

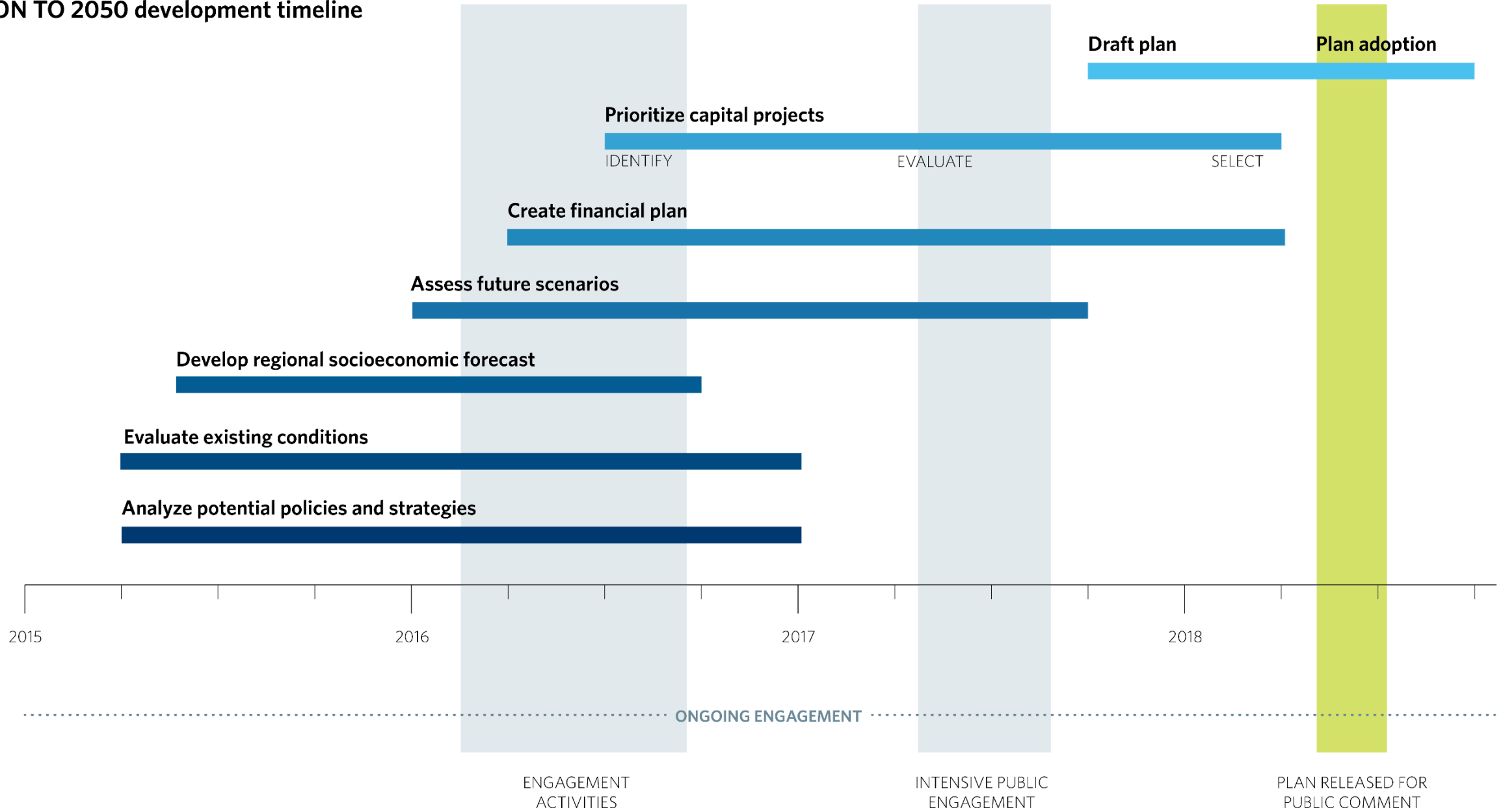


# ON TO 2050

July 11, 2018

# How we got here

# ON TO 2050 development timeline





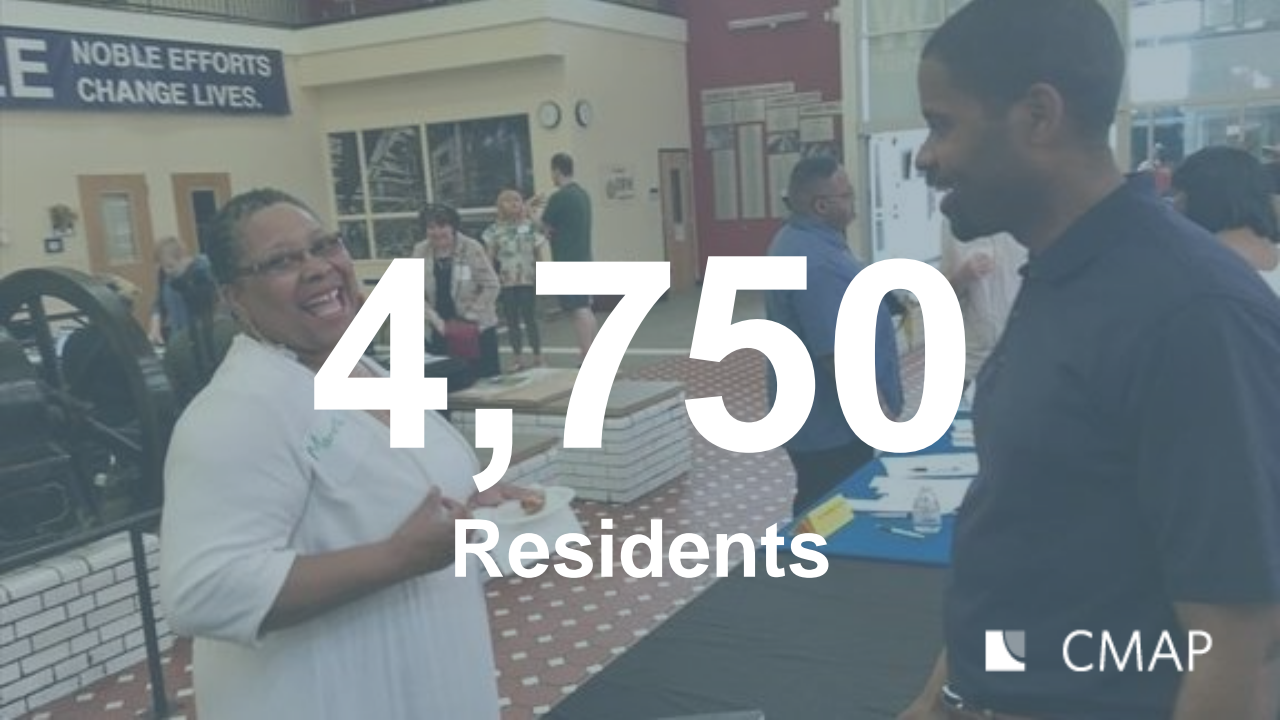
**10**  
Forums



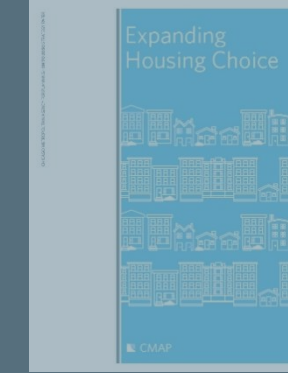
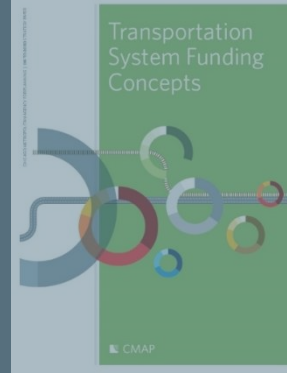
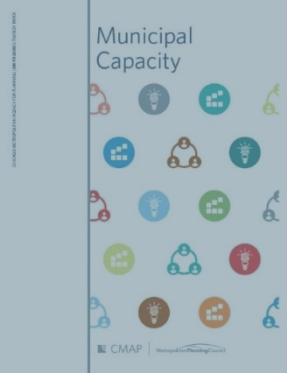
**277**  
Workshops



