

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

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What is the performance measure? Population in “Main Centers”

What is the performance measure? Employment in “Main Centers”

Why is the measure important? NWI residents living in “Main Centers,” (more dense downtowns and centers of communities) will enjoy greater access to nearby opportunities reached via more mobility options while minimizing environmental impact.

Why is the measure important? NWI workers working in “Main Centers” will not only enjoy greater ease of access to their workplaces, but will also enjoy greater access to nearby opportunities reached via more mobility options while minimizing environmental impact.

What is the scope of analysis? Municipalities in Lake, Porter, and LaPorte Counties together.

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What data/analysis is needed? # of Workers/Population Ratio from US Census Bureau, Employment Data from Longitudinal Employer-Household Dynamics (LEHD)

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What is happening today? Population in “Main Centers”: 71,456

What is happening today? Employment in “Main Centers”: 51,073

What is the targeted performance? Increase 

What is the targeted performance? Increase 

Who could help achieve the targets? US Department of Commerce, US Department of Housing and Urban Development, Indiana Housing & Community Development Authority, NIRPC, NWI Forum, One Region, municipal and county governments, Transit agencies, bicycle coalitions, residents, employers, developers

Who could help achieve the targets? US Department of Commerce, US Department of Labor, Indiana Economic Development Corporation, NIRPC, NWI Forum, One Region, municipal and county governments, Transit agencies, bicycle coalitions, residents, employers, developers

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What is the performance measure? **Average Walk Score in “Main Centers”**

What is the performance measure? **Percent households burdened by housing costs (>30% of household income spent on housing)**

Why is the measure important? NWI residents, workers, and visitors should be able to conveniently walk to many types of destinations while in downtown areas and community centers.

Why is the measure important? NWI households that spend high portions of their incomes on housing risk falling into poverty or homelessness and have less leftover income to save for other life goals and to spend on improving the NWI economy.

What is the scope of analysis? Municipalities in Lake, Porter, and LaPorte Counties together.

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What data/analysis is needed? Walk Score from www.walkscore.com

What data/analysis is needed? Housing costs (both owner and renter-occupied) as a percentage of household income from US Census Bureau

What is happening today? Average Walk Score in “Main Centers”: 48.1

What is happening today? Percent households burdened by housing costs: 27.8%

What is the targeted performance? Increase 

What is the targeted performance? Decrease 

Who could help achieve the targets? US Department of Commerce, US Department of Transportation, INDOT, Indiana Economic Development Corporation, NIRPC, municipal and county governments, Transit agencies, bicycle coalitions, residents, employers, developers

Who could help achieve the targets? US Department of Housing and Urban Development, US Department of Labor, Indiana Housing & Community Development Authority, OCRA, banks/financial institutions, developers, employers

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

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

What is the performance measure?	Number of annual ozone emission critical value exceedances
Why is the measure important?	NWI residents, workers, and visitors deserve clean air to breathe and to not suffer poor air quality-related health ailments.
What is the scope of analysis?	Indiana Department of Environmental Management (IDEM)-regulated emissions monitors throughout Lake, Porter, and LaPorte County
What data/analysis is needed?	8-Hour Ozone Air Quality Action and Exceedance Days Summary from IDEM
What is happening today?	Number of annual ozone emission critical value exceedances: 4
What is the targeted performance?	Decrease 
Who could help achieve the targets?	US Environmental Protection Agency, US Department of Transportation, IDEM, INDOT, Transit agencies, NIRPC, NIPSCO, South Shore Clean Cities, residents, employers, environmental groups

What is the performance measure?	Number of Voluntary Remediation Program sites
Why is the measure important?	Brownfield sites remediated and prepared for future use concentrates development in denser areas more likely to have existing infrastructure service while minimizing sprawl, while in turn resulting in better environmental quality for nearby residents and workers.
What is the scope of analysis?	Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	Voluntary Remediation Program (VRP) sites from IDEM
What is happening today?	Number of Voluntary Remediation Program sites: 105
What is the targeted performance?	Increase 
Who could help achieve the targets?	US Environmental Protection Agency, Indiana Department of Environmental Management, NIRPC, NWI Brownfields Coalition, municipal and county governments, employers, residents, developers

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What is the performance measure?	Number of yearly beach closure days
Why is the measure important?	NWI residents, workers, and visitors deserve to access the world-class beaches that the Region offers without worrying that the beaches might be closed due to hazardous conditions.
What is the scope of analysis?	Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	Yearly beach closure days from IDEM
What is happening today?	Number of yearly beach closure days (32 beaches): 744
What is the targeted performance?	Decrease 
Who could help achieve the targets?	US Environmental Protection Agency, IDEM, environmental groups, residents, employers, developers

