

Regional Snapshot



Chicago Metropolitan
Agency for Planning

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A Region is Challenged...

Residents and leaders across the seven counties that make up metropolitan Chicago are expressing increased awareness that the most urgent challenges facing us are highly interconnected. Northeastern Illinois enjoys the status of a global center for commerce, natural resources, recreation, and many quality-of-life factors, yet some observers point to trends that could seriously erode the livability and prosperity of our region's communities.

At or near the top of that list are the delays in our transportation system, which is overburdened and under-funded. One-third of the nation's rail and truck cargo moves to, from, or through the Chicago region — already the busiest U.S. rail freight hub and getting busier. Highway congestion is exacerbated by limited housing choices, especially in locations that would let people live nearer to where they work. Increased commute times, in turn, have negative side-effects ranging from the personal (e.g., decreasing the time parents are able to spend with their children) to the universal (e.g., harming the quality of air and water). Each of us depends on a strong local economy, which itself depends on the region as a whole being a place where people want to live and work and where companies want to do business.

These issues' interconnectedness could be overwhelming to those of us seeking to make positive changes in the greater metropolitan area. But increasingly, steps have been taken to create mechanisms for cooperation that make it possible — some say inevitable — for the region to address its challenges together. Through a process of innovation and integration, we can identify the links between seemingly disparate issues and tackle them in concert rather than separately. The consequences of not doing so are unattractive at best, because the central issues described in this document defy simple solutions. What the region requires is a comprehensive approach that cuts across traditionally distinct policy areas and geographies.

Northeastern Illinois certainly does not lack leadership. In fact, its leaders are numerous. From a national standpoint, the region far outstrips all others in the U.S. with regard to the sheer number of units of local government (*Figure 1*). This system of representative government is unique in the degree of local control that it affords to our communities. That intensely personalized governance has played an important role in the region's prosperity, with mayors and other elected officials who must remain highly responsive to constituents who are literally their close neighbors. But our communities often find themselves competing with one another for jobs and resources, prompting land-use choices that may not reflect a broader view of residents' needs. Many opportunities exist for greater collaboration by identifying and pursuing common objectives.

...the Region Responds

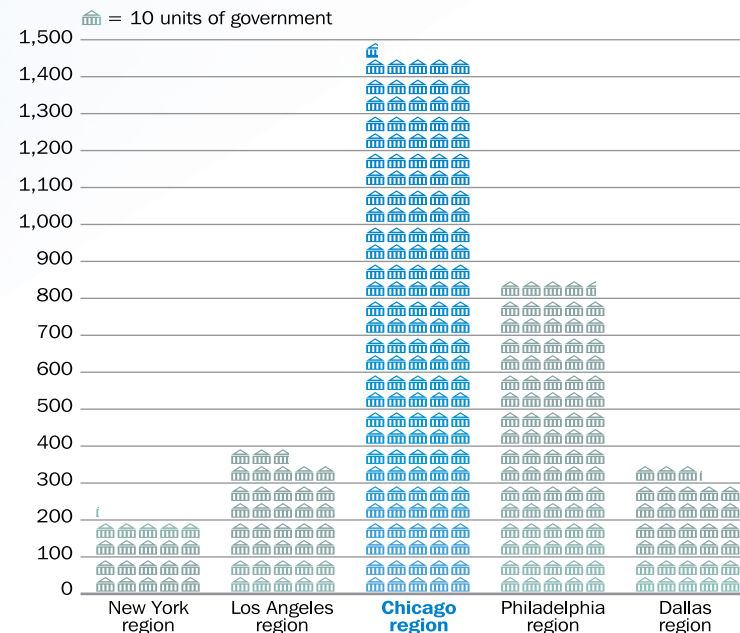
Though these challenges are daunting, their mutual dependence means that, when we make progress in one area, positive effects will be seen in other areas — some that are clearly related, and others where the relationships are not as obvious. In other words, there is cause for optimism. One major step toward addressing urgent regional issues was taken when leaders at the local and state levels built a consensus to create the Chicago Metropolitan Agency for Planning. In existence for just over a year now, CMAP aims to transform the way planning is conducted and investment decisions are made across northeastern Illinois. That is an ambitious objective, but what's at stake is the continuing livability of our communities.

The seven counties served by CMAP — Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will — face an additional 2 million residents and 1.2 million more jobs by 2030. The metropolitan area has a world-class transportation system that is, nonetheless, in need of improvement. Natural resources are abundant, though under increasing pressure because of the region's growth rate. The agricultural character in parts of northeastern

Figure 1.

Comparison of total units of local government

Includes municipalities, general and special governments.



Source: U.S. Census Bureau, 1997 Census of Governments

Illinois remains strong, though farmland is dwindling. The region's eastern border is Lake Michigan, one of the world's largest freshwater resources, but potential shortages of drinking water are projected in coming years. All of these challenges require a comprehensive approach that builds connections across topic areas and geographical boundaries.

Through the Regional Planning Act of 2005, Governor Rod Blagojevich and the Illinois General Assembly formed CMAP by merging the Northeastern Illinois Planning Commission (NIPC) and the Chicago Area Transportation Study (CATS). Those organizations' current baseline plans — respectively, the 2040 Regional Framework Plan and the 2030 Regional Transportation Plan — have been formally adopted by CMAP, which will now begin preparing the region's first combined, comprehensive plan for land use and transportation.

About the Regional Snapshot

At the very outset of that multi-year planning effort, this document is meant to depict where the region stands in measurable terms, regarding fundamental issues that will shape our communities in years to come. It builds on the 2040 Plan and the 2030 RTP, but also on numerous publications of CMAP partner organizations. Much good work has been done to quantify the region's status and needs; CMAP's role is to coordinate and enhance activities across those areas while promoting regional priorities. The Regional Snapshot is not intended as an all-encompassing overview of northeastern Illinois. It is instead a short encapsulation of selected data points and trends that shed light on issues that have been identified as priorities in the region.

Please note that while CMAP's planning area includes Kendall County, the area traditionally served by NIPC did not. Therefore, data products (e.g., the 2030 forecasts and 2040 Plan) generated previously by the NIPC staff generally do not include Kendall in the sample. CMAP's regional forecasts for population, employment, and other indicators will be the first to cover the full seven-county region. For more details on the Regional Snapshot's methodology and sources, see <http://www.chicagoareaplanning.org/snapshot>.

Figure 2.

Metropolitan Chicago, "By The Numbers"

253 million hours a year residents spend in traffic delays

151 million gallons of fuel used each year in traffic jams

\$4 billion wasted annually on fuel and productivity due to congestion

80 percent increase in freight rail traffic projected in two decades

35 percent boost in owner-occupied housing prices from 2000 to 2004

5 percent growth in household incomes from 2000 to 2004

2 million more people expected in the next 25 years

65 and older population expected to double by 2030

23 townships may suffer water deficits by 2020



People

The metropolitan region's projected additional 2 million residents and 1.2 million jobs by 2030 pose challenges in terms of infrastructure for transportation, education, wastewater, and other necessities. The capacity of land, water, and housing will strain to accommodate what would represent a population increase of 24.2 percent compared to the year 2000. Among CMAP's core functions are to produce the region's authoritative forecasts of growth in population, employment, and other indicators, and — equally important — to build a consensus for action in response to those projections. While such growth has fundamental policy implications that are reflected in the following sections of the Regional Snapshot document, this section on People focuses only on the basic data and analysis of population and demographics.

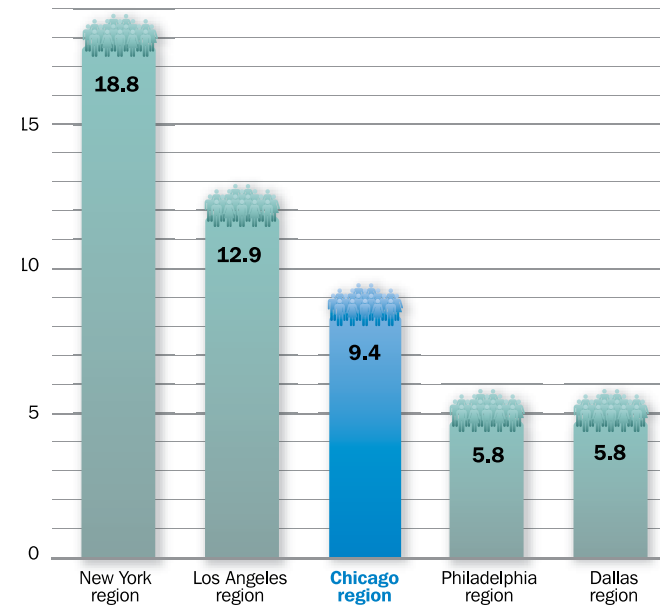
According to the U.S. Census Bureau, northeastern Illinois has the third highest population in the nation, behind the regions of New York City and Los Angeles but ahead of Dallas and Philadelphia. Population growth in metropolitan Chicago between 2000 and 2005 ranks in the top half of 933 cities in the U.S. Our growth rate falls in the mid-range when compared to the peer group. When compared to global metropolitan areas, our growth in recent years has put us on par with Paris, while London and especially Tokyo are growing at faster rates.

The City of Chicago, which is home to more than half of Cook County's households, had a small estimated population reduction between 2000 and 2005, while many suburban municipalities experienced rapid growth. For the fifth year in a row, for example, the city of Joliet ranked among the 20 fastest-growing U.S. cities with populations of at least 100,000. Joliet (ranked 15th), Aurora (26th), and Naperville (50th) are among only five places outside the southern or western U.S. that made the list of 50 fastest-growing cities. Population growth during this period occurred mainly in the outer-ring suburbs. Among municipalities with population greater than 10,000, twenty-four of the 27 Illinois municipalities that grew at least 20 percent are in Kane, Lake, McHenry, and Will counties.

