

Performance-based planning (Pbp) framework for the 2050 Plan



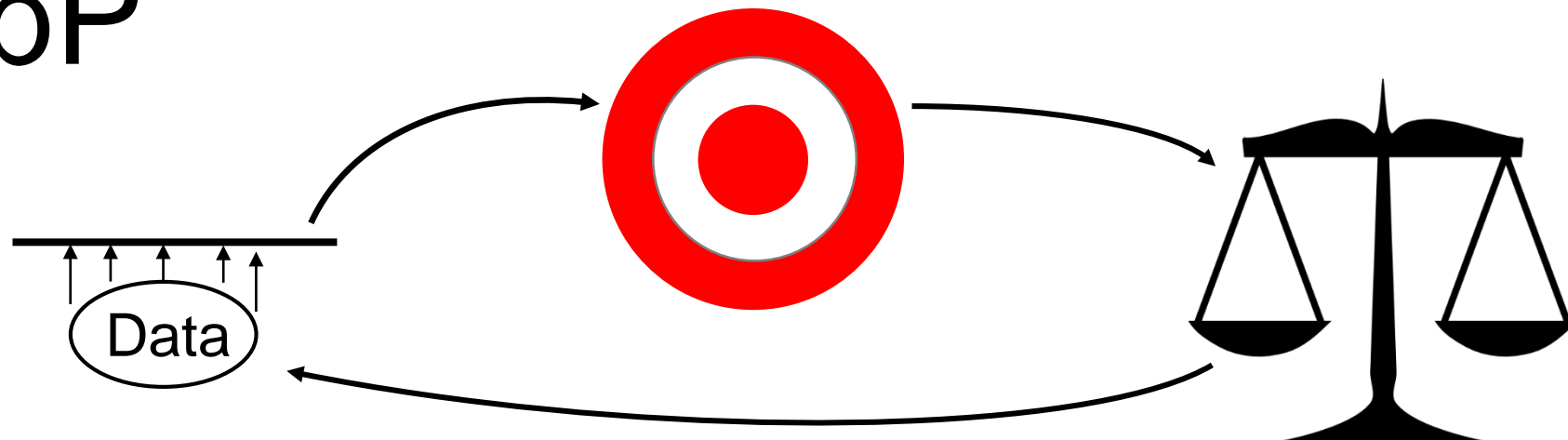
Federal Requirements:

- Performance Based Planning (PbP) is federally required since MAP-21 (2012) reinforced by FAST Act (2015)
- For 25 U.S. DOT performance measures, states have 1 year after U.S. DOT issues final performance rulemakings, and MPOs have 180 days after states to either adopt state performance targets or set own

NIRPC's Desires:

- Monitor and evaluate progress toward achieving critical paths in the 2050 Plan
- Identify strategies NIRPC can implement or leverage to improve progress toward achieving critical paths
- Prioritize investing in projects or programs that best advance progress toward achieving critical paths

= PbP



NWI 2050 vision statements

Critical paths to achieving NWI's 2050 vision



Connected NWI /
NWI's people have accessible, safe, and equal opportunities for working, playing, living and learning.



Renewed NWI /
NWI's urban and rural centers are places people want to come to and live in, and our environment is safe and healthy.



United NWI /
NWI's diversity is celebrated, and we work together as a community across racial, ethnic, political and cultural lines for the mutual benefit of the region.



Vibrant NWI /
NWI's economy is thriving, our people are well educated, growth is planned, and natural and agricultural areas are valued and protected.



Economy + Place /
Focusing on NWI's economy and quality of place

Update land development policies and strategies to emphasize accessibility between people and opportunities.

Maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.

Collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.

Promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.



Environment /
Focusing on NWI's environmental quality

Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.

Clean and protect the air, land, water, and natural habitats to sustain and enhance the environment's safety and health for all.

Build region-wide coalitions to advance environmental sustainability for the benefit of future generations.

Endorse innovative energy and environmental strategies to achieve a balance that protects diverse and unique ecological treasures while fostering a sustainable economy.



