APPENDIX A

Administrative Policies and Procedures









RTP

2026
Regional Transportation Plan

Chicago Metropolitan Agency for Planning

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Please note: The 2026 RTP was adopted by the CMAP Board and MPO Policy Committee on October 14, 2026. For information on subsequent amendments to the adopted plan, visit CMAP's RTP Amendments webpage.

Introduction

The purpose of this appendix is to centralize and summarize administrative policies and procedures related to the Regional Transportation Plan (RTP), which is scheduled for adoption on October 14, 2026, and is due for its next required update in 2030. The appendix is divided into two sections:

- Federal and state requirements: This section details the RTP's compliance with relevant federal and state regulations, citing specific page ranges or appendices as appropriate.
- Regional capital projects (RCP) amendment process: This section documents the RCP amendment process for eligible projects that emerge as priorities or undergo significant changes to their scope or cost outside of the standard RTP evaluation timeline.

Federal and state requirements fulfilled through the RTP

The development of the RTP is guided by federal and state law. Federal requirements are detailed in Title 23 of the Code of Federal Regulations, Subpart C, which is dedicated to metropolitan transportation planning and programming. State requirements are specified in the Regional Planning Act (70 Illinois Compiled Statutes (ILCS) 1707). The 2026 RTP's compliance with these regulations is summarized below.

General

Requirement	Core plan page number(s) or appendix
Does the RTP address no less than a 20-year planning horizon? (23 CFR 450.324(a)) and (Regional Planning Act (RPA) 94-510, eff. 8-9-05; 95-677, eff. 10-11-07)	Pages 4-7
Does the RTP identify its adoption date and expiration year clearly?	Administrative Policies and Procedures Appendix
Does the RTP include both long-range and short-range strategies/actions? (23 CFR 450.324(b))	19-21; 28-29; 37-38; 49-50; 60-62
Does the RTP contain official forecasts for overall growth and an evaluation of alternative scenarios for the future of the region including transportation? (RPA, eff. 8-9-05; 95-677, eff. 10-11-07)	Socioeconomic Forecast appendix
Does the RTP contain land use and transportation policies that reflect the relationship of transportation to land use? (RPA, eff. 8-9-05; 95-677, eff. 10-11-07)	Pages 33, 38, 42-43, and 49
Does the RTP contain a System Performance Report (SPR)? (23 CFR 450.324 (f))	System Performance Report appendix
Does the SPR show the progress achieved in meeting performance targets in comparison with the performance in previous reports? (23 CFR 450.324 (f))	System Performance Report appendix
Does the SPR include an evaluation of how the preferred scenario has improved conditions and performance, where applicable? (23 CFR 450.324 (f))	System Performance Report appendix

Requirement	Core plan page number(s) or appendix
Does the SPR include an evaluation of how local policies and investments have impacted costs necessary to achieve identified performance targets, where applicable? (23 CFR 450.324 (f))	System Performance Report appendix; Financial Plan appendix
Does the RTP contain a list of proposed public investment priorities in transportation? (RPA, eff. 8-9-05; 95-677, eff. 10-11-07). The list must include: • Project description • Responsible agency • Timeframe for construction and installation • Cost estimate • Source of revenue to cover costs • Mode and improvement type	Pages 66-80; Regional Capital Projects Benefits Report; Financial Plan appendix
Does the RTP address the following planning factors (23 CFR 450.306): • Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency; • Increase the safety of the transportation system for motorized and non-motorized users; • Increase the security of the transportation system for motorized and non-motorized users; • Increase accessibility and mobility of people and freight; • Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns; • Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight; • Promote efficient system management and operation; • Emphasize the preservation of the existing transportation system; • Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and • Enhance travel and tourism	Pages 4-62

Consultation and cooperation

Requirement	Core plan page number(s) or appendix
Does the RTP contain a public involvement program that meets the requirements of Title 23, CFR 450.316(a): • Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed plan and Transportation Improvement Program (TIP); • Providing timely notice and reasonable access to information about transportation issues and processes; • Employing visualization techniques to describe the plan and TIPs; • Making public information available in electronically accessible formats and means; • Holding any public meetings at convenient and accessible locations and times;	The Public and Stakeholder Engagement appendix summarizes the public involvement program

