



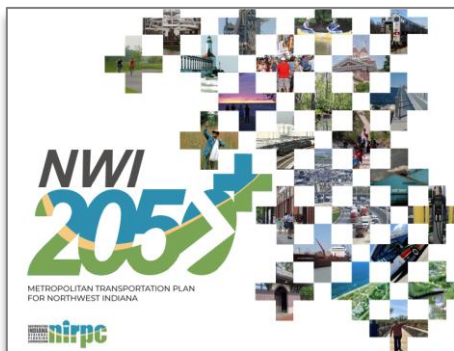
MTP Update

Economy & Place Committee
04/08/2026

Background

- Review background and timeline
- Review and discuss existing conditions data and performance measures

Background



- Carry over vision and major goals of *NWI 2050+*
- Maintain the horizon year of 2050
- Maintain organization of *NWI 2050+*
- Incorporate new data and public and stakeholder feedback
 - Update all federal and regional performance measures and indicators
- Update technical components of plan: socioeconomic forecasts, financial plan, air quality conformity
- Focus on specific implementation actions including regionally significant projects

- Active Transportation
- Environment
- Freight
- Land Use & Housing
- Highways
- Transit

Draft Project Timeline

**Public engagement strategy still in development*

Q1-2026			Q2-2026			Q3-2026			Q4-2026			Q1-2027			Q2-2027		
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Regional Profile and Performance			Assessment and Analysis			Plan Recommendations						Plan Preparation and Adoption					
Regional Profile and Performance Report <i>Existing Conditions and Performance Measures</i>			Implementation Action Areas Assessment <i>Internal and stakeholder review of implementation actions</i>			Finalize Implementation Actions <i>Link implementation to theme and goal area</i>						NWI 2050+ UPDATE <i>Develop public comment draft</i> <i>Public comment period</i> <i>Final Plan Development</i> <i>Final Plan Adoption</i>					
Goals Synthesis and Regional Plan Summary			Public Meetings and Engagement <i>Identify broad level priorities and potential new implementation actions</i>			Socioeconomic Forecast <i>Update population and employment projections</i>						Financial Plan <i>Estimate available revenues</i> <i>Demonstrate fiscal constraint</i>					
			Transportation Investments <i>Establish investment priorities</i> <i>Update project selection criteria</i>			Solicit projects <i>Analyze projects</i> <i>Develop project list</i>											

Draft Project Timeline

**Public engagement strategy still in development*

Q1-2026			Q2-2026			Q3-2026			Q4-2026			Q1-2027			Q2-2027		
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE

Regional Profile and Performance	Assessment and Analysis	Plan Recommendations		Plan Preparation and Adoption
----------------------------------	-------------------------	----------------------	--	-------------------------------

Regional Profile and Performance Report
Existing Conditions and Performance Measures

Goals Synthesis and Regional Plan Summary

Finalizing

Implementation Action Areas Assessment
Internal and stakeholder review of implementation actions

Public Meetings and Engagement
Identify broad level priorities and potential new implementation actions

Transportation Investments
Establish investment priorities
Update project selection criteria

Finalize Implementation Actions
Link implementation to theme and goal area

Socioeconomic Forecast
Update population and employment projections

Solicit projects
Analyze projects
Develop project list

Financial Plan
Estimate available revenues
Demonstrate fiscal constraint

NWI 2050+ UPDATE
Develop public comment draft
Public comment period
Final Plan Development
Final Plan Adoption

Draft Project Timeline

*Public engagement strategy still in development

Q1-2026			Q2-2026			Q3-2026			Q4-2026			Q1-2027			Q2-2027		
JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE	JULY	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL	MAY	JUNE
Regional Profile and Performance			Assessment and Analysis						Plan Recommendations			Plan Preparation and Adoption					
Regional Profile and Performance Report <i>Existing Conditions and Performance Measures</i> <i>Goals Synthesis and Regional Plan Summary</i>			Implementation Action Areas Assessment <i>Internal and stakeholder review of implementation actions</i> Public Meetings and Engagement <i>Identify broad level priorities and potential new implementation actions</i> Transportation Investments <i>Establish investment priorities</i> <i>Update project selection criteria</i>			Finalize Implementation Actions <i>Link implementation to theme and goal areas</i> Socioeconomic Forecast <i>Update population and employment projections</i>			Financial Plan <i>Estimate available revenues</i> <i>Demonstrate fiscal constraint</i> Solicit projects <i>Analyze projects</i> <i>Develop project list</i>			NWI 2050+ UPDATE <i>Develop public comment draft</i> <i>Public comment period</i> <i>Final Plan Development</i> <i>Final Plan Adoption</i>					

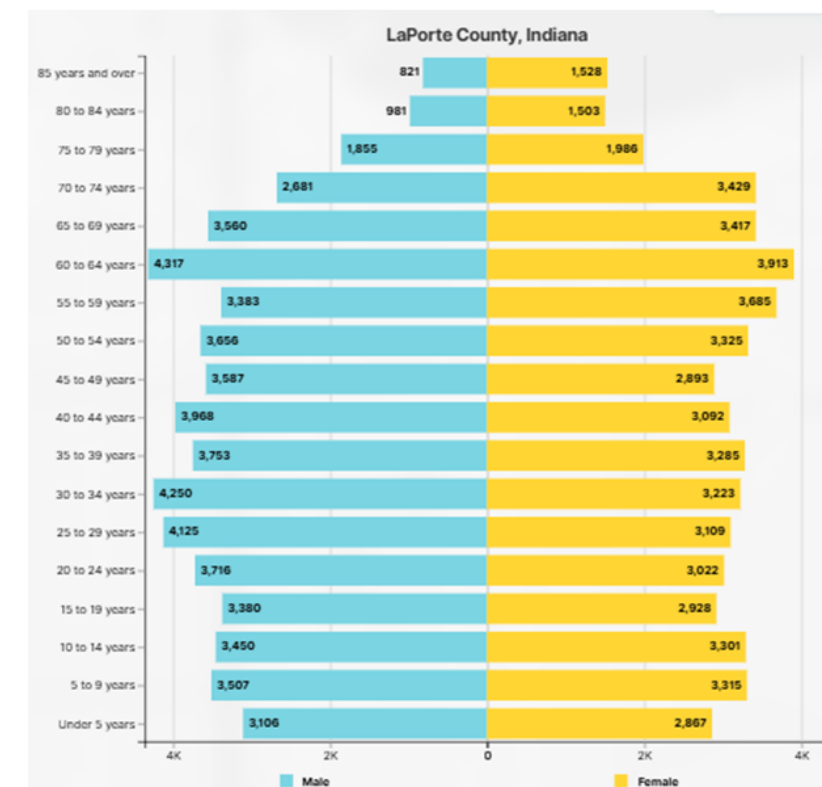
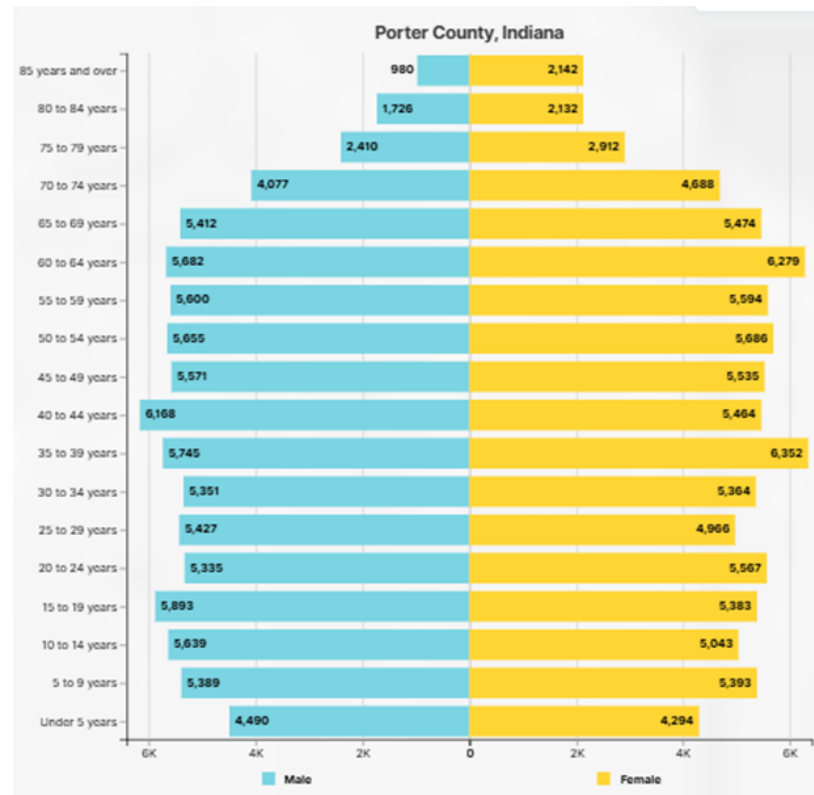
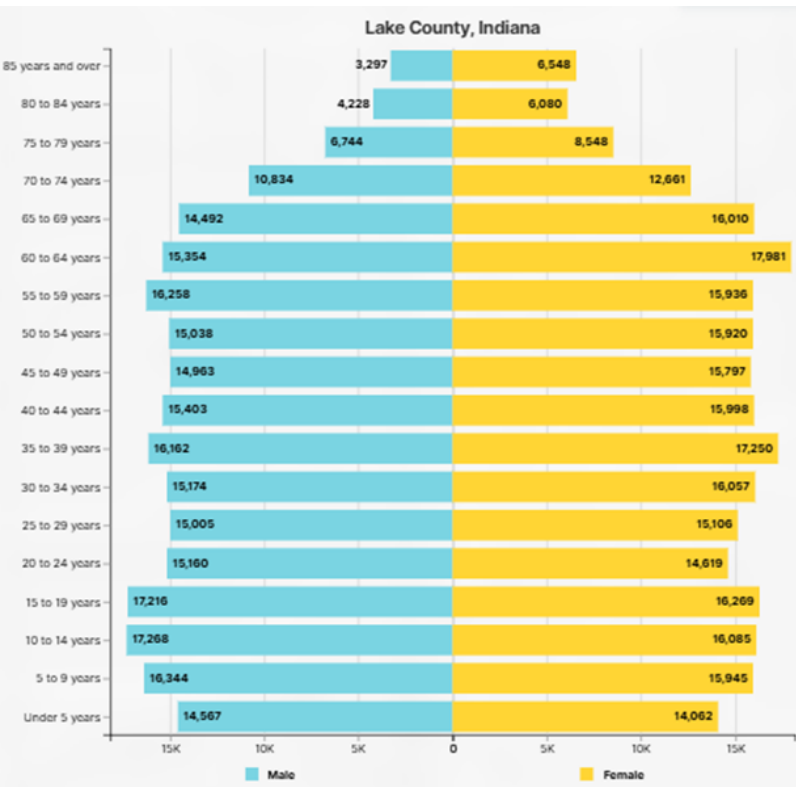
For review and analysis

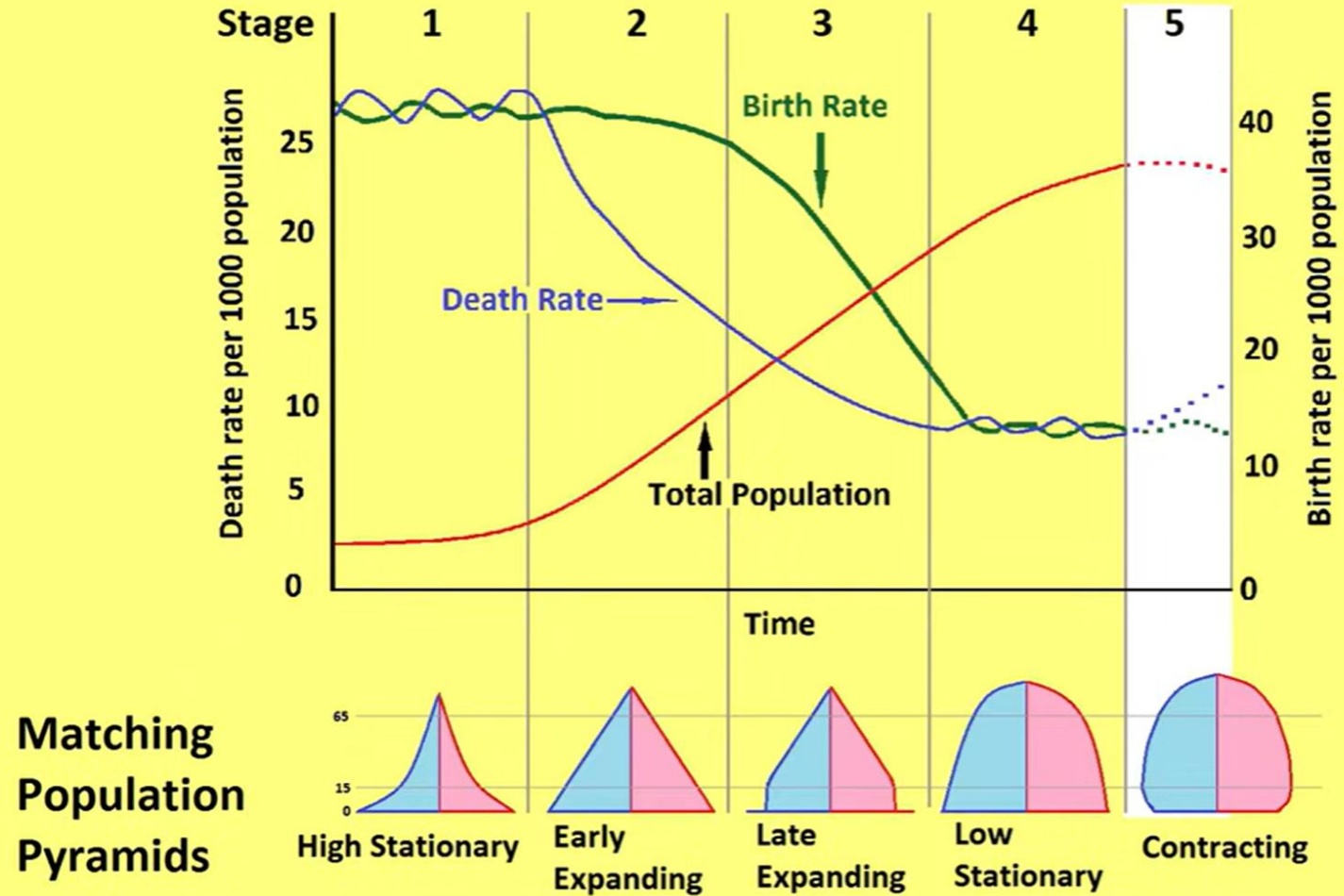




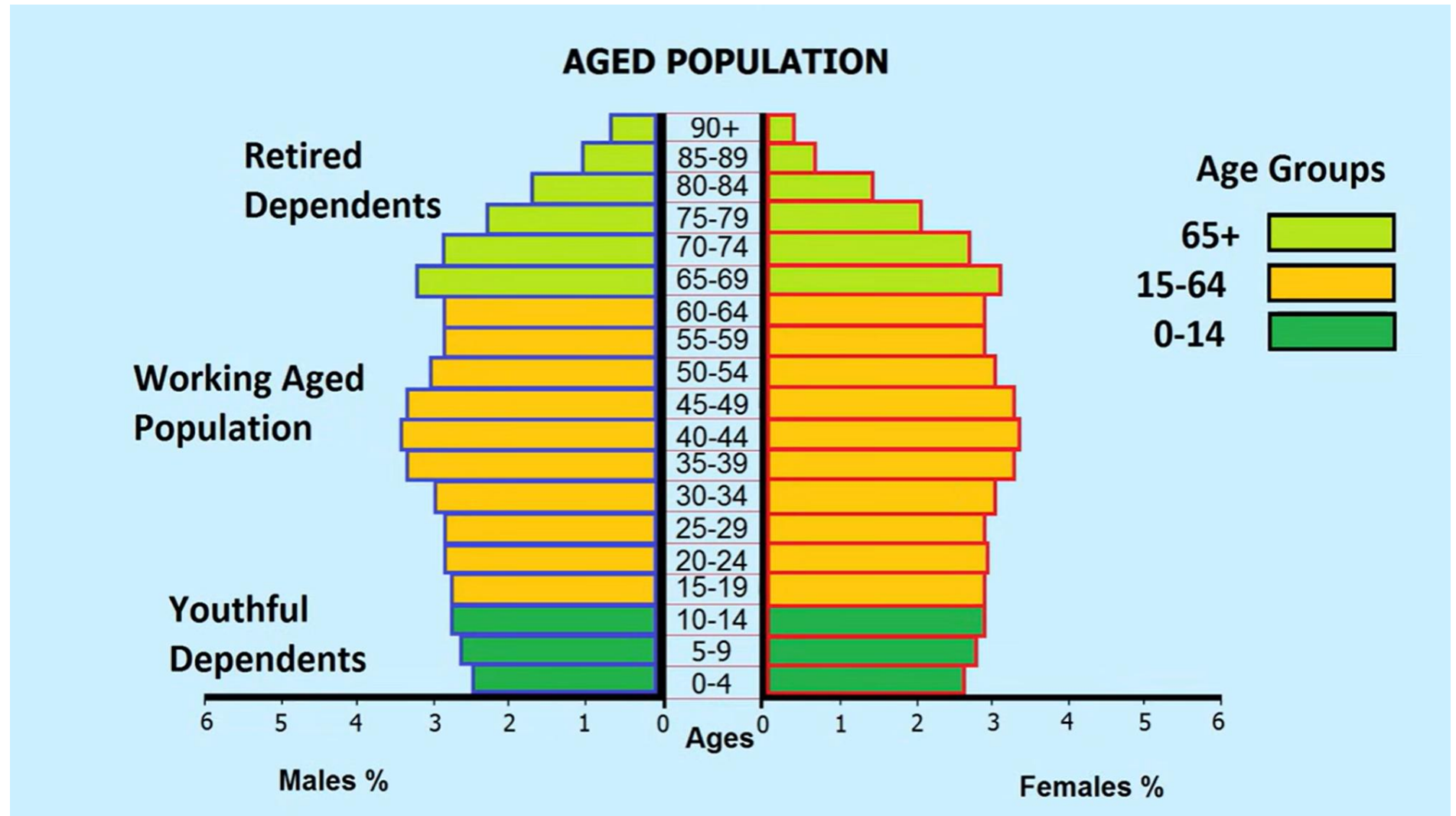
Demographics

Age Distribution

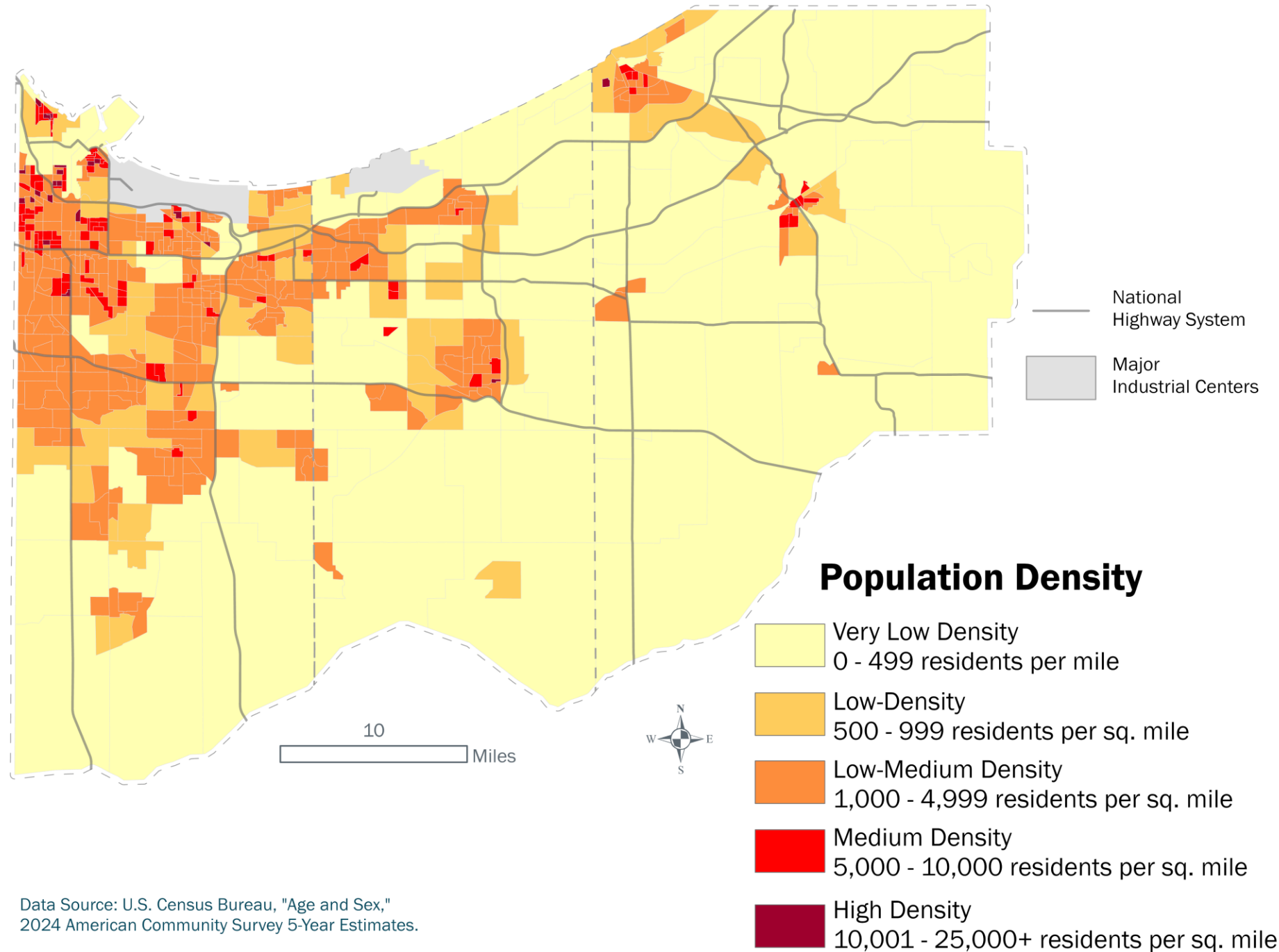


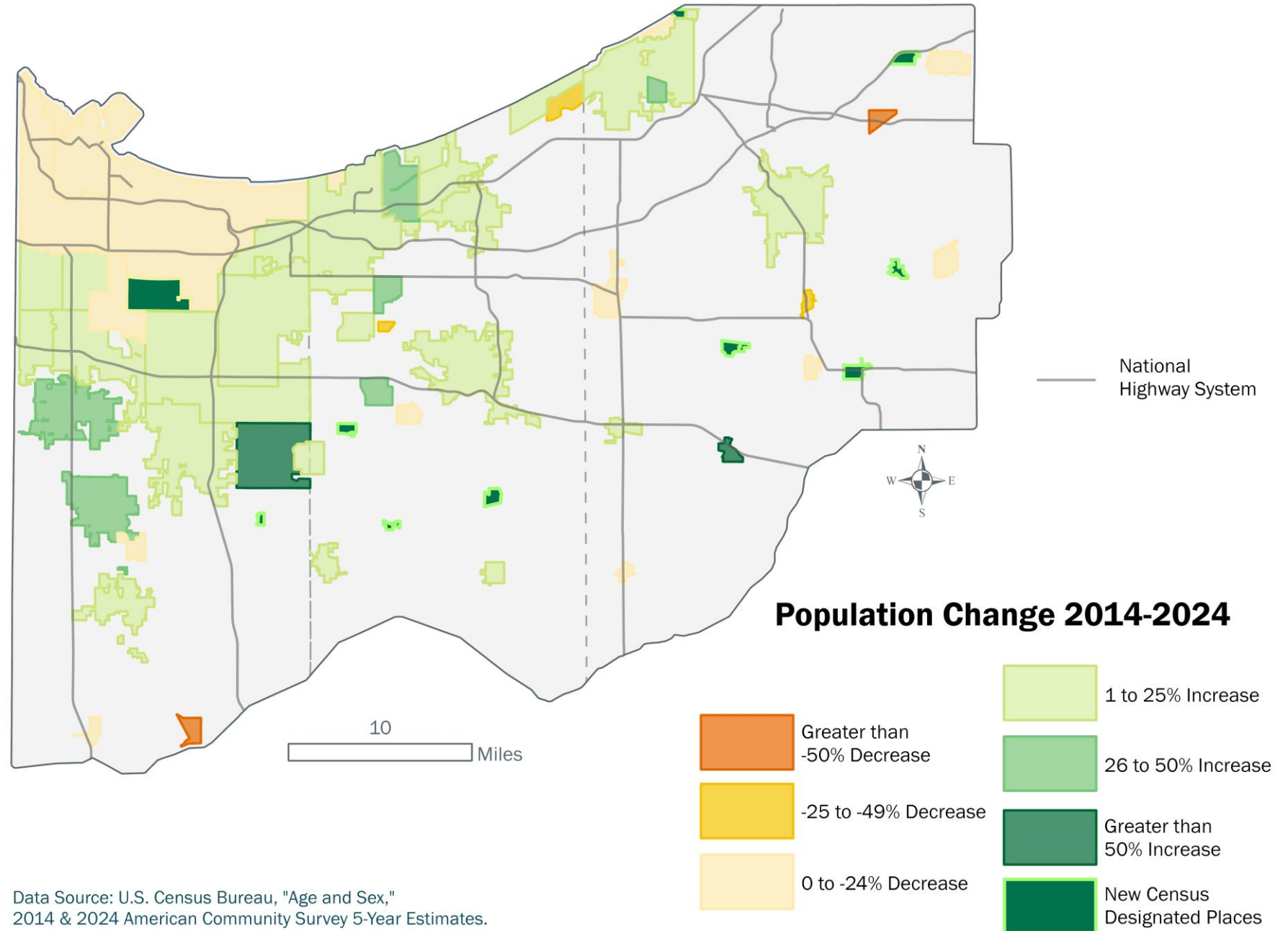


Demographic Transition Model



Demographic Transition Model

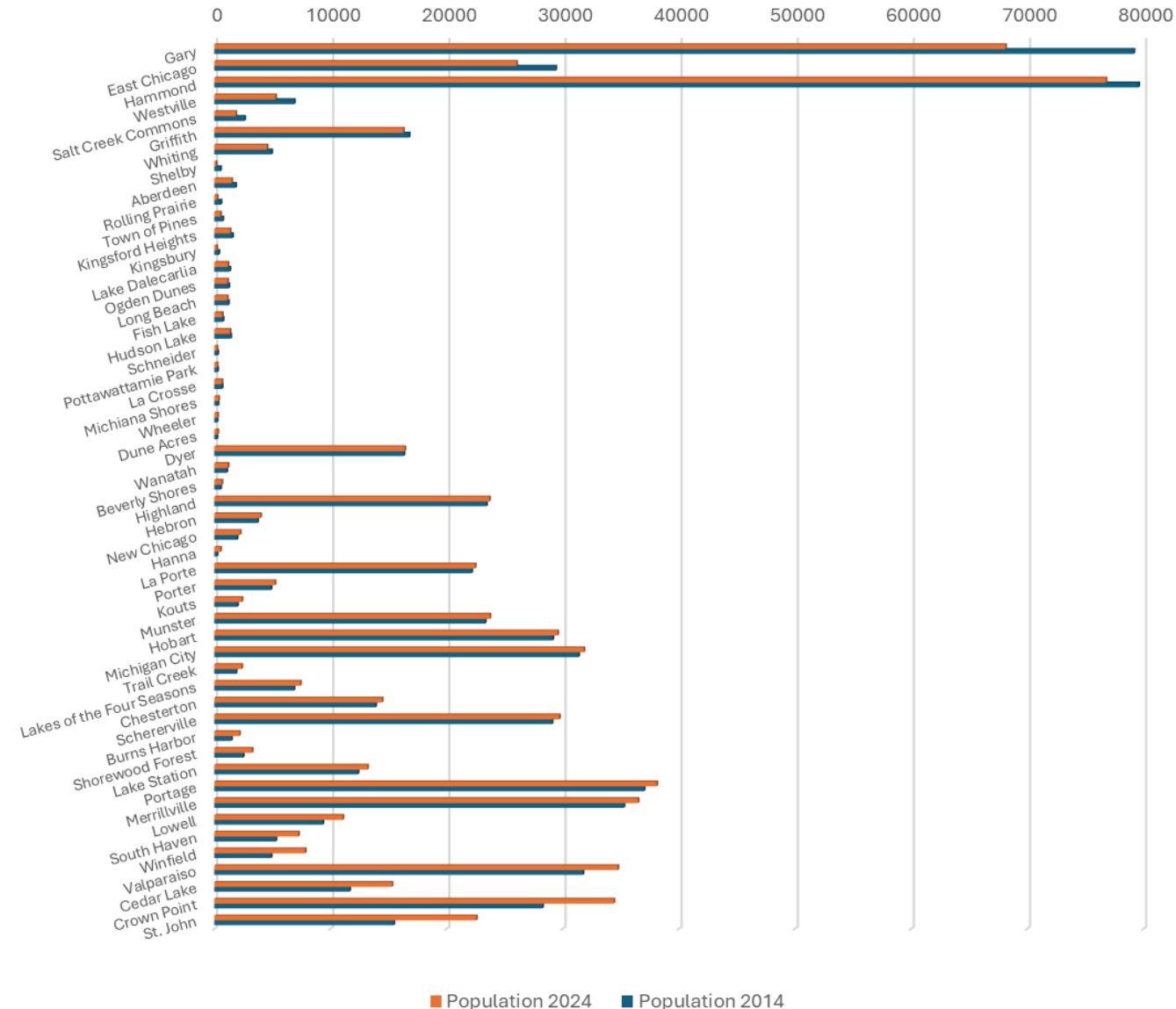




Data Source: U.S. Census Bureau, "Age and Sex,"
2014 & 2024 American Community Survey 5-Year Estimates.