Mobility /
Focusing on NWI's transportation choices

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

Improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.

Prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.

Adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.



People + Leaders /
Focusing on NWI's people and community leaders

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

Focus educational and workforce development initiatives on expanding skills that the modern economy requires.

Foster better communications, cooperation and coordination to bring people together across the lines that divide us.

Embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.

Critical path 1 – E&P - Connected

Update land development policies and strategies to emphasize accessibility between people and opportunities.

Geographic scope:

Lake, Porter, and LaPorte Counties together

Data:

- Number of trips in Household Travel Survey
- Trip times from Household Travel Survey
- Trip purposes in Household Travel Survey

Metrics/Measures:

- All purpose average trip time
- Retail/Service purpose average trip time
- Medical care purpose average trip time
- Work purpose average trip time
- School purpose average trip time
- Other purpose average trip time

Baseline Conditions:

- All purpose average trip time: 19.2 min
- Retail/Service purpose average trip time: 15.2 min
- Medical care purpose average trip time: 21.8 min
- Work purpose average trip time: 25.3 min
- School purpose average trip time: 19.4 min
- Other purpose average trip time: 19.1 min

Targets (by 2035 and 2050):

- All purpose average trip time
- Retail/Service purpose average trip time
- Medical care purpose average trip time
- Work purpose average trip time
- School purpose average trip time
- Other purpose average trip time



Critical Path 2 – E&P - Renewed

Maximize growth in existing centers to enhance civic and economic life and to protect natural areas and farmland.

Geographic Scope:

Block Groups identified as “Main Centers” from NIRPC Creating Livable Communities

Data:

- NIRPC Creating Livable Communities “Main Centers”
- Population from Census Bureau
- Employment from InfoUSA
- Residential building permits from StatsIndiana
- Walk Score from walkscore.com and AARP
- Housing Affordability Index from National Association of Realtors






Metrics/Measures:

- Population in “Main Centers”
- Employment in “Main Centers”
- Residential building permits in “Main Centers”
- Average Walk Score in “Main Centers”
- Housing Affordability Index in “Main Centers”

Baseline Conditions:

- Population in “Main Centers”: 86,701
- Employment in “Main Centers”:
- Residential building permits in “Main Centers”:
- Average Walk Score in “Main Centers”:
- Housing Affordability Index in “Main Centers”:

Targets (by 2035 and 2050):

- Population in “Main Centers” 
- Employment in “Main Centers” 
- Residential building permits in “Main Centers” 
- Average Walk Score in “Main Centers” 
- Housing Affordability Index in “Main Centers” 

Critical Path 3 – E&P - United

Collaborate regionally to welcome a diversity of people and talent to achieve mixed and balanced growth.

Geographic Scope:

Lake, Porter, and LaPorte Counties together and Block Groups

Data:

- Race and ethnicity from Census Bureau
- Household income from Census Bureau
- Migration from Census Bureau







Metrics/Measures:

- Percent minorities (except non-Hispanic Whites)
- Gini Coefficient (income inequality)
- ESRI Diversity Index
- Moran's I of percent minorities (spatial clustering)
- Moran's I of median household income (spatial clustering)
- Net migration (+ in-migration, - out-migration)

Baseline Conditions:

- Percent minorities: 35.2%
- Gini Coefficient: 0.4381
- ESRI Diversity Index:
- Moran's I of percent minorities: 0.8328
- Moran's I of median household income: 0.5225
- Net migration: -1,226 (outmigration)

Targets (by 2035 and 2050):

- Percent minorities: 
- Gini Coefficient: 
- ESRI Diversity Index: 
- Moran's I of percent minorities: 
- Moran's I of median household income: 
- Net migration: 

Critical Path 4 – E&P - Vibrant

Promote initiatives and policies to ensure healthy living, sustainability, quality of life, and prosperity.