Requirement	Core plan page number(s) or appendix
• Demonstrating explicit consideration and response to public input received during the development of the plan and TIP; • Seeking and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services; • Providing an additional opportunity for public comment, if the final plan or TIP differs significantly from the version that was made available for public comment by the metropolitan planning organization (MPO) and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts; and • Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process?	The Public and Stakeholder Engagement appendix summarizes the public involvement program
Does the RTP contain a summary, analysis, and report on the disposition of significant written and oral comments received on the draft metropolitan transportation plan as part of the final metropolitan transportation plan and TIP that meets the requirements of 23 CFR 450.316(a)(2), as applicable?	Public and Stakeholder Engagement Appendix
Did the MPO consult with the appropriate state and local representatives including representatives from environmental and economic communities; airport; transit; and freight during the preparation of the RTP? (23 CFR 450.316(b))	Public and Stakeholder Engagement appendix
Where does the RTP specify that the appropriate state and local agencies responsible for land use, natural resources, environmental protection, conservation and historic preservation were consulted? (23 CFR 450.324(g))	Public and Stakeholder Engagement appendix
Did the RTP include a component on protecting and enhancing the environment for the purpose of improving environmental health, quality of life, and community well-being? (RPA, eff. 8-9-05; 95-677, eff. 10-11-07)	Pages 31-36
Does the RTP address how the public and various specified groups were given a reasonable opportunity to comment on the plan using the participation plan developed under 23 CFR part 450.316(a)? (23 CFR 450.316(a)(i))	Public and Stakeholder Engagement Appendix
Does the RTP contain a discussion describing the private sector involvement efforts that were used during the development of the plan? (23 CFR 450.316(a))	Public and Stakeholder Engagement appendix
Does the RTP contain a discussion describing the coordination efforts with regional air quality planning authorities? (23 CFR 450.316(a)(2))	Air Quality Conformity Documentation appendix
Is the RTP coordinated and consistent with the Public Transit-Human Services Transportation Plan? (23 CFR 450.306(h))	Pages 16-18
Were the draft and adopted RTP posted on the internet? (23 CFR 450.324(k))	Public and Stakeholder Engagement Appendix

Requirement	Core plan page number(s) or appendix
Did the board post a public notice in a newspaper having general circulation in the Chicago region at least 30 days prior to the hearing? (RPA, eff. 8-9-05)	Public and Stakeholder Engagement Appendix
Did the board hold a public hearing in connection with its review and development of a regional plan? (RPA, eff. 8-9-05)	Public and Stakeholder Engagement Appendix
Did the MPO Policy Committee approve the federally mandated RTP? (RPA, eff. 1-1-25)	To be included post-adoption

Modal

Requirement	Core plan page number(s) or appendix
Does the RTP discuss intermodal and connectivity issues? (CFR 450.324(f))	Pages 45-46
Does the RTP include a discussion of highways? (CFR 450.324(f))	Pages 8, 11-13, 34-35, 46, 53; Transportation System Inventory appendix
Does the RTP include a discussion of mass transportation? (CFR 450.324(f))	Pages 9, 15-17, 33, 35, 41-43, 54; Transportation System Inventory appendix
Does the RTP include a discussion of the regional airport system? (CFR 450.324(f))	Pages 8, 44-45; Transportation System Inventory appendix
Does the RTP include a discussion of regional pedestrian needs? (CFR 450.324(f))	Pages 16, 25-26; Transportation System Inventory appendix
Does the RTP include a discussion of regional bicycle needs? (CFR 450.324(f))	Pages 16, 25-26; Transportation System Inventory appendix
Does the RTP include a discussion of rail transportation? (CFR 450.324(f))	Pages 9, 16-7, 41-45; Transportation System Inventory appendix
Does the RTP include a discussion of maritime transportation (if appropriate)? (CFR 450.324(f))	Pages 9, 45, 47; Transportation System Inventory appendix
Does the RTP contain a regional freight component, the purpose of which is to create an efficient system of moving goods that supports economic growth? (RPA, eff. 8-9-05; 95-677, eff. 10-11-07)	Pages 8, 45-46; Transportation System Inventory appendix