Figure 3.

Estimated total population, in millions

The Chicago region has the third highest population in the nation, following the Los Angeles and New York regions.

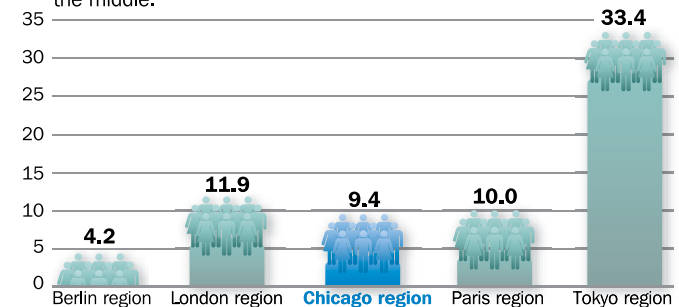


Source: U.S. Census Bureau, Population Division, December 2006

Figure 4.

Estimated total population (international comparison), in millions

When compared to select world-wide metropolitan areas including Berlin, London, Paris, and Tokyo, Chicago's population falls in the middle.



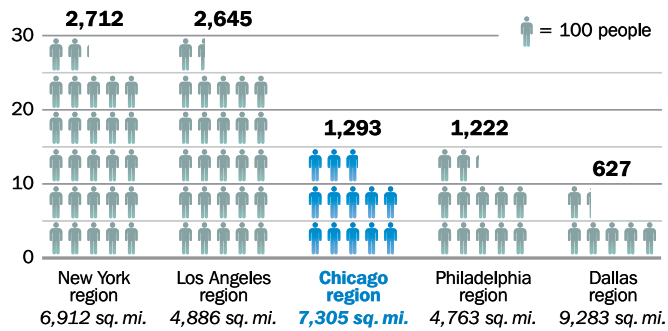
Sources: (1) Thomas Brinkhoff, *The Principal Agglomerations of the World*, <http://www.citypopulation.de>, November 22, 2006. (2) U.S. Census Bureau, Population Division, December 2006.

Our region ranks in the top one-percent of population density when compared with the 932 other metropolitan areas of the U.S. Its population is significantly less dense than the regions of New York and Los Angeles, but it is comparable to Philadelphia and roughly twice as dense as Dallas.

Figure 5.

Population density, people per square mile, in thousands

The Chicago region ranks in the top 1 percent in population density when compared with the other 932 CBSAs in the U.S.



Sources: U.S. Census Bureau, U.S. Gazetteer 2000 and 2005 Population Estimates Program

Figure 6.

Population change by county, 1990 – 2000

County	1990 population	2000 population	Population change	Percent change
Cook	5,105,067	5,376,741	+271,674	+5.3%
DuPage	781,666	904,161	+122,495	+15.7%
Kane	317,471	404,119	+86,648	+27.3%
Kendall	39,413	54,544	+15,131	+38.4%
Lake	516,418	644,356	+127,938	+24.8%
McHenry	183,241	260,077	+76,836	+41.9%
Will	357,313	502,266	+144,953	+40.6%

Sources: U.S. Census Bureau, Census 1990 and 2000



The Chicago region's rate of international immigration between 2000 and 2005 ranks in the top 5 percent of metropolitan regions in the nation. When compared with the other four largest regions, Chicago's international immigration ranks second to lowest, with Philadelphia reporting only 1.3 percent international immigration.

The racial and ethnic composition of northeastern Illinois continues to be diverse as the overall population increases. The U.S. Census Bureau estimates that all racial and ethnic groups increased in population between 2000 and 2005. As a percentage of overall population, the rates of change vary, with the number of Hispanic residents growing at a faster rate. About 17.4 percent of the 2000 population was estimated to have been Hispanic, a figure that increased to 19.6 percent by 2005.

The Census Bureau has estimated that black population decreased slightly as a percentage of total population, from 19.8 percent in 2000 to 19.3 percent in 2005. The proportion of whites is also estimated to have fallen, from 74.4 percent to 74.2 percent. (Please note that the total race and ethnicity percentages don't add up to 100 percent because the Census allowed persons to check more than one category. The predominant example of two categories overlapping is Hispanic and White.)

Figure 7.

Percent of population that immigrated from another country, 2000 – 2005

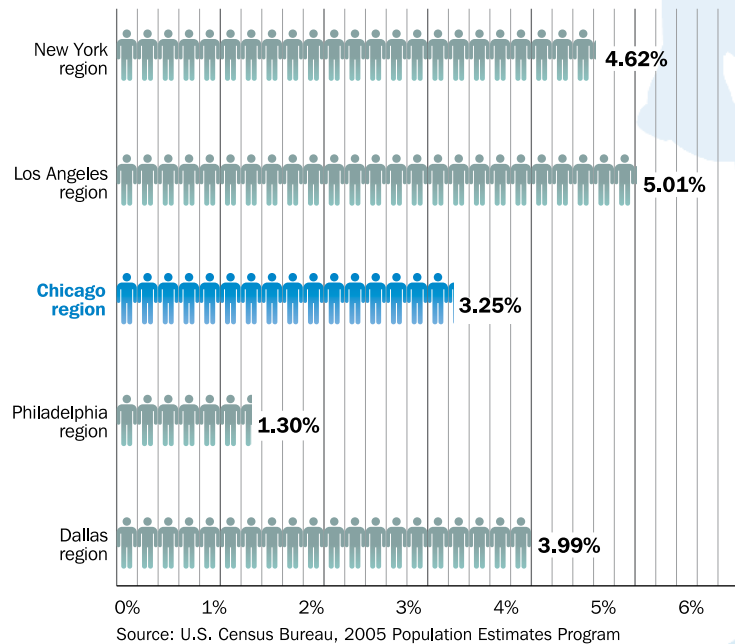
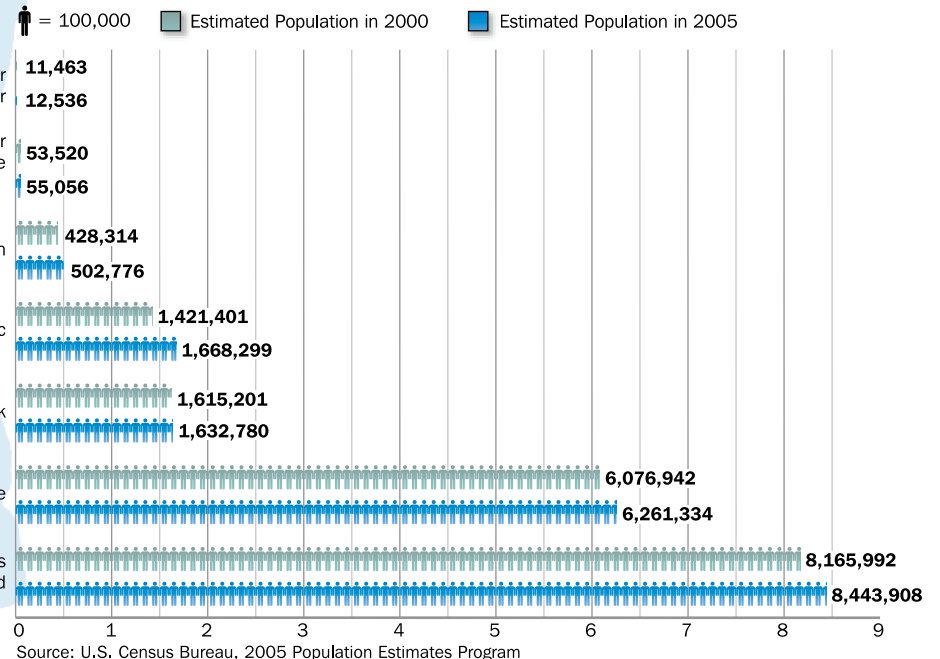


Figure 8.

Race and ethnicity growth

(Cook, DuPage, Kane, Kendall, Lake, McHenry, and Will counties)



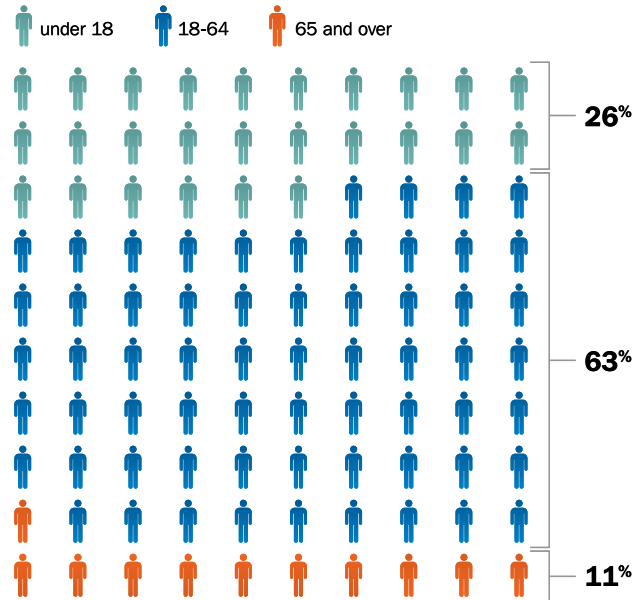
Median age ranges from a low of 31.5 years in the City of Chicago to a high of 35.2 years in DuPage. Kane's median age is 32.2 years, and the other counties (including suburban Cook) are just above or below 34 years. Nationally, the top five U.S. metropolitan regions have similarly large proportions of working-age adults, ranging from 62.4 to 64.2 percent. Metropolitan Chicago's senior population, 10.8 percent, falls midway between Dallas (8 percent) and New York City (12.7 percent). Similarly, our region's population of children was 26.4 percent, bounded by 24.4 percent in New York City and 27.8 percent in Dallas.



