

# 2040

GO TO 2040 MOVING FORWARD

**Local Technical Assistance**

In its fourth year, CMAP's Local Technical Assistance (LTA) program added to its list of 160 projects in which counties, municipalities, and nongovernmental organizations are planning for increased livability, sustainability, and economic vitality. Though its three-year U.S. Department of Housing and Urban Development grant expired in early 2014, CMAP has continued the LTA program with funding from the U.S. Department of Commerce Economic Development Administration, the U.S. Department of Transportation, the Illinois Attorney General, the Illinois Department of Transportation, and more. As described at [www.cmap.illinois.gov/programs-and-resources/lta](http://www.cmap.illinois.gov/programs-and-resources/lta), recent LTA highlights include:

**South Elgin Bicycle and Pedestrian Plan**

In 2012, the Village of South Elgin adopted a comprehensive plan highlighting the importance of walking and bicycling facilities for residents' mobility, livability, and health. Through the LTA program, the Village and consultants developed a bicycle and pedestrian plan, adopted June 2014, that takes a proactive approach to alternative transportation improvements identified in the comprehensive plan.

**Immigration Integration Toolkit**

Metropolitan Chicago is home to a number of immigrant communities that contribute to the region's economic prosperity and high quality of life. In 2014, CMAP built on work of the Metropolitan Mayors Caucus to create an Immigrant Integration Toolkit to help municipalities address demographic changes. It presents a variety of best practices that municipalities have used to achieve positive health outcomes, economic mobility, enhanced civic participation, and a culture of inclusiveness.

**Parking Management Plans**

In July 2014, the Village of Hinsdale approved a parking management plan for its downtown business district. The plan addresses congestion, costs, availability, and alternative transportation, and the Village quickly began implementation. This past year, CMAP also worked with Chicago's Wicker Park and Bucktown neighborhoods and the City of Berwyn on similar parking management plans.

**Cook County Planning for Progress**

With technical assistance from CMAP, Cook County will develop a new Consolidated Plan and Comprehensive Economic Development Strategy (CEDS) aimed at achieving countywide and subregional goals. These efforts, which are being combined in the county's Planning for Progress strategic plan, will guide funding requests, investments, and partnerships over the next five years for affordable housing and community and economic development to provide a higher quality of life for residents, workers, and visitors.

**Homes for a Changing Region**

Recent Homes for a Changing Region projects in DuPage, Kane, and Lake Counties directly support GO TO 2040's goals for livable communities. Through detailed analysis and community engagement, Homes enables municipal leaders to chart future supply and demand for housing in their communities and develop long-term housing policy plans. The Metropolitan Mayors Caucus and Metropolitan Planning Council are key partners in this effort. CMAP is developing a toolkit, set for launch in early 2015, for communities to develop their own Homes plans with support from the Illinois Attorney General through the National Foreclosure Settlement awards.

**Lake County Sustainability Planning**

Lake County's Regional Framework Plan helps municipalities in the county to guide land use. In October 2014, the County Board adopted a new sustainability chapter as an amendment to the plan. The chapter provides guidance to help the county achieve its current sustainability goals as well as plan for future initiatives by covering topics such as land use and development, transportation, water, waste, and energy.

**Pursue Coordinated Investments**

HB 5785 provided a limited number of special districts with the legal means to be dissolved into counties, municipalities, or other special districts. This legislation follows the final recommendations of the Local Government Consolidation Commission that studied the structure of local governments in Illinois. GO TO 2040 encourages intergovernmental collaboration and recommends further analysis of the effects of consolidating local governments.

**Major Capital Projects**

GO TO 2040 recommends strategic investments in the transportation network, which is key to economic prosperity. While the plan's primary transportation emphasis is to maintain and modernize the system, it recommends several major capital projects that will maximize regional benefits of mobility and economic development. Important progress was made in 2014, including:

- CMAP, the Illinois Tollway, and Lake County continue to make progress in their partnership to move forward with plans for the IL 53/120 Tollway north extension. A finance committee is exploring innovative approaches to pay for construction of the project, and a land use committee (staffed by CMAP) is developing a corridor plan to integrate land use and transportation for improved mobility, quality of life, natural resource protection, and sustainable economic development. See [www.lakecorridorplan.org](http://www.lakecorridorplan.org).
- The Chicago Transit Authority (CTA) is preparing a draft Environmental Impact Statement for the Red Line South Extension project. The Locally Preferred Alternative has been narrowed to two options that would place rail either immediately east or west of the Union Pacific Railroad tracks from 99th Street to north of 118th Street. The CTA also announced \$5 million of bonds to continue the project's federal planning process.
- All approvals are in place for the Elgin O'Hare Western Access project. A Congestion Mitigation and Air Quality Improvement (CMAQ) grant and a right-of-way donation by DuPage County closed the funding gap and allowed reconstruction of the existing expressway to begin. The Tollway is rebuilding the I-290 Interchange at the existing expressway and is working on both the Rohlfing Road and Devon Avenue bridges that will accommodate the new Illinois Route 390 roadway.
- Construction has begun on the I-294/57 Interchange, with lane reductions and shoulder closures on both expressways. A Purpose and Need study was drafted for the I-55 Managed Lane project, and the eastbound I-90 lanes between Rockford and Elgin are being rebuilt, with work on the segment scheduled for completion in late 2013.
- Relative to the West Loop Transportation Center envisioned by GO TO 2040, progress is being made to implement the Union Station Master Plan, which is currently in Phase II. Projects funded and underway include creation of a bus transfer center and development of Central Loop bus rapid transit.