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Life Expectancy from healthdata.org
- Premature deaths per 100k from indianaindicators.org
- Percent adults reporting physical inactivity from indianaindicators.org
- Number of poor mental health days per month from indianaindicators.org
- Waste Diversion Rate from IDEM
- Median household income from Census Bureau and inflation from CPI







Metrics/Measures:

- Life Expectancy
- Premature deaths per 100k
- Percent adults reporting physical inactivity
- Number of poor mental health days per month
- Waste Diversion Rate
- Median household income in 2016 \$

Baseline Conditions:

- Life Expectancy: 77.09 years
- Premature deaths per 100k: 404
- Percent adults reporting physical inactivity: 27.9%
- Number of poor mental health days per month: 4.1
- Waste Diversion Rate:
- Median household income in 2016 \$: \$53,509

Targets (by 2035 and 2050):

- Life Expectancy 
- Premature deaths per 100k 
- Percent adults reporting physical inactivity 
- Number of poor mental health days per month 
- Waste Diversion Rate 
- Median household income in 2016 \$ 

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Environment /
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Critical Path 5 – Env - Connected

Connect fragmented natural areas and integrate links between people and green spaces to increase resiliency and health outcomes.

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Land Cover from USGS
- Urban Tree Canopy from USDA Forest Service

Metrics/Measures:

- Acres in managed lands
- Acres in core habitat (40 + acres)
- Acres in secondary habitat (2 - 40 acres)
- Percent Urban Tree Canopy

Baseline Conditions:

- Acres in managed lands:
- Acres in core habitat:
- Acres in secondary habitat:
- Percent Urban Tree Canopy:

Targets (by 2035 and 2050):

- Acres in managed lands
- Acres in core habitat (40 + acres)
- Acres in secondary habitat (2 - 40 acres)
- Percent Urban Tree Canopy



Critical Path 6 – Env - Renewed

Clean and protect the air, land, water, and natural habitats to sustain and enhance the environment's safety and health for all.

Blue = Federally Required

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Ozone Action days from IDEM
- Voluntary Remediation Program (VRP) from IDEM
- Beach closure days from IDEM
- Streams delisted from impairment from IDEM
- Emissions Reductions from CMAQ Public Access System

Metrics/Measures:

- Number of yearly Ozone Action days
- Number of Voluntary Remediation Program Sites
- Number of yearly beach closure days
- Number of streams delisted from impairment
- VOC Reduction from CMAQ Projects (kg/day)
- NOx Reduction from CMAQ Projects (kg/day)
- Median household income in 2016 \$
- CO Reduction from CMAQ Projects (kg/day)
- PM10 Reduction from CMAQ Projects (kg/day)

Baseline Conditions:

- Number of yearly Ozone Action days: 9
- Number of Voluntary Remediation Program Sites:
- Number of yearly beach closure days:
- Number of streams delisted from impairment:
- VOC Reduction from CMAQ Projects (kg/day):
- NOx Reduction from CMAQ Projects (kg/day)
- Median household income in 2016 \$:
- CO Reduction from CMAQ Projects (kg/day):
- PM10 Reduction from CMAQ Projects (kg/day):

Targets (by 2035 and 2050):

- | | | | | | |
|---|--|--|---|---|---|
| <ul style="list-style-type: none"> Number of yearly Ozone Action days Number of Voluntary Remediation Program Sites | <ul style="list-style-type: none"> ↓ ↑ | <ul style="list-style-type: none"> Number of yearly beach closure days Number of streams delisted from impairment VOC Reduction from CMAQ Projects (kg/day) | <ul style="list-style-type: none"> ↓ ↑ ↑ | <ul style="list-style-type: none"> NOx Reduction from CMAQ Projects (kg/day) Median household income in 2016 \$ CO Reduction from CMAQ Projects (kg/day) PM10 Reduction from CMAQ Projects (kg/day) | <ul style="list-style-type: none"> ↑ ↑ ↑ |
|---|--|--|---|---|---|

Critical Path 7 – Env - United

Build region-wide coalitions to advance environmental sustainability for the benefit of future generations.