What is the performance measure?	Impaired Waters
Why is the measure important?	NWI residents, workers, and visitors deserve clean water not only to drink but also to recreate in, navigate, and sustainably fish and protect for future generations.
What is the scope of analysis?	Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	IDEM Section 303(D) List Of Impaired Waters
What is happening today?	Impaired Waters: 394
What is the targeted performance?	Decrease 
Who could help achieve the targets?	US Environmental Protection Agency, IDEM, NIRPC, environmental groups, residents, employers, developers

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What is the performance measure?	Volatile Organic Compounds (VOC) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
Why is the measure important? <i>Federally required</i>	VOCs are a key ingredient to producing ozone emissions, so using CMAQ funds to fund projects that reduce VOC emissions will help the Region lower ozone emissions and protect residents, workers, and visitors.
What is the scope of analysis?	CMAQ-funded projects in Lake, Porter, and LaPorte Counties.
What data/analysis is needed?	VOC emissions claimed in the CMAQ project applications for CMAQ-funded projects.
What is happening today?	VOC reduction from CMAQ-funded projects (kg/day): 10,327.75 (baseline year 2017)
What is the targeted performance?	1,600.00 by 2019 and 2,600.00 by 2021 (statewide targets)
Who could help achieve the targets?	US Environmental Protection Agency, US Department of Transportation, IDEM, INDOT, Transit agencies, NIRPC, NIPSCO, South Shore Clean Cities, residents, employers, environmental groups

What is the performance measure?	Oxides of Nitrogen (NOx) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)
Why is the measure important? <i>Federally required</i>	NOx are a key ingredient to producing ozone emissions, so using CMAQ funds to fund projects that reduce NOx emissions will help the Region lower ozone emissions and protect residents, workers, and visitors.
What is the scope of analysis?	CMAQ-funded projects in Lake, Porter, and LaPorte Counties.
What data/analysis is needed?	NOx emissions claimed in the CMAQ project applications for CMAQ-funded projects.
What is happening today?	NOx reduction from CMAQ-funded projects (kg/day): 56,040.23 (baseline year 2017)
What is the targeted performance?	1,600.00 by 2019 and 2,200.00 by 2021 (statewide targets)
Who could help achieve the targets?	US Environmental Protection Agency, US Department of Transportation, IDEM, INDOT, Transit agencies, NIRPC, NIPSCO, South Shore Clean Cities, residents, employers, environmental groups

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What is the performance measure? Carbon Monoxide (CO) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)

What is the performance measure? Particulate Matter less than 10 microns in diameter (PM10) reduction from Congestion Mitigation Air Quality (CMAQ)-funded projects (kg/day)

Why is the measure important? CO is an odorless yet extremely poisonous air pollutant, so using CMAQ funds to fund projects that reduce CO emissions will help protect NWI residents, workers, and visitors.
Federally required

Why is the measure important? PM10 is harmful to the respiratory system, so using CMAQ funds to fund projects that reduce PM10 emissions will help protect NWI residents, workers, and visitors.
Federally required

What is the scope of analysis? CMAQ-funded projects in Lake, Porter, and LaPorte Counties.

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What data/analysis is needed? CO emissions claimed in the CMAQ project applications for CMAQ-funded projects.

What data/analysis is needed? PM10 emissions claimed in the CMAQ project applications for CMAQ-funded projects.

What is happening today? CO reduction from CMAQ-funded projects (kg/day): 512.49 (baseline year 2017)

What is happening today? PM10 reduction from CMAQ-funded projects (kg/day): 0.00 (no historical applications claiming PM10 reductions)

What is the targeted performance? 200.00 by 2019 and 400.00 by 2021 (statewide targets)

What is the targeted performance? 0.30 by 2019 and 0.50 by 2021 (statewide targets)

Who could help achieve the targets? US Environmental Protection Agency, US Department of Transportation, IDEM, INDOT, Transit agencies, NIRPC, NIPSCO, South Shore Clean Cities, residents, employers, environmental groups

Who could help achieve the targets? US Environmental Protection Agency, US Department of Transportation, IDEM, INDOT, Transit agencies, NIRPC, NIPSCO, South Shore Clean Cities, residents, employers, environmental groups

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

What is the performance measure?

Percent of Environmental Justice (EJ) area population within ¼-mile of a trail or multi-use path

Why is the measure important?

NWI residents in EJ areas, areas that experience heightened levels of demographic distress, expect a nonmotorized transportation system to serve them no less than in non-EJ areas.

