



Lower Connecticut River Valley Council of Governments

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Metropolitan Planning Organization

FY 2025-2028 Transportation Improvement Program Executive Summary

The Lower Connecticut River Valley Council of Governments (RiverCOG) serves as the Metropolitan Planning Organization (RiverMPO) for the Lower Connecticut River Valley Planning Region with the addition of three board members. RiverMPO's Federal Fiscal Years 2025-28 Transportation Improvement Program (TIP), is the near-term investment program for the region's transportation system. Guided by the Metropolitan Transportation Plan (MTP), the TIP prioritizes investments that preserve the current transportation system, provide safe transportation for all modes, enhance livability, and improve mobility throughout the region. These investments fund highway projects, arterial roadway and intersection improvements, maintenance and expansion of the public transit system, multi use trail construction, as well as infrastructure improvements for pedestrians, and other transportation system improvements.

The RiverMPO is guided by a 20-member board with representatives of member municipalities, member transit districts and the chamber of commerce. RiverCOG staff to the MPO, manages the TIP development process. MPO staff, working with CTDOT and the transit districts, develops the draft TIP projects based on anticipated funding levels, and facilitates the public review of the draft before the MPO board endorses the final document.

The TIP includes a discussion of the TIP planning and development process, program descriptions, a financial plan, list of projects to be funded, and environmental justice review. The TIP also includes appendices that details projects by year, maps regional projects, performance-based planning and programming, Air Quality Conformity determination, comments, and certification.

FFY 25-28 TIP Projects and Funding

Examples of regional projects include: bridge and culvert replacements, roadway improvements, bicycle and pedestrian improvements, installation of traffic cameras and others.

Examples of state projects include: signage and pavement markings, bridge improvements, sign support and bridge inspections, bridge load ratings, and safety service patrols

Examples of transit projects include: administration and capital support, operating support, facility improvements, bus replacements, shelter improvements. And bus stop signage.

The TIP is financially constrained to the congressional authorized amounts for Federal Highway Administration and Federal Transit Administration programs. Most of the non-federal matching funds will be provided by the State of Connecticut and to a lesser extent the regions' municipality. Current estimates indicate the regional projects will require \$127.5 million in federal funds over the five-year period, which will be matched by \$28.6 million in state funds, and \$0.4 million in local funds, for a total investment of \$156.5 million. Within federal transportation agency programs at the U.S. DOT, a total of \$105.7 million is programmed for federal highway (FHWA) purposes, and a total of \$21.8 million will be used for federal transit (FTA) capital and operation.

Estuary Transit District | Middletown Transit District | Middlesex County Chamber of Commerce

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purposes. Statewide and multi regional projects require an additional \$685.0 million for a total expenditure of \$841.9 million in the Lower Connecticut River Valley Region.

Approving the TIP

There is a thirty-day public review period for the draft TIP, during which the MPO invites members of the public, municipal officials, and other stakeholders in region to review the proposed program. During the public review period, MPO staff hosts a public meeting to discuss the draft TIP document and elicit additional comments. After the public review period ends, the MPO reviews all municipal and public comments and may change elements of the document or its programming. The MPO Board then endorses TIP which is added to the STIP or Statewide TIP and is submitted to the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for approval.

Updates to the TIP

Once the TIP has been finalized, administrative actions and amendments, are regularly introduced because of changes in project status, cost, or revenue. This may necessitate reprogramming a project in a different funding year or programming additional funds for a project. Administrative actions are minor revisions and usually do not warrant a public review period. Amendments are noticed on the monthly RiverCOG/MPO Board Meeting agendas.

Participating in the Transportation Planning Process

Public Involvement is an important part of the transportation planning process. To view the TIP, MTP, studies, meeting agendas and other transportation planning documents please visit www.rivercog.org or contact rharamut@rivercog.org