

**The Illiana Expressway Corridor**

**Historic and Forecasted Growth  
of Employment and Population  
in the Extended Region of Chicago**

**Market-Driven versus Policy-Based  
Socio-Economic Forecasts  
(2010-2040)**

**No-Build Illiana Expressway Scenario**

**ACG: The al Chalabi Group, Ltd.**  
in association with Parsons Brinckerhoff, Inc.

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**February 2012**

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# **Market Driven Forecasts (2010-2040)**

## **Socio-Economic Forecast Report**

### **Illiana Expressway Corridor**

## **I. Introduction and Study Background**

### **A. Introduction**

The Illiana Expressway Corridor study is among several recently-completed or in-progress transportation projects that have used a Market-Driven socio-economic forecast developed by ACG: The al Chalabi Group, Ltd. ACG's forecast methodology is approximately that which normally had been used by the regional planning agency, Chicago Metropolitan Agency for Planning (CMAP), until the completion of its comprehensive plan, Go to 2040: Comprehensive Regional Plan, in 2010. The 2040 CMAP plan adopts a strict Policy-Based approach to forecasting.

The ACG Market-Driven forecasts were prepared in close collaboration with CMAP. Over a period of approximately one year, ACG: The al Chalabi Group, Ltd. conferred with the Chicago Metropolitan Agency for Planning in its development of a Market-Driven socio-economic forecast. Because it was intended for use in multiple projects, forecasts were prepared for the extended (18-County) Chicago Metropolitan Area. This Market-Driven forecast accepts and incorporates the 2040 total forecasts for the CMAP region; but, it differs in the distribution of those forecasts. The collaboration with CMAP was intended to establish the ground rules for developing an alternative, but complementary, forecast for the seven-county CMAP portion of the region. These ground rules were:

- Articulate alternative assumptions.
- Show the math.
- Produce standard outputs.

This memorandum describes those steps, as initially employed by ACG/Parsons Brinckerhoff, Inc., in the No-Build scenario for the Illiana Expressway Corridor whose study area includes portions of the CMAP region, Kankakee County, Grundy County and Lake County, Indiana, the latter of which is part of the Northwestern Indiana Region Planning Commission (NIRPC) region. For the latter area, ACG conferred with officials and planning staff of NIRPC, who, like CMAP, had recently developed a Policy-Based regional plan. In addition, several joint meetings were held with both regional planning groups, Kankakee County, and IDOT and INDOT representatives. As part of this study, ACG updated its earlier forecasts for Kankakee County.

The socio-economic forecasts, by subzone, for the Illiana No-Build scenario were generated by ACG: The al Chalabi Group, Ltd., in accordance with the provisions of a subcontract with Parsons Brinckerhoff, Inc., dated May 11, 2011. The ACG subzone forecasts were based on ACG-generated Market-Driven (trends) township forecasts. The distribution of the township forecasts to subzones considered, among other factors, the distribution of the NIPC/CMAP 2030 forecasts developed under the agency's quasi Market-Driven (trends) methodology; forecasts developed for Kankakee County; and both current and former forecasts prepared for Lake and Porter Counties, Indiana.

This report presents the forecasts for the entire 18-County region. However, it pays special attention to differences in the Market-Driven and Policy-Based approaches. The NIPC/CMAP 2030 forecasts are modified Market-Driven Forecasts in that they incorporate commonly-accepted planning principles – e.g. encouraging infill development and avoiding development in environmentally-sensitive areas. Although independently generated, the ACG 2040 forecasts – by adopting similar principles – constitute an approximate update and extrapolation of the NIPC/CMAP 2030 forecasts. However, both of these Market-Driven forecasts are quite different from the CMAP Go to 2040: Comprehensive Regional Plan forecasts, produced in 2010. The latter CMAP 2040 forecasts represent a Policy-Based approach. This report summarizes the methodology used for generating the ACG 2040 Market-Driven forecasts and compares these forecasts to those generated for the CMAP 2040 Plan and its predecessor NIPC/CMAP 2030 forecasts. Likewise, the differences between Market-Based and Policy-Driven forecasts for the NIRPC region are also discussed.

## **B. Population and Employment Forecasts – General Approach**

Population and employment are the two most-important variables used in the socio-economic forecasts for transportation planning. To understand the growth dynamics of these two variables, it was necessary to review the development history of the region and to identify the factors that caused its spatial growth and development. National and regional economic factors: transportation networks (rail, port, expressway and airport), infrastructure development, and land availability were identified, early, as being critical. Forecasts by regional planning agencies, supplemented by Wood & Poole Economics, were accepted as regional control totals. Local land use plans and regional land use policies were analyzed to establish the township holding capacities for population and jobs. The township was the major planning unit; its totals aggregated to the County; and its details examined at the quarter-square mile level.

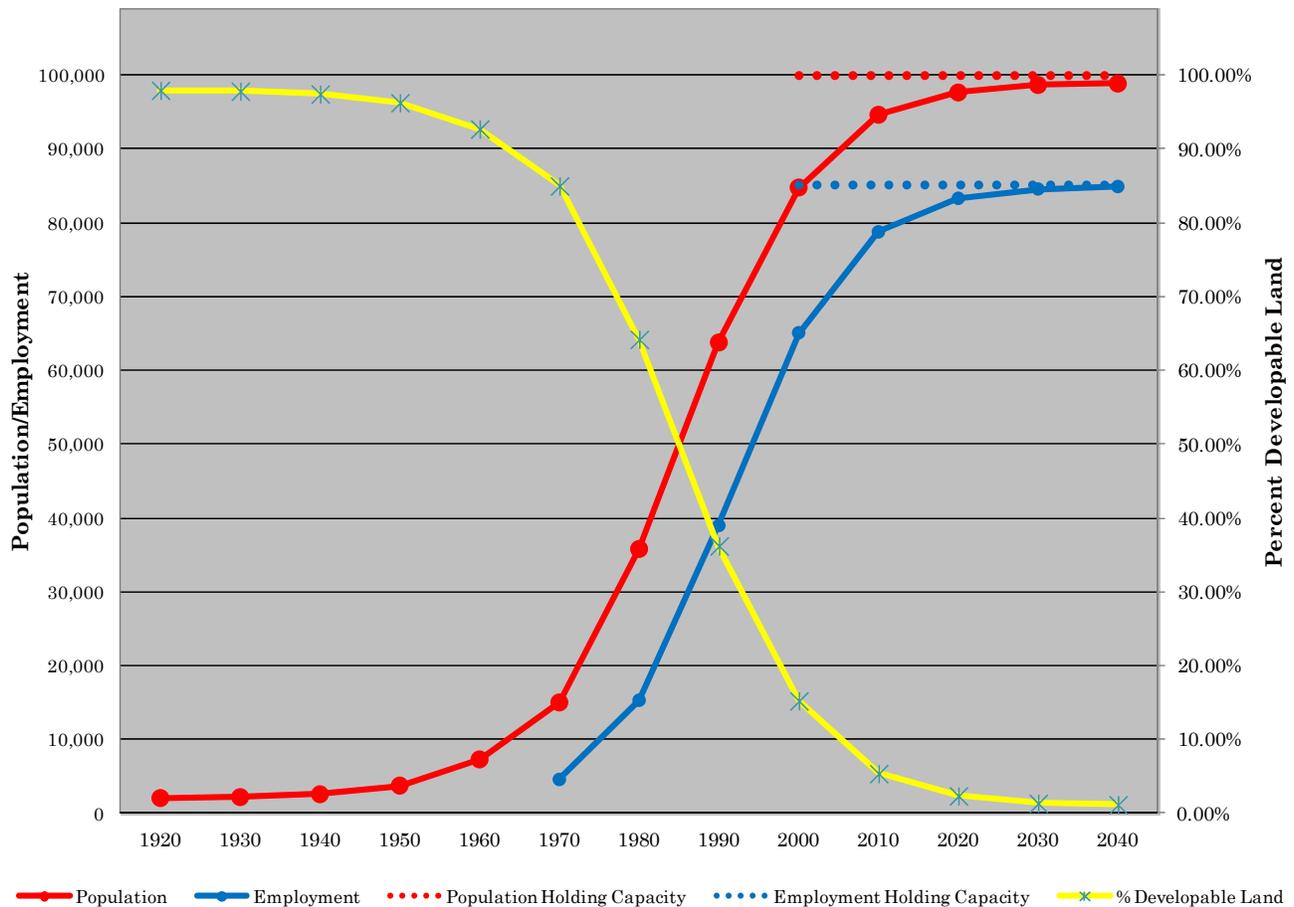
From these preliminary analyses, it was determined that a standard S-Curve (or logistics curve) could describe historic growth, take-off development, and maturity at the township level; and that an S-Curve describing land availability and holding capacities describes its inverse. The theoretical basis of the Market-Driven forecasts is as follows:

- Township population and employment growth progress through several phases:
  - Initial farming base
  - Take-off phase
  - Growth period
  - Maturity/stability
  - Opportunities for redevelopment
- Development follows a logistics function shaped by:
  - Location
  - Time/technology
  - Density/plan/zoning
  - Available land

A representation of this function – a standard logistics S-Curve – is shown in the Exhibit, below. It should be noted, that the use of the S-Curve to explain population growth

and forecasts, within physically-defined boundaries, dates back to the mid-nineteenth century. This formulation has gained popular acceptance, recently, among planners. However, before accepting and applying it to generate Market-Driven forecasts, it had to be tested against long-term trends, at the township level, in Northeastern Illinois.

**Exhibit 1  
The Standard Logistics S-Curve**



### C. Population and Employment Forecasts – Defining the Methodology

The process of metropolitan area development and suburbanization are fairly well-known and understood. The growth of an urban area – outward from a central core, incorporating existing older towns, and creating new centers at nodes of high accessibility – follows a generally-recognizable and well-documented pattern.

This process and its general pattern are tempered by four major factors:

- Technology at the time growth is occurring – in terms of transportation, manufacturing and construction.

- The underlying economy of the nation and region, plus impacts of a global economy.
- Societal preferences for, and ability to afford, densities and amenities in both residential and commercial developments.
- The siting and construction of major growth magnets – airports, universities, research facilities, corporate headquarters/campuses, regional commercial/office/medical centers, logistics centers.

There are additional demographic trends which are major factors in prompting density changes. These include:

- Family or household size
- Household income levels
- Jobs per household
- Ethnic characteristics and immigrant levels

The process and the first three factors, above, are addressed directly in this study. The fourth is addressed, indirectly, at the township level, and through past immigrant (international and domestic) trends at the county/sub-county levels. All four factors affect density levels utilizing or passing through existing structures, as well as creating demand for new.

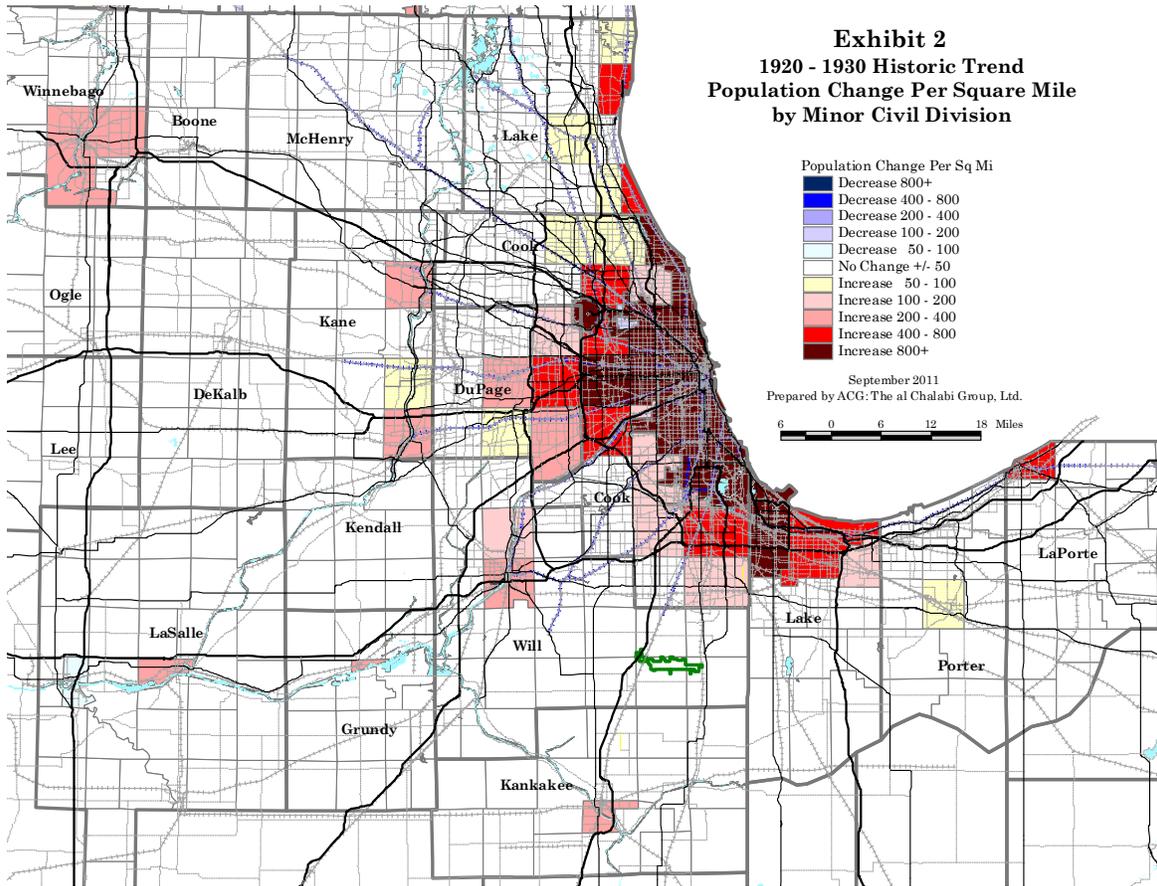
Whatever the rate of change or density of development, growth within a county, a township, or a smaller unit ultimately reaches a point at which it can no longer continue unimpeded. The ACG research estimates that this is the point at which: available, vacant land, at the county level, has fallen to approximately three-to-five percent; and land, at the individual township level, has declined to one-to-three percent.

#### **D. Historical Growth of the Region and its Influence on Long-Range Development**

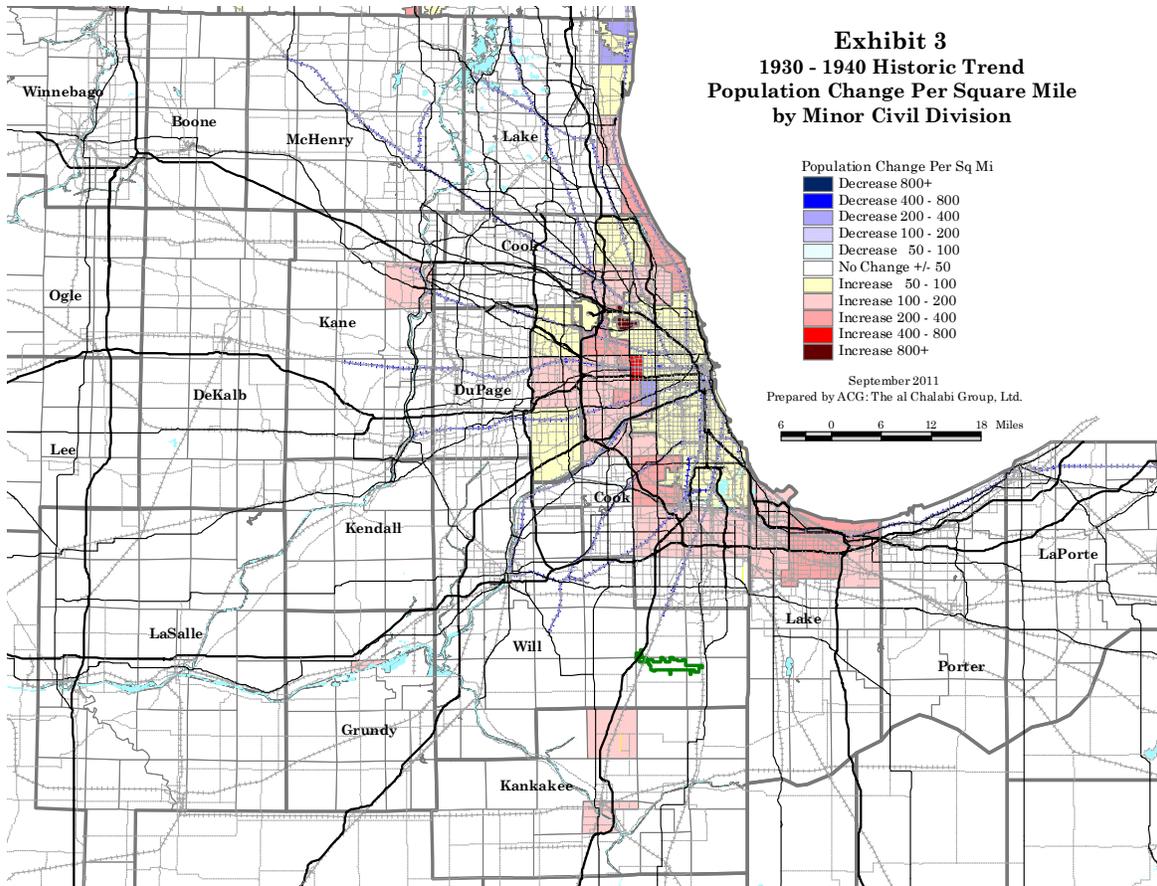
As previously stated, a region's growth follows generally-recognizable patterns. Documenting the Greater Chicago Region's historic growth, therefore, was a crucial element in this analysis. Exhibits 2 to 10 show the population change, by township, for each decade, starting in 1920 and ending in 2010. The outward growth of the region; the influence of transportation facilities; and the phases of growth relative to regional job centers and economic conditions can be clearly identified.

It should be noted, that the last exhibit (Exhibit 10) reflects the final results of the 2010 Census. Prior to this final report, the U.S. Bureau of the Census had been releasing annual population estimates, by township, since the prior decennial Census. The actual 2010 Census population differed from the 2009 estimate, substantially, to a loss in the City of Chicago (where growth was anticipated and expected during the last few years of the decade); accelerated in the region's fringe; and lower in the maturing townships, except for those receiving immigrant groups.

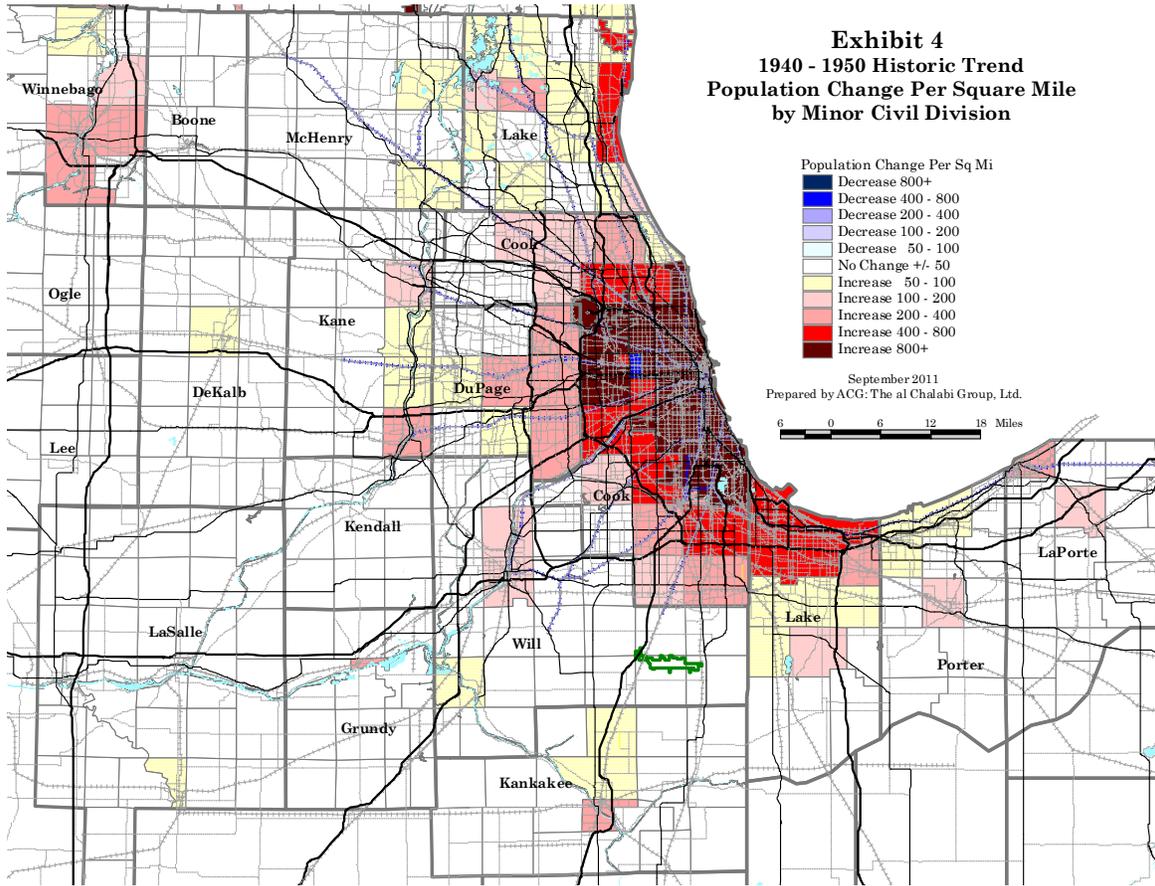
**Exhibit 2**  
**1920 - 1930 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



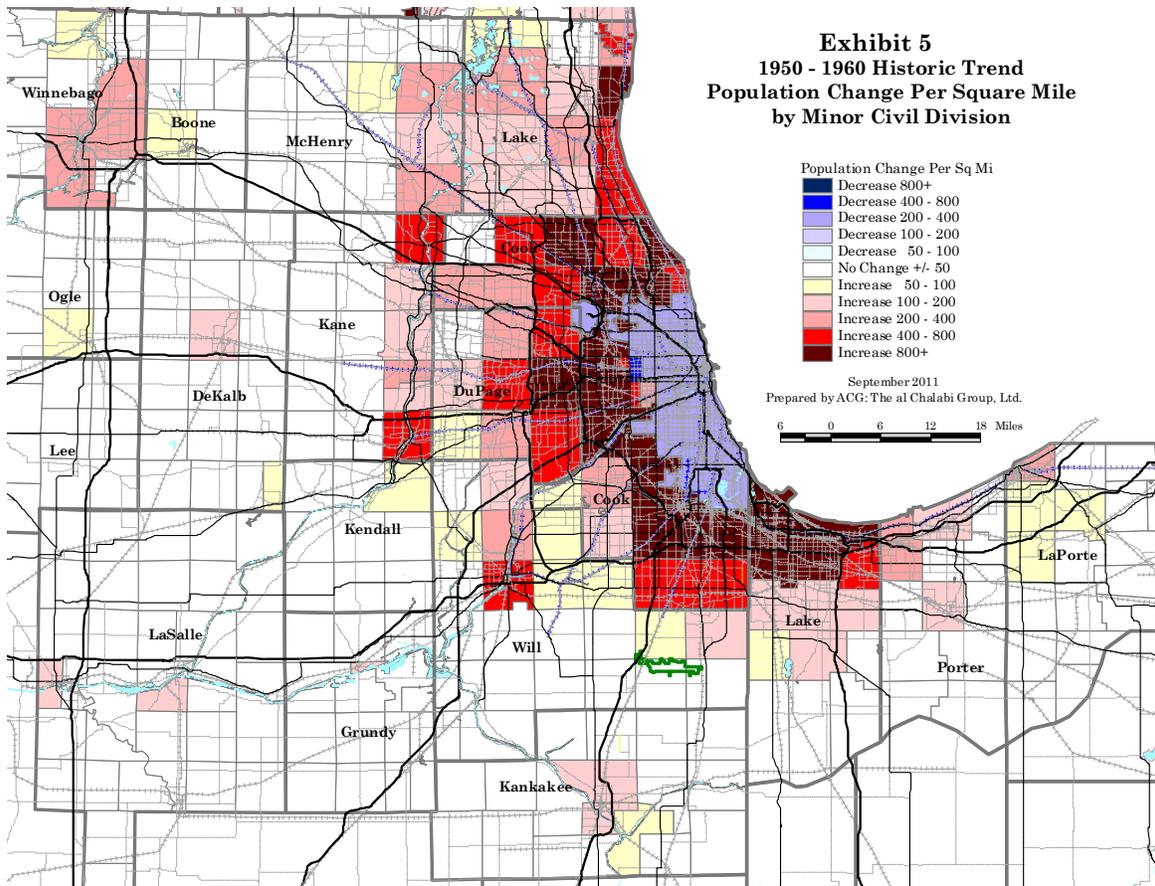
**Exhibit 3**  
**1930 - 1940 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



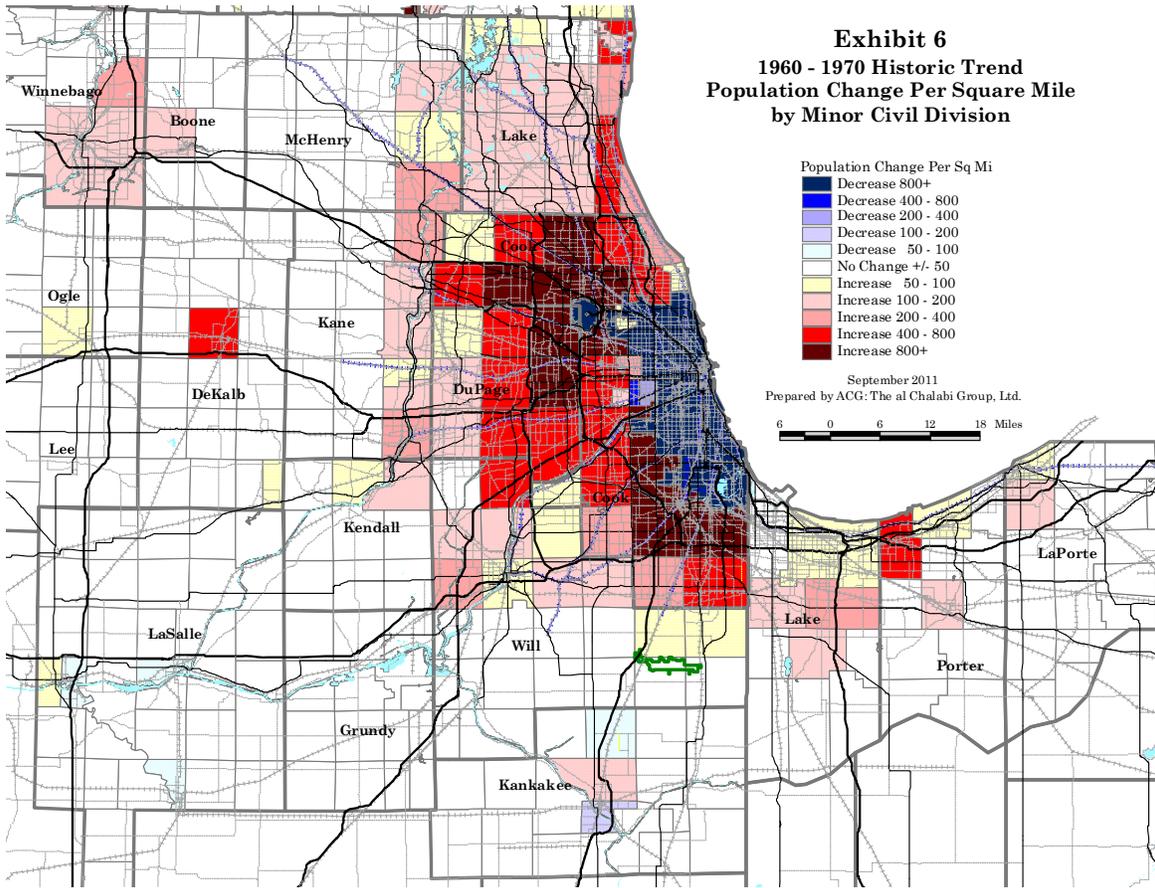
**Exhibit 4**  
**1940 - 1950 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



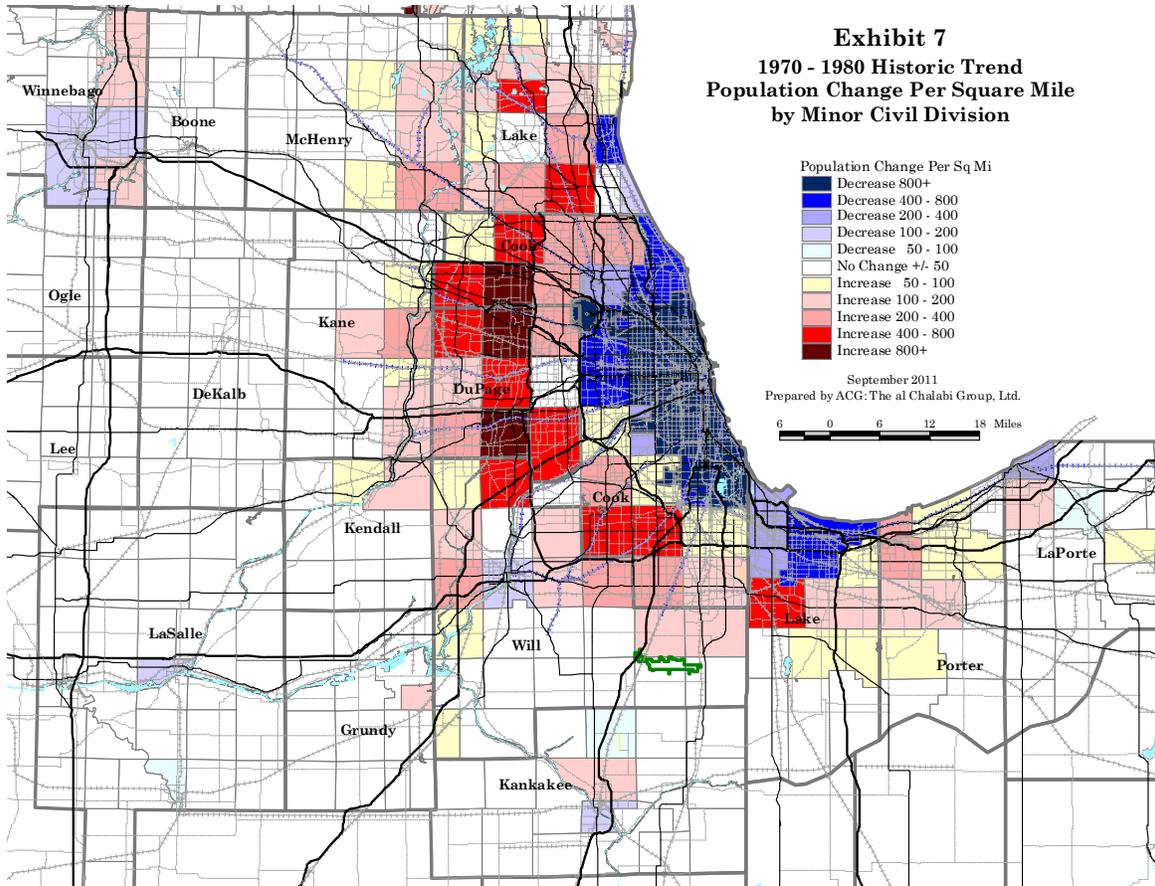
**Exhibit 5**  
**1950 - 1960 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



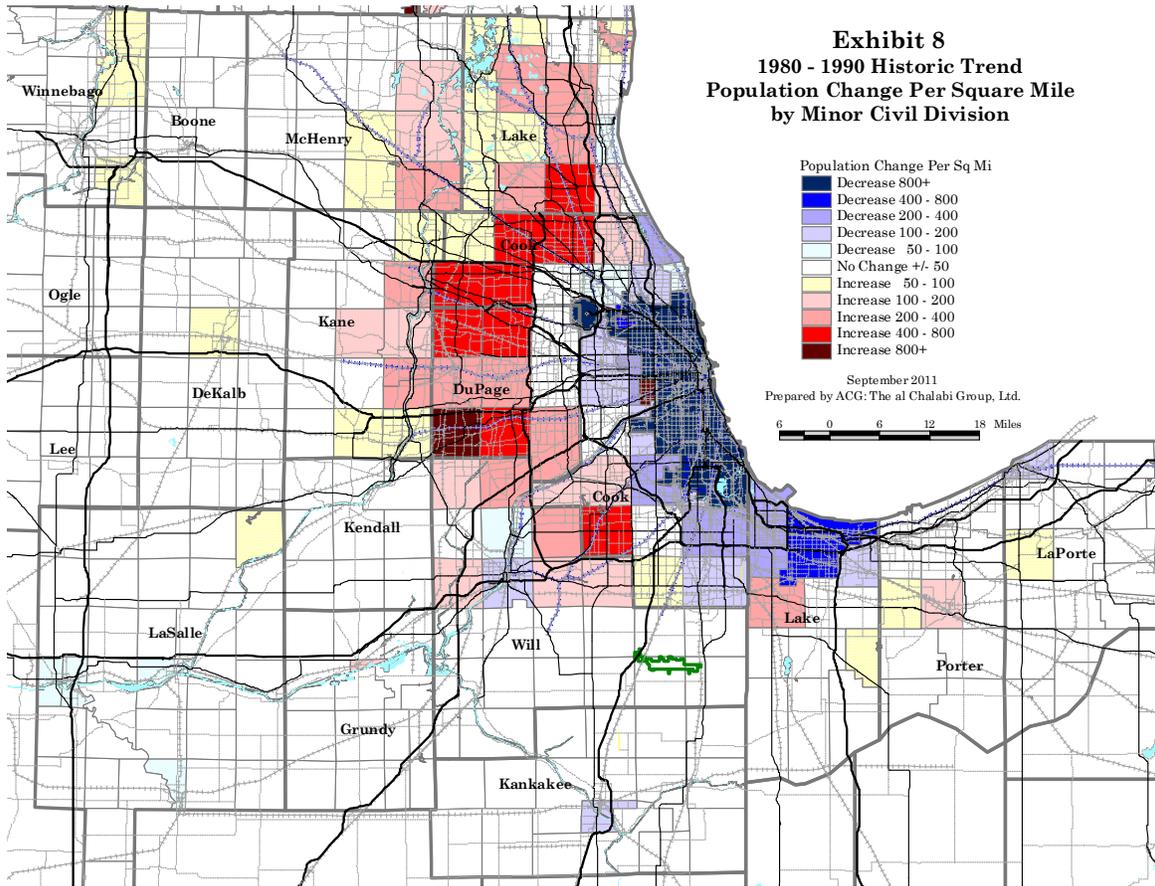
**Exhibit 6**  
**1960 - 1970 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



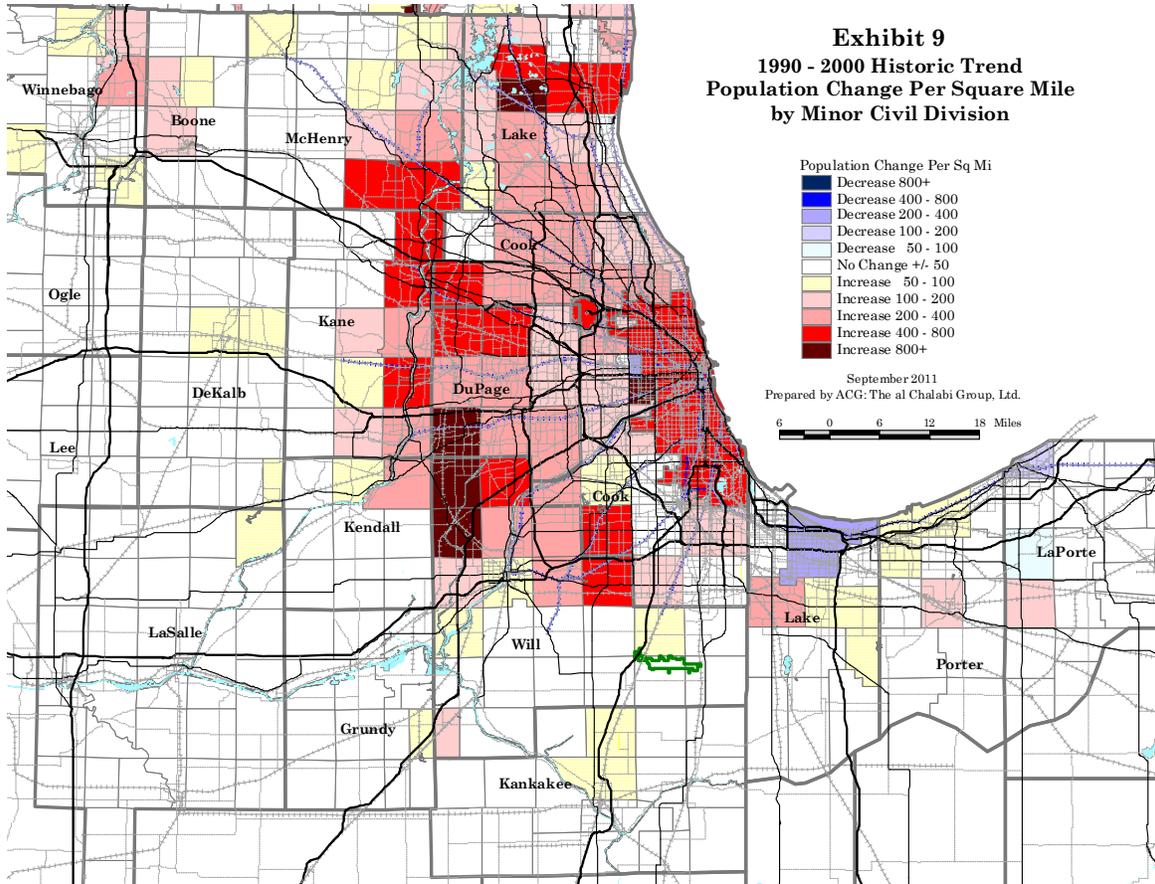
**Exhibit 7**  
**1970 - 1980 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



