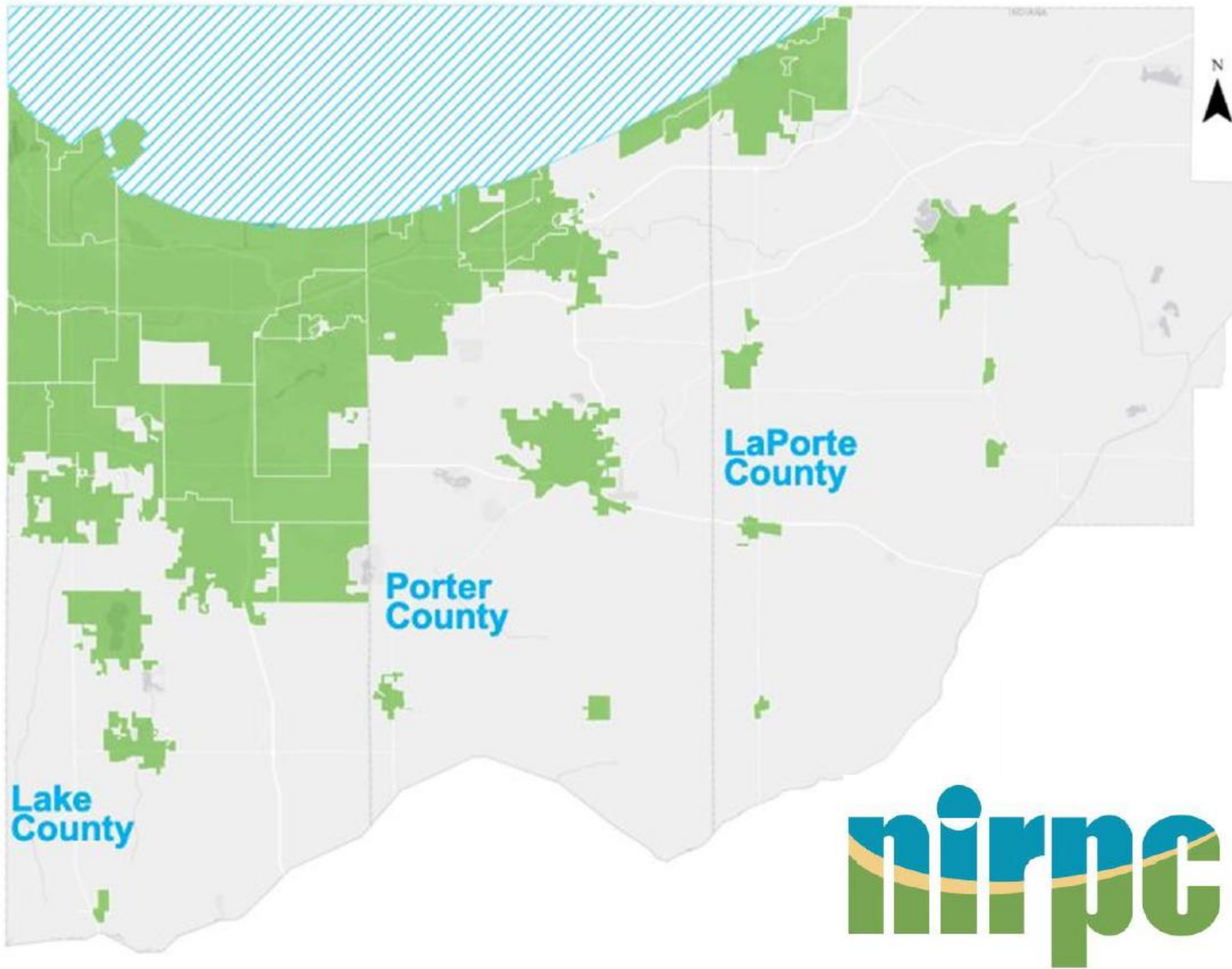


# 2025 Business & Economic Outlook





# Our Region

- Three Counties
- 41 Cities & Towns
- 2020 Census: 785,000 residents
- NIRPC federal designated Metropolitan Planning Organization (MPO)
- Represented by 53 elected officials

# NIRPC's Statutory Areas

Transportation

Environment

Economic Development

# NIRPC's Statutory Areas + Federal Program Designations

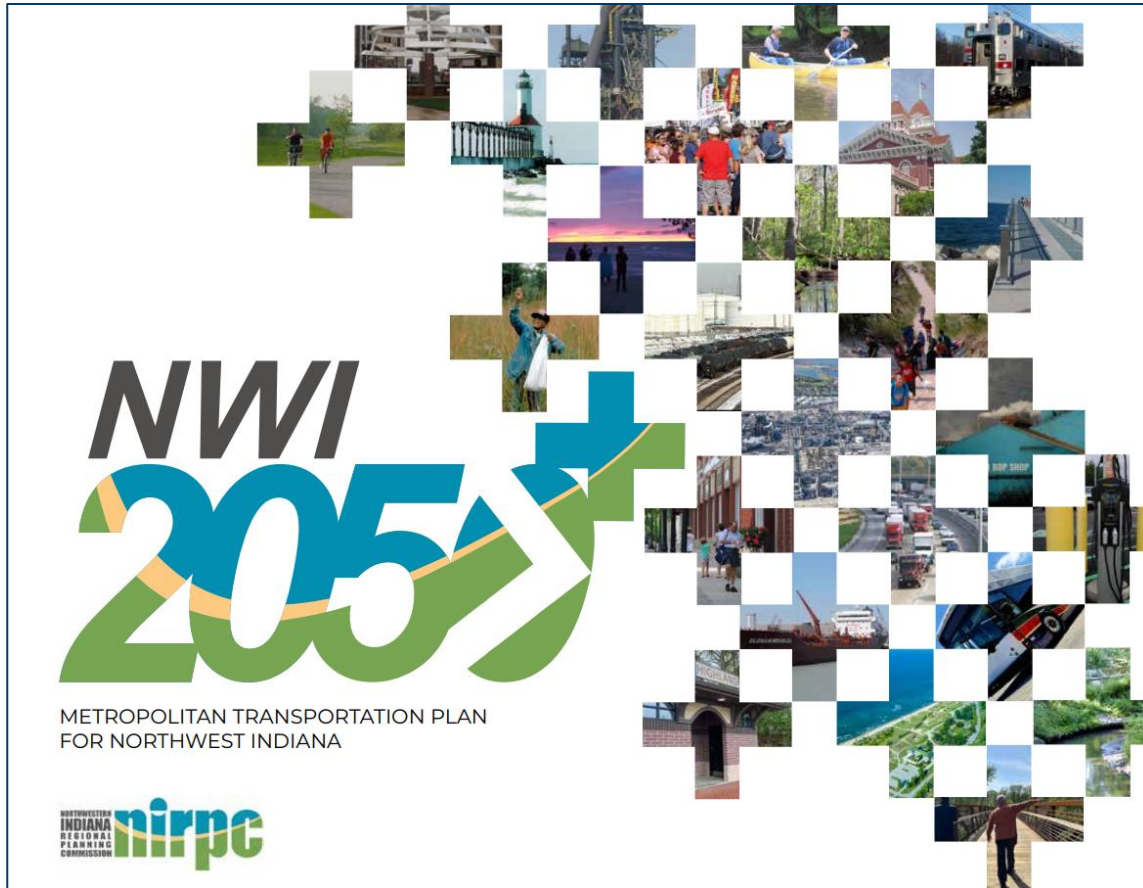
Transportation: MPO (USDOT)