Northwest Indiana Population Change



Areas with the Most
Total Population Gains

1. St. John
(+15,456 people)
2. Crown Point
(+6,134 people)
3. Cedar Lake
(+3642 people)

Areas with the Most
Total Population Loss

1. Gary
(-11,052 people)
2. East Chicago
(-3365 people)
3. Hammond
(-2817 people)

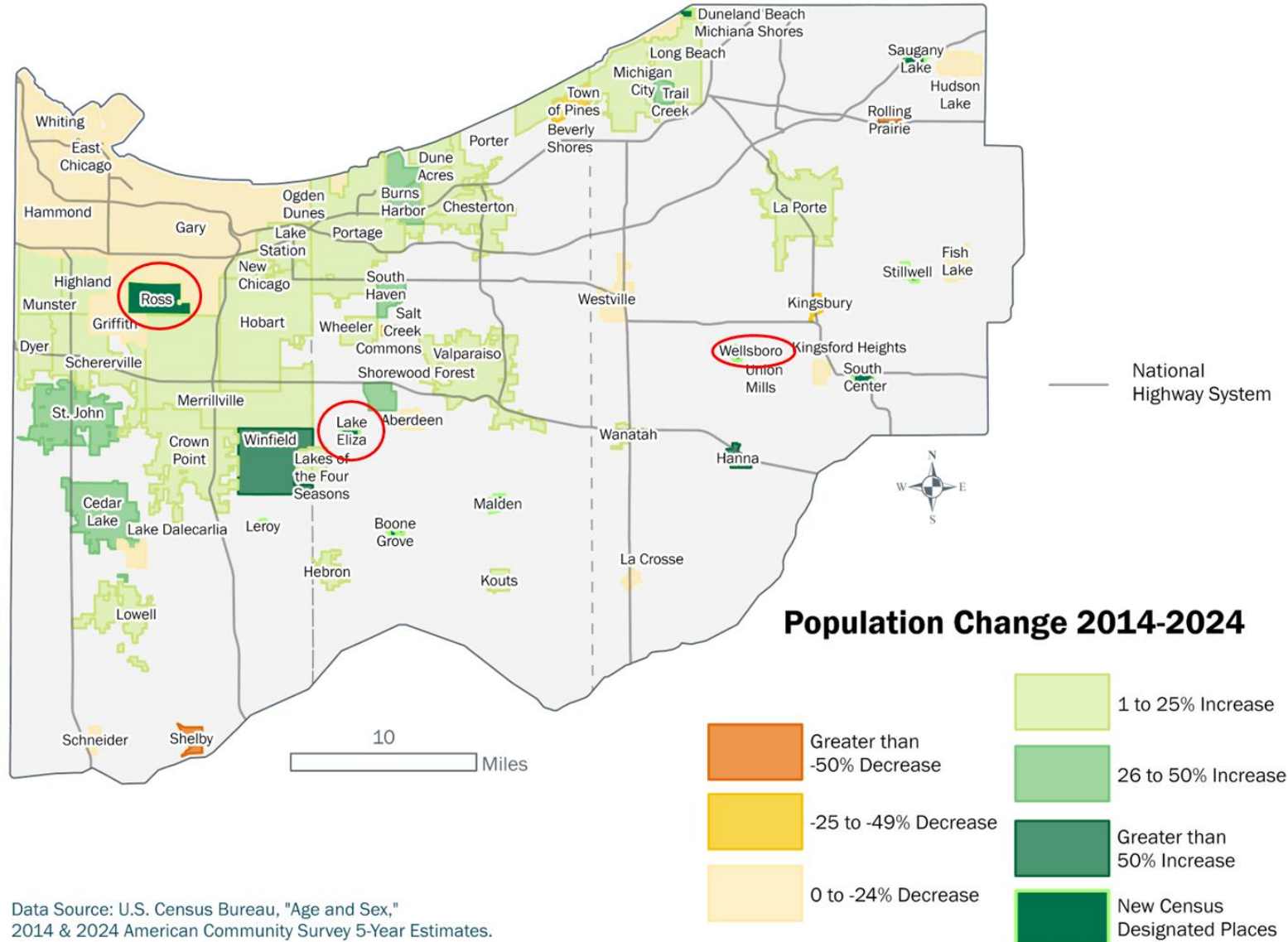
Locations with the
Greatest Increase
in **Percentage**
of Population

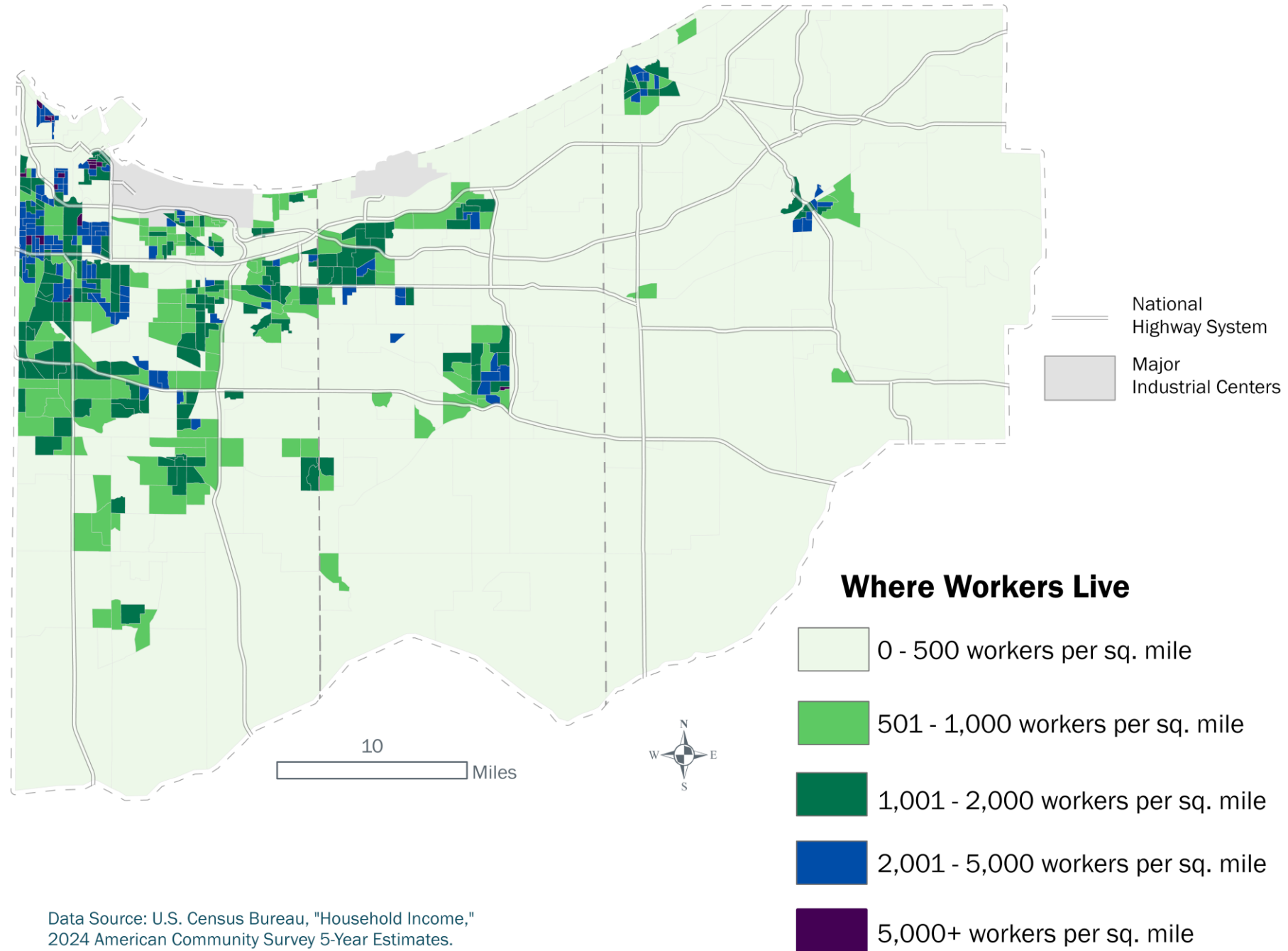
Locations with the
Greatest Decrease
in **Percentage** of
Population

Place	Population Change (%) 2014-2024	Place	Population Change (%) 2014-2024
Hanna	116%	Shelby	-69%
Winfield	60%	Rolling Prairie	-58%
St. John	46%	Kingsbury	-45%

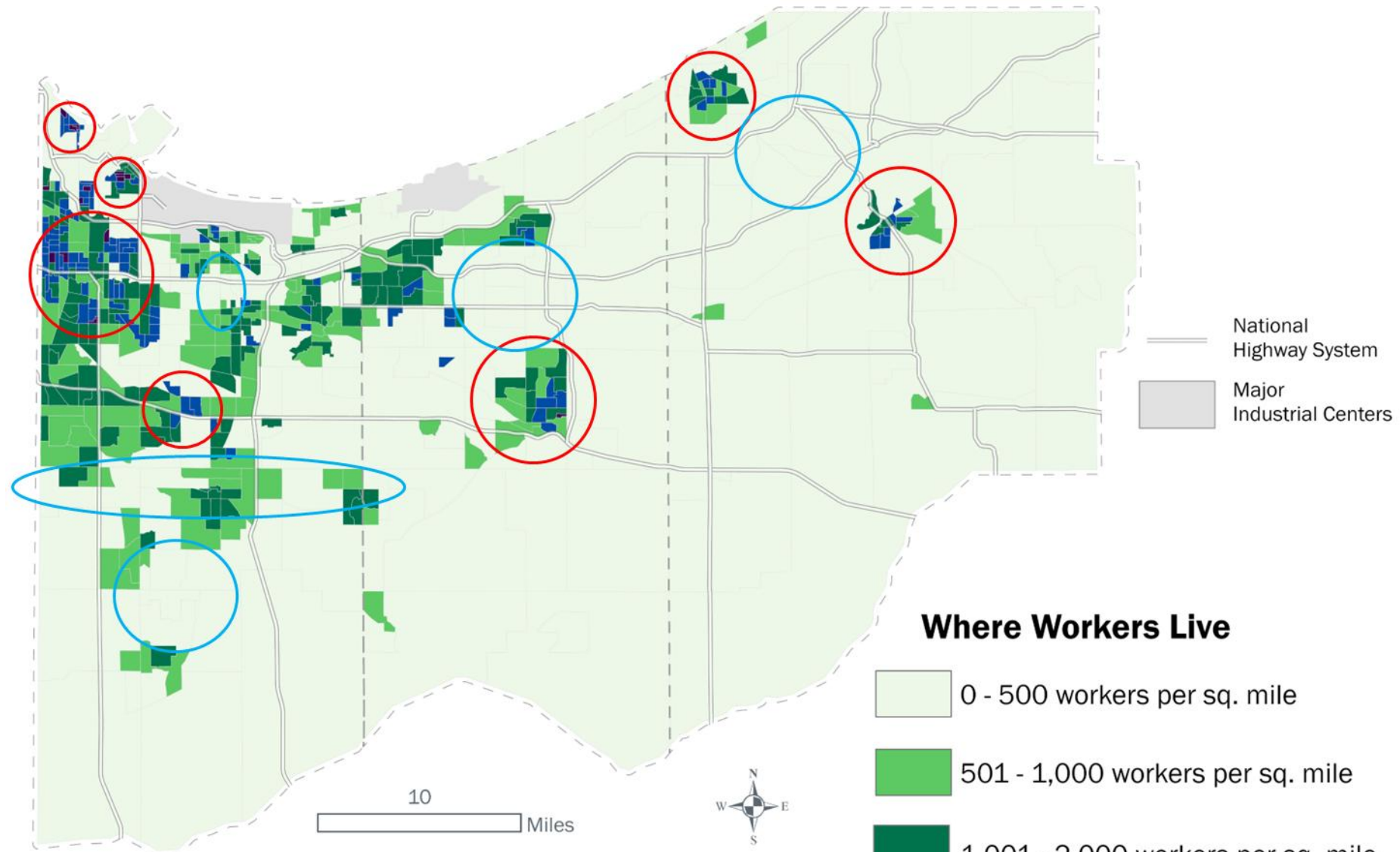
New Census Designated Places:

1. **Boone Grove** – 110 (people/sq. mile)
2. **Duneland Beach** – 400 (people/sq. mile)
3. **Lake Eliza** – 1,002 (people/sq. mile)
4. **Leroy** – 385 (people/sq. mile)
5. **Malden** – 194 (people/sq. mile)
6. **Ross** – 1,188 (people/sq. mile)
7. **Saugany Lake** – 270 (people/sq. mile)
8. **South Center** – 120 (people/sq. mile)
9. **Stillwell** – 22 (people/sq. mile)
10. **Union Mills** – 368 (people/sq. mile)
11. **Wellsboro** - 1,874 (people/sq. mile)



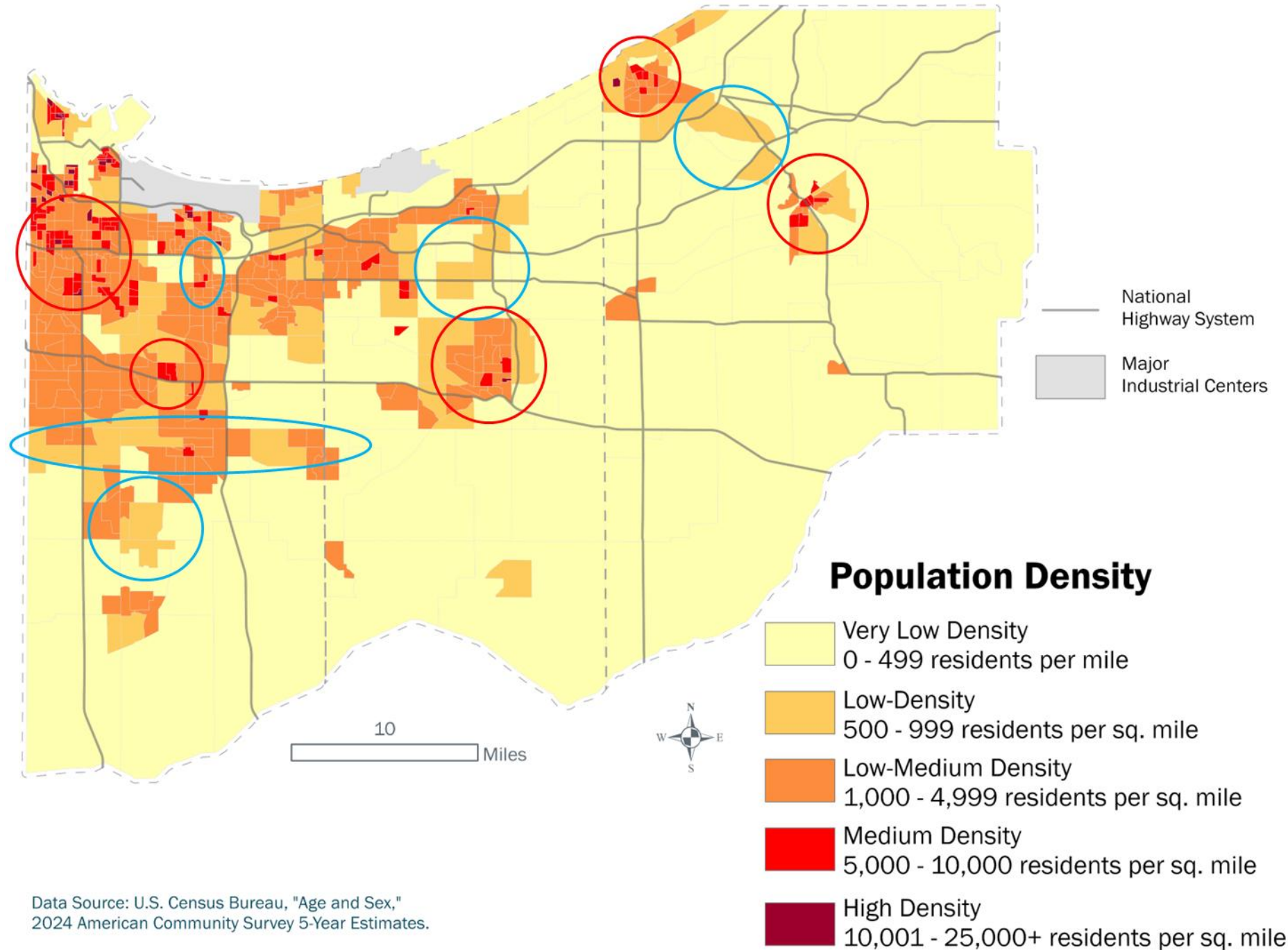


-  Similar Areas
-  Dissimilar Areas

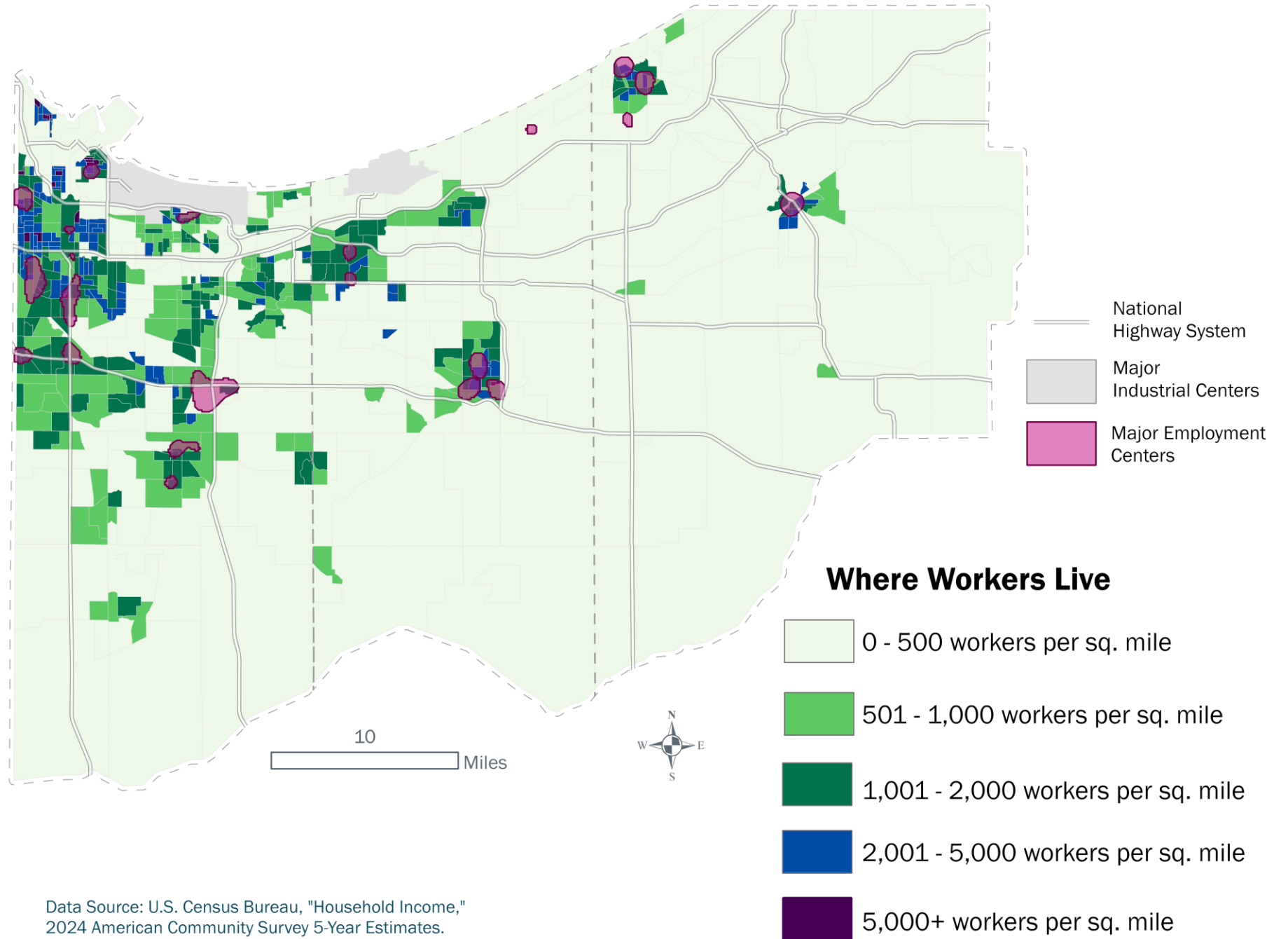


Data Source: U.S. Census Bureau, "Household Income,"
2024 American Community Survey 5-Year Estimates.

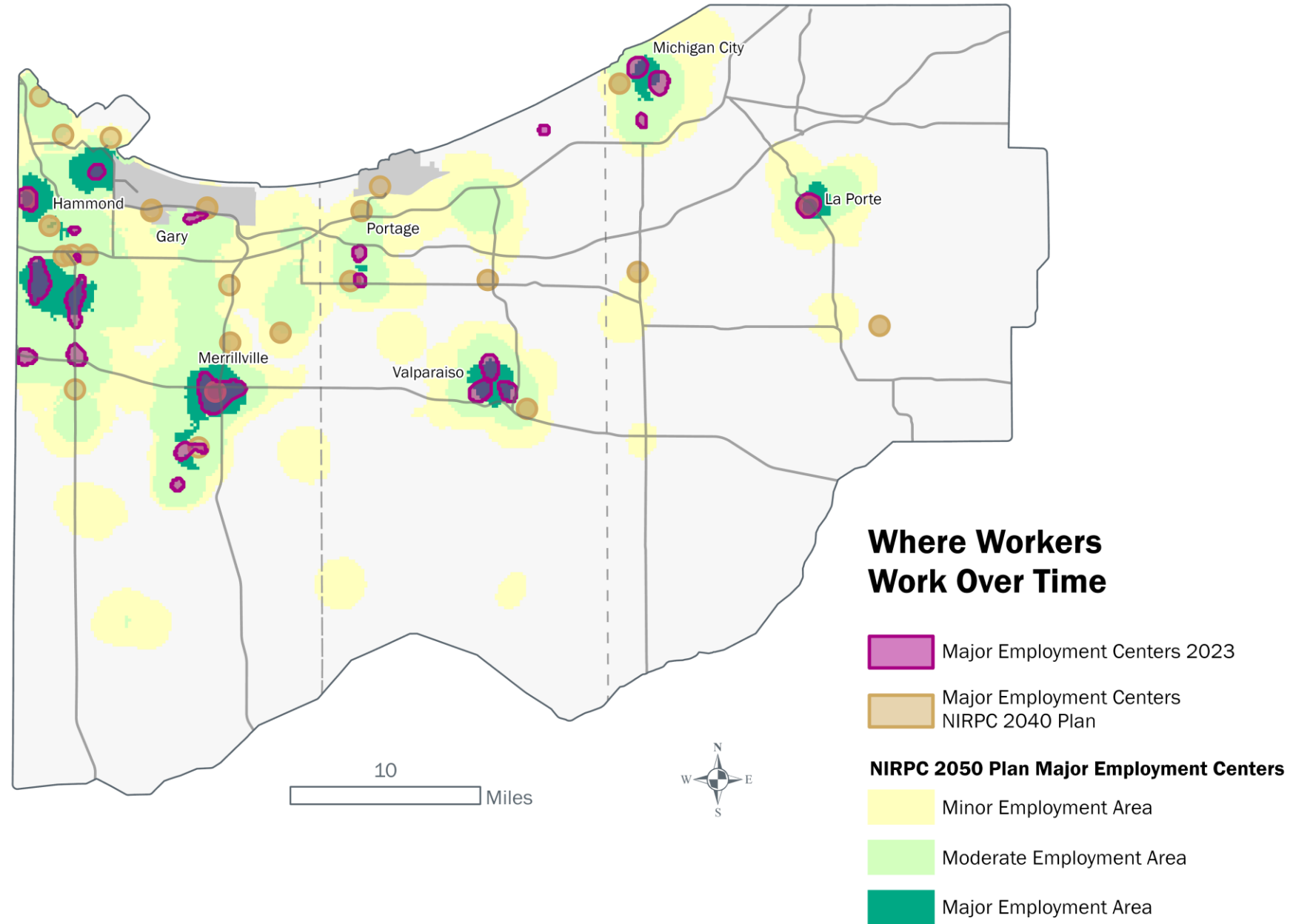
- Similar Areas
- Dissimilar Areas



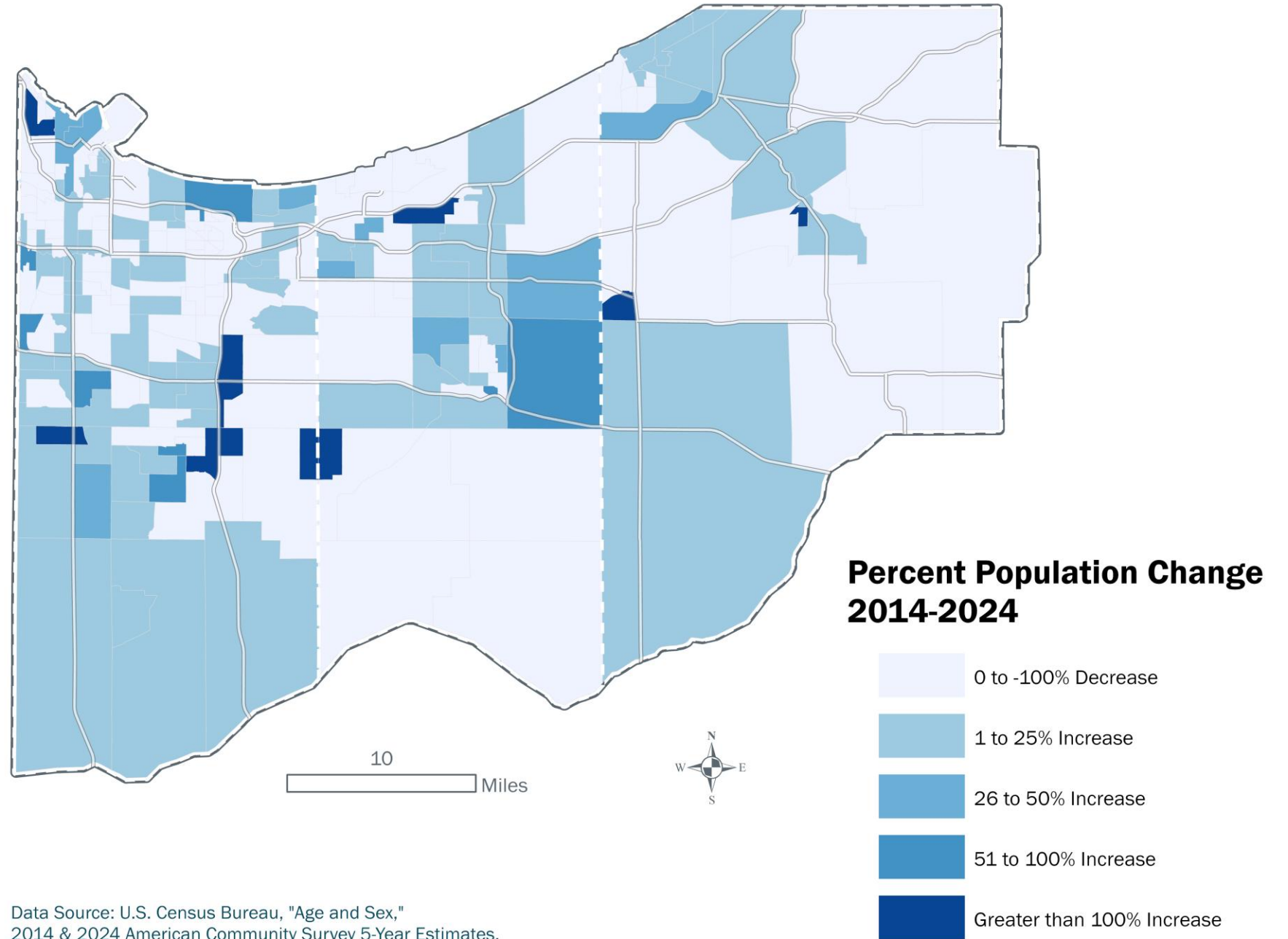
Data Source: U.S. Census Bureau, "Age and Sex,"
2024 American Community Survey 5-Year Estimates.



Data Source: U.S. Census Bureau, "Household Income,"
2024 American Community Survey 5-Year Estimates.

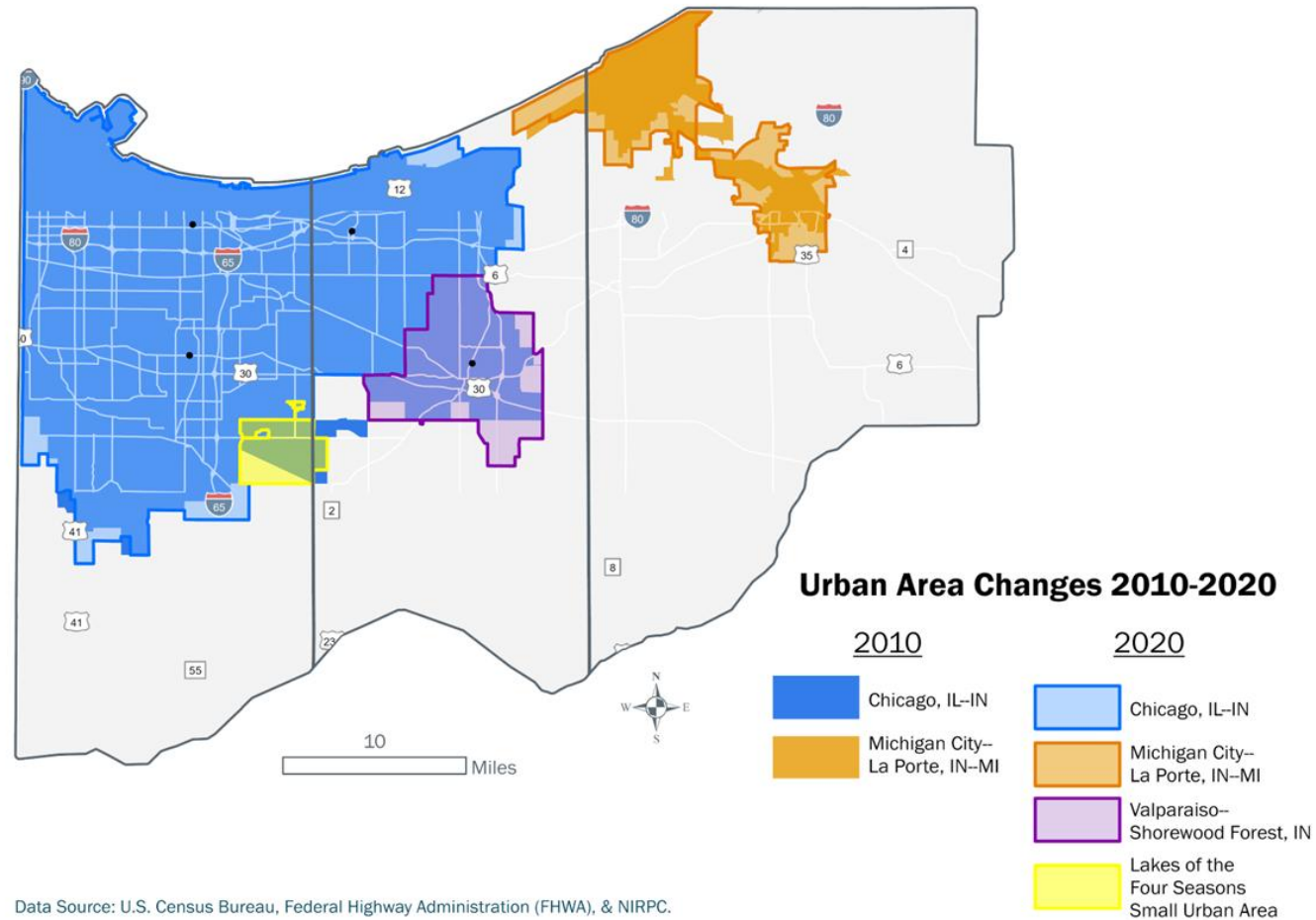


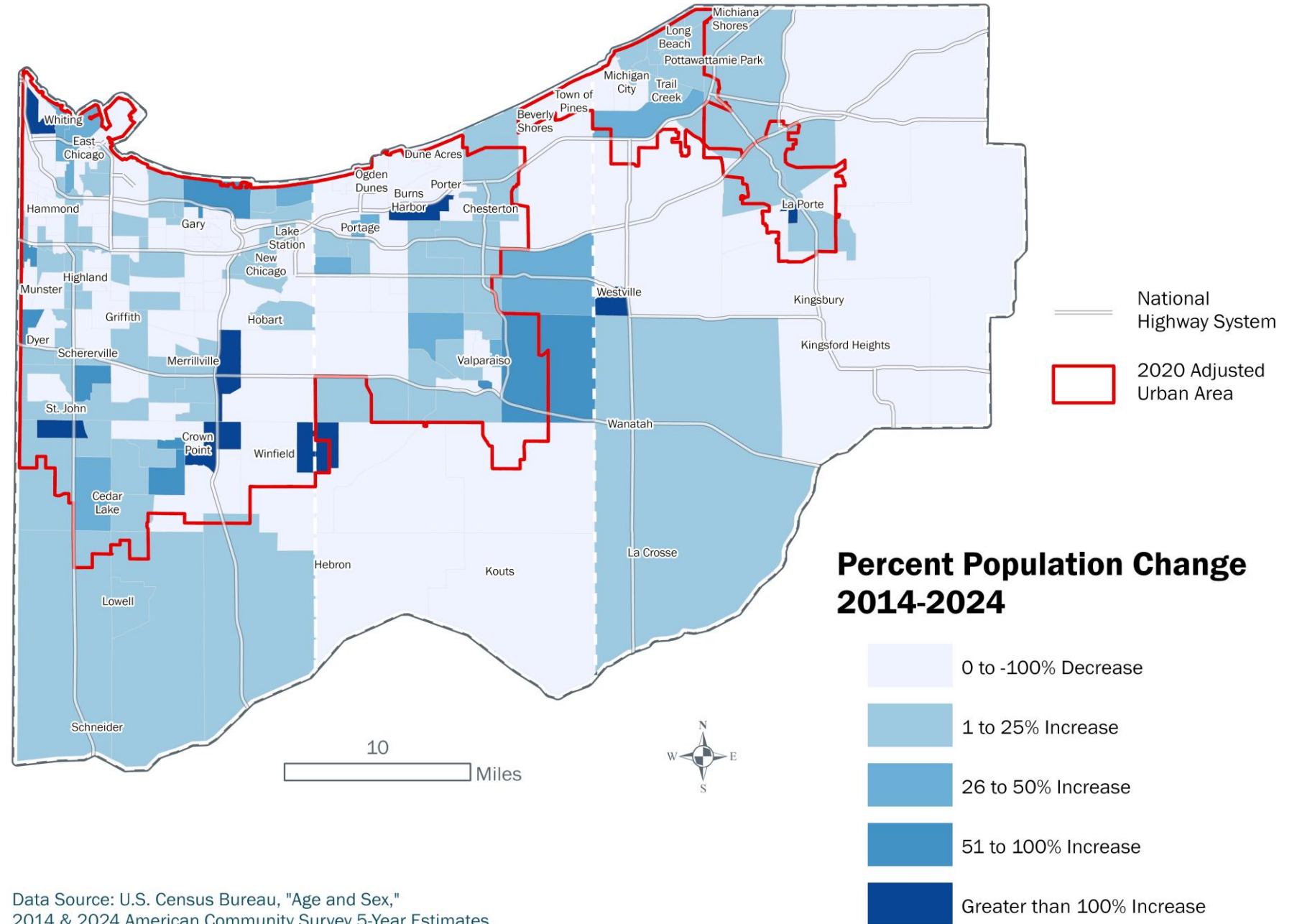
Data Source: NIRPC 2040 Plan, NIRPC NWI 2050 Plan, and Data Axle (2023).