**100,000+**  
Kiosk interactions



**4,750**  
Residents

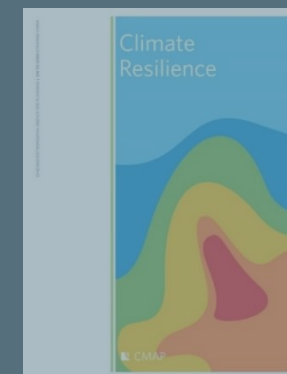
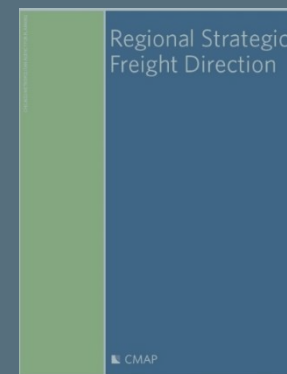
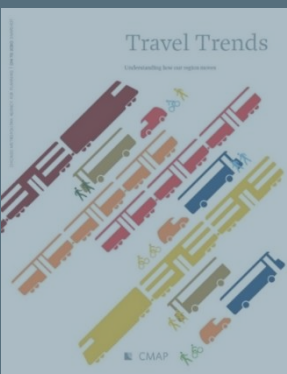


9

Snapshots

23

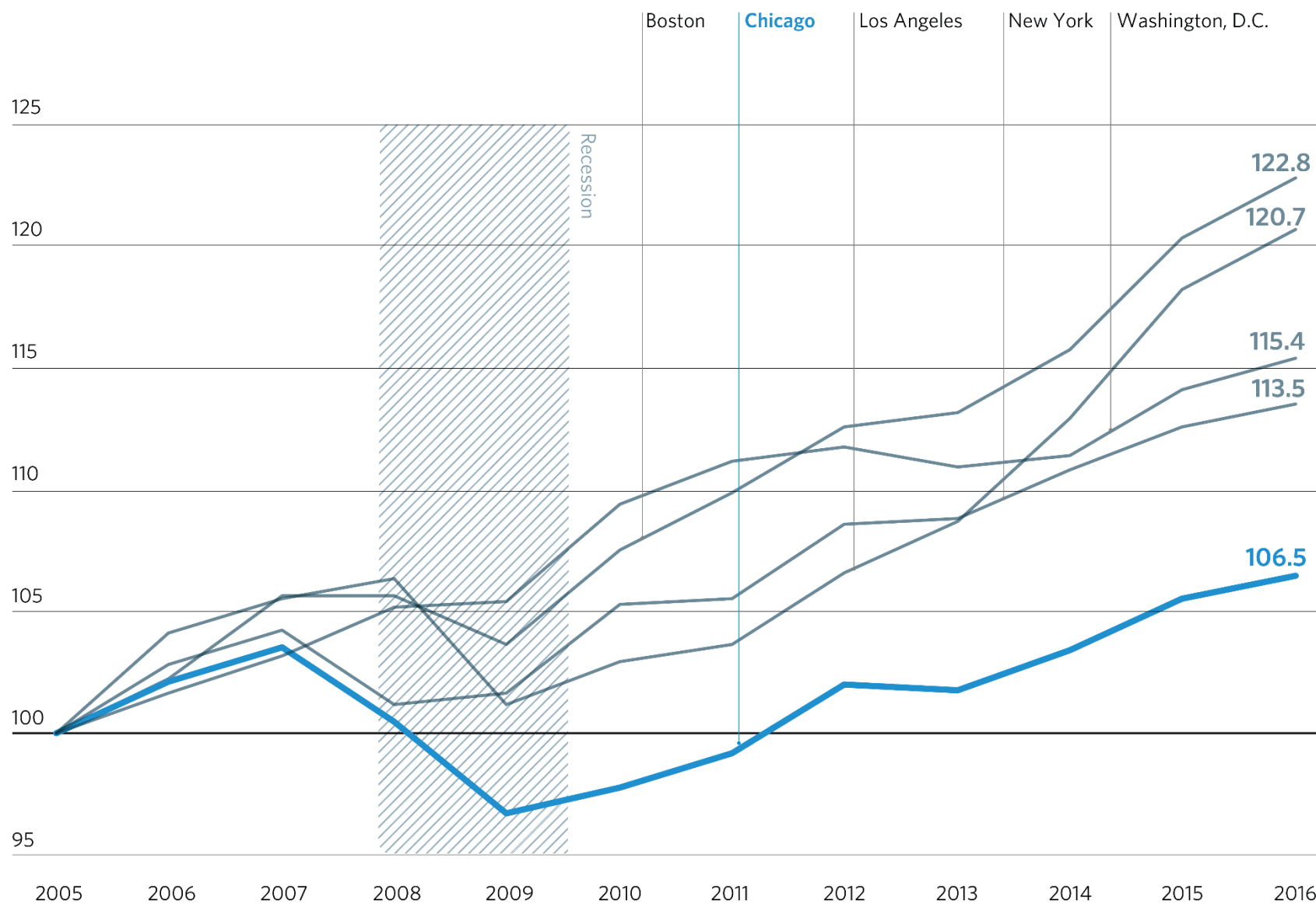
Strategy Papers



# The region today

# Cumulative real gross regional product growth in select metropolitan statistical areas, 2005-16

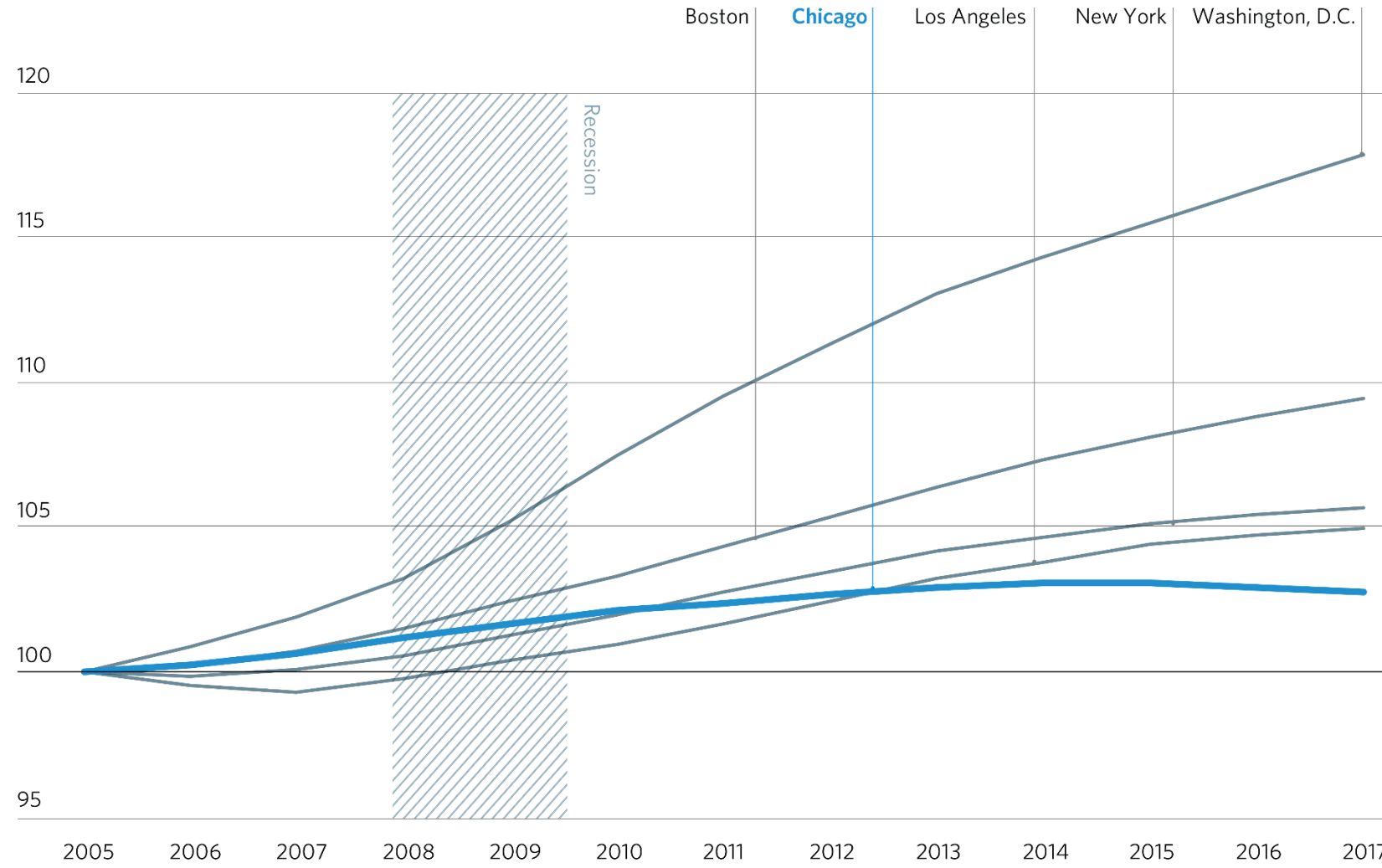
Note: Index year 2005.  
 Source: Chicago Metropolitan Agency for Planning analysis of U.S. Bureau of Economic Analysis data.