Programming and operations

Requirement	Core plan page number(s) or appendix
Is the RTP consistent (to the maximum extent practicable) with the development of the regional intelligent transportation systems architecture? (23 CFR 450.306(g))	Page 77, 20
Does the RTP identify the objective criteria used for measuring the performance of the transportation system? (23 CFR 450.306(d))	System Performance Report appendix
Does the RTP contain a list of unconstrained projects? (23 CFR 450.314)	Financial Plan appendix

Financial

Requirement	Core plan page number(s) or appendix
Does the RTP include a financial plan that meets the requirements identified in 23 CFR part 450.324(f)(11) and RPA, eff. 8-9-05; 95-677, eff. 10-11-07?	Financial Plan appendix
Do the projected revenues in the RTP reflect fiscal constraint? (23 CFR part 450.324(f)(11)(ii))	Financial Plan appendix
Do the cost estimates for implementing the projects identified in the RTP reflect year of expenditure dollars to reflect inflation rates? (23 CFR part 450.324(f)(11)(iv))	Financial Plan appendix
Does the RTP contain estimates of costs and revenue sources that are reasonably expected to be available to operate and maintain the freeways, highways and transit within the region? (23 CFR 450.324(f)(11)(i)) and (RPA, eff. 8-9-05; 95-677, eff. 10-11-07)	Financial Plan appendix
Does the RTP address the specific financial strategies required to ensure the identified transportation control measures (TCMs) from the State Implementation Plan (SIP) can be implemented? (23 CFR part 450.324(f)(11)(vi)	N/A, there are no TCMs in any approved ozone SIP for the nonattainment area, nor have any been suggested for incorporation into the ozone SIP at this time.
Does the RTP include measures to best coordinate programs of local governments and transportation agencies to promote goals of policies of the RTP? (RPA, eff. 8-9-05; 95-677, eff. 10-11-07)	Pages 60-62
Does the RTP contain criteria and procedures for evaluating, ranking and allocating transportation funds? (RPA, eff. 8-9-05; 95-677, eff. 10-11-07)	Regional Capital Projects Benefits Report appendix; Transportation Improvement Program

Title VI and non-discrimination

Requirement	Core plan page number(s) or appendix
Does the public participation plan describe how the MPO will seek out and consider the needs of those traditionally underserved by existing transportation system, such as low-income and minority households, who may face challenges accessing employment and other services? (23 CFR 450.316 (a)(1)(vii))	Public and Stakeholder Engagement appendix
Has the MPO conducted a Title VI analysis that meets the legal requirements described in Section 4.2? (FTA Title VI Circular 4702.1B)	RTP summary memorandum
Has the MPO conducted an Environmental Justice analysis that meets the legal requirements described in Section 4.2? (FTA Title VI Circular 4702.1B)	RTP summary memorandum
Does the RTP describe actions taken to prohibit discrimination against individuals with disabilities and ensure transportation facilities and services are accessible to all users? (Americans with Disabilities Act of 1990)	Pages 16-18, 20
Does the RTP describe actions taken to prohibit discrimination on the basis of age in programs and activities receiving federal financial assistance (Age Discrimination Act of 1975)	Page 49; Public and Stakeholder Engagement appendix

Environmental

Requirement	Core plan page number(s) or appendix
Does the RTP contain a list of projects specifically identified as TCMs, if applicable? (23 CFR 450.326(g))	N/A
Does the RTP contain a discussion of State Implementation Plan conformity, if applicable? (40 CFR 93(A))	Air Quality Conformity Documentation appendix
Does the RTP specify mitigation activities? (23 CFR 450.324(f))	Pages 37-38; the Transportation Resilience Improvement Program
Does the RTP contain a detailed conformity determination for the RTP, the TIP, and applicable amendments before their respective adoption? (40 CFR 93.104. Section 93.104(b))	Air Quality Conformity Determination memorandum
Does the RTP include projections of future emissions from on-road sources and ensure that these projections do not exceed the SIP's emission budgets for pollutants? (23 CFR 450.218(b))	Air Quality Conformity Determination memorandum