Environment: Brownfields, Air Quality (EPA)

Economic Development: EDD (EDA)



# Metropolitan Transportation Plan



Update to *NWI 2050*

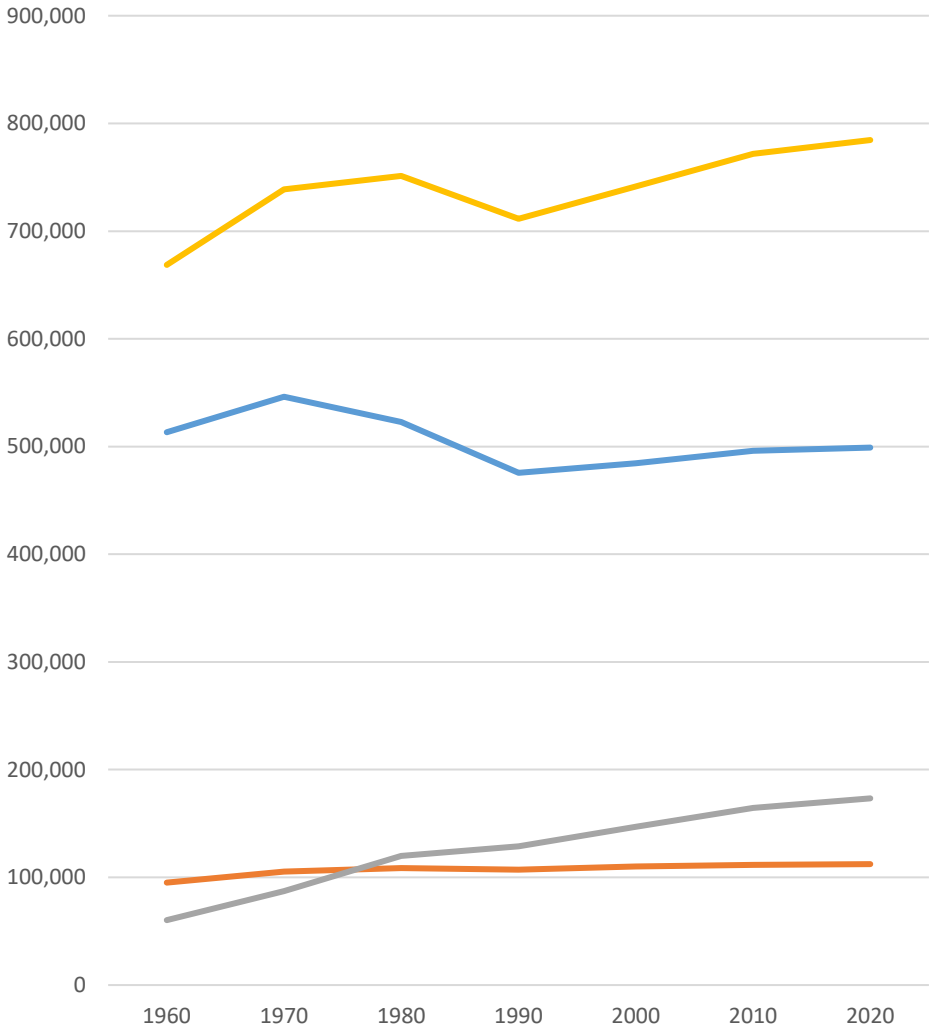
Incorporates planning factors from IIJA:

1. Preserving the existing transportation systems
2. Planning for the safety of all transportation system users rather than just increasing the speed of cars and trucks
3. Connecting people to jobs, educational opportunities, shopping, and recreation
4. Efficient movement of freight to support the economy of the region
5. Identifying regional land use and housing concepts to help the Region attain that future in a connected, equitable, and environmentally sustainable way