# Cumulative population change in select metropolitan statistical areas, 2005-17

Note: Indexed to year 2005

Source: Chicago Metropolitan Agency for Planning analysis of U.S. Population Estimates Program data.



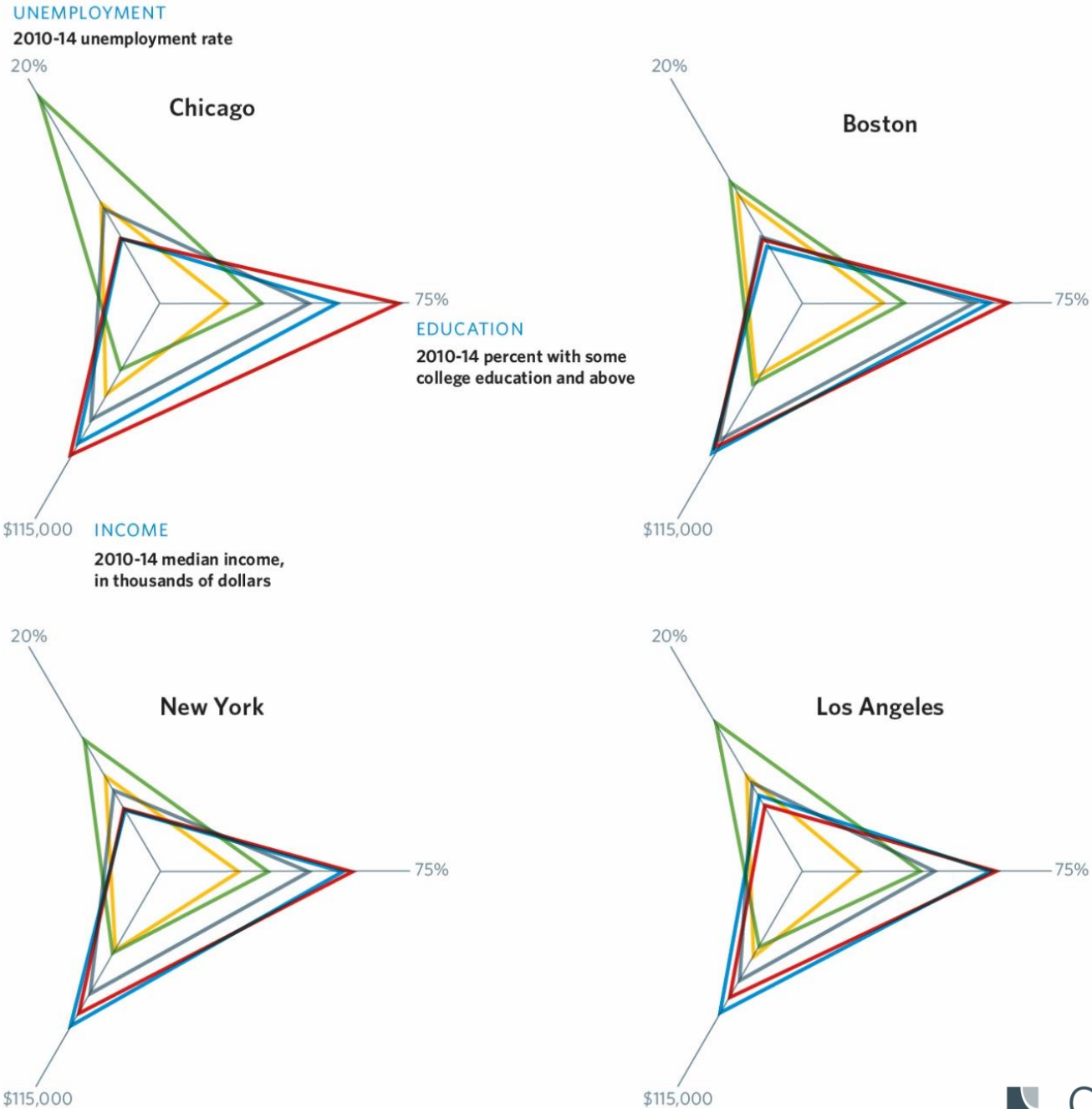


# Disparate outcomes by race/ethnicity in select metropolitan statistical areas, 2010-14

- Black
- Hispanic
- White
- Asian
- Regional average

Note: Unemployment is for population age 16 and above. The Bureau of Labor Statistics provides regional unemployment rates used in other CMAP products. Census unemployment is behind current rates, but is the most appropriate source to analyze unemployment by race.

Source: Chicago Metropolitan Agency for Planning analysis of American Community Survey Data 2010-2014; Note: 2014 inflation adjusted dollars; median incomes rounded to the nearest thousand.