State, local, and regional transportation plans integrated into the RTP development process

The 2026 RTP integrates state, local, and regional transportation plans either directly or by reference, consistent with 23 CFR 450.306(d)(4) and 23 CFR 450.306(g). The following plans and processes are incorporated as required under those provisions:

- **State asset management plan for the National Highway System (NHS).** The Illinois Department of Transportation (IDOT) maintains this plan under 23 U.S.C. 119(e) to manage and preserve the condition and performance of the NHS.
- **Transit Asset Management (TAM) Plan.** Developed by regional transit providers under 49 U.S.C. 5326, the TAM Plan establishes targets for maintaining transit assets in a state of good repair.
- **Highway Safety Improvement Program (HSIP), including the Strategic Highway Safety Plan (SHSP).** IDOT's SHSP establishes statewide safety goals and performance targets under 23 U.S.C. 148; applicable portions inform the RTP's safety planning and investment priorities.
- **Public Transportation Agency Safety Plan (PTASP).** Required under 49 U.S.C. 5329(d), the PTASP establishes safety management processes and performance targets for regional transit providers.
- **Congestion Mitigation and Air Quality Improvement (CMAQ) program performance plan.** As required under 23 U.S.C. 149(l), this plan addresses transportation-related air quality performance applicable to the Chicago nonattainment area.
- **State Freight Plan.** Appropriate metropolitan portions of IDOT's state freight plan, developed under MAP-21 section 1118, are incorporated to ensure consistency with statewide freight goals and investment priorities.
- **Congestion management process (CMP).** As defined in 23 CFR 450.322, the CMP informs strategies for managing congestion across the metropolitan transportation system.
- **Regional intelligent transportation systems (ITS) architecture.** Consistent with 23 CFR 450.306(g) and 23 CFR part 940, the RTP is developed in coordination with the applicable regional ITS architecture for northeastern Illinois.

In addition, the Transportation Resilience Improvement Plan (TRIP) is incorporated into the RTP by reference. TRIP was developed by CMAP to identify where the regional transportation system is vulnerable to extreme weather and to prioritize those assets for resilience investments. TRIP meets the minimum requirements for a Resilience Improvement Plan under the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation Program.

Other plans and studies prepared by CMAP, IDOT, the Regional Transportation Authority, and other local partners are reviewed and incorporated as applicable.

RTP amendment process

The RTP includes a set of fiscally constrained RCPs. All project sponsors were encouraged to submit projects during development of the regional plan. However, changes to the fiscally constrained RCP list may be required between RTP cycles due to scope adjustments that occur over the course of the project development process, the identification of new projects or project components that require expediency, and/or the availability of new revenues. This section outlines the amendment process for proposed changes to the RTP's fiscally constrained RCP list, including the evaluation of new projects or reevaluation of existing projects.

A plan amendment is not required for every change to a project. RTP amendments are required only when a project sponsor is actively seeking federal funding or federal action — such as engineering, design, or construction permits — and the proposed improvements are not already in the fiscally constrained RTP. Inclusion in the RTP fiscal constraint is not required to receive funding or approval for planning activities, such as an alternatives analysis. For this reason, projects that are in the early stages of planning and alternatives analysis may wait until the next four-year RTP update to submit the project for inclusion in the fiscally constrained RTP, or to submit updates to project cost and scope.

RTP amendment types

Amendments to the RTP's fiscal constraint may include the addition or removal of an RCP, an RCP's shift from the unconstrained to the constrained list or vice versa, or a substantial change to an RCP already listed in the plan. TIP changes that result in a project meeting the definition of an RCP will also require an RTP amendment. The RCP definition is provided in the RCP Benefits Report.