Figure 9.

Age of population by percentage

The Chicago region has a relatively young population, including a large working age population.



Source: U.S. Census Bureau, Census 2000

Compared to the New York, Los Angeles, Philadelphia, and Dallas regions, metropolitan Chicago had the highest median household income and the lowest percentage of households with incomes below the poverty level as of 1999. According to the 2000 census, metropolitan Chicago ranks in the top 15 percent of U.S. cities in terms of college education rate. Compared with the largest metro regions, we rank second only to metropolitan New York. Within our region, DuPage County has both the smallest proportion of adults without a high school diploma (10 percent) and the largest proportion of adults with at least a bachelor's degree (42 percent).

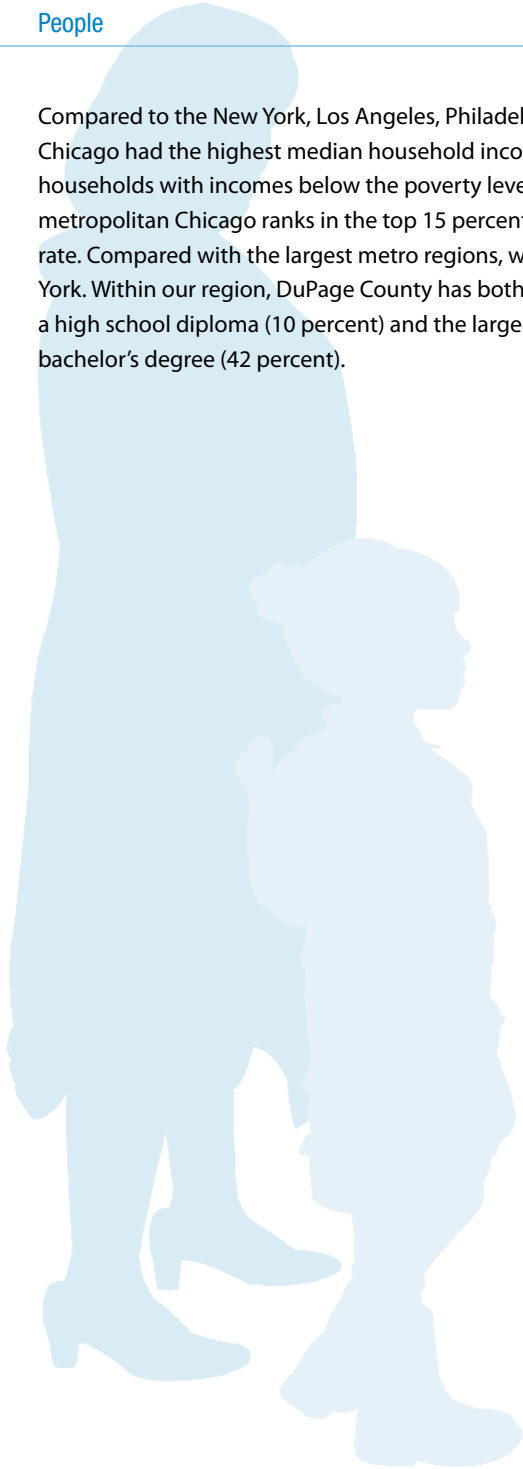
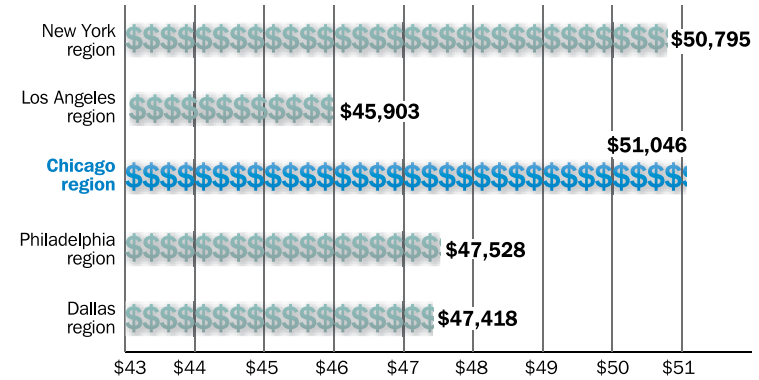


Figure 10.

Median household income

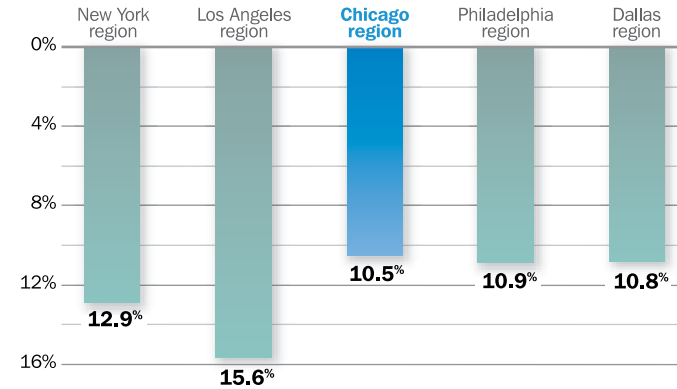
\$ = \$250



Source: U.S. Census Bureau, Census 2000

Figure 11.

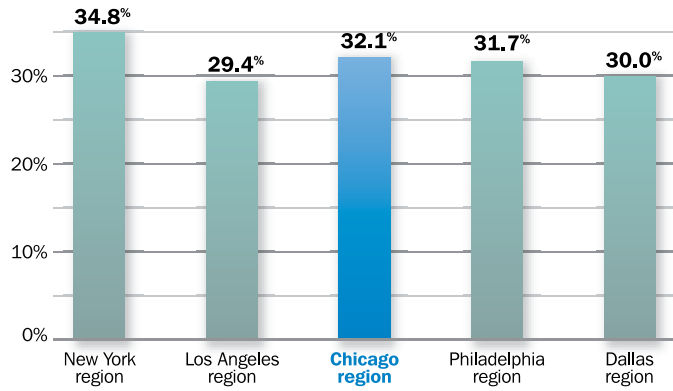
Percent of total population with incomes below poverty level



Source: U.S. Census Bureau, Census 2000

Figure 12.

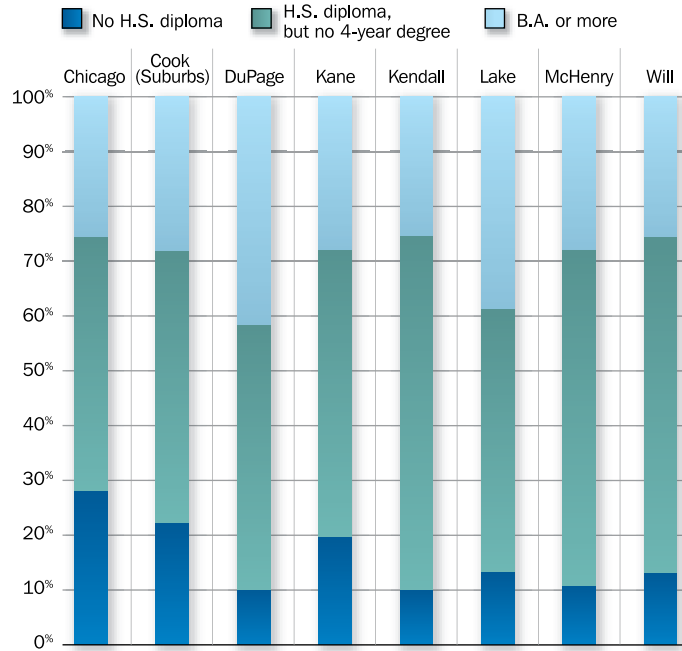
Percent of population age 25 and over with a bachelor's degree or more



Source: U.S. Census Bureau, Census 2000

Figure 13.

Educational level by county, persons age 25 and over



Source: U.S. Census Bureau, Census 2000



Land Use and Natural Resources

Increases in residents and jobs are clearly coming to metropolitan Chicago. Whether that growth will yield true *progress* is an open question that can only be answered through better, coordinated planning. Increased population and economic activity are not necessarily in conflict with preservation and conservation goals, including those of the 2040 Plan.

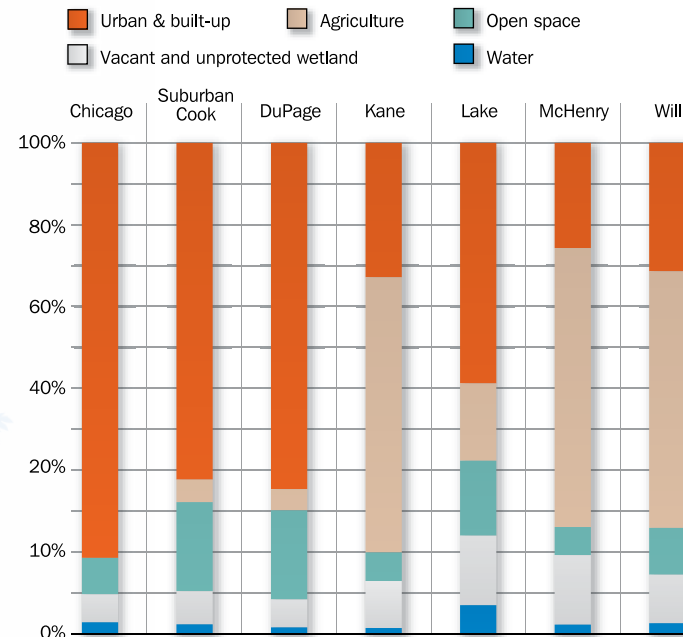
The most recent inventory of land use in northeastern Illinois (not including Kendall County) reflects how the landscape changed in the 1990's. Between 1990 and 2001, approximately 278 square miles (7.4 percent of the region) had been converted from an undeveloped state (agricultural or vacant) to a different land use. The good news is that this is not all consumption of new land. Only about one-half of that amount constitutes lands that had been converted to an urbanized land use; the remainder is now preserved as dedicated open space, thanks to aggressive acquisition efforts by many of the counties in the region, as well as conversion of the former Joliet Arsenal into the 19,000-acre Midewin National Tallgrass Prairie.