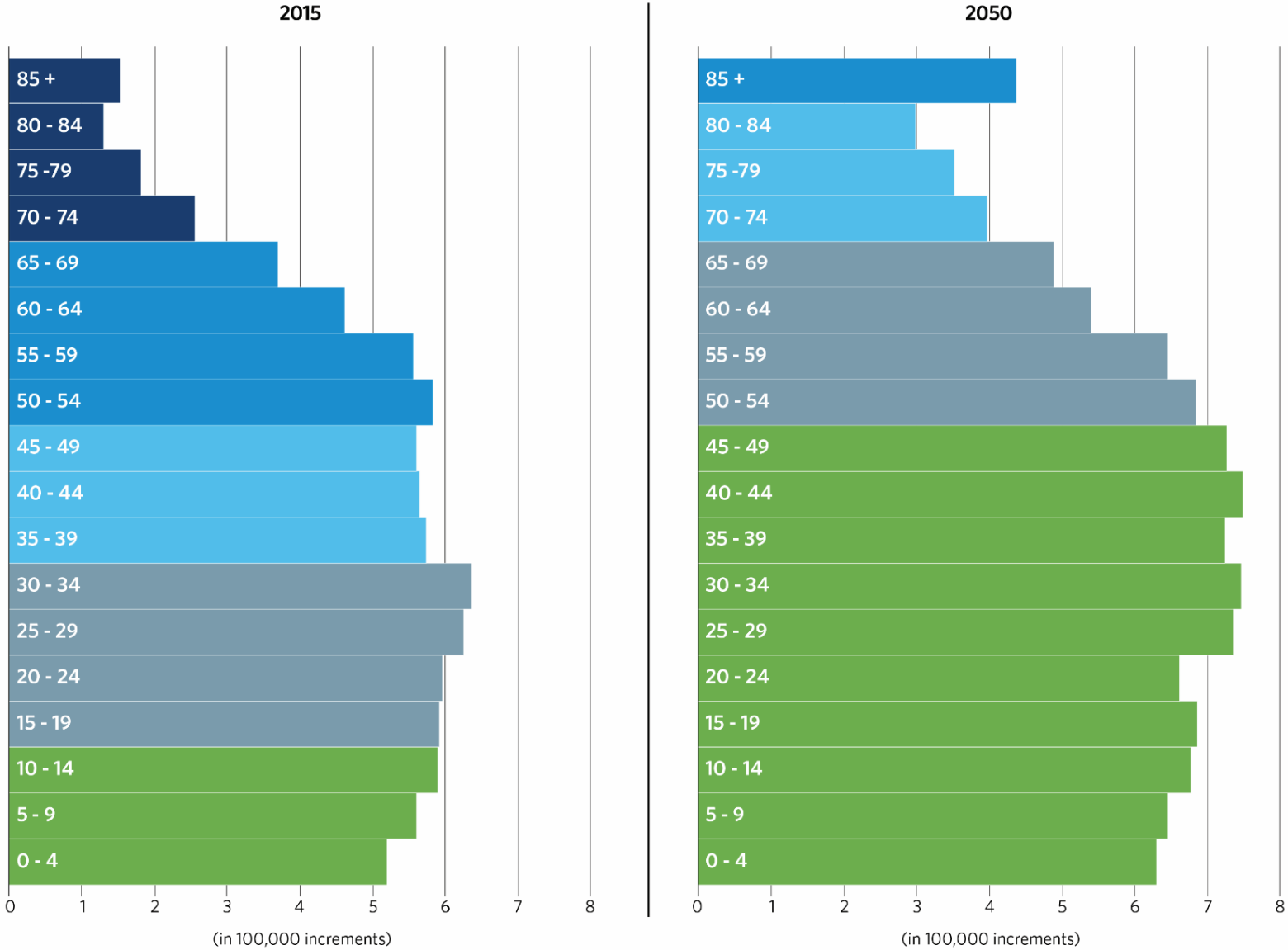
# Population change by age group and generation, 2015 estimate and 2050 forecast

## Age groups by generation name and years born

- Silents/Traditionals (1931-45)
- Baby Boomers (1946-65)
- Gen X (1966-80)
- Millennials (1981-2000)
- Gen Z and later (2001+)

Note: CMAP may provide minor updates and adjustments to the forecast prior to ON TO 2050 approval.

Source: Chicago Metropolitan Agency for Planning draft ON TO 2050 socioeconomic forecasts.

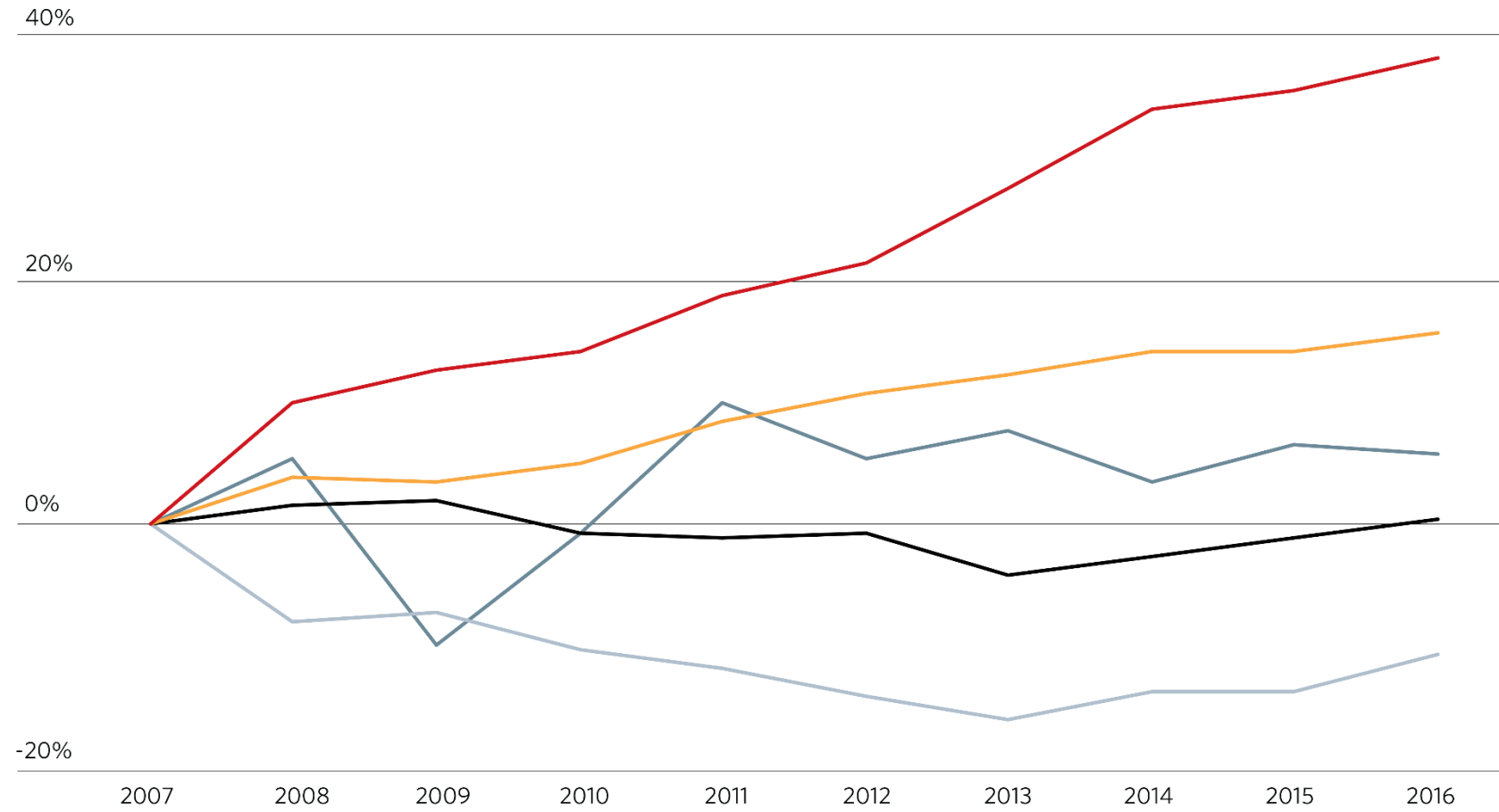


# Select transportation revenues and operating costs, 2007-16

- Federal revenues
- State motor fuel revenue
- State motor vehicle registration fee revenue
- Selected transportation system operating costs
- Consumer price index for all urban consumers

Note: Percent change since 2007. Federal transportation revenue excludes revenue for 2009 from the American Recovery and Reinvestment Act. Transportation operating costs include those incurred by IDOT's District One, Illinois Tollway, RTA, and all transit service boards.

Source: Chicago Metropolitan Agency for Planning analysis of Illinois Department of Transportation (IDOT) data, Illinois Office of the Comptroller data, Regional Transportation Authority (RTA) data, and data derived from state/regional resources tables.



An aerial night view of a city, likely Chicago, with a grid of streets and numerous lights. The sky is a mix of blue and orange, suggesting a sunset or sunrise. The text 'Inclusive Growth' is overlaid in large white letters.

# Inclusive Growth

**Grow the economy through opportunity for all**

A group of diverse people, including men, women, and children, are walking and cycling on a paved path outdoors. The path is lined with greenery and trees. The scene is bright and sunny, suggesting a pleasant day for outdoor activities. The word "Resilience" is overlaid in large white text across the center of the image.