There are two types of RCP amendments, as outlined in Table 1 below: **a minor RTP amendment** or a **major RTP amendment**.

All other changes will be deferred to the TIP amendment process, as needed. The following sections provide additional details on the types of changes proposed as minor or major RTP amendments. The Supplement included at the end of this document provides several project- specific examples.

Financial constraint impact thresholds

The cost threshold for minor or major RTP amendments depend on the project type — whether it is a capacity project or a financially significant (and therefore a non-capacity impacting) project. If a project includes any elements that meet the capacity impacting definition identified in the RCP Benefits Report, it is considered a capacity impacting project for RCP purposes. Figures 1 and 2 below show cost thresholds for capacity and non-capacity impacting projects, respectively.

Thresholds are based on the total estimated 2025 project cost in the adopted RTP, rather than the fiscally constrained year-of-expenditure amount. Cost changes that are less than 20 percent of the total project cost, up to a maximum of $500 million, will follow the TIP amendment process.

Examples of other projects with cost changes that would require an amendment include:

- A total project cost under $100 million requires an RTP amendment only if the cost increases by 90 percent or more of the total project cost.
- A total project cost of $500 million or more would require an RTP amendment for any change of 20 percent or higher of the total project cost.

Table 1: RTP amendment types and requirements

Amendment type	TIP amendment[1]	Minor RTP amendment	Major RTP amendment
Description	A minor change to an existing RCP that does not significantly impact air quality conformity or fiscal constraint	A minor change to the estimated cost or scope of an existing RCP, or the addition or removal of a non-capacity RCP	Addition or removal of a capacity-impacting RCP, or a significant change in the scope or cost of an existing RCP
Amendment process	These changes will follow the TIP amendment process and may be administrative or formal TIP changes	CMAP staff review	CMAP staff review and presentation to select CMAP committees
		7-day public review period	30-day public review period
		Presentation to Transportation Committee for approval	Presentation to MPO Policy Committee for approval
Amendment timeline[2]	TIP amendment schedule	Submit at least 3 months before Transportation Committee meeting	Submit at least 6 months before MPO Policy Committee meeting
	8 times per year at Transportation Committee meetings	8 times per year at Transportation Committee meetings	4 times per year at MPO Policy Committee meetings