The percentage of land with new construction dropped by more than a half-percent (14,700 acres) from 1990 to 2001. Another significant measure — the number of people per residential acre — dropped from 11.80 in 1990 to 11.67 in 2001, reflecting consumption of new land that contributes to lowering the region's overall density of population. That rate of consumption is mitigated somewhat by a concurrent trend toward infill and redevelopment, which emphasizes compact residential areas.

Through the efforts of CMAP partners like Chicago Wilderness and the Openlands Project, our region as a whole has reached a much higher awareness of the need to protect natural assets, including 75 miles of Lake Michigan shoreline (over half of which is in public ownership) and 290 square miles of forest preserves, nature preserves, and other forms of protected conservation open space.

Figure 14.

Land-use proportions by sub-region

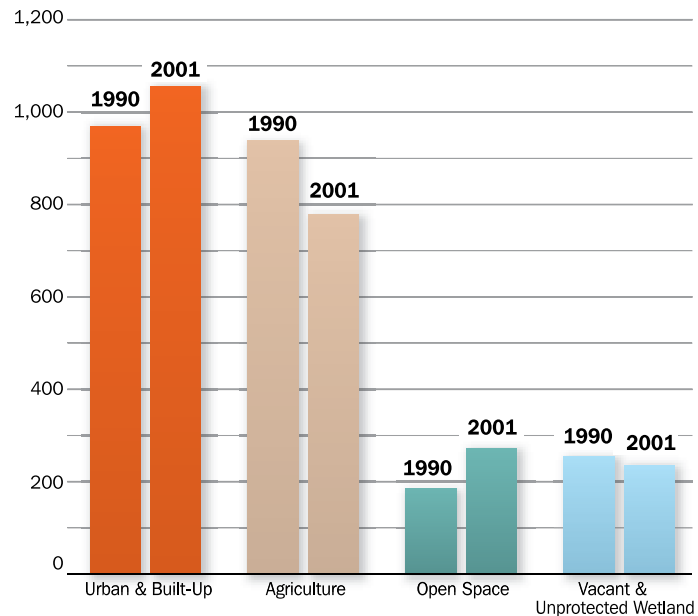


Source: CMAP Data Bulletin: 2001 Land-use Inventory for Northeastern Illinois, September 2006

To maintain our quality of life, we need open spaces that include forests, prairies, and protected wetlands. The region needs to safeguard its finite water resources, as well, recognizing Lake Michigan as a critical recreational and life-sustaining resource. The region's prosperity — including its economy — depends on a healthy environment.

Through technical assistance to communities across the region, CMAP seeks to emphasize green development; infill development and redevelopment within the urbanized area; and compact mixed-use development that will result in more sustainable communities and economic productivity. Stakeholders and local governments need to be aware of the economic benefits of open space and farmland and about the public costs of converting farmland to low-density residential development. Green areas promote health, well-being and enjoyment; active corridors for recreation; and walking and biking connections between destinations and communities.

Figure 15.
Changes in land use, 1990-2001
In thousands of acres



Source: CMAP Data Bulletin: 2001 Land-use Inventory for Northeastern Illinois, September 2006



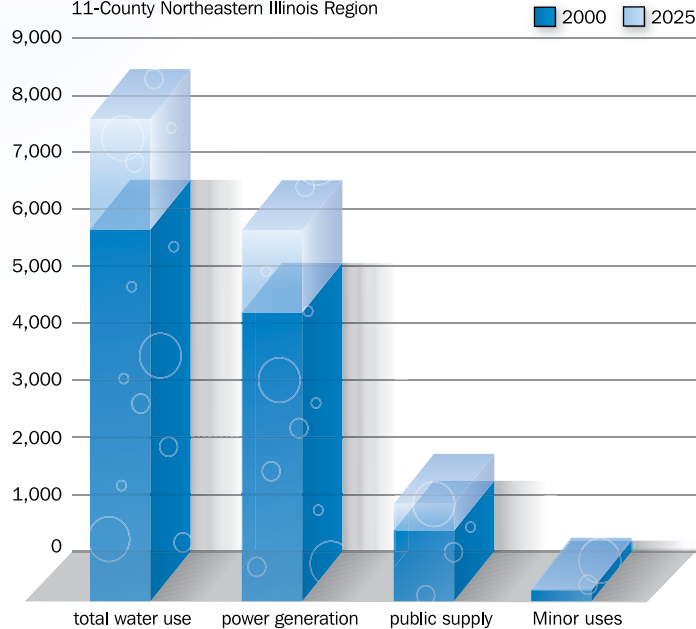
One crucial natural resource causes particular concern: Water supply. CMAP has been commissioned by the State of Illinois Department of Natural Resources to facilitate water-supply planning for an 11-county area of northern Illinois. This three-year regional initiative is meant to anticipate and address potential water shortages in Boone, Cook, DeKalb, DuPage, Grundy, Kane, Kankakee, Kendall, Lake, McHenry, and Will counties.

Lake Michigan is one of the world's largest fresh-water resources, but population forecasts indicate parts of the region may suffer water deficits in coming years. The northern Illinois study will focus on the planning area's deep bedrock aquifer and the Fox River Basin's shallow bedrock aquifer. (An aquifer is a body of geologic material that can supply useful quantities of groundwater to natural springs and water wells.)

It is vitally important that our region and the state establish a framework for planning and cooperation now, before water supplies reach a potential crisis stage. To improve communication, coordination, and decision making, CMAP has formed a Regional Water Supply Planning Group (RWSPG) with representation from elected officials and stakeholder groups from across the region.

Figure 16.

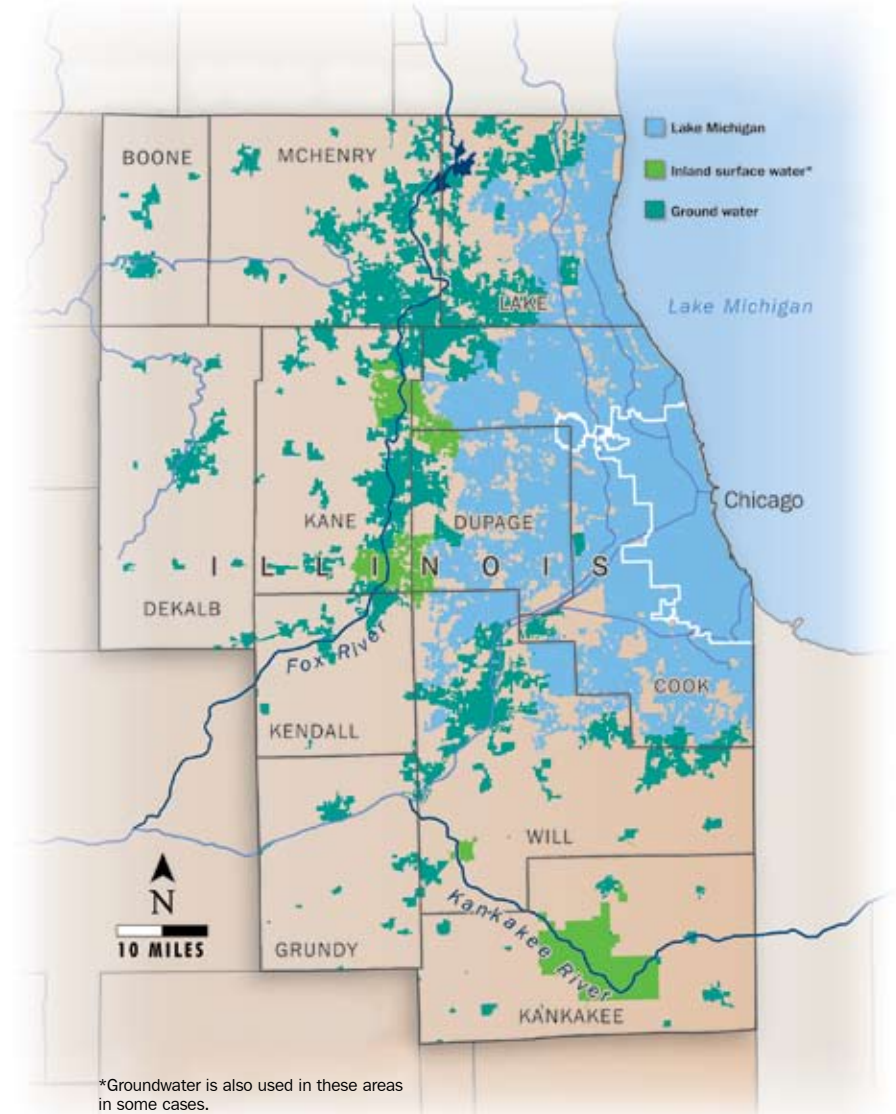
Projected water use by sector, in millions of gallons per day
11-County Northeastern Illinois Region



Source: Dziegielewski et al. 2005, contract report for Illinois State Water Survey

Figure 17.

Northeastern Illinois water sources



*Groundwater is also used in these areas in some cases.