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Watershed Groups from IDEM
- Air Quality coalitions
- Brownfield coalitions




Metrics/Measures:

- Number of active Watershed Groups
- Number of active Air Quality coalitions
- Number of active Brownfield coalitions

Baseline Conditions:

- Number of active Watershed Groups:
- Number of active Air Quality coalitions:
- Number of active Brownfield coalitions:

Targets (by 2035 and 2050):

- Number of active Watershed Groups 
- Number of active Air Quality coalitions 
- Number of active Brownfield coalitions 

Critical Path 8 – Env - Vibrant

Endorse innovative energy and environmental strategies to achieve a balance that protects diverse and unique ecological treasures while fostering a sustainable economy.

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Energy source mix from EIA
- Tourism spending from county CVBs
- Carbon footprint from academia
- Waste Diversion Rate from IDEM
- Water Use from IDNR
- LEED-certified buildings from USGBC


Metrics/Measures:

- Percent of Energy from non-fossil fuel sources
- Annual tourism spending
- Carbon footprint
- Waste Diversion Rate
- Water Use per Capita
- Number of LEED-certified buildings

Baseline Conditions:

- Percent of Energy from non-fossil fuel sources:
- Annual tourism spending:
- Carbon footprint:
- Waste Diversion Rate:
- Water Use per Capita:
- Number of LEED-certified buildings:

Targets (by 2035 and 2050):

- Percent of Energy from non-fossil fuel sources 
- Annual tourism spending 
- Carbon footprint 
- Waste Diversion Rate 
- Water Use per Capita 
- Number of LEED-certified buildings 

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Mobility /
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Critical Path 9 – Mbl - Connected

Complete roadway, bicycle, sidewalk, and transit networks across municipal and county lines to enhance safe and efficient access to opportunities for all.

Blue = Federally Required

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Population from Census Bureau
- Sidewalk, bicycle, and trail facilities from Municipalities/Counties and INDOT
- Transit service data from operators
- Crashes from ARIES Crash Database
- Work mode share from Census Bureau
- Transit safety data from operators

Metrics/Measures:

- Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility
- Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility crossing municipal/county jurisdictions
- Number of people within ¼-mile of transit service(s)
- Number of people within ¼-mile of transit service(s) serving multiple municipal/county jurisdictions
- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled
- Number of Non-motorized Serious Injuries and Fatalities
- Percent of Non-Single Occupancy Vehicle Travel in the Chicago, IL-IN Urbanized Area
- Total number of reportable fatalities and rate per total vehicle revenue miles by mode
- Total number of reportable injuries and rate per total vehicle revenue miles by mode
- Total number of reportable events and rate per total vehicle revenue miles by mode

Baseline Conditions:

- Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility:
- Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility crossing municipal/county jurisdictions:
- Number of people served by transit service(s):
- Number of people served by transit service(s) serving multiple municipal/county jurisdictions:
- Number of Fatalities:
- Rate of Fatalities per 100 million Vehicle Miles Traveled:
- Number of Serious Injuries:
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled:
- Number of Non-motorized Serious Injuries and Fatalities:
- Percent of Non-Single Occupancy Vehicle Travel in the Chicago, IL-IN Urbanized Area:
- Total number of reportable fatalities and rate per total vehicle revenue miles by mode:
- Total number of reportable injuries and rate per total vehicle revenue miles by mode:
- Total number of reportable events and rate per total vehicle revenue miles by mode

Targets (by 2035 and 2050):

- Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility 
- Percent of population within ¼-mile network distance to sidewalk, trail or bicycle facility crossing municipal/county jurisdictions 
- Number of people served by transit service(s) 
- Number of people served by transit service(s) serving multiple municipal/county jurisdictions 
- Number of Fatalities 
- Rate of Fatalities per 100 million Vehicle Miles Traveled 
- Number of Serious Injuries 
- Rate of Serious Injuries per 100 million Vehicle Miles Traveled 
- Number of Non-motorized Serious Injuries and Fatalities 
- Percent of Non-Single Occupancy Vehicle Travel in the Chicago, IL-IN Urbanized Area 
- Total number of reportable fatalities and rate per total vehicle revenue miles by mode 
- Total number of reportable injuries and rate per total vehicle revenue miles by mode 
- Total number of reportable events and rate per total vehicle revenue miles by mode 

Critical Path 10 – Mbl - Renewed

Improve roadway, bicycle, sidewalk, and transit networks to revitalize existing urban and rural centers and enhance equity.