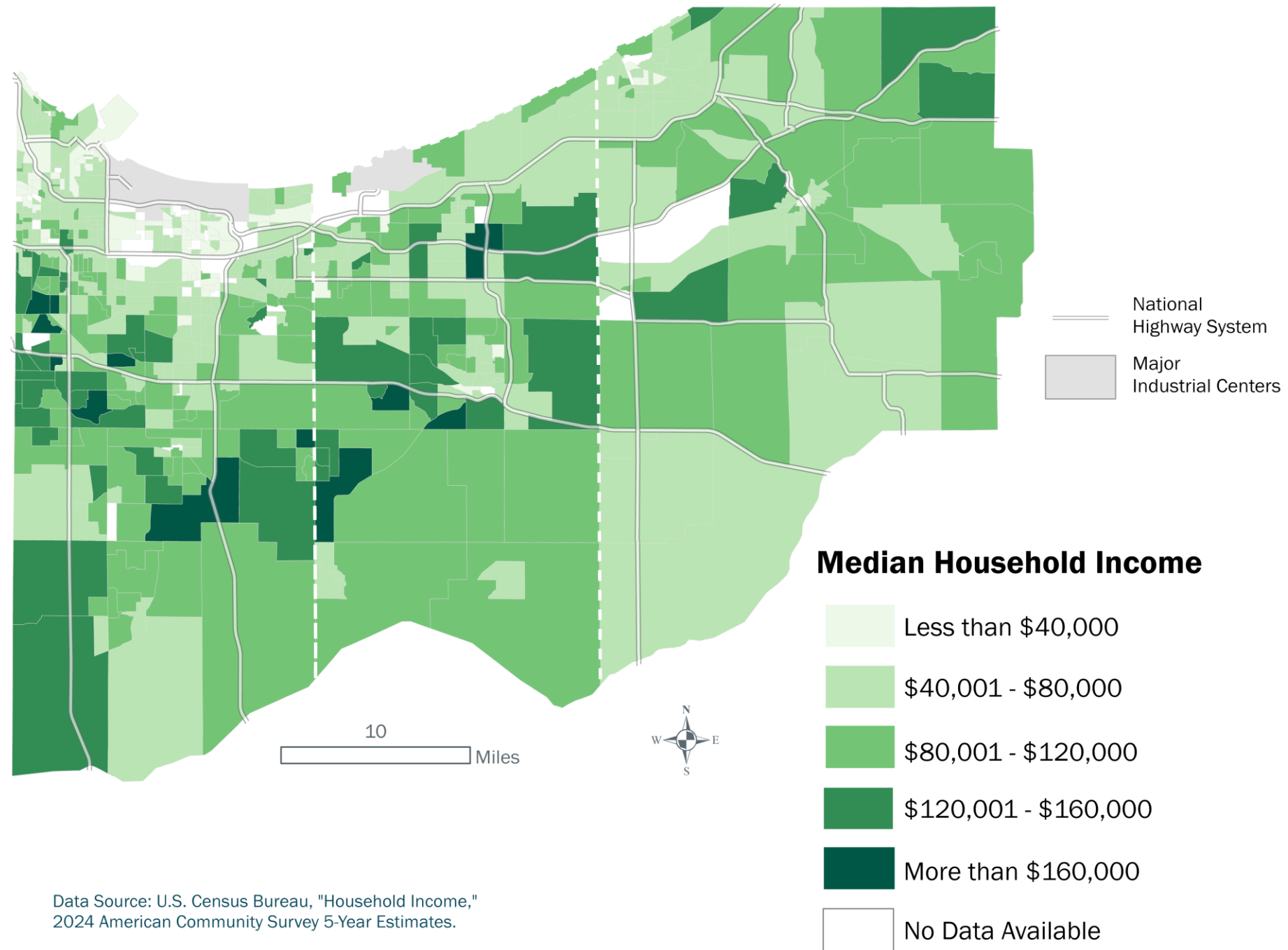
Data Source: U.S. Census Bureau, "Age and Sex,"
2014 & 2024 American Community Survey 5-Year Estimates.

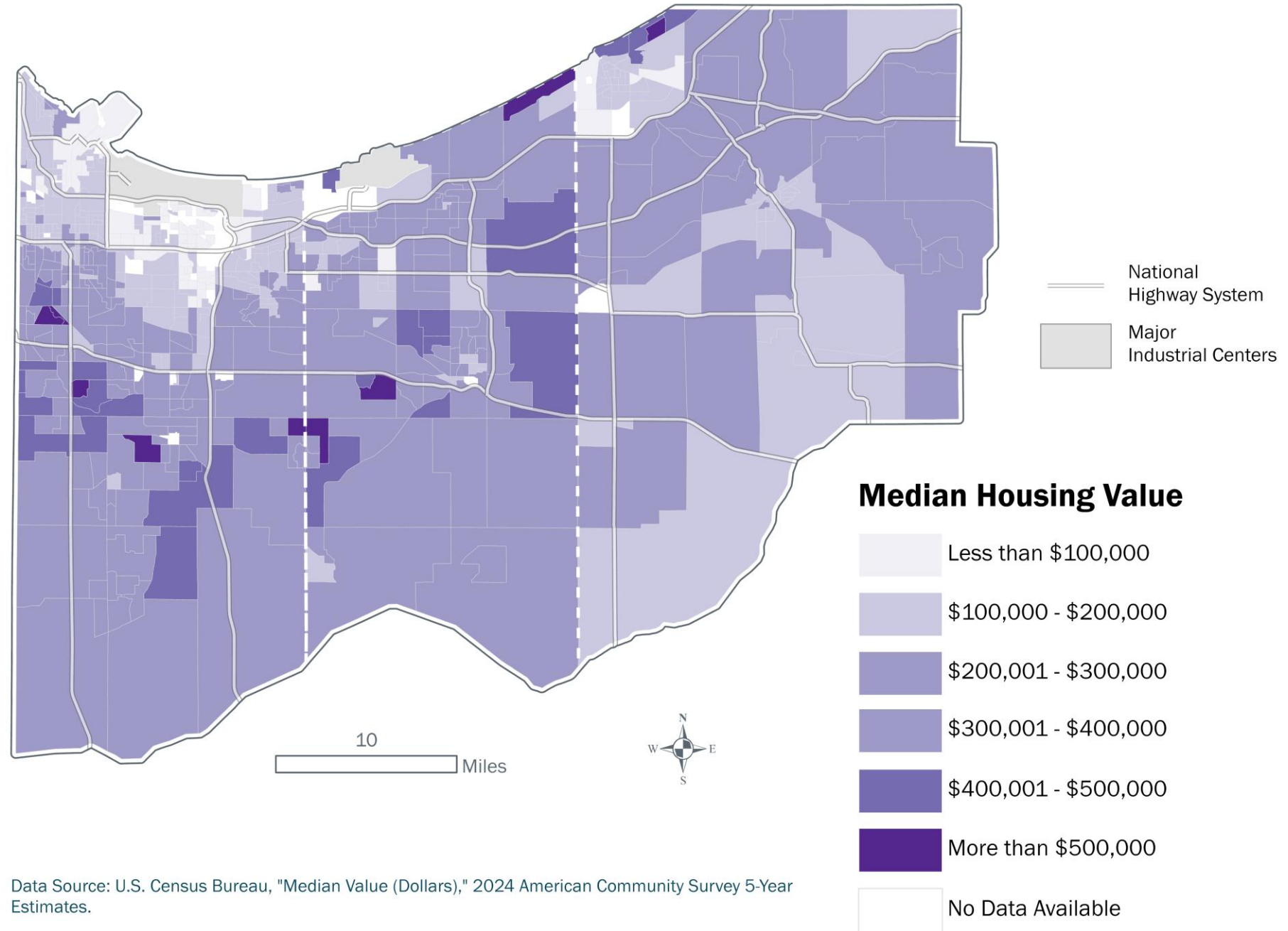
Population Changes Similarly Follow Changes to the Census Designated Urban Areas

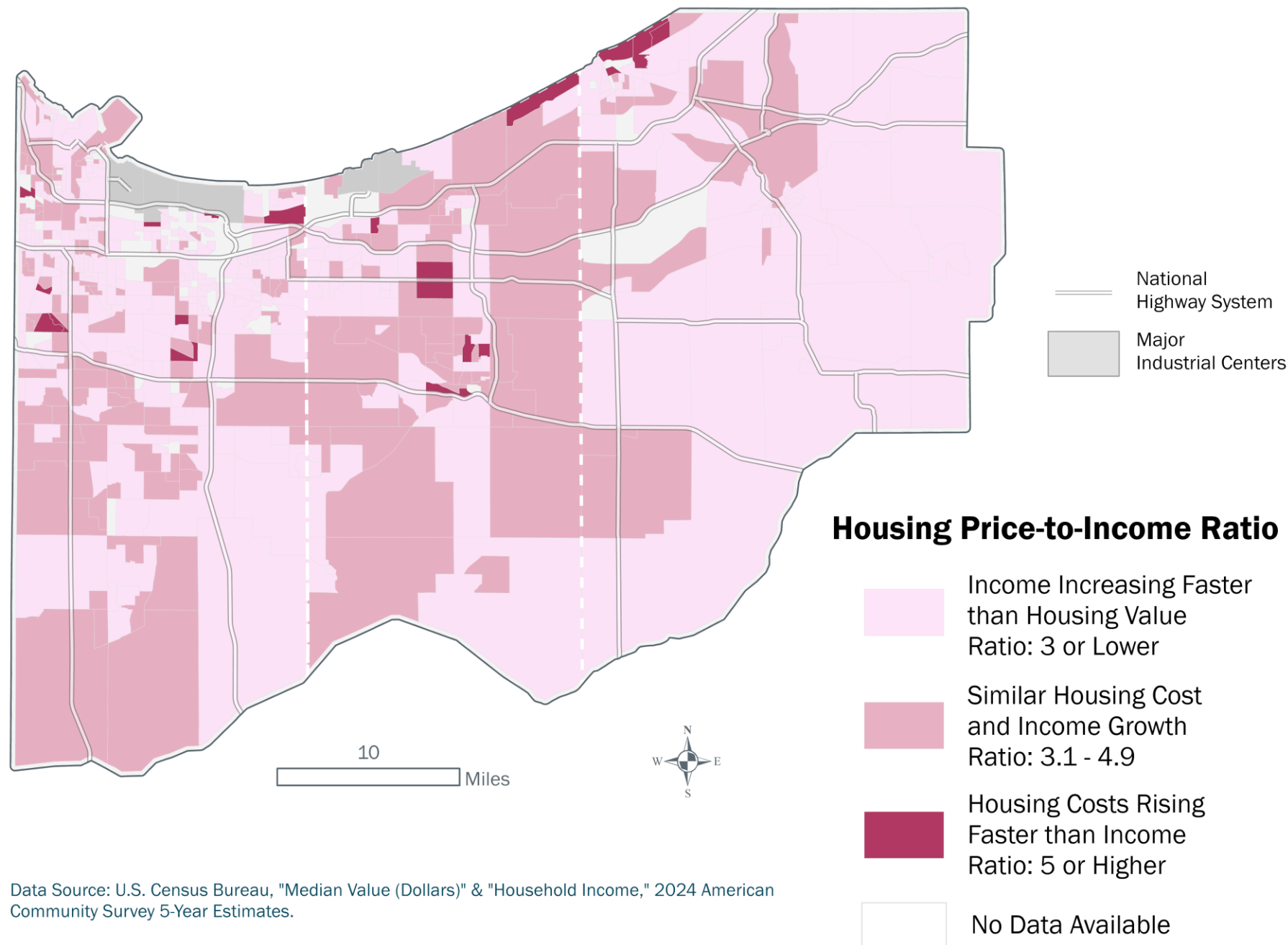


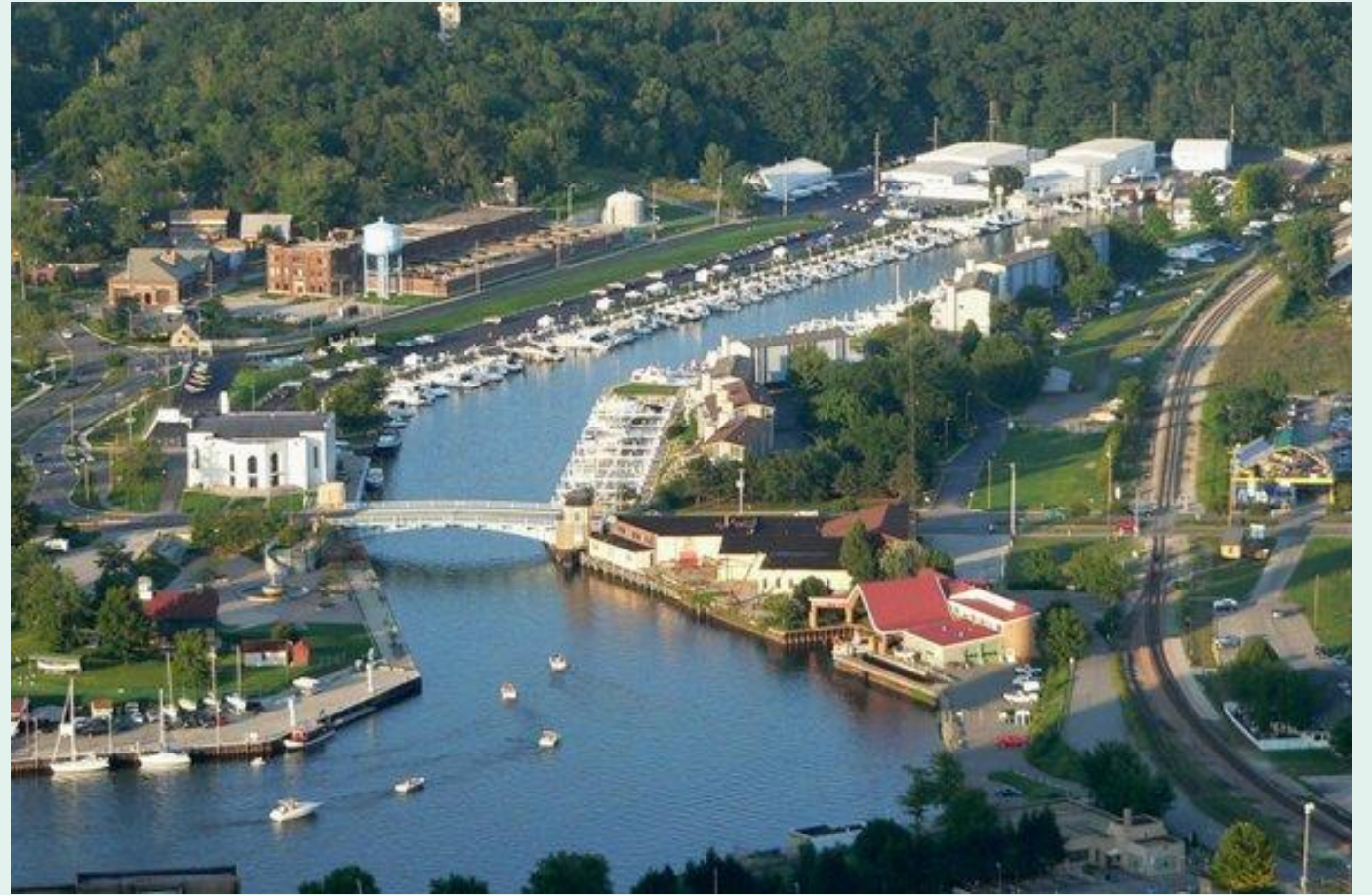


Data Source: U.S. Census Bureau, "Age and Sex,"
2014 & 2024 American Community Survey 5-Year Estimates.









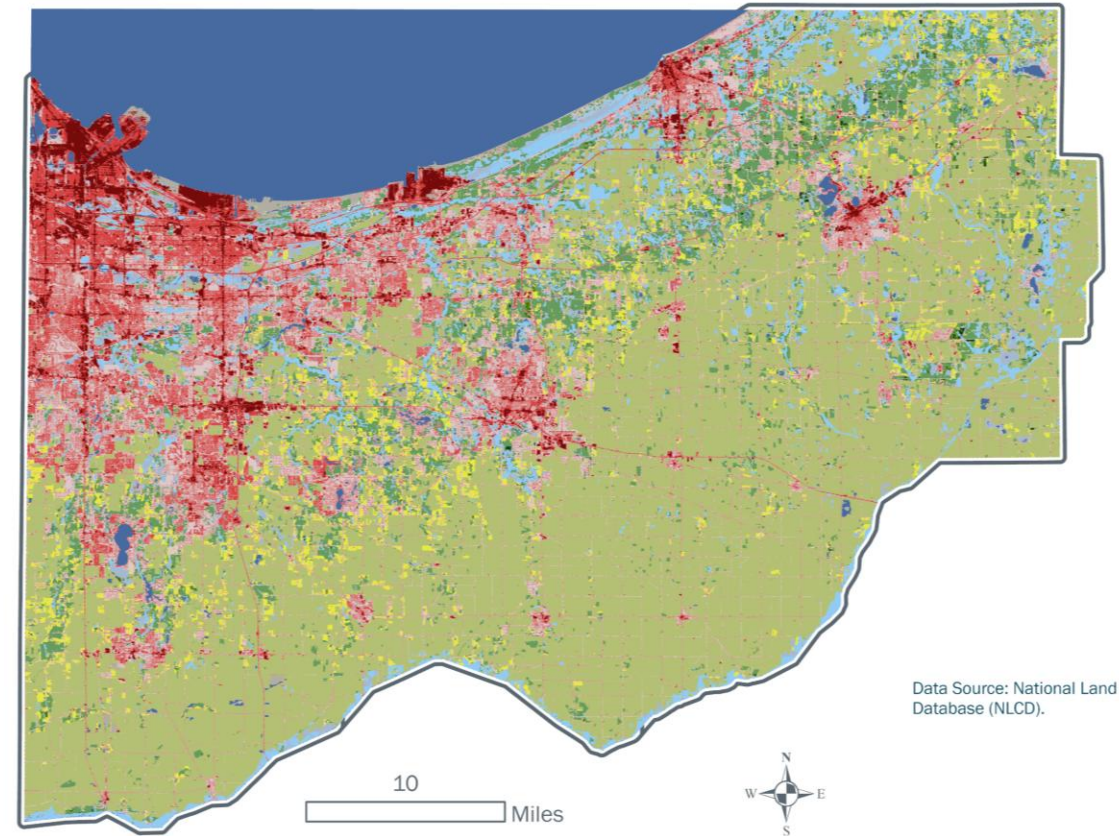
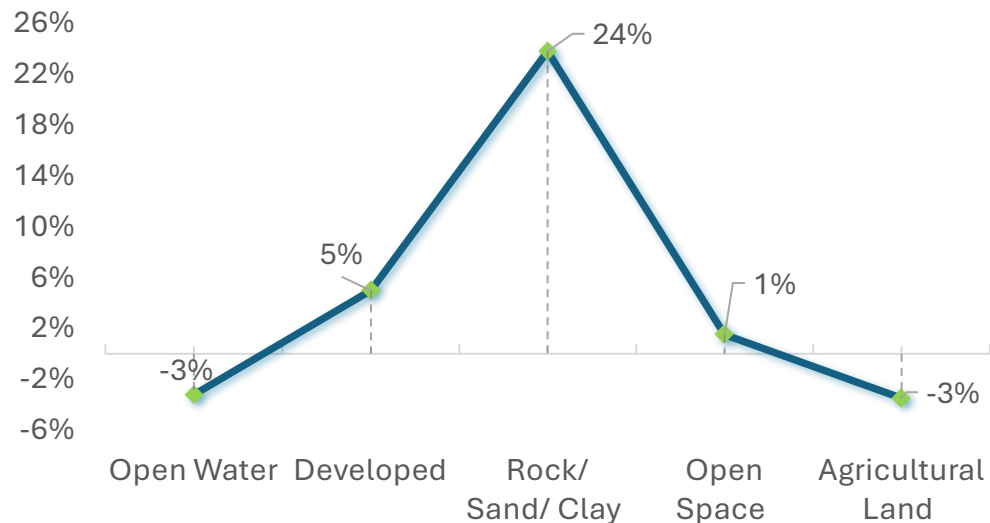
Land Use & Housing

Land Cover- Developed Land

Performance Measure: Track developed land in the last ten years.

To track new developments built within the urban area or in the unincorporated

2014-2024 % Change of Land Cover



Regional Land Cover 2024

Land Cover Types

- Deciduous Forest
- Evergreen Forest
- Mixed Forest

- Open Water
- Woody Wetlands
- Emergent Herbaceous Wetlands

- Developed, Open Space *
- Developed, Low Intensity
- Developed, Medium Intensity
- Developed, High Intensity

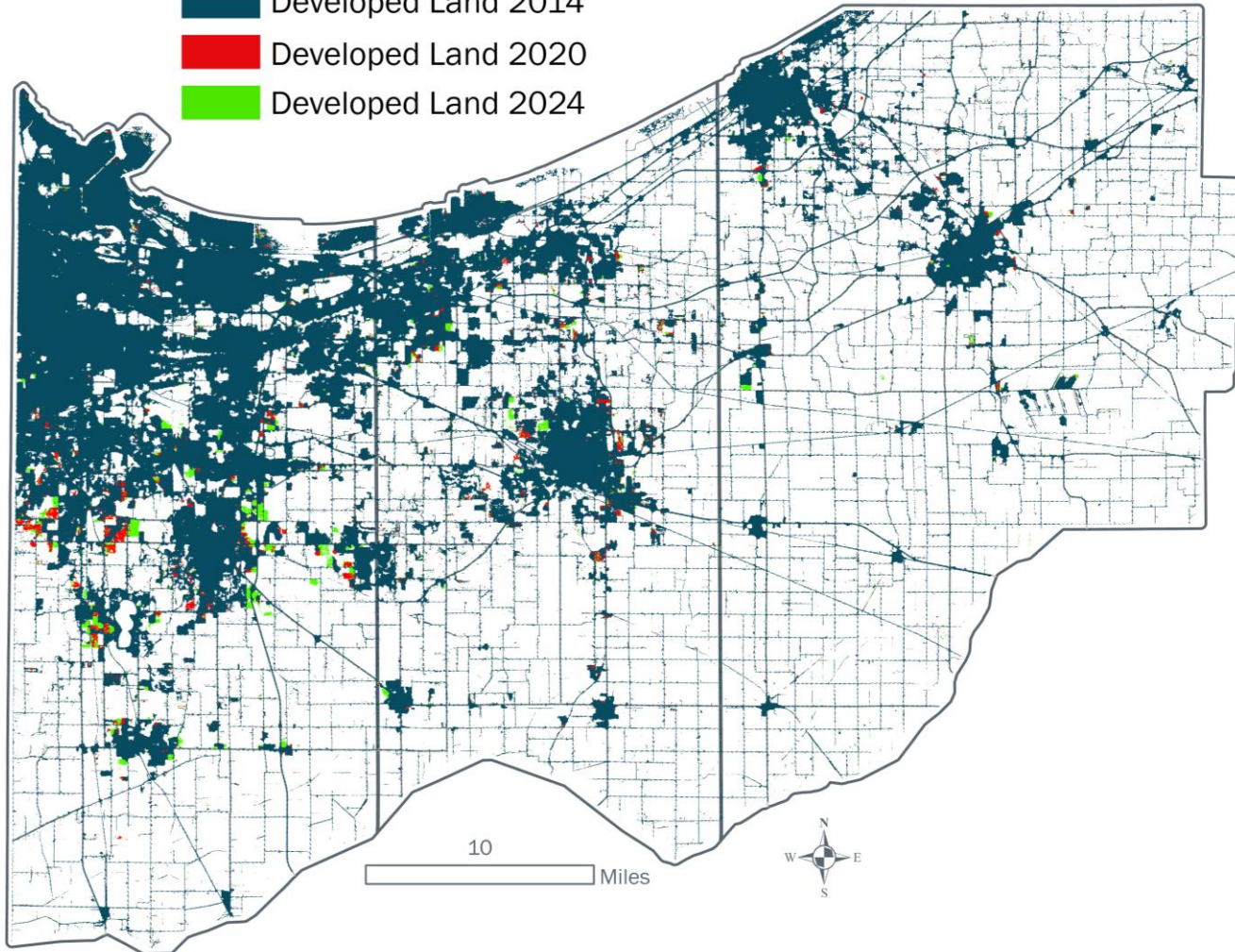
- Barren Land (Rock/Sand/Clay)
- Shrub/Scrub
- Grassland/Herbaceous
- Pasture/Hay
- Cultivated Crops

* "Developed Open Space" in land cover classification (NLCD) includes areas with less than 20% constructed materials and managed vegetation like lawns, parks, golf courses, and cemeteries.

Developed Land Cover Growth Since 2014

Data Source: National Land Cover Database
(NLCD).

- Developed Land 2014
- Developed Land 2020
- Developed Land 2024



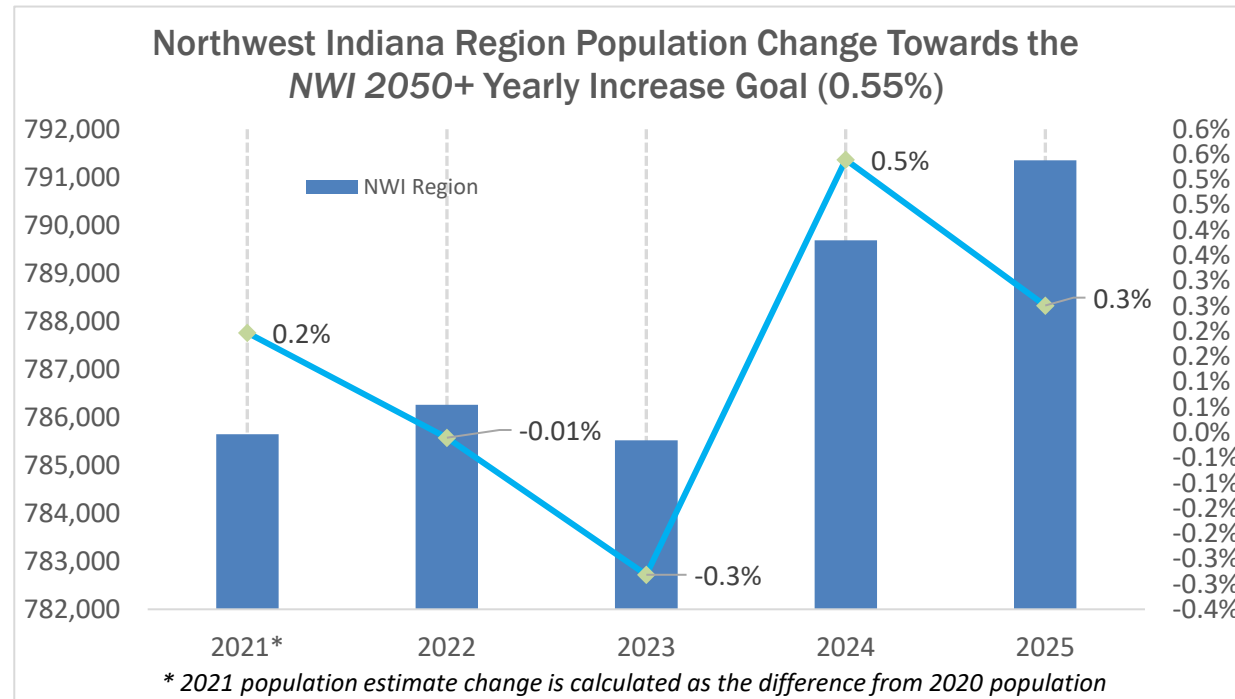
Total developed land in 10
years is about 13,000 acres
(20 square mile)



Population Growth Rate

Performance Measure: Population increases towards the NWI 2050+ goal.

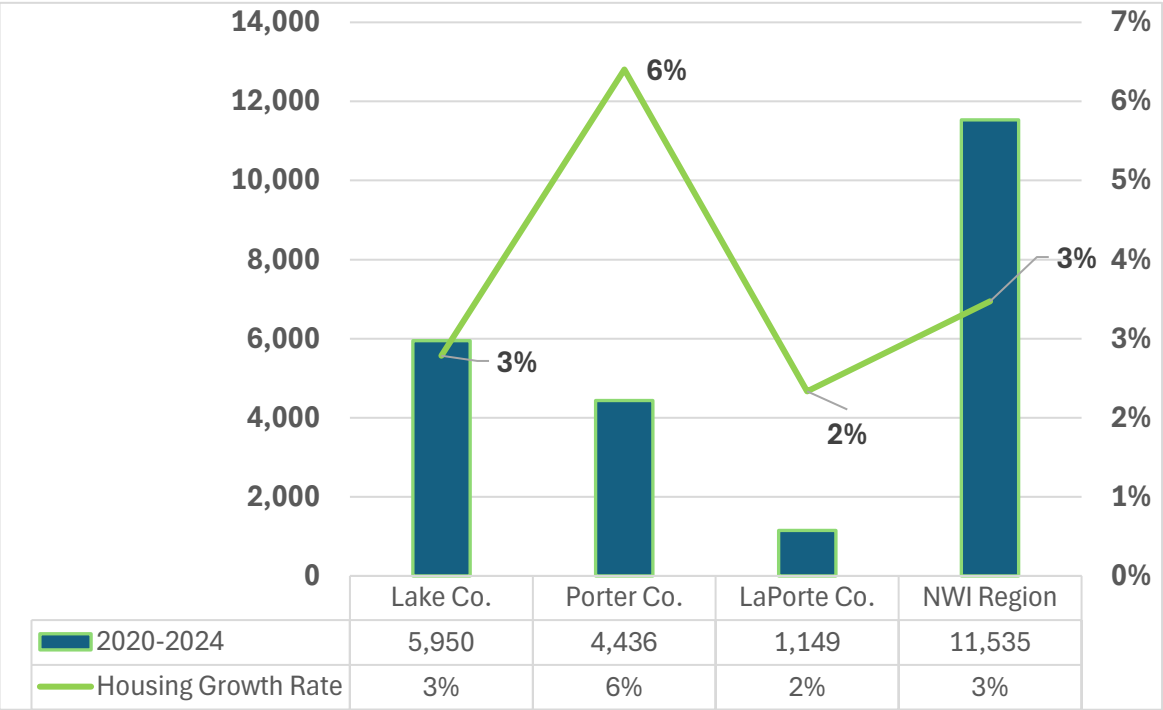
According to the NWI 2050+, the population yearly growth rate goal is a 0.55%



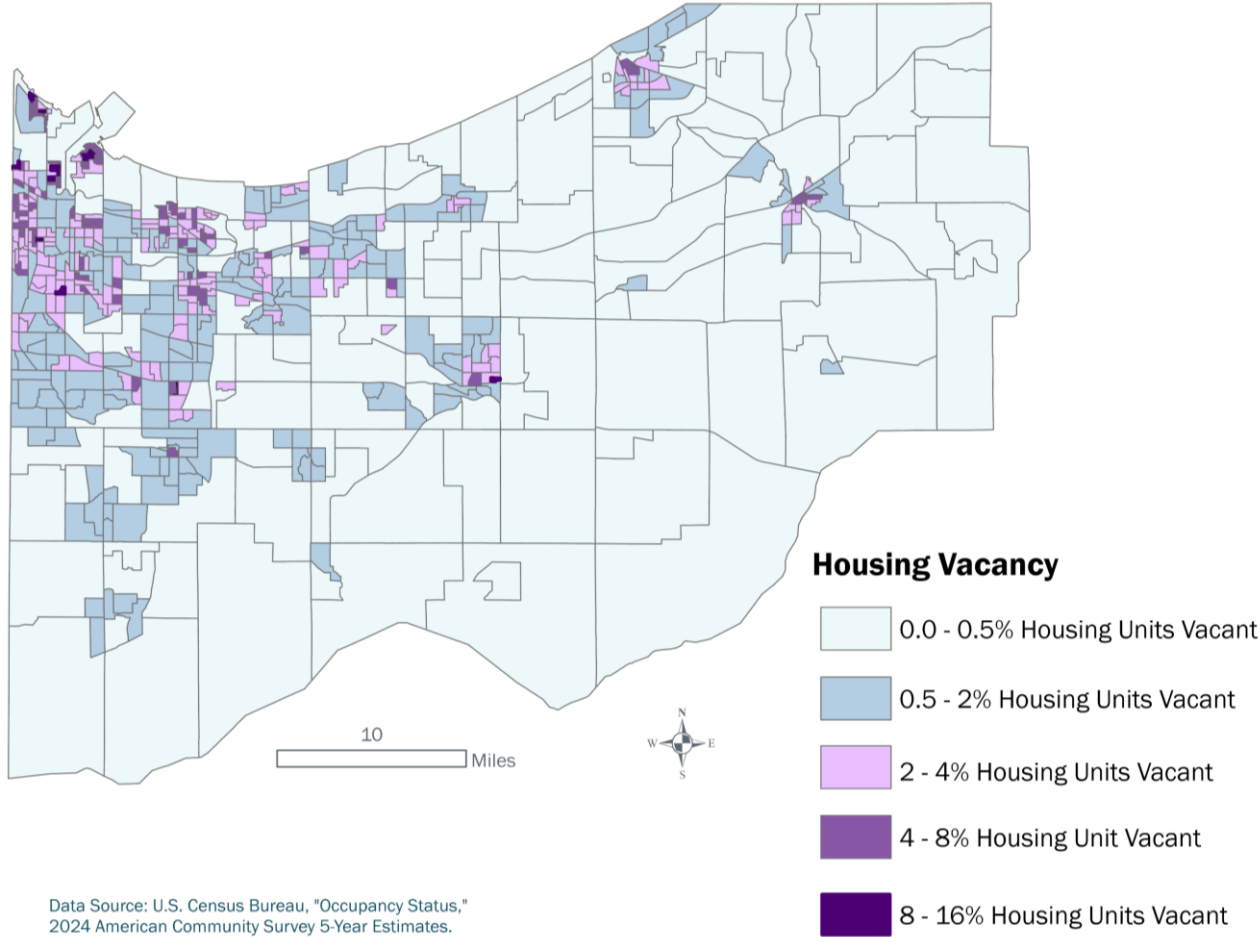
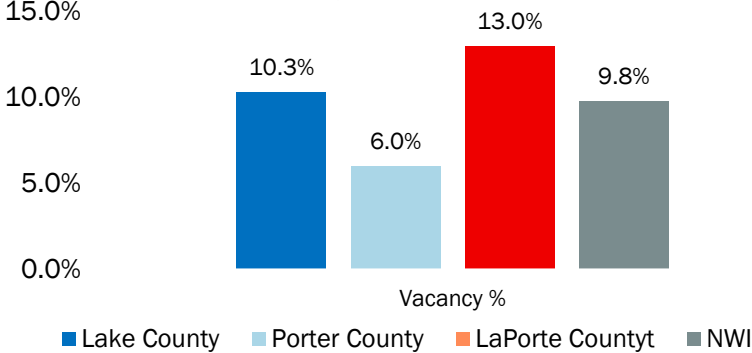
Housing Changes 2014 - 2024

Performance Measure: Housing increases towards the NWI 2050+ goal.

According to the 2050+, the housing yearly growth rate goal is a 4% .