**Freight Leadership**

In May, the CMAP Regional Freight Leadership Task Force issued its advisory report, with a three-part preferred scenario. The first is to incorporate comprehensive, multimodal freight planning into the regional comprehensive plan. The second is to secure new funding from user fees to invest in the regional freight system. And the third component combines the first two, harnessing the new revenues to build freight projects and fund operational programs identified in the regional plan. The Task Force recommendations rely on existing institutions to deliver enhanced freight governance in the region, rather than creating a new, independent "Regional Freight Authority," which they considered as recommended by GO TO 2040. CMAP has also helped lead a coalition of major U.S. metro organizations to urge a federal policy for multimodal freight.

**Increase Commitment to Public Transit**

**Bus on Shoulder**

HB 5664 transitioned the Bus-on-Shoulder program from its pilot phase to permanency. This allows bus-on-shoulder projects on both the Illinois Department of Transportation (IDOT) and Tollway systems and requires IDOT to develop rules governing the times and locations of bus-on-shoulder service. GO TO 2040 calls for increased commitment to public transit, as well as modernization projects that enhance transit service. Bus-on-shoulder allows for relatively cost-effective new transit service in congested corridors.

**Pace Guidelines**

A set of Transit Supportive Guidelines aims to foster reliable, efficient, convenient, and accessible transit in communities served by Pace buses by shaping the built environment to include all modes of transportation. The guidelines can be tailored to meet the needs of specific areas so communities across the region have the opportunity to better plan for transit, vehicle, and pedestrian traffic. They will play an important role in implementing GO TO 2040's recommendation to conduct supportive land use planning and make transit a better "first option" for commuters.

**Chicago TOD Ordinance**

In the past year, the City of Chicago implemented a transit-oriented development (TOD) ordinance, pedestrian street designations, and a complete streets policy. These efforts are designed to make streets more inclusive of all commuters, ease traffic congestion by encouraging walkability and transit use, and increase building density around easily-accessible transit stations. Chicago's policies align with GO TO 2040's goals of increasing livability, increasing transportation options, and reducing congestion.

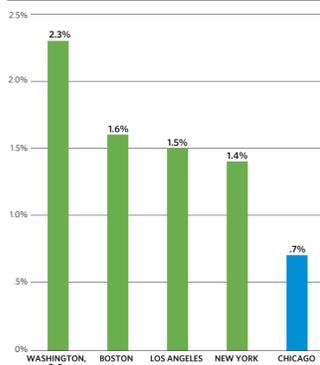
**Regional Economic Indicators**

The transformation of ideas and research into new products, technologies, and processes drives economic growth and often leads to increased productivity. CMAP provides data, analysis, and coordination for implementing GO TO 2040's recommendations on workforce and innovation. In 2014, the agency launched a Regional Economic Indicators web microsite ([www.cmap.illinois.gov/economy/regional-economic-indicators](http://www.cmap.illinois.gov/economy/regional-economic-indicators)) with extensive data and analysis tracking four major economic themes: broad economic trends, major industry clusters, workforce, and innovation. The following are examples from that site.

**Trends**

The Chicago region is home to a diverse economy in which no single industry dominates. Tracking the region's overall productivity, employment levels, and personal income provides insight into the resiliency of the region's economy and the well-being of its residents.

**Real gross regional product compound annual growth rate in select metropolitan regions, 2001-13**



**Change in real median household income in select metropolitan regions, 1989-2013, in 2012 dollars**



**The chart above shows the annual value of all goods and services produced within the Chicago metropolitan statistical area (MSA), reported in 2009 chained dollars. In 2013, the region's real gross regional product (GRP) was approximately \$551 billion. Since 2001, real GRP growth in Chicago has lagged behind growth rates in Washington, D.C., Boston, Los Angeles, and New York.**