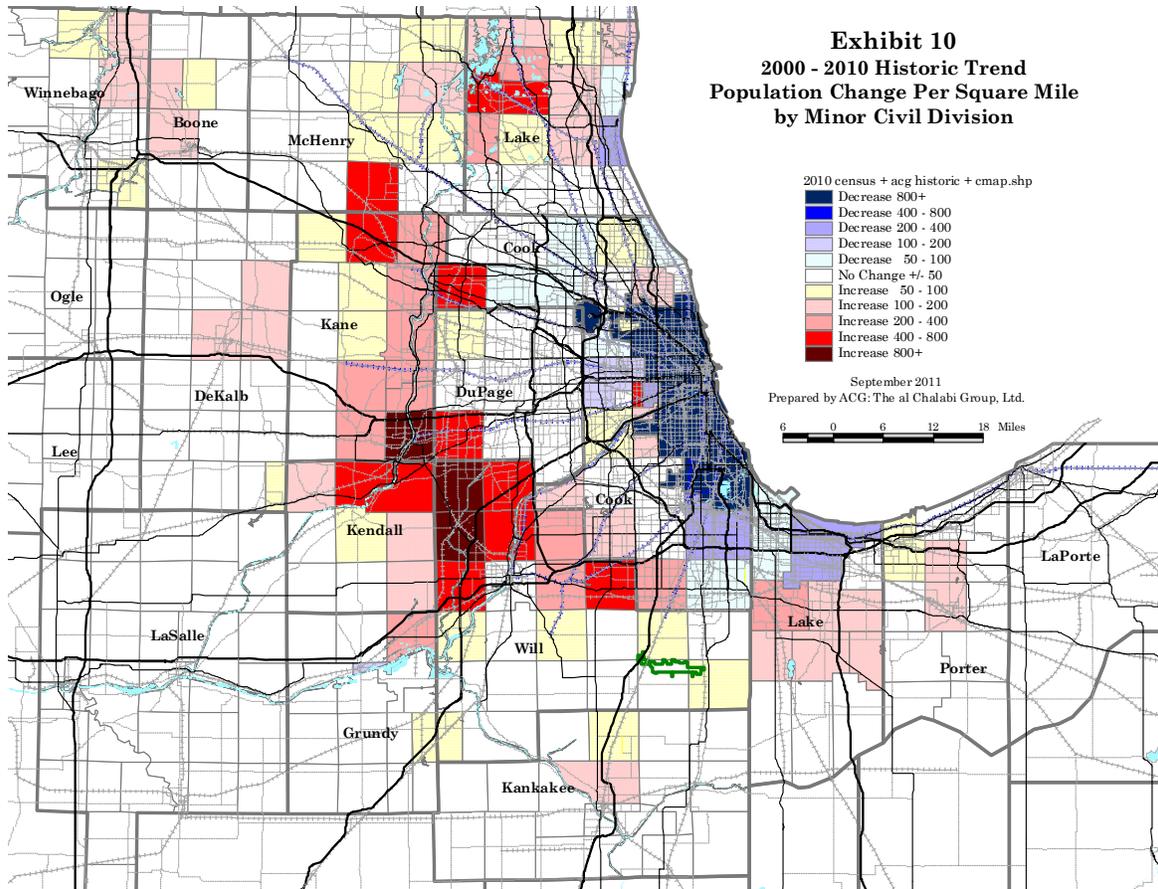
**Exhibit 8**  
**1980 - 1990 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



**Exhibit 9**  
**1990 - 2000 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



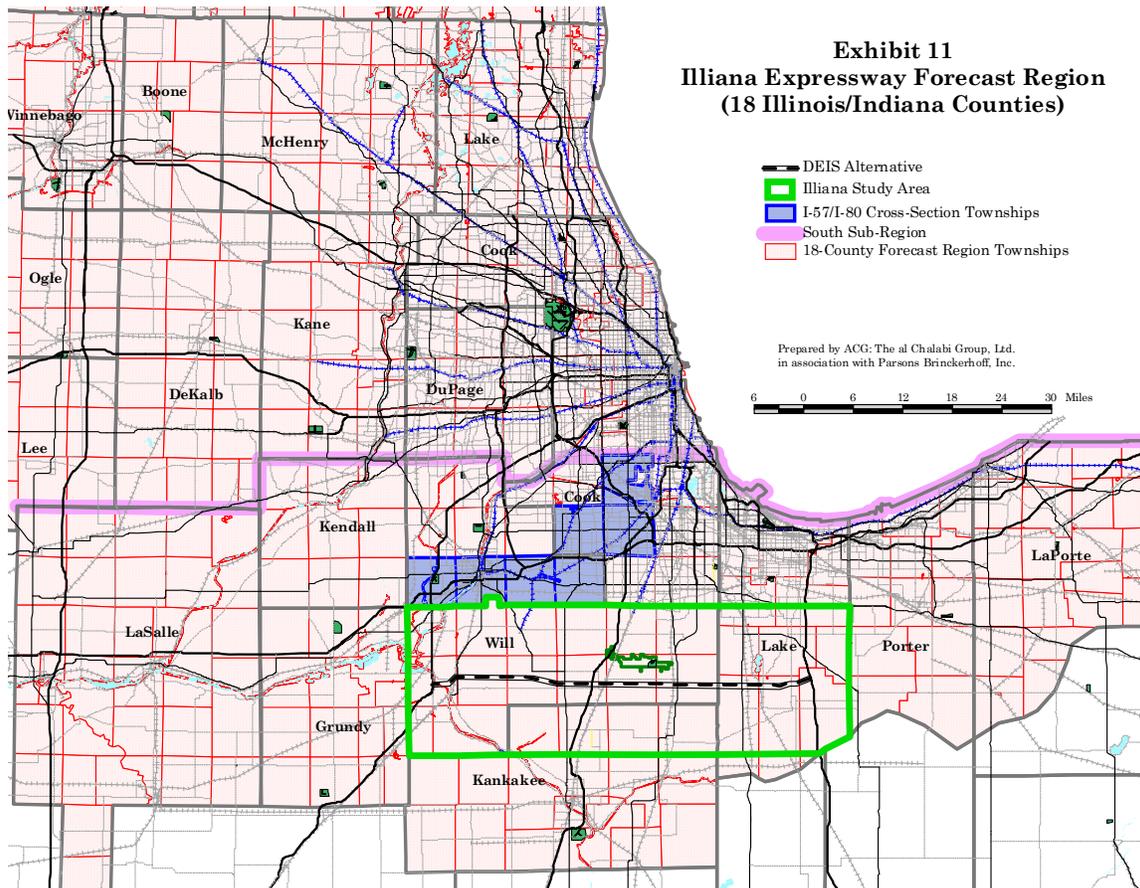
**Exhibit 10**  
**2000 - 2010 Historic Trend**  
**Population Change Per Square Mile**  
**by Minor Civil Division**



In addition to the data/analysis depicted in the previously-referenced exhibits, ACG graphed the historic population, employment, land available for development (i.e. vacant and agricultural land), and holding capacities for each of CMAP’s 124 townships (also known as Minor Civil Divisions, or MCD’s). The graphs for seven sample townships in the South Sub-Region of the Illiana Expressway Corridor are identified in Exhibit 11 and described as Exhibits 12-18. These townships, representing a cross-section and time-line of the region’s growth, are (east to west): Worth, Bremen, Orland, Frankfort, New Lenox, Joliet and Troy. The data presented in each graph and their sources are as follows:

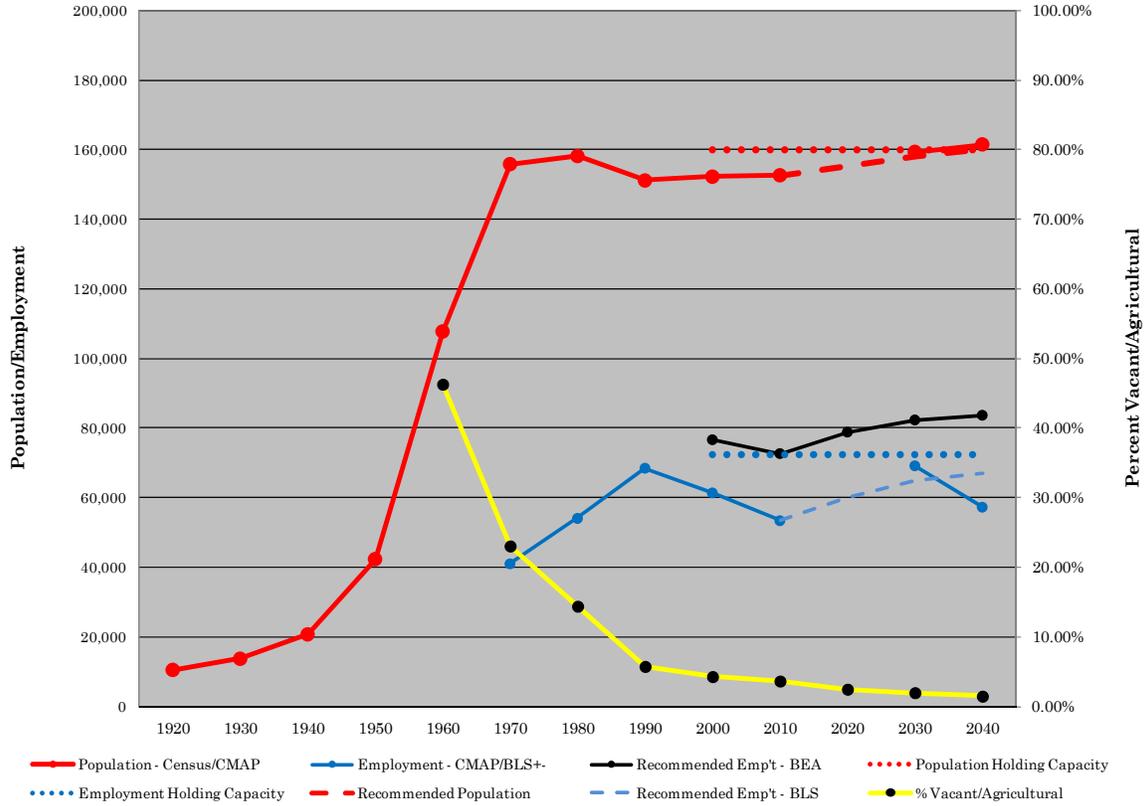
- **Population Trend 1920-2010:** This data is presented by a solid red line. The source for this data is the U.S. decennial Census, as reported by the U.S. Bureau of the Census. The source for the 2010 Census is its “Redistricting File”.
- **NIPC/CMAP 2030 and CMAP 2040 Population Forecasts:** These two forecasts are represented by a solid red line with red dots at the years 2030 and 2040; the latter are connected by a red line. The connecting red line has no special meaning (it does represent changes between these two years) other than emphasizing the difference between these two independent forecasts.
- **ACG Market-Driven Forecast:** ACG population and employment forecasts are represented by red and blue dashed lines, respectively.

This seven-township cross-section clearly illustrates the development progression of the Chicago region; and the underpinning of the regional and sub-regional mathematical model, described, later, in Section G. As development reaches maturity in close-in Townships, growth in adjacent townships accelerates. This is true as long as the region, as a whole, is growing and as long as appropriate accessibility is available.

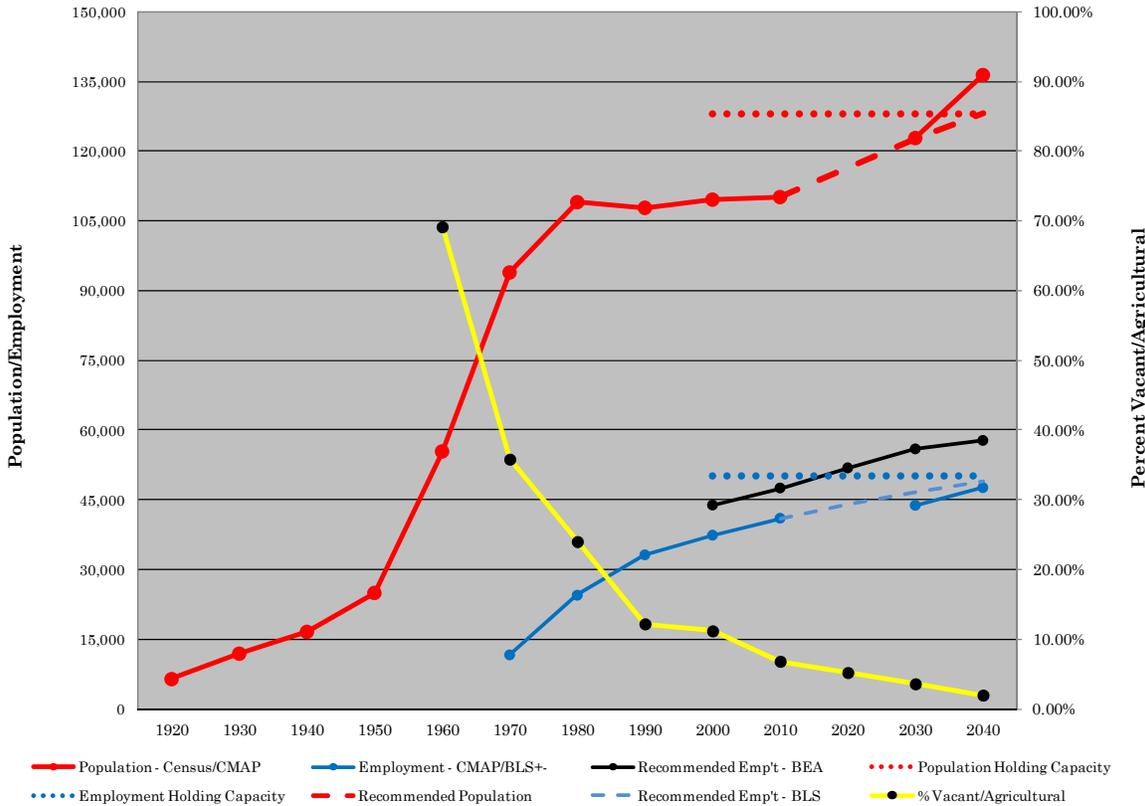


The following exhibit sequence begins with Worth Township, the most-mature. Its population take-off began in 1940, through 1970, at which point it began to stabilize. Bremen's take-off was in 1950, to 1970, with a stabilization; with nearly 10 percent land remaining, it can expect some further development. Orland's take-off began in the late 1960's, early 1970's to 2000; and will continue. Frankfort's growth began in 1970 and continues. New Lenox has been growing moderately since 1960, but reached take-off in 1990; with considerable land availability, it will continue to grow rapidly. Joliet Township has reached stability; however, there is room in this older area for redevelopment and revitalization. Troy Township grew, then reached take-off in 2000. With considerable land availability and location at the edge of a developing region, it will continue to experience significant growth.

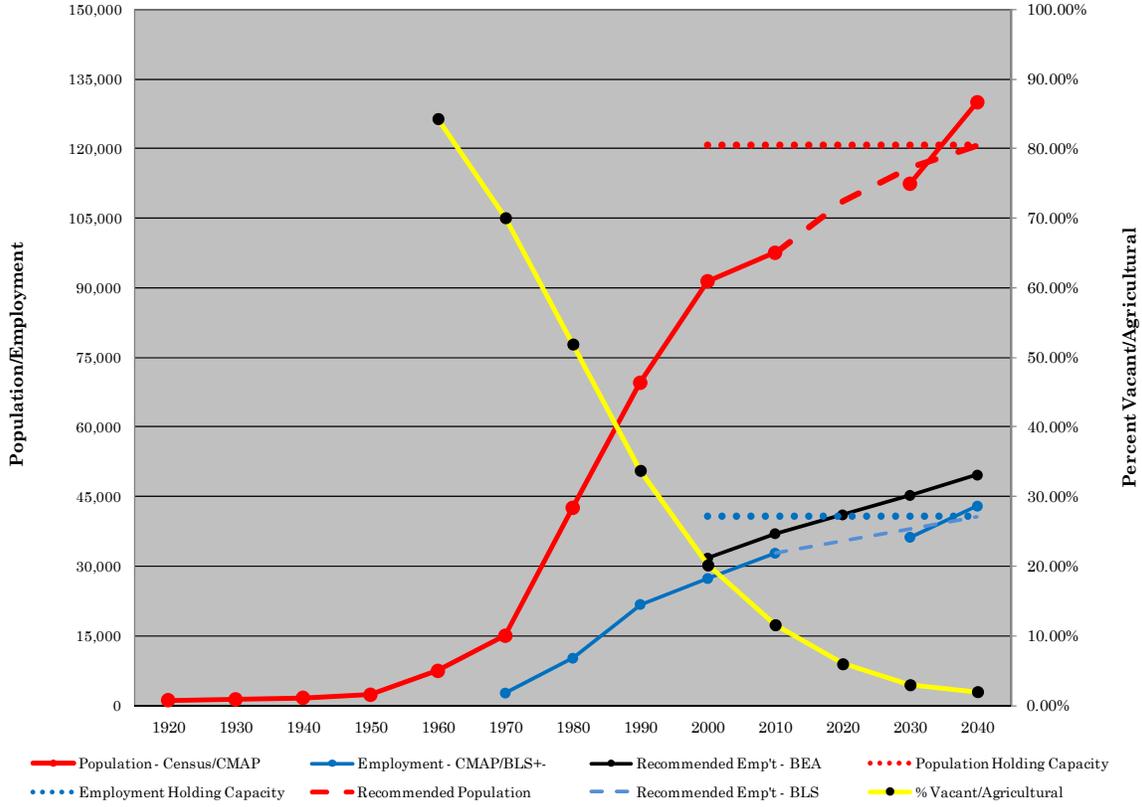
**Exhibit 12**  
**Worth Township - South Suburban Cook**



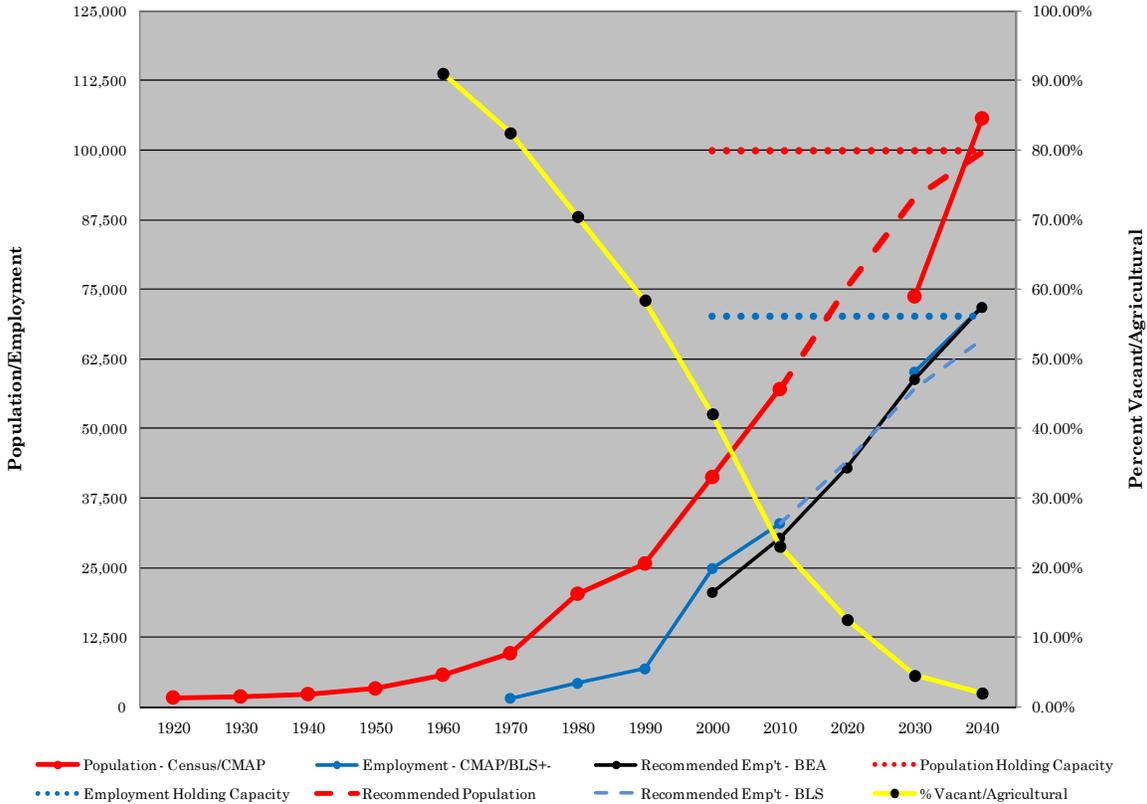
**Exhibit 13**  
**Bremen Township - South Suburban Cook**



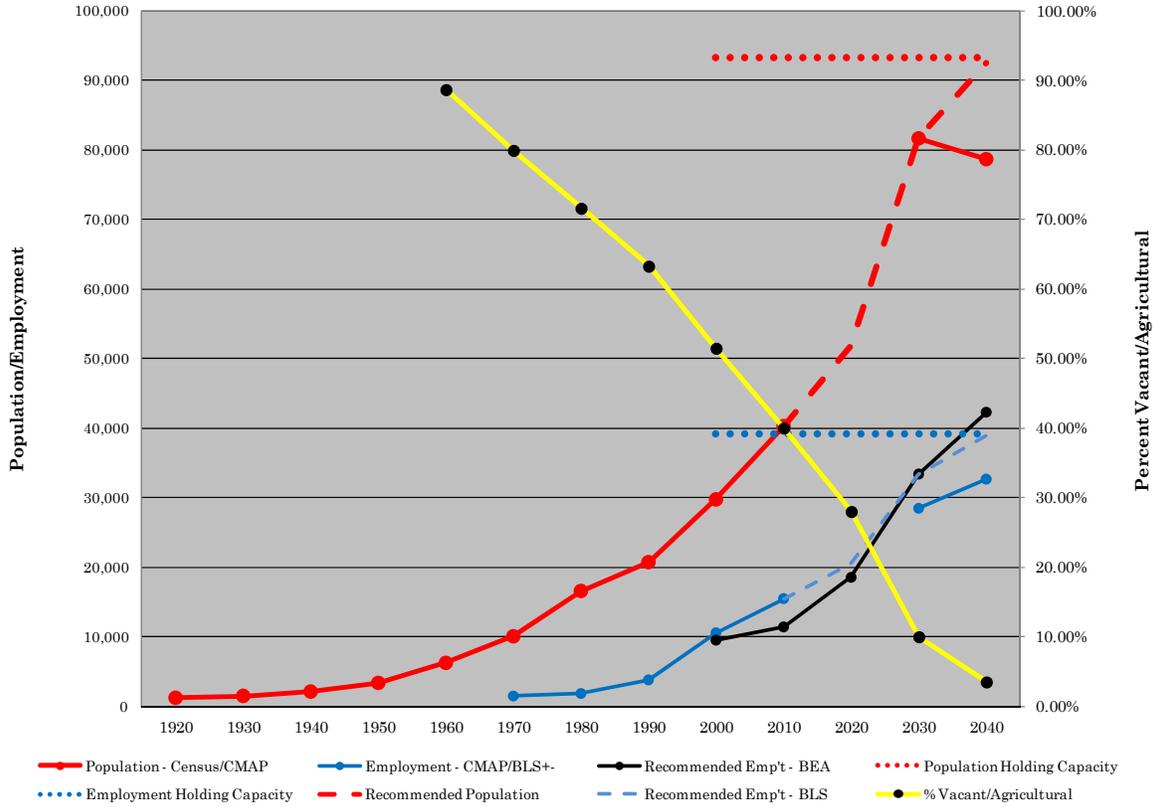
**Exhibit 14**  
**Orland Township - South Suburban Cook**



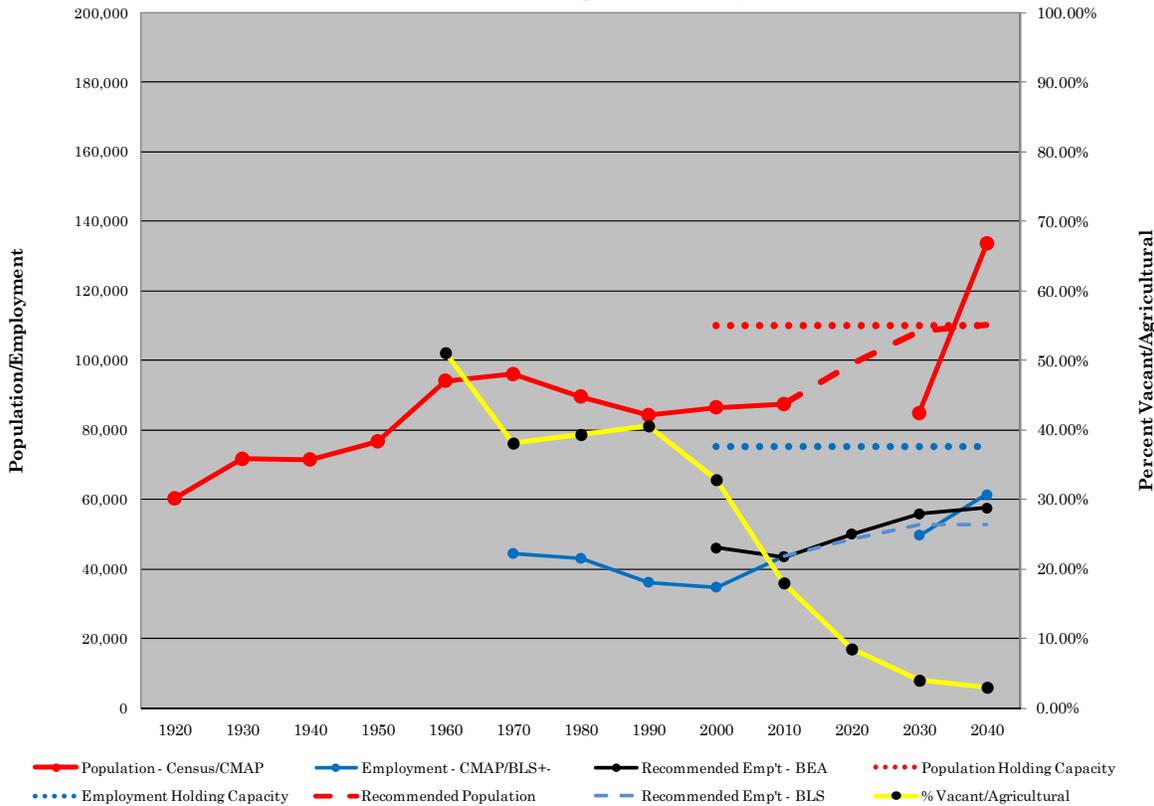
**Exhibit 15**  
**Frankfort Township - Will County**



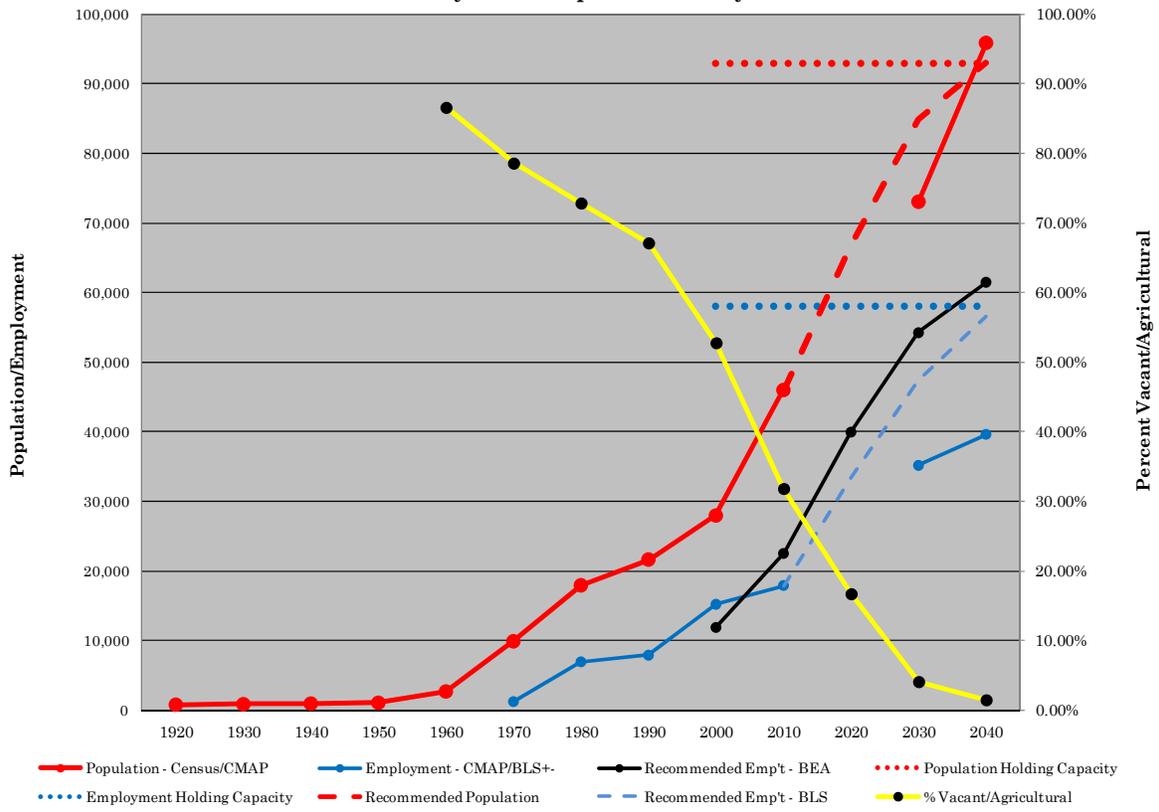
**Exhibit 16**  
**New Lenox Township - Will County**



**Exhibit 17**  
**Joliet Township - Will County**



**Exhibit 18**  
**Troy Township - Will County**



## II. Market-Driven versus Policy-Based Forecasts

### A. The Abrupt Change: The Differences Between Forecasts

The NIPC/CMAP 2030 population forecasts were initially prepared and adopted by NIPC, in 2003; and were periodically revised and re-adopted. The last such revision and re-adoption was dated September 27, 2006. The population forecasts remained as the CMAP official forecasts (retrieved from the CMAP Website) until the “Go to 2040” forecasts were completed and posted. The NIPC/CMAP 2030 forecasts reflected market trends and forces, although they also adhered to accepted planning principles – e.g. promoting “in-fill”, higher densities near transit stations and no development on wetland or environmentally-sensitive areas (bogs, nature preserves, etc.). Prior to their adoption by NIPC, these forecasts were subjected to review by local elected and planning officials to ensure compatibility with local plans and community preferences. In mature or maturing areas, these forecasts represented the maximum desirable development (i.e. holding capacities).

The CMAP 2040 population forecast is the product of CMAP’s first comprehensive plan, Go to 2040: Comprehensive Regional Plan, produced in 2010, which adopted a strict Public Policy-Based approach to forecasting. It is a “wholesale shift to scenario-based evaluation and its intentional reliance on forecasts that reflect implementation of preferred regional planning strategies...The current official CMAP forecasts are for the year 2040 and reflect the expected outcome of the preferred regional scenario adopted by the CMAP Board.”<sup>1</sup>

Recognizing that all intended Policy-Based results may not materialize, CMAP opted not to adopt its forecasts as the official forecasts to be used for infrastructure planning studies. The CMAP staff noted that such planning studies would be permitted to develop their own forecasts, provided that such forecasts use reasonable methodologies and acknowledge their differences from the CMAP forecasts (as stated on Page1).

The differences between the NIPC/CMAP 2030 and the CMAP 2040 forecasts are, themselves, the result of two different approaches to forecasting. The first, represents a quasi market-driven forecast reflecting local plans and preferences; whereas, the second, represents a policy-based forecast channeling development within the policies prescribed in the Go to 2040: Comprehensive Regional Plan.

As is stated in the Introduction, the 2040 Forecasts prepared by the PB/ACG team for the Illiana Expressway Corridor No Build Scenario are more-closely related to extrapolations of the NIPC/CMAP 2030 forecast than to the CMAP 2040 forecasts, as both (NIPC/CMAP and ACG) share the same market approach, environmental awareness and local/community control to forecasting.

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<sup>1</sup> “CMAP Forecast Principles”, Internal Memorandum, April 2011.

## B. The Analytical Bases

The following summary describes the key factors and their sources analyzed in preparing the Market-Driven forecasts for each of the 124 townships in the CMAP region; and the 168 townships, in Illinois and Indiana, that are adjacent, but external, to the CMAP region.

### 1. Population Holding Capacity

The population holding capacity, represented by a red dotted line, in Exhibit 12 to 18 (and in all 124 CMAP township exhibits) was generated by ACG by selecting the higher of the following two numbers:

- The NIPC/CMAP 2030 population forecast. As noted earlier, this number for mature or maturing townships was derived by NIPC planners, working closely with local officials, to denote the maximum desirable development.
- The prevailing density of recent development (last 20 years) applied to the remaining available/developable land. In calculating densities, assumptions regarding the land use mix within the township had to be made. For mature or maturing townships, the assumption was to maintain the existing mix, unless significant proposals with known, realistic plans had been announced. For townships that are still primarily vacant, local plans or comparative analysis with comparable townships were used to establish the holding capacity.

### 2. Recommended Population Forecasts

This is the ACG-generated population forecast. With few exceptions, these forecasts approximate the standard logistics S-Curve. ACG generated this curve, individually, for each township using such factors as: holding capacity, take-off year, period during which fast growth would occur, maturity-approach year. The graphs for each of the townships were hand drawn to recognize the nuances associated with each township. However, Logistic S-Curves were calibrated for several classes of townships to ensure the theoretical basis for these forecasts. The equation used for generating each S-Curve is:

$$\text{Forecasted Population} = \frac{\text{Holding Capacity}}{(1 + \text{EXP}(-\alpha * (\text{Year} - \text{Year}_0)))}$$

Where:

$$\alpha = \frac{\text{LN}(1/\text{Value}_1 - 1) - \text{LN}(1/\text{Value}_2 - 1)}{(\text{Time}_2 - \text{Time}_1)}$$
$$\text{Year}_0 = \frac{\text{LN}(1/\text{Value}_1 - 1)}{\alpha + T_1}$$

and

T1 = take-off year

T2 = leveling-off year  
Value 1 = % of peak population at take-off year  
Value 2 = % of peak population at leveling-off year

### **3. Employment Trends 1970-2010 – NIPC/CMAP Data (BLS Based)**

This data is represented by a solid blue line. The source of this data is NIPC through 2000 and CMAP for 2010. NIPC compiled this data by geocoding the employment data from the Illinois Department Employment Security (IDES) to quarter-section and then aggregating them to townships and municipalities. The IDES data does not include the government workers or industries not covered by unemployment insurance. NIPC undertook special surveys to obtain and to code government employment by quarter-section and adjusted the results so that its total employment, at the metropolitan level, matched that published by the Bureau of Labor Statistics (BLS). For its 2010 employment data, CMAP used the same IDES and government employment sources and processes; however, CMAP did not undertake the final adjustment process to equalize its estimate with the BLS total. Accordingly, some of the decline in employment, between 2000 and 2010, is due to not undertaking this adjustment; and some of the decline, if any, is due to the recent recession.

### **4. Employment Forecasts 2010-2040 – BLS Based**

The dashed blue lines represent the ACG forecasts of the BLS-based definition of jobs, by decade, through 2040. These forecasts were developed to enable comparison of the NIPC/CMAP 2030 and the CMAP 2040 employment forecasts. The two forecasts are shown as blue dots for 2030 and 2040. Like their equivalent population forecasts, they are connected by a solid line (blue for employment) to document the shift in the forecasting approach of NIPC/CMAP of 2005/2006 to that of CMAP in 2010/2011. The procedures used for generating the employment are the same as those used for generating the population forecasts described earlier. The employment holding capacity (BLS based), by township, is shown as a dotted blue line.

### **5. Employment Forecasts: Trends and 2010-2040 Forecasts – BEA Based**

The Bureau of Economic Analysis (BEA), of the U.S. Department of Commerce, publishes employment data, by county. The BEA employment data is the most-complete measure of all full-time and part-time jobs by place of work. Unlike the BLS employment data, it includes all proprietors, agricultural workers, household workers and miscellaneous workers (including those paid in cash). The BEA employment is almost identical to that produced by the National Income and Product Accounts (i.e. data used in Input/Output models); and in the Woods & Poole (W&P) Economics forecasts used by many regions and states, including Illinois.

BEA employment data are available, by County, for a period dating back to 1969. Recently, several commercial resources have started making this data available by township; and ACG has obtained such data for 2000 and 2010. ACG checked this data against official BEA data, by county, and undertook minor adjustments to ensure

compatibility with county data. The BLS-based employment forecasts were generated first. The Market-Driven BEA-based employment forecasts were developed, next, to reflect the BLS-based employment forecasts, as well as to balance jobs with workers, which is described later.

The ACG 2000 and 2010 BEA employment, as well as its employment forecast (BEA based) for 2010 through 2040, are shown on the township graphs as a solid black line with black dots. For County graphs, the BEA trends go back to 1970.

## **6. Percent of Total Land Available for Development (Vacant/Agricultural)**

The yellow solid line with black dots represents the percent of total land available for development. The source of this data is the NIPC land use surveys. The first quantitative land use survey was conducted by NIPC in 1964. The 1964 land use data (by township) were extrapolated, by ACG, to 1960 using the land use maps contained in the 1956, Planning the Region of Chicago, by the Chicago Regional Planning Association (NIPC's predecessor). The last completed land use survey data were for 2005; these were extrapolated to 2010 using past trends, 2010 population, 2010 employment estimates and, for selected townships, available satellite photography.

Forecasts of land available for development were derived from the population and employment forecasts. The S-Curve representing land available for development is the residual – the S-Curve for development minus existing population/employment.