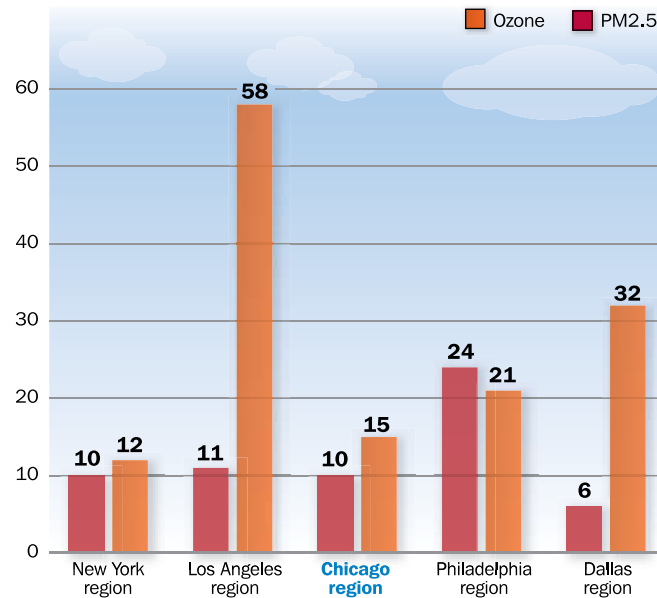
Source: Chicago Metropolitan Agency for Planning, 2006

In terms of air quality, our region has room for improvement. According to U.S. Environmental Protection Agency standards, air quality in metropolitan Chicago ranked in the bottom one-fifth nationally in 2005. Among major metropolitan areas, however, the Chicago region's air quality ranks slightly better. Measured by the amount of ozone and particulate matter in the air each day, in 2005 air pollution was worst in metropolitan Los Angeles, while the cleanest air in our peer group could be found in New York.

There are numerous undesired effects of shrinking ecological habitats in northeastern Illinois. Few regions of the U.S. have taken more progressive steps than ours has to protect their natural heritage, but according to the Chicago Wilderness Biodiversity Recovery Plan, much more improvement is necessary. Inventories of protected and unprotected open space show that the problem of fragmented habitats threatens the survival of plants and animals that, once lost, can never be regained. By incorporating biodiversity conservation and restoration in their planning efforts, local and regional leaders can make a difference. Communities can encourage planning efforts to identify restoration opportunities, promote open space, and encourage supportive engineering and subdivision design techniques that allow habitats to sustain themselves over time. CMAP's technical assistance includes giving guidance to municipal and county officials to incorporate principles of biodiversity when reviewing and approving developments.

Figure 18.

Air quality, number of days with air-quality index values above 100



*PM2.5 means very fine particulate matter made up of soild particles and liquid droplets 2,5 micrometers or smaller in size.

Source: U.S. Environmental Protection Agency, AirTrends Factbook, October 2006



Figure 19.

Sum of acres in protected areas, by community type

Community type*	Cook	DuPage	Kane	Lake	McHenry	Will	Total
Savanna (oak woodland)	5,832	1,707	577	3,087	850	1,610	13,663
Floodplain forest	5,686	956	589	1,757	678	2,061	11,727
Upland forest/woodland	12,178	3,667	740	2,160	714	4,718	24,177
Prairie	5,411	1,989	158	2,207	267	3,890	13,922
Wetland	5,512	3,236	1,095	8,307	4,801	3,576	26,527
Open water	5,136	1,139	283	4,240	750	1,837	13,385
Unassociated woody	11,609	1,772	523	255	913	2,425	17,497
Unassociated grassy	11,773	7,222	2,683	4,448	2,682	14,900	43,708

*These community types represent the level of detail for which there is confidence in the correlation between satellite image classifications and ground-truthing and the knowledge of land managers.

Source: Chicago Wilderness Biodiversity Recovery Plan, 1999

Transportation System

Annually, almost 80 percent of available funds for the region's surface transportation system are spent just to maintain and rehabilitate existing assets. The responsibility for maintaining, improving, and expanding the region's transportation infrastructure is shared by many entities, including the Illinois Department of Transportation, the Illinois State Toll Highway Authority, counties, municipalities, Metra, Pace, and the CTA.

The transportation needs of northeastern Illinois are served by over 26,000 miles of interstate and arterial roadways. Figure 20 shows current highway lane miles and planned growth to 2030. The amount of new lane miles expected to be added to the transportation system is far lower than the projected growth in traffic. Clearly, optimizing the use of existing transportation infrastructure, as well as improving alternatives to driving alone for trips, must be major parts of the region's approach to addressing future transportation issues.

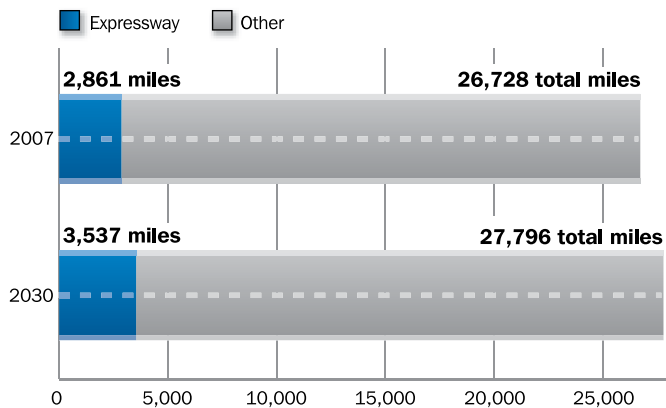
These roads are complemented by the nation's second-largest transit system. The CTA provides over 450 million trips on buses and trains each year; Metra provides approximately 80 million yearly trips, most of them commuter trips from suburban communities into Chicago; and Pace provides over 35 million yearly trips, including paratransit services required by the Americans with Disabilities Act (ADA) for the entire region.

Regional public transit ridership has generally increased over the past several years, and 2005 had higher ridership than any other year within the past decade. But transit ridership is still below the levels observed in the 1980's and early 1990's. Additional investment in the transit system is necessary to improve its service and increase its use.

Public transit in northeastern Illinois is provided or planned in a variety of forms, including commuter rail, elevated rapid transit (the "L"), express bus routes, enhanced bus service (including Bus Rapid Transit and Arterial Rapid Transit options), and regular service bus routes. Each of these types of transit service is appropriate for different markets or different areas of the region. As shown in Figure 21, growth in the transit network is planned by 2030, with the largest growth occurring in enhanced bus services of various types.

Figure 20.

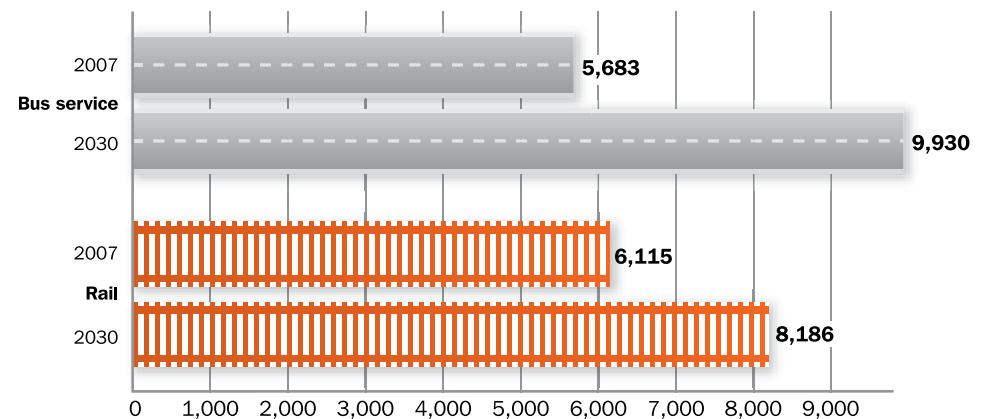
Highway network, current and planned, in miles



Source: Chicago Area Transportation Study, Transportation Conformity Study, October 2006

Figure 21.

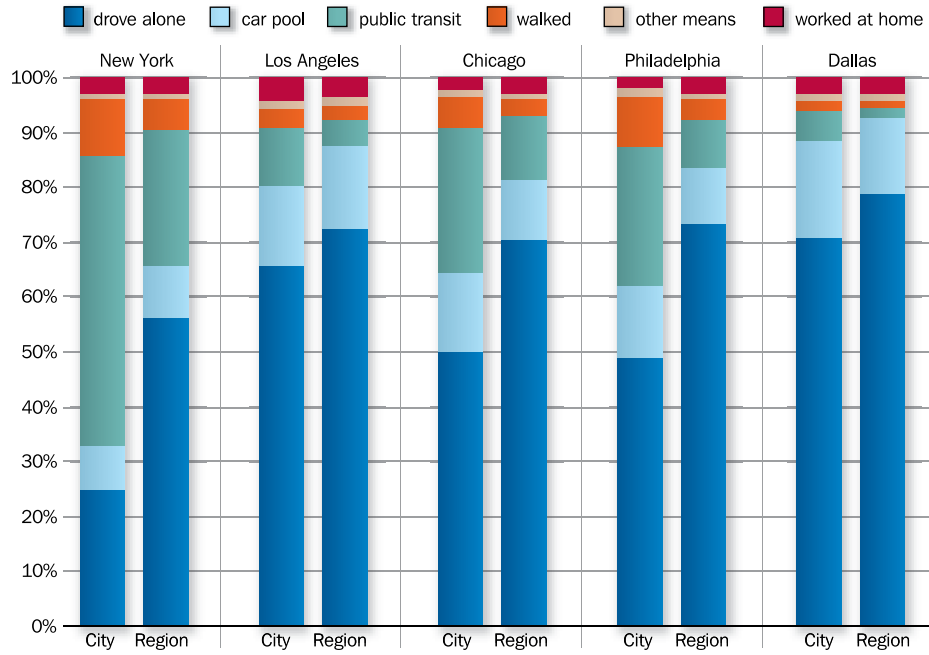
Transit network, current and planned, in miles



Source: Chicago Area Transportation Study, Transportation Conformity Study, October 2006

Figure 22.