What is the scope of analysis?

EJ areas in Lake, Porter, and LaPorte Counties together.

What data/analysis is needed?

Various demographic data from the US Census Bureau to determine EJ areas, trail and multi-use path location data from the Indiana Department of Natural Resources, municipal and county governments, and NIRPC

What is happening today?

Percent of EJ area population within ¼-mile of a trail or multi-use path: 9.8%

What is the targeted performance?

Increase



Who could help achieve the targets?

US Department of Transportation, Indiana Department of Natural Resources, INDOT, NIRPC, municipal and county governments, residents, developers, bicycle coalitions

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

What is the performance measure?

Population in Environmental Justice areas within transit service areas

Why is the measure important?

NWI residents in EJ areas, areas that experience heightened levels of demographic distress, expect a transit system to serve them no less than in non-EJ areas.

What is the scope of analysis?

EJ areas in Lake, Porter, and LaPorte Counties together.

What data/analysis is needed?

Various demographic data from the US Census Bureau to determine EJ areas, transit system location data from transit agencies

What is happening today?

Population in Environmental Justice areas within transit service areas: 49,658

What is the targeted performance?

Increase



Who could help achieve the targets?

US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments, residents, developers

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

What is the performance measure?	Percent of Interstate pavements in good condition
Why is the measure important? <i>Federally required</i>	NWI residents, workers, and visitors expect a reasonable amount of pavement on the Region's Interstate System to be in good condition, preserving the life of their vehicles and minimizing health risks due to poor pavement quality.
What is the scope of analysis?	Interstate Highways in Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	For asphalt pavements: International Roughness Index (IRI), percent cracking, and percent rutting; for jointed concrete pavements: IRI, percent cracking, percent faulting; for continually reinforced concrete pavements: IRI, percent cracking
What is happening today?	Percent of Interstate pavements in good condition: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
What is the targeted performance?	At least 84.24% by 2019 and at least 84.24% by 2021 (statewide targets)
Who could help achieve the targets?	US Department of Transportation, INDOT, Indiana Toll Road Concession Company, NIRPC, freight carriers, motorists

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

What is the performance measure?	Percent of Interstate pavements in poor condition
Why is the measure important? <i>Federally required</i>	NWI residents, workers, and visitors expect a minimal amount of pavement on the Region's Interstate System to be in poor condition, preserving the life of their vehicles and minimizing health risks due to poor pavement quality.
What is the scope of analysis?	Interstate Highways in Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	For asphalt pavements: International Roughness Index (IRI), percent cracking, and percent rutting; for jointed concrete pavements: IRI, percent cracking, percent faulting; for continually reinforced concrete pavements: IRI, percent cracking
What is happening today?	Percent of Interstate pavements in poor condition: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
What is the targeted performance?	No more than 0.80% by 2019 and no more than 0.80% by 2021 (statewide targets)
Who could help achieve the targets?	US Department of Transportation, INDOT, Indiana Toll Road Concession Company, NIRPC, freight carriers, motorists

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

What is the performance measure?	Percent of non-Interstate National Highway System (NHS) pavements in good condition
Why is the measure important? <i>Federally required</i>	NWI residents, workers, and visitors expect a reasonable amount of pavement on the Region's major roads and highways to be in good condition, preserving the life of their vehicles and minimizing health risks due to poor pavement quality.
What is the scope of analysis?	Non-Interstate NHS routes in Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	For asphalt pavements: International Roughness Index (IRI), percent cracking, and percent rutting; for jointed concrete pavements: IRI, percent cracking, percent faulting; for continually reinforced concrete pavements: IRI, percent cracking
What is happening today?	Percent of non-Interstate NHS pavements in good condition: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
What is the targeted performance?	At least 78.71% by 2019 and at least 78.71% by 2021 (statewide targets)
Who could help achieve the targets?	US Department of Transportation, INDOT, Ports of Indiana, City of Gary, United Bridge Partners, NIRPC, freight carriers, motorists

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

What is the performance measure?	Percent of non-Interstate National Highway System (NHS) pavements in poor condition
Why is the measure important? <i>Federally required</i>	NWI residents, workers, and visitors expect a minimal amount of pavement on the Region's major roads and highways to be in poor condition, preserving the life of their vehicles and minimizing health risks due to poor pavement quality.
What is the scope of analysis?	Non-Interstate NHS routes in Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	For asphalt pavements: International Roughness Index (IRI), percent cracking, and percent rutting; for jointed concrete pavements: IRI, percent cracking, percent faulting; for continually reinforced concrete pavements: IRI, percent cracking
What is happening today?	Percent of non-Interstate NHS pavements in poor condition: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
What is the targeted performance?	No more than 3.10% by 2019 and no more than 3.10% by 2021 (statewide targets)
Who could help achieve the targets?	US Department of Transportation, INDOT, Ports of Indiana, City of Gary, United Bridge Partners, NIRPC, freight carriers, motorists