Blue = Federally Required

Geographic Scope:

Block Groups identified as “Main Centers” from NIRPC Creating Livable Communities, Block Groups identified as Environmental Justice areas

Data:

- NIRPC Creating Livable Communities “Main Centers”
- Racial and/or ethnic minority and low household income from Census Bureau
- Dollars programmed in TIP from NIRPC
- Population from Census Bureau
- Transit service data from operators
- Trip times from Household Travel Survey
- Pavement condition data from INDOT/communities
- Bridge condition data from National Bridge Inventory
- Transit asset condition data from operators
- Transit safety data from operators

Metrics/Measures:

- \$ programmed on TIP highway projects in “Main Centers”
- \$ programmed on TIP transit projects in “Main Centers”
- All purpose average trip time for households in Environmental Justice Areas
- Percent of Environmental Justice Area population within a ¼-mile walking distance to sidewalk, trail or shared use path
- Population in Environmental Justice Areas served in transit service areas
- Percent of Interstate Pavements in Good Condition
- Percent of Interstate Pavements in Poor Condition
- Percent of Non-Interstate NHS Pavements in Good Condition
- Percent of Non-Interstate NHS Pavements in Poor Condition
- Percent of NHS Bridge Area in Good Condition
- Percent of NHS Bridge Area in Poor Condition
- Percent of revenue vehicles exceeding Useful Life Benchmark
- Percent of non-revenue service vehicles exceeding Useful Life Benchmark
- Percent of facilities rated under 3.0 on the TERM scale
- Percent of track segments under performance restriction
- Mean distance between major mechanical failures by mode

Baseline Conditions:

- \$ programmed on TIP highway projects in “Main Centers”:
- \$ programmed on TIP transit projects in “Main Centers”:
- All purpose average trip time for households in Environmental Justice Areas:
- Percent of Environmental Justice Area population within a ¼-mile walking distance to sidewalk, trail or shared use path:
- Population in Environmental Justice Areas served in transit service areas:
- Percent of Interstate Pavements in Good Condition:
- Percent of Interstate Pavements in Poor Condition:
- Percent of Non-Interstate NHS Pavements in Good Condition:
- Percent of Non-Interstate NHS Pavements in Poor Condition:
- Percent of NHS Bridge Area in Good Condition:
- Percent of NHS Bridge Area in Poor Condition:
- Percent of revenue vehicles exceeding Useful Life Benchmark:
- Percent of non-revenue service vehicles exceeding Useful Life Benchmark:
- Percent of facilities rated under 3.0 on the TERM scale:
- Percent of track segments under performance restriction:
- Mean distance between major mechanical failures by mode:

Targets (by 2035 and 2050):

- \$ programmed on TIP highway projects in “Main Centers”
- \$ programmed on TIP transit projects in “Main Centers”
- All purpose average trip time for households in Environmental Justice Areas
- Percent of Environmental Justice Area population within a ¼-mile walking distance to sidewalk, trail or shared use path
- Population in Environmental Justice Areas served in transit service areas
- Percent of Interstate Pavements in Good Condition
- Percent of Interstate Pavements in Poor Condition
- Percent of Non-Interstate NHS Pavements in Good Condition
- Percent of Non-Interstate NHS Pavements in Poor Condition
- Percent of NHS Bridge Area in Good Condition
- Percent of NHS Bridge Area in Poor Condition
- Percent of revenue vehicles exceeding Useful Life Benchmark
- Percent of non-revenue service vehicles exceeding Useful Life Benchmark
- Percent of facilities rated under 3.0 on the TERM scale
- Percent of track segments under performance restriction
- Mean distance between major mechanical failures by mode

Critical Path 11 – Mbl - United

Prioritize transformative investments to elevate the position of the region and to attract a diversity of residents and high-quality economic opportunities.