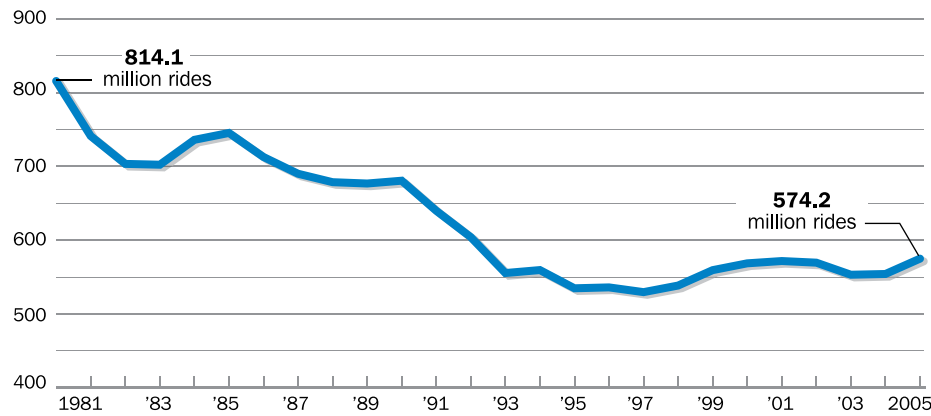
Means of travel to work



Source: U.S. Census Bureau, Census 2000

Figure 23.

Transit ridership, 1980 – 2005, in millions of annual trips



Source: Regional Transportation Authority, Regional Transportation Asset Management System (RTAMS)



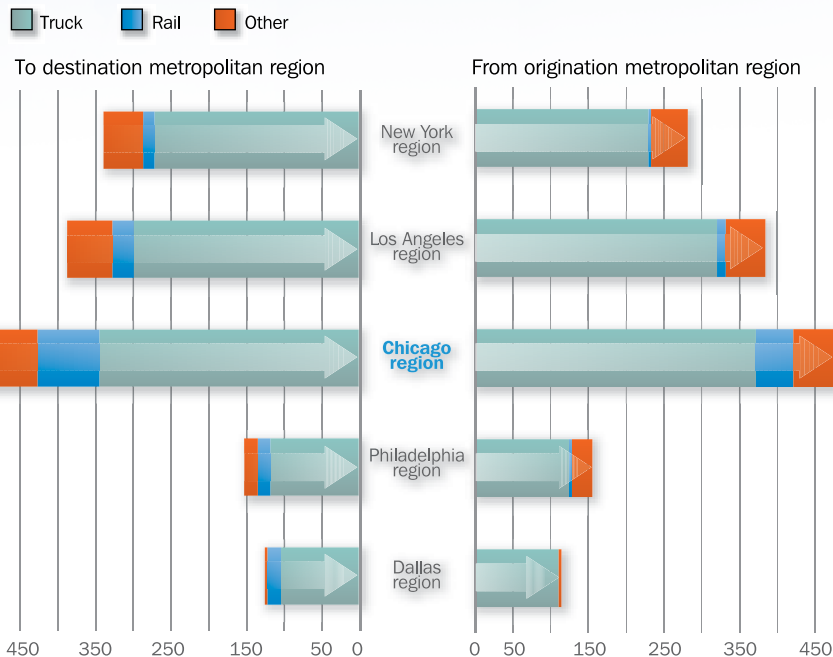
Transportation System

Northeastern Illinois is the nation's busiest rail freight hub, with 37,500 freight cars passing through each day, or one-third of all U.S. rail freight. As shown in Figure 24, it is a leader in total freight tonnage compared to the nation's other top metropolitan regions. The Chicago region is also among the top five intermodal ports in the world. With substantially increased freight traffic projected by the U.S. Department of Transportation, the region's leaders will need to carefully manage and plan for the freight system to balance economic prosperity and quality of life. An important response to our freight challenges is the proposed CREATE program, which would bring the region significant benefits related to rail passengers, motorists, and safety.

The region's air passengers and cargo are served by two international airports, O'Hare and Midway, which together generate over \$45 billion per year in economic activity. Both facilities have undergone major improvements in recent years — Midway recently completed a \$927 million redevelopment that nearly tripled its passenger terminal space — and plans are well underway for a third airport to be located south of Chicago. O'Hare is the country's seventh-busiest cargo hub, ranking 14th in the world with over 1.5 million metric tons of mail and freight per year. It ranks even higher in terms of passenger traffic, with more than 76 million travelers annually, which places it second both in the U.S. and in the world, behind only Atlanta International Airport.

Figure 24.

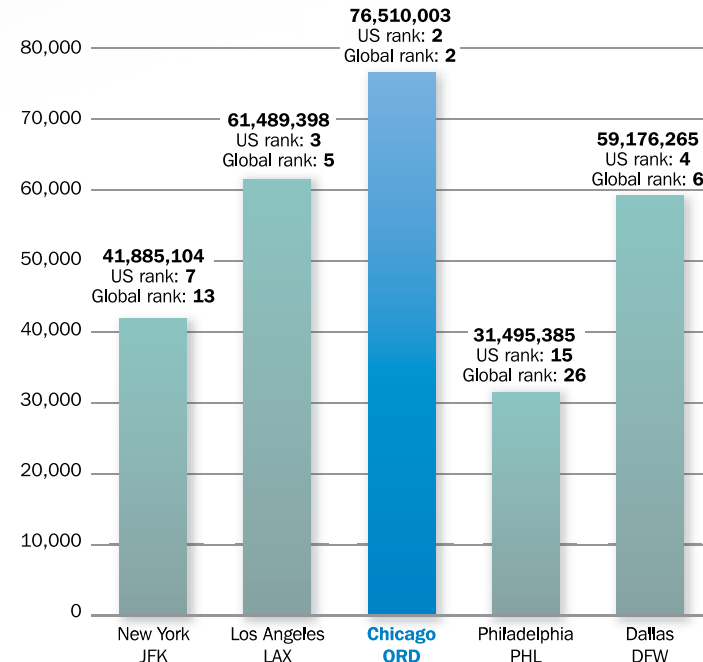
Tons of freight by metropolitan region, in millions of tons



Sources: U.S. Census Bureau, 2002 Commodity Flow Survey

Figure 25.

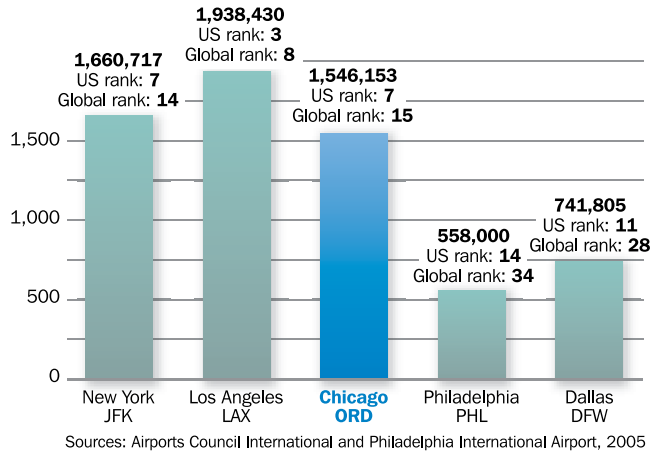
Airport passenger traffic, in thousands of passengers



Sources: Airports Council International and Philadelphia International Airport, 2005

Figure 26.

Airport cargo traffic, in thousands of tons



The region faces an overall shortage of funds for transportation. Without new infrastructure investment, our economy risks losing its competitive edge. To help justify badly needed funds, capital projects must be selected based on regional priorities, reflecting a consensus view of which investments will best serve northeastern Illinois as a whole. Decision makers should select projects that meet the region's basic need to improve transportation and other infrastructure systems in ways that strengthen our communities.

By making that case for fiscal responsibility and strategic investment, CMAP wants to help convince the public, the General Assembly, and the Governor that continued economic success in the Chicago region depends on a new capital program. Investments are needed to maintain and expand the region's road, transit, and freight rail systems, while also building and maintaining water-treatment facilities, schools, open space, and other necessary infrastructure. An important initiative is the Regional Transportation Authority's "Moving Beyond Congestion," which strongly advocates creation of a new capital program and additional operating funds for public transit.



Figure 27.

Northeastern Illinois commute times, in minutes

Year	Drove alone	Carpool	Rail	Subway and "L"	Bus
1990	25.7	29.1	58.4	43.7	41.1
2000	29.1	32.0	62.5	44.3	45.9

Source: U.S. Census Bureau, Census 2000

Figure 28.