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

What is the performance measure?	Percent of National Highway System (NHS) bridge area in good condition
Why is the measure important? <i>Federally required</i>	NWI residents, workers, and visitors expect a reasonable number of bridges in the Region to be in good condition, preserving the life of their vehicles and minimizing risk of injury or death due to poor bridge quality.
What is the scope of analysis?	NHS bridges in Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	Deck condition, superstructure condition, substructure condition, approach roadway width, structure length, and deck width from National Bridge Inventory
What is happening today?	Percent of National Highway System (NHS) bridge area in good condition: 31.56% (baseline year 2017)
What is the targeted performance?	At least 48.32% by 2019 and at least 48.32% by 2021 (statewide targets)
Who could help achieve the targets?	US Department of Transportation, INDOT, Indiana Toll Road Concession Company, Ports of Indiana, City of Gary, county governments, United Bridge Partners, NIRPC, freight carriers, motorists

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

What is the performance measure?	Percent of National Highway System (NHS) bridge area in poor condition
Why is the measure important? <i>Federally required</i>	NWI residents, workers, and visitors expect a minimal number of bridges in the Region to be in poor condition, preserving the life of their vehicles and minimizing risk of injury or death due to poor bridge quality.
What is the scope of analysis?	NHS bridges in Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	Deck condition, superstructure condition, substructure condition, approach roadway width, structure length, and deck width from National Bridge Inventory
What is happening today?	Percent of National Highway System (NHS) bridge area in poor condition: 4.20% (baseline year 2017)
What is the targeted performance?	No more than 2.63% by 2019 and no more than 2.63% by 2021 (statewide targets)
Who could help achieve the targets?	US Department of Transportation, INDOT, Indiana Toll Road Concession Company, Ports of Indiana, City of Gary, county governments, United Bridge Partners, NIRPC

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

What is the performance measure? Number of vehicles submitted for replacement more than one year from the end of their useful life

Why is the measure important? In order to most efficiently and effectively distribute transit funding to all of the NWI operators, it is important that operators monitor the ages and conditions of their fleets and not prematurely apply for vehicle replacement grants.
Federally required

What is the scope of analysis? Transit operator fleets in Lake, Porter, and LaPorte Counties

What data/analysis is needed? Vehicle types, ages, and mileage from the NWI transit operators

What is happening today? Number of vehicles submitted for replacement more than one year from the end of their useful life: 0

What is the targeted performance? 0 (every year)

Who could help achieve the targets? US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure? Number of revenue vehicles in operation that have met or exceeded the end of their useful life

Why is the measure important? NWI residents, workers, and visitors expect the transit vehicles they ride in to be in safe and operable condition.
Federally required

What is the scope of analysis? Transit operator revenue fleets in Lake, Porter, and LaPorte Counties

What data/analysis is needed? Vehicle types, ages, and mileage from the NWI transit operators

What is happening today? Number of revenue vehicles in operation that have met or exceeded the end of their useful life: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.

What is the targeted performance? No more than 50% of revenue vehicles in operation (every year)