Housing Vacancy 2024

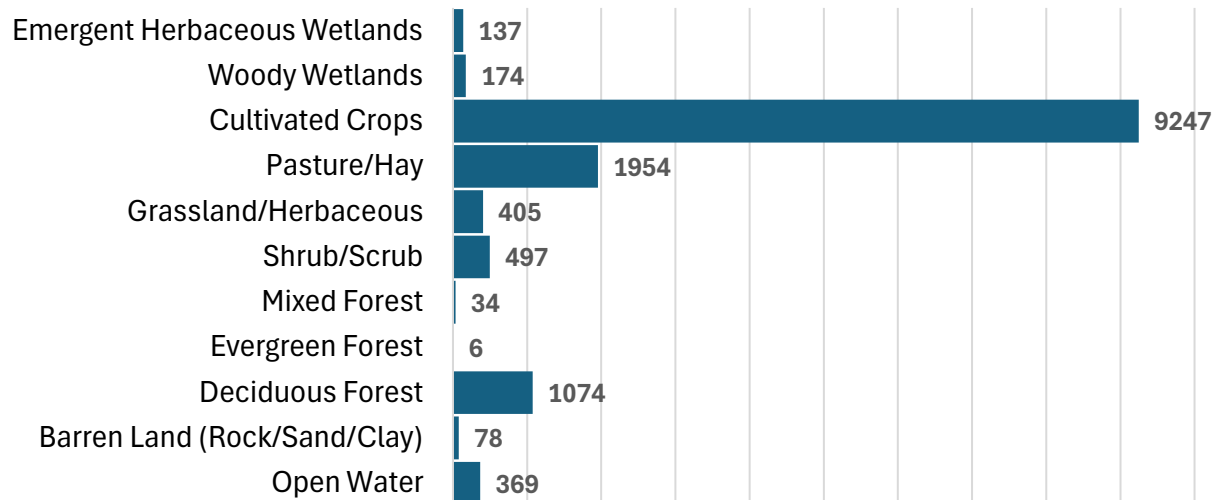


Agricultural & Open Space

Performance Measure: Track loss of agricultural land and open space.

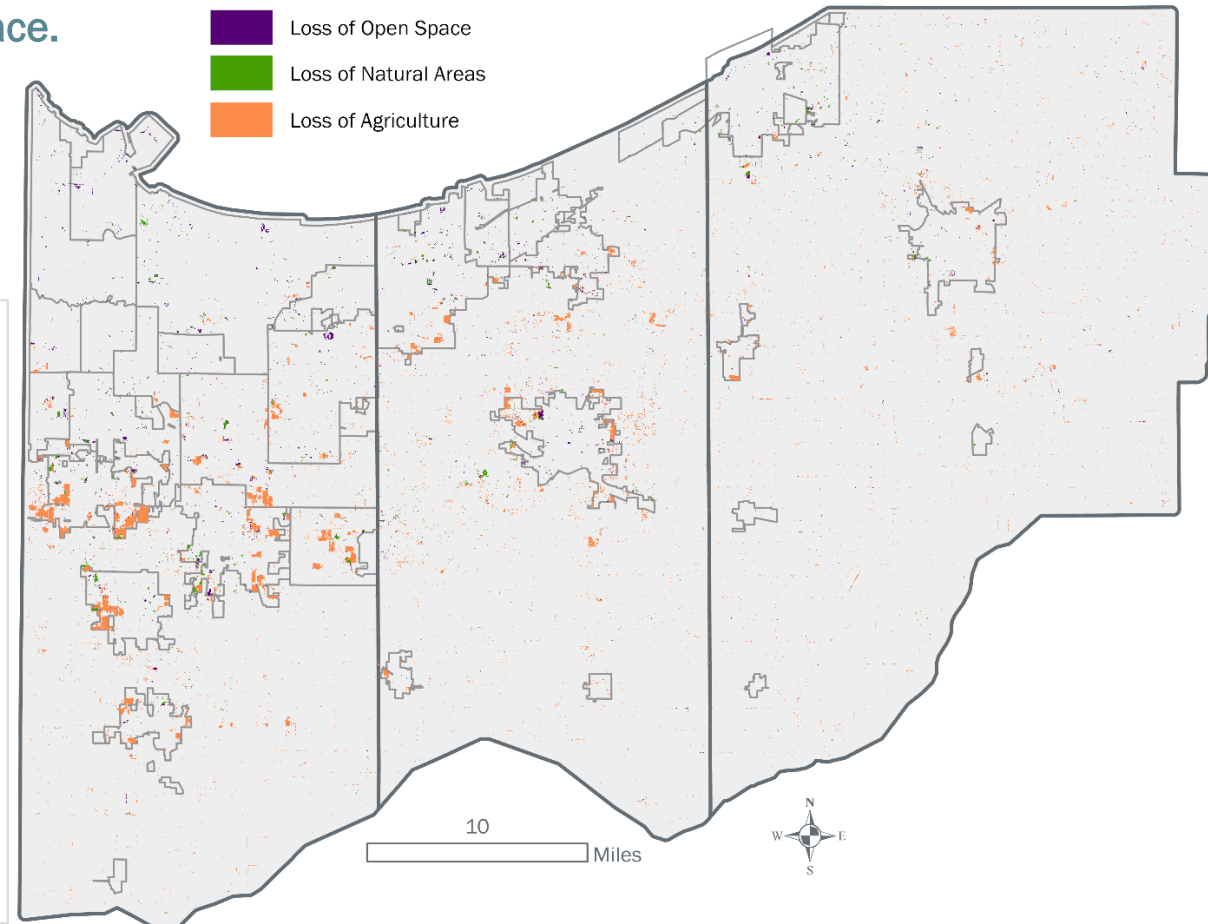
- Explore suburbanization and nonfarm developments in agricultural areas
- Assess if open space and forest land have decreased
- Impact of Deforestation
- Affects diverse wildlife and habitats
- Influences drainage and soil erosion patterns

Land Cover Type Changed to Developed Land 2014- 2024



**Land Cover Change
2014 - 2024**

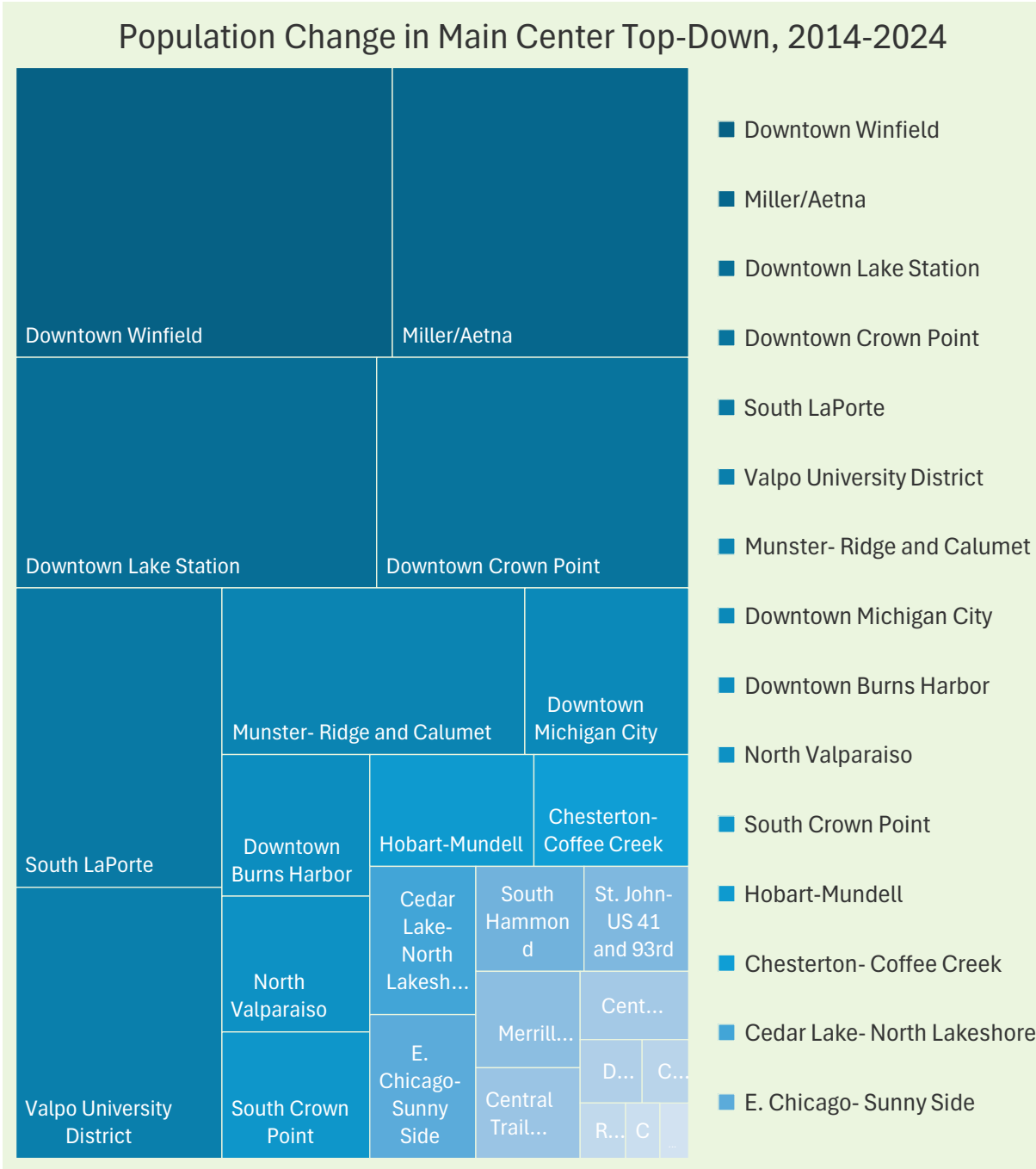
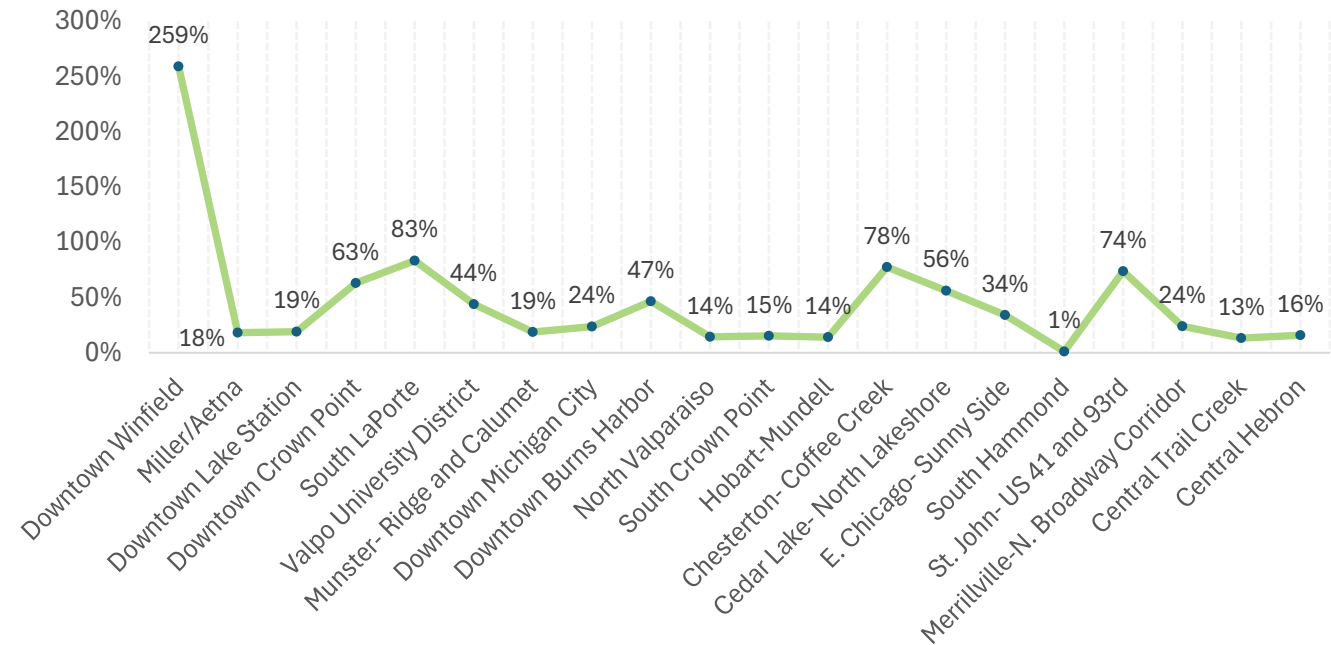
Data Source: National Land Cover Database (NLCD)



Performance Measure: Population changes in Main Centers

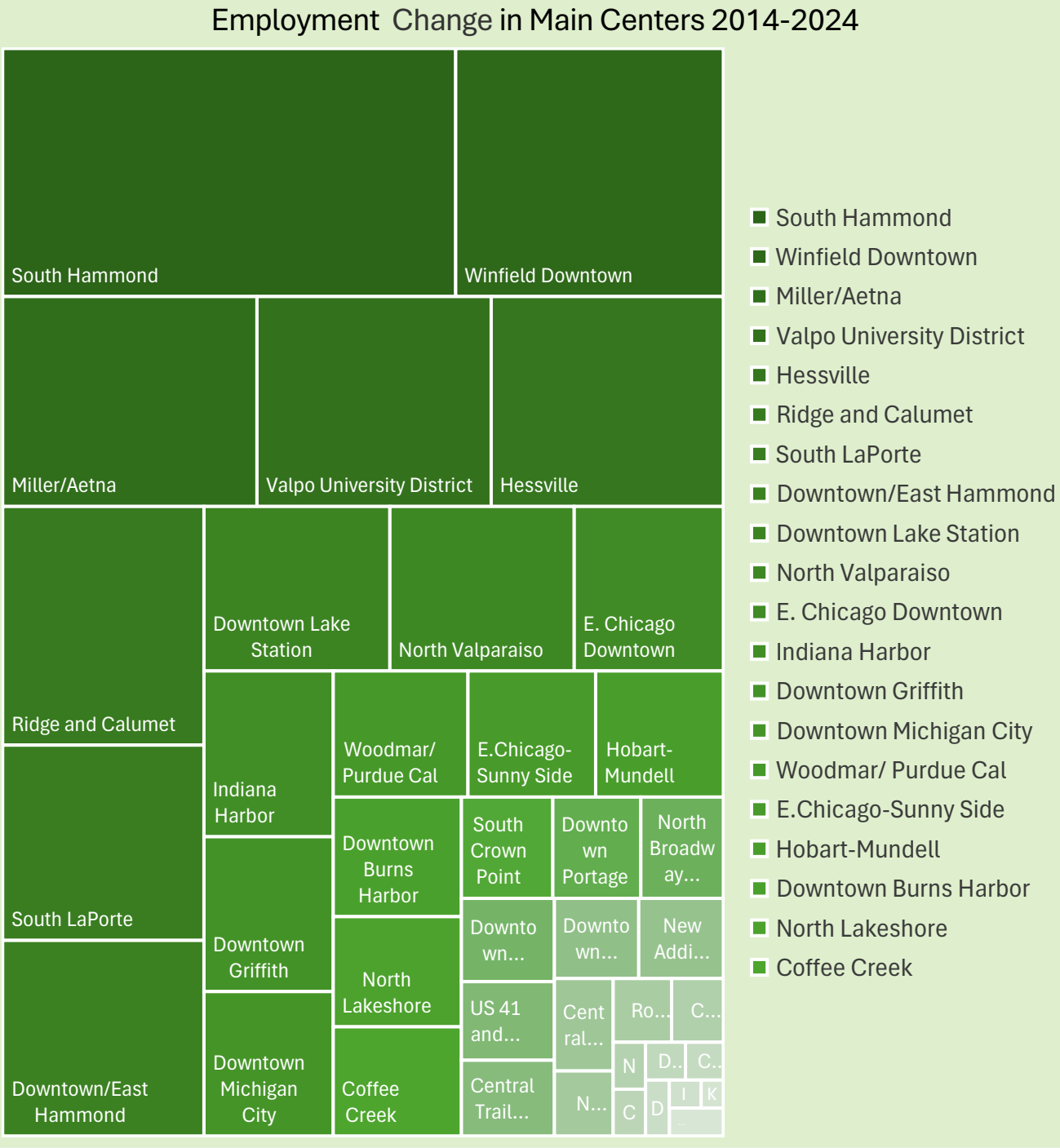
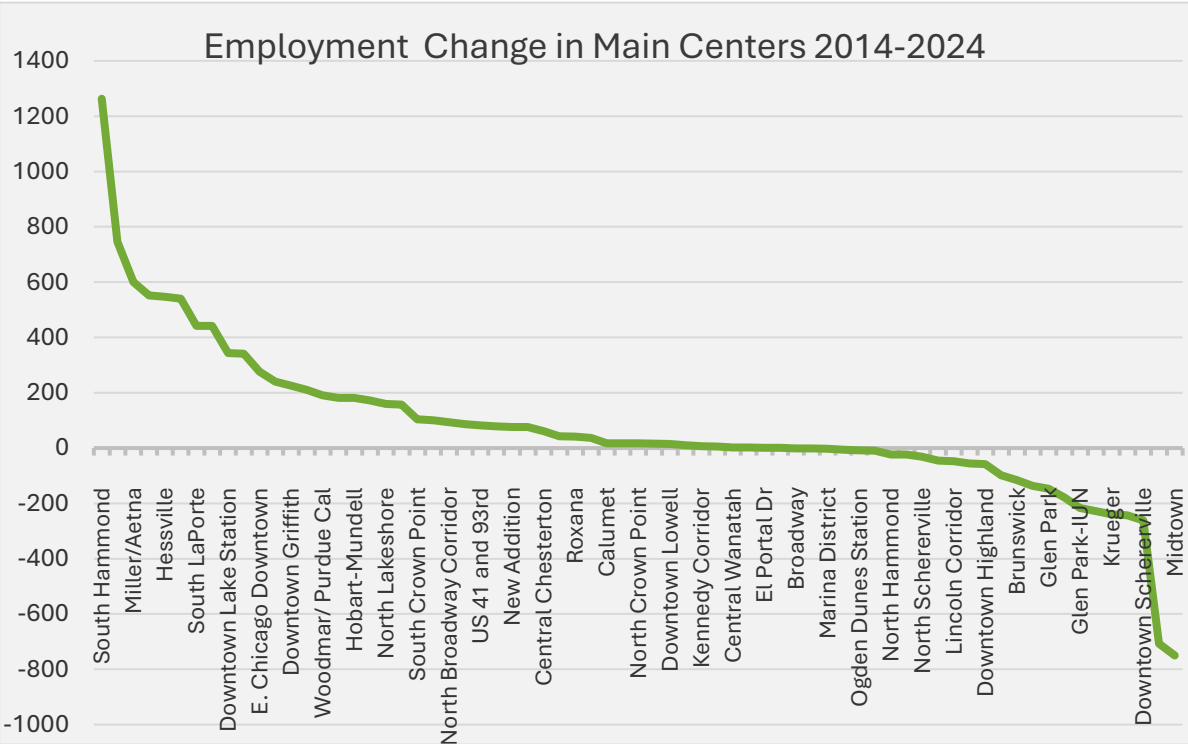
- NWI residents living in “Main Centers” (denser downtowns and community centers) will have better access to nearby opportunities through increased mobility options while reducing environmental impact.

The Highest Population Change in 20 Main Centers 2014-2024



Performance Measure: Employment changes in Main Centers

- NWI workers in “Main Centers” will enjoy easier access to their workplaces and nearby opportunities, with more transportation options, while reducing environmental impact.



The housing price-to-income ratio is a common measure of housing affordability, comparing housing costs to people's incomes.

Income-Based Housing Cost

Performance Measure: Percent of Households Burdened by Housing Costs (>30% of household income spent on housing)

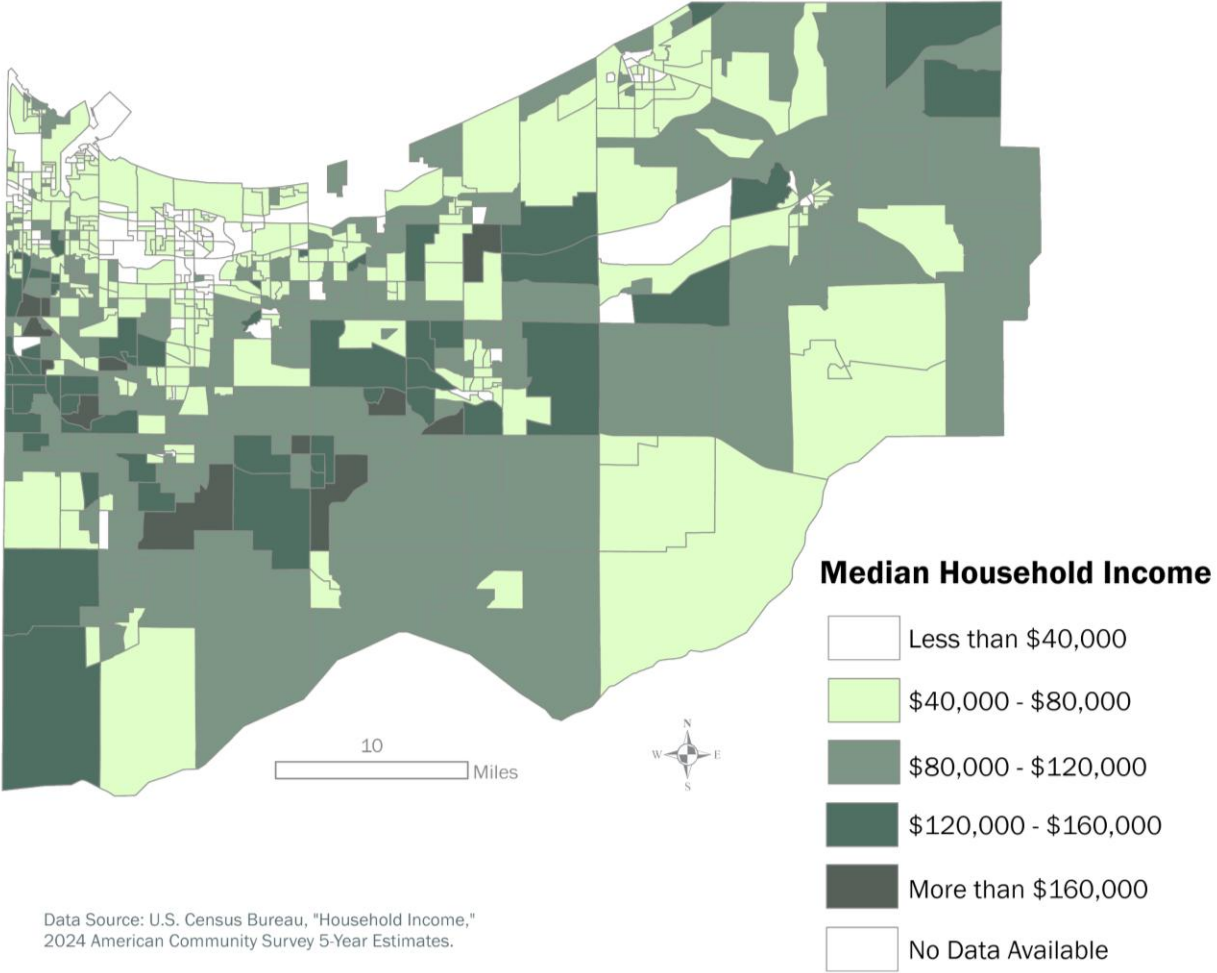
- Approximately 26.5% of homeowners with mortgages in Indiana spend 30% or more of their household income on housing costs. About half of lower-income households spend more than 30% of their income on food due to supply shortages and rising prices.

Indiana State	Lake County	Porter County	LaPorte County
26.5%	21%	22%	21%

Homeowners pay more that 30% of their income in mortgage payments

Indiana State	Lake County	Porter County	LaPorte County
47%	51%	49%	45%

Renters pay more that 30% of their income in rent

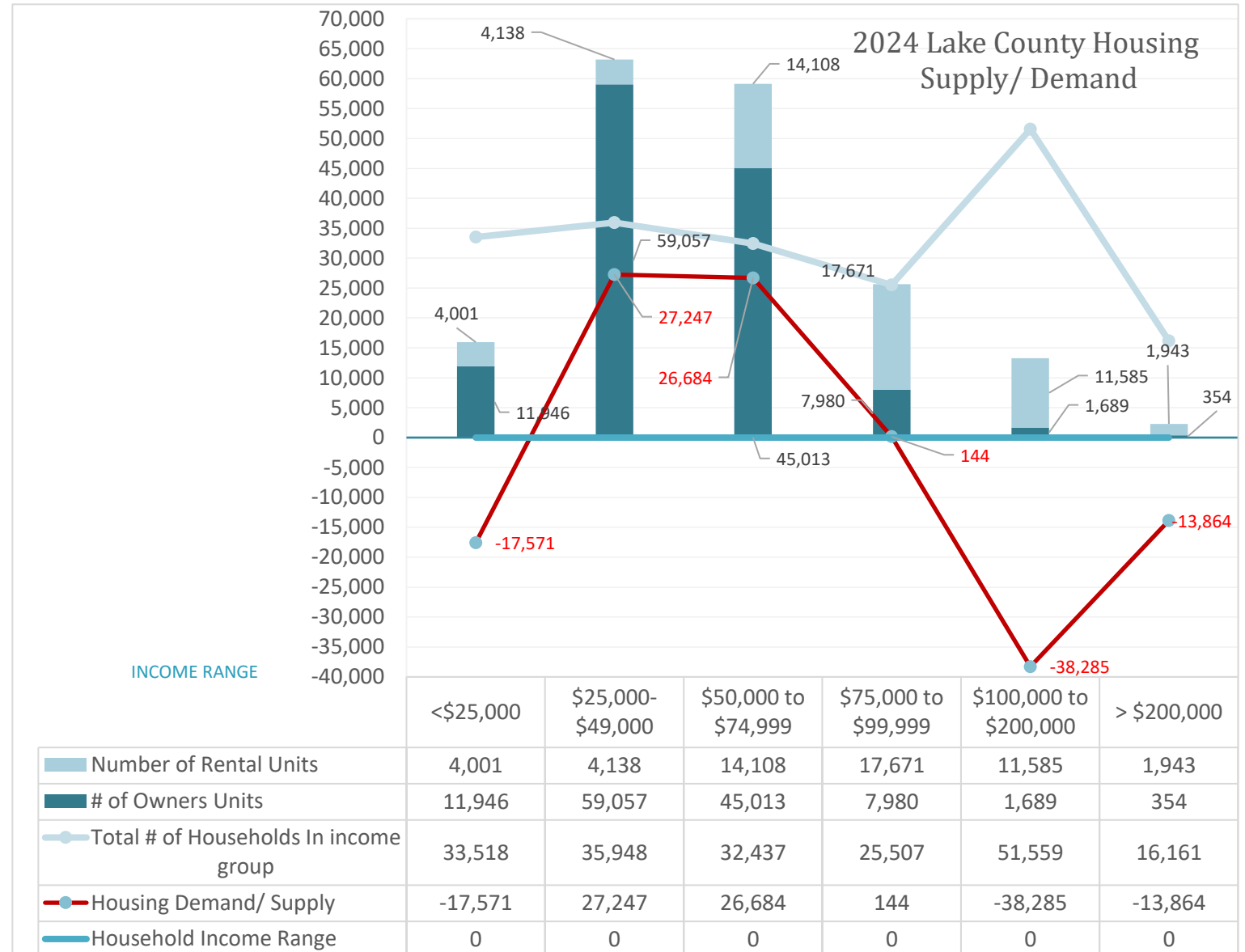


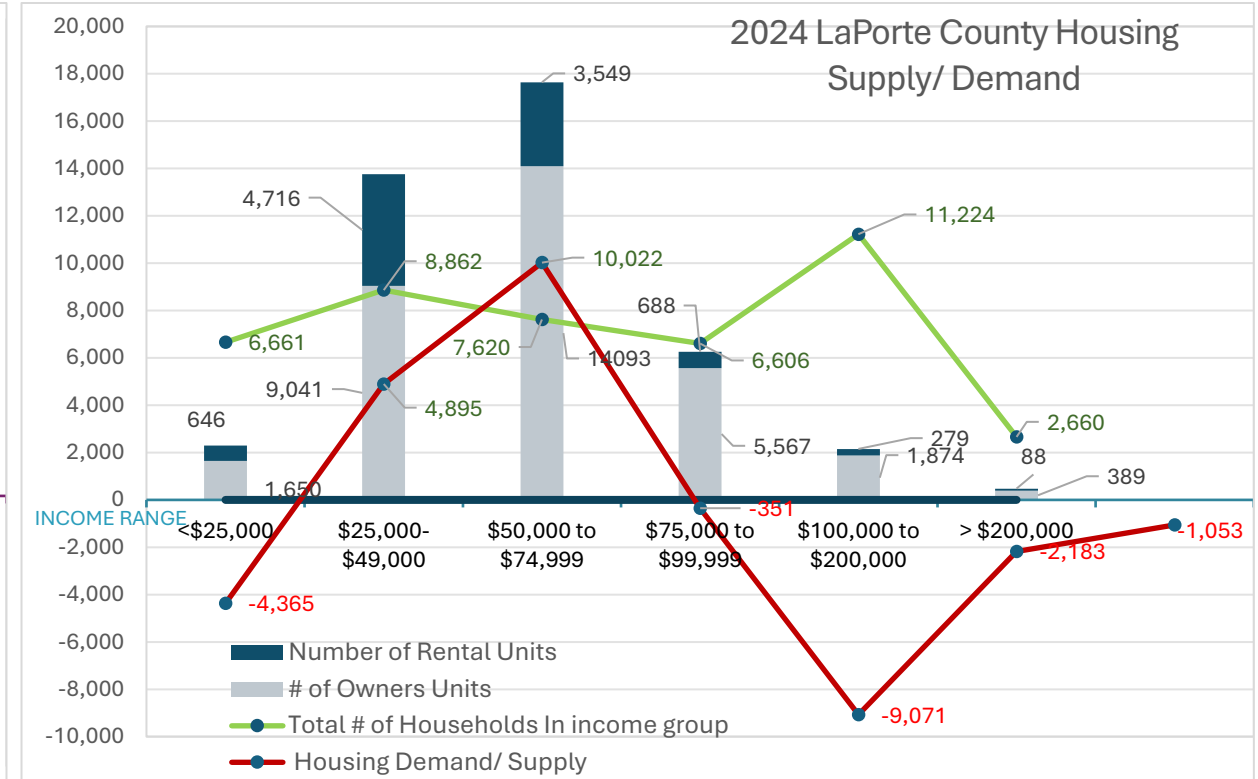
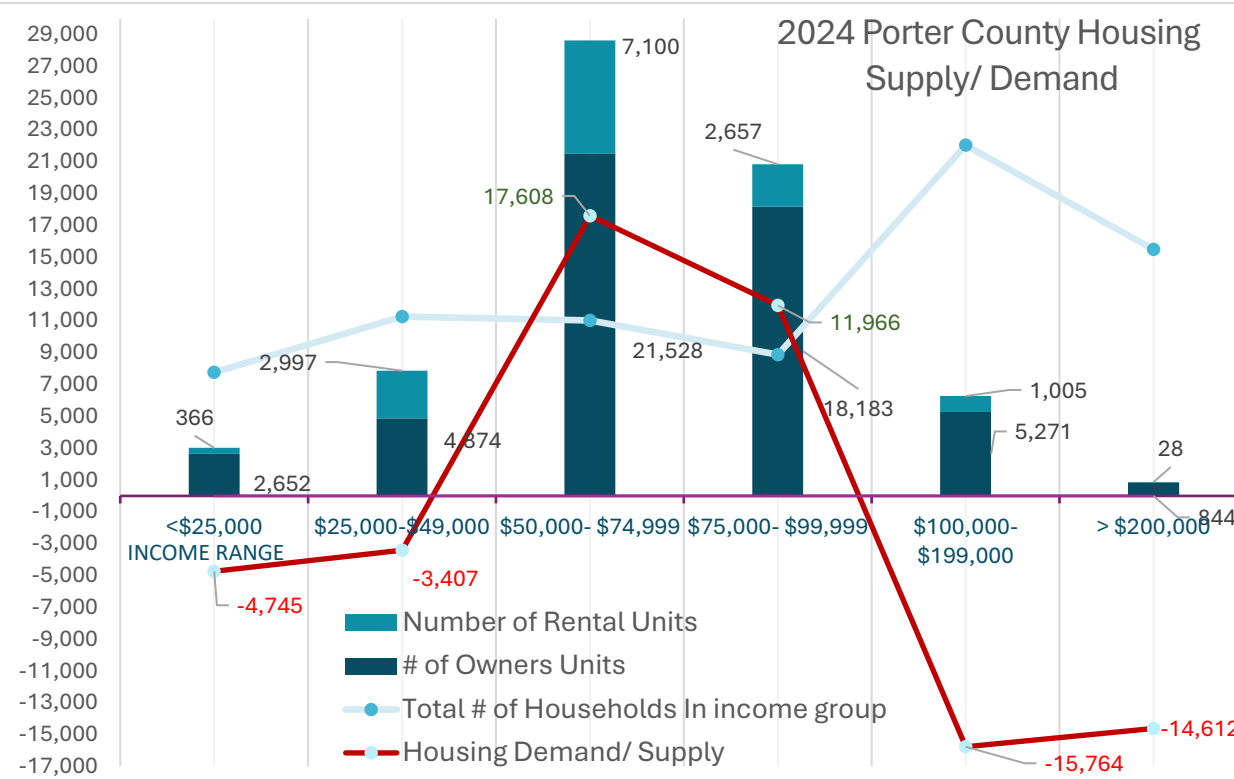
The lack of multifamily developments in Northwest Indiana is problematic, as there is little available inventory in the rent ranges that are in demand.

Housing Supply & Demand

- **Performance Measure: Housing stock vs. demand (affordability-based prices)**
- Supply and affordability are problematic in NWI, as there is little available inventory in affordable rent ranges in demand. The high cost of single-family homes has driven interest in smaller housing options.

Northwest Indiana continued to face an income-based housing shortage, with a deficit estimated at over **25,652 units**.