## **C. Mathematically-Generated S-Curve Population and Employment Forecasts**

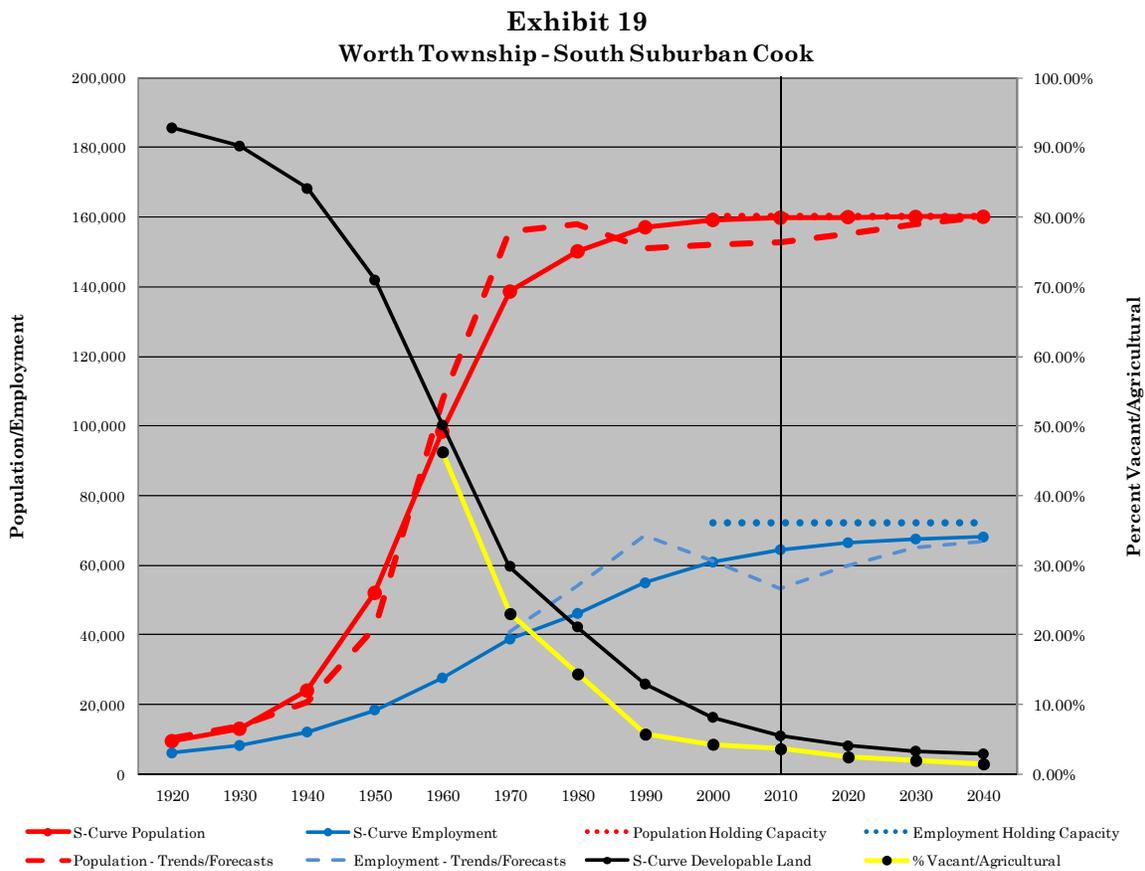
As noted earlier, a graph was prepared for each of the 124 CMAP townships. Each of these graphs contained all the information listed in the preceding section – the only exception being the lack of pre-2005 land use (hence lack of vacant/agricultural land) for Kendall County townships. Exhibits 12 to 18, presented earlier, show the population and employment trends and forecasts for seven townships in the South Sub-Region of the Illiana Corridor. Each of these townships represent a different development take-off year. Again, as noted, the forecasts (2010-2040) in these graphs are generated individually for each township, reflecting the known market trends for each.

Exhibits 19 to 25, following, show the mathematically-generated S-Curves for population, employment and available vacant/agricultural land trends and forecasts for these seven townships. The solid lines in these graphs represent the mathematically-generated S-Curves; whereas, the dashed lines represent the actual trends and Illiana forecasts, as described earlier. The ability of the mathematically-generated S-Curves to replicate actual 90-year trends and 30-year forecasts is a confirmation of the validity of these long-lasting market trends. To ensure that these long-lasting trends were not unique to those seven townships, similar graphs for 25 additional townships were prepared. These additional townships were scattered throughout the region. The results were as convincing as those presented in the following graphs.

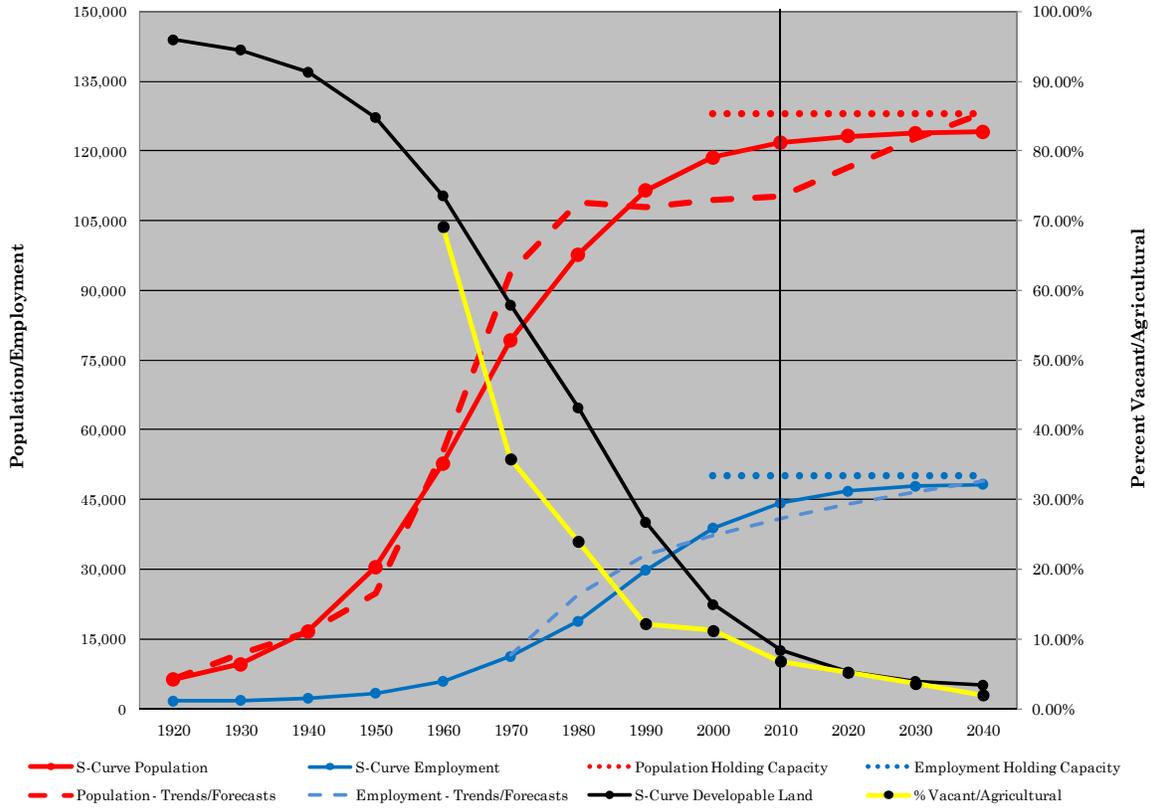
The mathematically-generated S-Curves attempt to duplicate 120 years of trends and forecasts given the following input data for population and employment.

- Holding capacity.
- Take-off year.
- Approaching maturity year.
- Percent of capacity at take-off and approaching maturity years.

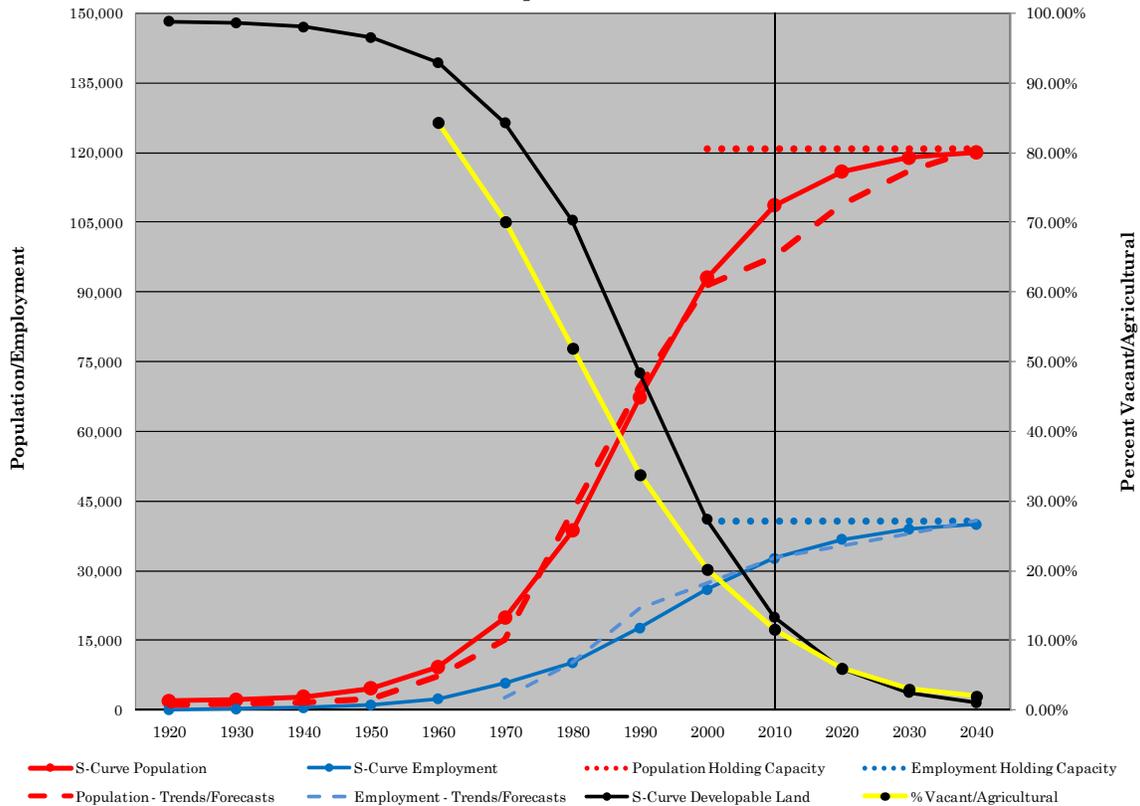
For townships with take-off years in the far past – that is, prior to the 1950’s (e.g. Worth and Bremen), the mathematically-generated S-Curves provide good predictions for 2040 forecast, but may miss intermediate anomalies. Examples of such anomalies are the high birth rates during the 1950-1970 period and the recent great recession. For townships with more recent or future take-off, past anomalies are not as visible; however, confidence in the future accuracy of the forecast is less. The holding capacities are not fully known, yet; and future anomalies cannot be predicted.



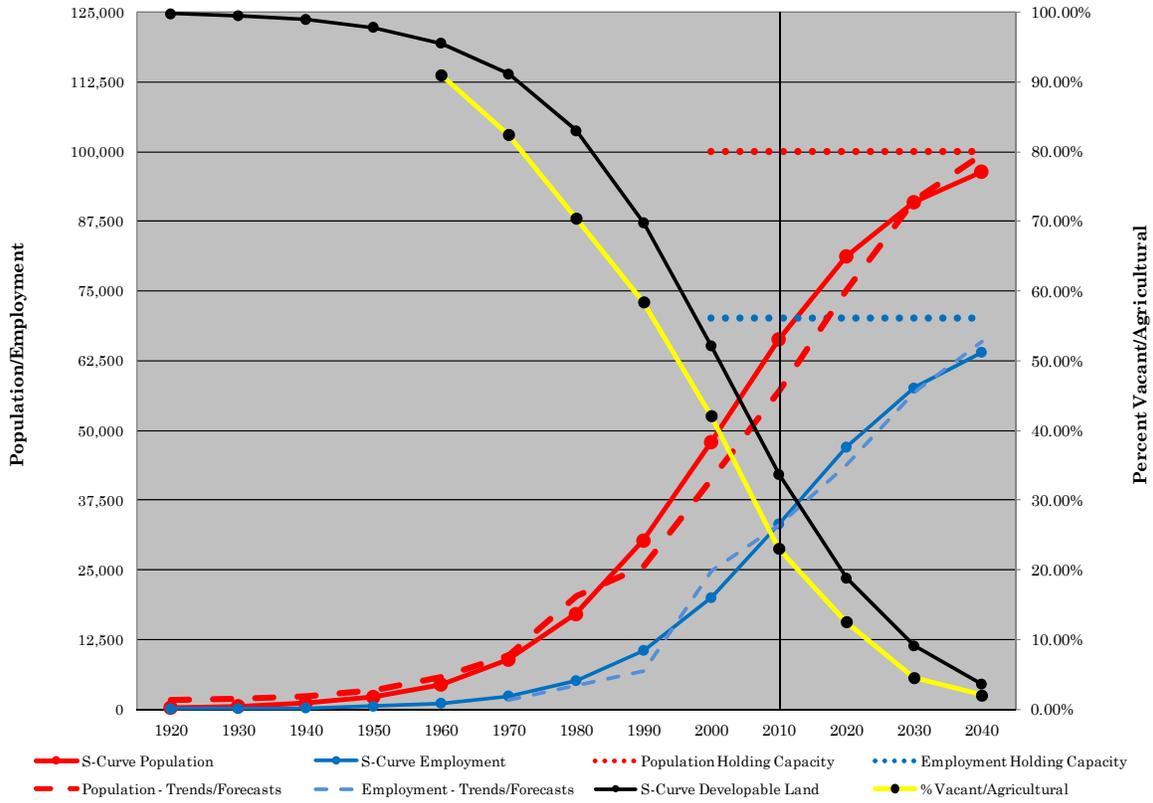
**Exhibit 20**  
**Bremen Township - South Suburban Cook**



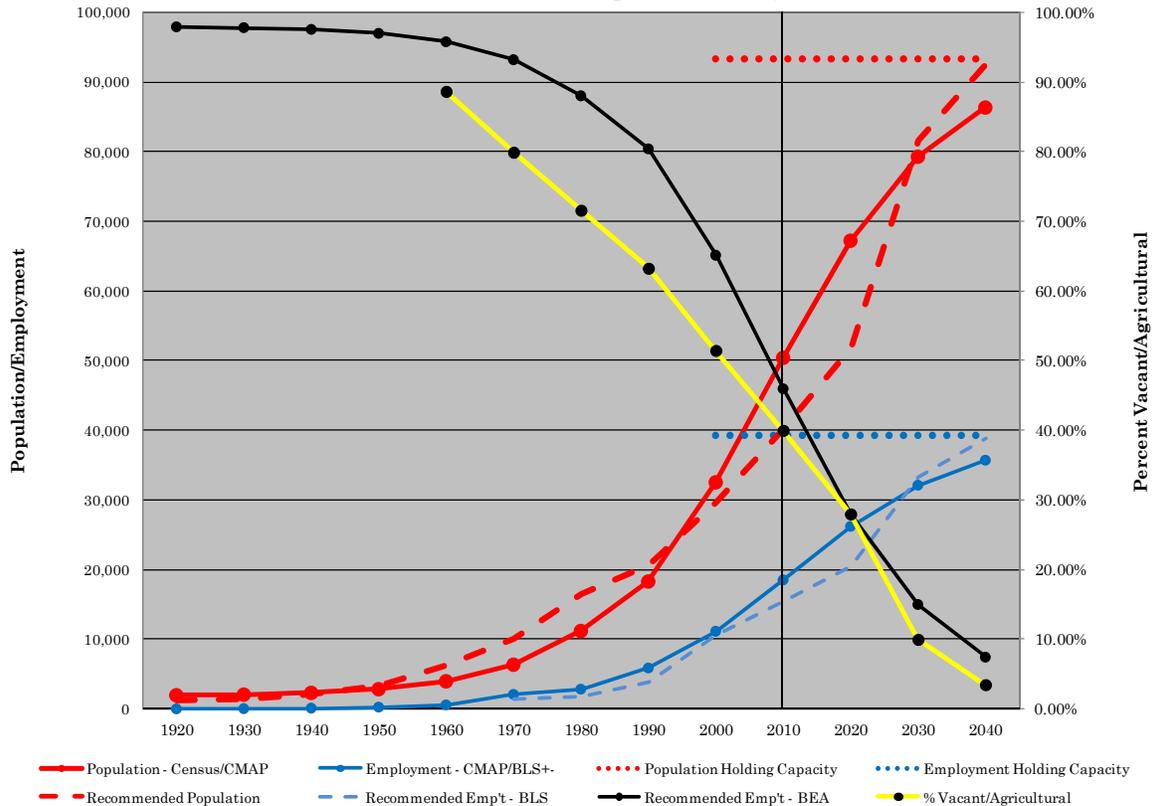
**Exhibit 21**  
**Orland Township - South Suburban Cook**



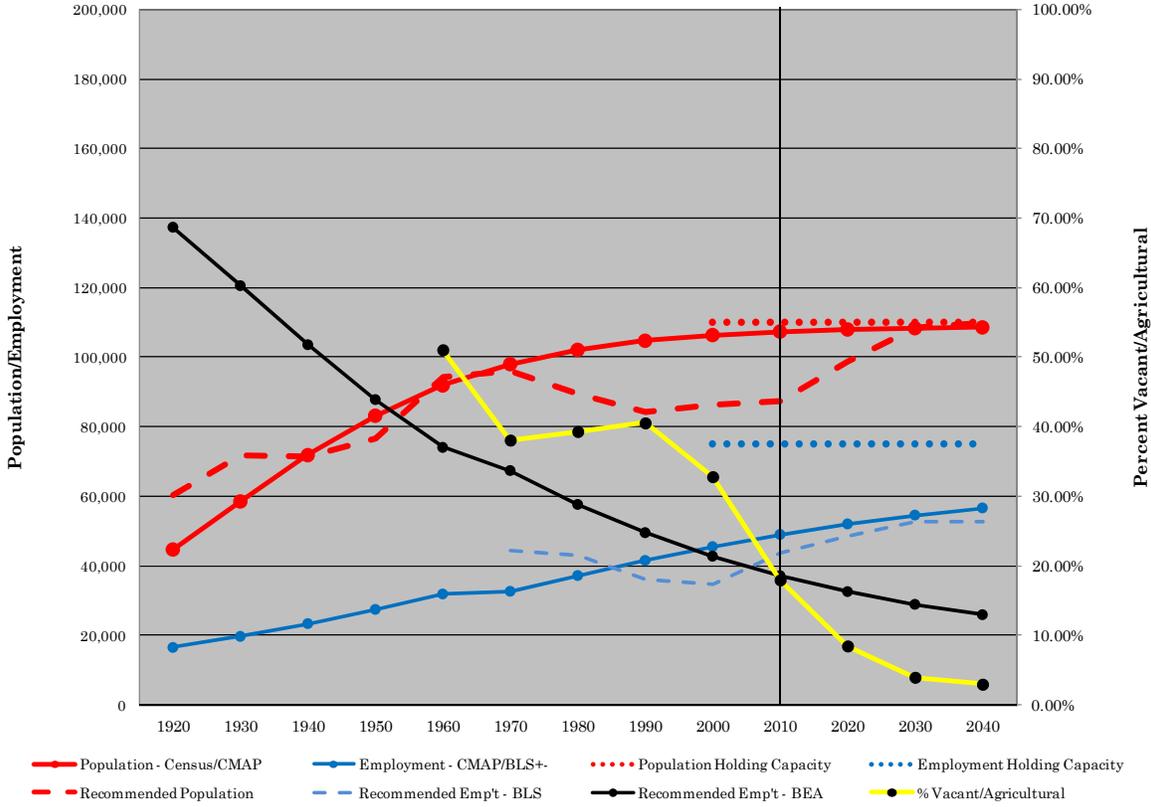
**Exhibit 22**  
**Frankfort Township - Will County**



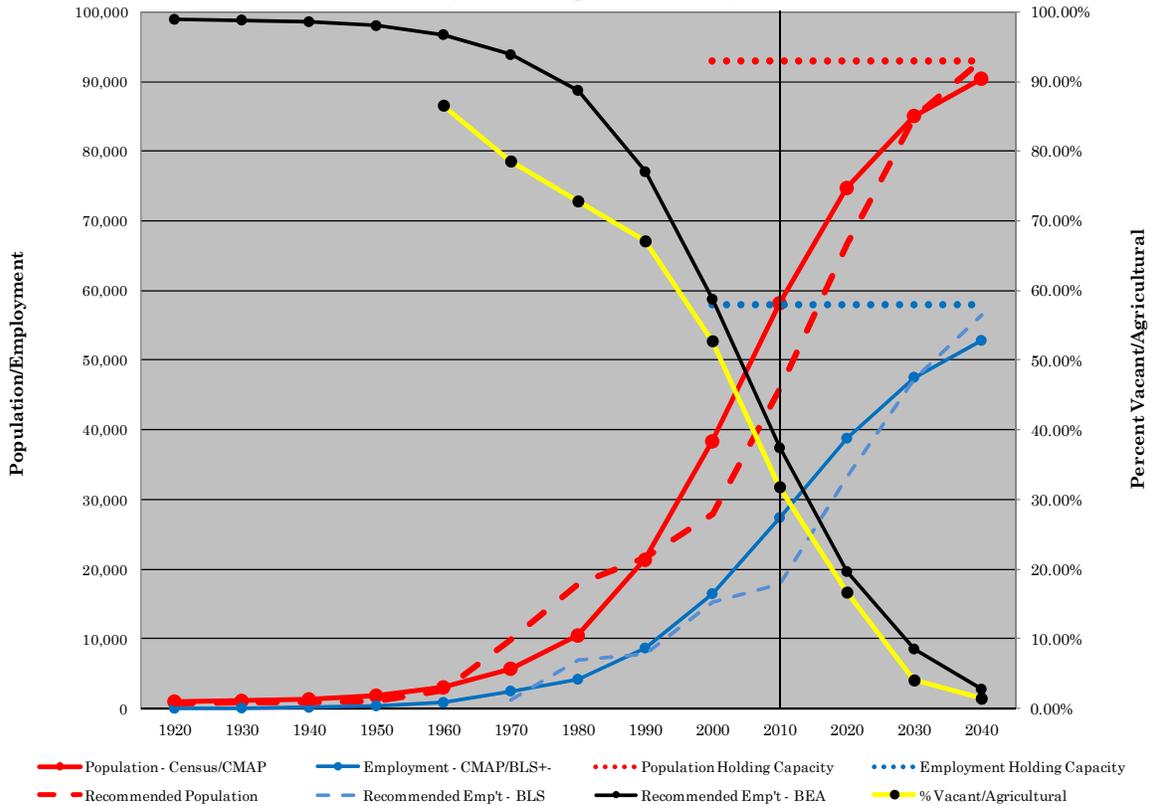
**Exhibit 23**  
**New Lenox Township - Will County**



**Exhibit 24**  
**Joliet Township - Will County**



**Exhibit 25**  
**Troy Township - Will County**

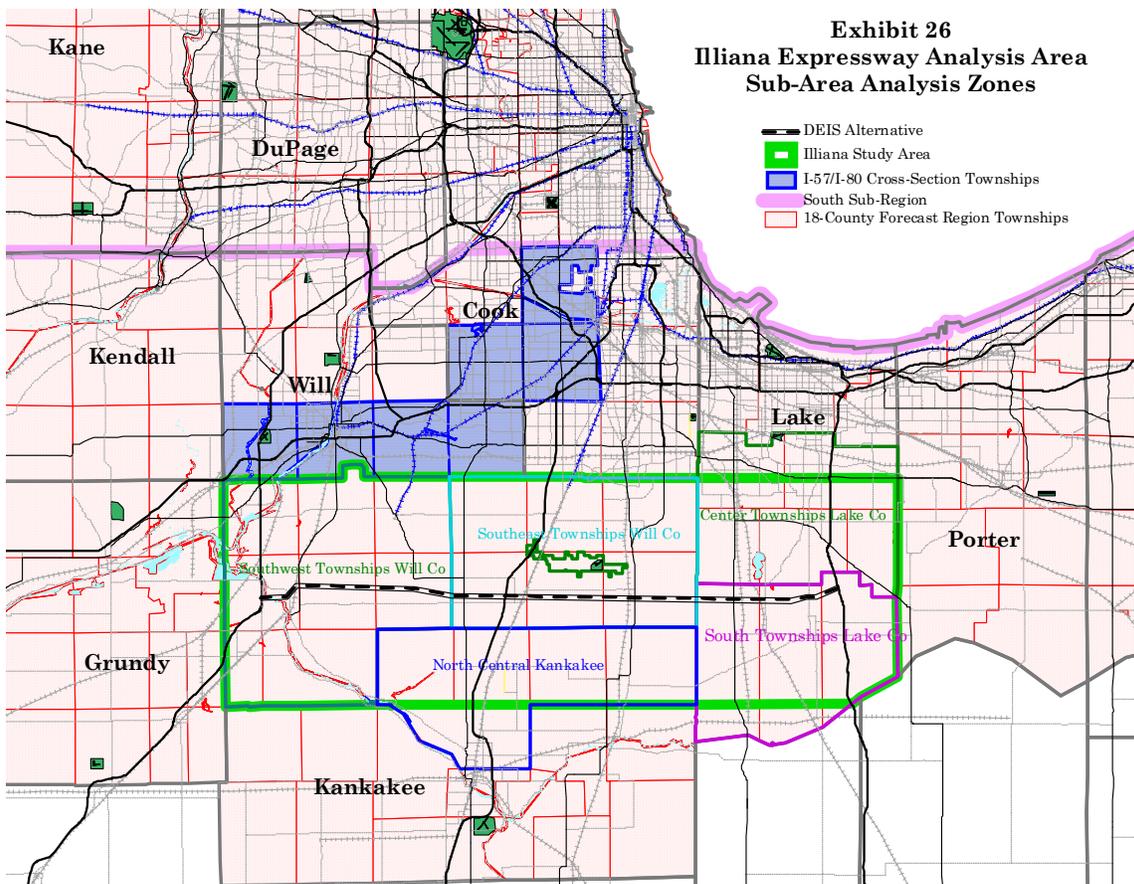


## D. Past Trends and Forecasts for Townships in the Illiana Expressway Corridor

The historical and forecasted trends of townships, described in Section G, above, provides valuable input to the construct of the forecast methodology used in this analysis, as well as an understanding of a full range of baser urban development dynamics – from greenfield to maturity. The Illiana Corridor, by necessity, traverses a part of the urban area that is at the beginning or middle of the development process. But it is crucial to the planning/forecasting process to understand it. Consequently, this analysis examines five sub-sections of the Illiana Corridor:

- Southwest Will County
- Southeast Will County
- Central Lake County (Indiana)
- South Lake County (Indiana)
- North Central Kankakee County

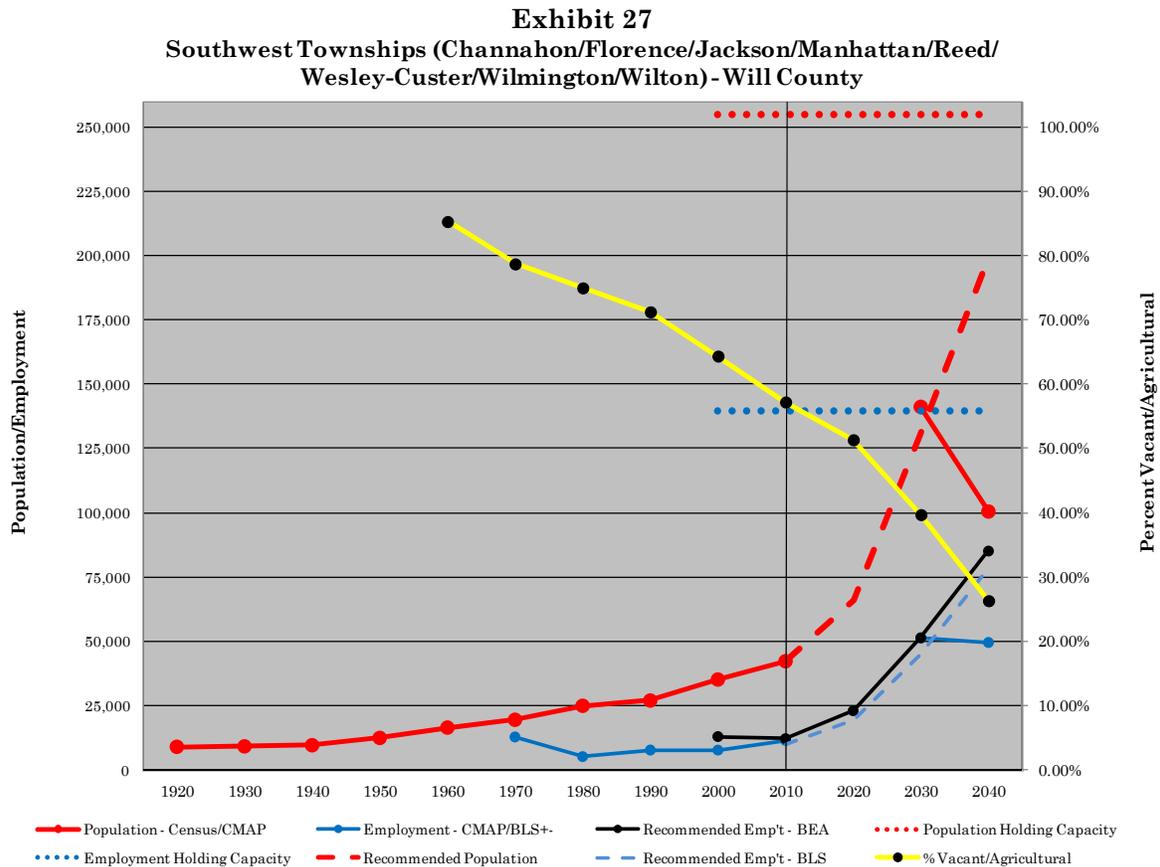
These five sub-sections are shown as Exhibit 26.



## 1. Southwest Will County

This area consists of eight townships in the southwest corner of Will County. They are: Channahon, Florence, Jackson, Manhattan, Reed, Wesley-Custer, Wilmington and Wilton. Exhibit 27 shows the trends and forecasts for this combined area. It encompasses the Corridor's interchange with I-55 and the major multi-modal developments of Jackson and Channahon; and is influenced by the major multi-modal development, as well as the revitalization/expansion, of sections of the mature satellite City of Joliet, the development of I-355, and the extension of the Metra commuter rail line to Manhattan. To date, this area has grown slowly and modestly; but is at take-off. Furthermore, the rapidly growing and extensive multi-modal development is likely to consume major portions of the 57 percent of land that remains developable, dropping to 26 percent by 2040.

Population is expected to grow, from 42,226, in 2010 to 198,800, in 2040. Employment (BEA) is expected to grow from 12,074, in 2010, to 85,100, in 2040. Both of these Market-Driven forecasts are considerably higher than those of CMAP; however, the 2030 Market-Driven forecasts are quite similar to the 2030 forecasts of NIPC/CMAP.



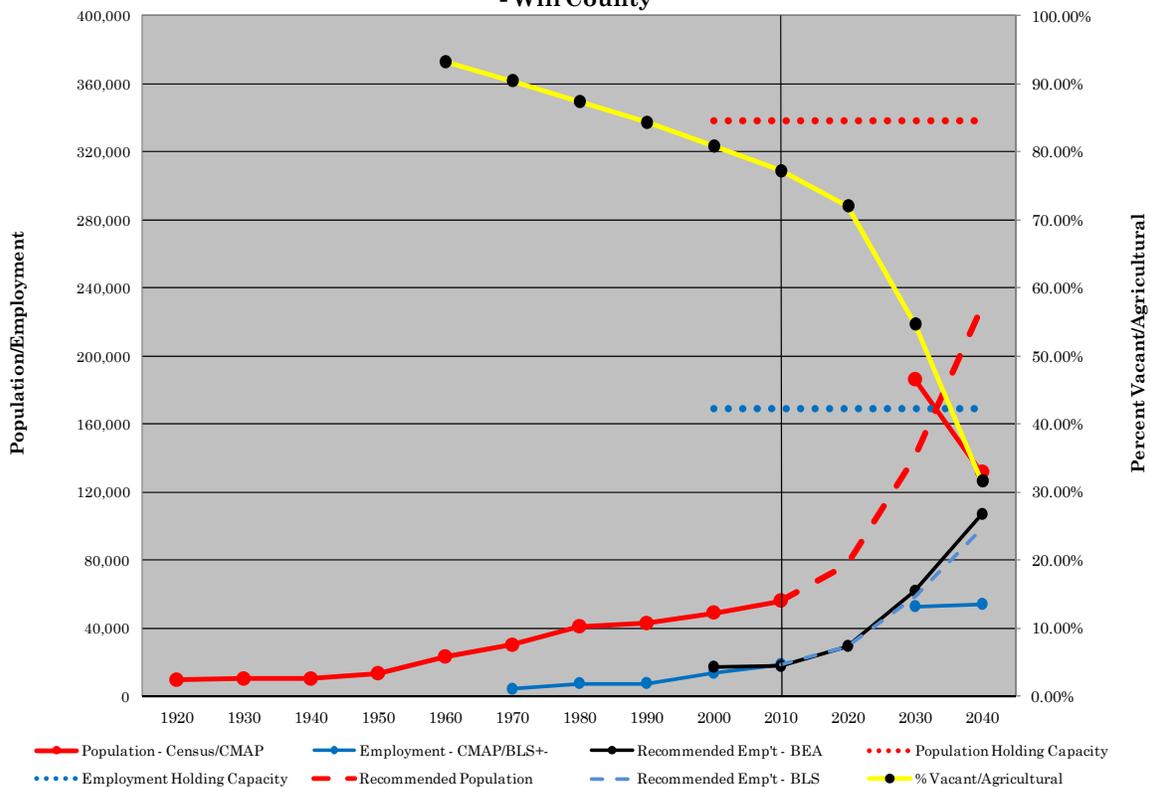
## 2. Southeast Will County

This area consists of six townships in the southeast corner of Will County. These are: Crete, Monee, Green Garden, Peotone, Will and Washington. These six townships, shown on Exhibit 28, surround the proposed South Suburban Airport, and encompass the

Illiana Expressway's intersection with I-57. Like the townships previously described, the townships of Southeast Will have grown slowly, but also are at take-off – particularly, with the development of the proposed airport. In anticipation of the airport development, but also in response to a need to avoid the congested urbanized area, there has been considerable multi-modal development here.

Population is expected to grow from 55,968, in 2010 to 229,000 in 2040. Employment (BEA) is expected to grow from 17,477, in 2010, to 107,000, in 2040. Both of these Market-Driven forecasts are considerably greater than those of CMAP; although, like the former group of townships, the 2030 Market-Driven and NIPC/CMAP forecasts are comparable.

**Exhibit 28**  
**Southeast Townships (Crete/Green Garden/Monee/Peotone/Washington/Will)**  
**- Will County**



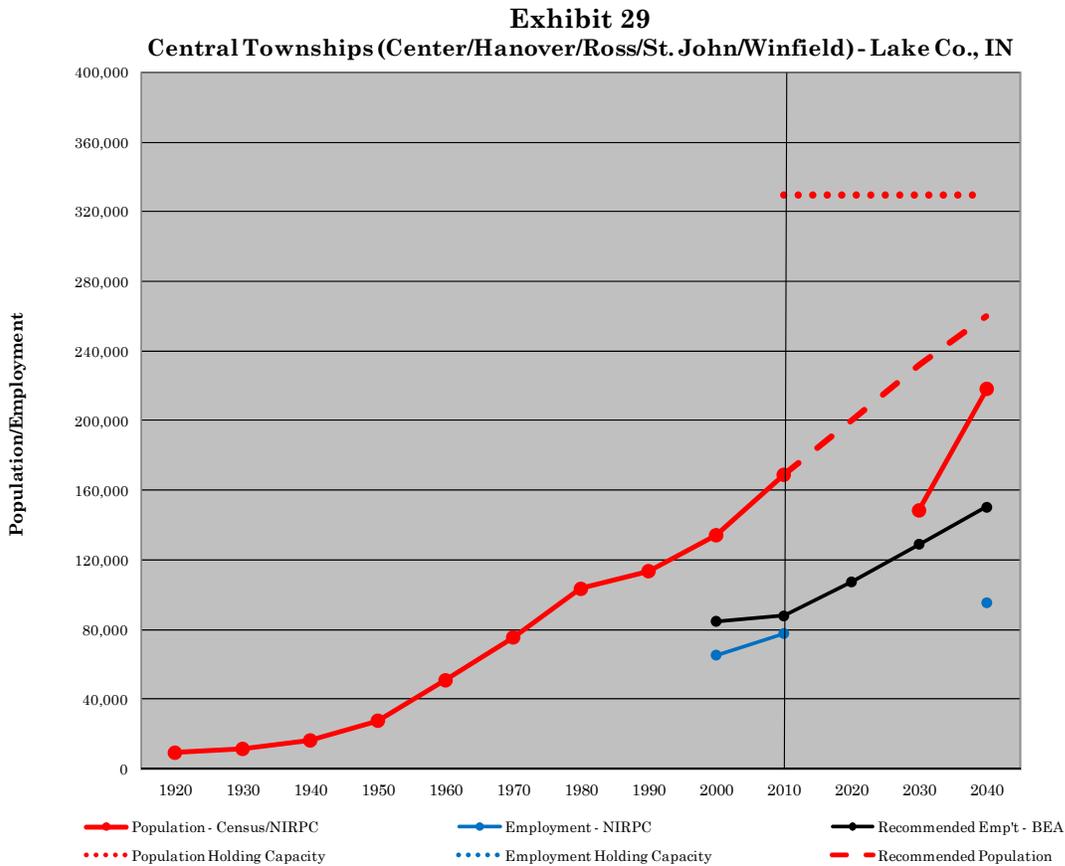
### 3. Central Lake County

This area consists of the five townships of Center, Hanover, Ross, St. John, and Winfield. They encompass I-65 a major commercial transport link of North American trade routes, as well as a possible intersection with the Illiana. Statistics for this sub-area are shown on Exhibit 29.

The Central Townships have been growing, briskly, since 1950, but with an accelerated growth since 1990. The newer, small, upscale towns of Dyer, Schererville and St. John, along with older communities such as Crown Point, have attracted large numbers of families from Northern Indiana, as well as Eastern Illinois. In 2010, the population of

this area reached 168,848, already exceeding the 2030 forecast of NIRPC of 148,382. Growth is at take-off and is expected to grow to 260,000 under the Market-Driven forecast, considerably above the 218,200 forecast for 2040, by NIRPC. Ross and St. John Townships encompass U.S. Route 30 with its commercial/retail presence; and Merrillville is a major retail center. BEA employment, for this area at 87,775 in 2010, is expected to reach 150,160, in 2040; this is more than one and a half times the 2040 forecast of 95,350 jobs of NIRPC.

