

[1] Note: these statistics also include telecommuters.

Table 1. Number of Workers from Central Connecticut Municipalities

Municipality	2009 Count	2009 Share	2002 Count	2002 Share
Bristol	10,786	10.10%	11,842	11.30%
New Britain	10,590	9.90%	11,252	10.70%
Hartford	10,206	9.60%	9,118	8.70%
Farmington	7,469	7.00%	7,398	7.00%
Southington	6,595	6.20%	7,413	7.10%
Plainville	4,152	3.90%	4,749	4.50%
Berlin	3,540	3.30%	4,181	4.00%
Newington	3,367	3.20%	3,187	3.00%
West Hartford	2,971	2.80%	2,829	2.70%
Waterbury	2,908	2.70%	2,534	2.40%

U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2009)

Where Central Connecticut Works

In addition to municipalities in Central Connecticut, the Region's workers were employed in towns throughout the state. The largest individual employment centers for regional residents remained in the Region, but they have declined in importance. The largest employment centers for the Region's workers were Bristol (10,786 workers) and New Britain (10,590 workers). Combined they represented 19.5% of the workforce. In 2002, however, combined they employed 22% of the Region's residents. Southington (6,595), Plainville (4,152), and Berlin (3,540) also attracted large numbers of workers

The 65% of Central Connecticut workers who leave the Region for employment find jobs in a large number of towns (See Table 1), but a few major employment centers are identifiable. Almost 10% of the workforce commuted to Hartford (10,206 people) and 7% commuted to Farmington (7,469 people). Hartford's share was an increase from 2002 when just 8.7% of the Region worked there.

The Region's workers were also willing to find employment in far flung locations (see *Appendix 1: Central Connecticut Residents' Workplaces (2009)*). In 2009, 1,273 residents of the Region worked in New Haven and 714 worked in Stamford. 370 even worked in Manhattan. New Haven attracted 19% more workers from Central Connecticut in 2009 than it did in 2002. Stamford only increased by 4% but Manhattan picked up an extra 171 workers from the Region, an increase of over 82%. It should be noted that some of these workers may be telecommuting and not actually driving or taking the train.

Workers who either lived outside of the Region or worked outside of it generally made more money than those who both lived and worked in the same region. In 2009, 42.3% of workers living and working in the Region made more than $3,333 per month, while 53.2% of workers commuting into

the Region did. The same percentage, 53.2%, of the Region's residents who found work outside of the Region, made $3,333 or more per month[2].

Where Central Connecticut Lives

The top places for the Region's employees to live (other than municipalities in the Region) were West Hartford (2,623), Waterbury (2,363), Meriden (2,118), and Hartford (2,060). Newington, Farmington, Middletown, Torrington, and Wolcott were other popular origins.

The percentage of local jobs being held by people living outside the Region is increasing. The number of workers commuting from outside the Region increased from 2002 to 2009 by 4,705 workers, or a 12% increase. During the same period the total number of workers in the Region increased by just 1%. The greatest increase in workers coming into the Region came from West Hartford, though large increases also came from Hartford, Wethersfield, Wallingford, Torrington, and Wolcott.

At the same time the number of jobs held by workers from the Region's towns has decreased substantially. The largest decrease came from Southington, where 1,137 fewer residents found employment in the Region. The number of Bristol residents working in the Region decreased by 985 people while the number of New Britain residents decreased by 755. Only Plymouth showed a small increase: just eight people.

Regional Ties

A significant result of this analysis is that, while the Region has strong ties to Hartford, it is also bound to towns outside of the Hartford MSA. Within the top 20 employment centers for regional residents, five are in New Haven County and one is in Middlesex County. Big draws in New Haven County include Waterbury (2,908 people), Meriden (2,344 people), Cheshire (2,085 people), and Wallingford (2,048 people). In Middlesex County, 2,751 of the Region's residents work in Middletown.

The Region also draws workers from a diversity of locations. While some of the top origins for the Region's employees are in Hartford County, a significant number of workers come from other counties. Waterbury, Meriden, and Wolcott are in New Haven County; Middletown is in Middlesex County and Torrington is in Litchfield County. Each of these towns house over 1,000 of the Region's employees.