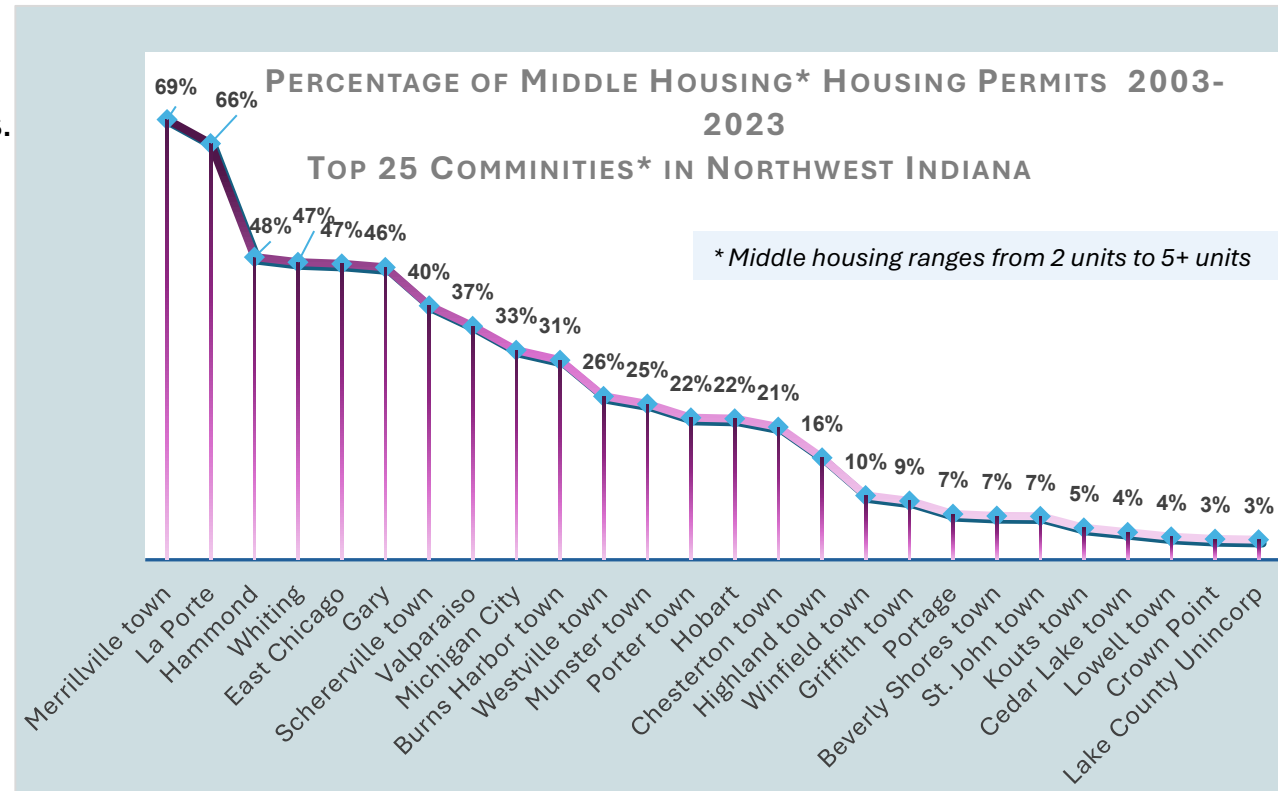
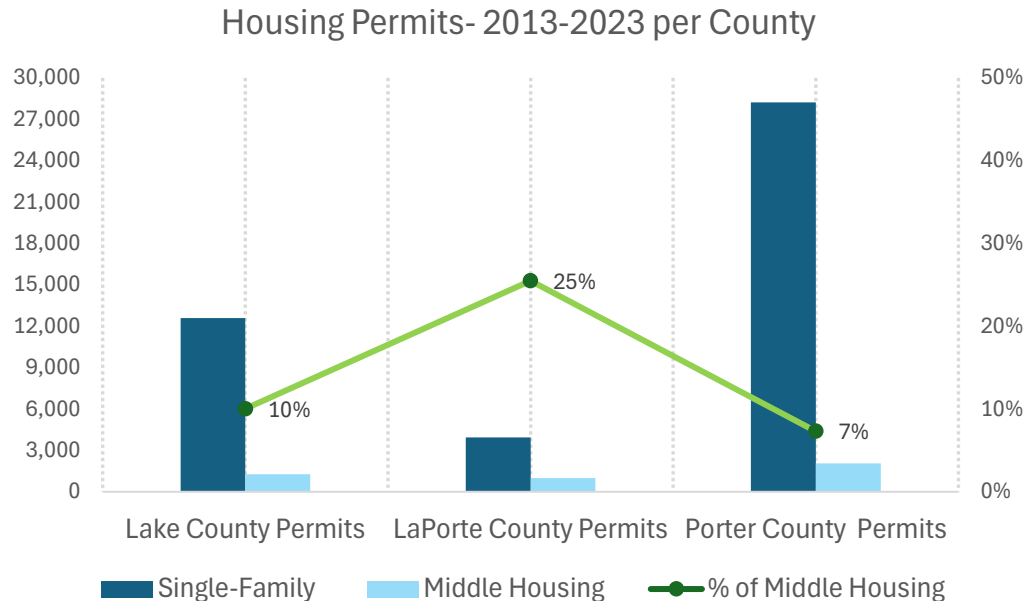
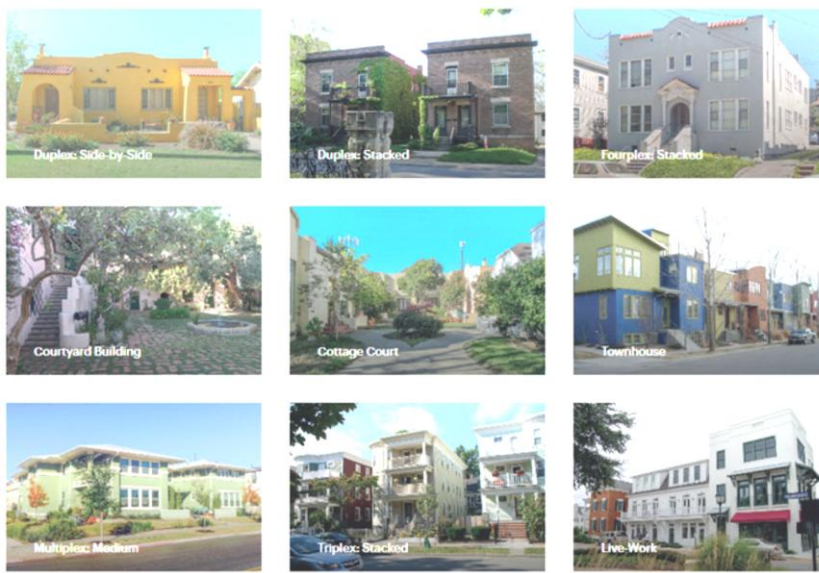




Middle Housing Development

Performance Measure: Track the middle housing development in the last 10 years.

- NWI 2050+ states that single-family housing makes up 85%. We need to promote missing-middle housing and create new land-use categories for higher densities and smaller buildings in walkable areas.



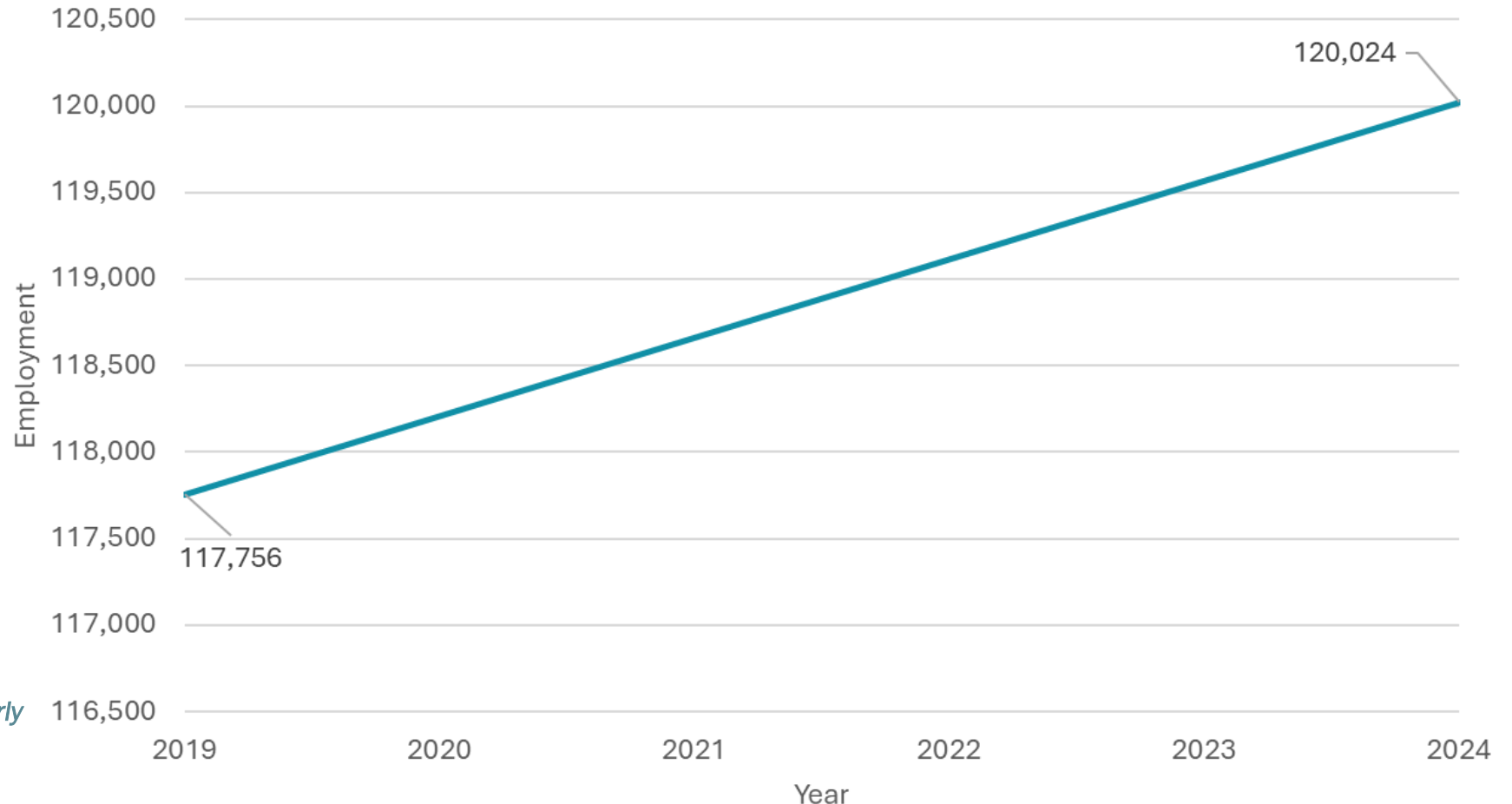


Transportation

Freight-Related Employment Growth

Steady growth due
to hub location and
e-commerce trends

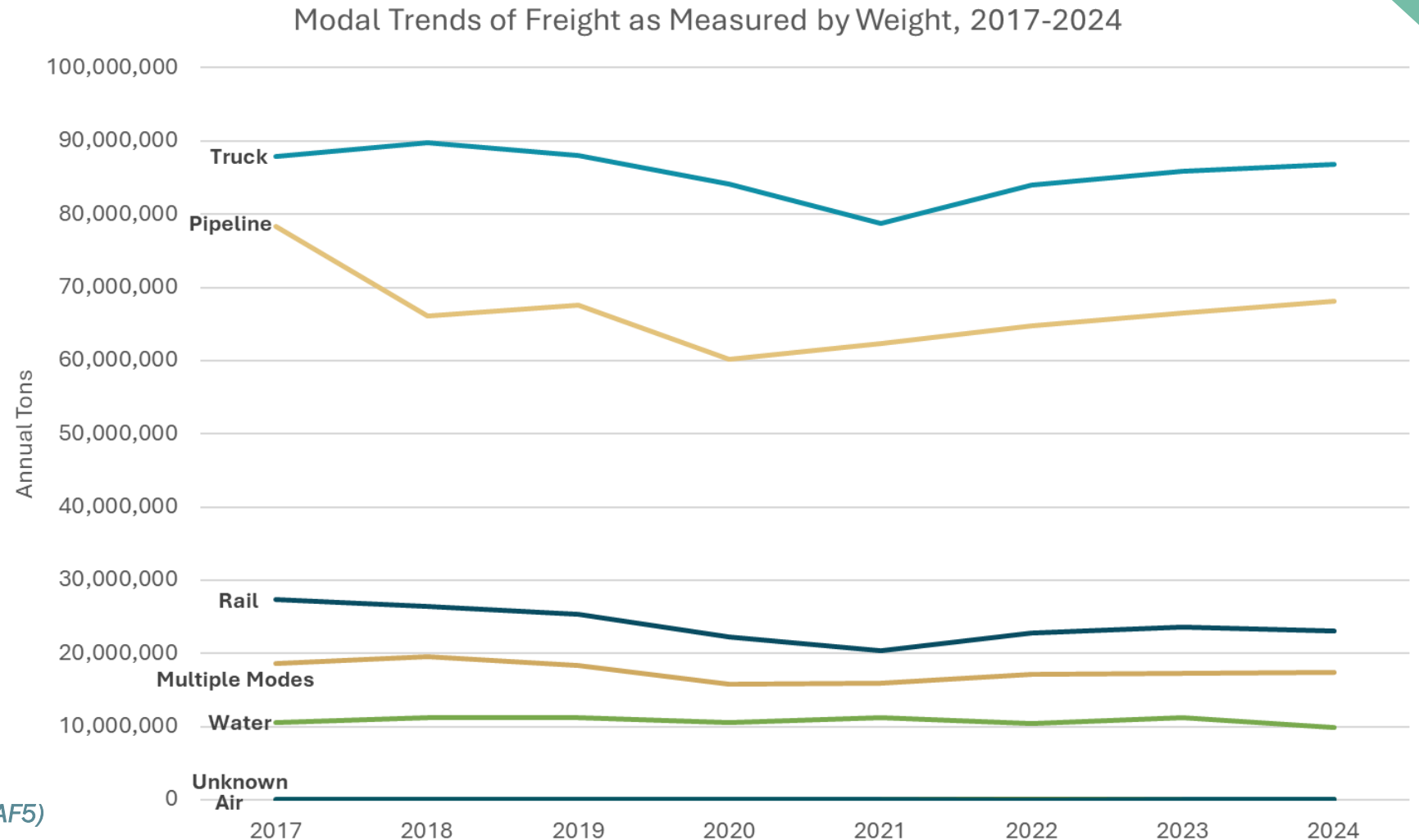
Freight Related Employment, 2019-2024



SOURCE: Bureau of Labor Statistics Quarterly
Census of Employment and Wages (BLS
QCEW)

Modal Trends of Freight: Weight

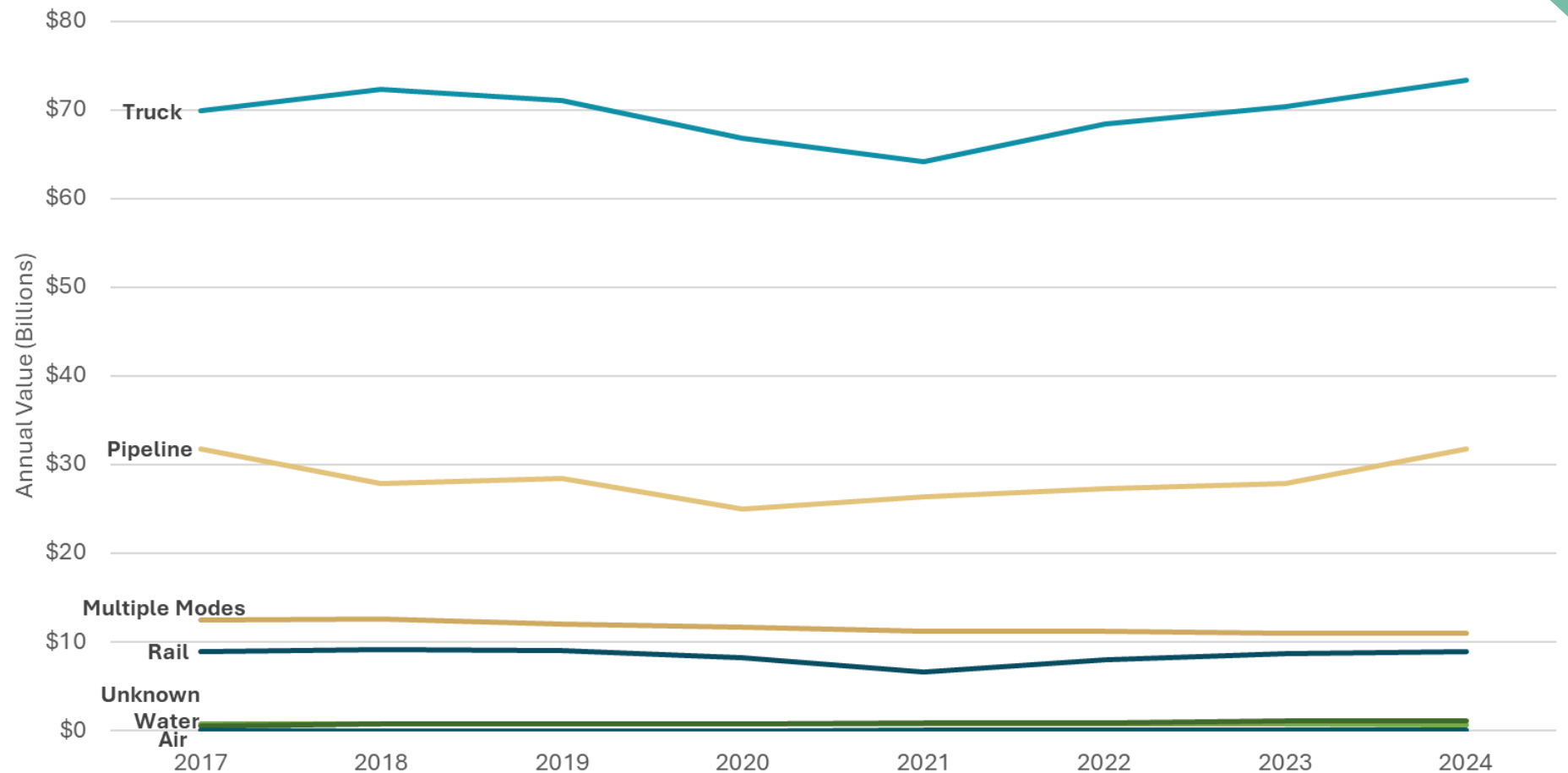
Stagnation across all modes, with slight recent increases in truck and pipeline



Modal Trends of Freight: Value

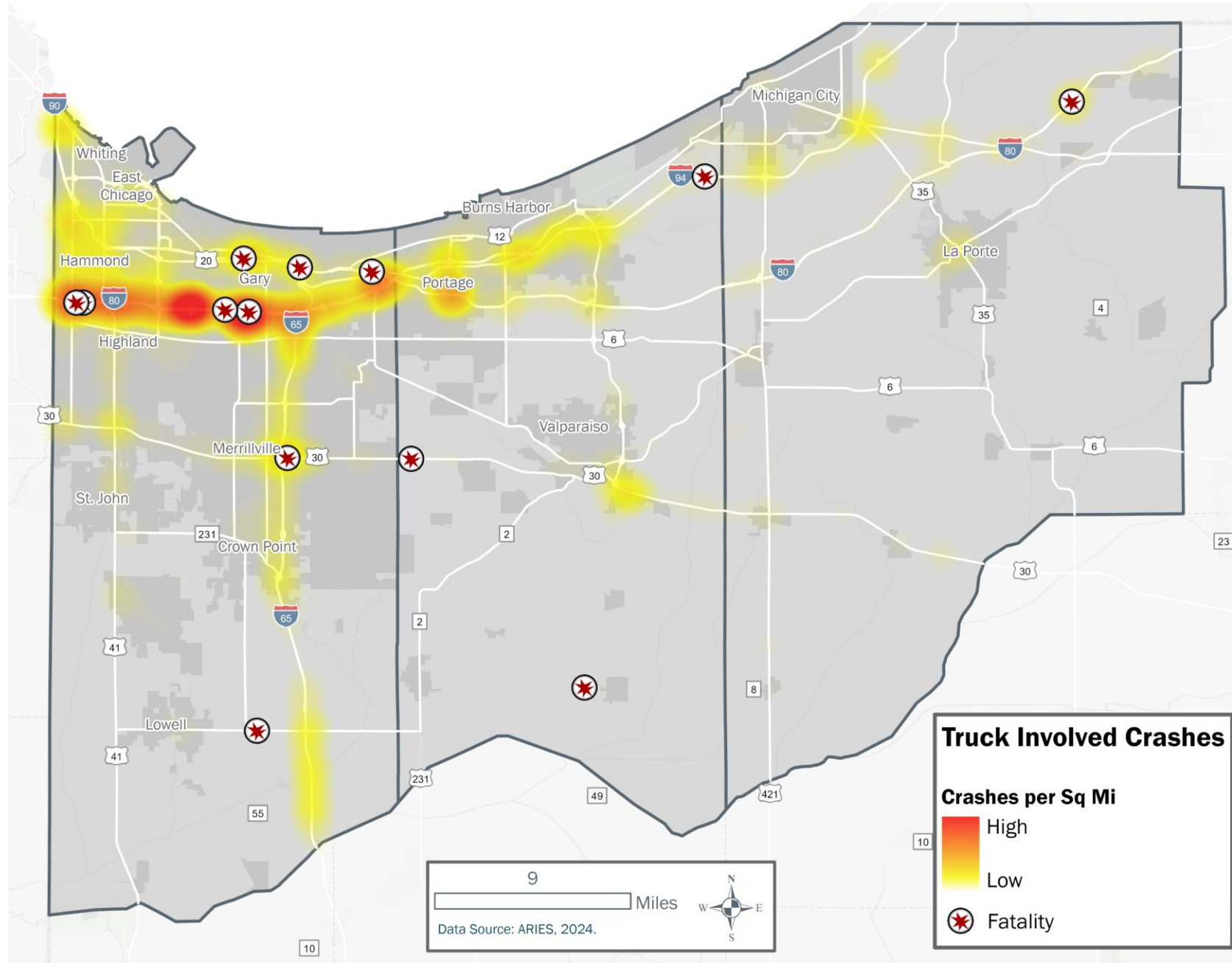
Stagnation across all modes except recent slight growth in truck and rapid growth in air

Modal Trends of Freight as Measured by Value, 2017-2024



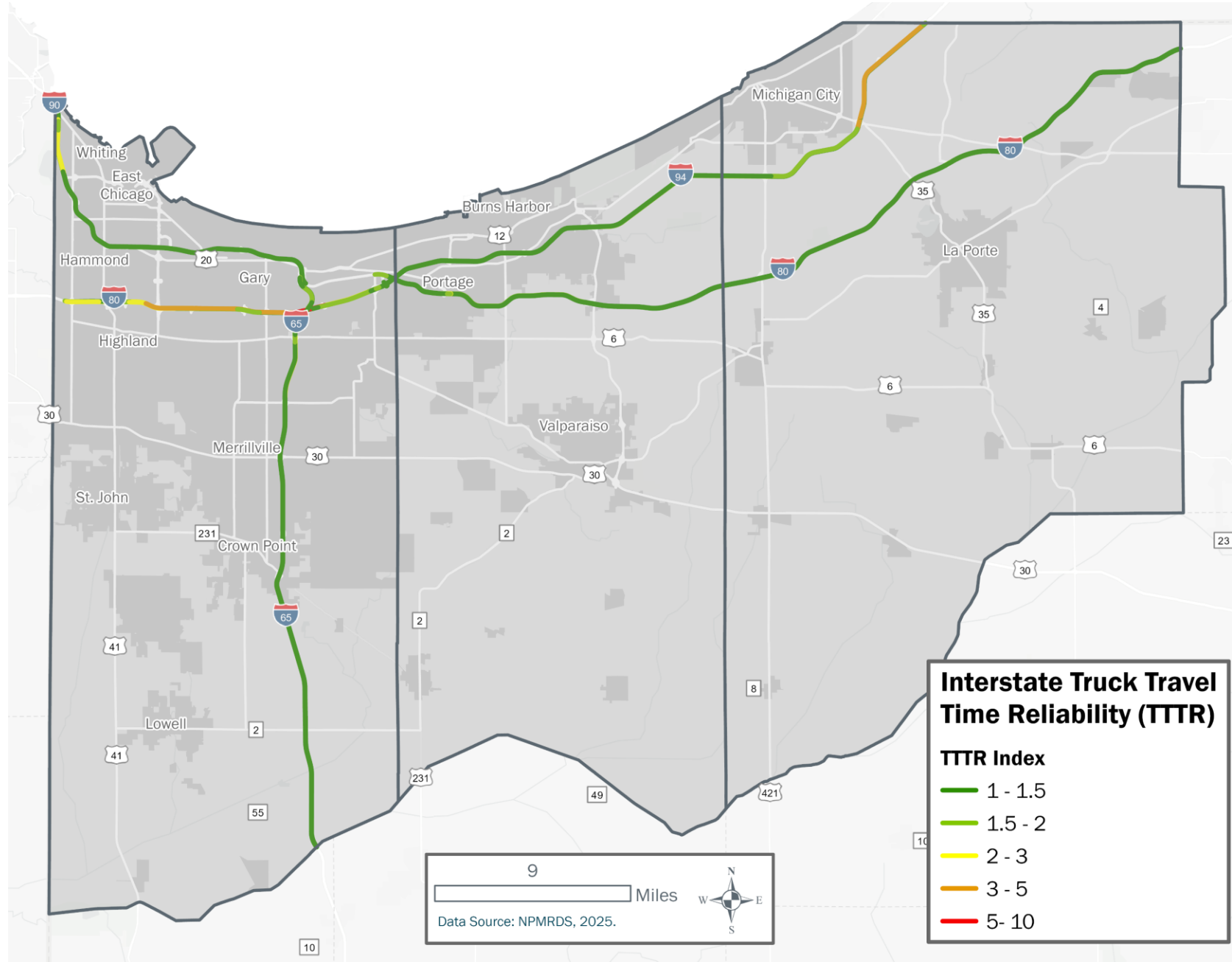
Truck-Involved Crashes

Concentration
along I-80/94 and
in northern Lake
County



Truck Travel Reliability

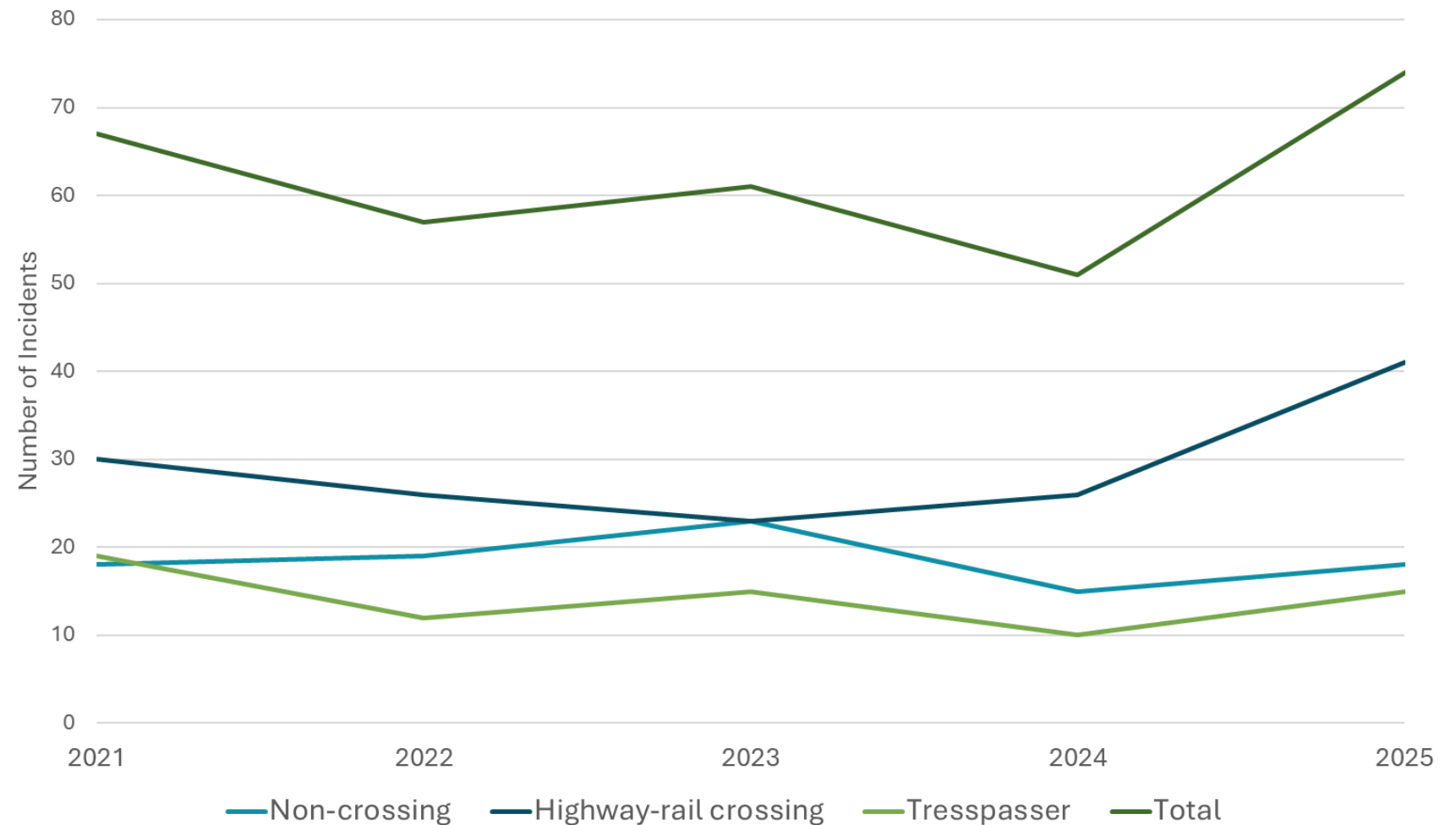
Generally reliable truck travel times on Interstates except I-80/94 west of I-65 and I-94 near Michigan



Freight Rail Incidents

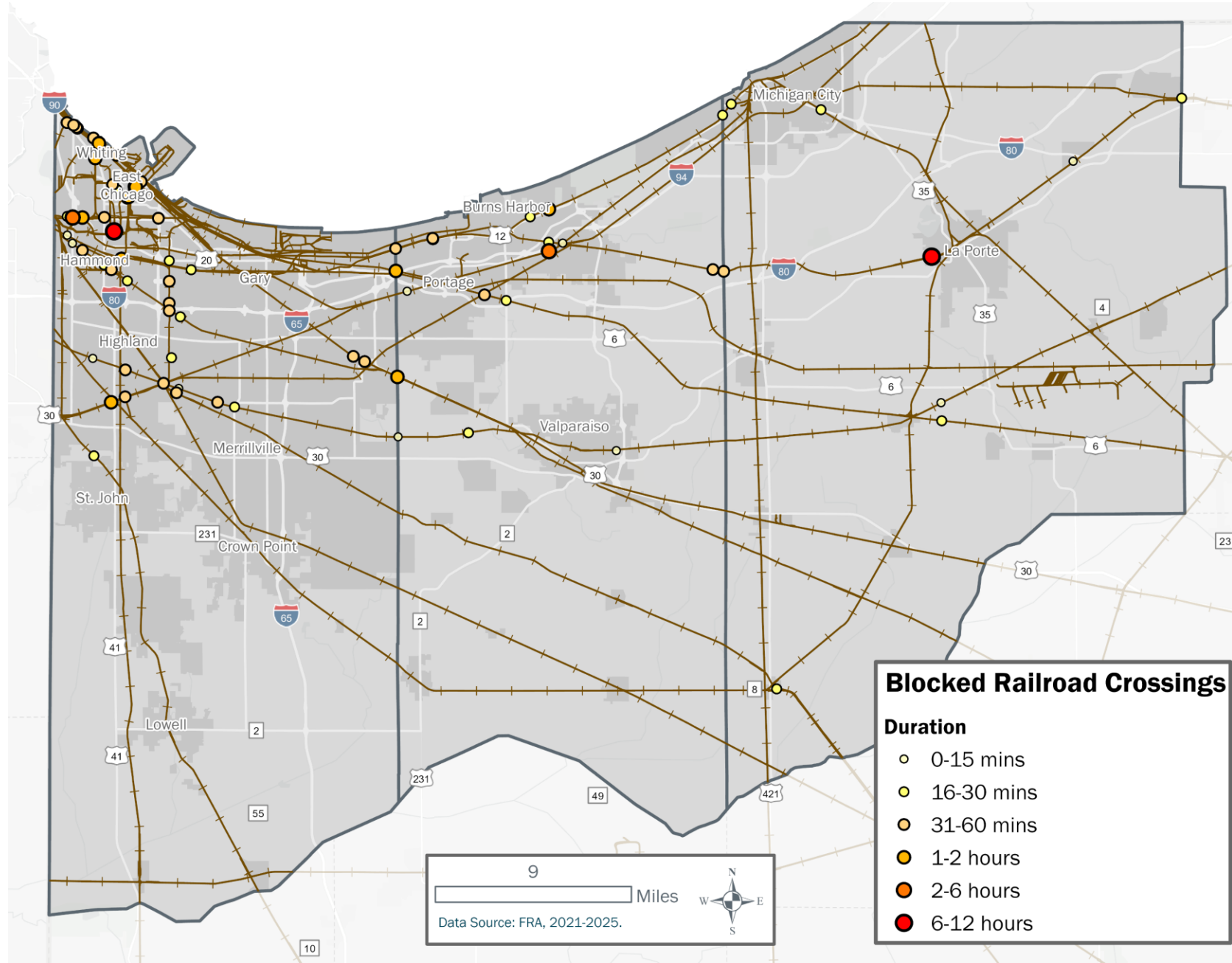
Recent increase led
by at-grade
highway-rail
crossings