There is no data on land availability within the NIRPC Region.

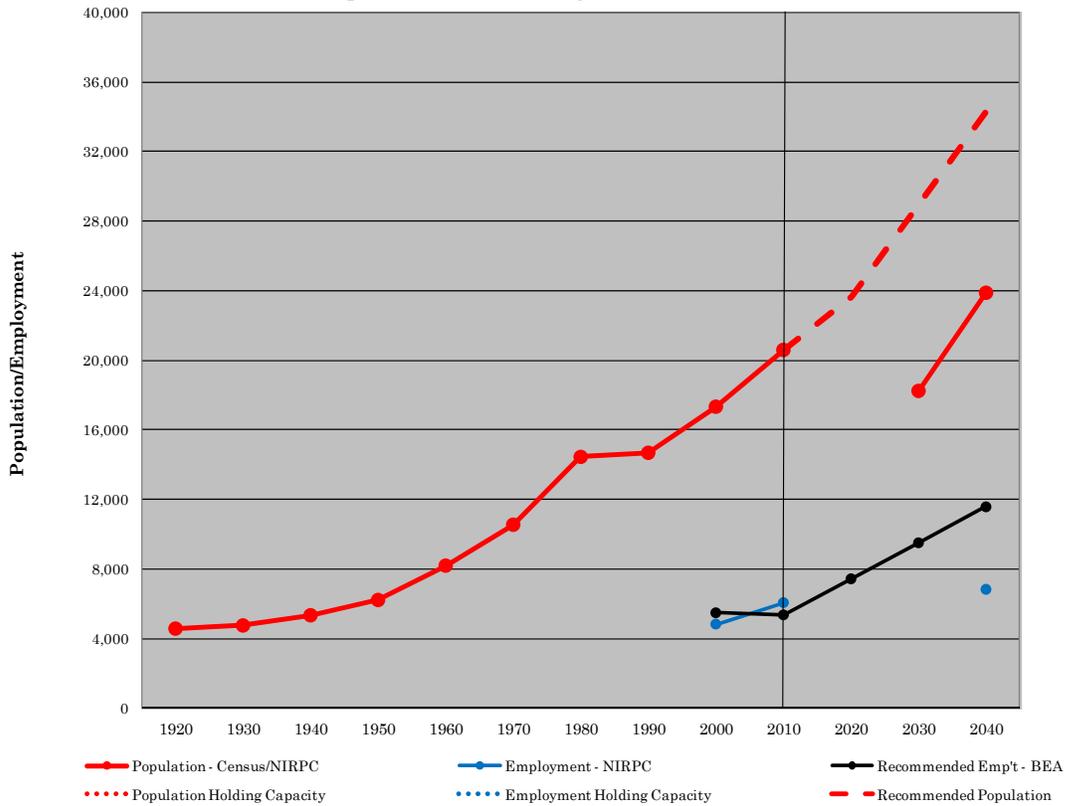


#### 4. South Lake County

This area contains the three southern-most townships of Lake County; these include Cedar Creek, Eagle Creek, and West Creek. It is shown in Exhibit 30. This area is very small compared to all the sub-areas analyzed. With the exceptions of the old Town of Lowell and the one-time summer retreat of Lake Delacarla, the development in this area is primarily agricultural. The comprehensive regional plan for the area, as prepared by NIRPC, discourages discontinuous, small, free-standing development.

The population, in 2010, was 20,591 exceeding the NIRPC 2030 forecast of 18,235. The 2040 Market-Driven population forecast is 34,240 versus the 23,875 of NIRPC. The employment stood at 5,360 (BEA) in 2010; it is expected to grow to 11,570 in 2040; this is almost double the 6,826 forecast of NIRPC.

**Exhibit 30**  
**South Townships (Cedar Creek/Eagle Creek/West Creek)- Lake Co., IN**



## 5. North Central, Kankakee County

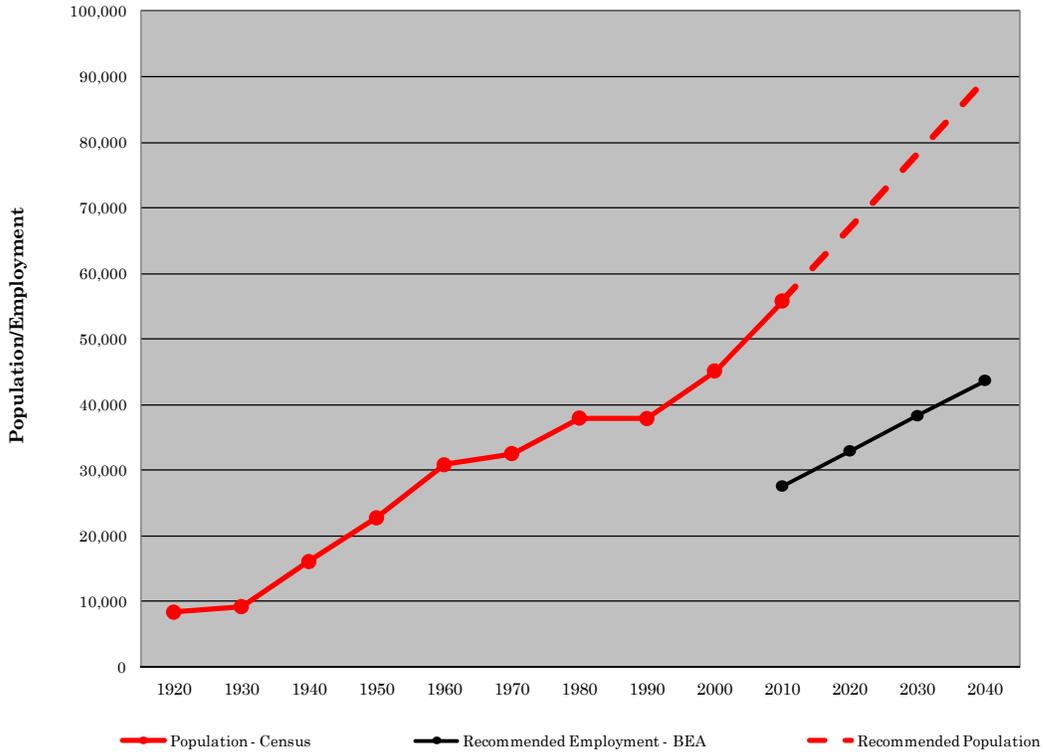
There are five townships in this area: Rockville, Manteno, Sumner, Momence and Bourbonnais. These townships are shown in Exhibit 31. I-57, which runs through the center of this area, connects the mature satellite City of Kankakee and Bradley with the proposed South Suburban Airport and the City of Chicago. This area has been growing steadily and, since 1990, growth has been both accelerated and primarily northward along I-57. An intersection between I-57 and the Illiana Express way would likely be a significant attraction.

The 2010 population of this area is 55,811. Its 2040 forecasted population is 89,560. Its 2010 employment is 27,587; the forecasted employment for 2040 is 43,700. These forecasts are both Market-Driven.

## 6. General

Three townships in these five sub-county areas are discussed, in slightly greater detail, in Part III, the Appendix.

**Exhibit 31**  
**North-Central Townships (Bourbonnais, Manteno, Rockville, Sumner and Yellowhead) - Kankakee County**

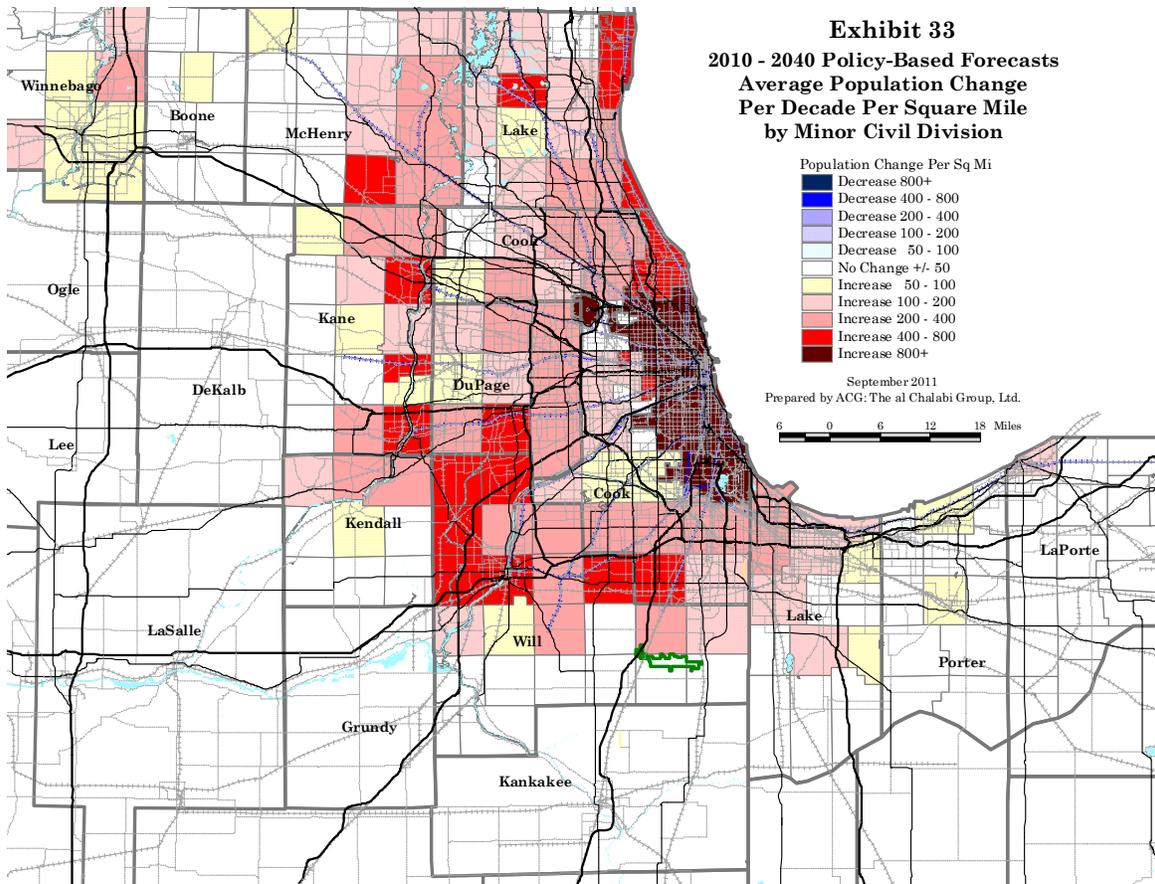
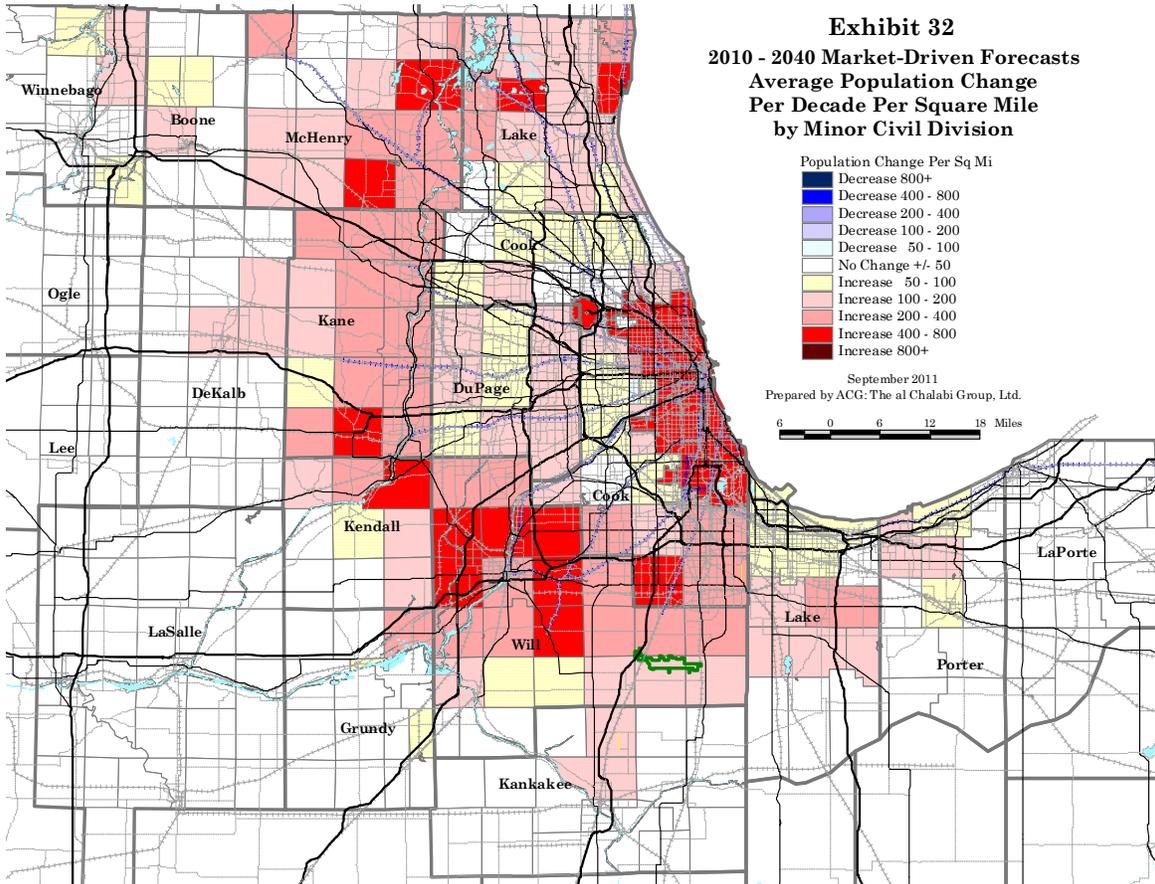


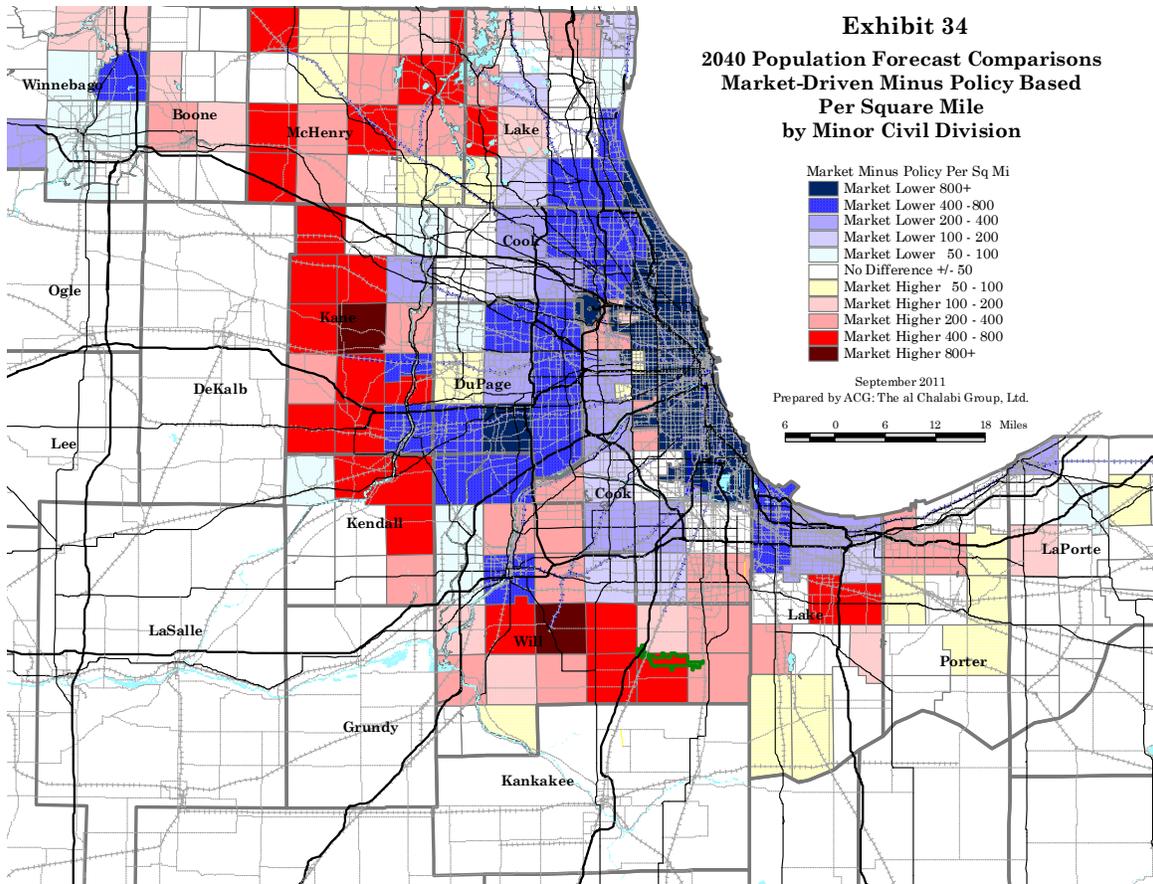
**E. Population and Employment Forecast Results with Comparison to CMAP/NIRPC 2040 Forecasts**

Exhibit 32 shows the total population change between 2010 and 2040 of the Market-Driven forecasts for the Illiana Expressway Corridor Study. The data is presented as change per decade per square mile, by township, to provide a more-consistent basis for comparison with prior exhibits. The general picture is of a central city (Chicago) remaining vibrant and growing; a south portion of the region growing to levels previously experienced in the north and west sections of the metropolitan area; substantial growth, creating higher densities, at the region’s edges; and an inner suburban area with moderate growth.

Exhibit 33 shows the CMAP/NIRPC Policy-Based forecast distribution of population for 2010-2040. Under this scenario, the City of Chicago, the North Shore lakefront and Northern Lake County, Indiana provide a major part of the region’s growth. These areas and close-in counties (DuPage, North Cook) are allocated growth which would appear to require substantial increases in density, which, to materialize, would require considerable replacement of existing stock since many already are at mature levels. The City of Chicago grows to 3,303,768 by 2040. This increase, of 608,170 persons, is nearly double the increase of the Market-Driven forecast. There are major population increases in the close-in townships of Will, McHenry, Kane and Kendall Counties; but, growth beyond these areas is limited or contained. Exhibit 34 shows the difference in forecasts of the two population forecast alternatives.

Table #1 compares these two forecasts for 18 counties and 4 sub-county areas in the extended Chicago region.





## F. Township Forecasts of Other Socio-Economic Variables

The transportation models, used by CMAP and PB for the Illiana Expressway require, as input, ten socio-economic variables by subzone (quarter-sections within the CMAP seven-county region; and approximately one-square-mile elsewhere within the Illiana Study Area). All these variables are derived from total population and total employment. These ten variables are:

- Households
- Adults per household
- Workers per household
- Children per household
- Children 12-15 years old as percent of total children
- Median household income as percent of the region's median household income
- Workers in non-institutionalized group quarters
- Non-workers in non-institutionalized group quarters
- Retail employment
- Total employment

**Table #1  
Illiana Expressway Corridor  
Forecasts for the Extended Region of Chicago  
Market-Driven vs. Policy-Based (MPO) Socio-Economic Forecasts 2010 - 2040**

	Final Market-Driven Population Forecasts					Final Market-Driven Employment Forecasts (BEA)					MPO* Population Forecasts		MPO* Employment Forecasts		Market-Driven Minus MPO* Population	
	2000	2010	2020	2030	2040	2000	2010	2020	2030	2040	2030	2040	2030	2040	2030	2040
<b>County Summary: CMAP Region</b>																
City of Chicago	2,896,014	2,695,598	2,900,000	2,950,000	3,000,000	1,748,373	1,607,833	1,630,000	1,650,000	1,715,000	3,261,464	3,303,768	1,779,852	1,537,982	(311,464)	(303,768)
Suburban Cook - North	1,047,250	1,062,657	1,087,039	1,112,134	1,125,001	834,534	824,795	874,052	901,486	921,342	1,106,516	1,257,047	839,391	793,552	5,618	(132,046)
Suburban Cook - South	789,353	793,789	865,798	934,175	973,809	344,617	334,789	388,187	437,335	468,026	936,353	985,682	369,853	352,447	(2,178)	(11,873)
Suburban Cook - West	644,124	642,631	651,635	661,564	674,800	394,079	358,303	393,271	418,509	430,386	648,459	692,700	350,757	303,653	13,105	(17,900)
Cook County	5,376,741	5,194,675	5,504,472	5,657,873	5,773,610	3,321,603	3,125,720	3,285,510	3,407,330	3,534,754	5,952,792	6,239,197	3,339,853	2,987,634	(294,919)	(465,587)
DuPage County	904,159	916,924	963,362	998,729	1,022,108	696,726	689,770	773,722	824,359	851,700	1,003,704	1,160,364	830,293	770,940	(4,975)	(138,256)
Kane County	404,119	515,266	632,678	796,695	953,423	239,975	255,778	351,782	433,261	509,567	718,464	804,249	352,207	368,496	78,231	149,174
Kendall County	54,544	114,736	168,607	224,269	262,192	n/a	29,462	50,038	74,460	94,472	n/a	207,780	n/a	73,189	n/a	54,412
Lake County	644,356	703,462	793,486	881,852	941,221	415,337	427,450	508,143	586,502	638,025	841,860	970,959	463,509	470,937	39,992	(29,738)
McHenry County	260,077	308,760	381,303	566,698	692,028	110,734	134,274	173,528	261,706	321,495	457,593	527,649	168,575	187,829	109,105	164,379
Will County	502,266	677,560	868,986	1,146,722	1,366,456	184,449	249,681	376,427	536,548	672,961	1,076,447	1,217,879	415,550	481,883	70,275	148,577
<b>Total: Seven-County CMAP Region</b>	<b>8,146,262</b>	<b>8,431,383</b>	<b>9,312,894</b>	<b>10,272,838</b>	<b>11,011,038</b>	<b>n/a</b>	<b>4,912,135</b>	<b>5,519,150</b>	<b>6,124,166</b>	<b>6,622,974</b>	<b>n/a</b>	<b>11,128,077</b>	<b>n/a</b>	<b>5,340,908</b>	<b>(2,291)</b>	<b>(117,039)</b>
<b>Summary: Other Illinois Counties</b>																
Boone	41,786	54,165	64,877	75,676	86,973	n/a	19,849	23,658	27,493	31,499	n/a	68,516	n/a	27,319	n/a	18,457
DeKalb	88,969	105,160	122,413	139,201	155,000	n/a	52,772	58,837	64,898	70,963	n/a	n/a	n/a	n/a	n/a	n/a
Grundy	37,535	50,063	61,265	72,463	83,665	n/a	21,873	26,907	31,941	36,975	n/a	n/a	n/a	n/a	n/a	n/a
Kankakee	103,833	113,449	125,632	137,817	150,000	n/a	55,231	61,820	68,411	75,000	n/a	150,000	n/a	75,000	n/a	0
LaSalle	111,509	113,924	118,178	121,928	125,686	58,303	52,676	56,658	60,643	64,414	n/a	n/a	n/a	n/a	n/a	n/a
Lee	34,590	36,031	35,274	36,411	37,548	17,958	15,381	17,932	19,091	20,150	n/a	n/a	n/a	n/a	n/a	n/a
Ogle	51,032	53,497	58,839	63,025	67,214	25,385	22,404	25,944	29,481	31,795	n/a	n/a	n/a	n/a	n/a	n/a
Winnebago	278,418	295,266	315,259	335,654	356,250	n/a	155,293	168,449	181,600	194,756	n/a	380,506	n/a	187,654	n/a	(24,256)
<b>Total: 8 External Illinois Counties</b>	<b>747,672</b>	<b>821,555</b>	<b>901,737</b>	<b>982,175</b>	<b>1,062,336</b>	<b>n/a</b>	<b>395,479</b>	<b>440,205</b>	<b>483,558</b>	<b>525,552</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>County Summary: NIRPC Region</b>																
Lake County (IN)	484,564	496,005	537,419	584,068	625,000	242,849	229,563	255,486	283,500	309,598	504,808	625,019	n/a	282,844	79,260	(19)
LaPorte County	110,140	111,474	114,827	119,026	123,229	n/a	54,402	58,878	63,354	67,830	n/a	123,229	n/a	68,106	n/a	0
Porter County	146,798	164,343	185,303	203,933	222,563	70,218	71,768	83,634	95,500	107,060	164,582	190,768	n/a	82,131	39,351	31,795
<b>Total: Three-County NIRPC Region</b>	<b>741,502</b>	<b>771,822</b>	<b>837,549</b>	<b>907,027</b>	<b>970,792</b>	<b>n/a</b>	<b>355,733</b>	<b>397,998</b>	<b>442,354</b>	<b>484,488</b>	<b>n/a</b>	<b>939,016</b>	<b>n/a</b>	<b>433,081</b>	<b>118,611</b>	<b>31,776</b>
<b>Total 8-County South Sub-Area**</b>	<b>2,229,033</b>	<b>2,521,419</b>	<b>2,927,837</b>	<b>3,422,473</b>	<b>3,806,914</b>	<b>n/a</b>	<b>1,046,769</b>	<b>1,301,377</b>	<b>1,591,049</b>	<b>1,831,922</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>	<b>n/a</b>
<b>Total 3-County Illiana Corridor***</b>	<b>1,090,663</b>	<b>1,287,014</b>	<b>1,532,037</b>	<b>1,868,607</b>	<b>2,141,456</b>	<b>n/a</b>	<b>534,475</b>	<b>693,733</b>	<b>888,459</b>	<b>1,057,559</b>	<b>n/a</b>	<b>1,992,898</b>	<b>n/a</b>	<b>839,727</b>	<b>n/a</b>	<b>148,558</b>

\* The MPO's, other than CMAP, are: KATS (Kankakee County); NIRPC (Lake, LaPorte, and Porter Counties, Indiana); and RMAP (Boone and Winnebago Counties).

\*\* The 8 Counties in the South Sub-Area are: South Cook (partial county), Grundy, Kankakee, Kendall, and Will in Illinois, as well as Lake, LaPorte, and Porter in Indiana

\*\*\* The 3 Counties in the Illiana Corridor are: Will and Kankakee in Illinois and Lake in Indiana

Five of the above variables are rates (i.e. per household or as percent of region or as percent of another variable). However, prior to generating these rates, the numbers for each of these variables (e.g. number of children, number of workers, median income) were generated. Township level data for 2000 and 2010 and forecasts for 2040 were generated and compared with independently-generated regional and county trends and forecasts. Trends and forecasts results were checked for reasonableness, in terms of relationship of the variables to each other, as well as comparison of township sums to the independently generated county and regional totals. The process was iterative. Following, is a summary of the process used for generating each variable.

## **1. Households**

For historical data, the numbers of households were derived from Census data. For forecast years, the numbers of households were derived from total population in households and average household size. Population in households equals total population minus population in group quarters. Unless there is specific information to the contrary, population in group quarters and their characteristics in 2040, are assumed to be the same as those in 2010.

Average household size is forecasted (by township, county and region) from historic trends. Forecasted county and regional household size were compared to independent forecasts (e.g. Woods & Poole, State of Illinois, CMAP). Use of historic trends to generate future average household size is reasonable for mature or mostly-developed townships. For townships which will experience fast population growth during the forecast period, comparisons with comparable townships are used as the basis for forecasting 2040 average household size. Several forecast iterations are used to ensure reasonable household size at the township, county and regional level.

## **2. Number of Adults and Adults per Household**

Trend data are derived from Census files. The 2040 split of the average household size to adults and children, by township, is based on analysis of historic trends and assumed future birth rates. The number of adults and adults per household, by township, are summarized by county and region. These county and regional rates were compared to the implied rates as generated by Woods & Poole and CMAP. No significant differences were observed; and minor adjustments were made.

## **3. Number of Workers and Workers per Household**

The trends of workers per adults (reflecting labor force participation rates) are derived from Census data and were forecasted to 2040 taking into consideration not only such trends, but also the future demographic composition (e.g. aging population and therefore lower participation). Total number of 2040 workers by township were summed by county and region and compared to the total forecast of total employment.

At the regional level, total workers, including workers living in group-quarters, must equal approximately 94 percent of total employment. The 6 percent difference between workers and total employment represents the number of workers holding two or more jobs. Balancing workers with jobs, at the regional level, while maintaining reasonable and logical

relationships between workers and adult population, at the township and subzone levels, required several balancing iterations.

**4. Number of Children and Children per Household**

The number of children per household is derived by subtracting the adults per household from average household size. However, the resulting rate must reflect historic trends. Furthermore, it is not logical, at the subzone level, to have a large number of households (more than 5-10 households) with no children. Accordingly, logical checks were applied and adjustments were made, where necessary.

**5. Children 12-15 Years Old as Percent of All Children**

The historic trends are derived from Census data. The 2040 forecasts are derived from trends analysis and the assumption that, at the 2040 regional level, birth rates would stabilize at the replacement level. Township data were summarized, by county; and the region and results were compared to Woods & Poole and CMAP forecasts. Very few, and only minor, adjustments were necessary to balance the forecasts for this variable.

**6. Median Household Income as Percent of the Region's Median Household Income**

Historic trend data are derived from Census data. The 2040 Median Income forecast for the region is from the Woods & Poole forecast (2011 edition). The basic assumption of the median household income, by township, is that an equilibrium (all township will have the same median income as the regional average) would be achieved by 2080. Accordingly, the 2040 township forecast for variable is:

$$(2011 \text{ percentage} + 100) / 2$$

Once the 2040 township percentage of regional average was forecasted, it was converted to dollars, using the Woods & Poole regional median. Summaries of county median were then compared to Woods & Poole county forecasts and CMAP county forecasts. Adjustments, as necessary, were made to reflect reasonable county forecasts.

**7. Workers in Non-Institutionalized Group-Quarters**

and

**8. Non-Workers in Non-Institutionalized Group-Quarters**

As noted earlier, population in group-quarters and its characteristics, are assumed to remain unchanged from their 2010 levels, unless specific information to the contrary were known. It should be noted, that population in group-quarters is a very small fraction of total population. Accordingly, this assumption, which has been a standard forecast assumption for decades, should not have significant impact on the results of the output of the transportation model.

Although not required for the transportation model, historic data forecasts were also generated for total population in institutionalized group-quarters. This variable, when added to above variables, generated the total population in group-quarters. Total

population in group-quarters is needed to generate population in households from the total population.

## **9. Retail Employment**

Retail employment (BEA based), by township for 2000 and 2010, are derived from tabulations purchased from Nielsen Inc./Claritas Inc. via Tetrad Computer Applications Inc. The township data were summarized by county and results were compared to Woods and Poole and BEA data; adjustments were undertaken as needed.

The 2040 forecast of retail employment, by township, is a function of the forecasted increases of population and employment, as well as the role of the township as a retail center. Using historical relationships of population and total employment to retail employment, initial forecasts by townships were made. These initial forecasts were adjusted to reflect anticipated future development, if any, of major shopping centers. Township forecasts were summarized by county and compared to Woods & Poole and CMAP forecasts. Adjustments were made and results were tested for reasonableness.

## **10. Total Employment**

The forecast of this variable has been previously presented.

## **G. Allocation of Township Forecast to Subzones**

As noted earlier, there are considerable similarities between NIPC/CMAP 2030 forecasts and the Market-Driven 2040 forecasts generated by ACG/PB for the Illiana Expressway Corridor Study. Accordingly, ACG used the NIPC/CMAP 2030 forecast distribution, within a township, as the bases for generating the distribution of its 2040 forecasts. In studying the NIPC/CMAP 2030 distribution, special attention was paid to development densities by subzone. Wherever the ACG 2040 forecast, by township, exceeded the NIPC/CMAP 2030 forecasts, special care was taken to use the latter's densities and development patterns. For the NIRPC Region, distribution of township forecasts to TAZ's, as generated by NIRPC for its 2030 forecasts; and special 2030 forecasts revisions (prepared for the Illiana Feasibility Study) were used to develop the sub-township distribution.

The mathematical processes for generating non-population and total employment variables, by subzones within a township, are similar to those described in the preceding section. Sub-zone forecasts were then summed by township and adjusted to the township control totals. The same logical and reasonableness checks were applied; these checks required iterative adjustments.

The Appendix, Summaries of Past and Forecasted Change in the Key and Contributory Counties of the Illiana Expressway Corridor, follows.

## **Appendix**

### **Summaries of Past and Forecasted Change in the Key and Contributory Counties of the Illiana Expressway Corridor**

## A. Introduction

The Northeast Illinois/Northwest Indiana region is influenced by three key travel sectors:

- The extended region is comprised of the 18-county Extended Metropolitan Region, the study area for this socio-economic forecast report.
- The South Sub-Region includes the nine-county area south of Lake Michigan.
- The Illiana Corridor Study Area consists of portions of Will and Kankakee Counties, Illinois and Lake County, Indiana.

This Appendix summarizes past trends and forecasted socio-economic change for the Nine County Sub-Region.

The following data was taken from studies and analyses recently completed by ACG: The al Chalabi Group, Ltd.. These studies all had consistent assumptions regarding: the periods of analysis; the forecast horizons; the use of final 2010 U.S. Census data; and the latest MPO forecast data. In all instances, the forecasts compared Market-Driven socio-economic forecasts with those forecasts prepared by the respective MPO's/regional agencies.

The counties summarized include all those identified by the PB, Inc./ACG team as the Illiana Expressway South Sub-Region Analysis Zone Area. The area includes the following counties and sub-county area:

- South Suburban Cook County, Illinois
- Will County, Illinois
- Kankakee County, Illinois
- Grundy County, Illinois
- Kendall County, Illinois
- LaSalle County, Illinois
- Lake County, Indiana
- Porter County, Indiana
- LaPorte County, Indiana

The data is divided into two major sections; the past performance of the county; and its outlook for development over the period 2010-2040. In most instances, several townships are described, briefly, to provide additional insights. Three of these townships (Bremen, Frankfort and Joliet) have been discussed in Section II-B as providing the development progression for the mathematical model – the S-Curve – used in this analysis. Several others have been included as part of the five sub-sections of the Illiana Corridor in Section II-D.

## **B. South Suburban Cook County**

### **1. Past Performance**

Until the early 1980's, growth and development of the Chicago Metropolitan Area was fairly concentric around the Chicago Central Area. Both small towns and dormitory suburbs grew and were absorbed by the steadily-growing metropolis. In the late 1970's and early 1980's, two major developments changed the face of the metro area. The first, was the growing attraction of O'Hare as a major economic catalyst; the second, was the decline of manufacturing, especially the heavy metals industry located in South Suburban Cook County and Northwest Indiana. The former drew new development to the northwest side of the Chicago region; the latter stagnated development in South Cook.

By 2010, the townships adjacent to the City of Chicago were nearly fully developed (available land less than 8 percent); but many towns closest to the industrial areas were suffering from lack of investment, or disinvestment. Bremen Township reflects the rapid growth between 1950 and 1980 and stabilizing after (see Exhibit A-1). However, towns at the edges of these townships were growing, as were the next tier of townships – Palos, Lemont, Orland and Rich; and, except for Palos, all had significant land available for development.

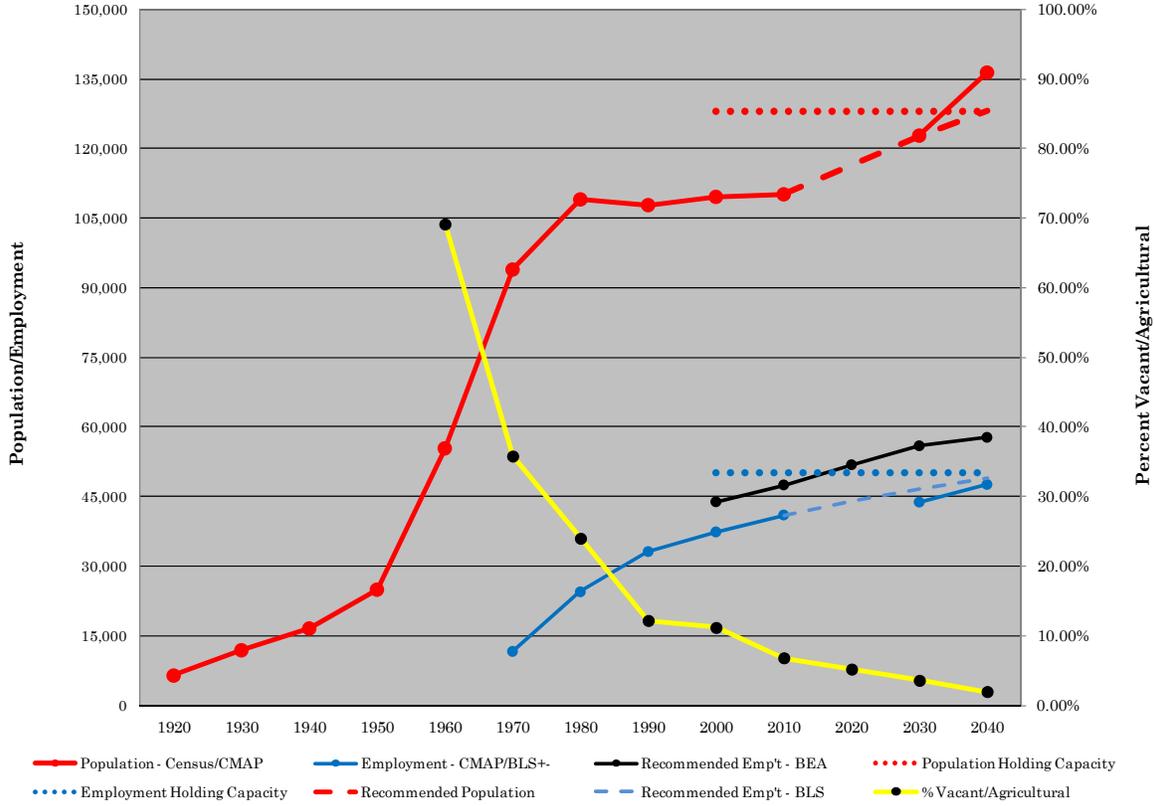
The loss of significant manufacturing jobs in this part of the County/region (including the Southside of Chicago and Northwest Indiana) has had a lingering impact on its growth. South Cook County has been notable for its inadequate jobs-to-persons ratio; in 2010, it was 0.422, with only Will and Kendall Counties, lower. This deficiency has resulted in both high unemployment levels and long trips to work to the job-rich areas of the Chicago Central Area and the Western and Northwestern suburbs. Recognition of this disparity succeeded in focusing attention on two responses: added transportation access to the job-rich areas; and the need to provide a major public project as a catalyst for development. The first response was met with the provision of suburb-to-suburb express busses and, later, with the extension of I-355; and the catalyst was the siting of and planning for a Third Airport for the Chicago Region. Planning for this airport is ongoing, in Will County, with continued land acquisition.