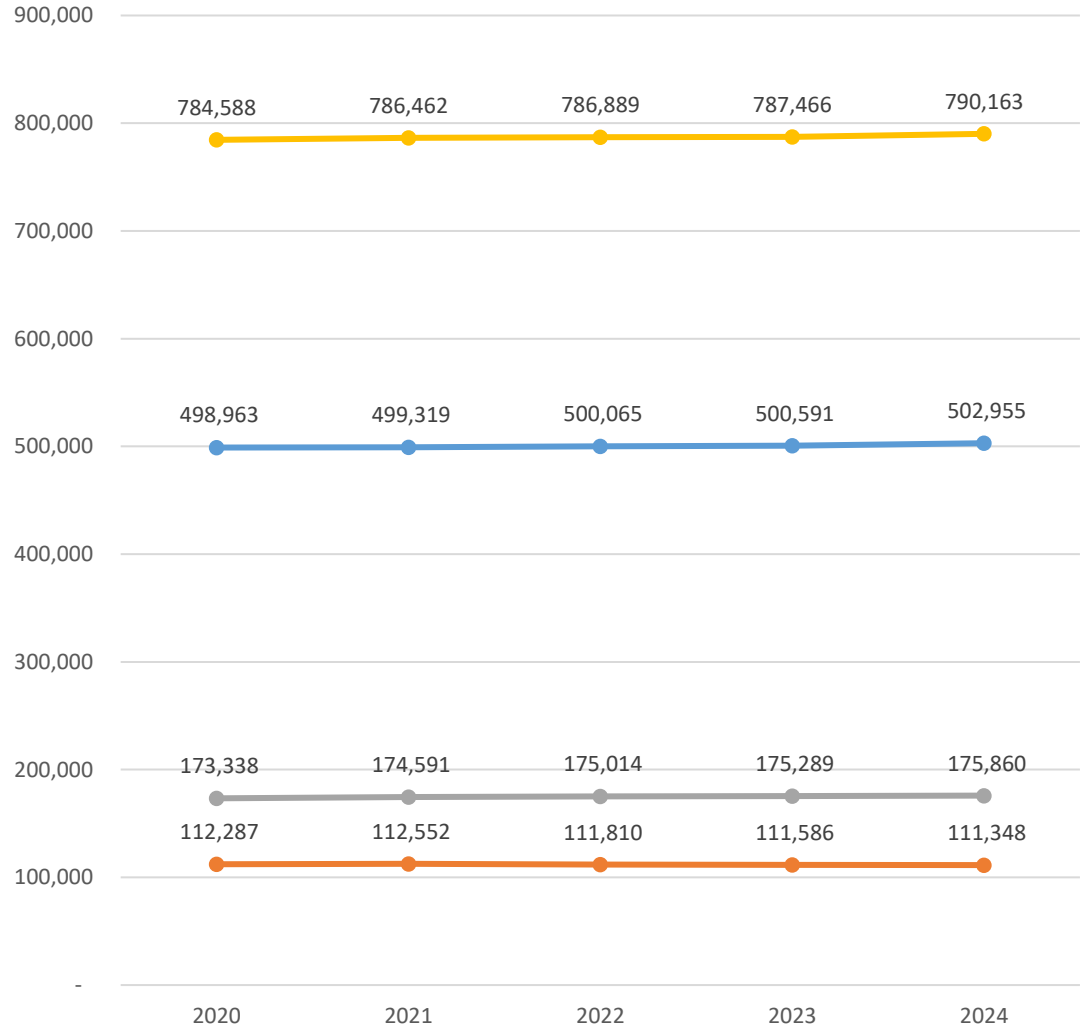
Adopted July 20, 2023

# Regional Population Change

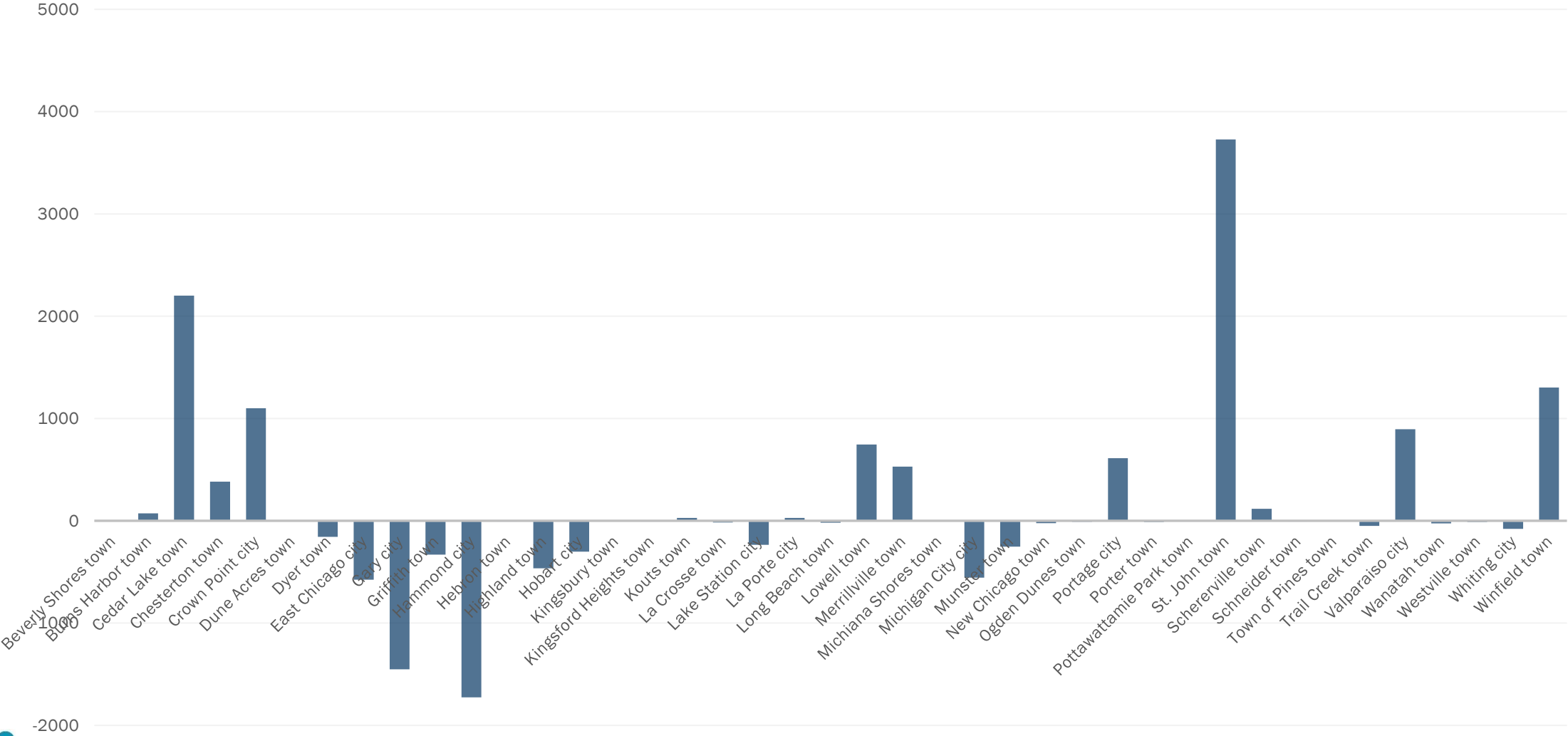
Population Change 1960-2020