**Workforce**

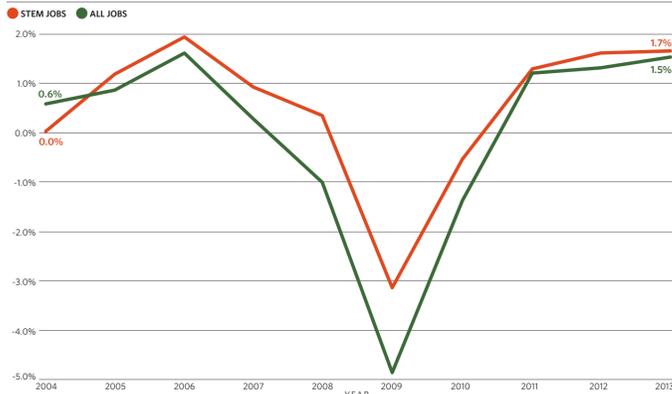
A skilled workforce is a critical component of regional economic growth. Many jobs that once required only a high school degree now require additional specialized training or postsecondary education. Ensuring that Chicago's workforce has access to advanced educational opportunities will prepare the region to compete in the global economy.

**The chart to the right shows the proportion of residents in the seven-county CMAP region age 25 or older with at least a high school degree or associate degree. An estimated 86.7 percent of residents hold a high school degree or higher (including those with some college but no degree), and 42.9 percent hold an associate degree or higher. The proportion of residents holding a high school degree or higher closely mirrors the national average, while the regional proportion of residents with an associate degree or higher exceeds the national average.**



**The chart below shows employment in Science, Technology, Engineering, and Mathematics fields in the seven-county Chicago region. The demands of many professions are becoming increasingly complex as technology drives innovation and growth in today's economy. Workers regularly face challenges that require critical thinking and analytical skills. Proficiency in science, technology, engineering, and mathematics—STEM—is increasingly important. Compared to overall employment in the region, the number of STEM positions has grown faster (or in some cases declined more slowly) in nine of the last ten years.**

**STEM and total employment change in the Chicago region, 2004-13**



**Note: Science, Technology, Engineering, and Mathematic (STEM) occupations are defined by the U.S. Standard Occupation Classification Policy Committee, 2010. Source: Chicago Metropolitan Agency for Planning analysis of Economic Modeling Specialists International data.**

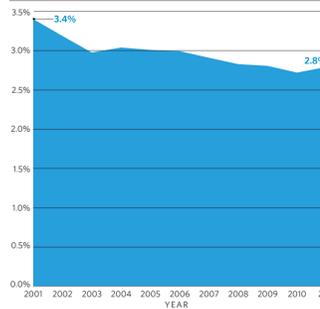
**Industry Clusters**

The region's freight and manufacturing clusters are core components of our metropolitan economy, which is the third largest in the U.S. Adding to its series of drill-down reports, CMAP issued an O'Hare Subregional Freight-Manufacturing Drill-Down Report assessing how local conditions support the competitiveness of that area's freight and manufacturing cluster.

**Innovation**

New ideas and technologies help produce high-quality goods and services that keep metropolitan Chicago competitive in today's global marketplace. Innovation is spurred by both the private sector and local academic institutions.

**Patent production in Chicago region as a percentage of U.S. total, 2001-11**



**Note: For this chart, the Chicago region is defined as the U.S. Census Bureau metropolitan statistical area of Chicago-Joliet-Naperville, IL-IN-WI. Source: Chicago Metropolitan Agency for Planning analysis of U.S. Patent and Trademark Office data.**

**The chart above shows utility patents, also known as "patents for inventions," issued by the U.S. Patent and Trade Office. High levels of patent production generally indicate an innovative region supported by an educated workforce with a strong capacity to conduct research and development. In 2011 the Chicago metropolitan statistical area (MSA) produced 3,033 utility patents and accounted for 2.8 percent of national patent production. The Chicago region has the third largest metropolitan population in the U.S. and produced the fifth highest number of patents among all metropolitan areas over the last decade.**

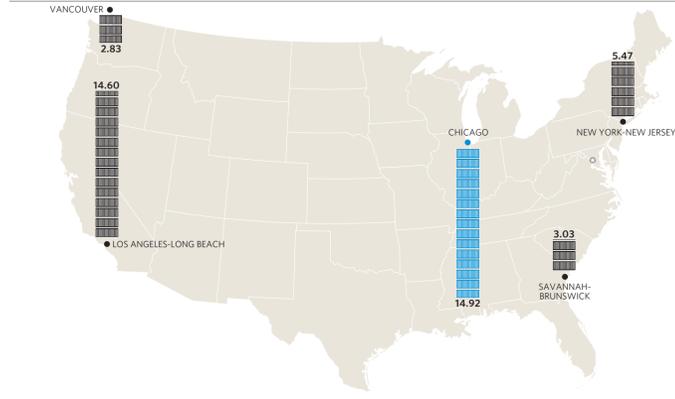
**Clusters**

Chicago's freight and manufacturing clusters play a significant role in local economic activity, representing 15 percent of all jobs in the region. The Chicago region is the largest rail-truck intermodal port in the country. In 2013 the region exported over \$54 billion worth of manufactured goods.