NW Indiana Freight Rail Incidents, 2021-2025



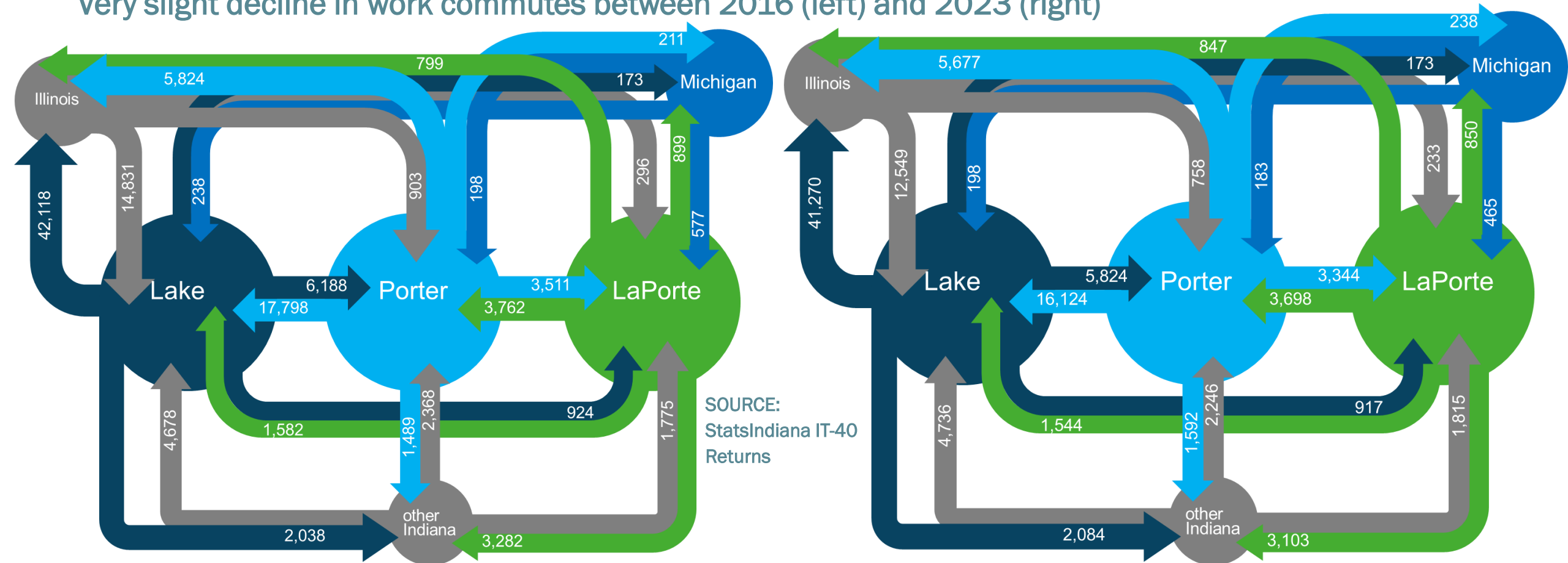
Blocked Crossings

Blocked railroad crossings are a major issue in the region, especially impacting Hammond, East Chicago, and Whiting



Commute Trend Changes

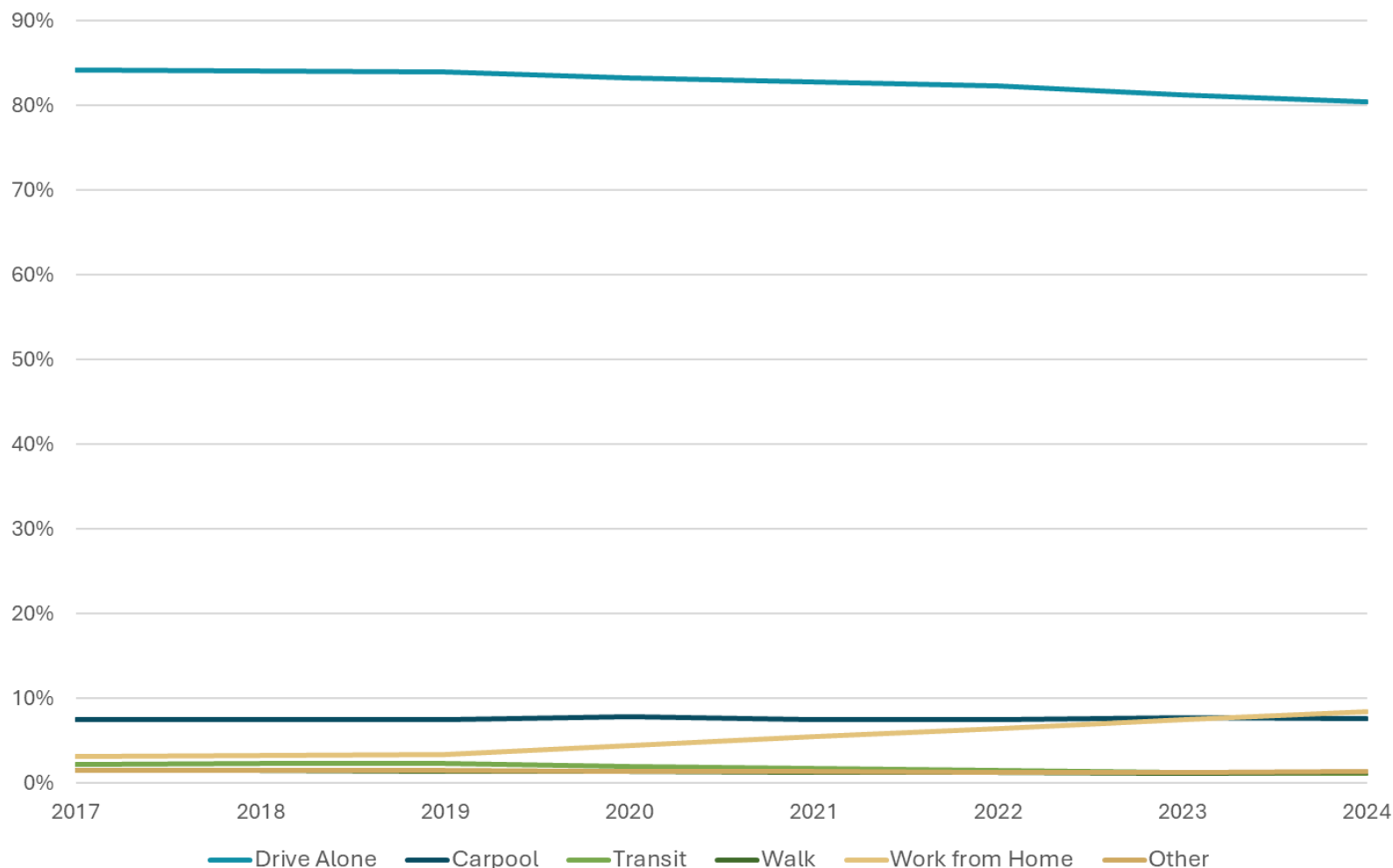
Very slight decline in work commutes between 2016 (left) and 2023 (right)



Commute Mode Share

Single Occupancy Vehicle (SOV) remains dominant mode, but large growth in work-from-home

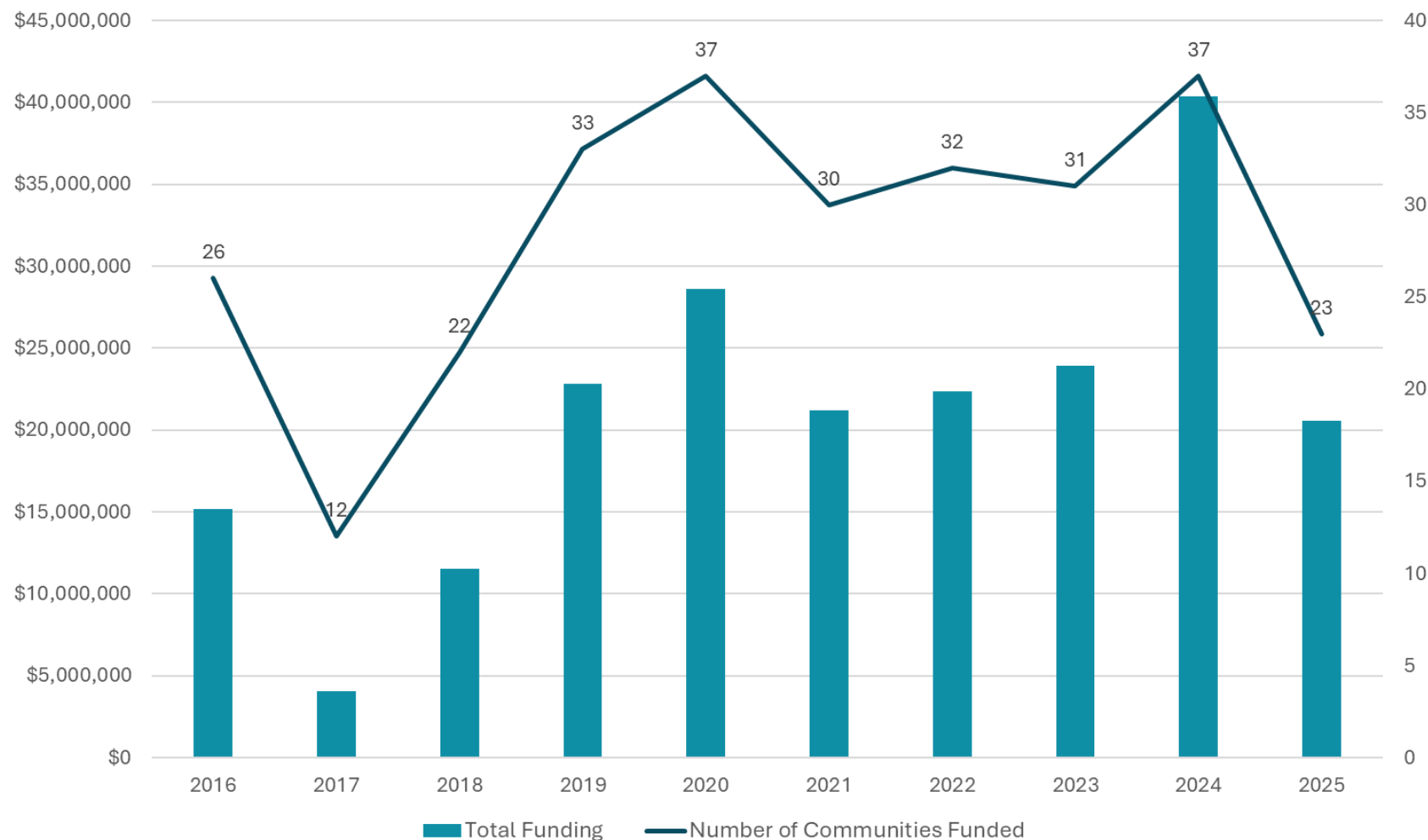
Commute Mode Share in NW Indiana, 2017-2024



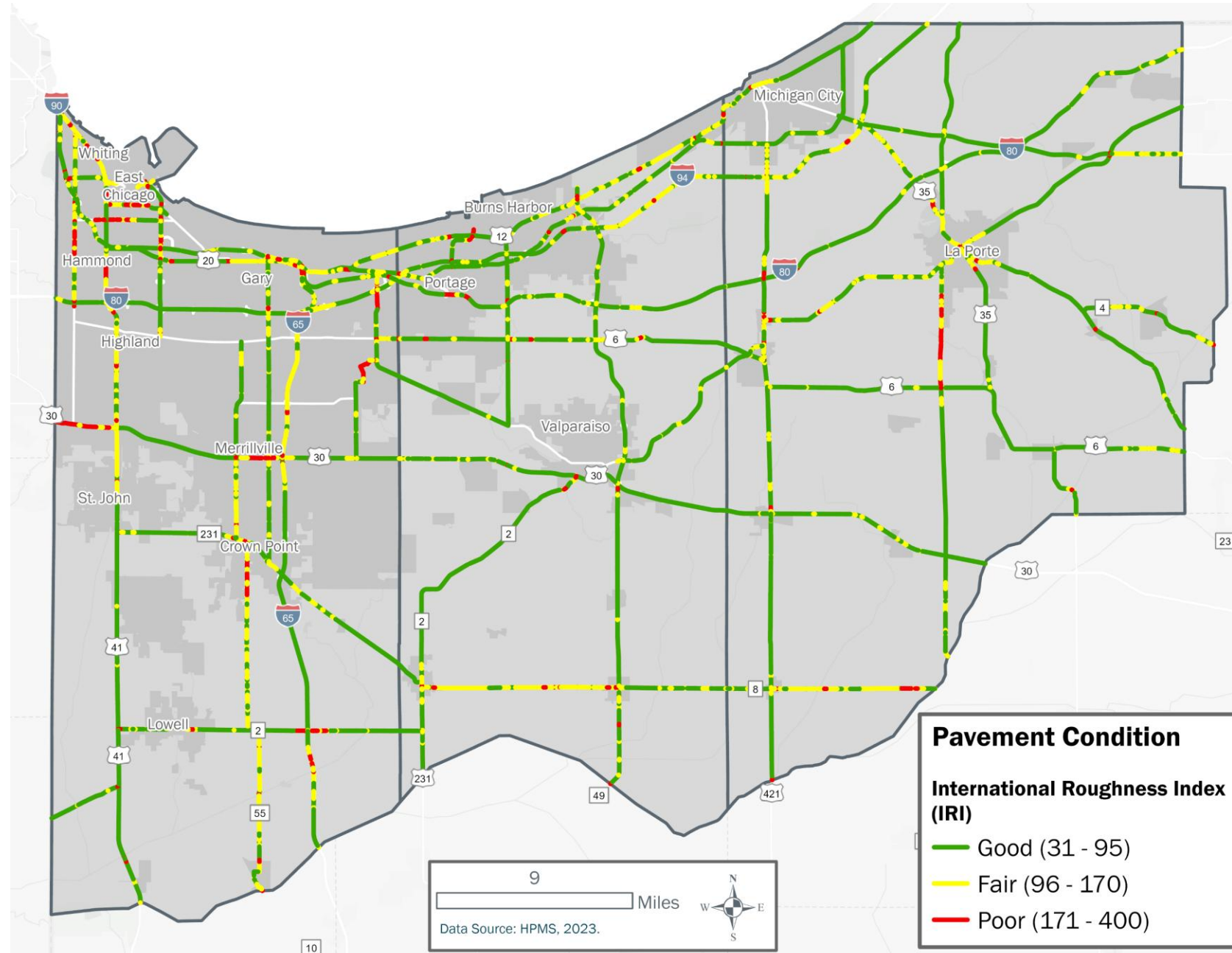
Community Crossings Grants

Community Crossings Matching Grant Program (CCMGP) has injected millions of dollars into NW Indiana spanning most communities, but has declined sharply recently

Community Crossings Matching Grant Program in NW Indiana, 2016-2025

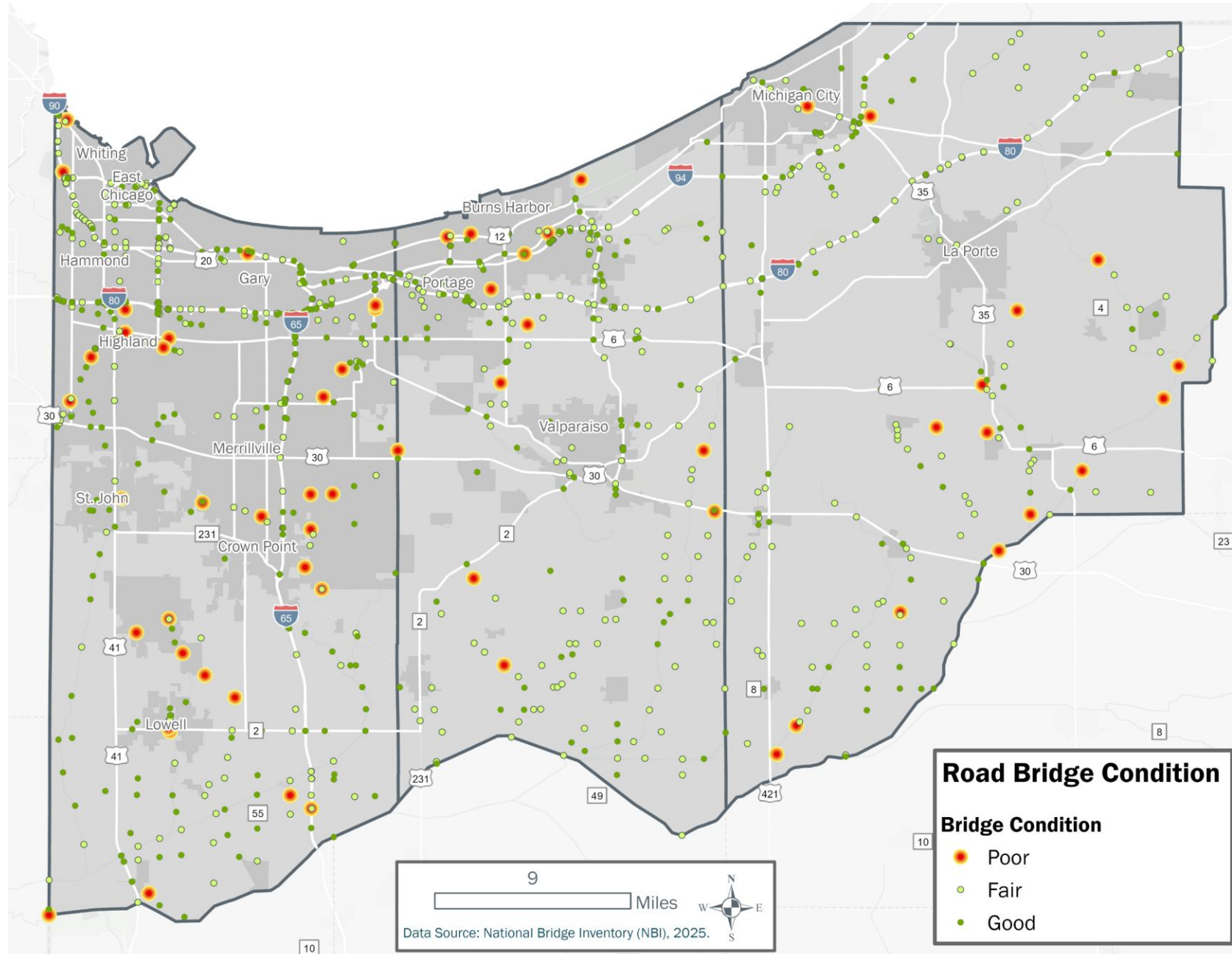


**Pavement conditions
along Interstates and
major arterials
are generally good or
fair, but pockets of poor
pavement remain**

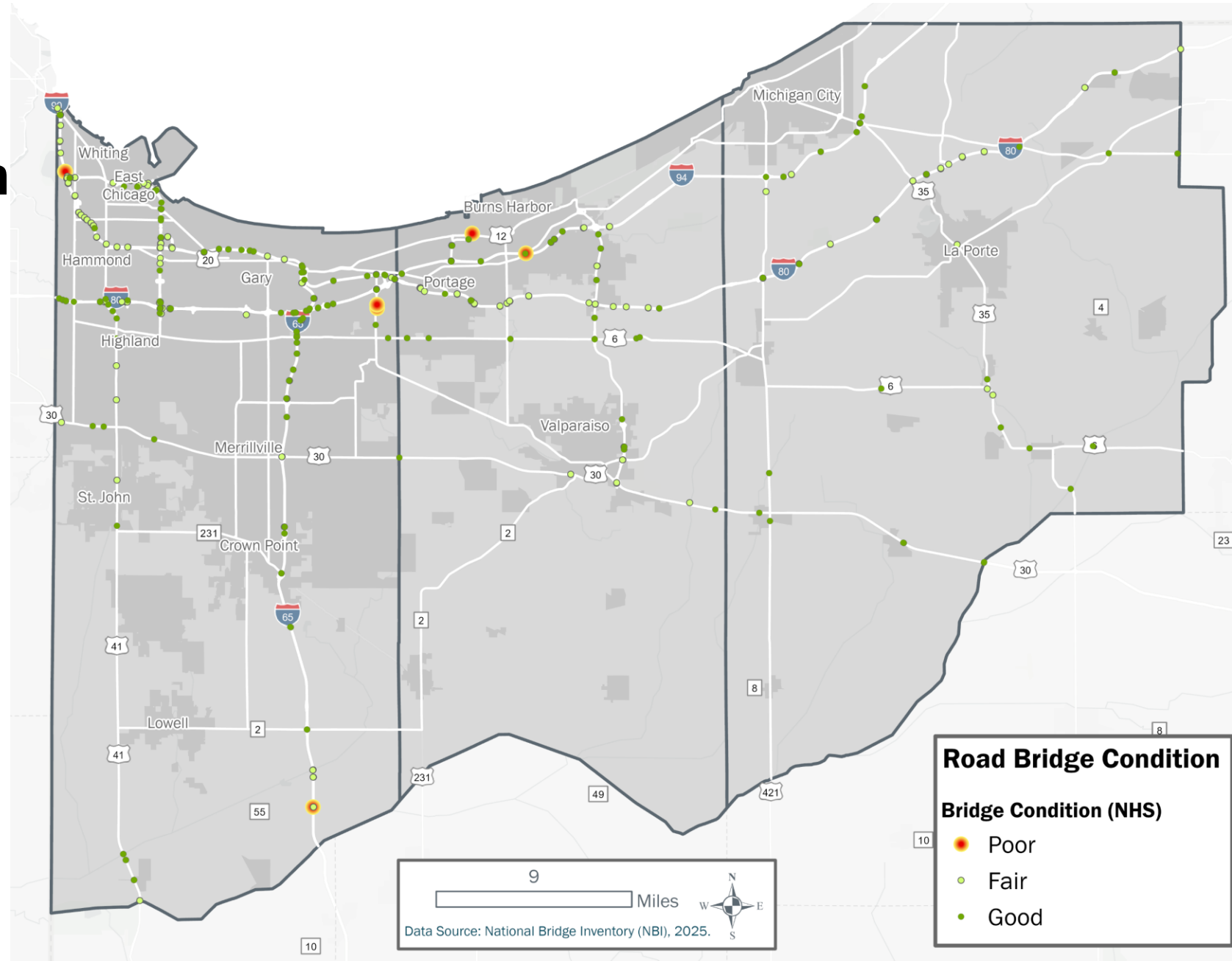


Bridge Condition

Road bridges are mostly in good or fair condition on the Interstates and major arterials, but counties struggle to maintain bridges

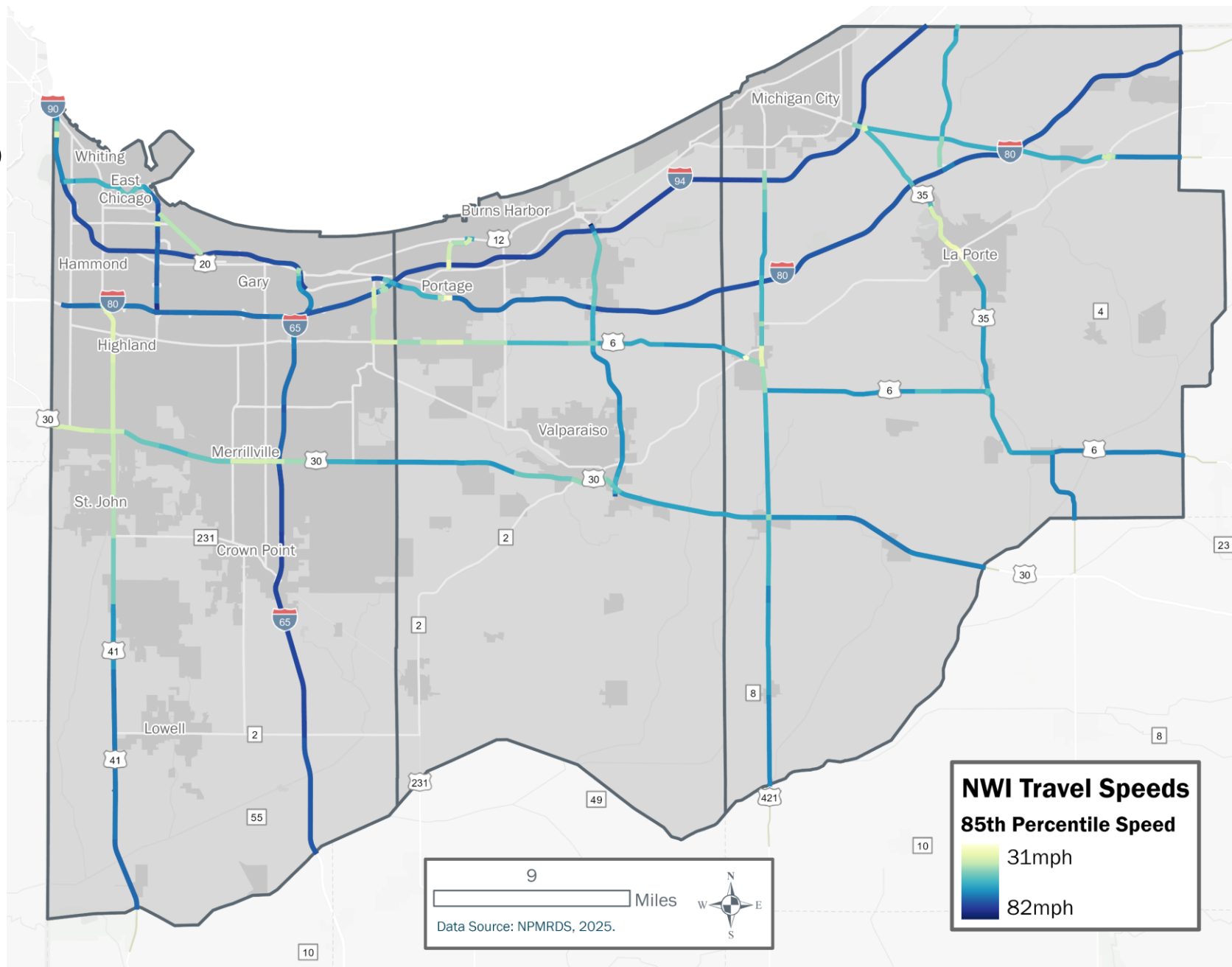


Most National Highway System bridges are good or fair, helping move trucks and supporting the State's Performance Measure Target

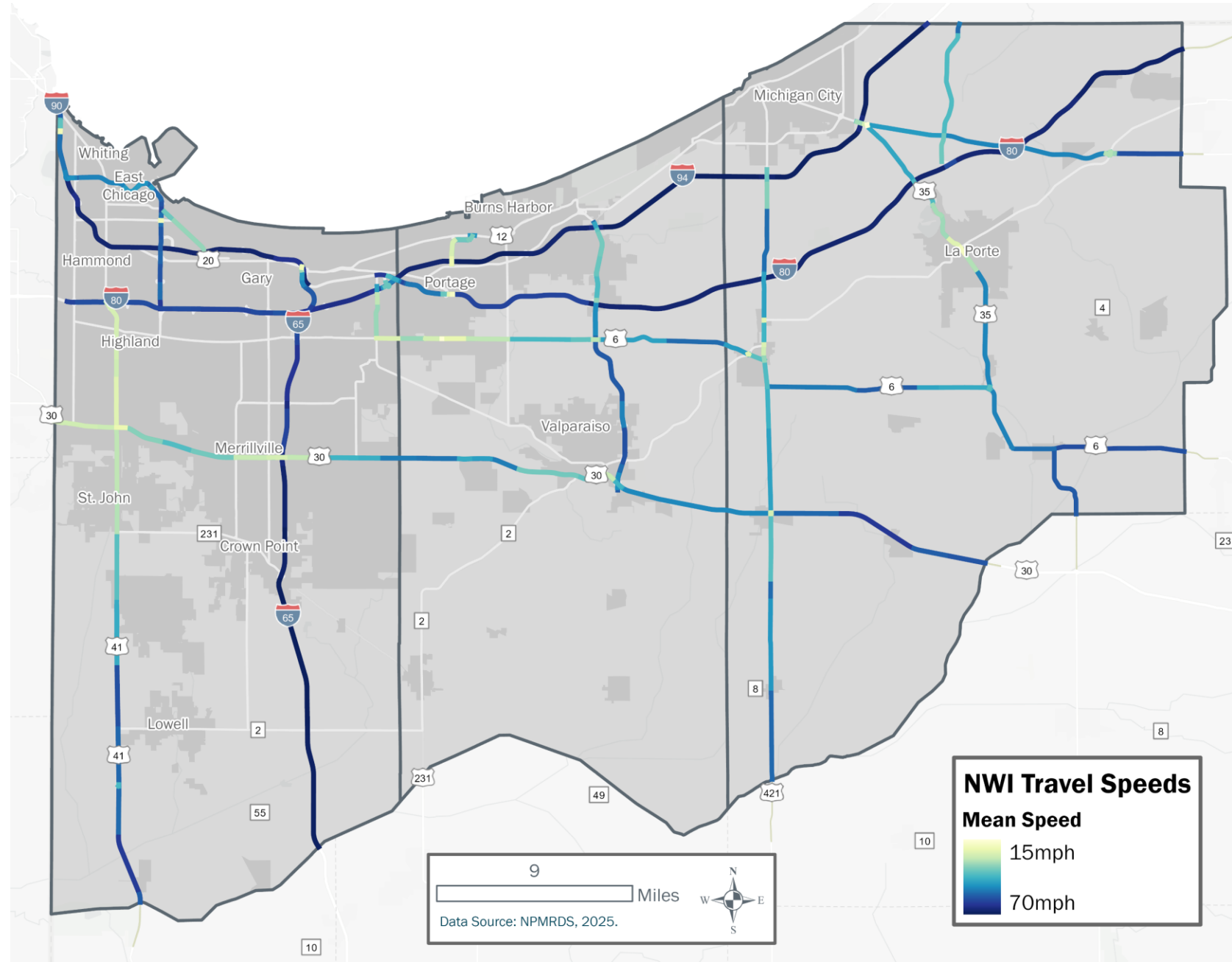


85th % Speeds

85th percentile speeds generally meet or exceed posted speed limits on the region's Interstates and major arterials

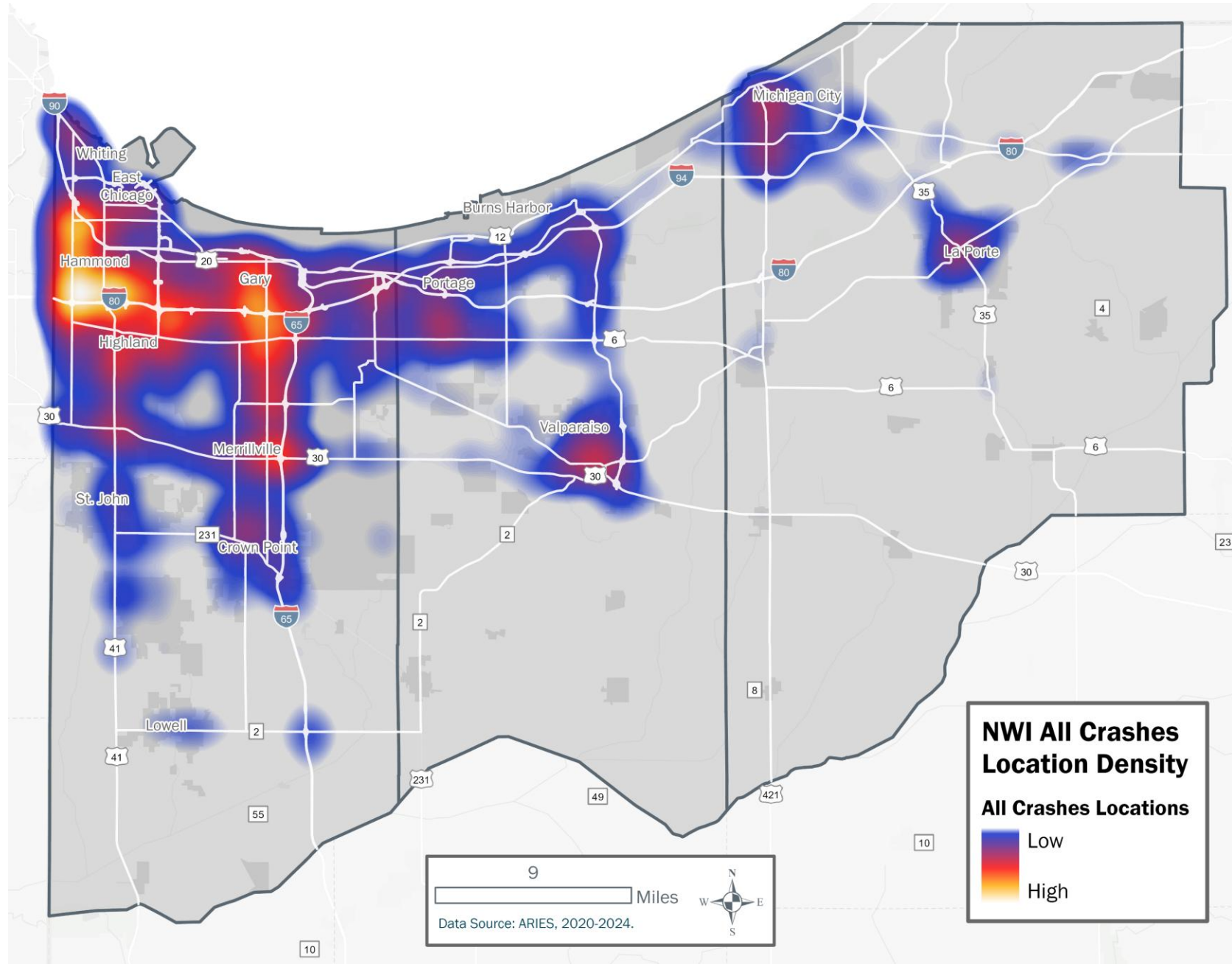


Mean speeds follow almost an identical pattern as 85th percentile speeds, indicating reliable mobility for the motoring public