Population Change 2020-2024



Estimated Population Change 2020-2024



# Geography of Population Change

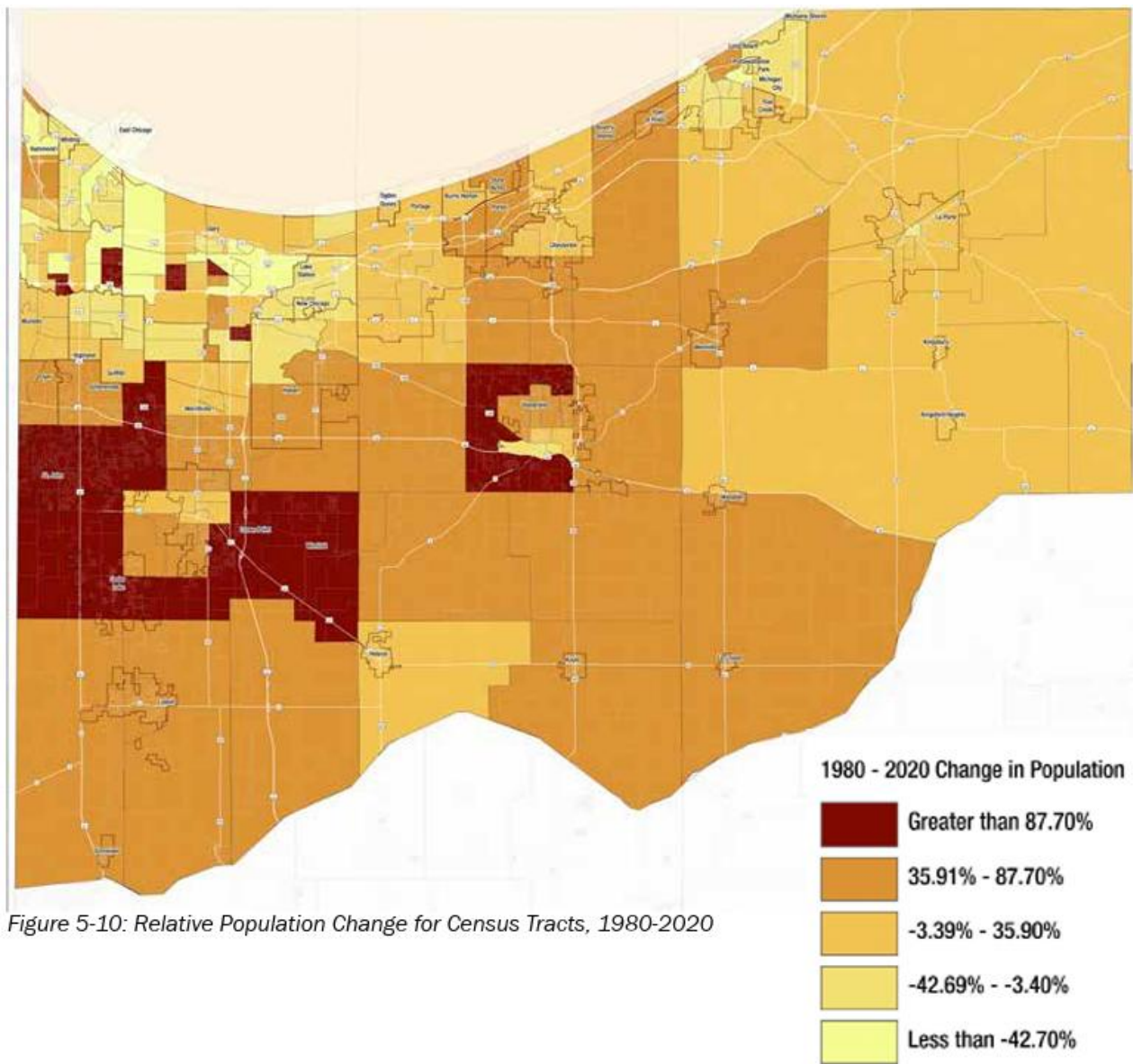