Geographic Scope:

Lake, Porter, and LaPorte Counties together and Block Groups

Data:

- Dollars programmed in TIP from NIRPC
- Median household income from Census Bureau and inflation from CPI



Metrics/Measures:

- Number of TIP projects (except bridges not serving intermodal facilities) with total programed amount > 1% of Total TIP amount
- Median household income in 2016 \$
- Moran's I of median household income (spatial clustering)

Baseline Conditions:

- Number of TIP projects (except bridges not serving intermodal facilities) with total programed amount > 1% of Total TIP amount: 5
- Median household income in 2016 \$: \$53,509
- Moran's I of median household income: 0.5225

Targets (by 2035 and 2050):

- Number of TIP projects (except bridges not serving intermodal facilities) with total programed amount > 1% of Total TIP amount 
- Median household income in 2016 \$ 
- Moran's I of median household income (spatial clustering) 

Critical Path 12 – Mbl - Vibrant

Adopt technological innovation that enhances the safe and fluid movement of people and goods to enable a flourishing economy.

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Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Shared Mobility service mode trips from Household Travel Survey
- Shared Mobility services company data (if available)
- Motor vehicle registration data from BMV
- Connected or Autonomous Vehicle (CAV) company data (if available)
- Reliability data from National Performance Measure Research Data Set (NPMRDS)
- Speed Limit data from INDOT/communities








Metrics/Measures:

- Number of daily trips made by Shared Mobility services
- Number of alternatively fueled/powered vehicles registered
- Number of Connected or Autonomous Vehicles (CAVs) registered plus reported fleet size of CAVs licensed to operate in NW Indiana
- Percent of Person Miles Traveled on the Interstate that are Reliable
- Percent of Percent Miles Traveled on the Non-Interstate National Highway System that are Reliable
- Truck Travel Time Reliability Index (TTTRI)
- Peak Hours of Excessive Delay per Capita in the Chicago, IL-IN Urbanized Area

Baseline Conditions:

- Number of daily trips made by Shared Mobility services:
- Number of alternatively fueled/powered vehicles registered:
- Number of Connected or Autonomous Vehicles (CAVs) registered plus reported fleet size of CAVs licensed to operate in NW Indiana:
- Percent of Person Miles Traveled on the Interstate that are Reliable:
- Percent of Percent Miles Traveled on the Non-Interstate National Highway System that are Reliable:
- Truck Travel Time Reliability Index (TTTRI):
- Peak Hours of Excessive Delay per Capita in the Chicago, IL-IN Urbanized Area:

Targets (by 2035 and 2050):

- Number of daily trips made by Shared Mobility services 
- Number of alternatively fueled/powered vehicles registered 
- Number of Connected or Autonomous Vehicles (CAVs) registered plus reported fleet size of CAVs licensed to operate in NW Indiana 
- Percent of Person Miles Traveled on the Interstate that are Reliable 
- Percent of Percent Miles Traveled on the Non-Interstate National Highway System that are Reliable 
- Truck Travel Time Reliability Index (TTTRI) 
- Peak Hours of Excessive Delay per Capita in the Chicago, IL-IN Urbanized Area 

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Critical Path 13 – P&L - Connected

Commit to removing barriers and obstacles to guarantee equal and accessible opportunities.

Geographic Scope:

Lake, Porter, and LaPorte Counties together, Block Groups, and Zip Codes

Data:

- Household Income from Census Bureau
- Various socioeconomic status variables from Census Bureau
- Various area deprivation variables from Census Bureau
- Payroll from County Business Patterns

Metrics/Measures:

- Gini Coefficient (income inequality)
- Socioeconomic Status (SES) Index (measure of socioeconomic status)
- Moran's I of SES Index (spatial clustering)
- Area Deprivation Index (measure of an area's socioeconomic deprivation and distress)
- Moran's I of Area Deprivation Index (spatial clustering)
- Moran's I of payroll (spatial clustering)

Baseline Conditions:

- Gini Coefficient: 0.4381
- Socioeconomic Status (SES) Index:
- Moran's I of SES Index:
- Area Deprivation Index:
- Moran's I of Area Deprivation Index:
- Moran's I of payroll (spatial clustering):

Targets (by 2035 and 2050):

- Gini Coefficient 
- Socioeconomic Status (SES) Index 
- Moran's I of SES Index 
- Area Deprivation Index 
- Moran's I of Area Deprivation Index 
- Moran's I of payroll (spatial clustering) 

Critical Path 14 – P&L - Renewed

Focus educational and workforce development initiatives on expanding skills that the modern economy requires.

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Educational attainment from Census Bureau
- Age from Census Bureau
- Labor Force Participation Rate from Census Bureau
- Migration from Census Bureau




Metrics/Measures:

- Number of people aged 18-34 with a college, professional, or doctoral degree
- Labor Force Participation Rate
- Net migration (+ in-migration, - out-migration)

Baseline Conditions:

- Number of people aged 18-34 with a college, professional, or doctoral degree: 40,258
- Labor Force Participation Rate: 61.6%
- Net migration: -1,226 (outmigration)

Targets (by 2035 and 2050):

- Number of people aged 18-34 with a college, professional, or doctoral degree 
- Labor Force Participation Rate 
- Net migration: 

Critical Path 15 – P&L - United

Foster better communications, cooperation and coordination to bring people together across the lines that divide us.

Geographic Scope:

Lake, Porter, and LaPorte Counties together, Block Groups, and Zip Codes

Data:

- Race and ethnicity from Census Bureau
- Household Income from Census Bureau
- Various socioeconomic status variables from Census Bureau
- Payroll from County Business Patterns

Metrics/Measures:

- Moran's I of percent minorities (spatial clustering)
- Gini Coefficient (income inequality)
- Moran's I of median household income (spatial clustering)
- Moran's I of Socioeconomic Status (SES) Index (spatial clustering of socioeconomic status)
- Moran's I of payroll (spatial clustering)

Baseline Conditions:

- Moran's I of percent minorities: 0.8328
- Gini Coefficient: 0.4381
- Moran's I of median household income: 0.5225
- Moran's I of SES Index:
- Moran's I of payroll:

Targets (by 2035 and 2050):

- Moran's I of percent minorities
- Gini Coefficient
- Moran's I of median household income
- Moran's I of SES Index
- Moran's I of payroll



Critical Path 16 – P&L - Vibrant

Embrace a dynamic, diversified and sustainable economy that attracts and retains talent, enhances quality of life, and increases personal and household income.

Geographic Scope:

Lake, Porter, and LaPorte Counties together

Data:

- Educational attainment from Census Bureau
- Age from Census Bureau
- Percent adults reporting physical inactivity from indianaindicators.org
- Number of poor mental health days per month from indianaindicators.org
- Personal income from Census Bureau
- Household income from Census Bureau






Metrics/Measures:

- Number of people aged 18-34 with a college, professional, or doctoral degree
- Percent adults reporting physical inactivity
- Number of poor mental health days per month
- Median personal income in 2016 \$
- Median household income in 2016 \$

Baseline Conditions:

- Number of people aged 18-34 with a college, professional, or doctoral degree: 40,258
- Percent adults reporting physical inactivity: 27.9%
- Number of poor mental health days per month: 4.1
- Median personal income in 2016 \$:
- Median household income in 2016 \$: \$53,509

Targets (by 2035 and 2050):

- Number of people aged 18-34 with a college, professional, or doctoral degree 
- Percent adults reporting physical inactivity 
- Number of poor mental health days per month 
- Median personal income in 2016 \$ 
- Median household income in 2016 \$ 

For more information

Contact name

Scott Weber

Email

sweber@nirpc.org

Website

nirpc.org

Facebook

<https://www.facebook.com/nirpcmpo/>

Twitter

<https://twitter.com/NIRPC>

Phone

(219) 763-6060

Address

6100 Southport Rd Portage, IN 46368