Figure 1: Proposed cost thresholds for capacity impacting RCPs

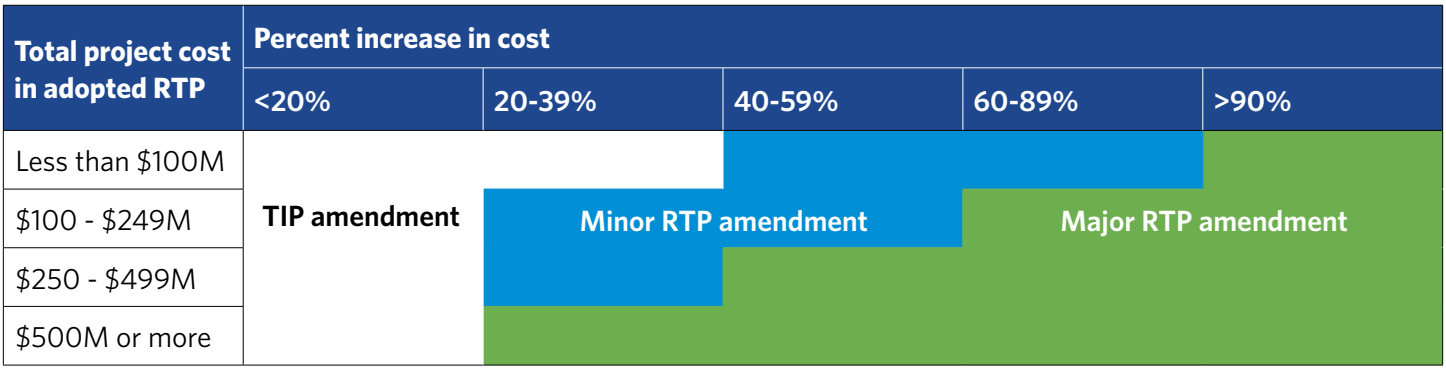
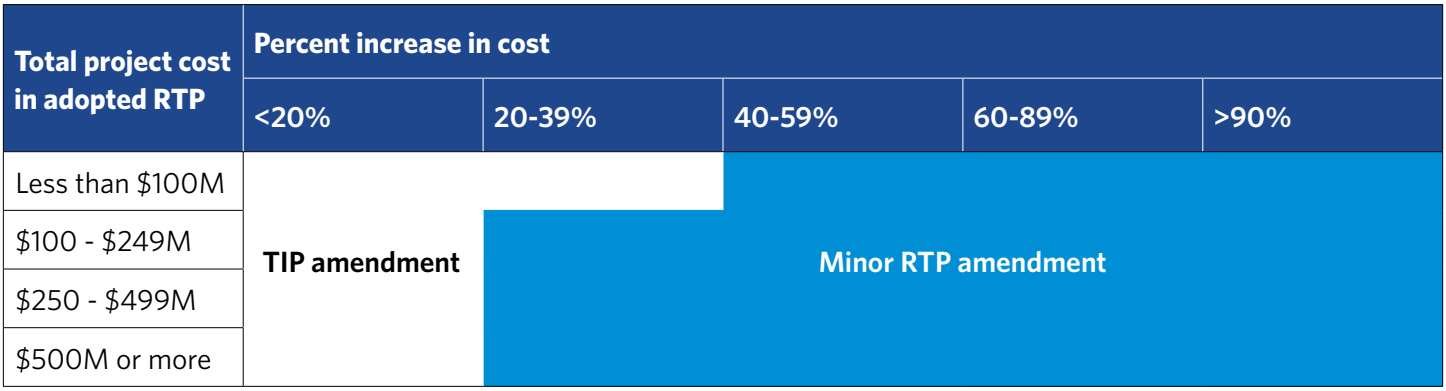


Figure 2: Proposed cost thresholds for non-capacity impacting RCPs



1 Referred to as an "administrative modification" under federal regulations.

2 These timelines do not account for air quality conformity requirements. A new not exempt project or not exempt project with scope changes will need to meet air quality conformity requirements before project RTP amendments can be presented to CMAP committees for approval.

Scope change thresholds

Constrained RCPs that experience a significant scope change may also require an RTP amendment, if not already required because of changes in cost. Table 2 presents the scope change thresholds that would require a minor or major RTP amendment.

Table 2: Scope change thresholds for existing RCPs

Project type	TIP amendment	Minor RTP amendment	Major RTP amendment
Non-capacity projects			
All types	N/A	Expansion changing termini or adding a roadway section	N/A
Capacity impacting projects			
Roadway project with through lane addition	Changing centerline mile distance of add lanes by less than 1 mile	Changing centerline mile distance of add lanes by more than a mile, up to 50%	Changing centerline mile distance of add lanes by more than 50%
Bus rapid transit (BRT)	A change in the BRT or dedicated bus lane distance of less than 1 mile	A change in the BRT or dedicated bus lane distance of more than a mile, up to 50%	A change in the BRT or dedicated bus lane distance of more than 50%
Rail line extension	-	New infill station	Extending to 1 or more additional stops/stations
Rail line increase	Expanding capacity increase by 50% or less	50-100% increase	Doubling capacity increase (or more)

RTP amendment request and protocols

The RTP amendment process begins when a project sponsor provides a written notification to CMAP's executive director requesting an RTP amendment, or when CMAP staff provides a written notification to a project sponsor that a requested TIP change meets the RCP threshold. The request should include an assessment of how the proposed project and/or the project amendment support the RTP's goals and implementation.

CMAP will assess amendment requests for consistency with RTP principles, recommendations, and priorities. After staff confirm that an amendment is required and in alignment with the plan, the project evaluation process will follow the RCP evaluation methods used during RTP development in 2025. As necessary, a financial plan analysis will also be conducted to confirm the project changes can be fiscally constrained. CMAP staff will report the project evaluation results (including model-based measures, if applicable) and fiscal constraint findings in a plan amendment memorandum.