Figure 5-10: Relative Population Change for Census Tracts, 1980-2020

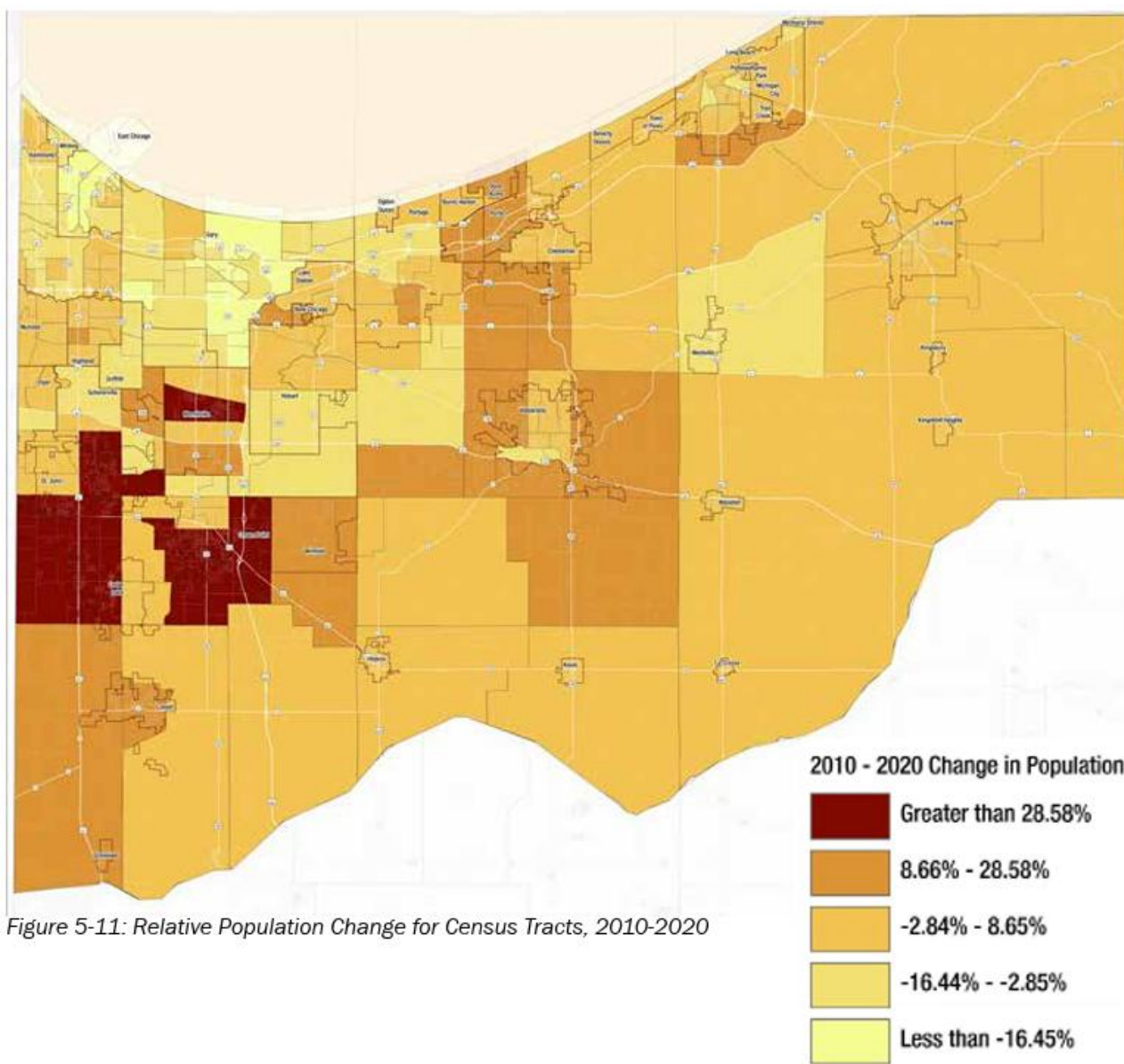
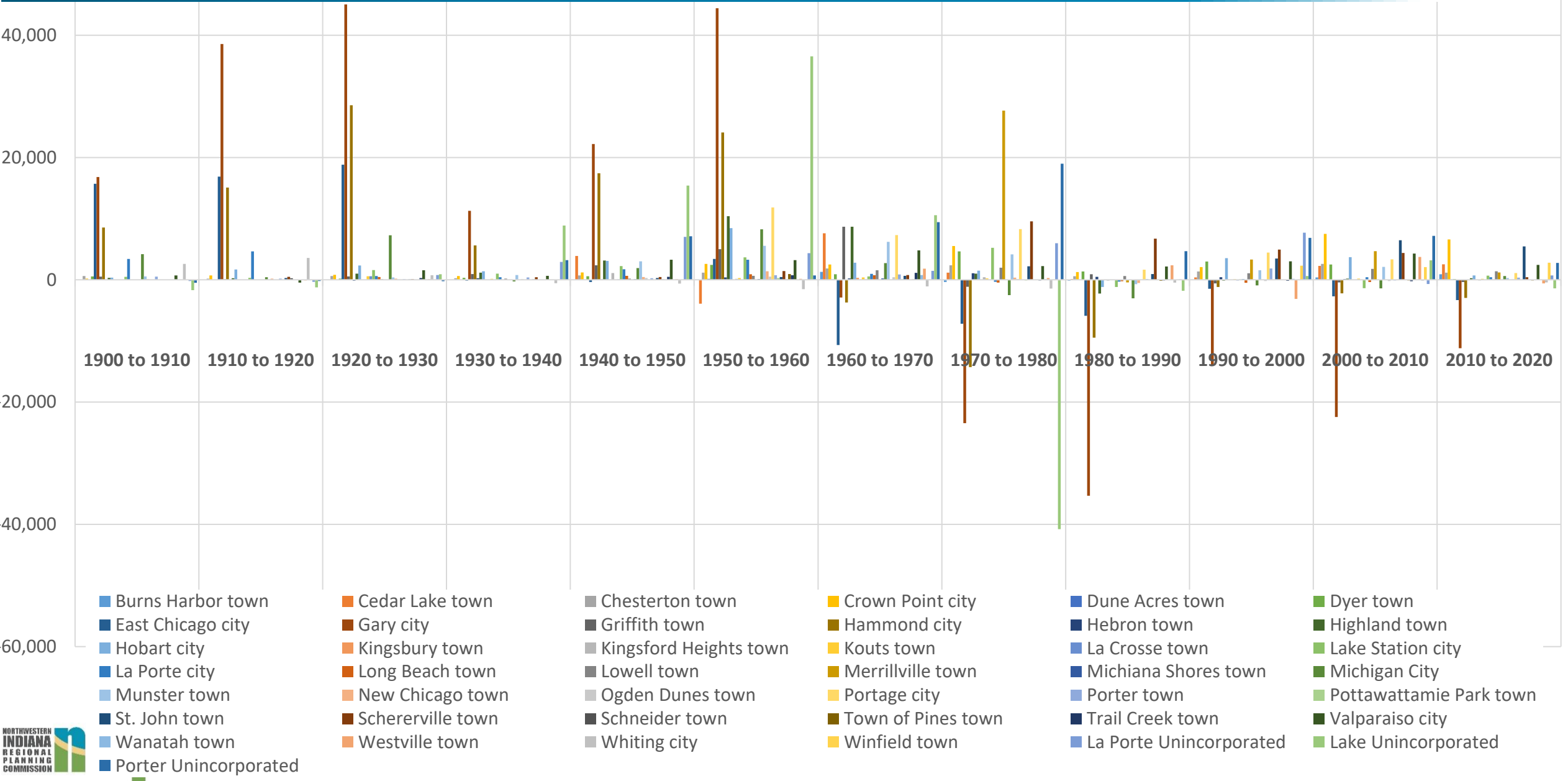