A recent major economic development in the county has been the recognition of its potential for multi-modal transportation developments. This has led to significant development in this sector, an important one for the Chicago economy. It is likely to continue in this area and accelerate in Will County, beyond.

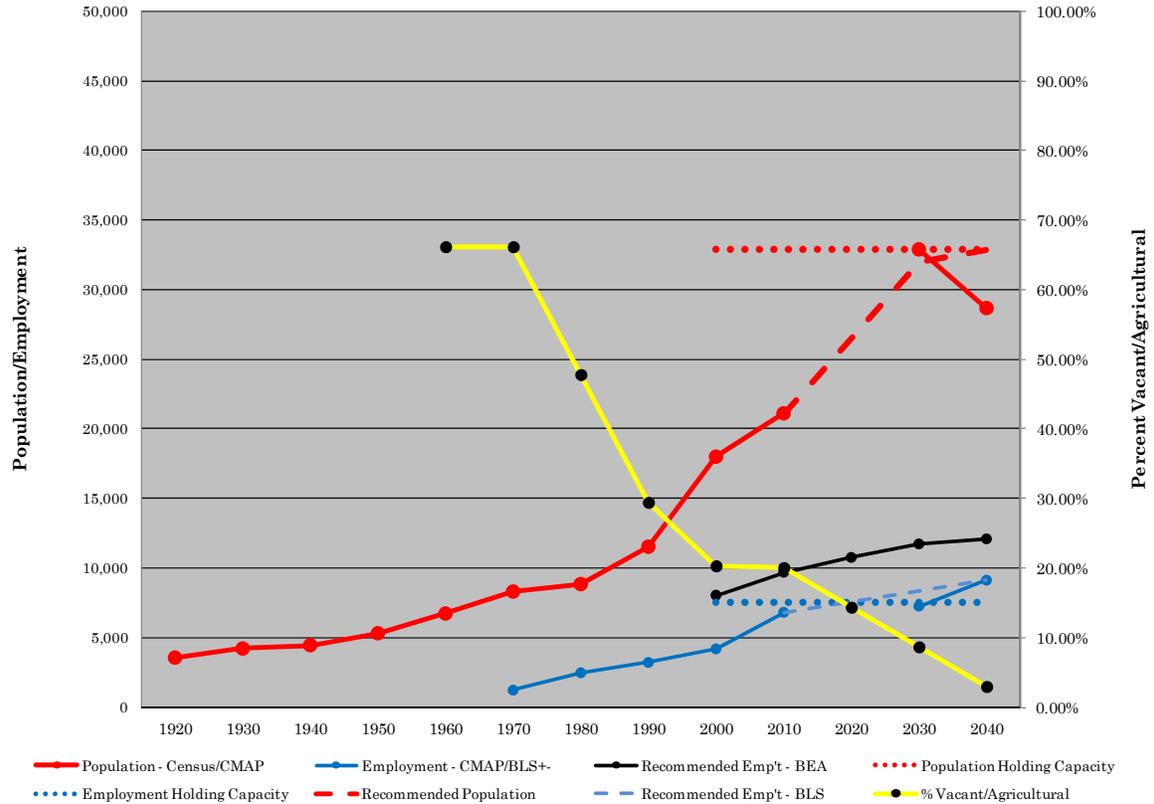
### **2. Outlook for Development – 2010-2040**

It is forecasted that, by 2040, South Cook County will be approaching its estimated Population Holding Capacity and will be on track to reach its Employment Holding Capacity, by quickly consuming its available land (14 percent) to a 2 percent level. Lemont Township is a prime example of a development, begun in 1980, that is expected to accelerate through 2040, primarily due to the extension of I-355; it will continue the growth of Palos Township which is reaching its holding capacity for both residential and non-residential development, Lemont's population will grow to 32,892 according to the Market-Driven forecast, versus the 28,676 CMAP forecast. Jobs will increase to 12,097. This 0.368 jobs-to-person ratio is still very low. See Exhibit A-2.

### Exhibit A-1 Bremen Township - South Suburban Cook



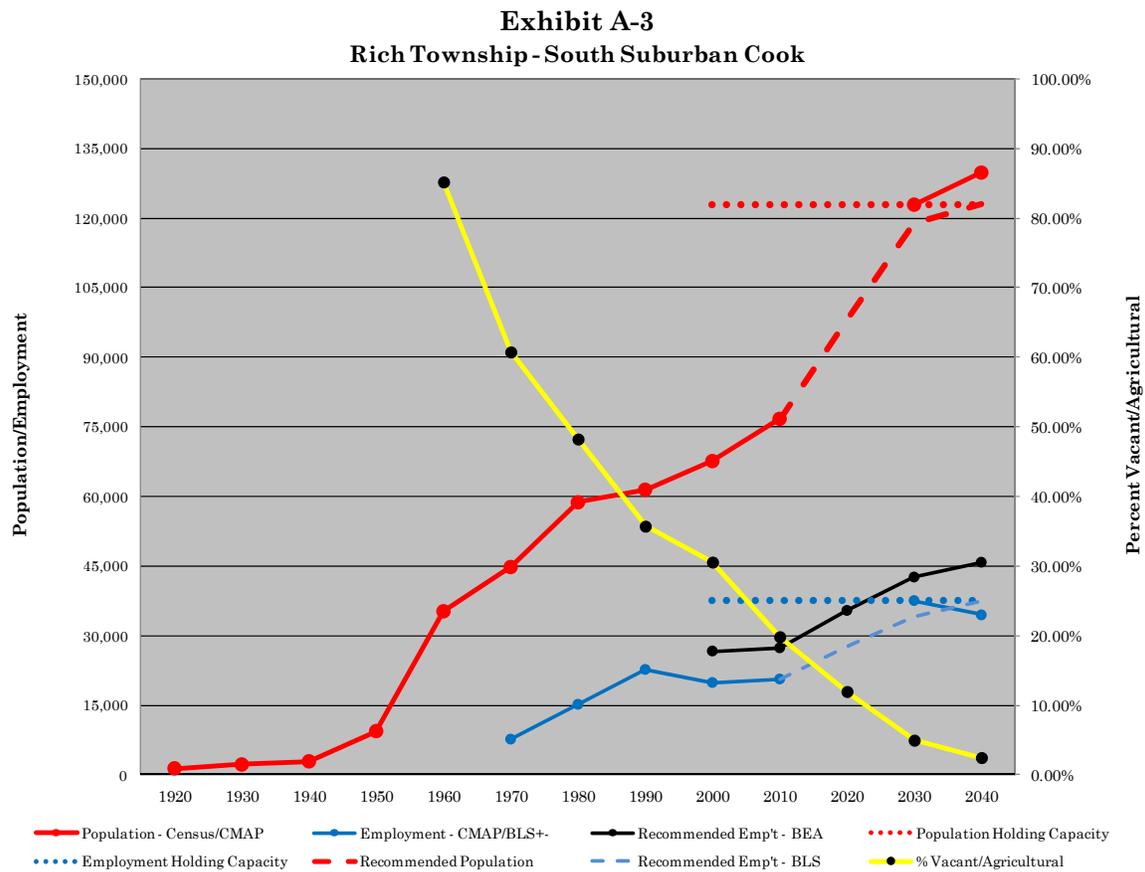
### Exhibit A-2 Lemont Township - South Suburban Cook



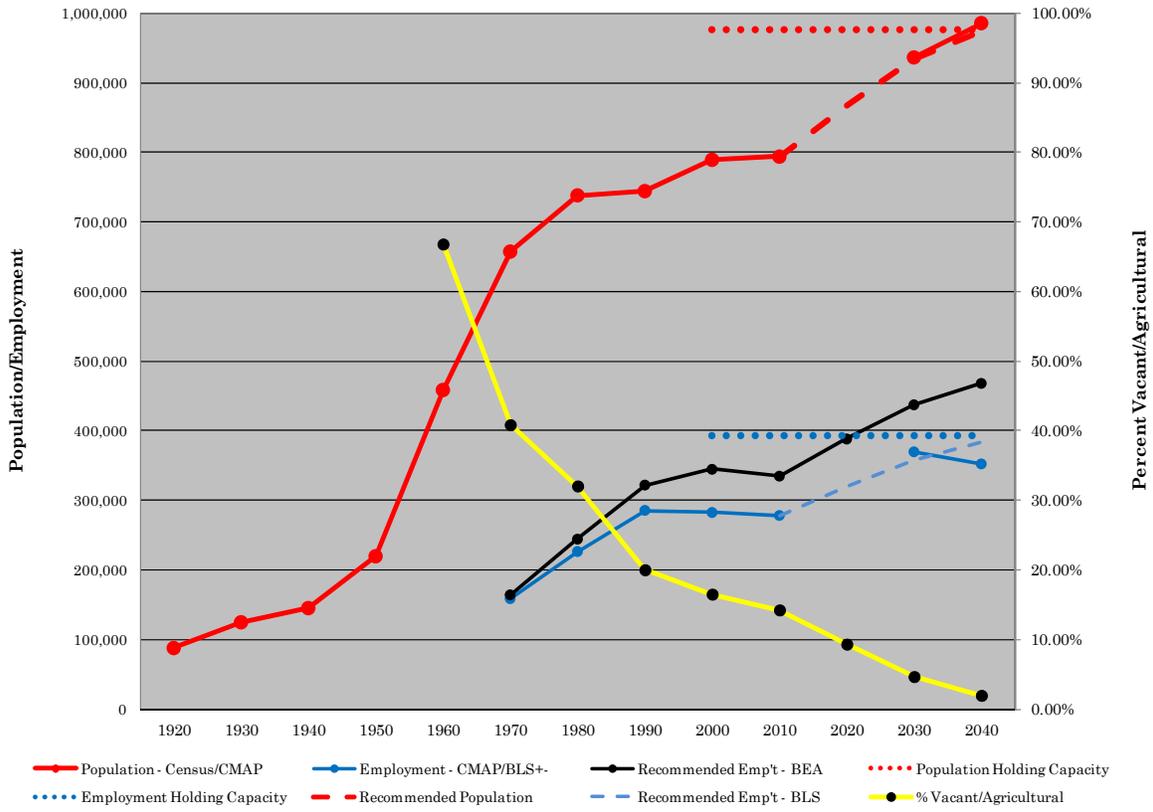
Rich Township and, to a slightly lesser degree, Bloom Township are expected to revitalize their excellent housing stock and community facilities and experience a second take-off in development. During the 1960's, Homewood, Flossmoor and Olympia Fields were among the Chicago area's ten wealthiest communities, home to industry's leaders. Substantial developable land (30.6 and 23.1 percent, respectively) is available for development of a similar nature; and population is expected to reach its capacity, in the Market-Driven forecast of 122,882. See Exhibit A-3.

The Market-Driven forecast for South Cook County indicates slightly lower population by 2040, than CMAP, 973,810 versus 985,680. However, the Market-Driven employment forecast is considerably higher than that of CMAP, 383,800 BLS jobs versus 352,450, respectively, and a growth from 334,790 to 468,025 BEA jobs, a growth of 133, 235 or 40 percent. Such a significant job growth is necessary to service the growing residential development and to begin to rectify the current jobs-to-person inadequacies. The development of the South Suburban Airport is recognized as necessary to both meet the aviation needs of the region and to supply the necessary catalyst to revitalize substantial portions of South Suburban Cook County. See Exhibit A-4 for past and forecast data for South Suburban Cook.

Table A-1 shows existing and forecast population and employment for South Cook County.



### Exhibit A-4 South Suburban Cook



**Table A-1**  
**South Cook County**  
**Township Forecasts**

		<u>Population</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Cook - South	Bloom	93,901	90,922	104,869	118,816	128,000
Cook - South	Bremen	109,575	110,118	116,457	122,795	128,096
Cook - South	Calumet	22,374	20,777	22,389	24,000	24,300
Cook - South	Lemont	18,002	21,113	26,557	32,000	32,892
Cook - South	Orland	91,418	97,558	108,800	116,000	120,700
Cook - South	Palos	53,419	54,615	55,600	57,000	58,119
Cook - South	Rich	67,623	76,727	97,764	118,800	122,882
Cook - South	Thornton	180,802	169,326	178,045	186,764	198,820
Cook - South	Worth	152,239	152,633	155,317	158,000	160,000
<b>Sub-Total</b>	<b>South Cook</b>	<b>789,353</b>	<b>793,789</b>	<b>865,798</b>	<b>934,175</b>	<b>973,809</b>

		<u>BEA Employment</u>				
		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Cook - South	Bloom	41,902	34,914	48,129	61,232	66,462
Cook - South	Bremen	43,874	47,527	51,858	55,940	57,755
Cook - South	Calumet	9,049	6,727	8,063	10,078	11,341
Cook - South	Lemont	8,051	9,697	10,766	11,733	12,097
Cook - South	Orland	31,752	37,012	41,059	45,266	49,633
Cook - South	Palos	26,285	28,548	32,640	35,200	36,825
Cook - South	Rich	26,689	27,376	35,461	42,652	45,833
Cook - South	Thornton	80,357	70,294	81,363	92,891	104,375
Cook - South	Worth	76,658	72,694	78,848	82,343	83,705
<b>Sub-Total</b>	<b>South Cook</b>	<b>344,617</b>	<b>334,789</b>	<b>388,187</b>	<b>437,335</b>	<b>468,026</b>

## **C. Will County**

### **1. Past Performance**

Although Will County is home to some of the older cities and towns in the Chicago Area, including the satellite city of Joliet, the city of Lockport, and the farm towns of Crete, Monee and Peotone, it has only recently experienced the rapid suburbanization and growth that characterized the inner-area counties of Lake and DuPage. Will County's early-through-late-century growth pattern was more-similar to that of McHenry and Kane Counties. This pattern is due, primarily, to the fact that O'Hare Airport became a competing focus of economic growth to the Chicago Central Area after 1960, and pulled the growth center of the region northwest. Only after substantial suburban development had occurred (and saturated) the area around O'Hare, did Will County's development begin – from its northwest corner, adjoining DuPage County, rather than from the traditional closer-in areas of South Cook County.

Since the early 1990's, however, Will County has been one of the fastest growing counties in the United States. It benefits, not only from the extended development around O'Hare (once I-355 construction was begun), but from its location vis-à-vis numerous distribution industries and their multi-modal developments. The completion of I-355 from I-290 to I-55 enabled the creation of the I-55 Logistics Corridor from Bolingbrook to Joliet for freight redistribution facilities relocating from the immediate surroundings of O'Hare (e.g. Elk Grove). The County is a major hub for gas lines from Canada and Mexico and distributed regionally. It is a rail, truck and water hub – for trans-continental connection of trains; for intermodal transfers of rail to truck and river to truck; and it is a major freight and passenger by-pass of the more-congested facilities of central Chicago. Finally, both commercial and residential development benefit from the relatively low cost of land and housing. And the extension of Metra's commuter hub to Manhattan provided ready access for residents.

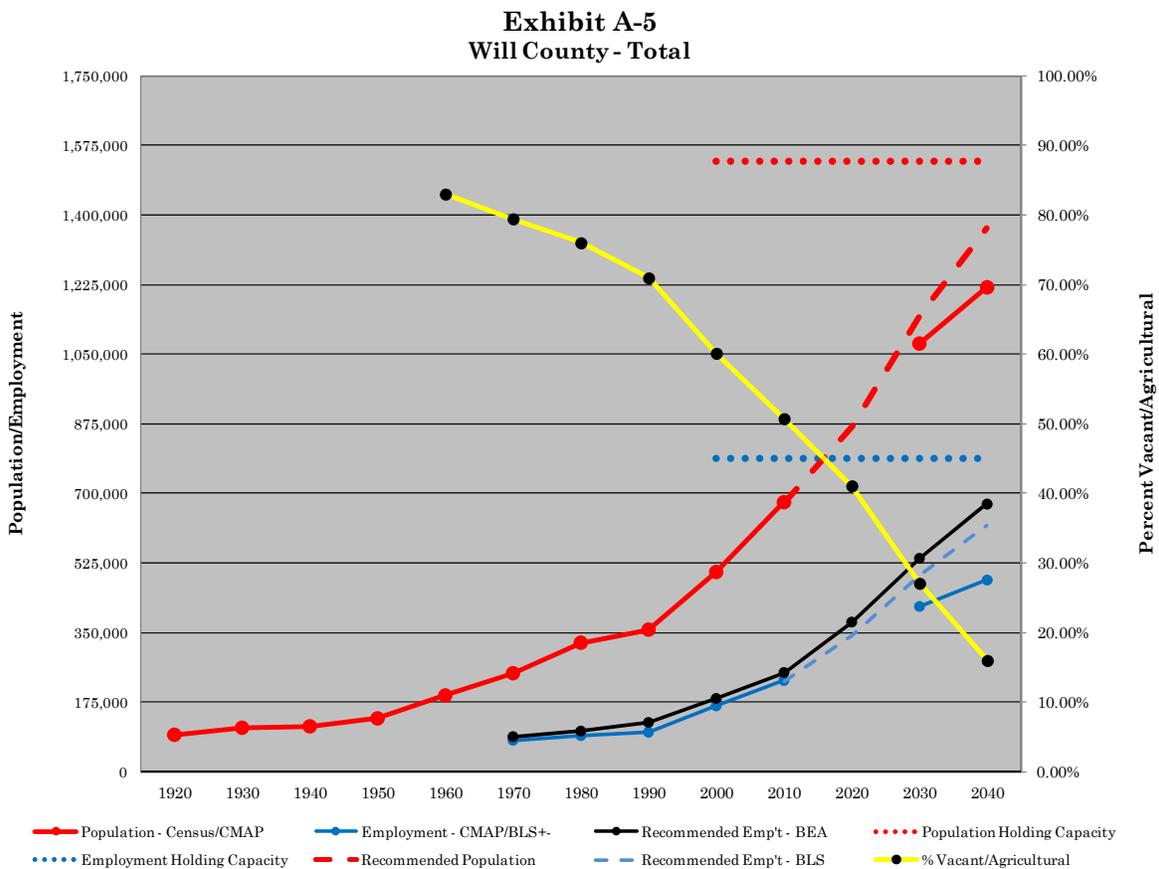
Between 1920 and 1990, the county population grew from 92,911 to 357,313. From 1990 to 2010, it nearly doubled (190 percent) to 677,560. Its BEA employment grew from 88,470 to 124,030 (1970-1990) and to 249,681 in 2010. Although its employment doubled in the last 20 years, the overall ratio of jobs-to-persons – at 0.368 – is much lower than that of North Cook (0.795), DuPage (0.752), and Lake Counties (0.607), the counties benefiting from O'Hare. For that reason, planning for and siting of the proposed Third Airport for Chicago was focused on the South Suburbs, as a mechanism both to serve an under-served portion of the region and to assist in the development of a more-balanced regional distribution of jobs. The South Suburban Airport has been sited in Southeastern Will County and land acquisition is proceeding, as are required planning and environmental studies.

### **2. Outlook for Development – 2010-2040**

Over the next several decades there are, in planning and development, a number of significant projects which should benefit virtually all portions of Will County. Joining growth in the northwest corner, which currently is benefitting from O'Hare-related development, are:

- Continued developments related to the extension of I-355 to I-80 in Homer and New Lenox Townships (primarily residential and retail).
- Major multi-modal developments in Jackson, Joliet, Channahon and Wilmington Townships; and potentially, in Crete.
- South Suburban Airport development in Monee, Crete, Will and Washington Townships.
- Potential construction of the Illiana Expressway connecting all the above projects – to one another – and to the national highway/rail/aviation network.
- Possible development of Metra’s Southeast Service from Chicago to Crete.

For these reasons, the Market-Driven expectations for Will County are excellent. Population is forecasted to increase to 1,366,456, by 2040; this is 12.2 percent higher than the CMAP forecast of 1,217,879. The Market-Driven employment forecast is 672,961 BEA jobs. This is approximately 28.4 percent higher than the CMAP 2040 employment forecast. By 2040, Will County will still have approximately 16 percent vacant developable land. Its jobs-to-persons ratio will have risen to 0.492, better than the current South Cook, but still lagging behind the 2040 7-county CMAP Region’s average of 0.601. See Exhibit A-5 for Will County Totals.

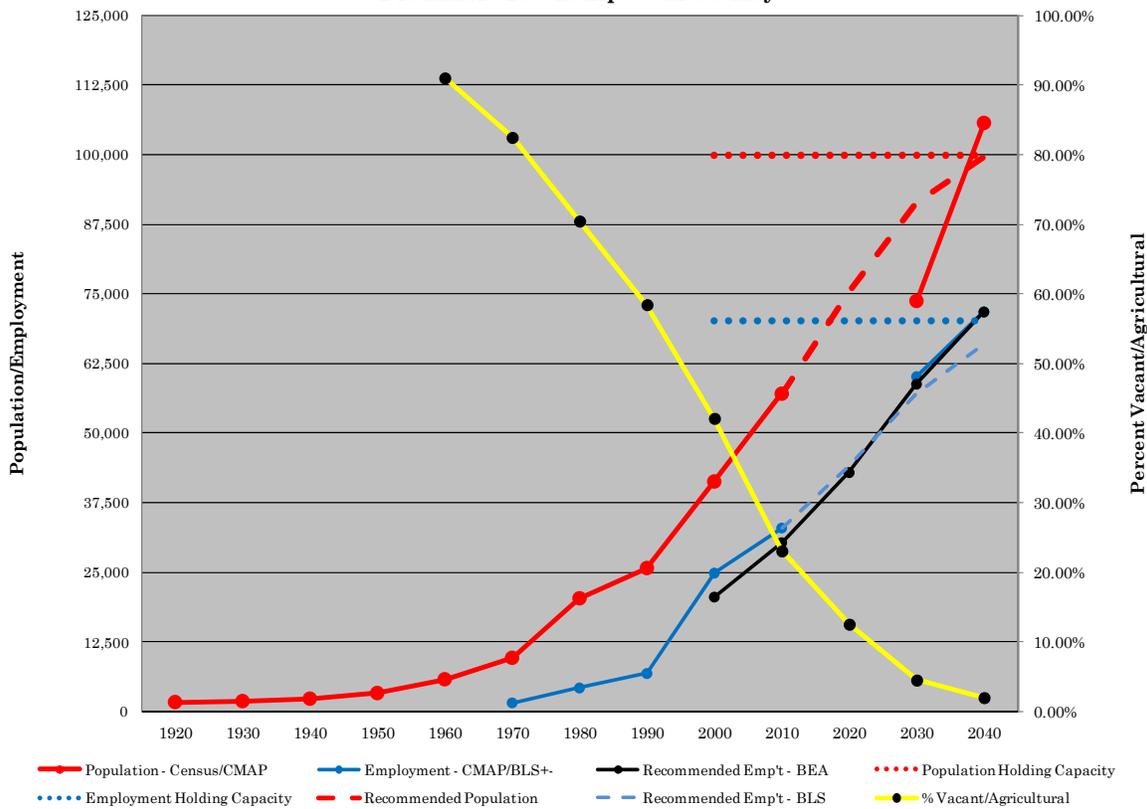


As noted earlier, the NIPC/CMAP forecasts for 2030 for Will County were almost the same as the Market-Driven forecasts.

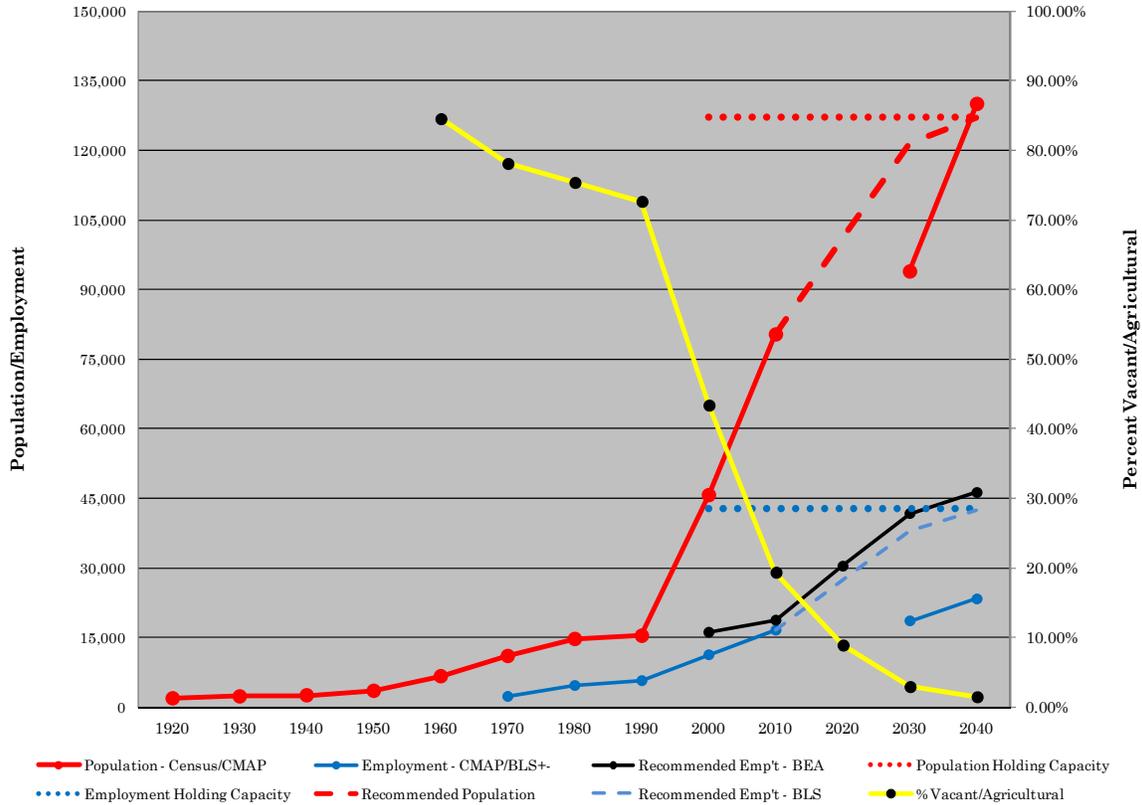
Expectations for development from the Policy-Based perspective apparently are based on two key factors: (1) reluctance to assign or recognize development in currently underdeveloped townships on the farther edges of the county; and (2) minimizing economic (jobs) impacts of the proposed South Suburban Airport. The following examples generally represent the assumptions of Market-Driven and Policy-Based Forecasts.

In those townships where both forecasts agree – Frankfort and Plainfield Townships – development is currently underway and, between 1990 and 2010, reached “Take-off” status. The future is fairly well set for these townships. Population in Frankfort grew from 25,755 in 1990 to 57,055 in 2110; and will grow to 99,500 (Market-Driven), 105,690 (CMAP) in 2040. The BEA employment growth from 20,540 to 71,722 is virtually the same for both forecasts. By 2040, available land will have been reduced from 23 percent to 2.0 percent. Population in Plainfield grew from 15,392, in 1990, to 80,318, in 2010. It will grow to 127,000 (Market-Driven) versus 129,981 (CMAP) by 2040. The Market-Driven employment (BEA) will increase from 18,731 in 2010 to 46,240, in 2040. This 147 percent growth is far greater than the CMAP 40 percent growth, which does not provide even basic services to the 62 percent population growth; and, retains a very low jobs-to-population ratio. Available land will drop to 1.5 percent. (See Exhibits A-6 and A-7).

**Exhibit A-6**  
**Frankfort Township - Will County**



**Exhibit A-7  
Plainfield Township - Will County**

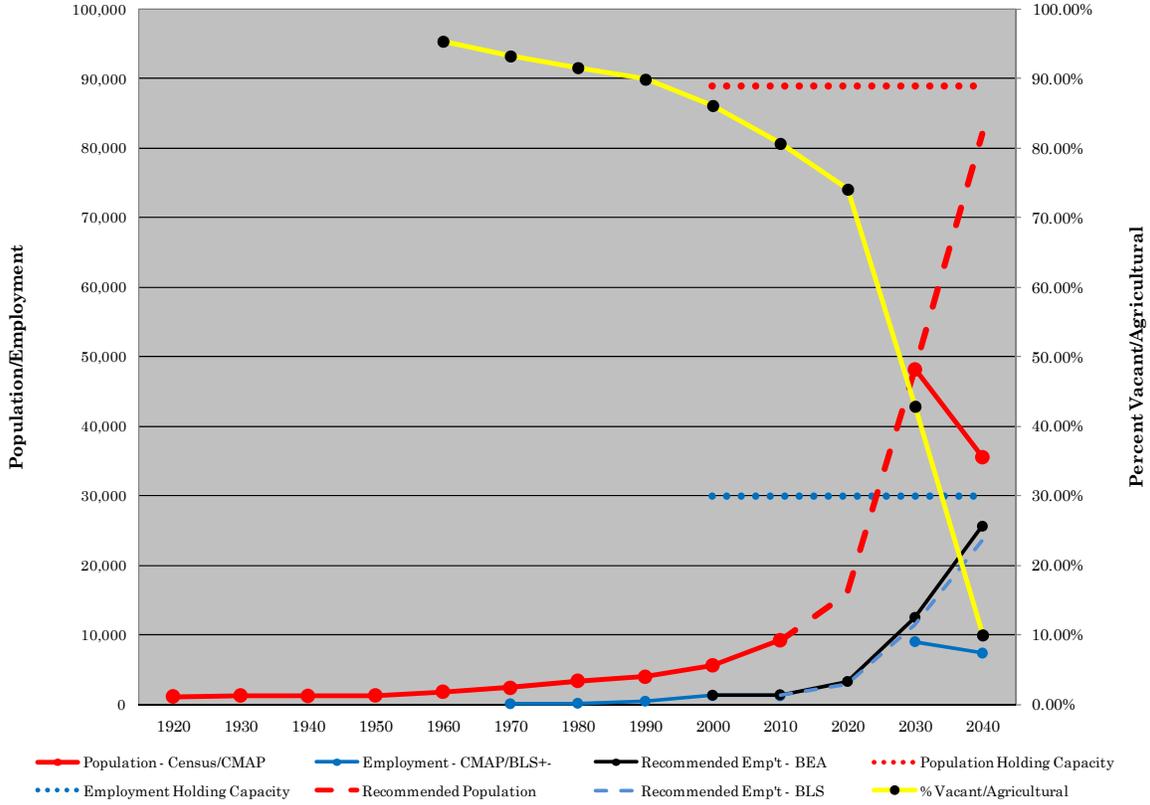


There are more instances where the forecasts do not agree. Manhattan, Green Garden and Wilmington Townships were originally forecasted (by NIPC) at higher levels to reflect the impact of many Northern Will County Townships reaching full development. Their 2035 forecasts have been revised downward, for 2040, by CMAP. The Market-Driven forecast, however, retains the original 2030 forecast, and extends it. The Market-Driven population forecast to 2040 for Manhattan, Green Garden and Will Townships are 82,000, 33,000 and 20,000, respectively, versus the CMAP forecasts of 35,536, 5,660, and 3,909. This latter forecast is approximately one-third that of the Market-Driven. CMAP employment forecasts match the low population expectations. The Market-Driven BEA employment 2040 forecasts are: 25,613, 14,360, and 11,968 versus the CMAP forecasts (BLS) of 7,373, 1,167 and 7,125. Available land will drop to 10.0, 8.0 and 45.0 percent, respectively. (See Exhibits A-8, A-9 and A-10).

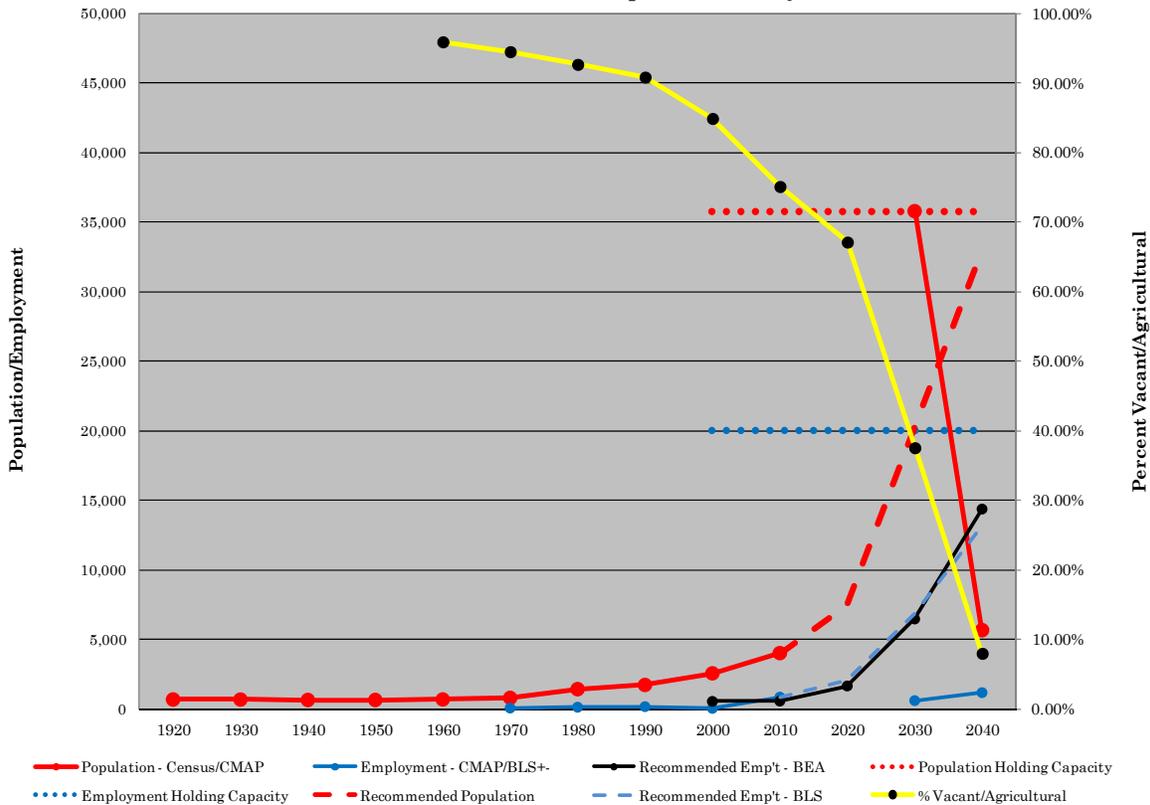
Joliet Township is an example of an older city reaching stability and subsequently revitalized by the growth of a new form of an old industry – multi-modal development. This is one instance, however, where expectations proved higher than was delivered over the past few years (according to the Census). This is due to the fact that the multi-modal development, and its related development, consumed significant portions of the available land in Joliet Township. The City of Joliet, subsequently, continued its development and growth, westward, into Troy Township and Kendall County. The City of Joliet’s growth – originally contained within Joliet Township – has moved beyond. Consequently, the Market-Driven forecast lags behind the earlier CMAP forecast. (See Exhibit A-11.)

Table A-2 shows existing and forecast population and BEA employment for Will County and its townships.