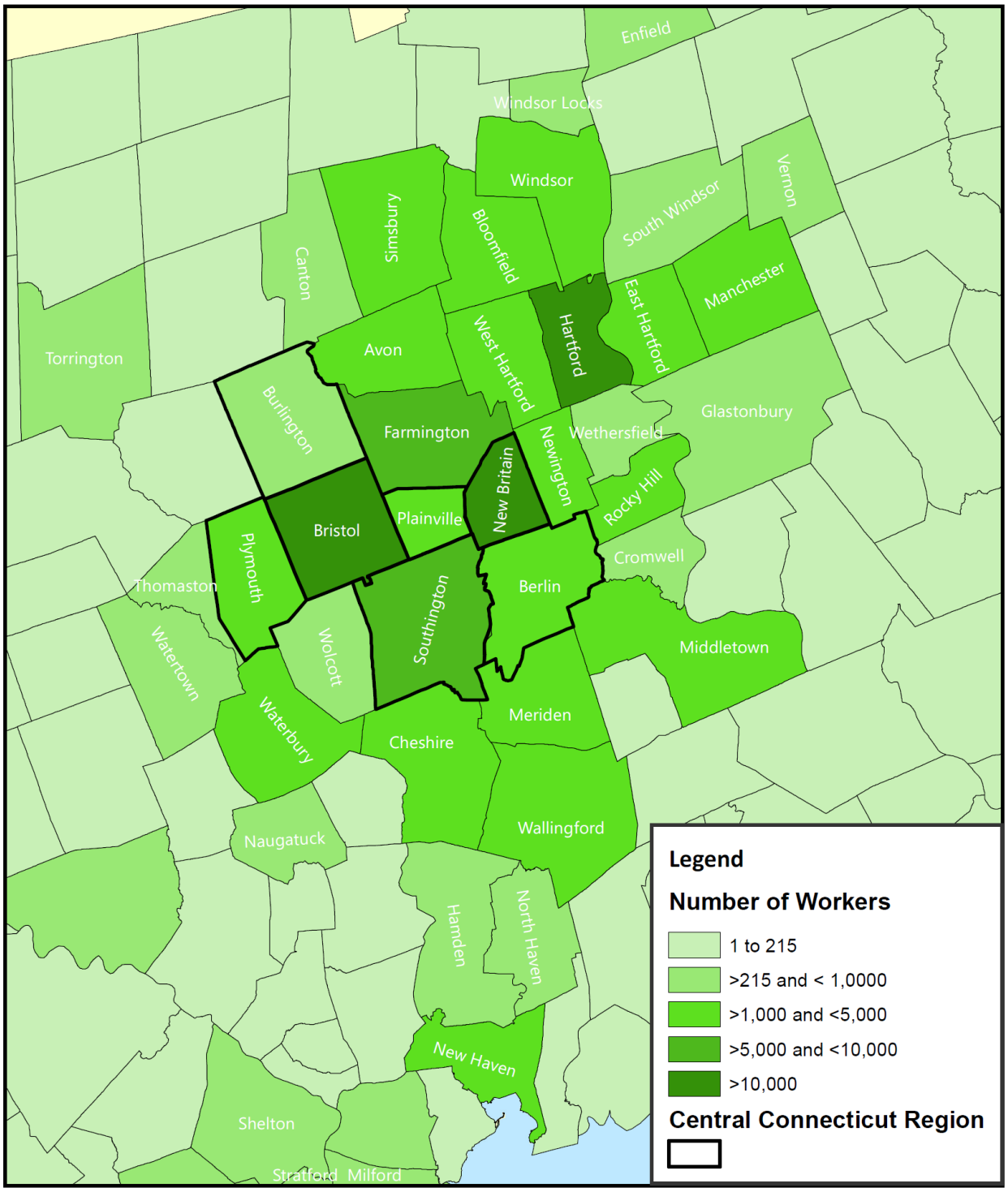
Findings

- The majority of the Region's working residents work outside of the Region.
- A greater percentage of the Region's jobs are held by people living outside of the Region.