Figure 5-11: Relative Population Change for Census Tracts, 2010-2020

# Municipal Population change 1900 - 2020





# Significance of the Urban Communities to the Region's Population

Location	1980-2020		
	1980	2020	Average Annual Growth (Loss) Rate
Lake County, IN	521,525	498,700	-0.12%
Industrial Cities	283,739	173,342	-1.23%
Outside of Industrial Cities*	237,786	325,358	0.79%
Porter County	120,059	173,215	0.92%
La Porte County	108,695	112,417	0.08%
3 County IN Total	750,279	784,332	0.11%
3-County excluding Industrial Cities	466,540	602,118	0.67%
* Industrial cities include Gary, Hammond, and East Chicago			

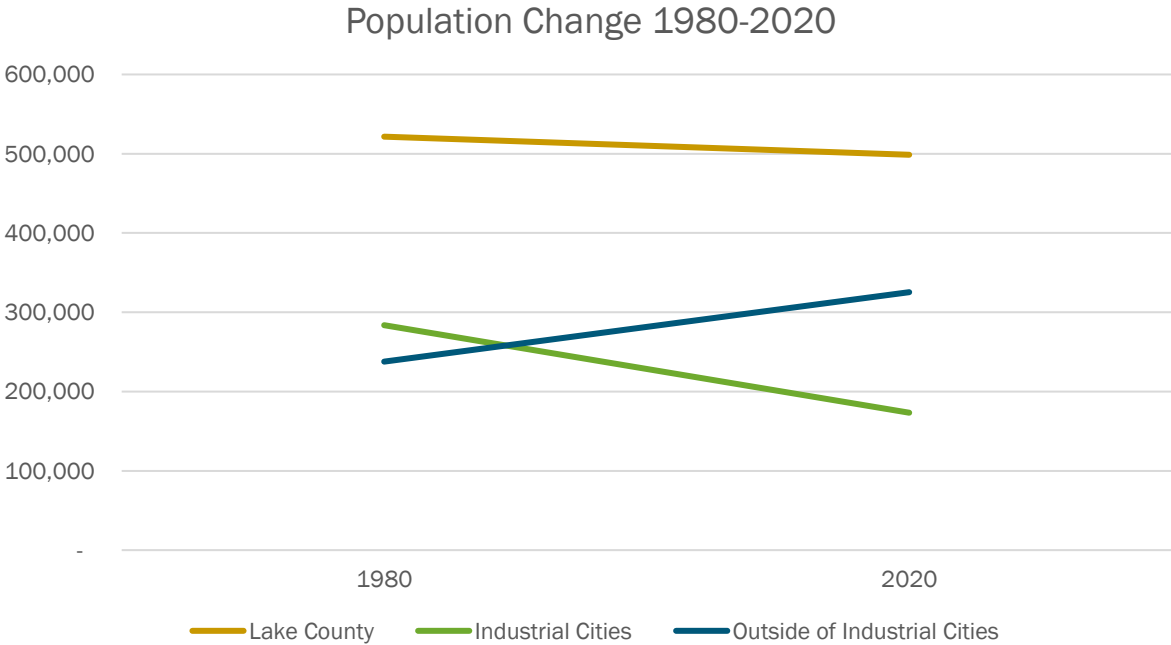


Figure 5-30: Northwest Indiana Metropolitan Area Growth History, 1980-2020



# Land Use & Housing- Population Change

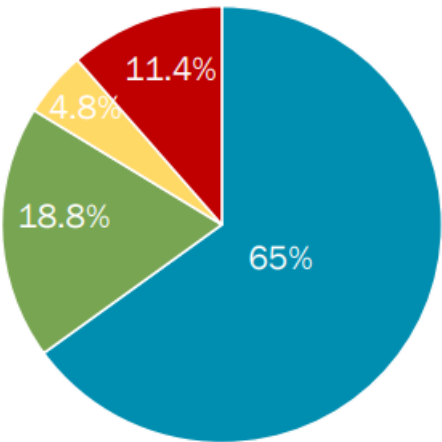
*Figure 9: Rate of Population Change by County, 1980-2020*

	1980-2020			2010-2020		
	Number	% Change	Average Annual Growth (Loss) Rate	Number	% Change	Average Annual Growth (Loss) Rate
<b>Lake County</b>						
Urban	-25,480	-5.29%	-0.14%	5,056	1.12%	0.11%
Rural	2,655	6.67%	0.16%	-2,362	-5.27%	-0.54%
Total	-22,825	-4.38%	-0.11%	2,694	0.54%	0.05%
<b>Porter County</b>						
Urban	31,945	45.63%	0.94%	7,152	7.54%	0.73%
Rural	21,211	42.39%	0.89%	1,720	2.47%	0.24%
Total	53,156	44.27%	0.92%	8,872	5.40%	0.53%
<b>La Porte County</b>						
Urban	-3,974	-5.62%	-0.14%	-338	-0.50%	-0.05%
Rural	7,696	20.24%	0.46%	1,288	2.90%	0.29%
Total	3,722	3.42%	0.08%	950	0.85%	0.08%
<b>Total NIRPC Area</b>						
Urban	2,491	0.40%	0.01%	11,870	1.94%	0.19%
Rural	31,562	24.68%	0.55%	646	0.41%	0.04%
Total	34,053	4.54%	0.11%	12,516	1.62%	0.16%



Overall growth in the three-county area appears to be very slow.