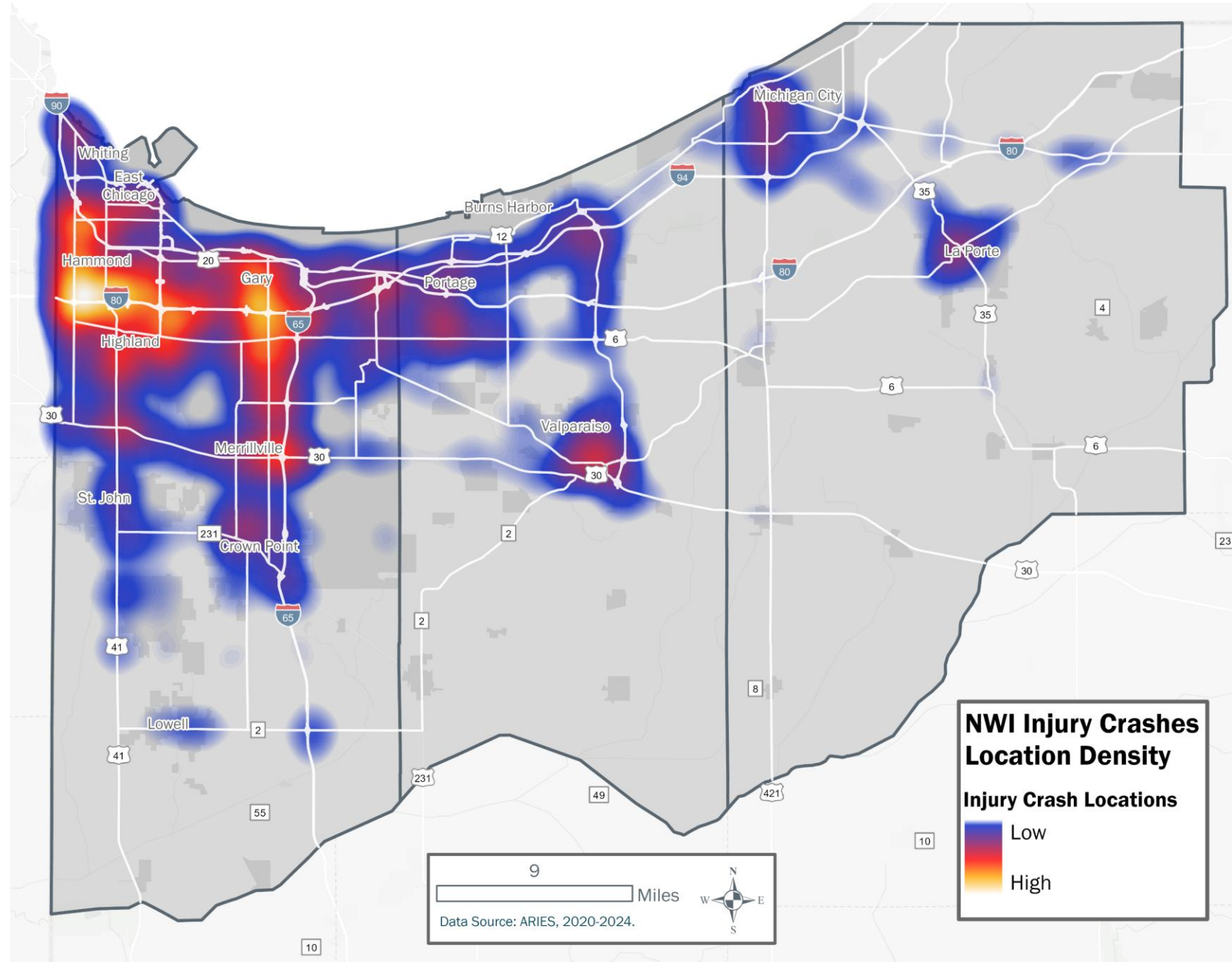
All Crashes

Crashes in the region occur most frequently in areas with more roads and more traffic



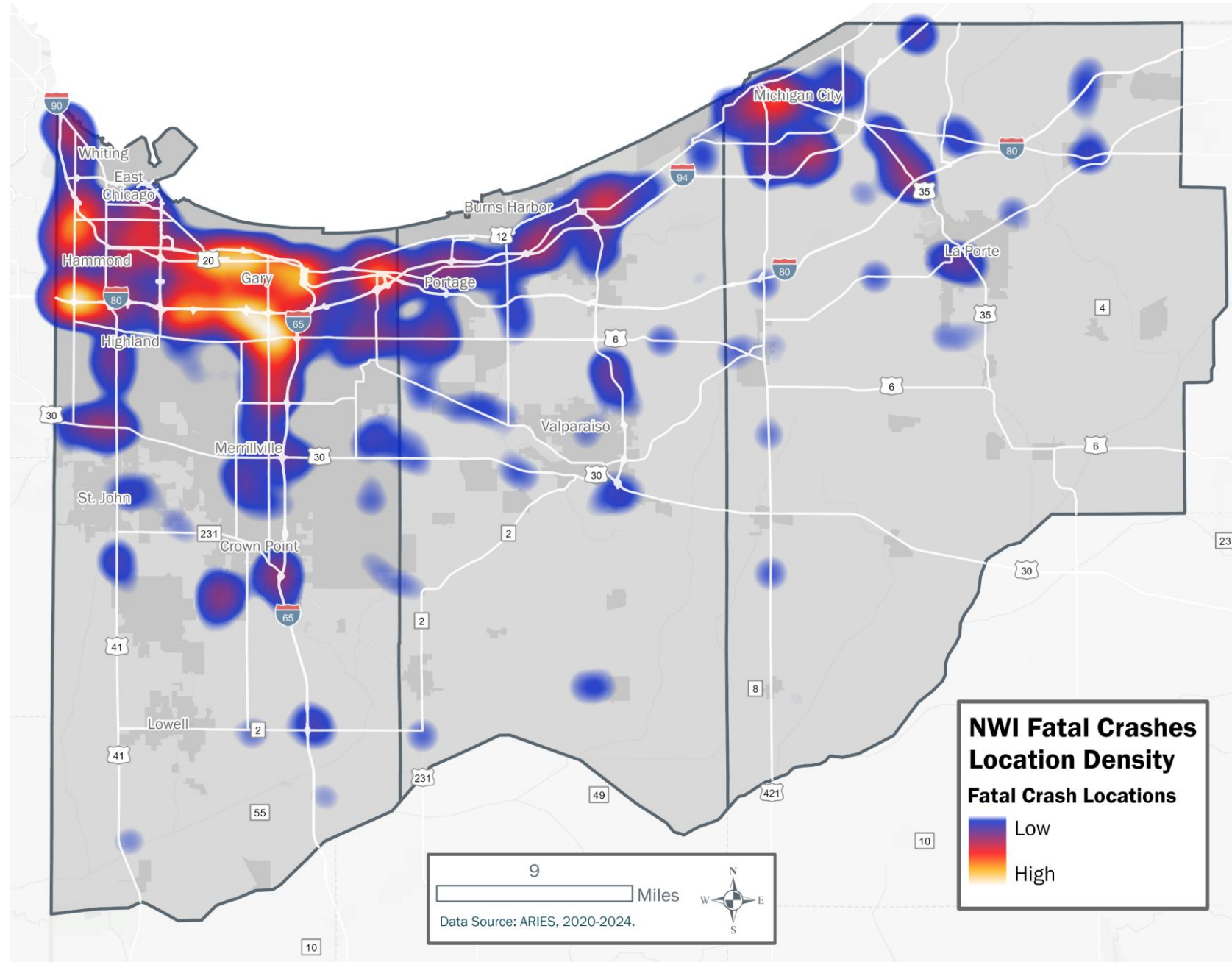
Injury Crashes

Injury crashes are even more clustered in areas with high speeds



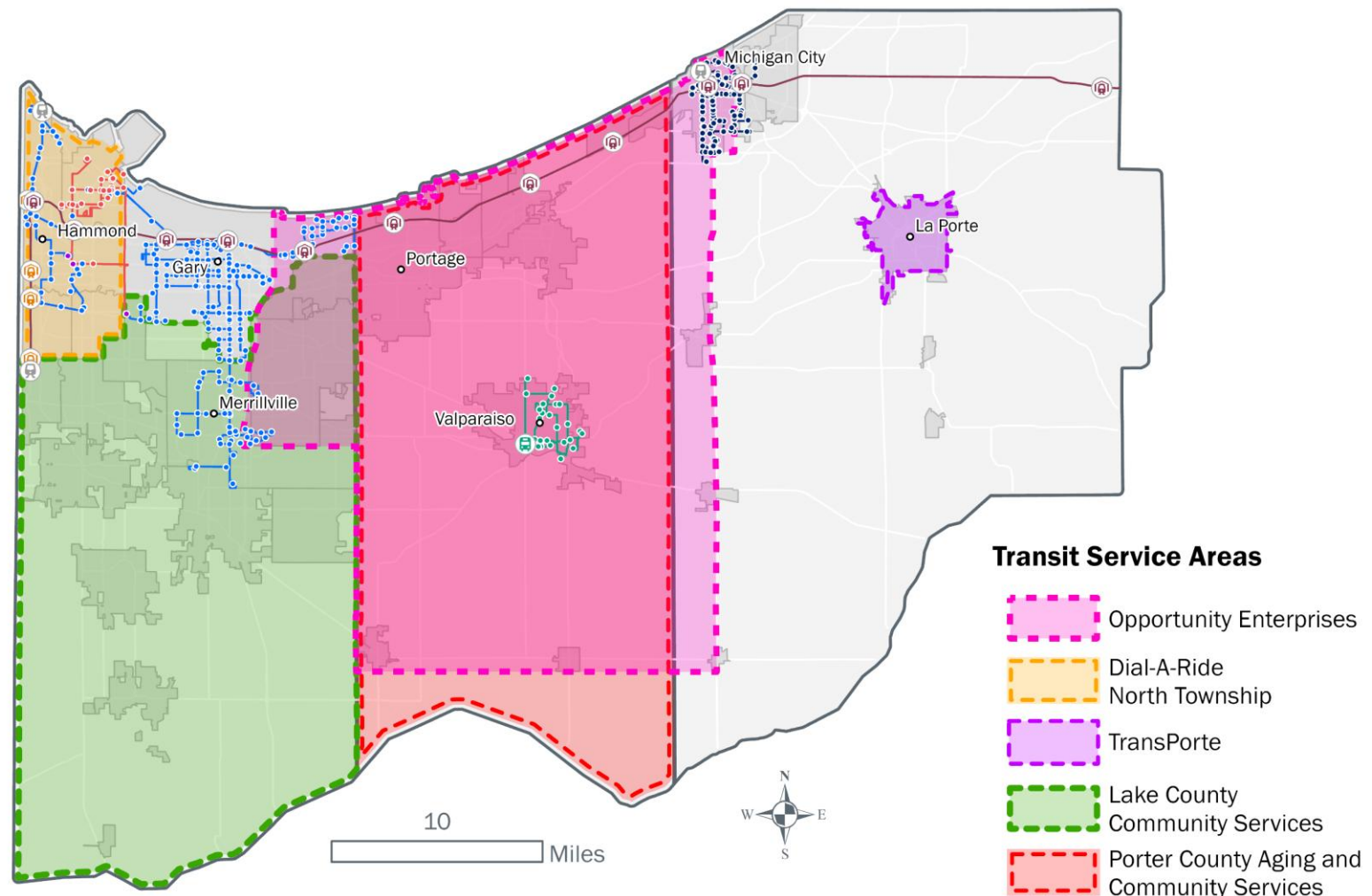
Fatal Crashes

Fatal crashes are more randomly distributed, but are most pronounced in areas with high speeds and near intersections



Transit Service Areas

NW Indiana is covered by several different fixed-route providers and demand-response providers that fill in the gaps, except for in rural La Porte County.



Data Source: NIRPC & NWI Local Public Agencies.

Northwest Indiana Transit Service Areas 2024

Railways

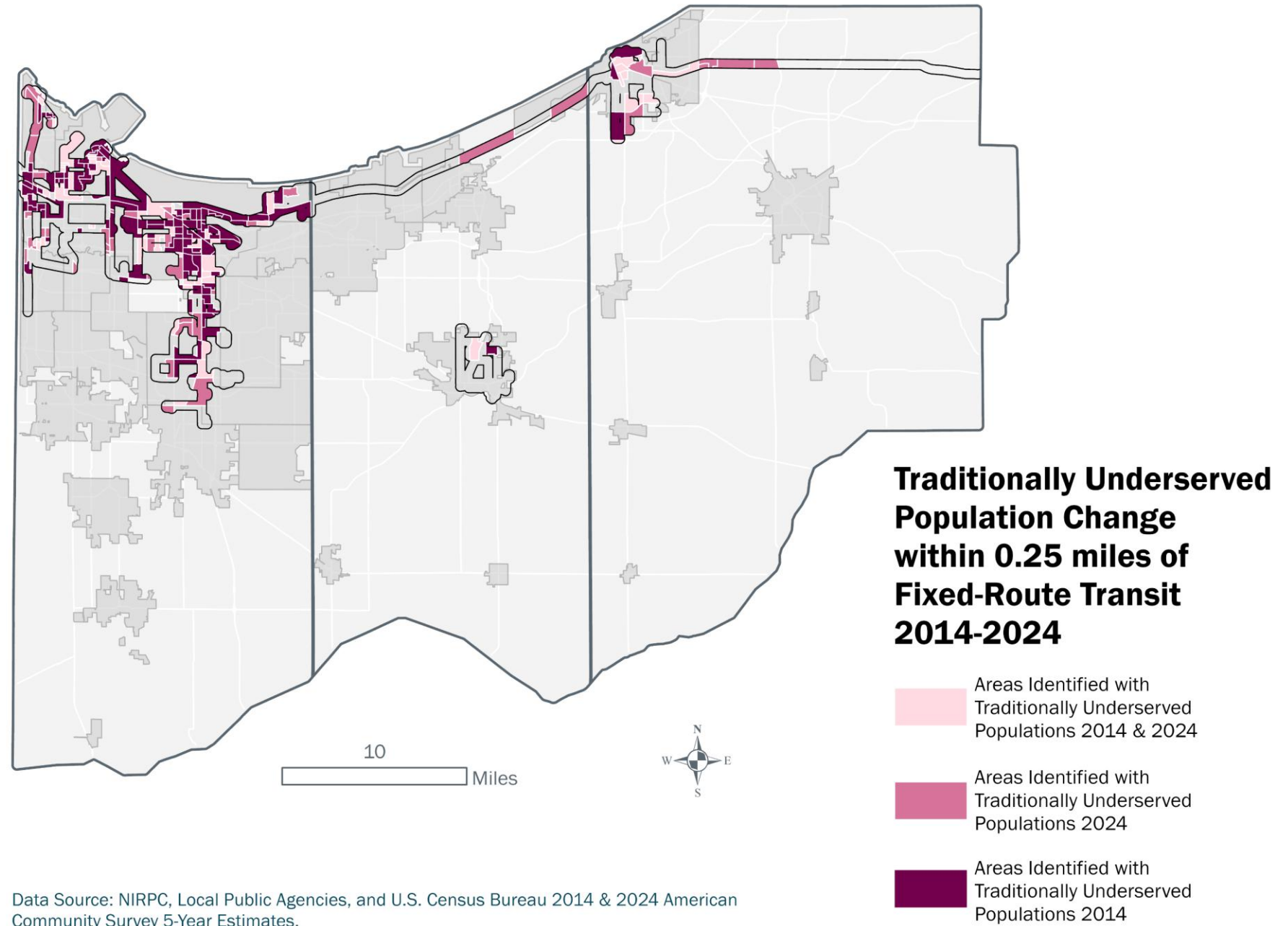
- South Shoreline Route
- Monon Corridor (future) Route
- Amtrak Stations
- South Shoreline Stations
- Monon Corridor (future) Stations

City Transit

- Gary Public Transportation Corp (GPTC)
- GPTC Routes
- East Chicago Transit
- East Chicago Transit/GPTC
- East Chicago Transit Routes
- V-Line Transit
- Chicago Dash
- V-Line Routes
- Michigan City Transit
- Michigan City Transit Routes

Access to Transit

Traditionally underserved populations within 0.25 miles of transit have spread out from urban cores since 2014, highlighting need for regional transit



Traditionally Underserved Population within transit service areas

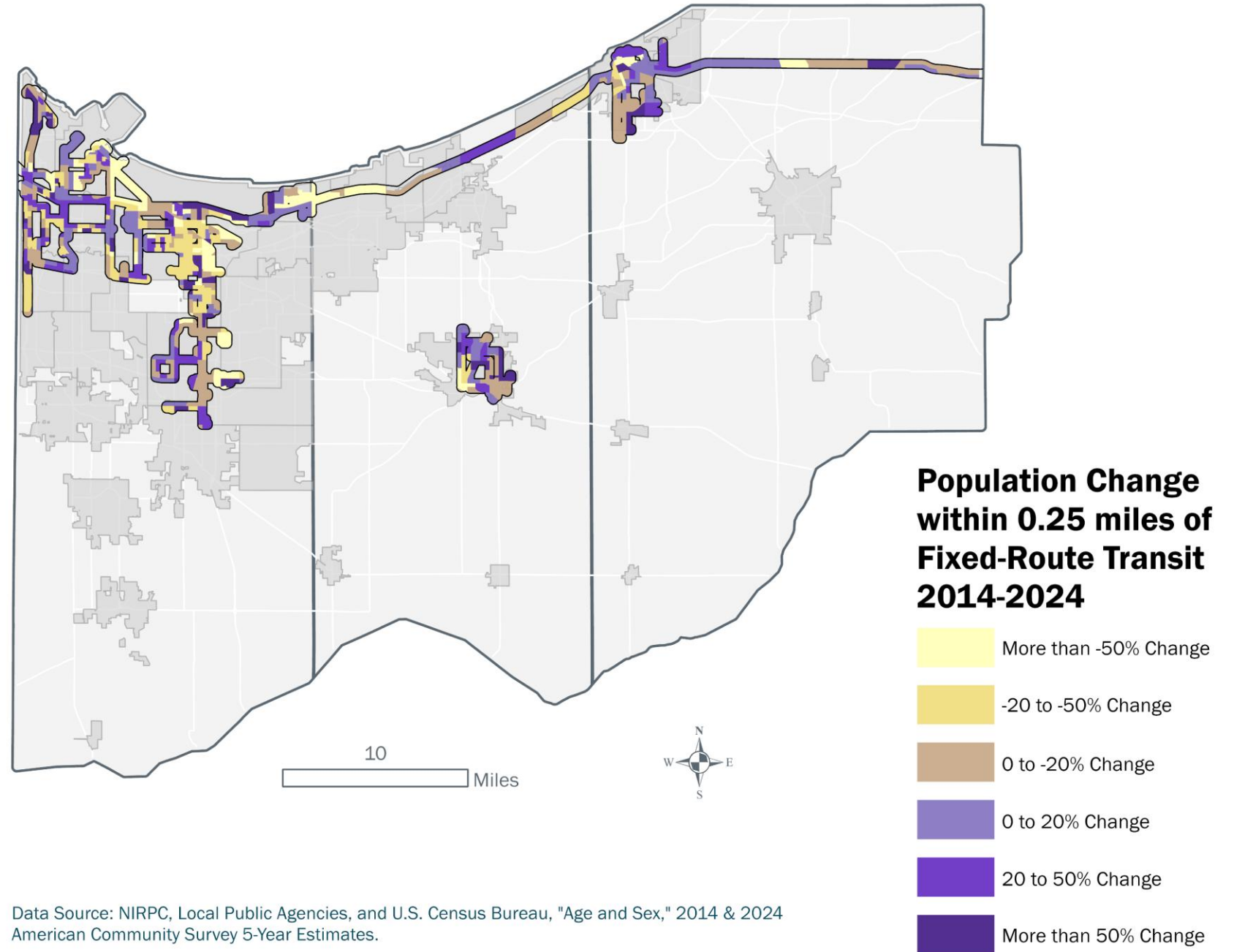
Performance Measure: Change in traditionally underserved population within 0.25 mi of fixed-route transit as a percentage of total population within 0.25 mi of fixed-route transit

Population within 0.25 mi of fixed-route transit has declined from 2014-2024, including for traditionally underserved populations, and the percentage has also declined slightly.

2014 Traditionally Underserved Pop within 0.25 mi of fixed-route transit	2014 Total Pop within 0.25 mi of fixed-route transit	2014 Traditionally Underserved Population within 0.25 mi of fixed-route transit	2024 Traditionally Underserved Pop within 0.25 mi of fixed-route transit	2024 Total Pop within 0.25 mi of fixed-route transit	2024 Traditionally Underserved Population within 0.25 mi of fixed-route transit
113,784	222,867	51.1%	100,013	214,325	46.7%

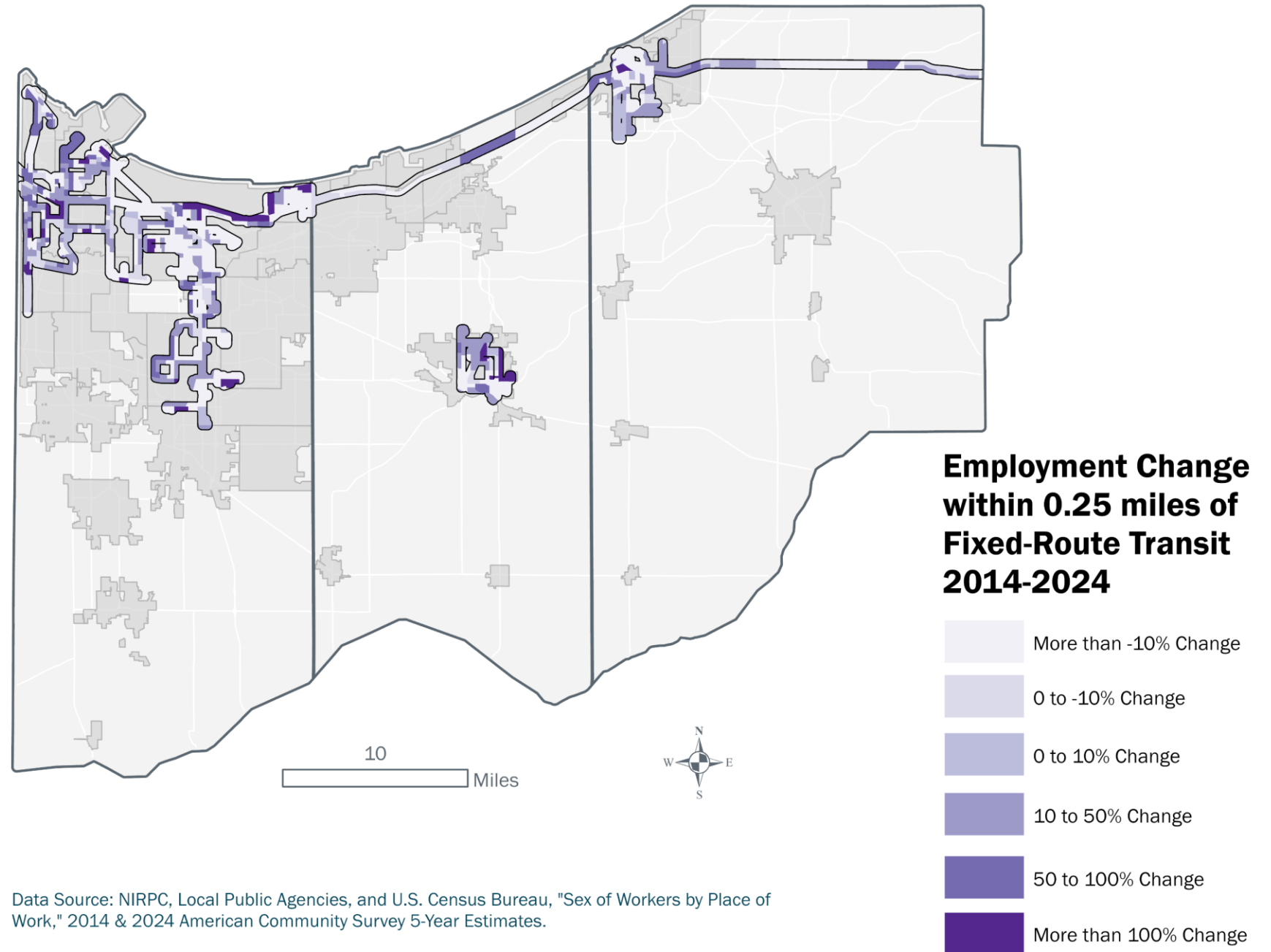
Population near Transit

While some areas near transit have lost population, many transit service areas have gained population.



Employment near Transit

Most areas near transit have gained employment, indicating that Transit Oriented Development could be successful.



Population and Employment Change near Various Fixed-Route Transit Providers

Transit Provider	2014 Population	2024 Population	2014-2024 % Pop Change	2014 Employment	2024 Employment	2014-2024 % Emp Change
ECT	44,460	41,718	-6.20%	12,966	14,472	11.60%
GPTC	222,867	214,325	-3.80%	52,947	55,553	4.90%
MCT	22,480	22,012	-2.10%	8,695	8,512	-2.10%
NICTD	36,256	35,240	-2.80%	12,645	13,109	3.70%
V-Line	21,207	21,919	3.40%	9,605	10,881	13.30%
Total	347,270	335,214	-3.47%	82,817	87,959	6.20%

Percentage of Places that are Served by Fixed-Route Transit

Performance Measure: Percentage of major destinations that are served by fixed-route transit

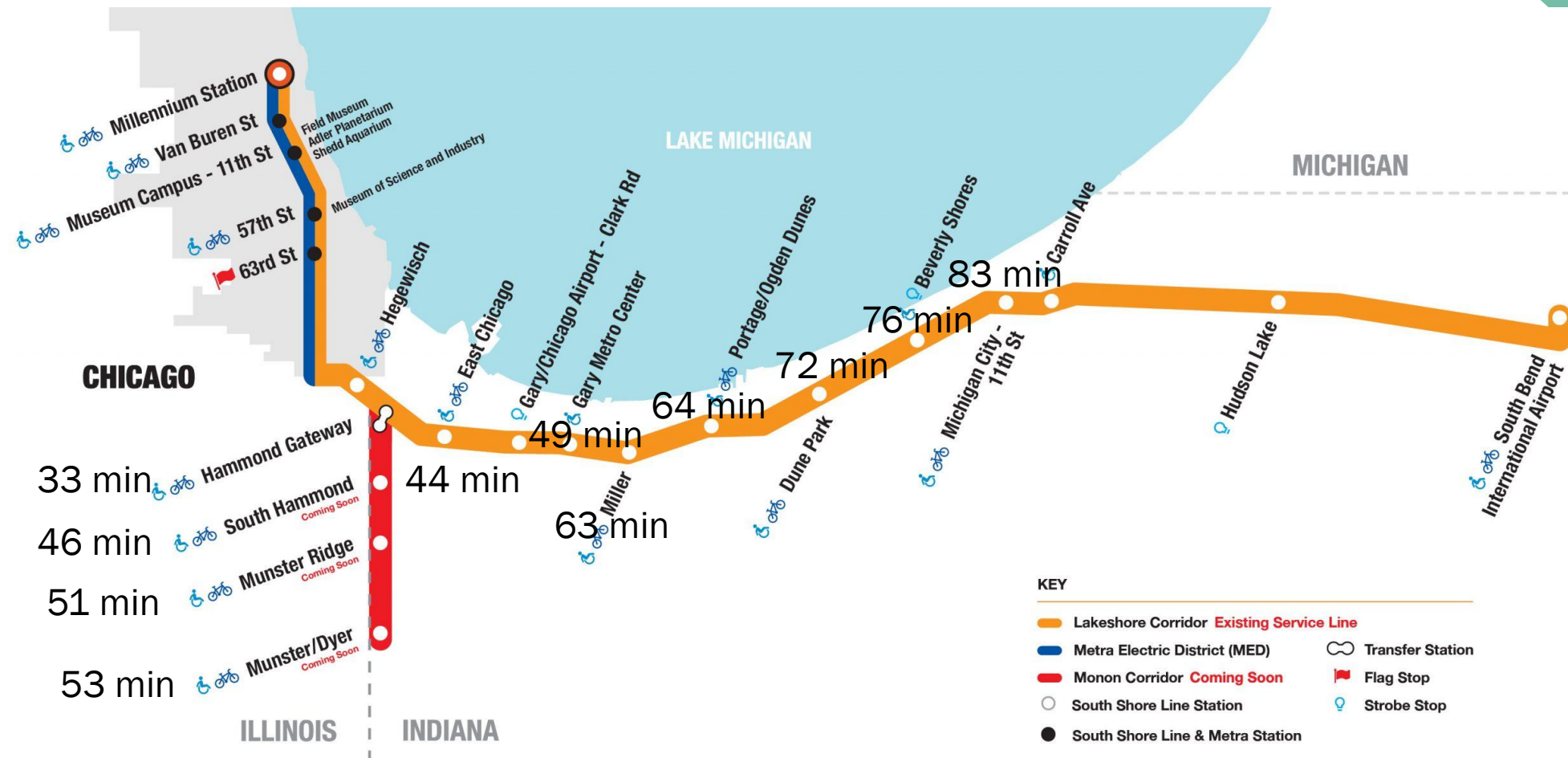
Hospitals remain underserved by fixed-route transit as compared to other major destinations in NW Indiana.

Most cities are served by fixed-route transit, but the percentage of towns served by fixed-route transit is small.

Place Type	Percentage Served by Fixed-Route Transit
Universities/Colleges	80%
Hospitals	33%
Casinos	75%
Cities	82%
Towns	20%

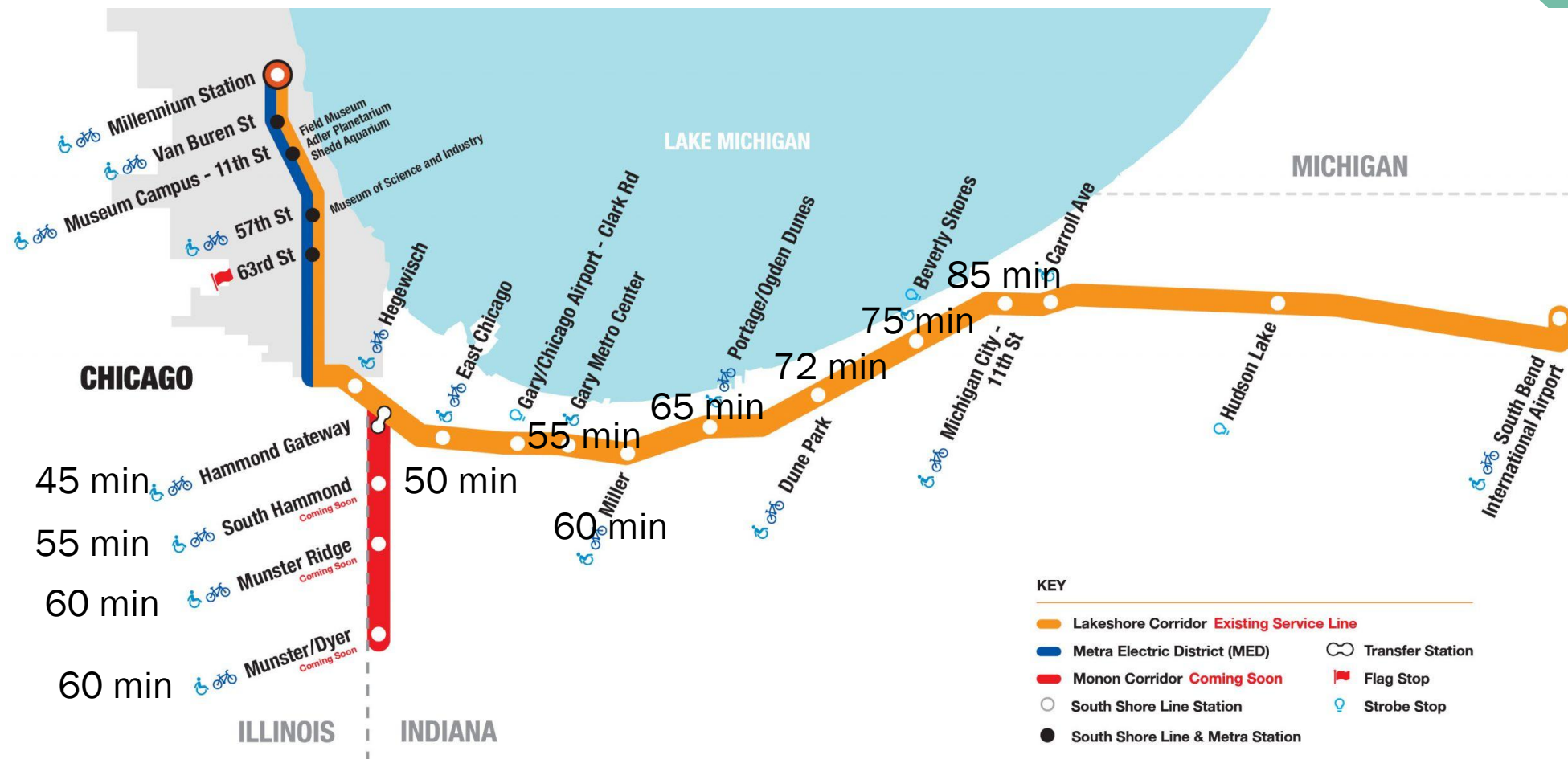
Travel Times to Downtown Chicago by Train from NICTD stop locations

Train travel times from NICTD stations to downtown Chicago are reasonable and negate the need to find parking in Chicago.