While CMAP will strive to mirror the methods used in the RTP development process, the availability of more recent data across project evaluation measures and the universe of transportation revenues and expenditures could shape its findings. Due to this, direct comparison between the projects in a plan amendment and the RTP project set could be limited.

To facilitate the process, both CMAP and the project sponsor will identify point-of-contact managers for each requested RTP amendment. These managers will arrange a technical consultation meeting, develop a detailed timeline of interim deadlines, and ensure timely information transmittals. The CMAP point-of-contact manager will maintain complete records of all correspondence.

Required data and information

The sponsor should provide relevant project data and information to CMAP in support of the agency's evaluation of the proposal. CMAP will consider this information in its evaluation, but may also analyze additional independent resources. Necessary data and information transmittals include:

- Project location and scope, including expected effects on travel times and system capacity.
- Anticipated project cost, funding sources, and timing.
- Asset condition information (only for transit projects involving state of good repair or modernization work).

Timeline

RTP amendment timelines will vary depending on the amendment type, the nature and scope of the changes, the availability of required information, the time of the request, and staff availability. If the timeline substantially overlaps with the development of the next RTP, CMAP may ask sponsors to defer until the formal request for RCPs.

Table 3 outlines amendment process steps and estimated time requirements. Specific deadlines for data and information transmittals and evaluation deliverables will be established at the initial technical consultation meeting between the point-of-contact managers. The general timeline includes the following requirements:

- Major RTP amendments should be submitted at least six months before the desired MPO Policy Committee meeting.
- If air quality conformity is required, CMAP must receive all project information at least three months before the next conformity cycle (typically March or October).
- Minor RTP amendments should be submitted at least three months before the desired Transportation Committee (TC) meeting. Minor amendments may be approved at any of the eight annual TC meetings.

Table 3: RCP amendment process steps

Amendment step		Description	Minimum required time or timing	
			Minor	Major
1	Notification and consultation	Formal notification for RTP amendment by project sponsor. RCP consultation between CMAP and sponsor to establish schedule, protocols, and information needs.	2 weeks	
2a	Information gathering	Data collection and verification	1-2 weeks	6-8 weeks
2b	Presentation to committees	Sponsor presentation to CMAP staff and other recommended committees	n/a	
3	Project evaluation and benefits memorandum	Evaluation of project benefit alignment with plan goals and objectives including financial plan implications. Project evaluation and fiscal constraint findings will be included in the plan amendment memorandum.	1-2 weeks	4-6 weeks
4	Air quality conformity	If project in question is not-exempt and not already conformed, it must also follow separate air quality conformity procedures. Conformity results will be included in the plan amendment memorandum.	n/a	Typically, twice a year in March and October
5a	Public comment period	Plan amendment memorandum out for public comment. CMAP and sponsor coordinate formal responses to any comments received.	7 days	30 days

Amendment step		Description	Minimum required time or timing	
			Minor	Major
5b	Transportation Committee	For minor amendments, TC review and approval. For major amendments, TC review and recommendations one month before MPO Policy Committee.	Any of 8 annual meetings	One of 4 TC meetings prior to MPO Policy Committee meeting
5c	Board and MPO Policy Committee	CMAP Board and MPO Policy Committee vote on proposed RTP amendment	n/a	Any of 4 annual meetings