**The chart to the right shows the real dollar value of manufacturing exports from the Chicago customs district. The export of goods and services helps our region's economy connect with a growing global consumer base. In 2013 the Chicago customs district exported \$34.3 billion in manufactured goods. Real manufacturing export growth in the region kept pace with national averages between 2002-08, but growth has lagged far behind the national average since 2009.**

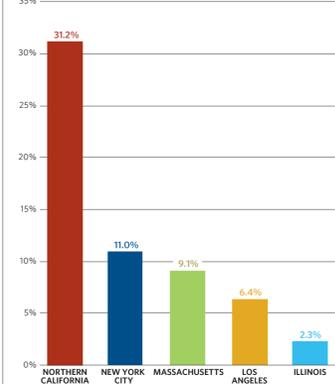
**The chart below shows the number of 20-foot equivalent units (TEUs) of freight cargo containers moved through metropolitan Chicago's rail-truck intermodal terminals. Our region's confluence of rail, truck, and air infrastructure make it a critical shipping node for North American freight. The number of TEUs moved through the region's rail-truck intermodal facilities has increased by roughly 19 percent since 2009. Approximately 14.2 million TEUs of cargo were moved through the region's intermodal terminals in 2012.**

**Busiest North American ports by TEUs moved, 2013, in millions**



**Note: TEU is a 20-foot equivalent freight cargo container. Source: Chicago Metropolitan Agency for Planning estimates of regional intermodal activity; World Shipping Council.**

**Percentage share of national venture capital deals in 2013**



**Note: Data not available for the Chicago metropolitan area, however most venture capital investments counted by PricewaterhouseCoopers for the state of Illinois originate in the Chicago region. Geographies for Los Angeles and New York City may differ from traditional census metropolitan boundaries. See About the Data section for more information. Source: Chicago Metropolitan Agency for Planning analysis of PricewaterhouseCoopers MoneyTree data.**

**Relative to several other regions, the chart above shows Illinois venture capital deals (the majority of which are in metropolitan Chicago). Innovation in new goods, services, and technologies drives economic growth. Investors can support high-risk, high-growth startup companies through venture capital funding. Leading venture capital regions such as New York, northern California (which encompasses the Bay area, including Silicon Valley and portions of the California coastline), and Los Angeles are all accounting for a growing share of the nation's venture capital deals while venture capital deal making in the state of Illinois has remained stagnant.**



**2014**

**IMPLEMENTATION REPORT**

**GO TO 2040**  
MOVING FORWARD

GO TO 2040 is the seven-county metropolitan Chicago region's official comprehensive plan, with recommendations aimed at government (municipalities, counties, state, federal), regional authorities, the business community, nongovernmental organizations, and individual residents. Adopted on October 13, 2010, it establishes coordinated strategies that help our 284 communities address regionwide population growth of more than 2 million new residents anticipated over the next three decades.

This fourth annual report describes progress in GO TO 2040 implementation, which in 2014 included a federally mandated update of the plan ([www.cmap.illinois.gov/2040/update](http://www.cmap.illinois.gov/2040/update)). The update included a revision of indicators that measure plan performance. The implementation action areas for each of GO TO 2040's 12 recommendations were also revised. And, in keeping with the federal requirement of "fiscal constraint," the plan update included a revised list of major capital projects, based on the adopted plan's original list, the projected availability of funds, and the latest socioeconomic forecasts.

**GO TO 2040 Themes and Recommendations**

**Livable Communities**

- Achieve Greater Livability through Land Use and Housing
- Manage and Conserve Water and Energy Resources
- Expand and Improve Parks and Open Space
- Promote Sustainable Local Food

**Human Capital**

- Improve Education and Workforce Development
- Support Economic Innovation

**Efficient Governance**

- Reform State and Local Tax Policy
- Improve Access to Information
- Pursue Coordinated Investments

**Regional Mobility**

- Invest Strategically in Transportation
- Increase Commitment to Public Transit
- Create a More Efficient Freight Network

**FUND 2040**

CMAP has begun building a coalition to secure regional revenue for prioritized infrastructure investments that contribute to implementation of the GO TO 2040 plan. Called FUND 2040, the initiative launched a website in November 2014 at [www.fund2040.org](http://www.fund2040.org) and will move into a higher gear in early 2015, when the Illinois General Assembly begins its session.

FUND 2040 would support projects in three categories: transportation, water, and open space. Metropolitan Chicago must compete economically on the global stage against regions whose public investments have for decades far outpaced our own. While increased state and federal investment is critical, at best it is likely to meet only our maintenance needs. By making a new commitment to maintain and modernize our region's infrastructure, we can seize opportunities to increase prosperity and quality of life across northeastern Illinois.