[2] U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2009)

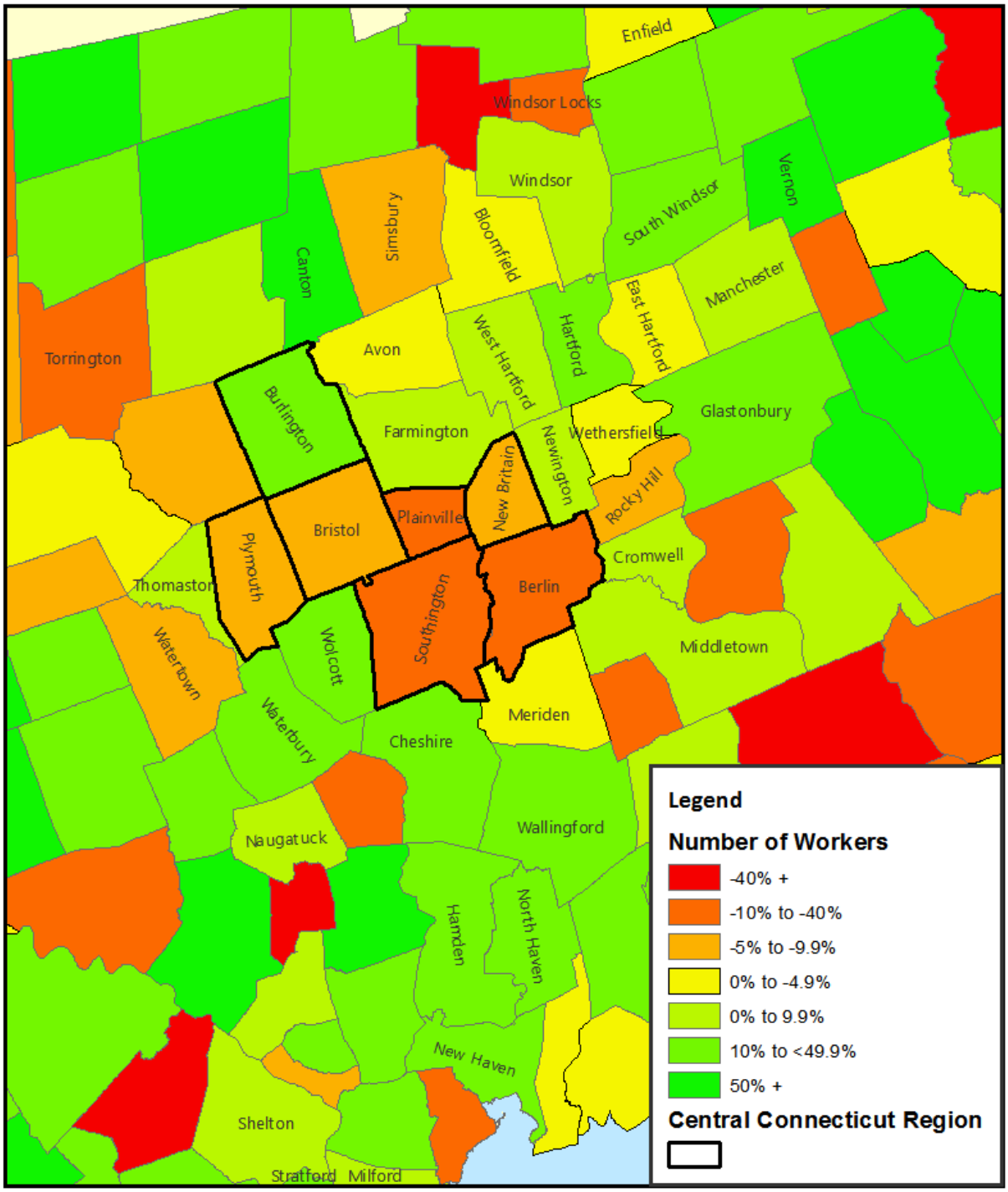
- The Region's residents find employment in a diversity of locations.
- Employment in Central Connecticut is becoming less concentrated.
- The Region has strong ties to Hartford, but also to areas of New Haven and Middlesex Counties.

Appendix 1: Central Connecticut Residents' Workplaces (2009)



Source: Map by CCRPA using data from: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2009)

Appendix II: Percent Change in the Number of Jobs Held by Central Connecticut Residents (2002-2009)



Source: Map by CCRPA using data from: U.S. Census Bureau, OnTheMap Application and LEHD Origin-Destination Employment Statistics (Beginning of Quarter Employment, 2nd Quarter of 2002-2009)

CEDS Project Survey

Project Information

Project Name: _____

Municipality: _____

Project Address: _____

Primary Contact Information

Name: _____ Organization: _____

Phone #: _____ Email: _____

Street Address: _____

City, State: _____

Involved Parties

Please list all municipalities, organizations, and businesses that are involved in the project:

Municipalities: _____

Organizations: _____

Businesses: _____

Project Description:

Brief Overview:

Project Status:

Start date (estimated): _____ Finish date (estimated): _____

Type of Project:

☐ Building ☐ Site Preparation ☐ Infrastructure ☐ Workforce Development

Other: _____

Funding

Estimated Cost: _____ Local/Regional Match? Yes ◯ No ◯

Funding Partners: _____ Amount: _____

_____ Amount: _____

_____ Amount: _____

Project Benefits

Number of permanent jobs created:

Low-skill[3]: _____ Wage range: _____ – _____

Mid-skill: _____ Wage range: _____ – _____

High-skill: _____ Wage range: _____ – _____

Number of jobs retained:

Low-skill: _____ Wage range: _____ – _____

Mid-skill: _____ Wage range: _____ – _____

High-skill: Wage range: _____ – _____

Number of temporary (construction) jobs: _____ Wage range: _____ – _____

EDA Funding Priorities

Please select the EDA funding priorities that this project meets and attach a brief narrative describing how the project meets the selected priorities.

- ☐ Collaborative Regional Innovation
- ☐ Public/Private Partnerships
- ☐ National Strategic Priorities
- ☐ Global Competitiveness
- ☐ Environmentally-Sustainable Development
- ☐ Economically Distressed and Underserved Communities

Regional Importance:

Please provide a brief description of why this project is important to the region and locality (job creation, improvement in economic conditions, meeting regional or state strategic goals, etc…):

[3] Low-skill: high school education or less; Mid-skill: some college education or an Associate's degree; High-skill: four-year college or higher

Proposed Criteria for Project Evaluation

1. Project is ready to go
   - Property is in conformance with applicable plans of conservation and development
   - Property is under control by the town, appropriate party or proposed developer
   - Preliminary engineering has been completed to confirm project feasibility
   - Proper zoning is in place
   - All approvals in place

2. Strategic value to the Region
   - Benefits economically distressed area
   - Expands existing or potential regional cluster
   - Creates jobs consistent with the project vicinity
   - Improves the Region's quality of life

3. Support the goals and objectives of the CEDS
   - Builds a more effective regional approach to economic development
   - Builds the physical, financial or human capital capacity in the region necessary to support economic development
   - Invests in high growth industries that will be the future backbone of the economy
   - Improves the economic prosperity of the region's residents or increases the profitability of its businesses

4. Number of jobs created or retained
   - Creates permanent jobs in substantial number
   - Retains permanent jobs in substantial number
   - Quality of jobs
   - Provides substantial benefits to disadvantaged population

5. Leverage
   - Ratio of private sector investment to public funds
   - Takes advantage of existing regional assets

6. Sustainability
   - In conformance with the State's Principles of Responsible Growth
   - Supports the goals and objectives of the Connecticut Economic Strategic Plan
   - Utilizes existing infrastructure
   - Promotes redevelopment of brownfields and grayfields
   - Promotes transit oriented development

Strengths & Weaknesses (3/8/2011)

Strengths

- Nearby higher educational institutions
- Strong public schools
- Location between Boston and New York City
- Strong manufacturing presence
- Presence of ESPN
- Recreational and entertainment amenities
- Strong civic involvement (volunteerism, philanthropy, sense of community)
- Quality and availability of health care
- Freight rail infrastructure
- Diverse region (urban, suburban, and rural) has lent some stability
- Strong support for the arts in some municipalities (New Britain in particular)
- Smaller towns lend themselves to word of mouth business marketing
- Old factory buildings are a source of affordable business space

Weaknesses

- Not enough support for the arts
- Lack of transportation options (public transportation, walkability)
- High cost of living
- Pockets of low homeownership where people are not vested in their community
- Lack of shopping and dining options compared to surrounding region
- Self-image problem (at least in Bristol)
- The Region is fragmented (no core or multiple cores)
- Low activity after 5pm (no "eyes on the streets")
- Safety is a problem in the urban centers
- Location can be a curse (Gravitational pull for young people to Boston and New York)
- Lack of desirable housing for young professionals
- Loss of manufacturing jobs to lower cost regions
- Labor force skillsets do not match employer needs
- Lack of robust business diversity (small pieces of lots of industries)

- Not enough focus on/support for vocational schools
- Students are not encouraged to enter production occupations
- Worker training resources have too little exposure among workers and employers
- Towns lack identifiable centers
- Social networks are weak