# Resilience

Prepare for rapid changes,  
both known and unknown

# Prioritized Investment

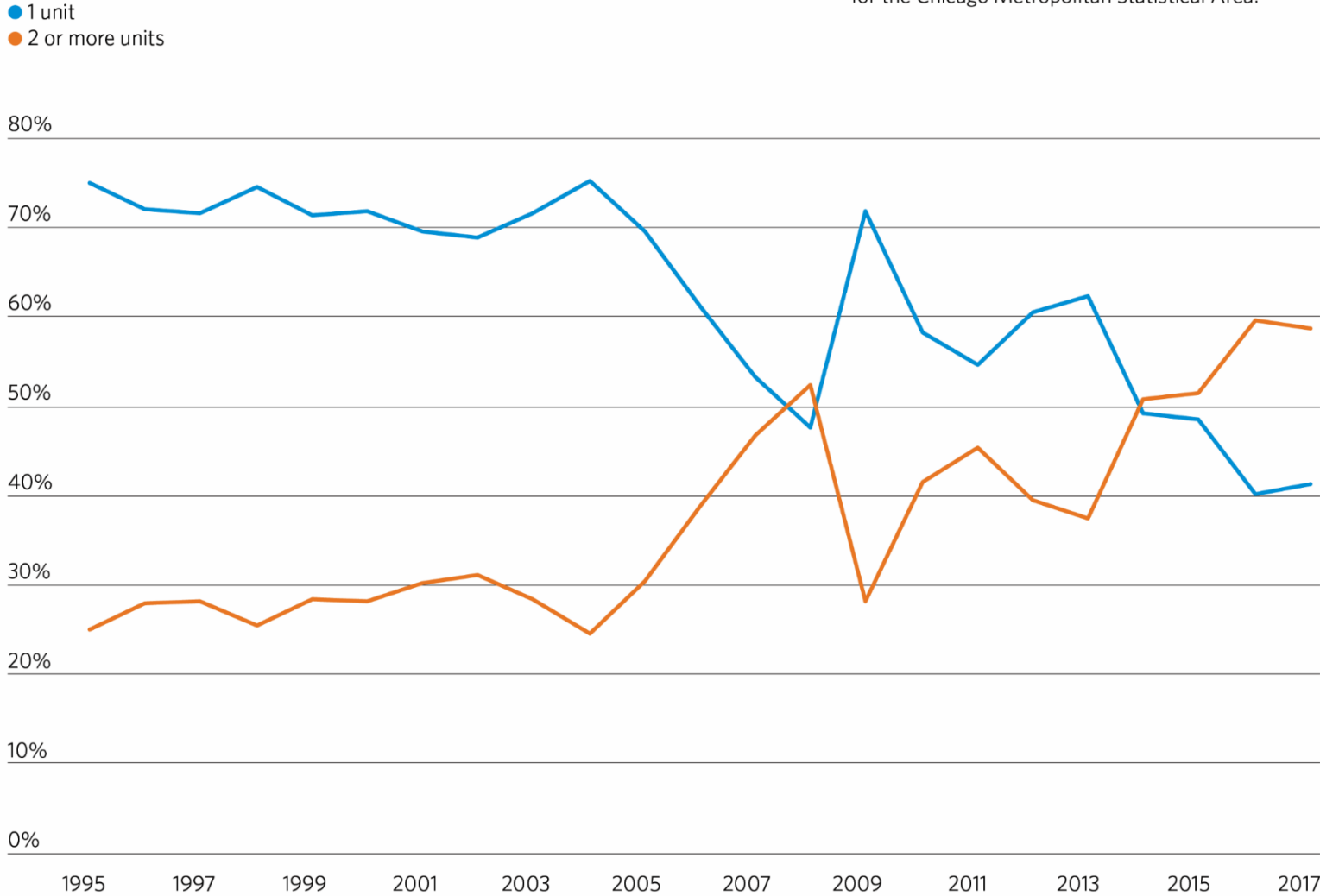
Target resources to maximize benefits

# ON TO 2050 goals

# Proportion of permitted new housing units in the Chicago MSA, by units in structure

Note: Economic impact analysis includes both direct and indirect effects.

Source: Chicago Metropolitan Agency for Planning analysis of U.S. Census annual building permit data for the Chicago Metropolitan Statistical Area.



# Community



# Community goals

Strategic and sustainable development

Reinvestment for vibrant communities

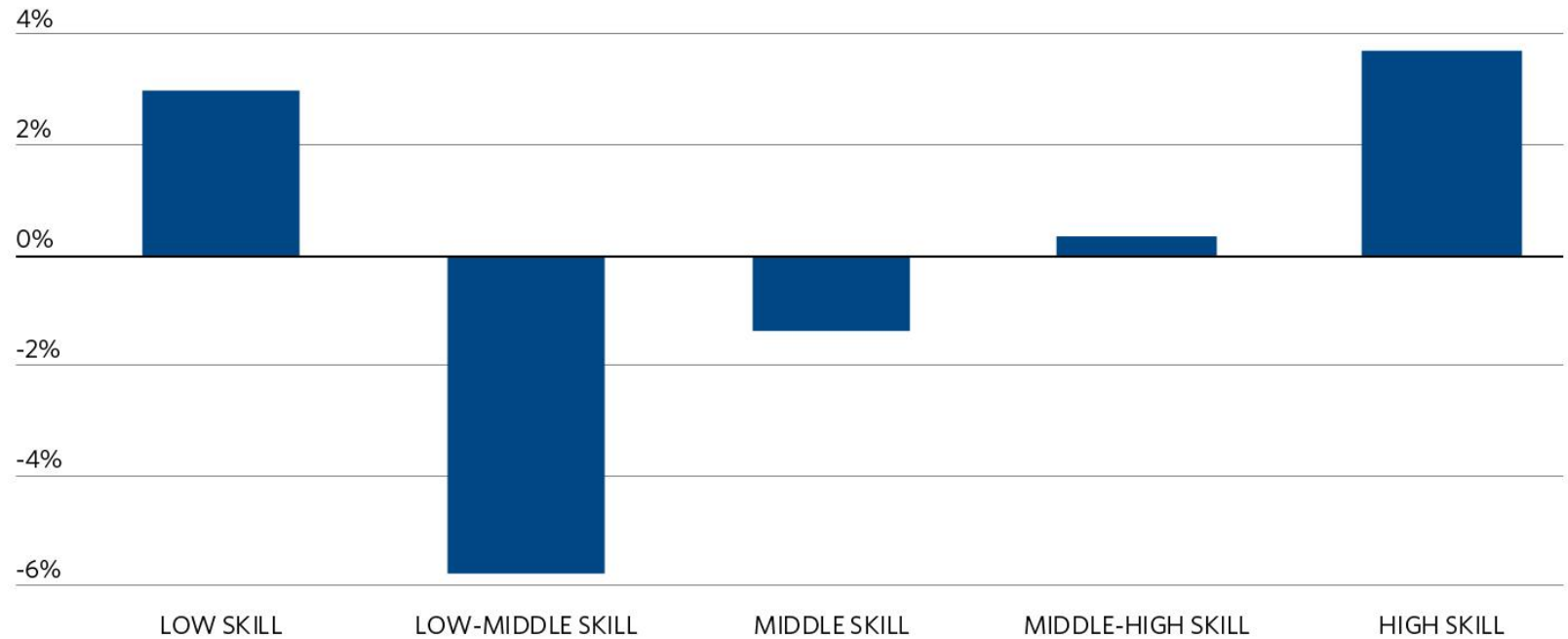
Development that supports local and regional economic strength

# Prosperity

## Change in share of U.S. employment, 1980-2016, by occupation skill level

Note: Median occupational wage in 1980 is used as a proxy for skill.

Source: Chicago Metropolitan Agency for Planning analysis of Integrated Public Use Microdata Series, 1980-2000 Decennial Census and 2010-16 American Community Survey data.