Travel Times to Downtown Chicago by Car from NICTD stop locations

Car travel times from NICTD stations to downtown Chicago are typically about the same as by train, in some cases even slower, and automatically come with the need to park in Chicago.





Environment



Brownfields

Clean-up Site Programs

Superfund

- National Priority List
- Non-National Priority List

RCRA Haz Waste-Corrective Action

Federal Facilities

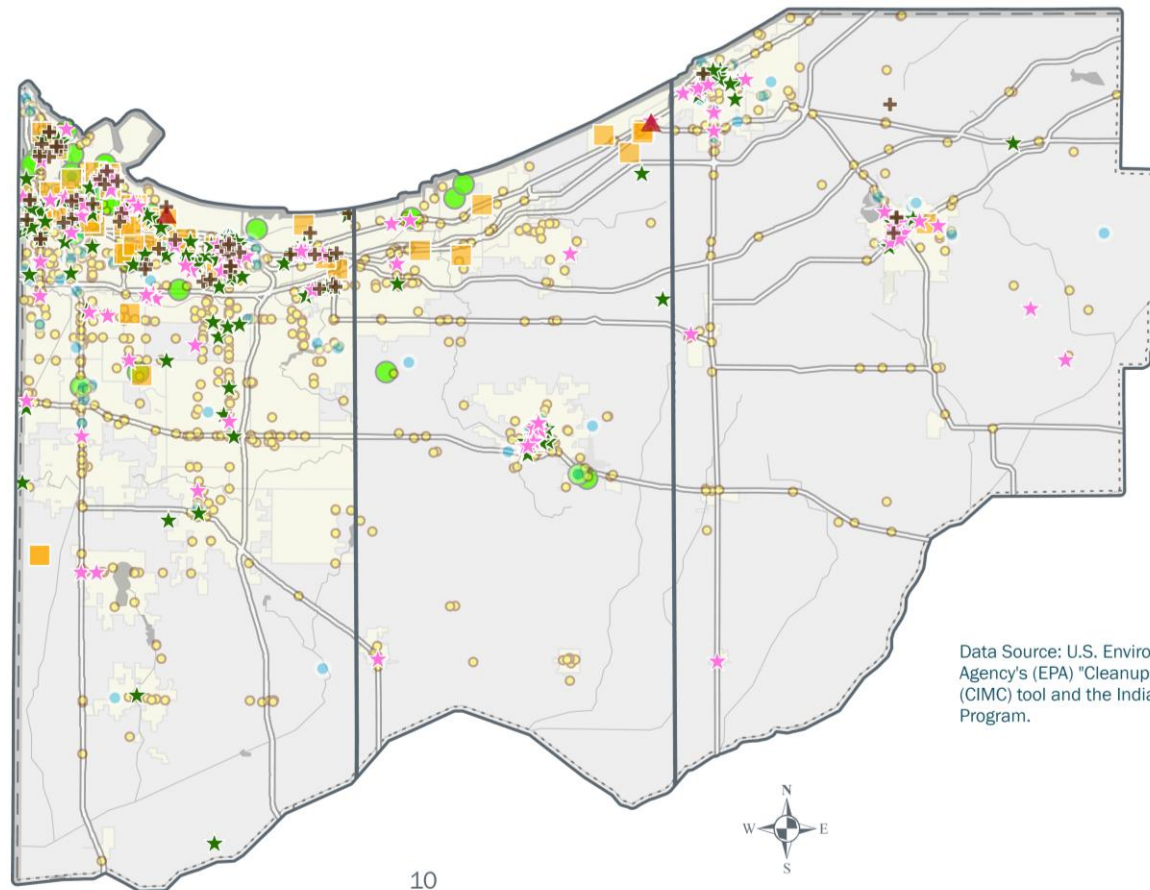
Spill Response

Leaking Underground Storage Tanks

Voluntary Remediation Program

Brownfields

Northwest Indiana Brownfields and Contamination Clean-ups



Data Source: U.S. Environmental Protection Agency's (EPA) "Cleanups in My Community" (CIMC) tool and the Indiana Brownfields Program.

Indiana Brownfields Program Sites

- ★ Cleaned Up/Ready for Reuse
- ★ Clean Up or Planning in Progress
- Leaking Underground Storage Tanks
- Volunteer Remediation Program

EPA's Cleanups in My Community Sites

- ▲ Identified
- Clean Up or Planning in Progress
- Cleanup Complete/Ready for Reuse
- ✚ Identified Brownfields

Brownfields

	Total Sites Identified	% in Economic Use
#	1640	80%

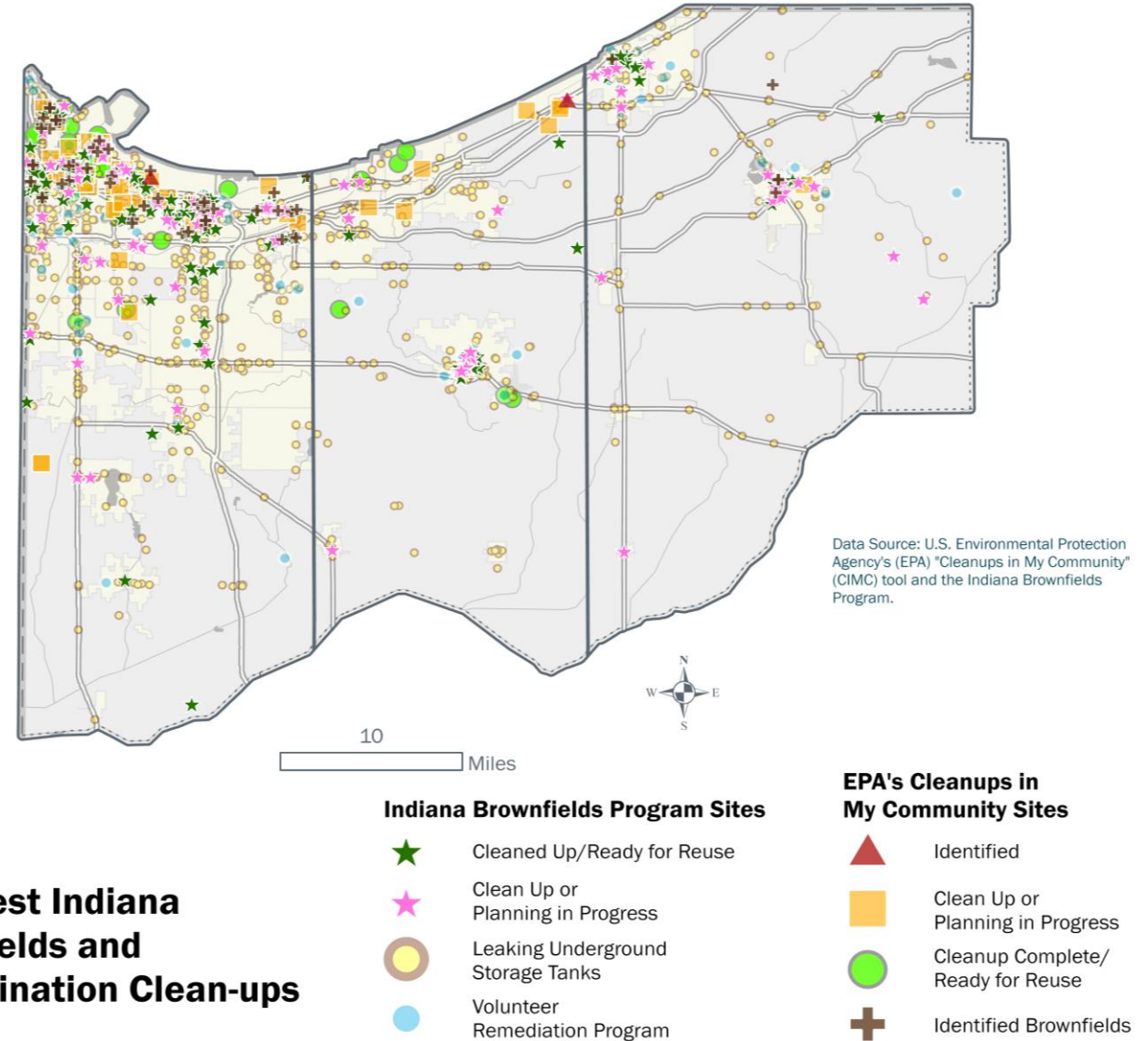
What are performance measures of interest for Economy and Place?

Cleaned Up
with use restrictions?

in progress

stalled

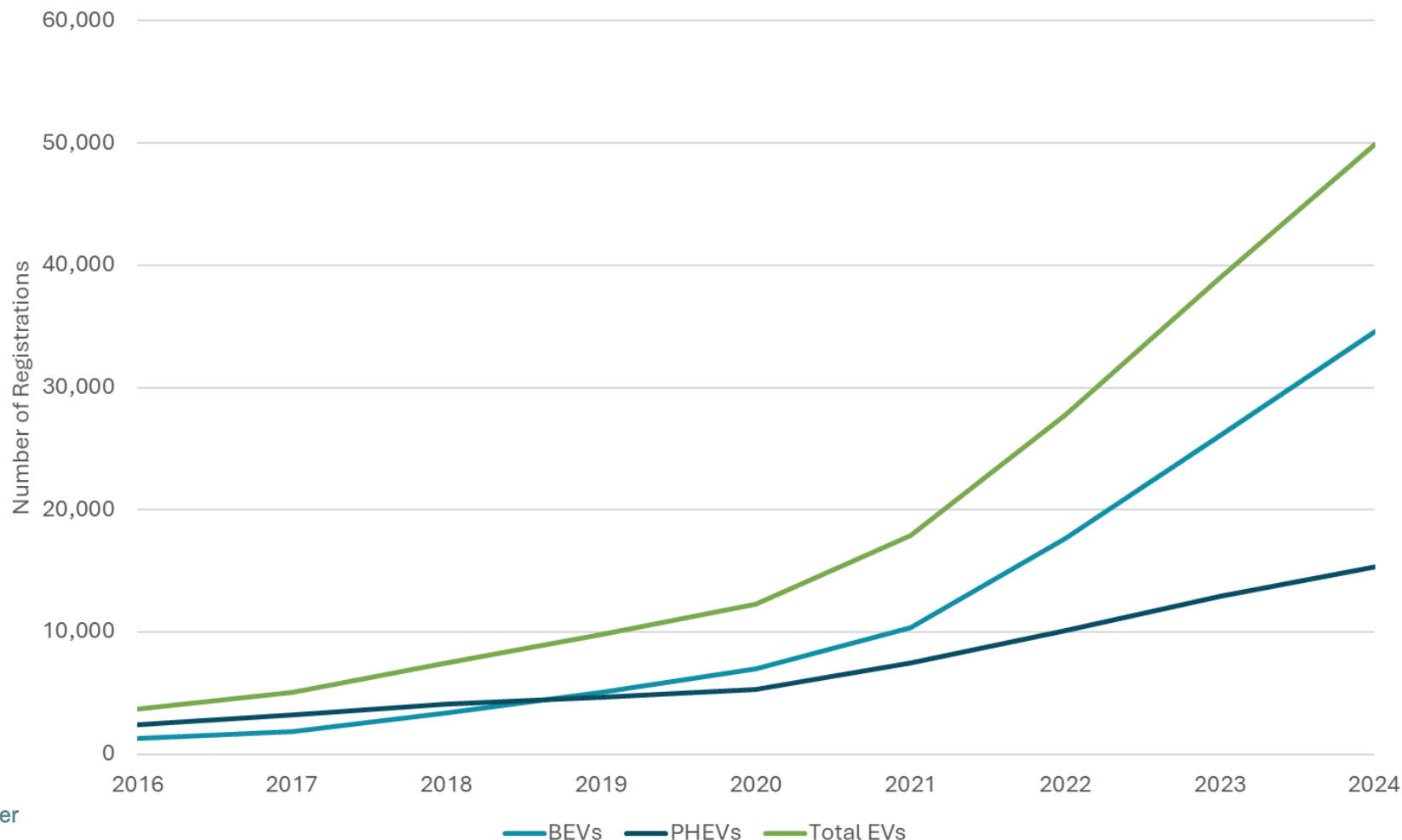
Northwest Indiana Brownfields and Contamination Clean-ups



Electric Vehicle (EV) Growth

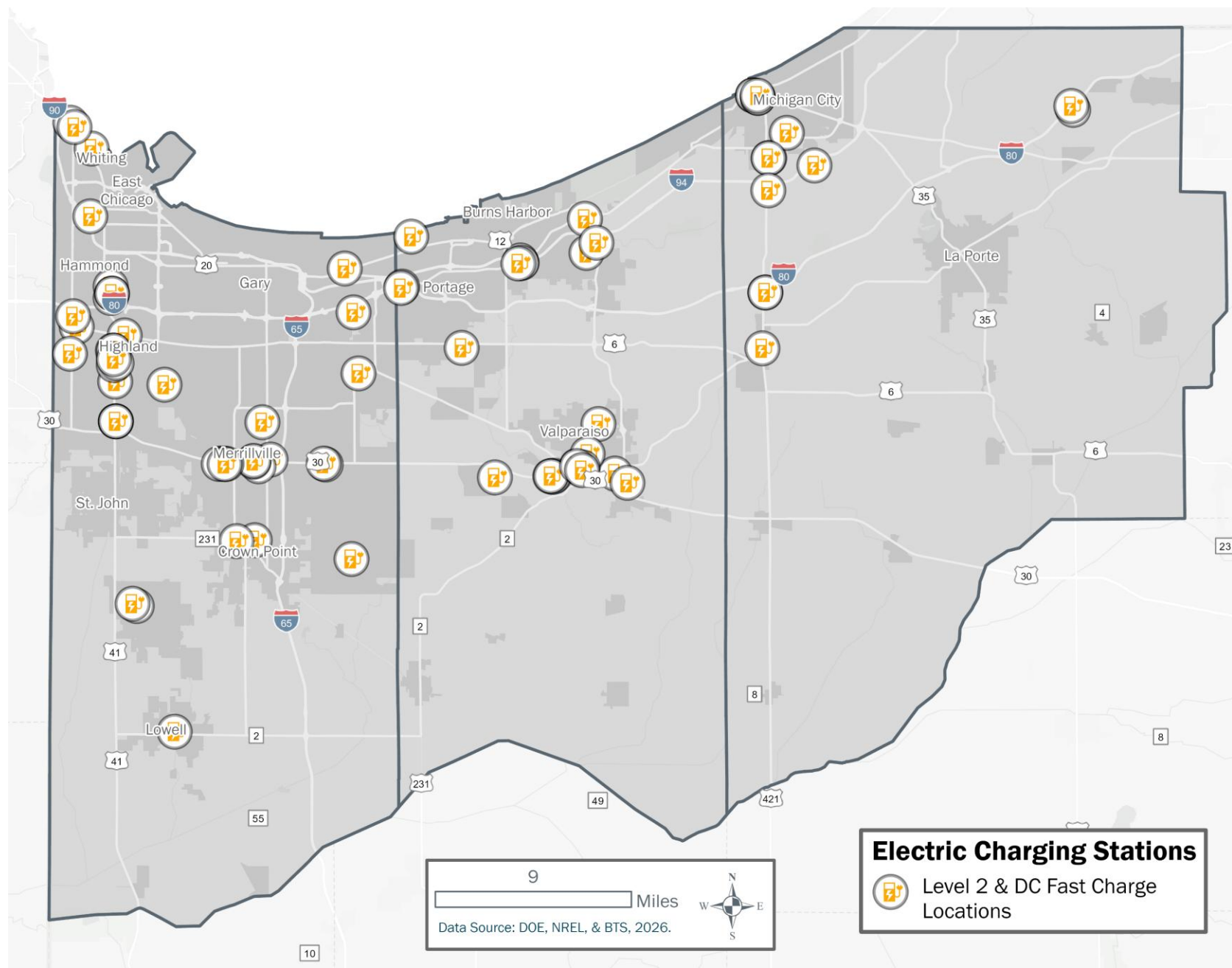
EVs in Indiana have grown rapidly recently for both Battery Electric Vehicles (BEVs) and Plug-in Hybrid Electric Vehicles (PHEVs) but still represent less than 1% of all registrations statewide

Electric Vehicle (EV) Growth in Indiana, 2016-2024



EV Charging Locations

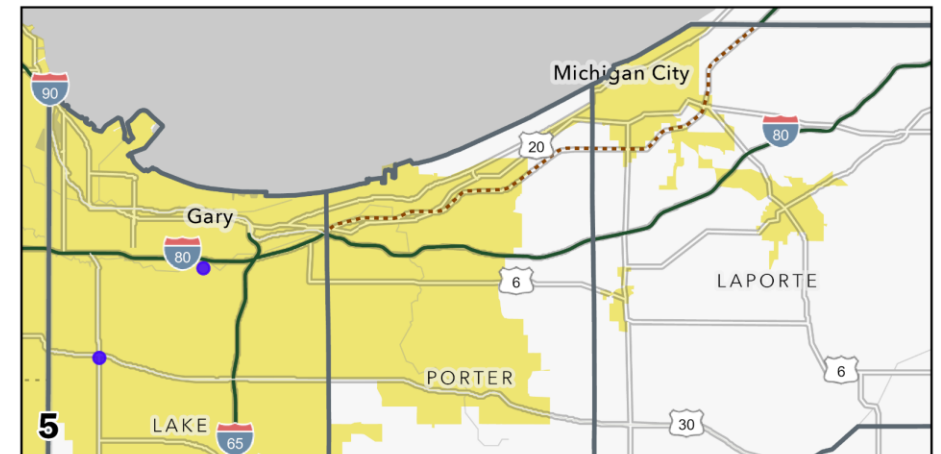
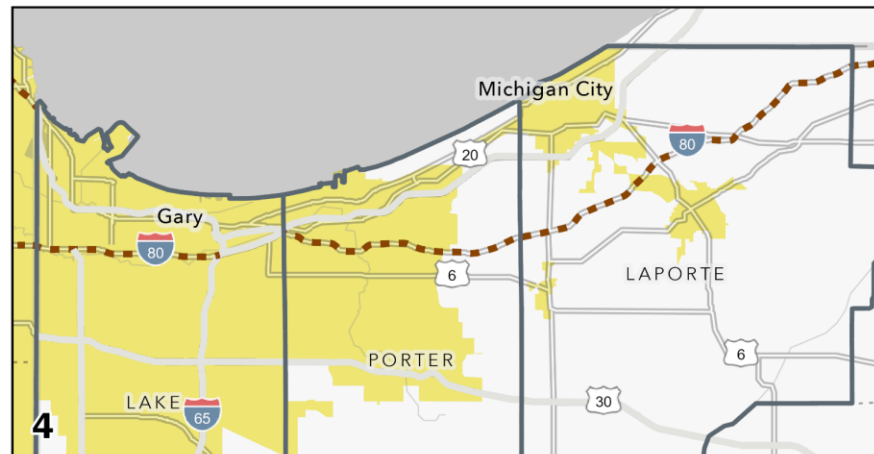
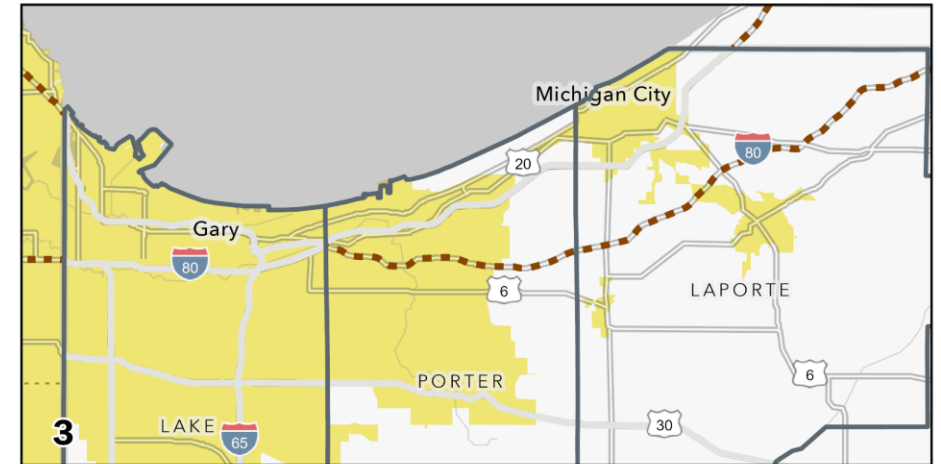
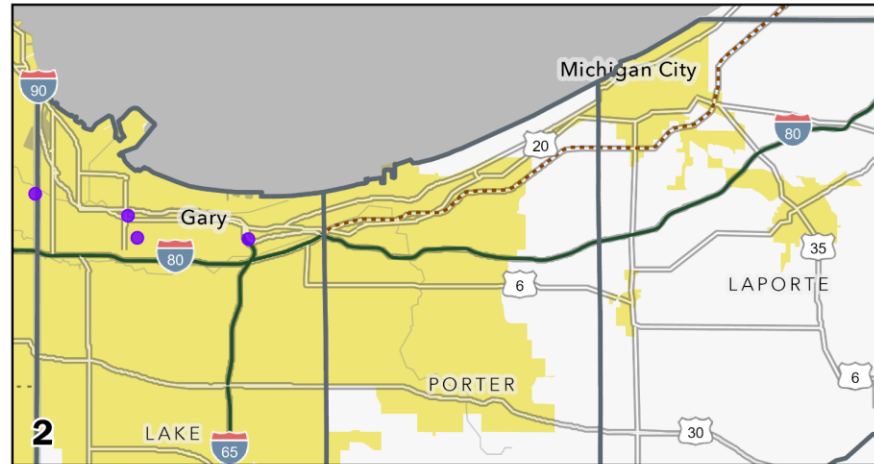
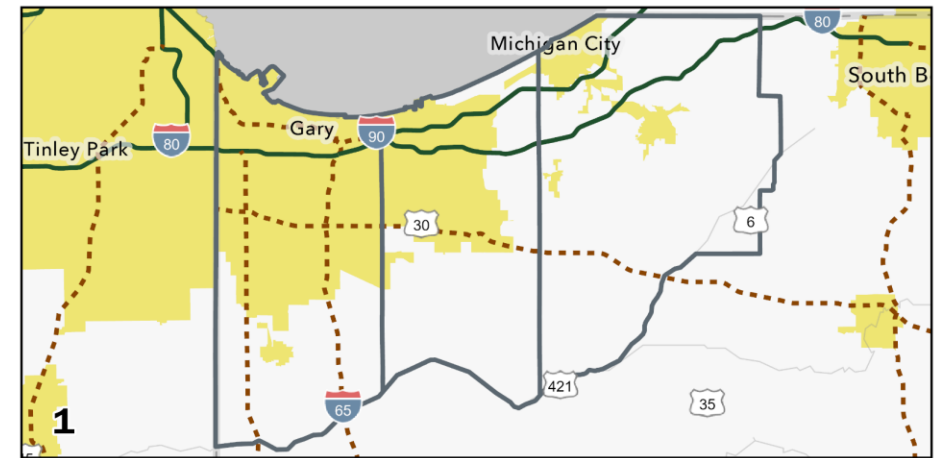
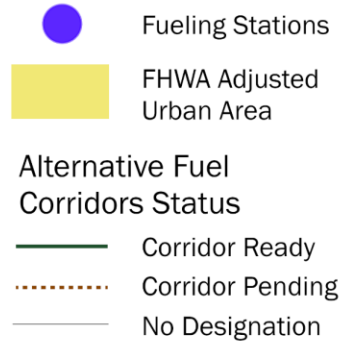
Substantial progress in investing in EV charging stations, with notable gaps in Gary, East Chicago, St. John, La Porte, and rural areas



Cleaner Fuels

Northwest Indiana Alternative Fuel Corridors

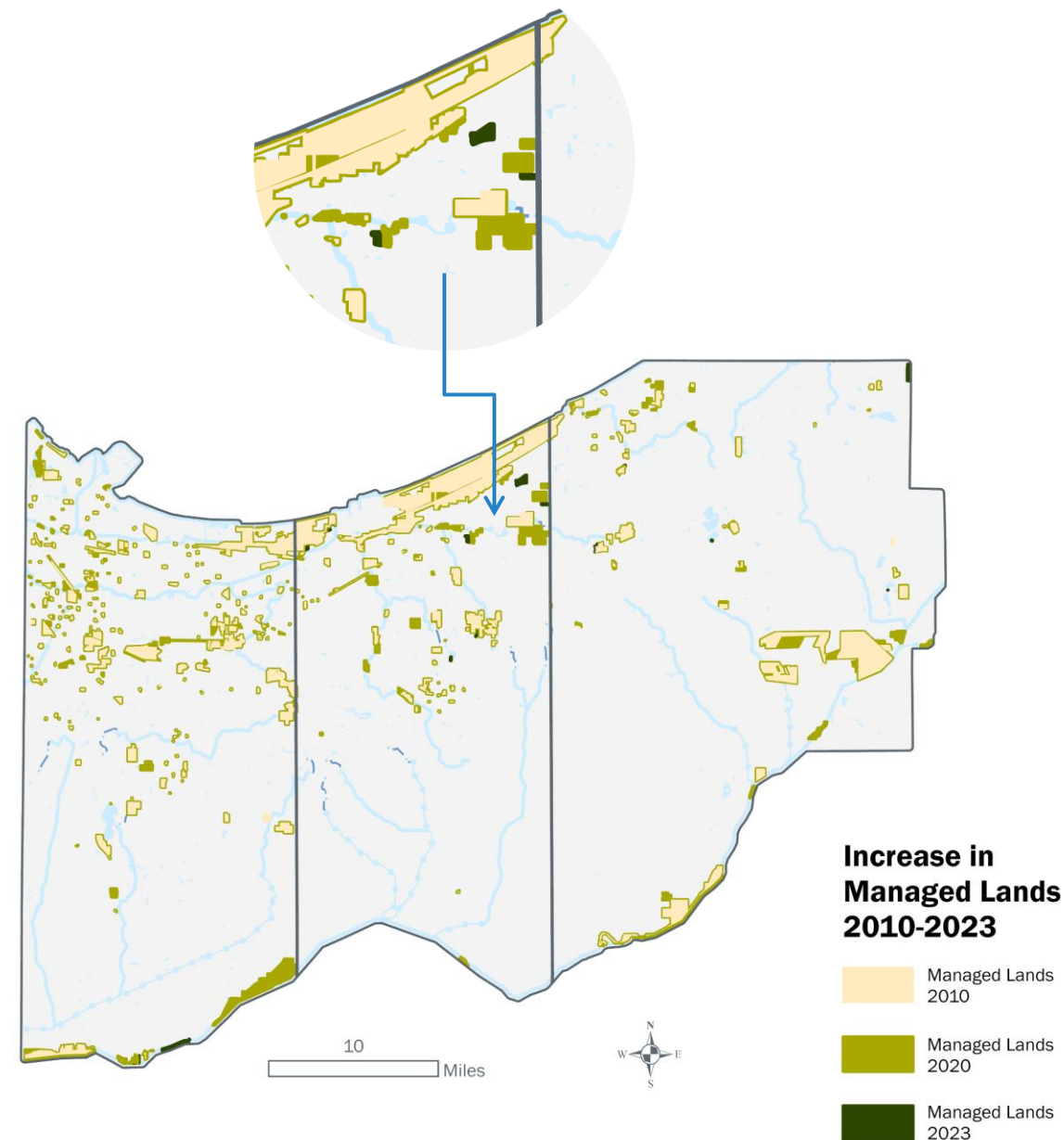
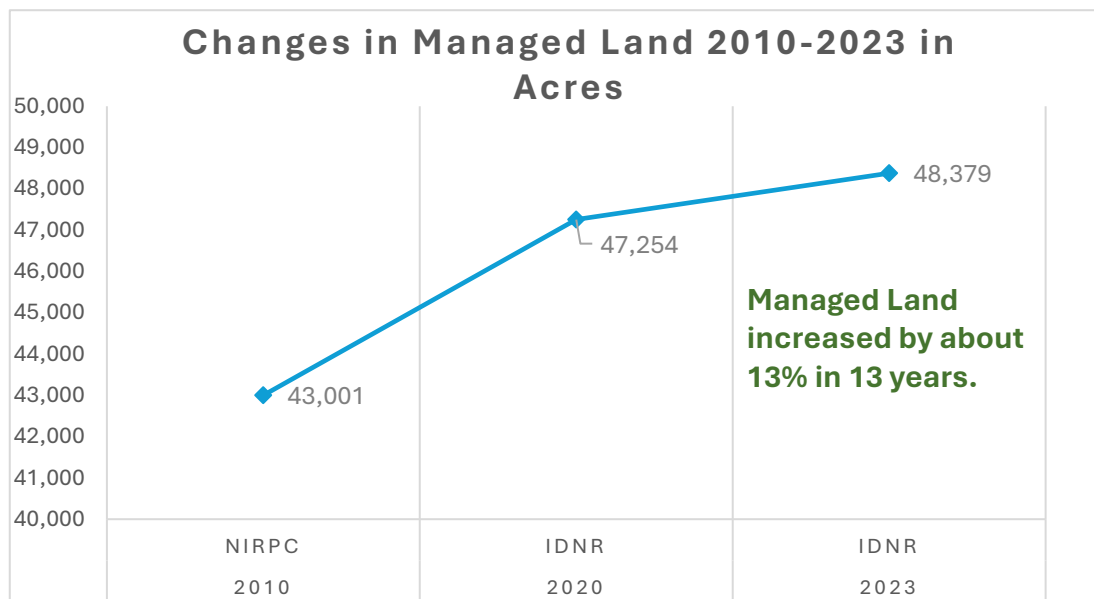
- Map 1 - EV Alternative Fuels Corridor
- Map 2 - Compressed Natural Gas
- Map 3 - Hydrogen
- Map 4 - Liquefied Natural Gas
- Map 5 - Liquefied Petroleum Gas



Managed Land

Performance Measure: Track changes in acres in managed land.

NWI residents, employees, and visitors should be able to access natural areas and green spaces that are maintained and protected from future development.

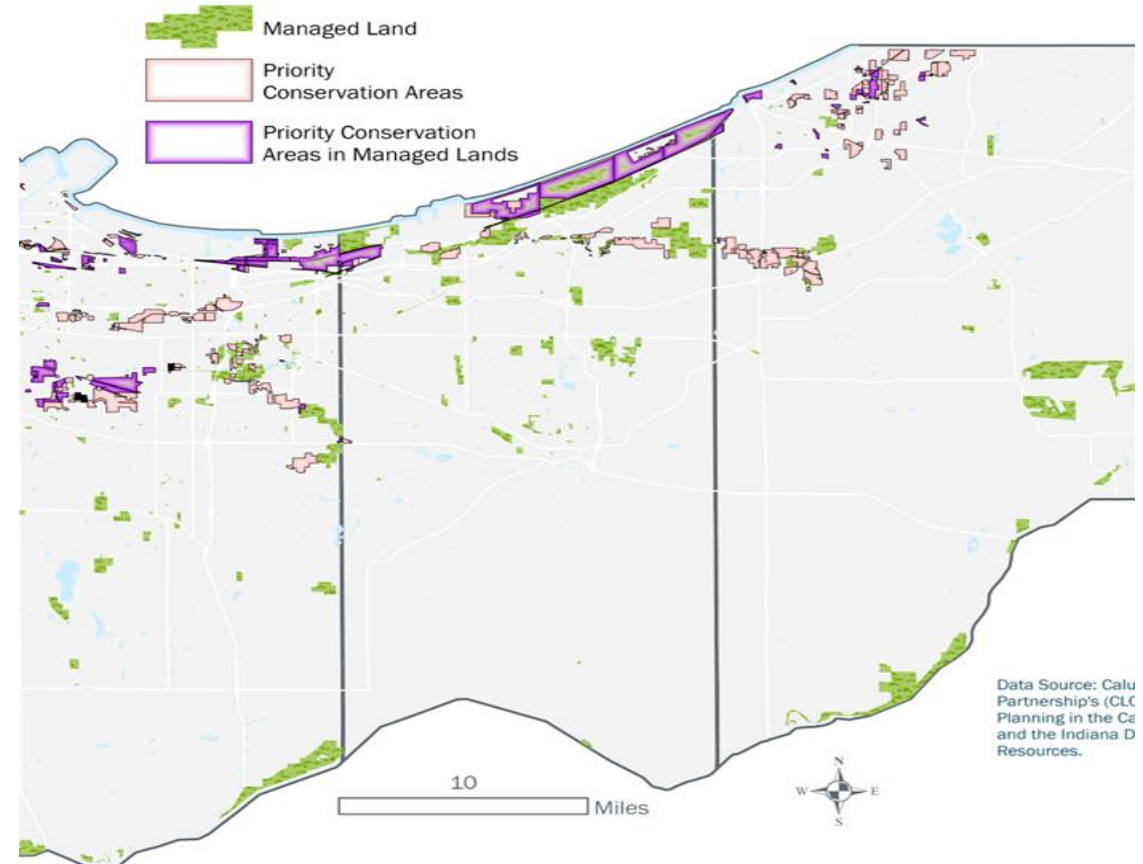


Data Source: Indiana Department of Natural Resources (IDNR), Indiana Natural Heritage Data Center (INHDC), National Atlas of the United States; U.S. Geological Survey (USGS), and NIRPC's 2040 Comprehensive Regional Plan.

Conservation Value

Lake Michigan Basin		
Conservation Priority (Acres)	Conservation Priority Managed	%
36,102	13,467	37%

Priority Conservation Areas Currently Managed in Northwest Indiana



Thank you

**NORTHWESTERN
INDIANA
REGIONAL
PLANNING
COMMISSION**