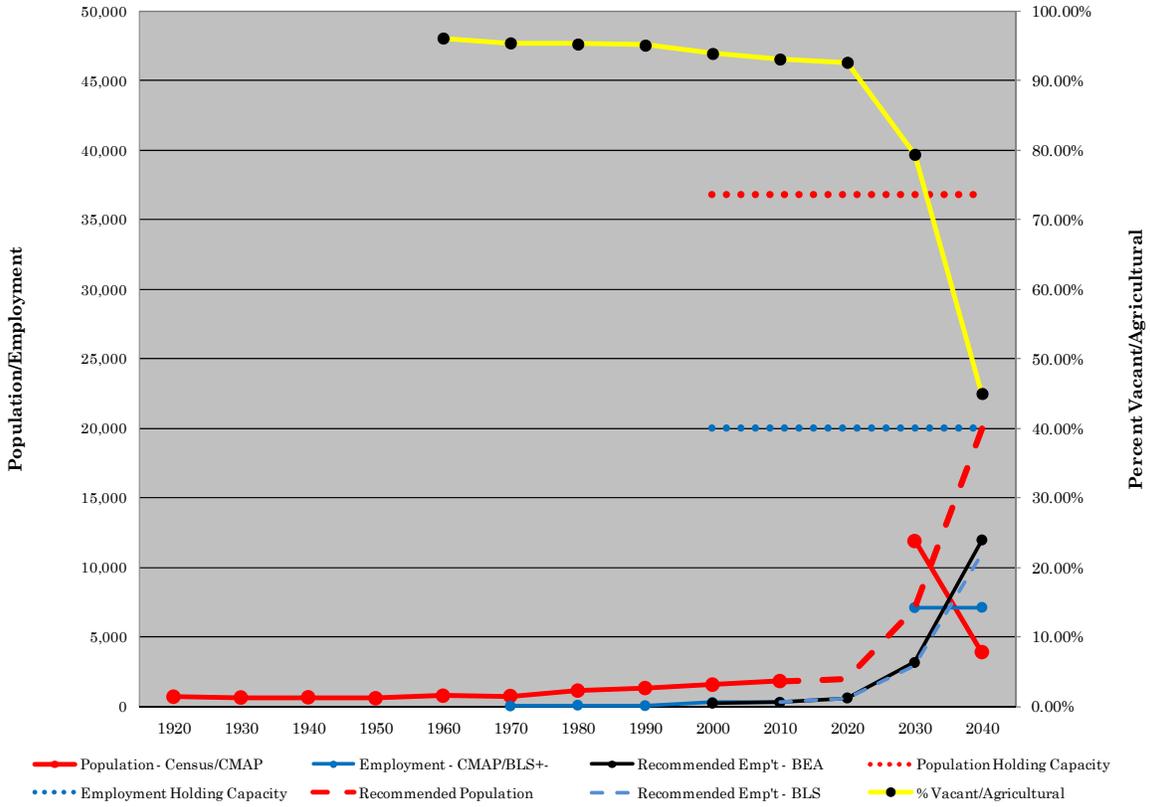
**Exhibit A-8  
Manhattan Township - Will County**



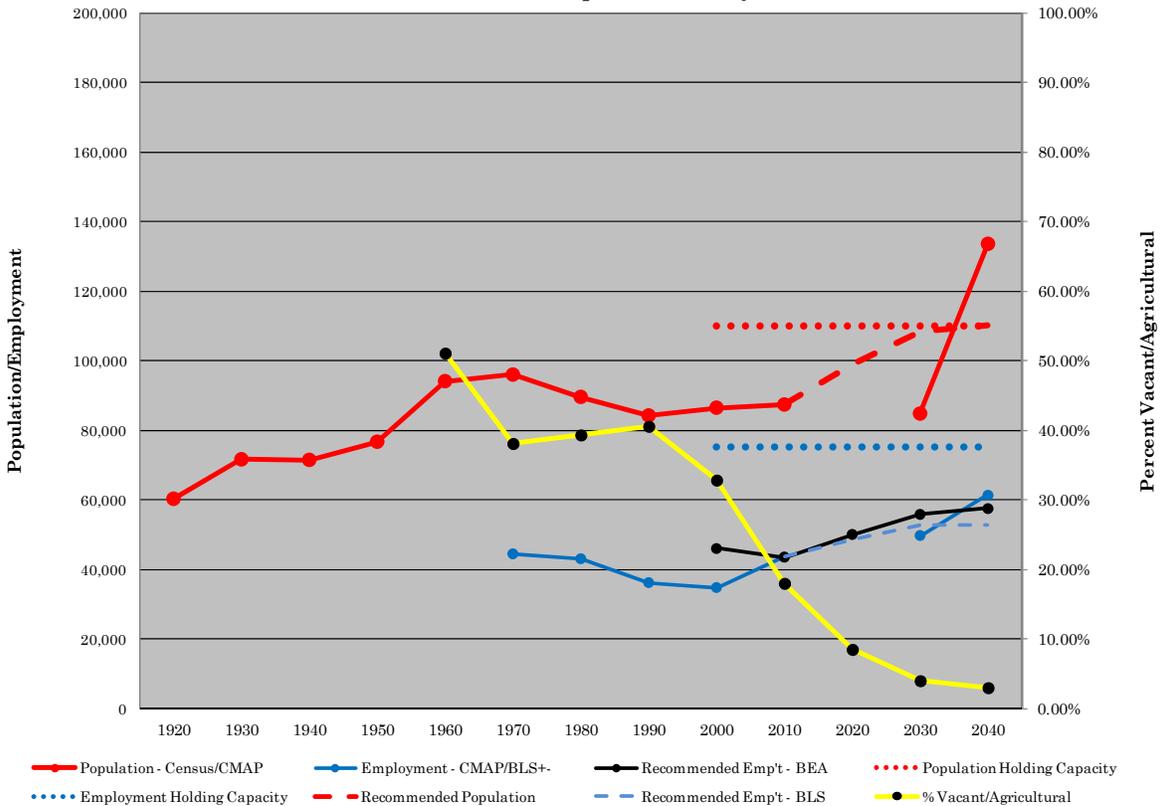
**Exhibit A-9  
Green Garden Township - Will County**



**Exhibit A-10**  
**Will Township - Will County**



**Exhibit A-11**  
**Joliet Township - Will County**



**Table A-2  
Will County  
Township Forecasts**

		<u>Population</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Will	Channahon	8,339	10,322	20,048	26,774	30,500
Will	Crete	23,589	23,774	29,000	43,000	65,000
Will	Custer	1,463	1,432	1,930	2,428	2,926
Will	DuPage	71,745	87,793	100,000	112,000	115,000
Will	Florence	642	933	1,224	1,515	8,300
Will	Frankfort	41,292	57,055	75,203	91,352	99,500
Will	Green Garden	2,556	4,010	7,464	20,232	33,000
Will	Homer	28,992	39,059	55,280	71,500	82,689
Will	Jackson	3,541	4,100	7,500	21,000	29,000
Will	Joliet	86,468	87,398	98,932	108,466	110,000
Will	Lockport	42,048	60,010	80,340	98,670	109,000
Will	Manhattan	5,615	9,218	16,000	48,145	82,000
Will	Monee	13,294	15,669	22,000	43,000	58,500
Will	New Lenox	29,730	40,270	51,810	81,625	92,500
Will	Peotone	3,938	4,431	8,000	11,500	25,000
Will	Plainfield	45,691	80,318	100,879	121,439	127,000
Will	Reed	6,051	6,948	7,784	8,619	9,455
Will	Troy	27,970	45,991	66,661	84,830	93,000
Will	Washington	3,948	6,263	8,578	15,657	27,500
Will	Wesley	2,568	2,239	3,017	3,796	4,574
Will	Wheatland	44,349	81,472	97,000	106,000	110,000
Will	Will	1,568	1,821	2,000	7,000	20,000
Will	Wilmington	6,050	6,193	6,336	15,174	22,012
Will	Wilton	819	841	2,000	3,000	10,000
<b>Sub-Total</b>	<b>Will County</b>	<b>502,266</b>	<b>677,560</b>	<b>868,986</b>	<b>1,146,722</b>	<b>1,366,456</b>

		<u>BEA Employment</u>				
		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Will	Channahon	5,925	5,024	9,132	13,100	16,929
Will	Crete	5,978	5,524	8,063	14,845	24,752
Will	Custer	136	150	462	729	952
Will	DuPage	23,728	48,263	63,361	71,654	78,335
Will	Florence	283	218	358	645	3,808
Will	Frankfort	20,540	30,318	42,891	58,756	71,722
Will	Green Garden	539	564	1,651	6,462	14,361
Will	Homer	4,482	7,480	15,891	24,126	32,183
Will	Jackson	1,220	938	2,721	10,450	18,537
Will	Joliet	45,962	43,506	50,027	55,792	57,446
Will	Lockport	12,548	17,731	30,430	40,198	45,696
Will	Manhattan	1,334	1,395	3,297	12,506	25,613
Will	Monee	7,395	7,770	11,638	24,217	35,006

**Table A-2 (Cont'd)**  
**Will County**  
**Township Forecasts**

		<u>BEA Employment</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Will	New Lenox	9,496	11,399	18,524	33,375	42,268
Will	Peotone	1,468	1,862	4,840	7,846	10,880
Will	Plainfield	16,131	18,731	30,364	41,710	46,240
Will	Reed	1,153	1,195	2,420	3,628	4,204
Will	Troy	11,885	22,514	39,945	54,220	61,471
Will	Washington	1,371	1,458	2,435	5,103	9,874
Will	Wesley	154	172	527	833	1,088
Will	Wheatland	9,784	20,188	32,838	43,742	45,696
Will	Will	236	299	612	3,154	11,968
Will	Wilmington	2,532	2,852	3,157	7,933	11,756
Will	Wilton	169	130	843	1,524	2,176
<b>Sub-Total</b>	<b>Will County</b>	<b>184,449</b>	<b>249,681</b>	<b>376,427</b>	<b>536,548</b>	<b>672,961</b>

## **D. Kankakee County**

### **1. Past Performance**

Kankakee County was included as part of the region, in the original 1909 Plan of Chicago and the 1956 Planning the Region of Chicago. Its county seat of Kankakee was regarded as a regional satellite city, much like Kenosha and Michigan City, and the inner-ring of satellite cities – Waukegan, Elgin, Aurora and Joliet. However, as the Northeastern Illinois Planning Agency limited its range to six, then seven, counties and development stretched north and northwest due to the economic attraction of O'Hare Airport, Kankakee County was rarely included in comprehensive regional planning efforts. Kankakee County sought planning coordination and inclusion in studies for transportation projects in Will and Cook counties. Examples of such studies are the 25-year planning effort for the Third Chicago Airport; transit connections to the Chicago CBD; and the Illiana Expressway.

As a major satellite city, Kankakee and its county population grew steadily between 1920 and 1980 (from 44,940 to 102,926). Although its area is more than 50 percent agricultural, its farm employment is small and has declined since 1970 (to 1,240 from 2,120). With major manufacturing declines in the 1970's and 80's, Kankakee's manufacturing jobs were halved between 1970 and 1990 and remain at those levels. Overall, jobs have increased, from 39,710, in 1970, to 52,231, in 2010, primarily in services and retail. Between 1990 and 2010 there has been moderate growth in jobs to service the population. The population remains concentrated in the Kankakee/ Bradley/Bourbonnais urban complex in the center of the county. However, recent growth has tended northward, toward Chicago, along I-57.

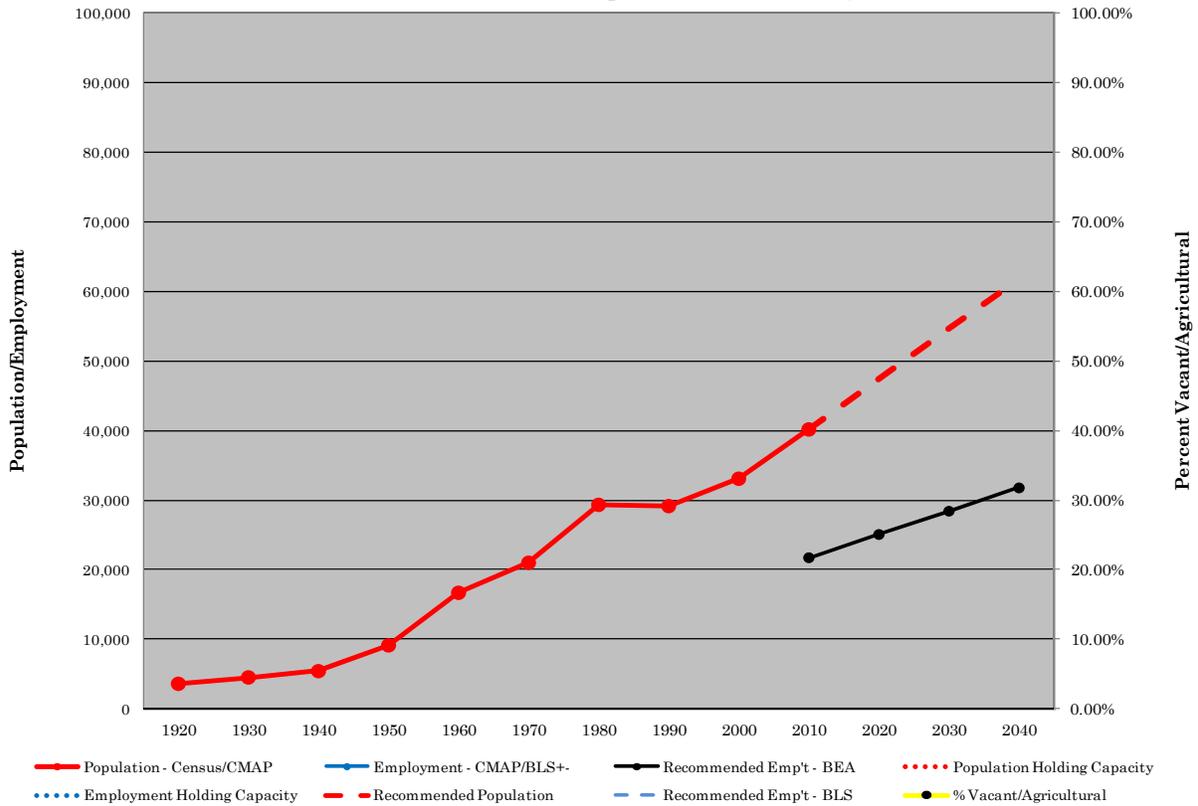
### **2. Outlook for Development – 2010-2040**

Recent developments in the Chicago region have begun to shift to the southwest and south, as inner-area counties mature and as major transportation projects are considered or planned for the south. Adjacent Will and nearby Kendall Counties have been among the nation's fastest growing during the past decade. This has shifted development, both residential and commercial/industrial, to the south. With growth in Kankakee County already tending north along I-57, it is likely that Bourbonnais and Manteno Townships will see significant growth.

In addition to the attraction to Chicago, the northward growth in Kankakee County is likely to be impacted by development surrounding the proposed South Suburban Airport in South Will County, as well as rail, expressway and multi-modal developments proposed and expected to develop in the proposed airport area and in the burgeoning multi-modal/logistics complexes of Western Will County. However, nearly half of Kankakee County is vacant/agricultural and will remain so through 2040. The majority of its townships will remain stable or have modest growth.

Those townships which are expected to grow include Bourbonnais Township, which is at take-off growth, with a population growth from 29,132 to 40,137, between 1990 and 2010. Population is forecast to grow to 61,759 by 2040. Its employment is expected to grow, as well, from 21,716, in 2010, to 31,737 by 2040. See Exhibit A-12.

**Exhibit A-12**  
**Bourbonnais Township - Kankakee County**

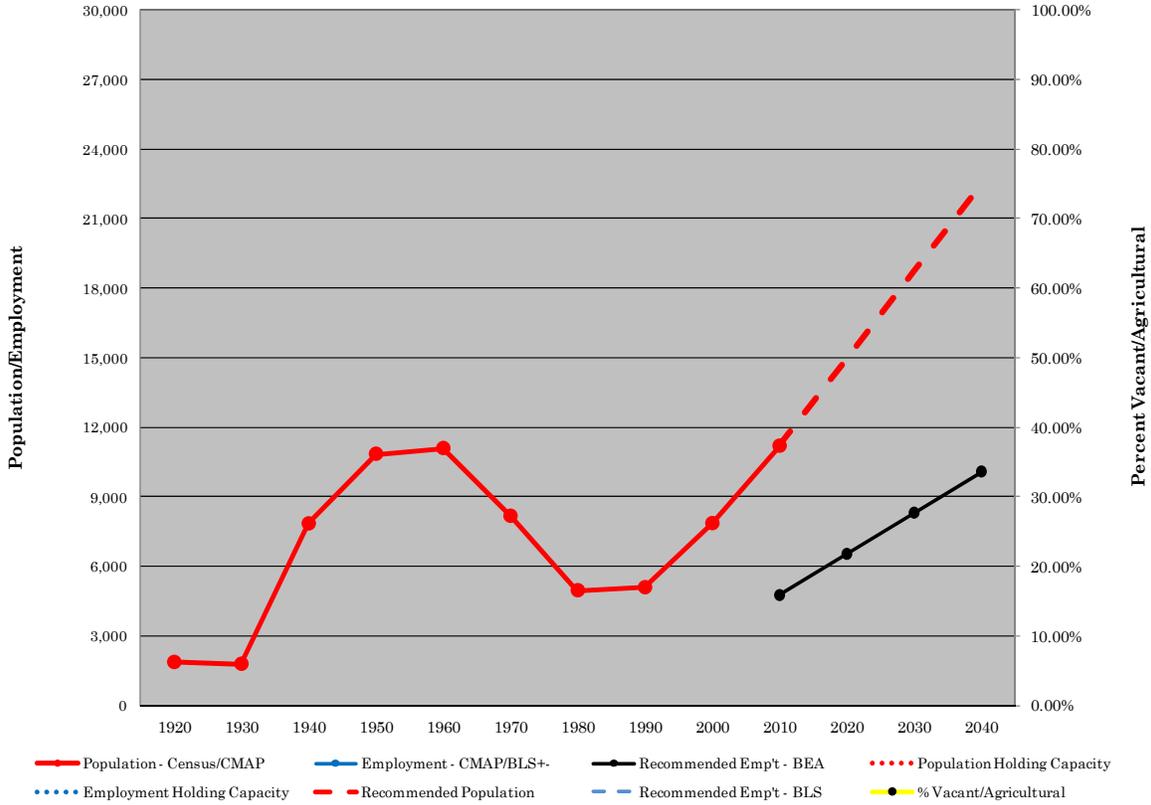


Manteno Township had a major growth spurt between 1930 and 1960 (from 7,834 to 11,083); then declined rapidly, to 4,951, by 1980. Since then, it has grown, steadily, to 11,185 by 2010, as its linkage to the Chicago region has strengthened. It is forecasted to double its population – to 22,500 – by 2040 as the southern part of the Chicago region continues to develop. Its employment will more than double – from 4,742 (in 2010)) to 10,073, in 2040, primarily in wholesale and retail trade, health care and other services. See Exhibit A-13.

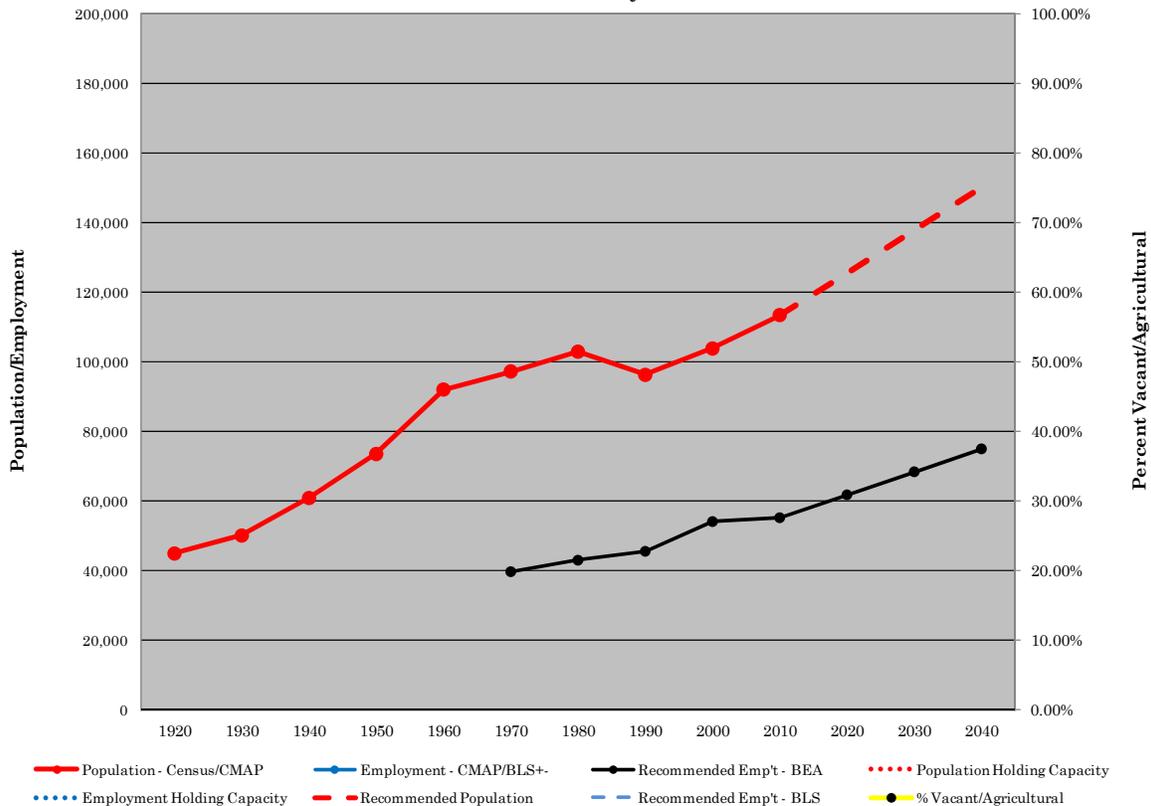
Exhibit A-14 shows past and forecasted growth for the entire county.

Table A-3 shows existing and forecast population and BEA employment for Kankakee County and its townships.

**Exhibit A-13  
Manteno Township - Kankakee County**



**Exhibit A-14  
Kankakee County - Total**



**Table A-3  
Kankakee County  
Township Forecasts**

		<u>Population</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Kankakee	Aroma	5,835	5,157	5,266	5,375	5,484
Kankakee	Bourbonnais	33,061	40,137	47,344	54,552	61,759
Kankakee	Essex	1,294	1,480	1,653	1,827	2,000
Kankakee	Ganeer	3,222	3,215	3,215	3,215	3,215
Kankakee	Kankakee	28,029	27,558	27,705	27,853	28,000
Kankakee	Limestone	4,659	5,035	5,273	5,512	5,750
Kankakee	Manteno	7,846	11,185	14,957	18,728	22,500
Kankakee	Momence	3,884	3,820	3,844	3,868	3,892
Kankakee	Norton	1,067	978	985	993	1,000
Kankakee	Otto	2,430	2,582	2,688	2,794	2,900
Kankakee	Pembroke	2,784	2,140	2,093	2,047	2,000
Kankakee	Pilot	2,065	2,086	2,091	2,095	2,100
Kankakee	Rockville	786	879	953	1,026	1,100
Kankakee	Salina	1,317	1,396	1,497	1,599	1,700
Kankakee	St. Anne	2,108	2,191	2,261	2,330	2,400
Kankakee	Sumner	879	910	957	1,003	1,050
Kankakee	Yellowhead	2,567	2,700	2,850	3,000	3,150
<b>Sub-Total</b>	<b>Kankakee County</b>	<b>103,833</b>	<b>113,449</b>	<b>125,632</b>	<b>137,817</b>	<b>150,000</b>

		<u>BEA Employment</u>				
		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Kankakee	Aroma		570	933	1,295	1,658
Kankakee	Bourbonnais		21,716	25,056	28,397	31,737
Kankakee	Essex		162	314	467	619
Kankakee	Ganeer		2,202	2,210	2,218	2,226
Kankakee	Kankakee		19,696	19,693	19,691	19,688
Kankakee	Limestone		589	972	1,356	1,739
Kankakee	Manteno		4,742	6,519	8,296	10,073
Kankakee	Momence		1,287	1,299	1,312	1,324
Kankakee	Norton		277	285	292	300
Kankakee	Otto		657	736	816	895
Kankakee	Pembroke		477	519	560	602
Kankakee	Pilot		818	804	791	777
Kankakee	Rockville		212	260	307	355
Kankakee	Salina		218	344	469	595
Kankakee	St. Anne		691	754	816	879
Kankakee	Sumner		87	171	255	339
Kankakee	Yellowhead		830	951	1,073	1,194
<b>Sub-Total</b>	<b>Kankakee County</b>		<b>55,231</b>	<b>61,820</b>	<b>68,411</b>	<b>75,000</b>

## **E. Grundy County**

### **1. Past Performance**

Grundy County lies at the current fringe of the Chicago Metropolitan Area. Prior to its current edge status, it has been a predominantly agricultural area, perhaps more-known for its Mazon Creek fossil beds and the Tullimonstrum, the state fossil. Between 1920 and 2000, its population grew, slowly, from 18,580 to 37,535 (a doubling over 80 years). Between 2000 and 2010, the population took a sudden spurt, to 50,063, a growth of 33.4 percent, but with a spare 12,528 persons. Almost all of this growth was concentrated in the northeast sector of the county. At its current size, it is the smallest Metro area county and the second-smallest (Lee being smaller) county in the extended region.

In spite of its major growth being in its Northeast sector, this area remains, at least partially, cut off from the burgeoning logistics complexes of Western Will County by the convergence of the Des Plaines and Kankakee Rivers into the Illinois River, protected prairies, abandoned coal mines, and nuclear power plants. Bridges are few and far between. I-80 stays north of the Illinois River; I-55 enters Grundy from Will County south of Coal City. This forces the majority of development into the northern banks of the Illinois River, in Aux Sable and Saratoga Township, and in several townships along the Will County border (Felix and Braceville). However, connections between these two major and growing logistics concentrations remain difficult.

Employment in Grundy County is 21,873 jobs, in 2010, up from 10,670 in 1970. Although Grundy is a rural, agricultural county, its farm employment has declined, from 1,000 in 1970, to 390 in 2010. Its major employment industries are: state and local government, retail, health care and utilities

### **2. Outlook for Development – 2010-2040**

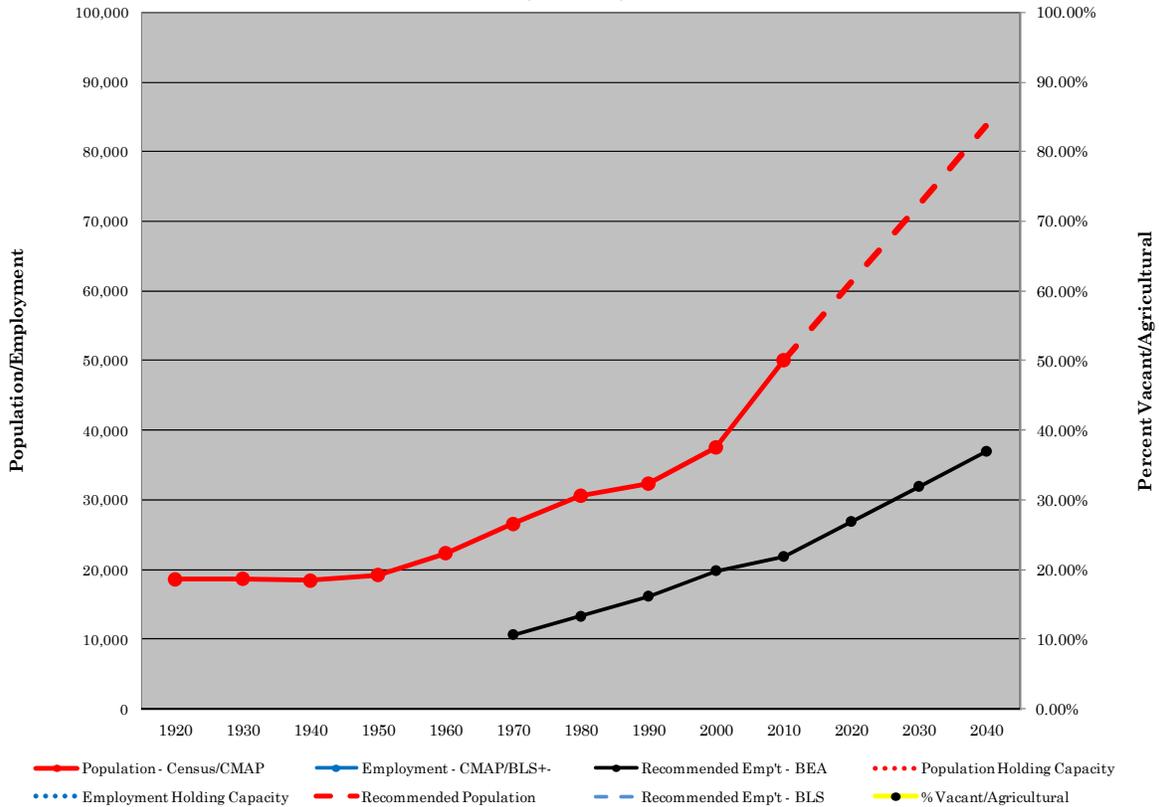
The population of Grundy County is forecasted to grow, from 50,063 to 83,665, in 2040, a 67.1 percent growth. As in the past, this growth will be concentrated in the Northeast corner of the county, with Aux Sable and Saratoga Townships at take-off growth and Felix and Braceville and Erienna Townships at modest growth. Morris Township, consisting primarily of the City of Morris, the Grundy County seat, is likely to rebound to its 1990-2000 population, with state and local government growing as the County's major employer.

Overall, the employment of Grundy County is forecasted to increase to 36,975 from its 2010 jobs of 21,873. Transportation and warehousing is expected to more than double, to 3,700, while government continues as the largest employer, at approximately 4,150. Farm employment is expected to stabilize at its current numbers. See Exhibit A-15 for Grundy County forecasts. Following, are more-detailed descriptions of several growth townships.

The Aux Sable population, which grew from 4,525, in 2000 to 13,061, in 2010, is expected to increase to 35,000 by 2040. The Village of Minooka, at its northeast corner, has almost tripled in size, from 3,970 to 10,924, between 2000 and 2010; and will continue growing, as will developments in the center of the township. Aux Sable also is expected to

see its employment increase, from 5,654 to 15,200, in 2040; this reflects an expected growth in transportation and warehousing, as well as in services and retail to service the growing population. See Exhibit A-16.

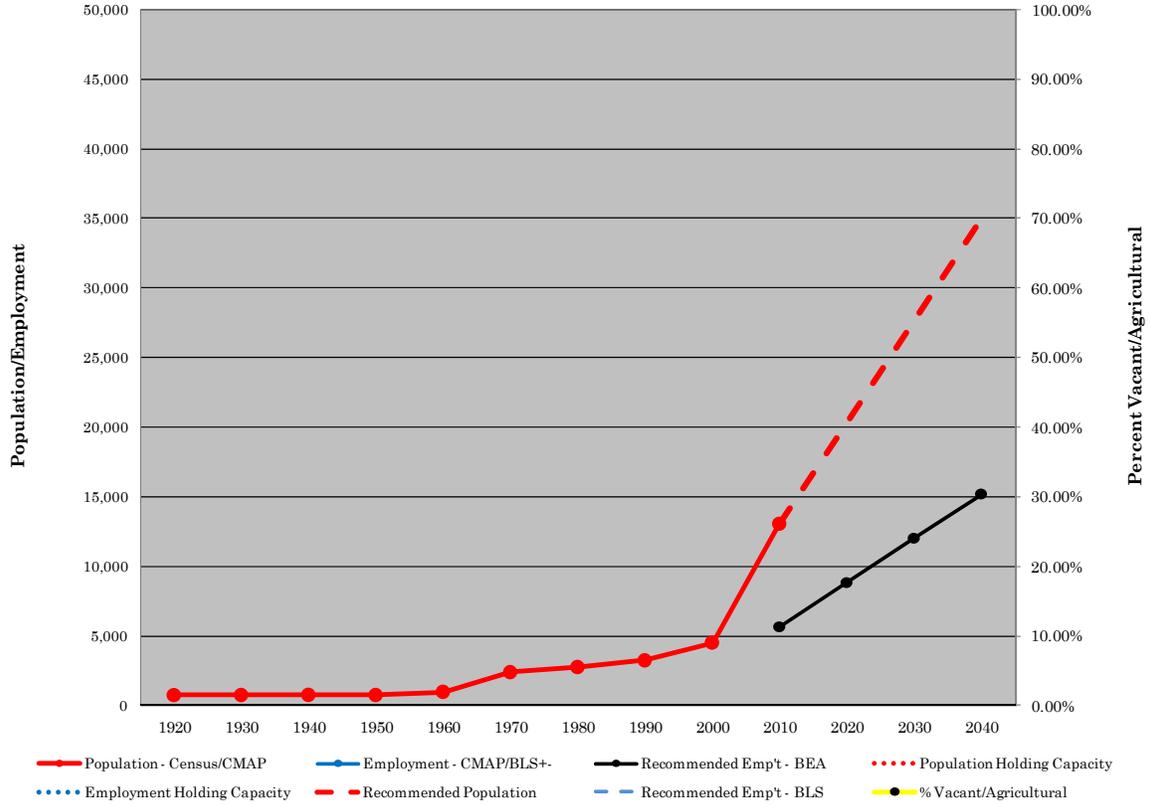
**Exhibit A-15**  
**Grundy County - Total**



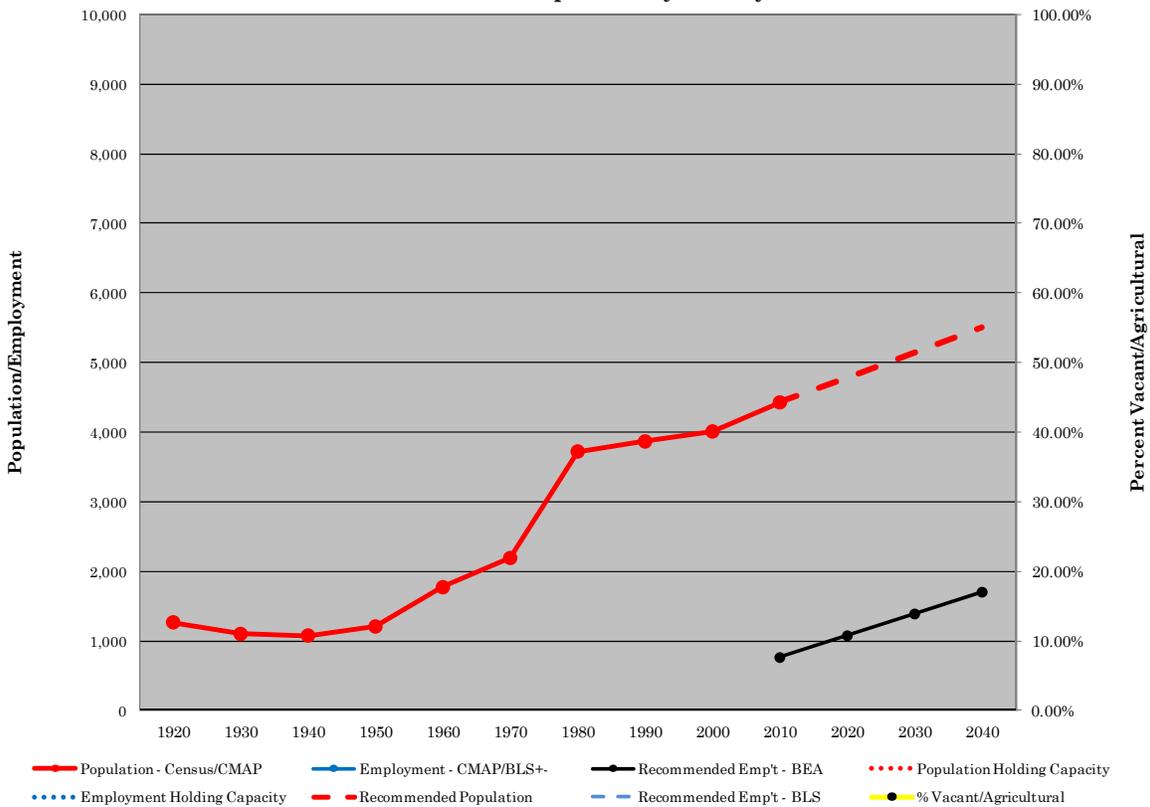
Felix Township is forecasted to grow from 4,427, in 2010, to 5,500 in 2040. Much of its old strip mine area has been, or is in the process of being, developed for single-family housing along streams and ponds left behind. The older towns of Coal City and Diamond will provide the services and job growth expected (from 762 to 1,700) to service this population increase. See Exhibit A-17.

Table A-4 shows existing and forecasted population and employment for Grundy County and its townships.

**Exhibit A-16**  
**Aux Sable Township - Grundy County**



**Exhibit A-17**  
**Felix Township - Grundy County**



**Table A-4  
Grundy County  
Township Forecasts**

		<u>Population</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Grundy	Aux Sable	4,525	13,061	20,374	27,687	35,000
Grundy	Braceville	4,895	6,467	7,978	9,489	11,000
Grundy	Erienna	1,420	2,217	2,978	3,739	4,500
Grundy	Felix	4,009	4,427	4,785	5,142	5,500
Grundy	Garfield	1,543	1,586	1,591	1,595	1,600
Grundy	Goodfarm	392	376	384	392	400
Grundy	Goose Lake	1,784	1,674	1,716	1,758	1,800
Grundy	Greenfield	940	997	998	999	1,000
Grundy	Highland	314	288	292	296	300
Grundy	Maine	242	330	337	343	350
Grundy	Mazon	1,377	1,487	1,575	1,663	1,751
Grundy	Morris	7,781	7,110	7,373	7,637	7,900
Grundy	Nettle Creek	467	503	547	590	634
Grundy	Norman	269	308	339	369	400
Grundy	Saratoga	4,448	6,122	6,642	7,162	7,682
Grundy	Vienna	638	687	741	796	850
Grundy	Wauponsee	2,491	2,423	2,615	2,806	2,998
<b>Sub-Total</b>	<b>Grundy County</b>	<b>37,535</b>	<b>50,063</b>	<b>61,265</b>	<b>72,463</b>	<b>83,665</b>

		<u>BEA Employment</u>				
		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Grundy	Aux Sable		5,654	8,836	12,018	15,200
Grundy	Braceville		1,953	2,402	2,851	3,300
Grundy	Erienna		598	865	1,133	1,400
Grundy	Felix		762	1,075	1,387	1,700
Grundy	Garfield		548	532	516	500
Grundy	Goodfarm		197	181	166	150
Grundy	Goose Lake		403	452	501	550
Grundy	Greenfield		198	232	266	300
Grundy	Highland		65	67	68	70
Grundy	Maine		28	48	68	88
Grundy	Mazon		716	722	727	733
Grundy	Morris		5,676	5,884	6,092	6,300
Grundy	Nettle Creek		95	128	162	195
Grundy	Norman		58	79	99	120
Grundy	Saratoga		4,233	4,570	4,907	5,244
Grundy	Vienna		123	157	191	225
Grundy	Wauponsee		566	677	789	900
<b>Sub-Total</b>	<b>Grundy County</b>		<b>21,873</b>	<b>26,907</b>	<b>31,941</b>	<b>36,975</b>

## **F. Kendall County**

### **1. Past Performance**

After 55 years using a six-county Northeastern Illinois designation for the metropolitan area of Chicago, Kendall County was added, in 2005, with the merger of NIPC and CATS into CMAP. This addition recognized the development, on the ground, as expansions from DuPage, Kane and Will County cities spread into the north and eastern sections of this once largely-agricultural county. Between 2000 and 2010, Kendall County more than doubled in size, its population growing from 54,544 to 114,736 causing it to be recognized by the U.S. Bureau of the Census among the fastest growing counties in the U.S.

While the County size is smaller than a number of townships in the inner-ring of suburbs surrounding Chicago and those housing satellite cities, Kendall, none-the-less, is a legitimate expansion corridor for the rapidly-growing cities of Aurora and Joliet. Review of migration patterns reveal that most of the growth in Kendall County is from DuPage County. This growth/migration has allowed the younger families of this county to move to less-expensive and more-available housing.