Commute times by city and region

Travel time to work	Less than 30 minutes	30 to 59 minutes	60 to 90 minutes	90 minutes or more
New York city	34.54%	41.00%	17.27%	7.19%
New York region	48.97%	32.64%	12.30%	6.09%
Los Angeles city	54.47%	34.96%	7.14%	3.43%
Los Angeles region	57.32%	31.53%	7.44%	3.71%
Chicago city	41.09%	42.95%	11.48%	4.48%
Chicago region	51.59%	35.23%	9.68%	3.50%
Philadelphia city	49.42%	37.91%	8.48%	4.19%
Philadelphia region	59.32%	31.20%	6.55%	2.93%
Dallas city	59.97%	33.21%	4.35%	2.47%
Dallas region	58.29%	33.91%	5.47%	2.33%

Source: U.S. Census Bureau, Census 2000

Economy and Housing

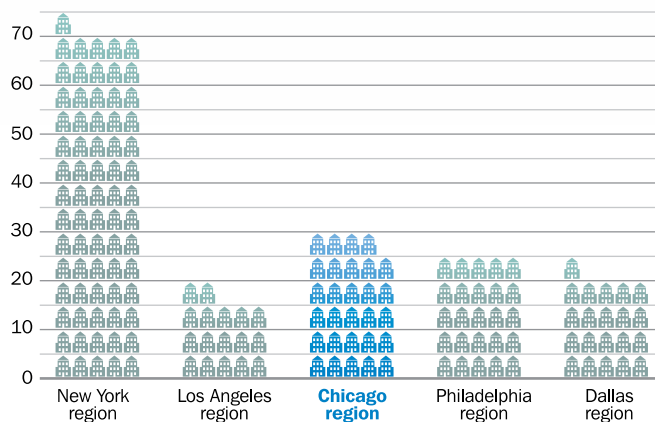
Northeastern Illinois has an internationally competitive economy, supported by diverse businesses and workers with the skills, tools, and infrastructure needed to succeed. Over the course of several decades, the region's economy has transitioned from one dominated by manufacturing jobs to one that is more varied. As a whole, metropolitan Chicago has proven quite resilient in the midst of changes that have prompted long declines for other regions, particularly in the Midwest. But the location and distribution of jobs and business opportunities across the region are a source of concern.

Metropolitan Chicago has emerged as an important center in the global economy. Economic shifts have reduced manufacturing employment, but what remains is a powerful, high-paying, globally competitive sector that brings large amounts of wealth into the region. According to figures from the U.S. Conference of Mayors, our regional economy is the third largest in the U.S., with a gross product of \$392 billion in 2004 — higher than all of Switzerland, for comparison. Many sectors of the region's economy have competed in global markets for decades, but the scale and scope of globalization have both increased rapidly in recent years. More and more sectors, encompassing a greater percentage of the region's business community and its workers, find themselves competing at home and overseas with companies and workers around the world.

In recent decades, economic shifts brought the loss of traditional manufacturing jobs, some of which were replaced by fast-growing but often lower-paying service jobs. Recent data show that the region is coming out of this restructuring period with new strengths. That includes modern, agile manufacturers and the upper end of the service sector — especially business services and other high-paying occupations. To build long-term competitiveness, the region needs upward income mobility that accompanies the advancement of workers as they gain experience in low-wage sectors. These trends underscore the region's capacity to adapt and to maintain healthy rates of long-term job growth.

Figure 29.

Number of Fortune 500 headquarters



Sources: World Business Chicago and Fortune Magazine, April 2006

Figure 30.

Gross product, combined national and regional comparisons, in billions of 2004 U.S. Dollars

United States	\$11,734.5
China	\$1,653.7
Canada	\$991.5
New York region	\$901.3
India	\$700.1
South Korea	\$680.5
Mexico	\$676.5
Russia	\$581.4
Los Angeles region	\$581.3
Chicago region	\$392.6
Switzerland	\$358.9
Belgium	\$357.3
Sweden	\$350.4
Dallas region	\$256.4
Philadelphia region	\$253.4

Source: U.S. Conference of Mayors

Figure 31.

Industries that gained jobs, 2000 – 2006

While the number of employers increased by more than eight percent in the CMAP region between 2000 and 2006, the area lost almost three percent of its jobs during the same period. Industries that saw the most decline include manufacturing, printing, agriculture, and professional, scientific, and technical services. Gains were made most prominently in service industries.

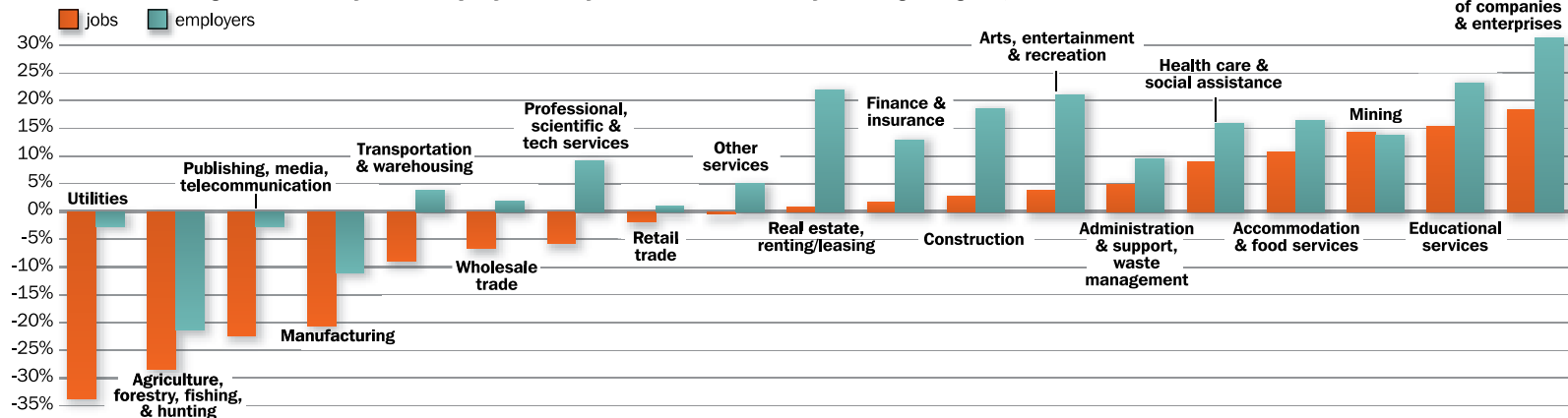
Industry classification	No. of jobs in 1st qtr. 2001	No. of jobs in 1st qtr. 2006	No. of new jobs	Percent change in jobs
Real Estate, Rental and Leasing	65,563	66,036	473	.7%
Finance and Insurance	234,979	23,898	3,919	1.7%
Construction	169,640	174,263	4,623	2.7%
Arts, Entertainment, and Recreation	49,435	51,316	1,881	3.8%
Administrative, Support, Waste Management and Remediation Services	272,898	286,383	13,485	4.9%
Health Care and Social Assistance	374,264	408,000	33,736	9.0%
Accommodation and Food Services	256,496	283,977	27,481	10.7%
Mining	1,249	1,427	178	14.3%
Educational Services	82,872	95,600	12,728	15.4%
Management of Companies and Enterprises	61,158	72,423	11,265	18.4%

Source: Illinois Dept of Employment Security, Quarterly Census of Employment and Wages, 2000 and 2006



Figure 32.

Percent change in industry and employment by sector for 7-county Chicago region, 2001 – 2006



Source: Illinois Dept of Employment Security, Quarterly Census of Employment and Wages, 2000 and 2006

Economy and Housing

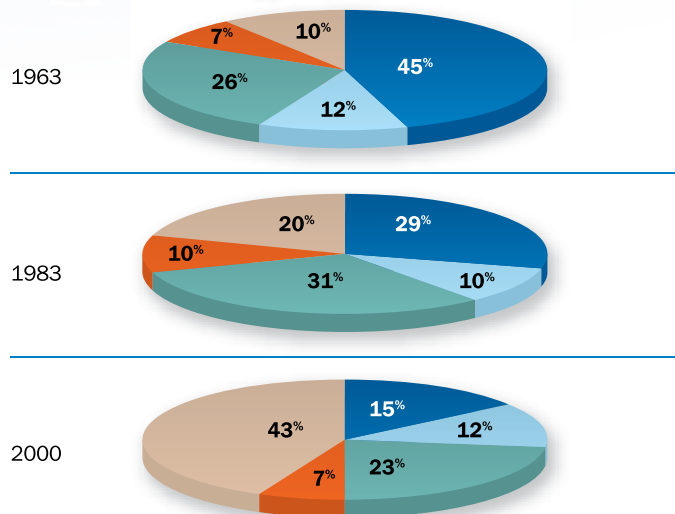
Because globalization brings many opportunities and challenges, the region as a whole needs to compete as an integrated unit whenever possible. Bringing the business community to the planning table is an important CMAP initiative. Like others in the region, business leaders are frustrated by traffic snarls, the lack of affordable housing and other factors that erode our economic competitiveness. Too often, those voices have not been heard in the debate over how to shape growth through land-use planning and transportation. By the same token, planners' concerns often have been overlooked when businesses decide how land will be developed. Neighbors may compete to attract investment in the global economy, but urban and suburban communities must act as members of the same team because their futures and fortunes are intertwined.

Some observers mistakenly regard comprehensive planning as being in conflict with both the need for economic development and the long Illinois tradition of local autonomy. CMAP believes this represents a false choice. Instead, our view is that jobs and prosperity will literally depend on our success at guiding growth in ways that preserve overall quality of life. If that sounds simple, it really is not. Getting there requires a collaborative effort in which communities — including residents, local officials, advocacy groups, business leaders, and other stakeholders — come together to focus on the long-term goals they have in common rather than on the short-term factors that might separate them.

Figure 33.

Major employment categories in Northeastern Illinois, 1963 – 2000, percent of total jobs

■ Manufacturing ■ Mining/Construction/TCU* ■ Trade
■ Services ■ Finance, Insurance and Real Estate



*TCU is transportation, communications, and utilities

Source: Northeastern Illinois Planning Commission, *Patterns of Change*, 2004

Figure 34.