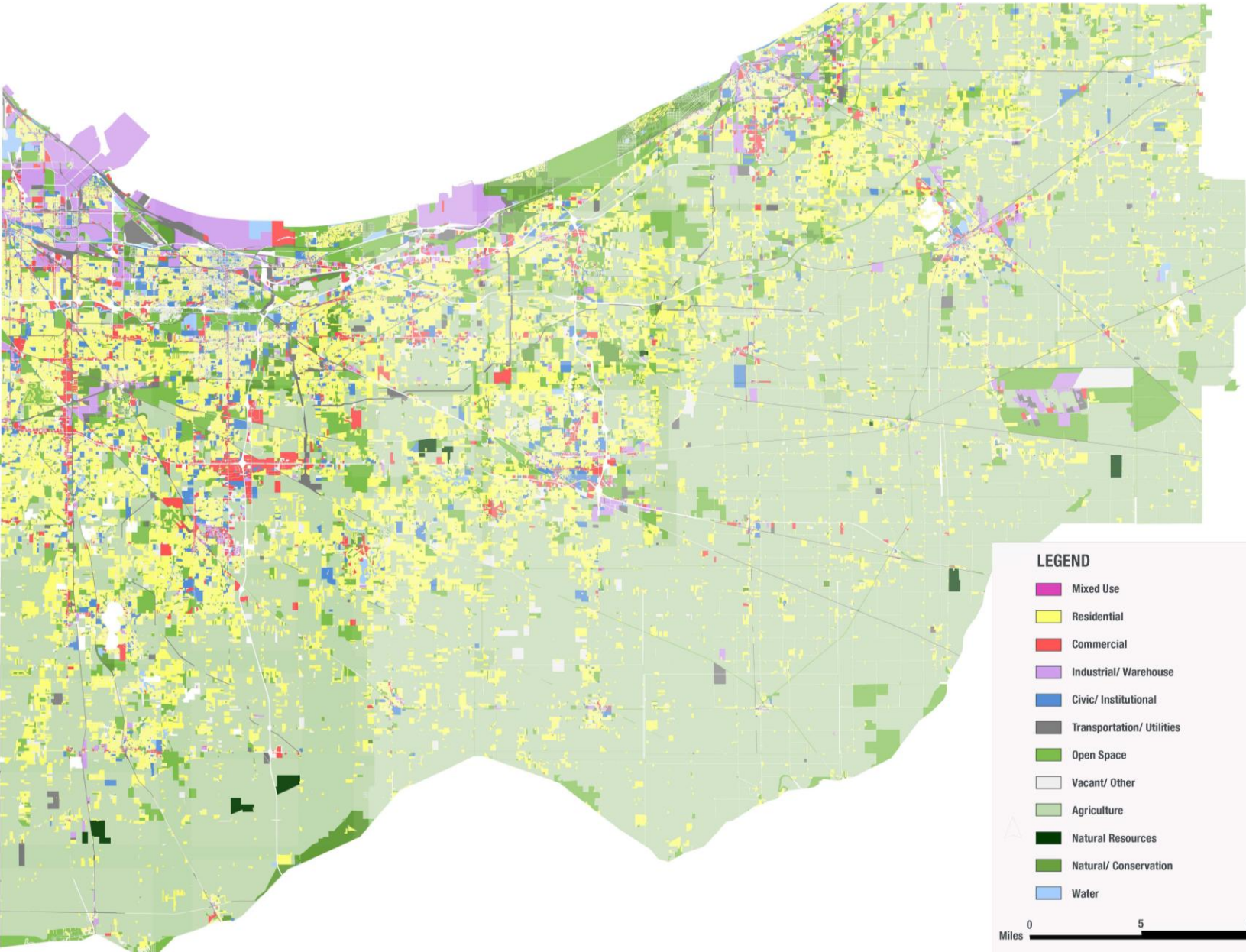
# Land Use & Housing Element



- Large Lot 1-Family Detached
- Small Lot 1-Family Detached
- 1-Family Attached
- Multi-Family