Variance from standard procedures

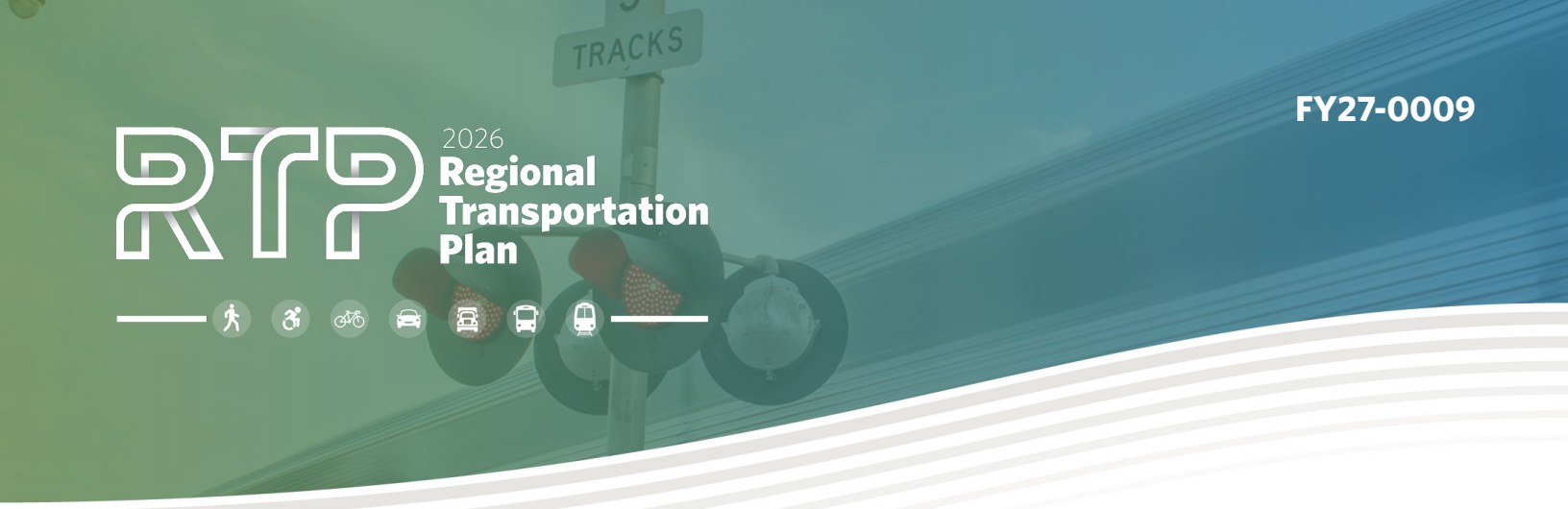
In special or unforeseen circumstances, the CMAP executive director may authorize a deviation from the adopted regional transportation plan amendment procedures. This authority may be used only when adhering to the standard process would create significant administrative, operational, or timing challenges for CMAP or its partners, and when an alternative approach is necessary to support effective decision-making.

Any use of this discretionary authority must be documented in writing. The documentation should describe the circumstances that required the deviation, the alternative steps that were taken, and how the modified approach continued to support transparency, public involvement, and consistency with federal planning requirements.

This provision does not replace the standard amendment procedures. It is intended to provide limited flexibility when needed to address urgent, unique, or time-sensitive situations while maintaining the integrity of the metropolitan transportation planning process.

Supplement: Major and minor RTP amendment project examples

Example RCP change	Minor RTP amendment	Major RTP amendment
Reconstruction or grade separation project with any cost increase that results in a total cost of $250 million	X	
Reconstruction or grade separation project with a total cost increase from $1 billion to $1.3 billion	X	
Arterial add lane project with a total cost increase from $100 million to $140 million	X	
A non-capacity impacting reconstruction project move from the unconstrained list to the constrained list	X	
An arterial add lanes project move from the unconstrained list to the constrained list		X
A bus priority corridor project removal from the constrained list		X
Transit rail service expansion project with a total cost increase from $300 million to $450 million		X
An add lane project (on an arterial or interstate) with a scope change lengthening the add lane distance from 1 centerline mile to 2 centerline miles		X
A transit service expansion project with a scope change, increasing proposed capacity change by 50% or more		X
Any project type with a scope change that removes or adds tolling		X



2026 Regional Transportation Plan

FY27-0009

The Chicago Metropolitan Agency for Planning (CMAP) is northeastern Illinois' comprehensive planning organization. The agency and its partners developed ON TO 2050, a long-range plan to help the region's 7 counties and 284 communities implement strategies that address transportation, housing, economic development, open space, the environment, and other quality-of-life issues. Visit CMAP's website for more information.

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