Who could help achieve the targets? US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure?	Number of revenue vehicles exceeding their useful life not pending replacement in a grant
Why is the measure important? <i>Federally required</i>	NWI residents, workers, and visitors expect the transit vehicles they ride in to be in safe and operable condition. Asset management of their vehicles should be a top priority for transit operators.
What is the scope of analysis?	Transit operator revenue fleets in Lake, Porter, and LaPorte Counties
What data/analysis is needed?	Vehicle types, ages, and mileage from the NWI transit operators
What is happening today?	Number of revenue vehicles exceeding their useful life not pending replacement in a grant: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
What is the targeted performance?	No more than 20% of revenue vehicles in operation (every year)
Who could help achieve the targets?	US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure?	Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life
Why is the measure important? <i>Federally required</i>	NWI transit operators should not compromise the safety of their employees in maintaining their transit operations.
What is the scope of analysis?	Transit operator non-revenue fleets in Lake, Porter, and LaPorte Counties
What data/analysis is needed?	Vehicle types, ages, and mileage from the NWI transit operators
What is happening today?	Number of non-revenue vehicles in operation that have met or exceeded the end of their useful life: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.
What is the targeted performance?	No more than 10% of non-revenue vehicles in operation (every year)
Who could help achieve the targets?	US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure?	Annual cost of total vehicle replacements
Why is the measure important? <i>Federally required</i>	Operating and maintaining transit vehicles in good condition is important. At the same time, NWI residents, workers, and visitors expect transit funding to be available for other transit needs such as expansion, customer experience, security, etc.
What is the scope of analysis?	Transit operator fleets in Lake, Porter, and LaPorte Counties
What data/analysis is needed?	NWI transit operator applications for funding
What is happening today?	Annual cost of total vehicle replacements: \$639,517
What is the targeted performance?	No more than 10% of total 5307 NWI apportionment
Who could help achieve the targets?	US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure?	Number of vehicles submitted for replacement that have a designated "inoperable" system
Why is the measure important? <i>Federally required</i>	Vehicles submitted for replacement that have a designated "inoperable" system means they are being replaced before the end of their useful lives, possibly at the expense of vehicles that actually are approaching the end of their useful lives.
What is the scope of analysis?	Transit operator fleets in Lake, Porter, and LaPorte Counties
What data/analysis is needed?	Vehicle types, ages, mileage, and system diagnostics from the NWI transit operators
What is happening today?	Number of vehicles submitted for replacement that have a designated "inoperable" system: 0
What is the targeted performance?	0 (every year)
Who could help achieve the targets?	US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure? Number of vehicles that have been funded that have not yet met the end of their useful life

Why is the measure important? In order to most efficiently and effectively fund the NWI transit system residents, workers, and visitors enjoy, it is important that priority always be given to replacing vehicles that have met the end of their useful life.
Federally required

What is the scope of analysis? Transit operator fleets in Lake, Porter, and LaPorte Counties

What data/analysis is needed? Vehicle types, ages, and mileage from the NWI transit operators

What is happening today? Number of vehicles that have been funded that have not yet met the end of their useful life: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.

What is the targeted performance? 0 (every year)

Who could help achieve the targets? US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure? Number of vehicles that have been funded while not on the Indiana QPA or other state cooperative agreement

Why is the measure important? In order to remain compliant with federal and state procurement laws and to ensure that transit operators are procuring the most cost-effective and compliant vehicles, it is important to procure vehicles on the Indiana QPA or other cooperative agreement.
Federally required

What is the scope of analysis? Transit operator fleets in Lake, Porter, and LaPorte Counties

What data/analysis is needed? List of vehicles/vendors on the Indiana QPA or other state cooperative agreement

What is happening today? Number of vehicles that have been funded while not on the Indiana QPA or other state cooperative agreement: Data currently unavailable, however, identified as a strategy to build capacity for creating a regional data and analysis framework.

What is the targeted performance? 0 (every year)

Who could help achieve the targets? US Department of Transportation, INDOT, transit agencies, NIRPC, municipal and county governments

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

What is the performance measure?	Number of people aged 18-34 with a college, professional, or doctoral degree
Why is the measure important?	A higher number of young, working-age people with a higher education degree in NWI means that the NWI workforce is better equipped to sustain higher paying jobs and offer more diversity of employment opportunities to this high-skilled talent pool.
What is the scope of analysis?	Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	Educational Attainment and age from the US Census Bureau
What is happening today?	Number of people aged 18-34 with a college, professional, or doctoral degree: 41,338
What is the targeted performance?	Increase 
Who could help achieve the targets?	All levels of government, educational institutions, residents, employers, other education and workforce organizations

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

What is the performance measure?	Labor force participation rate
Why is the measure important?	More NWI residents in the workforce means higher economic productivity and greater wealth in the Region, all else being equal. Also, the fewer NWI residents out of the workforce means that safety net programs can be more beneficial to the average recipient.
What is the scope of analysis?	Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	Labor force participation rate from the US Census Bureau
What is happening today?	Labor force participation rate: 61.2%
What is the targeted performance?	63.0% by 2035 and 68.0% by 2050
Who could help achieve the targets?	All levels of government, NWI Forum, One Region, educational institutions, residents, employers, other education and workforce organizations

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

What is the performance measure?	Net migration
Why is the measure important?	More people moving into NWI than moving out signifies that the Region's economy and attractions are strong, and means NWI residents are finding more reasons to stay.
What is the scope of analysis?	Lake, Porter, and LaPorte Counties together
What data/analysis is needed?	Migration from the US Census Bureau
What is happening today?	-1,272 (net outmigration)
What is the targeted performance?	Increase 
Who could help achieve the targets?	All levels of government, NWI Forum, One Region, educational institutions, tourism bureaus, residents, employers