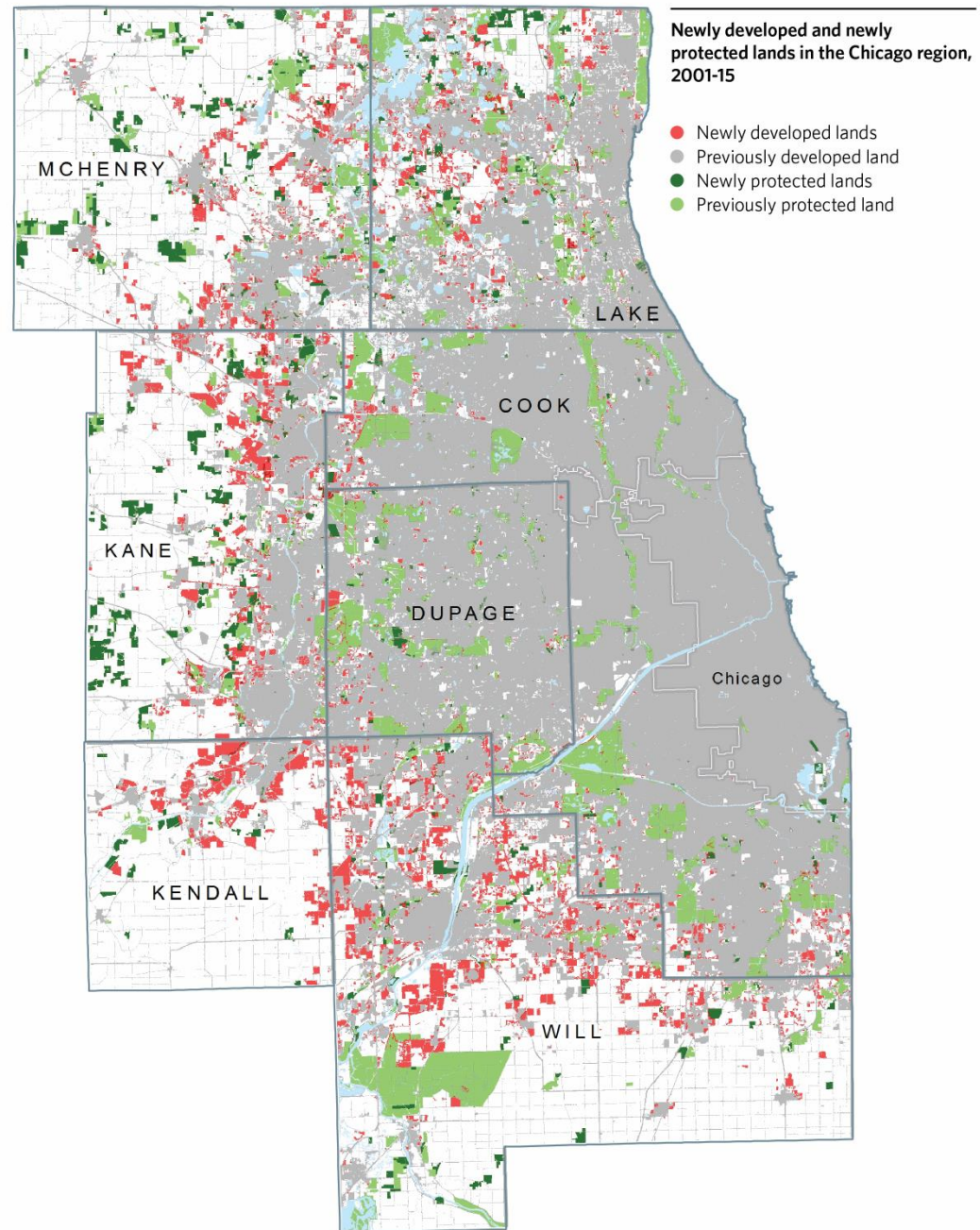


# Prosperity goals

Robust economic growth that  
reduces inequality

Responsive, strategic workforce  
and economic development

# Environment



Source: 2001-11 National Land Cover Dataset, 2015 Northeastern Illinois Development Database, 2001/2005/2013 Chicago Metropolitan Agency for Planning Land use Inventory, 2012-15 National Conservation Easement Database, 2014 Kendall County Forest Preserve District Master Plan, 2016 Trust for Public Land Conservation Almanac, and 2016 I-View: Prairie State Conservation Coalition's database of Illinois protected natural lands.

# Environment goals

A photograph of a bridge at sunset. The sun is low in the sky, creating a warm, orange glow. Several people are on the bridge: a woman in a pink tank top is running towards the camera, a man in a black shirt is running away, a person with a backpack is cycling away, and another person in an orange shirt is running away. A person with a stroller is also visible on the right. The bridge has metal railings and streetlights are visible in the background.

# GOAL: A region prepared for climate change

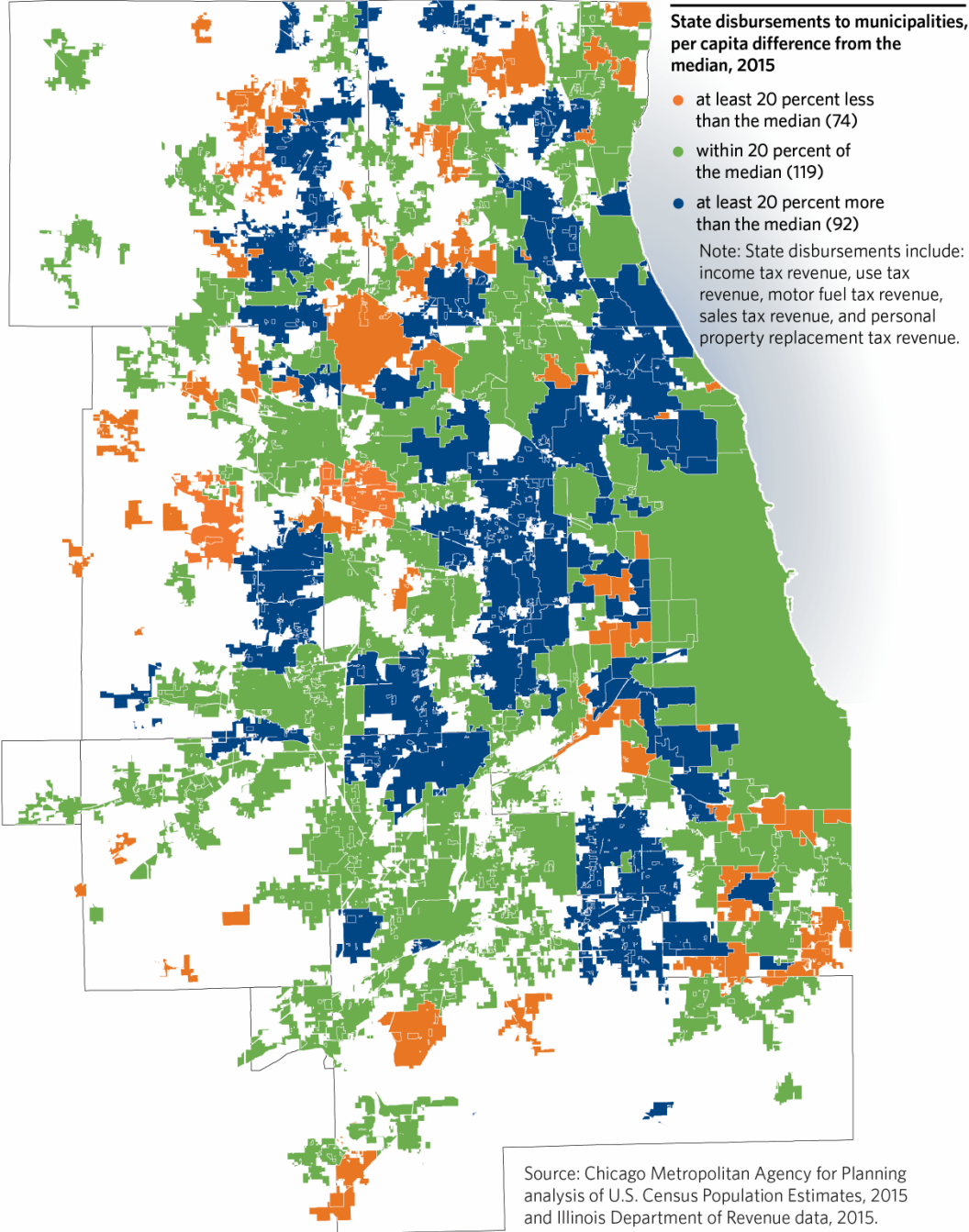
An aerial photograph of a wide river with a boat moving across it, leaving a white wake. The river is surrounded by lush green trees and grassy banks. The sky is overcast with grey clouds. The text 'GOAL: Integrated approach to water resources' is overlaid in white on the left side of the image.