Top ten industries in seven-county region

Industry	No. of jobs
Transportation and Warehousing	152,669
Construction	174,263
Wholesale Trade	214,585
Finance and Insurance	238,898
Accommodation and Food Services	283,977
Administrative and Support, Waste Management and Remediation Services	286,383
Professional, Scientific and Technical Services	287,503
Retail Trade	407,455
Health Care and Social Assistance	408,000
Manufacturing	430,679

Source: Illinois Department of Employment Security, Quarterly Census of Employment and Wages, 2006

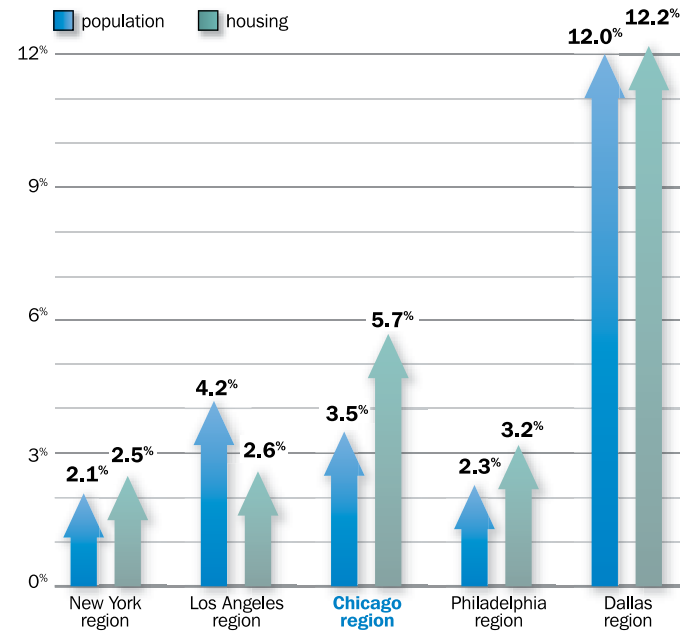
The region's balance of housing and jobs has implications for the economy, transportation, and overall quality of life. Without increased opportunities for individuals to live near work, commute times will continue to grow. Many individuals in the region commute long distances to their jobs because they cannot afford to live near where they work. In 1970, only 13 percent of the region's residents lived and worked in different counties. By 2000, this had increased to more than 25 percent, for a total of over 1 million inter-county commuters.

To minimize long commutes, affordable housing options need to be available near jobs, and economic development needs to occur in areas where potential workers already live. Numerous communities with high job growth have relatively little low- and moderate-income housing; other communities with enough housing attract few new jobs. Long commutes by car add to roadway congestion and personal fatigue. Using public transportation is often difficult because it requires too many connections. Indeed, in some areas public transportation is unavailable and not likely to develop because the population density is too low to support the cost of providing bus or rail service.

The availability and cost of housing are significant factors. New data from the U.S. Census Bureau confirm that housing costs continue to increase as a percentage of income for most residents of the metropolitan Chicago region. Renters in the region spend a higher percentage of their income on housing than homeowners do, but the rate for homeowners is increasing faster than it is for renters.

Figure 35.

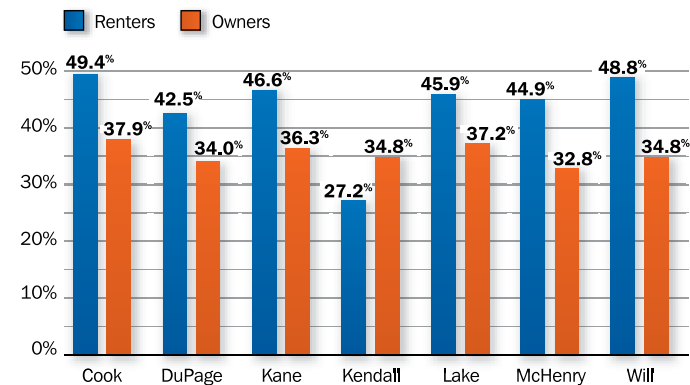
Population and housing growth, 2000 – 2005
in percent change



Sources: U.S. Bureau of the Census, 2005 Population Estimates Program

Figure 36.

Percent of population paying at least 30 percent of their monthly income on housing costs



Source: U.S. Census Bureau, 2005 American Community Survey



In Closing...

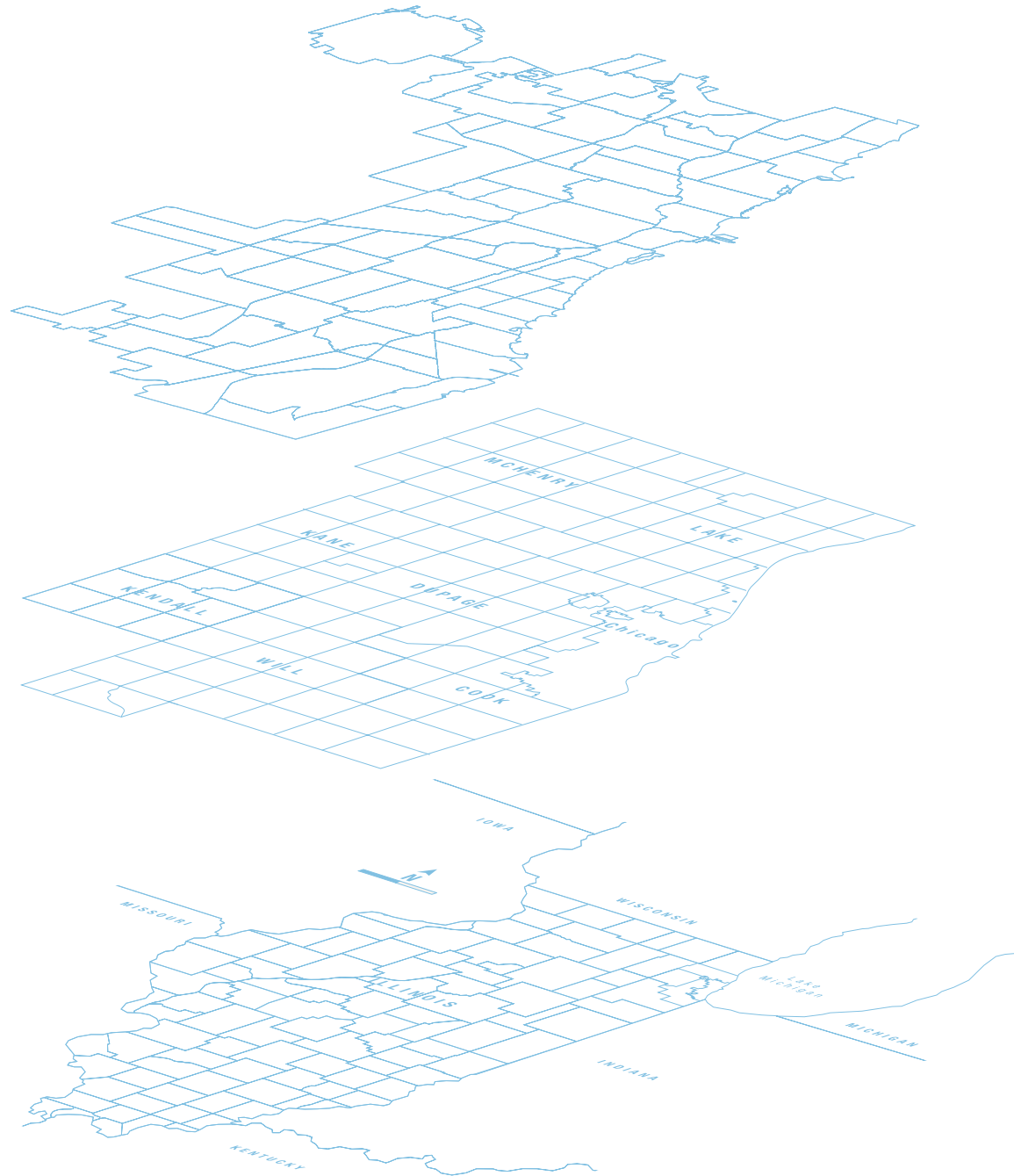
Our hope is that this brief snapshot gives readers a sense of the many inter-related factors that led to a consensus on the need for a new agency to address the region's planning challenges. While CMAP was created to integrate planning for land use and transportation, it has a mandate for change that goes beyond the functions filled by CATS and NIPC prior to their merger. The success of our agency — and therefore, the prosperity of metropolitan Chicago — will hinge significantly on the ability and willingness of local officials to prioritize their everyday decisions while considering the regional perspective whenever possible.

CMAP wants to arm those decision makers with the best available information and tools to make good choices for their constituents and for metropolitan Chicago as a whole. This document is meant to be just one step in that direction. If it provokes thought or, even better, spurs lively discussions about what the region's priorities should be, then it will serve its purpose. Each issue discussed here merits additional analysis. Through careful study and close partnership, a consensus can emerge as the basis for truly comprehensive plans that will address our most pressing challenges and exploit each opportunity to enhance quality of life for all residents of the region.

For more information about the methodology and data sources behind the Regional Snapshot, see <http://www.chicagoareaplanning.org/snapshot>.

Acknowledgements

CMAP wishes to acknowledge the assistance of the Center for Governmental Studies at Northern Illinois University, whose staff assisted in preparation of this document. The Regional Snapshot builds on prior work of numerous other CMAP partners, including the Metropolitan Mayors Caucus, Metropolis 2020, Chicago Wilderness, the Metropolitan Planning Council, the Center for Neighborhood Technology, and the Openlands Project.





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To integrate planning for transportation and land use, the Chicago Metropolitan Agency for Planning (CMAP) has been created by merging the staffs of the Chicago Area Transportation Study (CATS) and the Northeastern Illinois Planning Commission (NIPCC). CMAP serves the counties of Cook, DuPage, Kane, Kendall, Lake, McHenry, & Will.