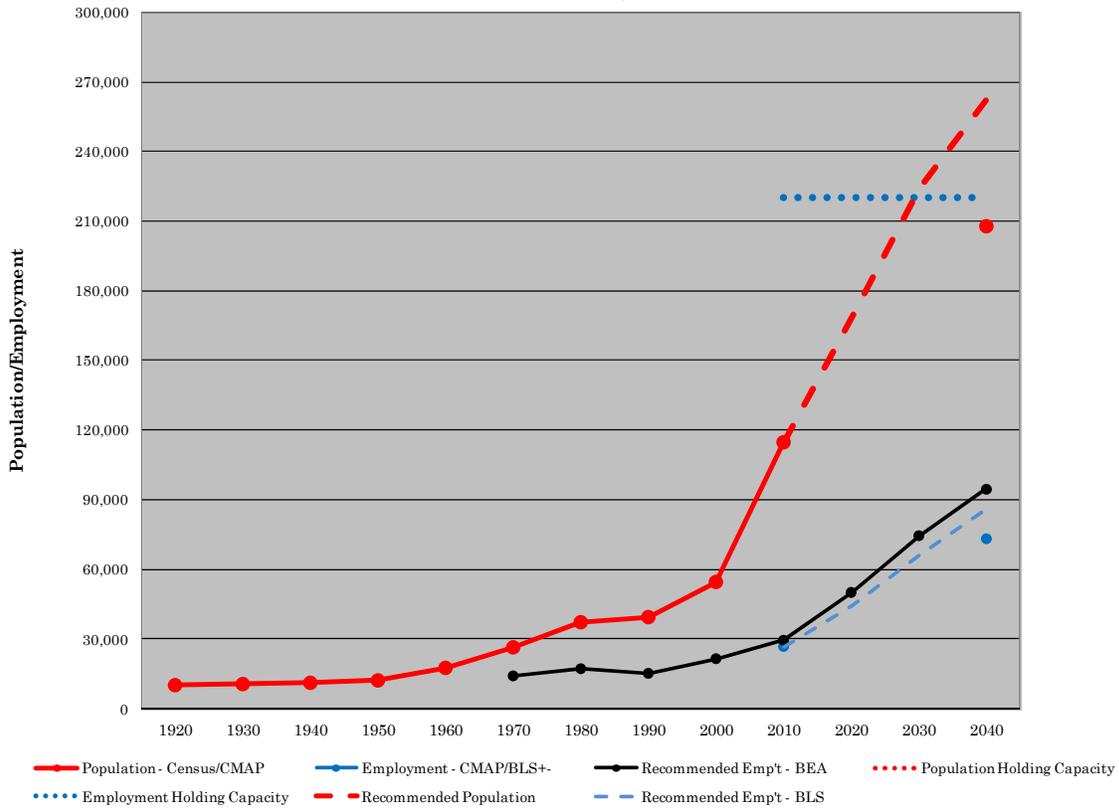
Employment in the County was 14,080 BEA jobs, in 1970. This has grown to 29,462 jobs, in 2010. This jobs-to-persons ratio, of 0.257, is quite low, not even sufficient, to provide necessary personal and community services to the County's residents; employment growth currently is lagging behind the population growth. The Joliet expansion, in particular, is likely to attract industrial and professional service expansions. Land availability close to growing markets is a significant inducement.

### **2. Outlook for Development – 2010-2040**

Like Will County, to its east, Kendall County is forecast to more than double in population, from 114,736 to 262,192 (a growth of 129 percent). This is due to the extensive tracts of developable land available in the path of the region's current major direction of growth. It is the recipient of as much "push" as "pull", as DuPage County has reached maturity and as two of the region's satellite cities, Aurora and Joliet, are growing apace. Several townships adjacent to these cities, on the County's north and eastern border, are at take-off growth; these are Oswego, Bristol and Seward. Little Rock and Na-Au-Say Townships are approaching take-off, with moderate growth. The remainder will remain, as they are, well into the forecast period and beyond. In 2040, the Market-Driven population forecast is approximately 26 percent higher than the CMAP forecast.

Economic development and job growth in the county are expected to be brisk, at 221 percent, bringing 65,000 new BEA jobs, for a total of 94,471, by 2040. This will increase the jobs-to-persons ratio to 0.455, a ratio similar to that of the 2010 Kane and McHenry Counties. The major job growth is expected to be in those townships that experience the greatest population growth – Bristol and Oswego – with modest growth in Seward, Little Rock and Na-Au-Say. The Market-Driven jobs forecast for 2040 is higher than the CMAP forecast (by 17 percent using the BLS jobs common to both forecasts). See Exhibit A-18 for population and employment forecasts for Kendall County.

**Exhibit A-18  
Kendall County - Total**

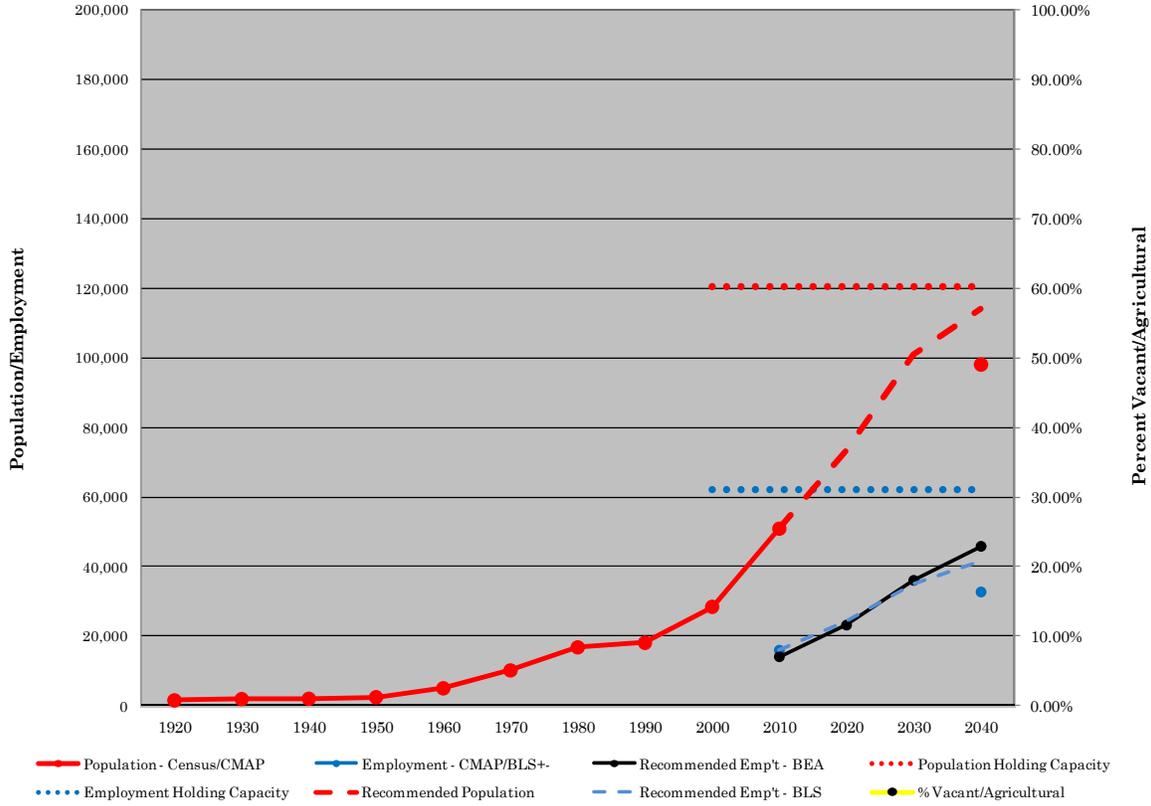


Oswego, the County’s largest township, at 50,870 persons, is a direct recipient of the fast overflow growth from Aurora. Its population is in take-off mode having grown from 18,078, in 1990, to 50,870, in 2010. It is expected to grow, by 124 percent, to 113,973, in 2040. This Market-Driven population forecast is approximately 16 percent higher than the CMAP forecast. Its jobs are expected to more than triple – from 14,067, in 2010, to 45,793, in 2040. This latter forecast is approximately 10 percent higher than the CMAP forecast (using common BLS jobs). See Exhibit A-19.

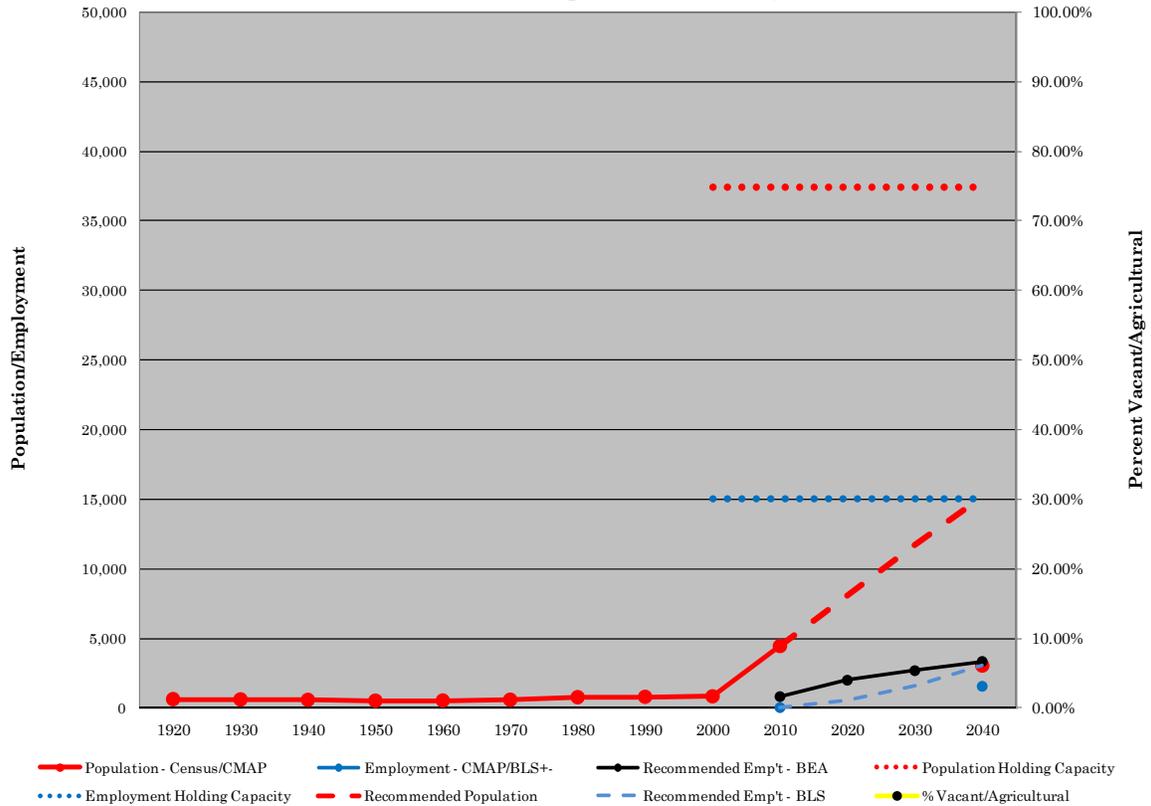
Seward Township is a recipient of overflow growth from Joliet. Its population is expected to grow from its 4,455, in 2010, to 15,187, a 240 percent growth, by 2040. This Market-Driven growth is considerably greater than its CMAP forecast of 3,053, in 2040. Seward’s Market-Driven job growth is from 826, in 2010, to 3,344, a growth similar to that forecast by CMAP. See Exhibit A-20.

Table A-5 shows existing and forecasted population and BEA employment for Kendall County and its townships.

**Exhibit A-19**  
**Oswego Township - Kendall County**



**Exhibit A-20**  
**Seward Township - Kendall County**



**Table A-5  
Kendall County  
Township Forecasts**

		<u>Population</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Kendall	Big Grove	1,526	1,647	1,735	1,804	1,906
Kendall	Bristol	7,677	26,230	39,652	50,348	56,978
Kendall	Fox	1,257	1,675	1,807	1,939	2,071
Kendall	Kendall	4,636	7,739	9,984	11,773	14,387
Kendall	Lisbon	851	899	934	961	1,002
Kendall	Little Rock	7,662	13,076	18,490	23,904	29,675
Kendall	Na-Au-Say	1,672	8,145	14,618	21,091	27,013
Kendall	Oswego	28,417	50,870	73,323	100,776	113,973
Kendall	Seward	846	4,455	8,064	11,673	15,187
<b>Sub-Total</b>	<b>Kendall County</b>	<b>54,544</b>	<b>114,736</b>	<b>168,607</b>	<b>224,269</b>	<b>262,192</b>

		<u>BEA Employment</u>				
		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Kendall	Big Grove		673	662	642	630
Kendall	Bristol		6,472	12,511	18,396	22,580
Kendall	Fox		287	387	447	456
Kendall	Kendall		2,833	3,758	4,550	5,701
Kendall	Lisbon		97	139	179	221
Kendall	Little Rock		3,752	5,596	7,580	9,800
Kendall	Na-Au-Say		455	1,827	3,946	5,947
Kendall	Oswego		14,067	23,154	36,031	45,793
Kendall	Seward		826	2,004	2,689	3,344
<b>Sub-Total</b>	<b>Kendall County</b>		<b>29,462</b>	<b>50,038</b>	<b>74,460</b>	<b>94,472</b>

## G. LaSalle County

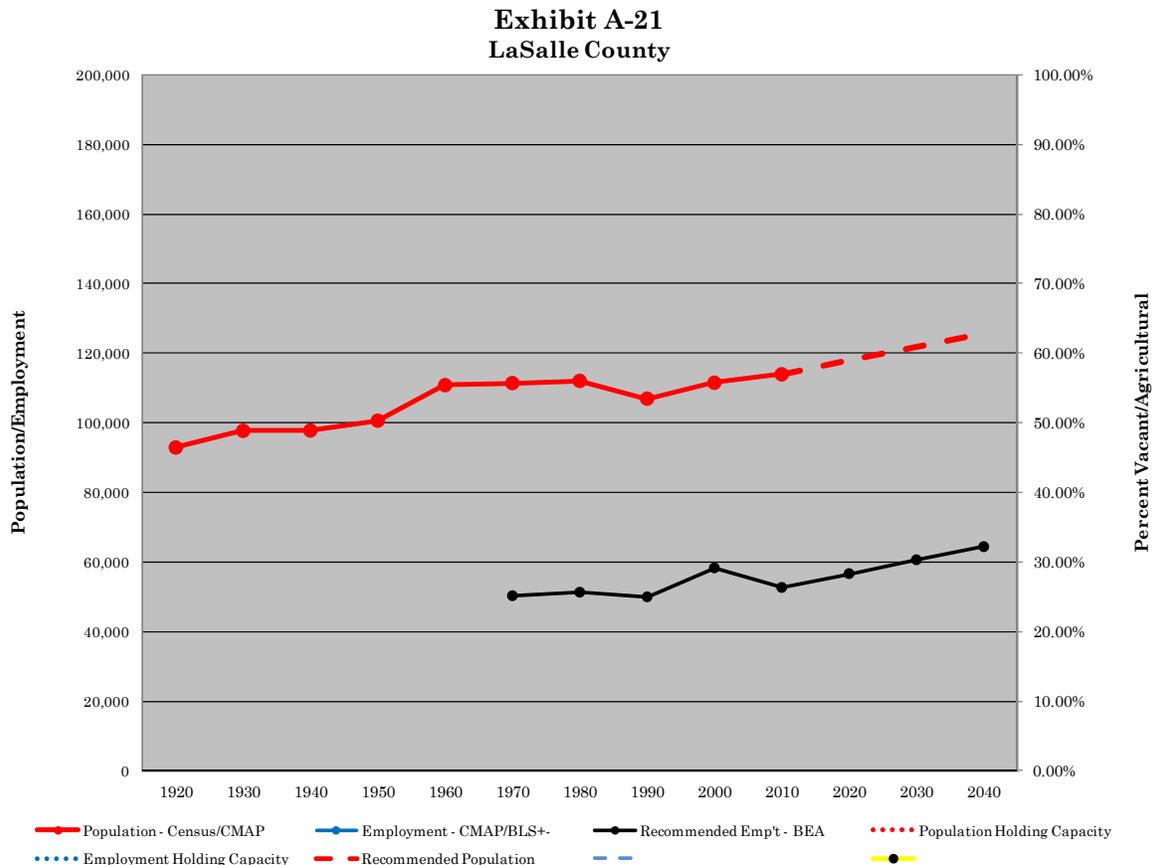
### 1. Past Performance

LaSalle County, west of Kendall and Grundy Counties and south of DeKalb County, is beyond the edge of the Chicago Metro Area. It remains primarily farmland, with many of its towns, including the county seat and largest city, Ottawa, located along the scenic Illinois River. The twin cities of LaSalle/Peru are on the river at its western edge in the County. The Illinois River is also the site of Starved Rock State Park, a National Historic Landmark and a popular host of over two million visitors, annually.

La Salle County is part of the Ottawa-Streator MSA. The County population has been relatively stable since 1920 increasing, only slightly, from 92,895 to 113,924, in 2040. Its employment also has been stable, from 50,300, in 1970, to 52,677, in 2010. However, with a job-to-person ratio of 0.46, it is reasonably stable and its population adequately serviced.

### 2. Outlook for Development – 2010-2040

The 2040 forecast for LaSalle County is for slight growth, as the Chicago Metro Area continues to grow, and as the Illinois River towns continue to present an appealing life style. The population is expected to grow to 125,686, a 10.3 percent increase, by 2040. LaSalle’s farm employment will remain stable, at approximately 1,500. Employment, overall, will grow from the current 52,677 to 64,414, a 22.3 percent increase. See Exhibit A-21. Table A-6.



**Table A-6**  
**LaSalle County**  
**Township Forecasts**

<u>County</u>	<u>Township/TAZ</u>	<u>Population</u>				
		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
LaSalle	Adams	1,589	1,646	1,654	1,694	1,733
LaSalle	Allen	638	584	623	614	605
LaSalle	Brookfield	936	1,060	1,438	1,740	2,042
LaSalle	Bruce	13,489	13,185	13,154	13,166	13,178
LaSalle	Dayton	1,685	2,279	2,873	3,467	4,061
LaSalle	Deer Park	467	492	492	507	522
LaSalle	Dimmick	693	737	839	926	1,014
LaSalle	Eagle	1,845	1,697	1,835	1,845	1,855
LaSalle	Earl	2,653	2,595	2,784	2,862	2,941
LaSalle	Eden	1,318	1,471	1,547	1,624	1,700
LaSalle	Fall River	850	763	883	902	922
LaSalle	Farm Ridge	898	918	894	902	910
LaSalle	Freedom	696	663	736	760	784
LaSalle	Grand Rapids	315	335	355	379	403
LaSalle	Hope	684	689	697	704	712
LaSalle	LaSalle	13,744	13,565	13,577	13,588	13,600
LaSalle	Manlius	5,652	6,275	6,683	7,092	7,500
LaSalle	Mendota	7,539	7,534	7,606	7,678	7,750
LaSalle	Meriden	318	324	351	370	390
LaSalle	Miller	617	633	710	766	822
LaSalle	Mission	4,178	3,972	4,048	4,124	4,200
LaSalle	Northville	6,642	7,410	7,940	8,470	9,000
LaSalle	Ophir	529	508	562	581	601
LaSalle	Ottawa	12,177	11,766	11,911	12,055	12,200
LaSalle	Otter Creek	2,819	2,970	3,047	3,123	3,200
LaSalle	Peru	10,272	10,732	11,155	11,577	12,000
LaSalle	Richland	354	379	374	386	398
LaSalle	Rutland	3,527	3,698	3,765	3,833	3,900
LaSalle	Serena	980	1,138	1,175	1,213	1,250
LaSalle	South Ottawa	8,222	8,290	8,423	8,544	8,664
LaSalle	Troy Grove	1,269	1,333	1,389	1,444	1,500
LaSalle	Utica	1,638	2,052	2,335	2,617	2,900
LaSalle	Vermillion	325	387	425	462	500
LaSalle	Wallace	529	491	529	529	529
LaSalle	Waltham	490	446	464	482	500
LaSalle	Other MCD's	932	907	905	902	900
<b>Sub-Total</b>	<b>LaSalle County</b>	<b>111,509</b>	<b>113,924</b>	<b>118,178</b>	<b>121,928</b>	<b>125,686</b>

**Table A-6 (Cont'd)**  
**LaSalle County**  
**Township Forecasts**

		<b>BEA Employment</b>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
LaSalle	Adams	415	375	437	500	553
LaSalle	Allen	177	160	162	164	163
LaSalle	Brookfield	108	98	392	688	973
LaSalle	Bruce	5,776	5,218	5,578	5,936	6,186
LaSalle	Dayton	4,803	4,340	4,803	5,267	5,730
LaSalle	Deer Park	408	369	408	447	478
LaSalle	Dimmick	997	901	1,001	1,100	1,200
LaSalle	Eagle	276	249	275	302	322
LaSalle	Earl	575	519	629	738	835
LaSalle	Eden	290	262	350	437	525
LaSalle	Fall River	60	54	77	99	120
LaSalle	Farm Ridge	205	185	205	225	241
LaSalle	Freedom	43	39	64	90	114
LaSalle	Grand Rapids	27	25	49	74	98
LaSalle	Hope	312	282	308	334	354
LaSalle	LaSalle	7,533	6,806	6,837	6,869	6,900
LaSalle	Manlius	2,245	2,029	2,269	2,510	2,750
LaSalle	Mendota	5,372	4,853	4,985	5,118	5,250
LaSalle	Meriden	60	54	77	99	120
LaSalle	Miller	115	104	164	224	281
LaSalle	Mission	1,323	1,196	1,276	1,355	1,435
LaSalle	Northville	590	533	1,105	1,678	2,250
LaSalle	Ophir	85	77	101	125	147
LaSalle	Ottawa	9,934	8,975	9,150	9,325	9,500
LaSalle	Otter Creek	270	244	405	565	725
LaSalle	Peru	10,308	9,313	9,642	9,971	10,300
LaSalle	Richland	89	80	97	114	129
LaSalle	Rutland	2,528	2,284	2,322	2,361	2,400
LaSalle	Serena	382	345	363	382	400
LaSalle	South Ottawa	1,306	1,180	1,374	1,568	1,734
LaSalle	Troy Grove	321	290	319	347	376
LaSalle	Utica	867	783	922	1,061	1,200
LaSalle	Vermillion	160	144	160	175	190
LaSalle	Wallace	51	46	50	53	55
LaSalle	Waltham	178	161	167	174	180
LaSalle	Other MCD's	114	103	135	168	200
<b>Sub-Total</b>	<b>LaSalle County</b>	<b>58,303</b>	<b>52,676</b>	<b>56,658</b>	<b>60,643</b>	<b>64,414</b>

## H. Lake County, Indiana

### 1. Past Performance

“The opening of the Mesabi iron mines in Minnesota in 1884, at the extreme head of the Great Lakes water transportation, made it inevitable that a meeting place of coal and iron in the Calumet section of the region of Chicago should become a great steel manufacturing center.”<sup>1</sup> That region straddling Chicago’s Calumet Harbor and much of the Lake Michigan shoreline of Lake County, Indiana, enhanced by the service of multiple rail lines, forged the development of one of the world’s largest steel industries. For a major part of the Twentieth Century, U.S. Steel was the world’s largest corporation. By the mid-1950’s the Chicago/Gary steel production exceeded that of every foreign nation except Russia.

The early steel industry attracted immigrants (Polish, Slovak, Croatian and Greek) from Eastern Europe. The later steel industry attracted the great African American migration from the Southern States of the U.S. and Hispanics from Mexico. The very early settler development of Lake County was in the small towns in the agriculturally rich center. Steel, however, brought development along its Northern lake shoreline, with industries and towns competing for space within its sand ridges and marshes.

Industrial growth prompted the real estate booms in North, Calumet and Hobart Townships. This prosperity, along with steel production, continued through WWII and the Vietnam War. By 1970, however, the racial tensions of 1968, plus competition and the constriction/automation and consequent loss of jobs in the steel industry, caused an economic decline in Northern Lake County. That decline – from 97,000 manufacturing jobs in 1970 to 22,680 in 2010 – wiped out more than three-quarters (76.6 percent) of the County’s most-significant and highest-paying jobs. This decline was matched by growth in health care, services, retail and government jobs to retain overall jobs for the county at 229,563 in 2010, compared with the 230,300 of 1970. This 2010 employment estimate is a 13,300 (or 5.5 percent) job loss from 2000, mostly due to the recent recession.

While the decline in manufacturing jobs was concentrated in Northern Lake County (North and Calumet Townships), its new jobs and population growth was concentrated in its middle townships (Center, Ross, St. John and Winfield). Along with the older, wealthy town of Munster, new upscale communities grew in Griffith, Highland, Merrillville, Schererville and St. John and added to Crown Point. The overall population decline in Lake County, from 546,253, in 1970, to 496,005, in 2010 (9.1 percent), and the greater declines in Northern Lake County (33.4 percent) helped create a more-severe image of the County’s future than was warranted; and the downward trend line was forecasted well after growth in the center of the county emerged. In the early 1980’s, NIRPC helped implement development of a number of lakefront marinas to encourage community revitalization. This initiative, along with the development of casinos in Gary, Hammond and East Chicago, has refocused attention on the Lake Michigan lakefront and the dunes, swales and bogs of the nation’s first urban national park (Indiana Dunes National Lakeshore), that it shares with industry. This has garnered revenues for community reinvestment. The industry, itself, has been revitalized by the acquisition of several local steel companies by ArcelorMittal, the world’s largest steel producer; and US Steel remains

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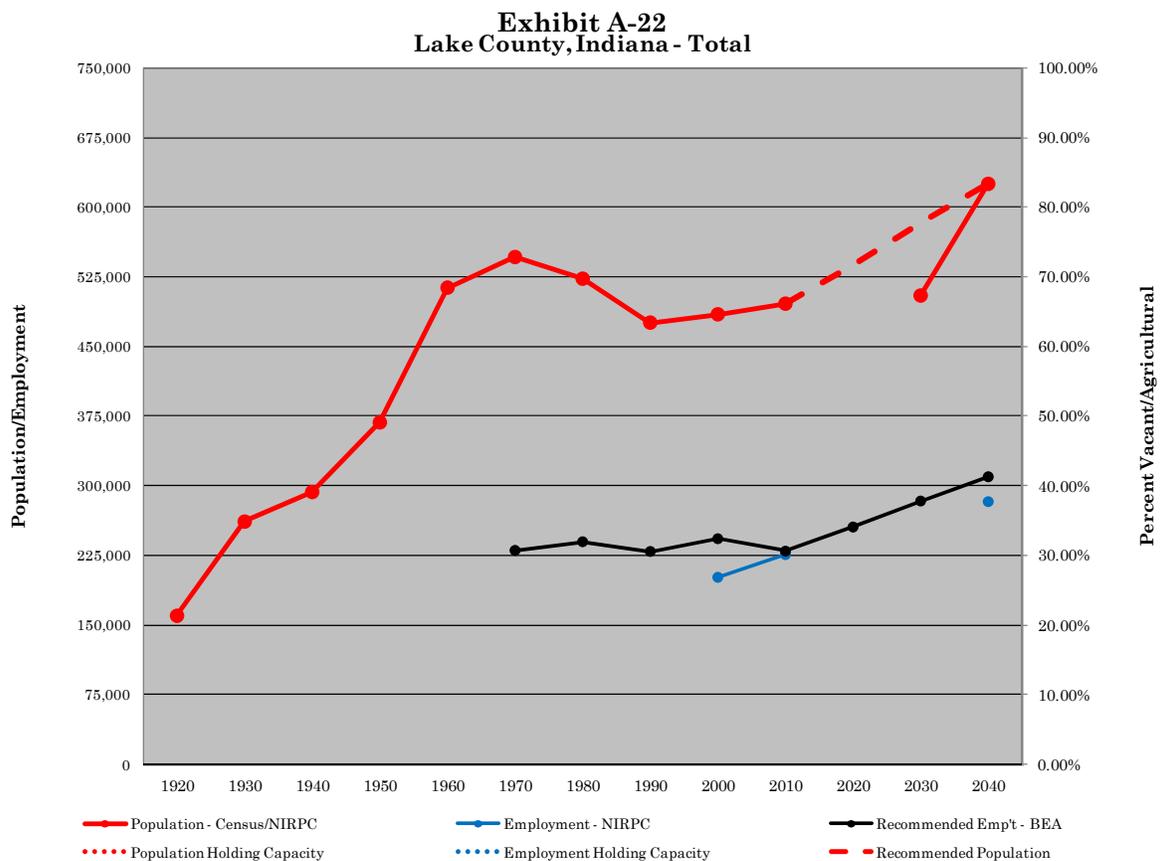
<sup>1</sup> Chicago Regional Planning Association, Planning the Region of Chicago, 1956.

a vital force in Gary. Steel production today (2011) exceeds that of the early 1970's, albeit it with significantly fewer workers.

## 2. Outlook for Development – 2010-2040

Lake County's population grew, rapidly, from 1920 to 1970, from 159,957 to 546,253, a 240 percent growth. From 1970 to 1990, it declined to 475,594 and has been growing, slightly, but steadily, since, to 494,005, in 2010. Its employment has been nearly stable since 1970, after the major downsizing of the steel industry. The Market-Driven forecast is for Lake County to continue significant growth in its Central Townships; initiate growth in its southern townships; and stabilize the mature development of its northern townships with community redevelopment efforts. The combined effect is a growth to 625,000 (26.0 percent) by 2040.

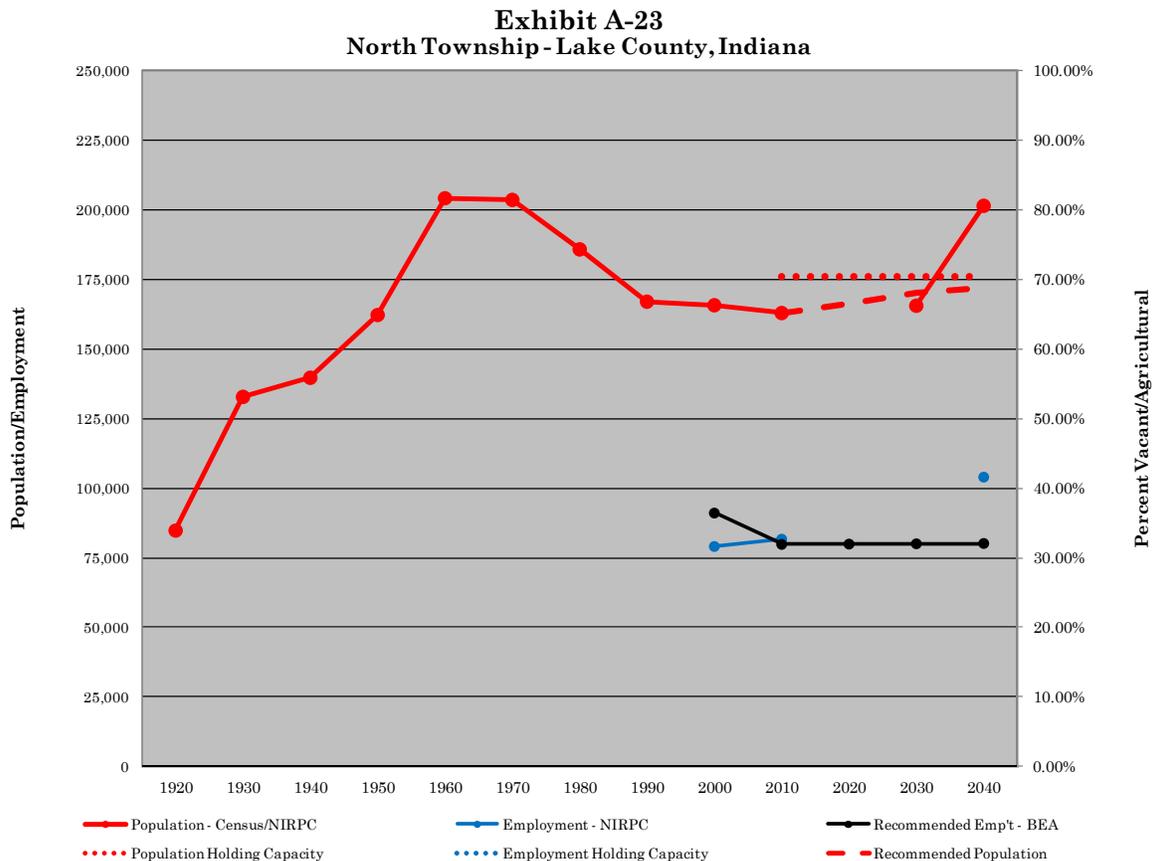
Employment is expected to grow, from the current 229,563 BEA jobs to 300,598 (35 percent). This is a jobs-to-persons ratio similar to that expected in Will County in 2040. In many respects, they share similar economic opportunities. They are likely beneficiaries of numerous transportation developments, as the growth of the southern part of the Chicago region begins in earnest and requires equitable infrastructure investment. These include proposed facilities such as: multi-modal facilities, airport developments, new commuter rail lines, and the Illiana Expressway. The highway facilities will supplement the existing Interstate system (I 80-94, I-90, I-65) which is operating at or near capacity, hampered both by proliferating traffic (predominantly truck) and interference with/by Lake Michigan, into the tight circumnavigation of it. See Exhibit A-22.



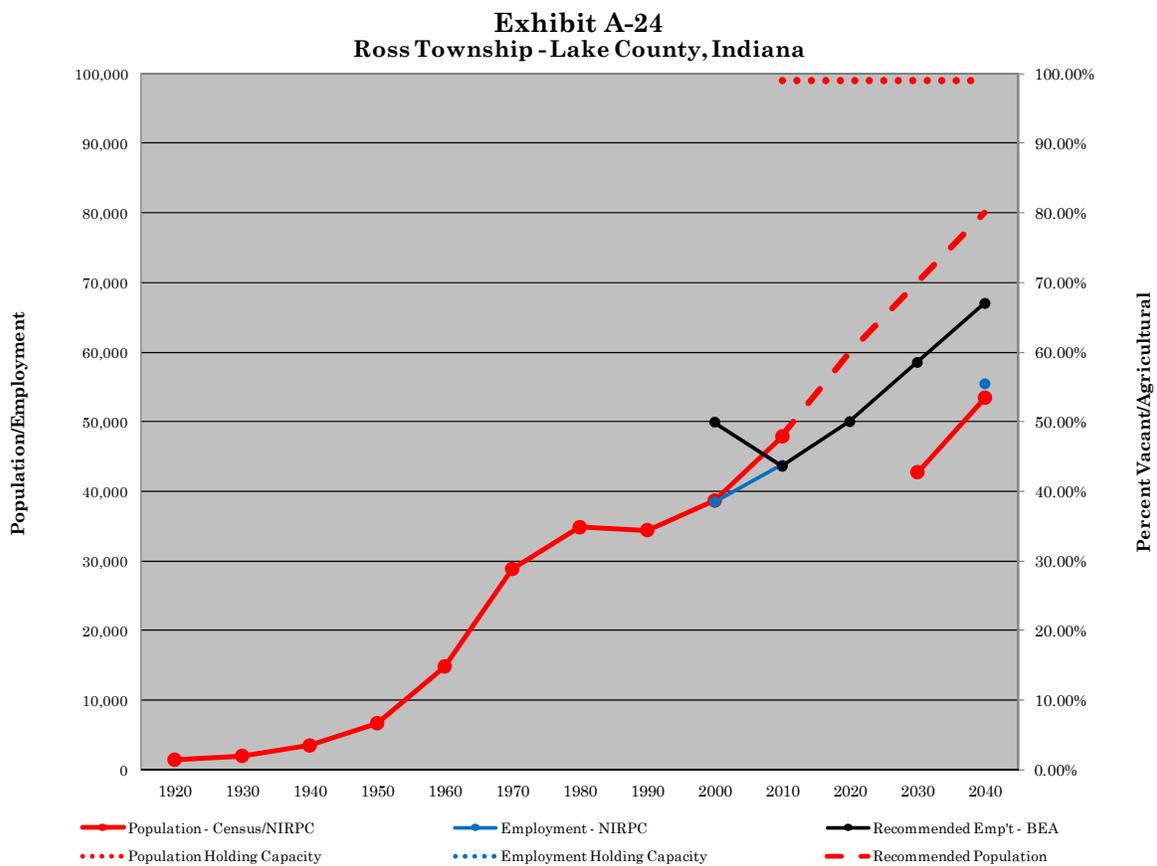
Described, briefly, are four townships that reflect the varying growth modes expected in Lake County:

- North Township – is mature, but complex, with stable growth.
- Ross Township – is fast growing.
- Hanover Township – moderately growing.
- Cedar Creek Township – slowly growing.

North Township is fully developed and contains the massive industrial complex of Indiana Harbor, with the former Inland Steel (now part of ArcelorMittal) and the oil refineries of East Chicago and Whiting. But it also includes the wealthy town of Munster and the nearby office park straddling the border with Illinois, the busy Route 41, the Calumet Campus of Purdue University, and the casinos of Hammond and East Chicago. The successor to NIRPC’s Marinas Plan of the 1980’s, the Marquette Plan, will help revitalize the lakefront towns of Gary, Hammond, East Chicago and Whiting; but, only if adverse environmental impacts are reversed. With its diverse economy and lifestyles, North Township is expected to retain its population and jobs at near current levels (which have been relatively flat since 1990) into 2040. Population will grow, slightly, to 175,991 from 162,855. Jobs will decline, slightly, from 155,461 to 149,876. Both job and population forecasts are below NIRPC 2040 forecasts, but similar to the NIRPC 2030 forecasts. See Exhibit A-23.