# GOAL: Integrated approach to water resources

# GOAL: Development practices that protect natural resources



# Governance



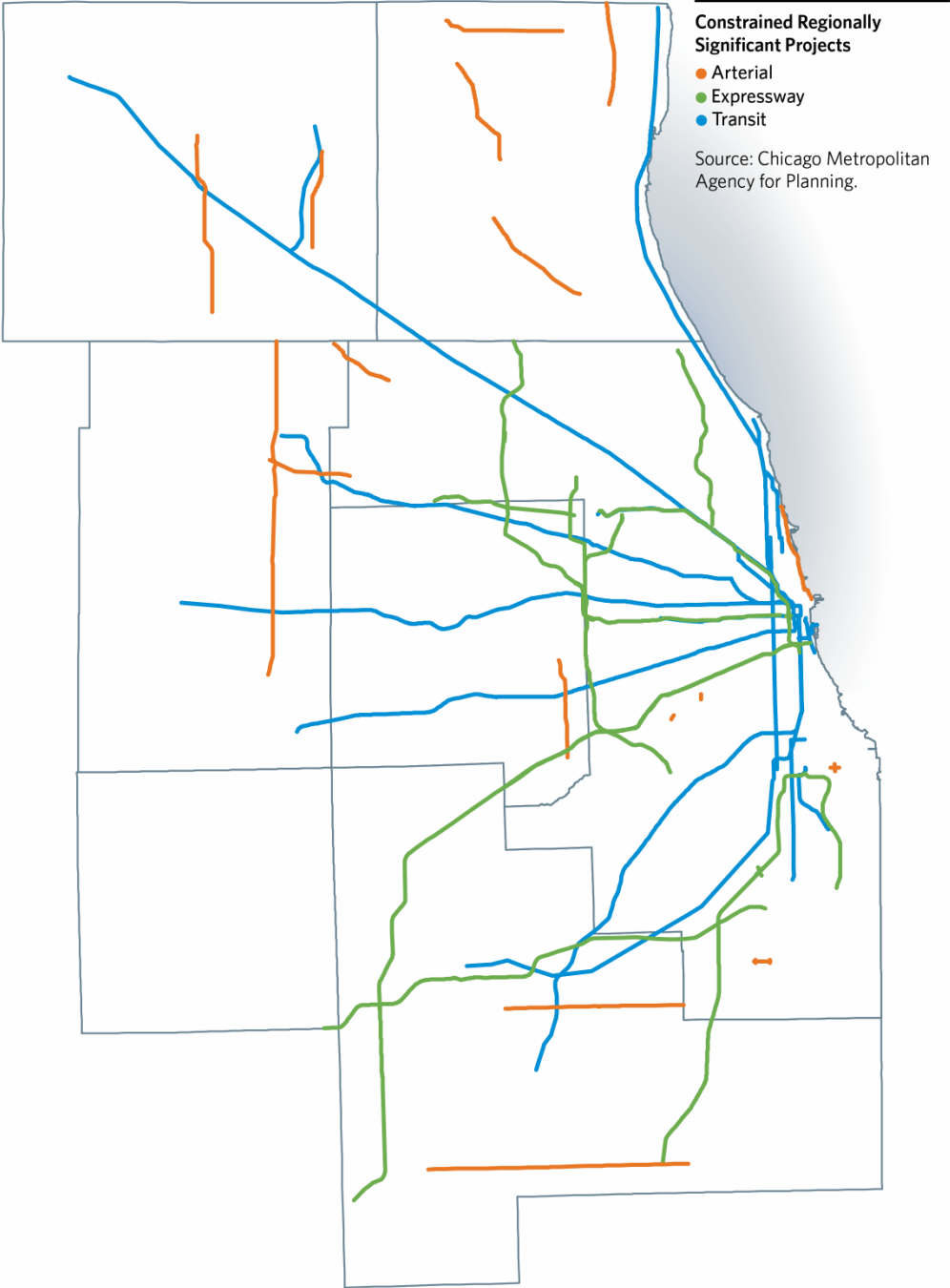
# Governance goals

Collaboration at all levels of government

Capacity to provide a strong quality of life

Data driven and transparent  
investment decisions

# Mobility



# Mobility goals

A modern, multimodal system that adapts to changing travel demand

A system that works better for everyone

Making transformative investments

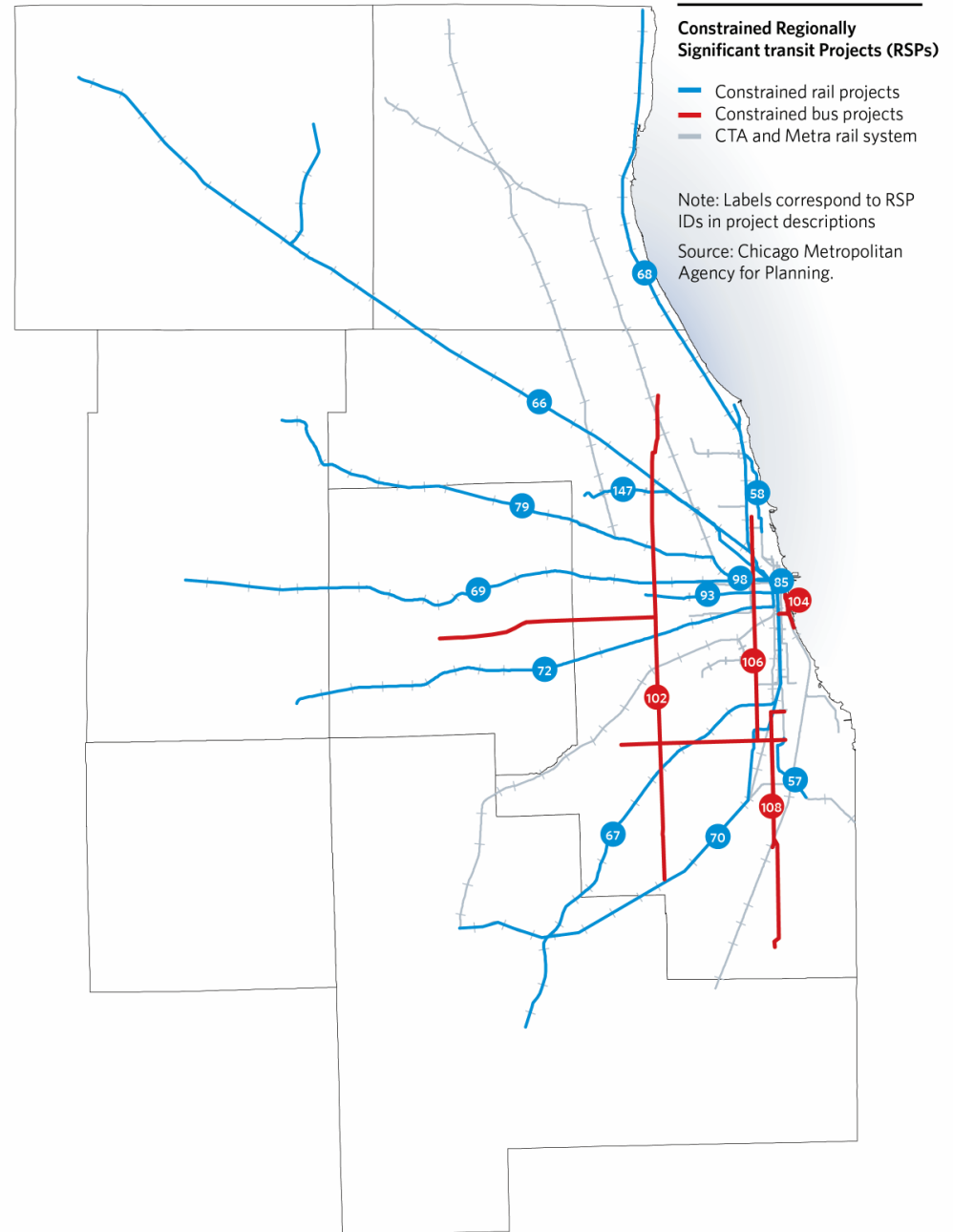
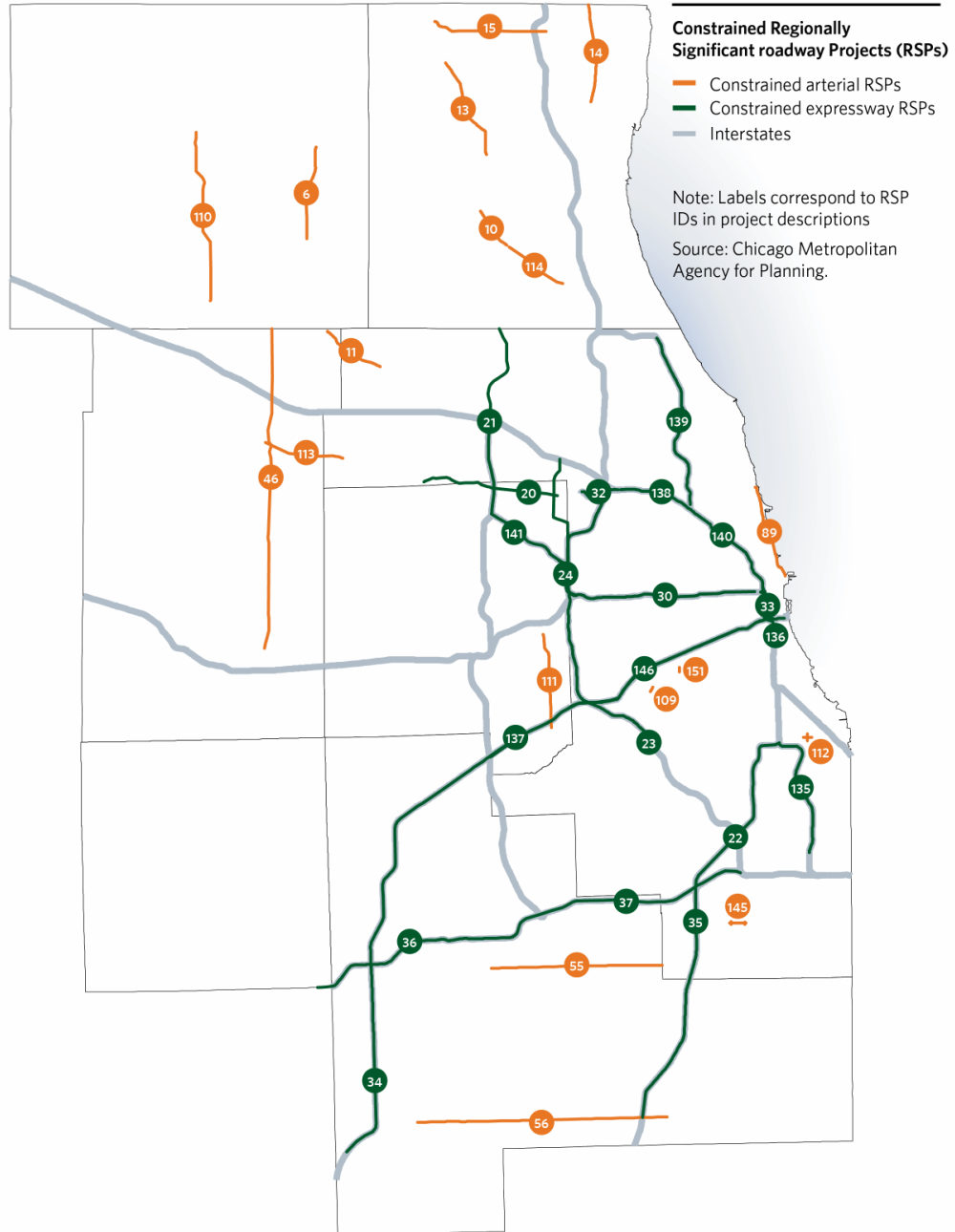
# Making transformative investments

\$24