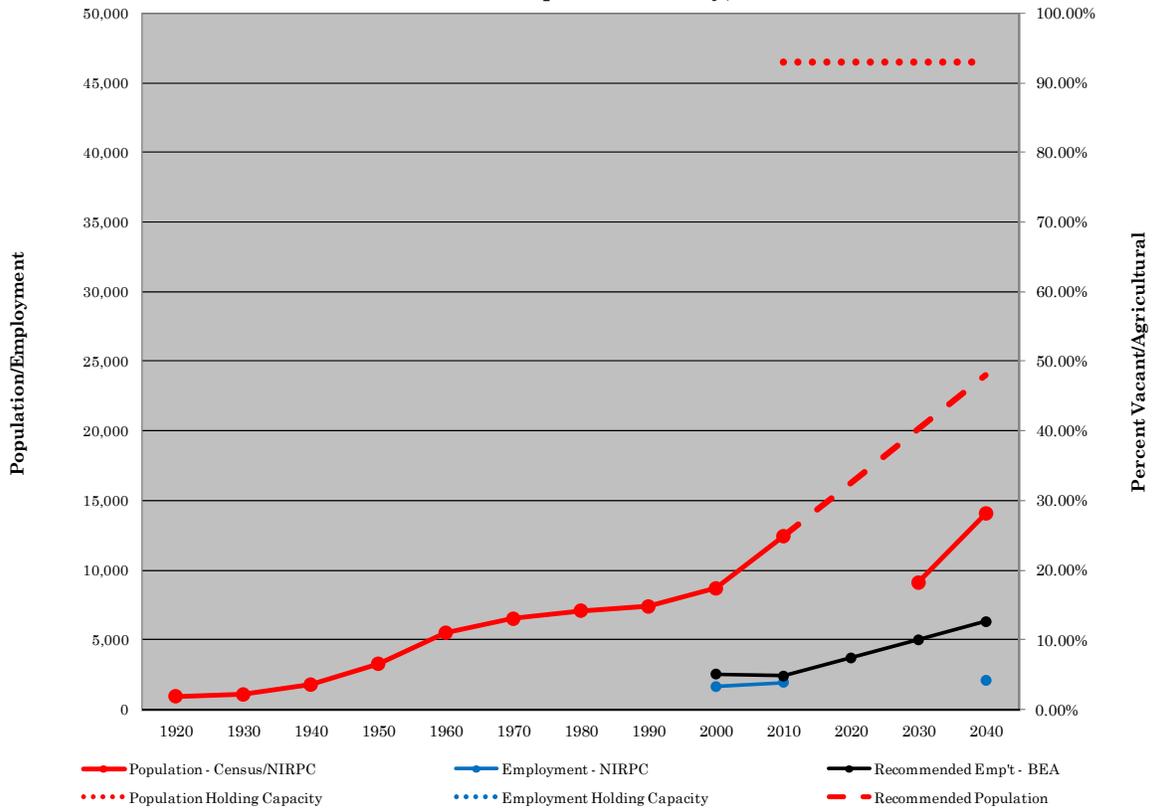


Ross Township is a fast-growing area that encompasses Merrillville and its commercial/retail complexes and the retail malls along US30 centered on I-65, and stretching between Routes 55 and 51. I-65 is not only a major connector between the cities of Gary, Merrillville, Crown Point, and Indianapolis, it is a significant artery in the corridor commonly referred to as “auto alley”, connecting the auto production sites in Michigan and Canada with suppliers and assembly plants in Kentucky, Tennessee and Alabama, and eventually west and south to Texas and Mexico. It is proposed that this key corridor will be connected to I-55 by the Illiana Expressway. Ross Township population grew quickly between 1950 and 1980, slowed slightly, then resumed its take-off growth between 1990 and 2010. Its 2010 population, at 47,882, already exceeds the NIRPC forecast for 2030, of 42,000. The Market-Driven forecast for employment is 67,000 in 2040, an increase of 23,407 (54 percent) over its 2010 BEA jobs. This forecast is considerably higher than the 55,439 job forecast of NIRPC. See Exhibit A-24.



Hanover Township is a modestly-growing area with the majority of its development along the shores of Cedar Lake, a former resort destination for 19<sup>th</sup> and early 20<sup>th</sup> Century Chicagoans. Its 2010 population of 11,560 straddles the township line between Hanover and Center. Like St. John Township, north of it, a substantial part of its growth is from Illinois transplants. Between 1960 and 1990, its population grew very slowly, from 5,513 to 7,396. By 2010, it had reached 12,443, a total that was above the NIRPC forecast for 2030 of 9,110, and nearly as high as its 2040 forecast of 14,079. The Market-Driven forecast is 24,000 in 2040. Its forecast of BEA jobs is 6,303 in 2040, triple the NIRPC forecast. See Exhibit A-25.

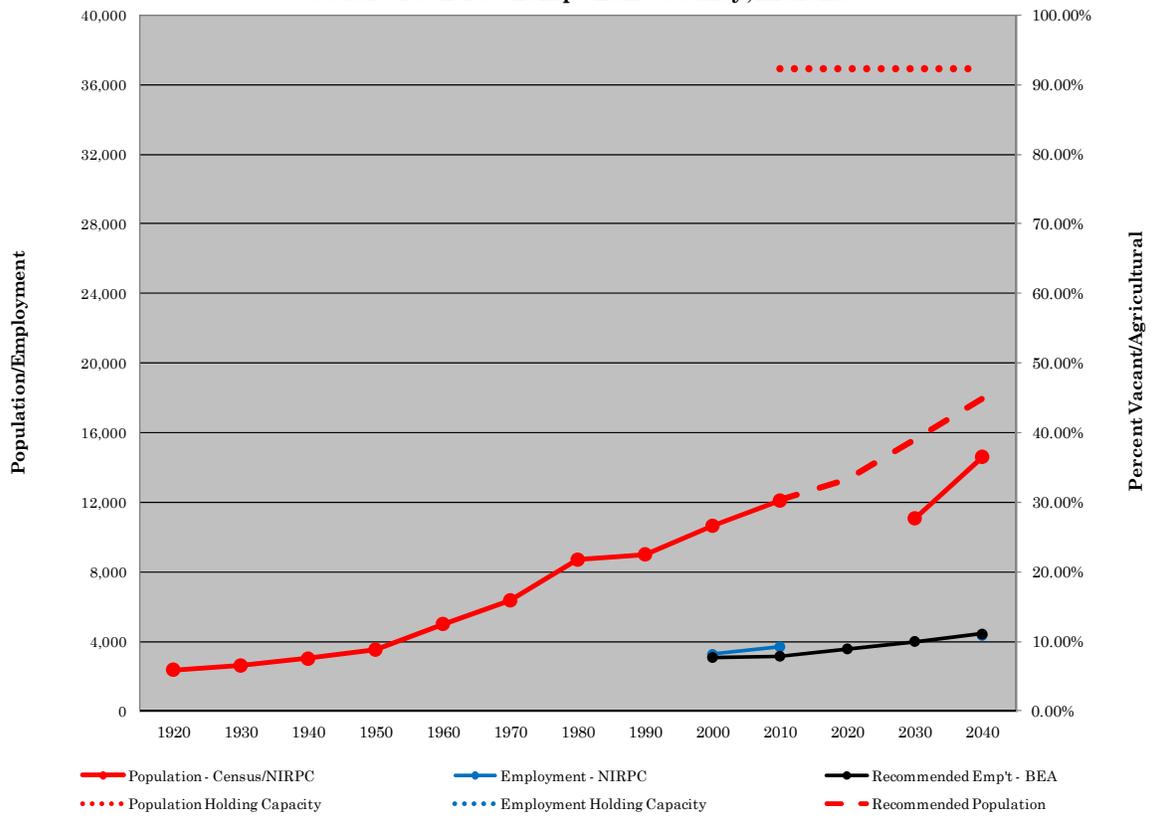
**Exhibit A-25  
Hanover Township - Lake County, Indiana**



Cedar Creek Township and its major city, Lowell, is a slow-growing township at the south central edge of Lake County. Lowell, once served by the Monon Railroad, has sought a replacement commuter rail as part of the Northern Indiana Commuter Transit District (NICTD) service. A preferred rail line, whose initial construction would serve Chicago to Munster, eventually would continue to Lowell. This line currently is in a final phase of its New Starts planning. The Market-Driven population forecast for 2040 is 17,937; this is higher than the 2040 NIRPC forecast of 14,610; but the Township's 2010 population of 12,097 has already exceeded its NIRPC forecast for 2030 of 11,079. The BEA employment forecast for 2040 is 4,425, approximately the same as that of NIRPC. See Exhibit A-26.

Table A-7 shows existing and forecast population and BEA employment for Lake County, Indiana, and its townships.

**Exhibit A-26**  
**Cedar Creek Township - Lake County, Indiana**



**Table A-7**  
**Lake County, Indiana**  
**Township Forecasts**

		<u>Population</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Lake (IN)	Calumet	127,800	104,390	106,000	111,557	117,114
Lake (IN)	Cedar Creek	10,649	12,097	13,293	15,615	17,937
Lake (IN)	Center	26,191	31,756	35,671	41,411	47,151
Lake (IN)	Eagle Creek	1,695	1,668	1,700	2,822	3,943
Lake (IN)	Hanover	8,692	12,443	16,295	20,148	24,000
Lake (IN)	Hobart	39,636	39,321	40,718	41,259	41,800
Lake (IN)	North	165,656	162,855	166,428	170,000	172,000
Lake (IN)	Ross	38,685	47,882	60,000	70,000	80,000
Lake (IN)	St. John	53,701	66,713	75,857	85,000	90,000
Lake (IN)	West Creek	4,981	6,826	8,671	10,516	12,361
Lake (IN)	Winfield	6,878	10,054	12,786	15,740	18,694
<b>Sub-Total</b>	<b>Lake (IN) County</b>	<b>484,564</b>	<b>496,005</b>	<b>537,419</b>	<b>584,068</b>	<b>625,000</b>

		<u>BEA Employment</u>				
		<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
Lake (IN)	Calumet	50,916	44,754	47,377	50,000	51,204
Lake (IN)	Cedar Creek	3,077	3,150	3,575	4,000	4,425
Lake (IN)	Center	10,737	14,024	18,012	22,000	25,988
Lake (IN)	Eagle Creek	256	498	1,249	2,000	2,751
Lake (IN)	Hanover	2,546	2,395	3,698	5,000	6,303
Lake (IN)	Hobart	10,699	11,893	13,447	15,000	16,554
Lake (IN)	North	91,035	79,781	79,890	80,000	80,110
Lake (IN)	Ross	49,930	43,593	50,000	58,500	67,000
Lake (IN)	St. John	20,095	25,733	31,367	37,000	42,134
Lake (IN)	West Creek	2,145	1,712	2,606	3,500	4,394
Lake (IN)	Winfield	1,413	2,030	4,265	6,500	8,735
<b>Sub-Total</b>	<b>Lake (IN) County</b>	<b>242,849</b>	<b>229,563</b>	<b>255,486</b>	<b>283,500</b>	<b>309,598</b>

## **I. Porter County, Indiana**

### **1. Past Performance**

The Indiana Dunes National Lakefront, referenced in the section on Lake County, continues for nearly the entire length of Porter County's north border. This Lakefront shoreline surrounds the major facilities of ArcelorMittal at Burns Harbor, as well as the small towns of Ogden Dunes, Dune Acres and Beverly Shores, whose growth it restricts. But, abutting the main corridor into and through Porter County, it establishes the setting for it. Along with the National Lakefront and its numerous associated bogs, campgrounds, trails, rookeries and nature preserves, much of the development in the northern part of the County is environment-sensitive, evidence of the half-century effort (1916-1966) to protect the Lake Michigan dunes, moraines and ecology. The compromise that won the national park also created the Port of Indiana. Major industries – the old, steel; and the new, logistics – still vie for sites along the national highway and rail networks bordering the lake.

The county's attractive landscape and access to the Lake Shore recreation and the many small villages, lakes and woods, inland, have attracted a large number of scattered, small developments. While a number of these developments are in the environs of the County's three largest cities – Portage, Valparaiso and Chesterton – and could be serviced by them, many are in remote areas. The county and regional planning agencies have tried to discourage this scattered development. In some respects, this effort has been successful, but as the townships holding the three major cities mature, their adjacent townships are poised for take-off growth; and scattered development persists.

As one of the outermost counties in the Chicago metro area, it also is one of the smallest in population. But, this population is growing quite quickly; and with considerable land available, is quite likely to continue growing at a similar rate. Between 1970 and 2010, Porter County's population nearly doubled, from 87,114 to 164,343. Its employment more than doubled over the same period, from 30,360 to 71,768 BEA jobs. However, the Population Holding Capacity is considerably higher, exceeding 400,000 leaving much room for growth.

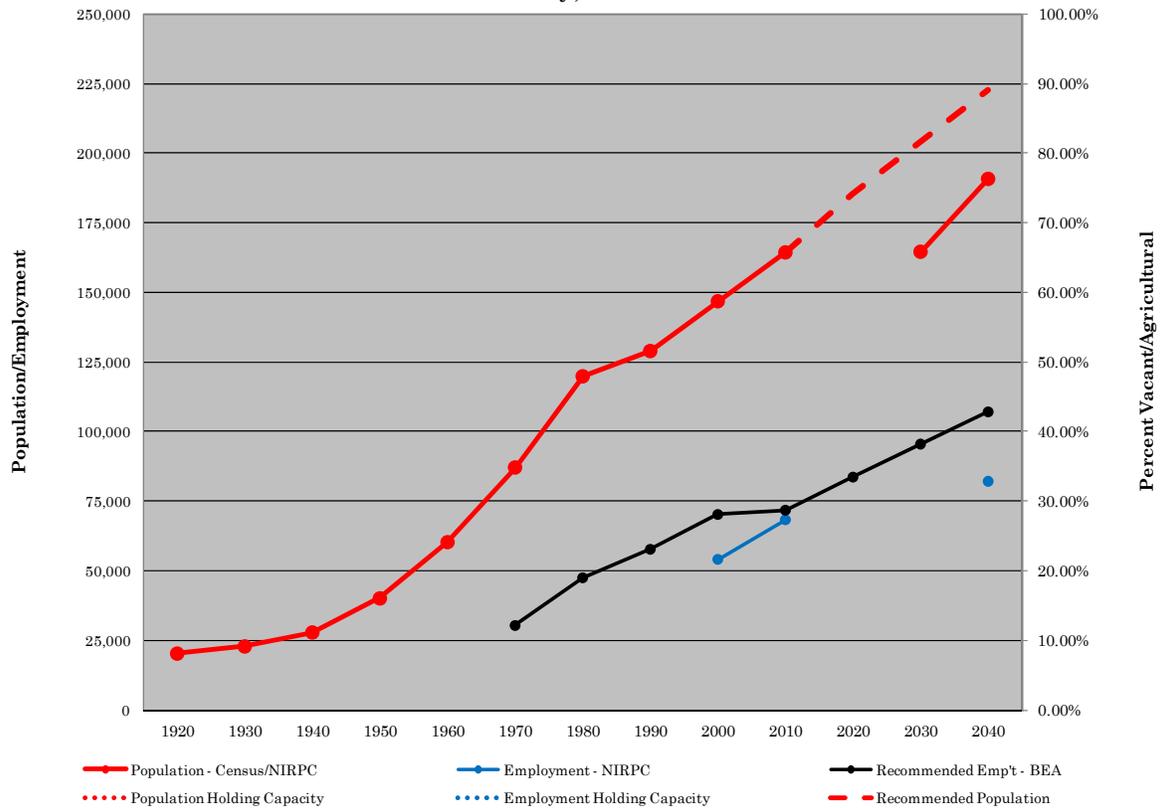
### **2. Outlook for Development – 2010-2040**

Between 2010 and 2040, Porter County's population is expected to grow from 164,343 to 222,563, a 35.4 percent increase. Employment is expected to grow from 71,768 to 107,060, a 49.2 percent increase. While there is considerable available land, much of it is in the remote southern half of the county. The environmentally-sensitive communities of Ogden Dunes, Beverly Shores and Dune Acres are constrained by the National Lakeshore, in addition to housing a significant second-home population. These Market-Driven forecasts are 16.6 percent higher than that NIRPC forecast of 190,768 persons and 30.4 percent higher than their employment forecast. See Exhibit A-27.

The impressive lakefront of Porter County, and the development of it into national significance, remains a dominant force in the development of the county. Environmental links to it, as well as continued restoration of pre-industrial lands, continue to influence the county's future. The NIRPC Marquette Plan reinforces this focus on the lakefront and efforts to revitalize it as an attraction for both tourists and residents. Three townships are

described, briefly, to illustrate the maturing and take-off growth postures in Porter County. Westchester and Center house two of the County's major cities, Chesterton and Valparaiso. Porter Township, south of Center, is approaching take-off growth.

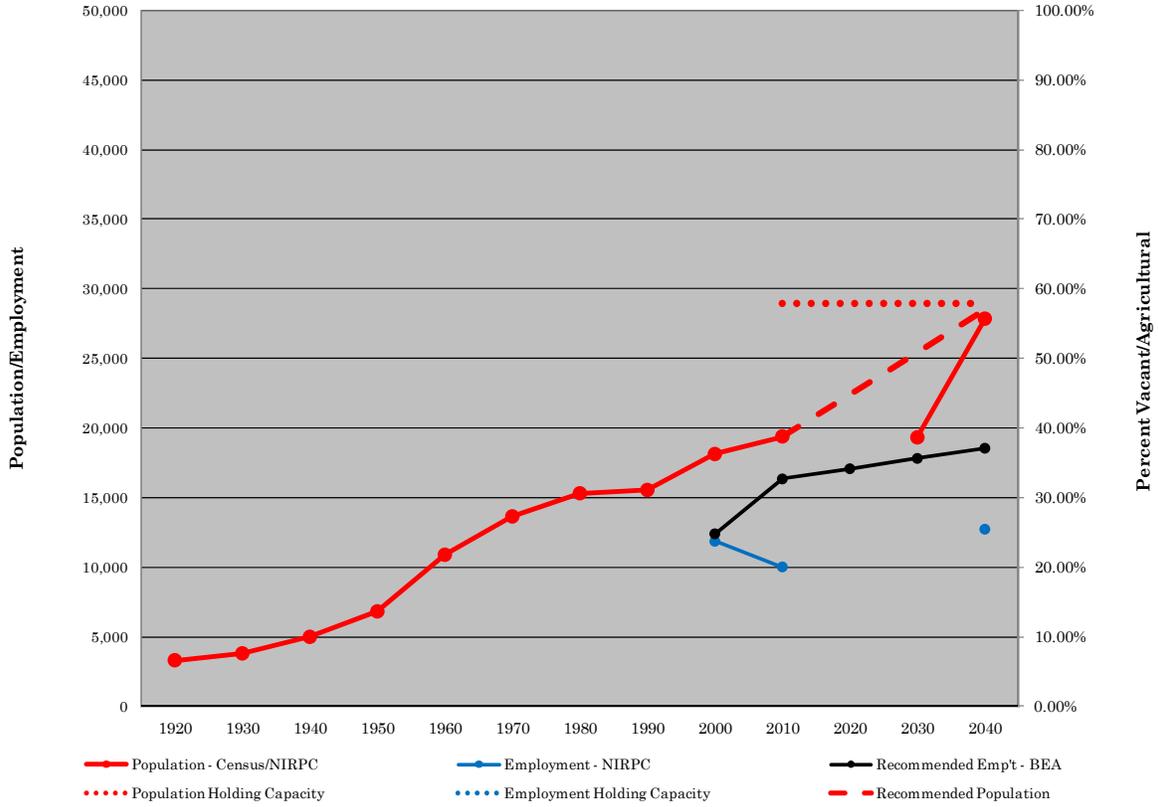
**Exhibit A-27**  
**Porter County, Indiana - Total**



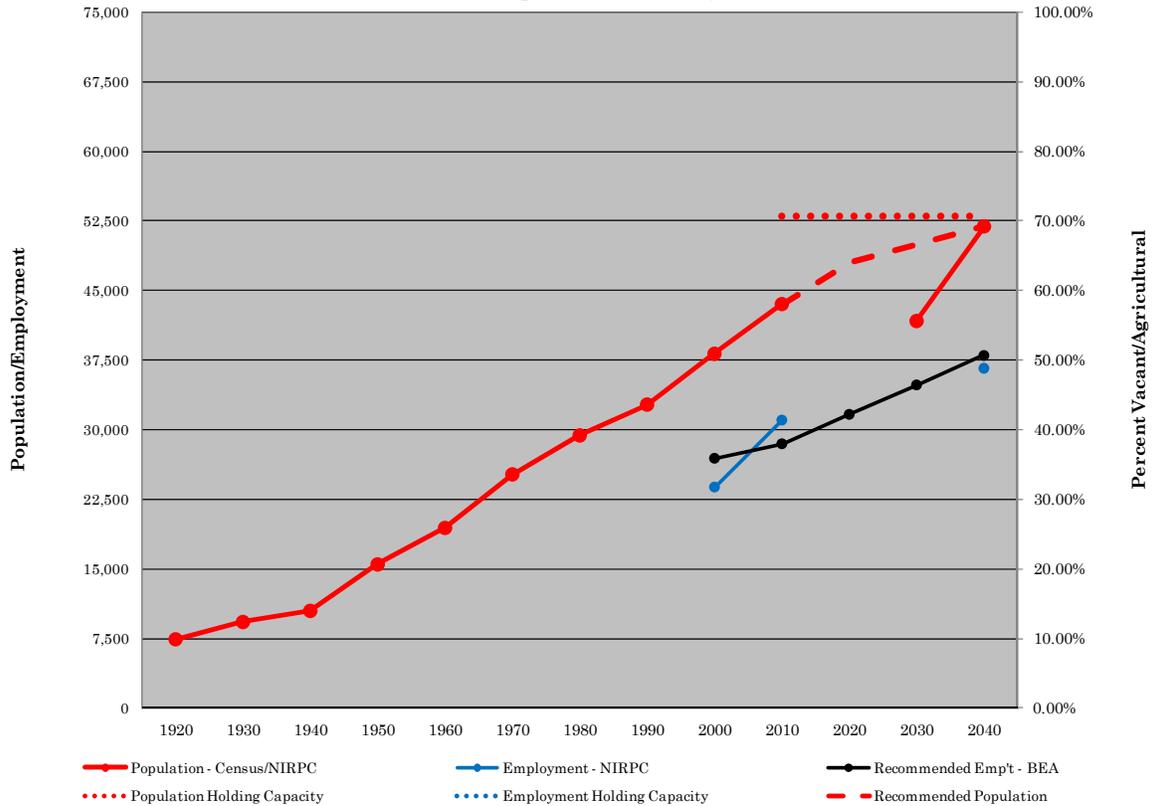
Westchester Township, home of the Town of Chesterton, with its 2010 population of 13,068, has a total population of 19,398; it is expected to grow to 28,500 by 2040. This is approximately its Holding Capacity and only slightly above the NIRPC forecast of 27,855. The Market-Driven employment forecast is 18,547, which is 45.7 percent higher than the NIRPC forecast. Westchester, which is also home to the Town of Porter (at 5,410), is well-served by I-94, I-80-90, US12 and US20, as well as the NICTD commuter rail service, which is headquartered there. Development to the north is constrained by the National Lakeshore, as well as these major transportation lines. See Exhibit A-28.

Center Township, is home to the City of Valparaiso, the County seat, and Valparaiso University. The City has a 2010 population of 31,730. The University has over 4,000 students, two-thirds of whom are from out-of-state. The forecast for Center Township is a growth from 31,756 to 69,554 in 2040. This Market-Driven forecast is 51.2 percent higher than the NIRPC forecast. Employment is expected to grow from 13,110 to 25,988, a 70.9 percent increase over the NIRPC forecast. Both government and education are increasing job sectors; and Valparaiso has both, as well as a vibrant economy and lifestyle. See Exhibit A-29.

**Exhibit A-28**  
**Westchester Township - Porter County, Indiana**



**Exhibit A-29**  
**Center Township - Porter County, Indiana**



Porter Township lies to the southwest of the City of Valparaiso and its numerous suburbs and the eastern half of the Lakes of the Four Seasons, which is growing steadily eastward and northward. Porter Township is expected to grow from 9,367 to 11,720, in 2040, 19.6 percent above the NIRPC forecast, but far below its Population Holding Capacity of almost 28,000. Its employment is forecast to rise from 652 jobs to 2,930, an increase that is far above the 298 forecast by NIRPC; but one which is required to service its growing population. See Exhibit A-30.

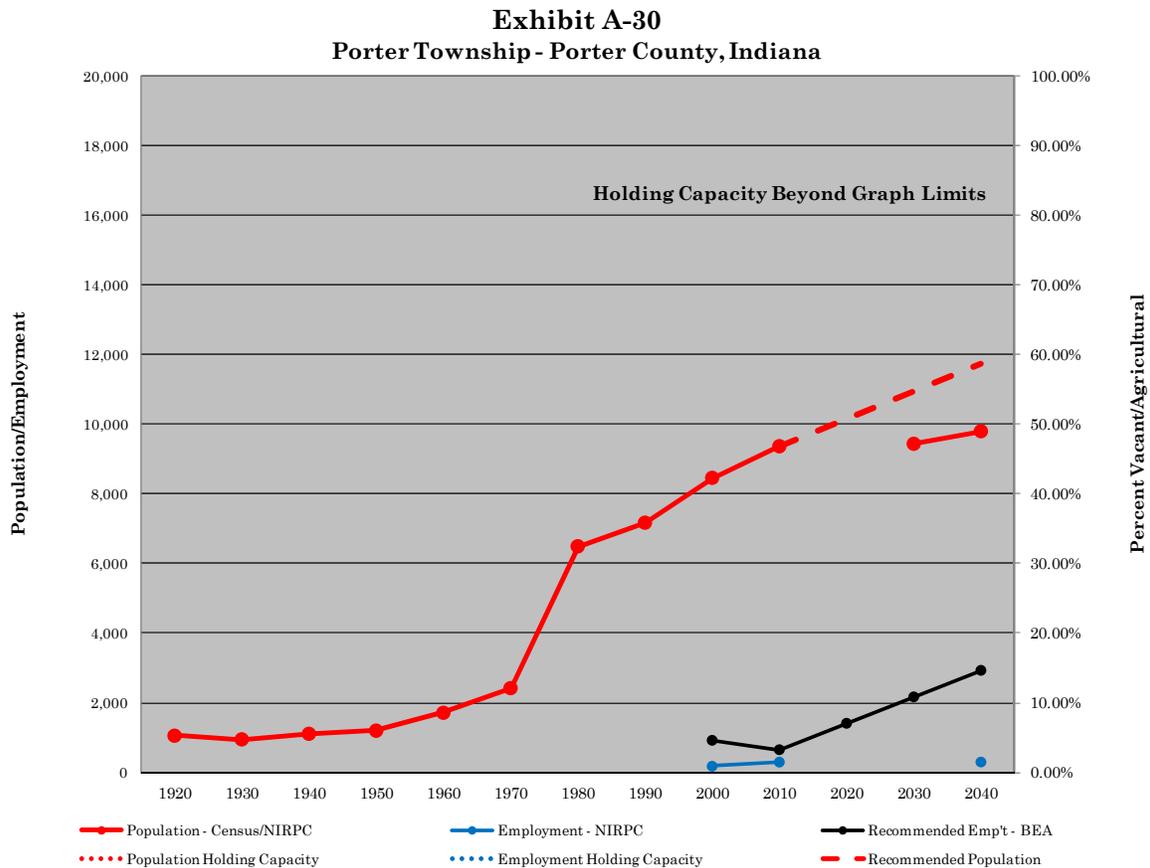


Table A-8 shows existing and forecast population and BEA employment for Porter County and its townships.

**Table A-8  
Porter County, Indiana  
Township Forecasts**

		<u>Population</u>				
County	Township/TAZ	2000	2010	2020	2030	2040
Porter	Boone	5,884	6,160	6,990	7,819	8,649
Porter	Center	38,186	43,536	48,000	49,955	51,910
Porter	Jackson	4,592	5,328	5,919	6,509	7,100
Porter	Liberty	6,727	9,319	12,213	15,106	18,000
Porter	Morgan	2,658	3,686	4,714	5,742	6,770
Porter	Pine	2,853	2,709	2,939	3,170	3,400
Porter	Pleasant	3,759	4,432	4,792	5,151	5,511
Porter	Portage	43,956	47,083	52,319	57,556	62,792
Porter	Porter	8,459	9,367	10,151	10,936	11,720
Porter	Union	8,166	8,811	9,589	10,368	11,146
Porter	Washington	3,425	4,514	5,245	6,155	7,065
Porter	Westchester	18,133	19,398	22,432	25,466	28,500
<b>Sub-Total</b>	<b>Porter County</b>	<b>146,798</b>	<b>164,343</b>	<b>185,303</b>	<b>203,933</b>	<b>222,563</b>

		<u>BEA Employment</u>				
		2000	2010	2020	2030	2040
Porter	Boone	1,796	1,472	1,936	2,400	2,706
Porter	Center	26,922	28,490	31,660	34,830	38,000
Porter	Jackson	1,177	331	766	1,200	1,487
Porter	Liberty	1,249	1,536	2,824	4,112	5,400
Porter	Morgan	369	490	982	1,474	1,966
Porter	Pine	1,399	357	571	786	1,000
Porter	Pleasant	1,222	839	1,166	1,492	1,819
Porter	Portage	17,194	14,941	17,914	20,888	23,861
Porter	Porter	921	652	1,411	2,171	2,930
Porter	Union	1,436	1,268	1,960	2,652	3,344
Porter	Washington	4,130	5,050	5,367	5,683	6,000
Porter	Westchester	12,403	16,342	17,077	17,812	18,547
<b>Sub-Total</b>	<b>Porter County</b>	<b>70,218</b>	<b>71,768</b>	<b>83,634</b>	<b>95,500</b>	<b>107,060</b>

## **J. LaPorte County**

### **1. Past Performance**

LaPorte County comprises the eastern edge of the Chicago Metropolitan Region. The Chicago-Naperville-Michigan City Combined Statistical Area recognizes the region's extent from Kenosha, north of the Wisconsin border, to LaPorte's border with Michigan. Indeed, LaPorte County enjoys an excellent Lake Michigan shoreline location, adjacent to the Indiana Dunes National Lakeshore (and Mount Baldy) to the west; and the tourist/second-home lakefront of Michigan to its northeast. Short though it may be, this LaPorte lakefront provides considerable income and visitation in the form of second homes, a major casino, an outlet mall and a marina. It is also home to two Indiana State Prisons.

The Cities of Michigan City and LaPorte, the county seat, have 2010 populations of 31,479 and 22,053, respectively. Both cities had economies based primarily on industry until the major restructuring of the 1970-80's and, more recently, the 2000-2010 period. In its place has grown retail trade, healthcare and social assistance and state and local government. This trend is true for the County as a whole.

LaPorte County is part of a major national transportation link. It is served by three interstates, I-94 and I-80-90, the latter of which is the Indiana Tollroad. These highways area carrying considerable traffic, including large portions of the US/Canada intercontinental trade and the shipments along "auto alley". The County is also served by key U.S. highways, 421, 35, 20, 12 and 30; the latter being the old Lincoln Highway. The County is also traversed by major rail lines, including the CSX and the South Shore Commuter Rail, one of the oldest interurban rail lines in the country, opened in 1908, between Michigan City and South Bend; and, by connecting to the IC in 1912, ran to Downtown Chicago. It is the only remaining interurban commuter rail in the U.S.

The population of the County of LaPorte grew steadily, and fairly briskly, between 1920 and 1980, when it declined, slightly, to 1990. Since then it has grown, slightly, to 111,474, in 2010. The employment grew slowly between 1970 and 1990; increased between 1990 and 2000; and slowed, once again, as part of the recent recession. Employment, in 2010 was 54,402.

### **2. Outlook for Development – 2010-2040**

The Market-Driven forecast for both population and employment are statistically the same as those of the regional agency, the Northwestern Indiana Regional Planning Commission (NIRPC). Both forecast the 2040 population from the current 111,474, to 123,229, a 10.5 percent increase. The forecast for employment is from the 2010 level of 54,402 to the 2040 level of 67,830, a 24.7 percent increase. The major growth is expected in health care, retail trade, and recreation/tourism. See Exhibit A-31.

**Exhibit A-31  
LaPorte County, Indiana - Total**

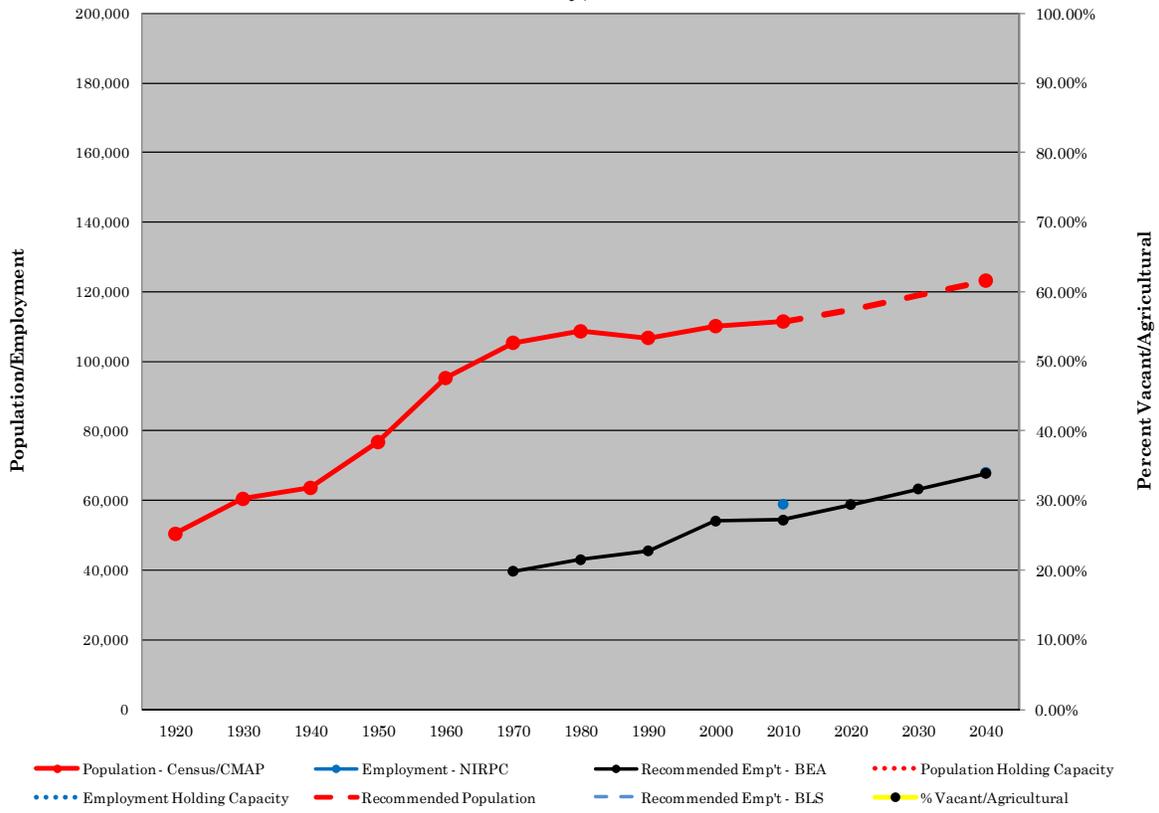


Table A-9 shows existing and forecast population and BEA employment for LaPorte County and its townships.

**Table A-9**  
**LaPorte County**  
**Township Forecasts**

		<u>Population</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
LaPorte	Cass	1,677	1,833	2,131	2,358	2,585
LaPorte	Center	24,405	25,075	24,561	25,139	25,717
LaPorte	Clinton	1,342	1,507	1,712	1,897	2,082
LaPorte	Coolspring	14,910	14,718	14,928	14,987	15,046
LaPorte	Dewey	970	935	1,026	1,118	1,209
LaPorte	Galena	1,710	1,899	1,999	2,099	2,199
LaPorte	Hanna	993	965	977	988	1,000
LaPorte	Hudson	1,909	1,883	1,904	1,924	1,945
LaPorte	Johnson	221	198	232	266	300
LaPorte	Kankakee	4,307	4,830	5,330	5,830	6,330
LaPorte	Lincoln	1,835	1,794	1,858	1,923	1,987
LaPorte	Michigan	29,326	27,522	28,315	29,107	29,900
LaPorte	New Durham	7,221	8,667	9,278	9,889	10,500
LaPorte	Noble	1,563	1,625	1,678	1,732	1,785
LaPorte	Pleasant	3,145	3,384	3,556	3,728	3,900
LaPorte	Prairie	181	209	256	302	349
LaPorte	Scipio	4,269	4,570	4,762	4,953	5,145
LaPorte	Springfield	4,742	4,045	4,285	4,525	4,765
LaPorte	Union	2,484	2,348	2,399	2,449	2,500
LaPorte	Washington	1,103	1,357	1,422	1,486	1,551
LaPorte	Wills	1,827	2,110	2,218	2,326	2,434
<b>Sub-Total</b>	<b>LaPorte County</b>	<b>110,140</b>	<b>111,474</b>	<b>114,827</b>	<b>119,026</b>	<b>123,229</b>

**Table A-9 (Cont'd)**  
**LaPorte County**  
**Township Forecasts**

		<u>BEA Employment</u>				
<u>County</u>	<u>Township/TAZ</u>	<u>2000</u>	<u>2010</u>	<u>2020</u>	<u>2030</u>	<u>2040</u>
LaPorte	Cass		384	498	611	725
LaPorte	Center		1,957	3,638	5,319	7,000
LaPorte	Clinton		3,527	3,551	3,576	3,600
LaPorte	Coolspring		15,555	15,703	15,852	16,000
LaPorte	Dewey		151	234	317	400
LaPorte	Galena		344	379	415	450
LaPorte	Hanna		426	426	426	426
LaPorte	Hudson		170	280	390	500
LaPorte	Johnson		4	18	31	45
LaPorte	Kankakee		604	903	1,201	1,500
LaPorte	Lincoln		11	57	104	150
LaPorte	Michigan		15,454	16,041	16,627	17,214
LaPorte	New Durham		10,797	11,538	12,279	13,020
LaPorte	Noble		328	427	526	625
LaPorte	Pleasant		588	692	796	900
LaPorte	Prairie		14	51	88	125
LaPorte	Scipio		960	1,040	1,120	1,200
LaPorte	Springfield		2,014	2,109	2,205	2,300
LaPorte	Union		180	220	260	300
LaPorte	Washington		679	703	726	750
LaPorte	Wills		255	370	485	600
<b>Sub-Total</b>	<b>LaPorte County</b>		<b>54,402</b>	<b>58,878</b>	<b>63,354</b>	<b>67,830</b>