Billions

CMAP projects a shortfall of the revenue needed by 2050 simply to maintain, operate, and administer the transportation system as it is today.

# Making transformative investments



# Focus on implementation near- and long-term

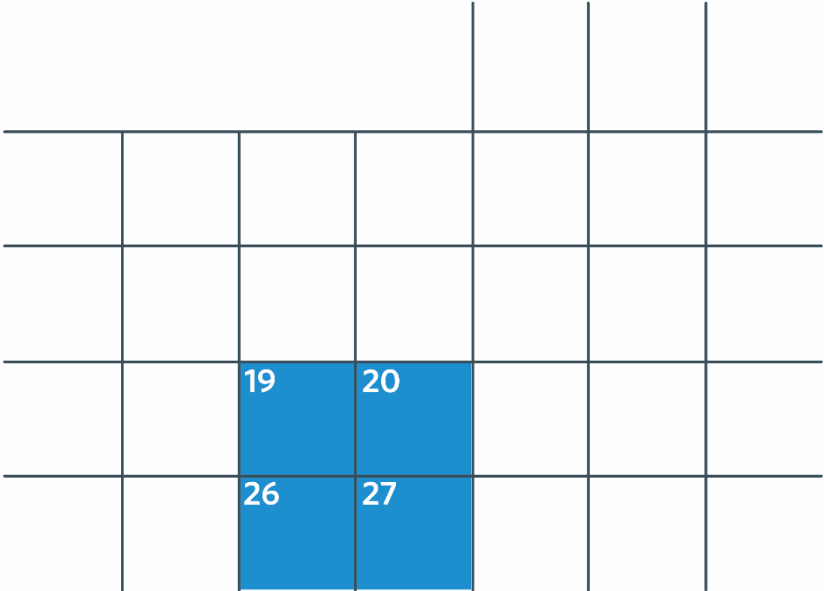
**The plan is  
designed for the  
web**



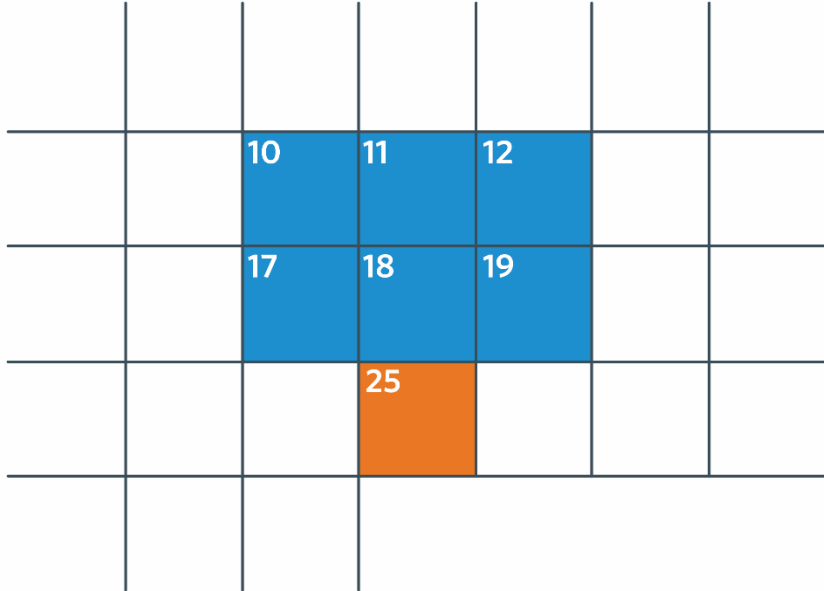
# ON TO 2050 Draft Plan public open house and public hearing dates

- Open house
- Public hearing

## JUNE



## JULY



# Questions?

[www.cmap.illinois.gov/onto2050](http://www.cmap.illinois.gov/onto2050)

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