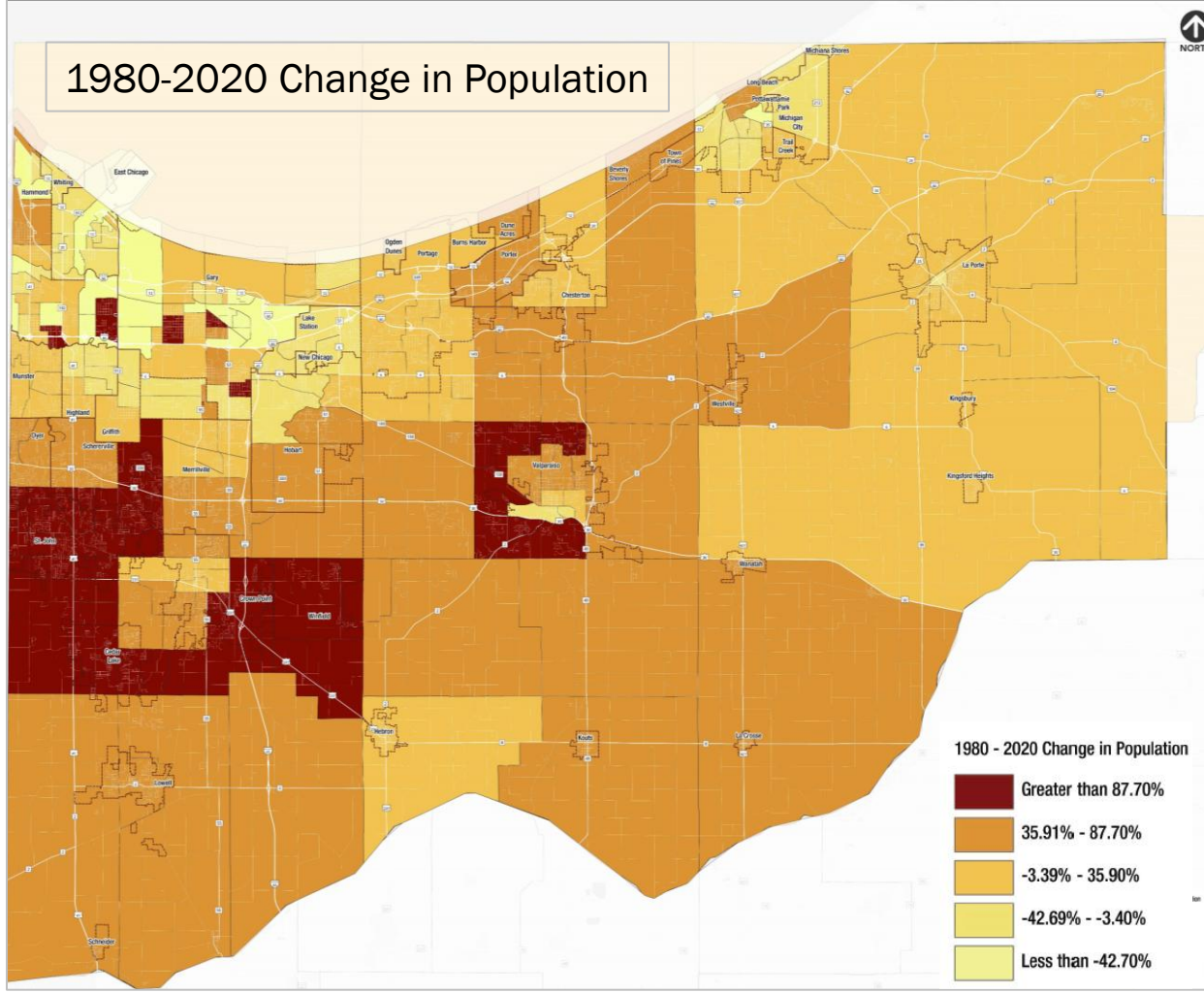
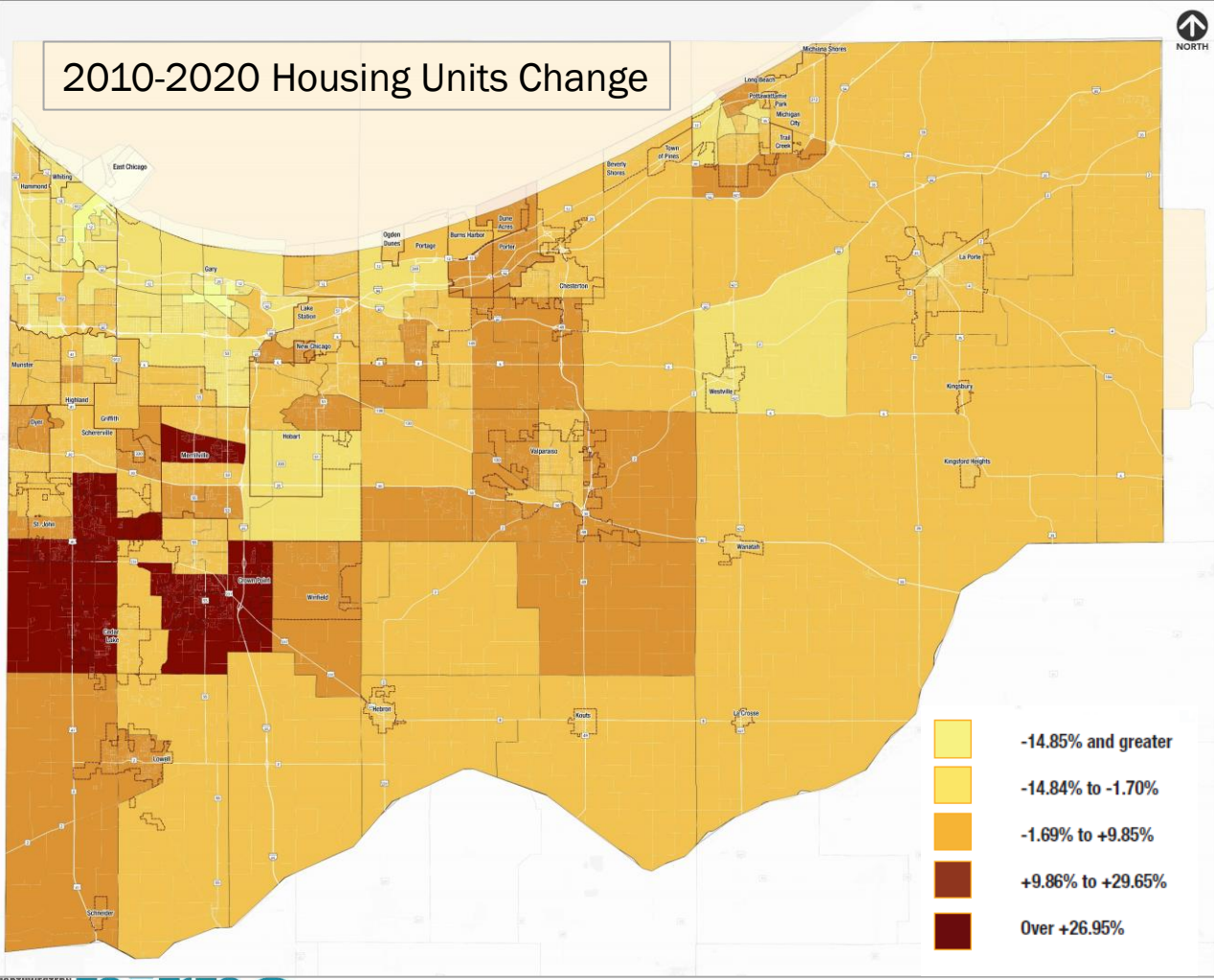
Source: Urban Footprint, 2022

Figure 5-34: Housing Unit Distribution in Northwest Indiana, 2020





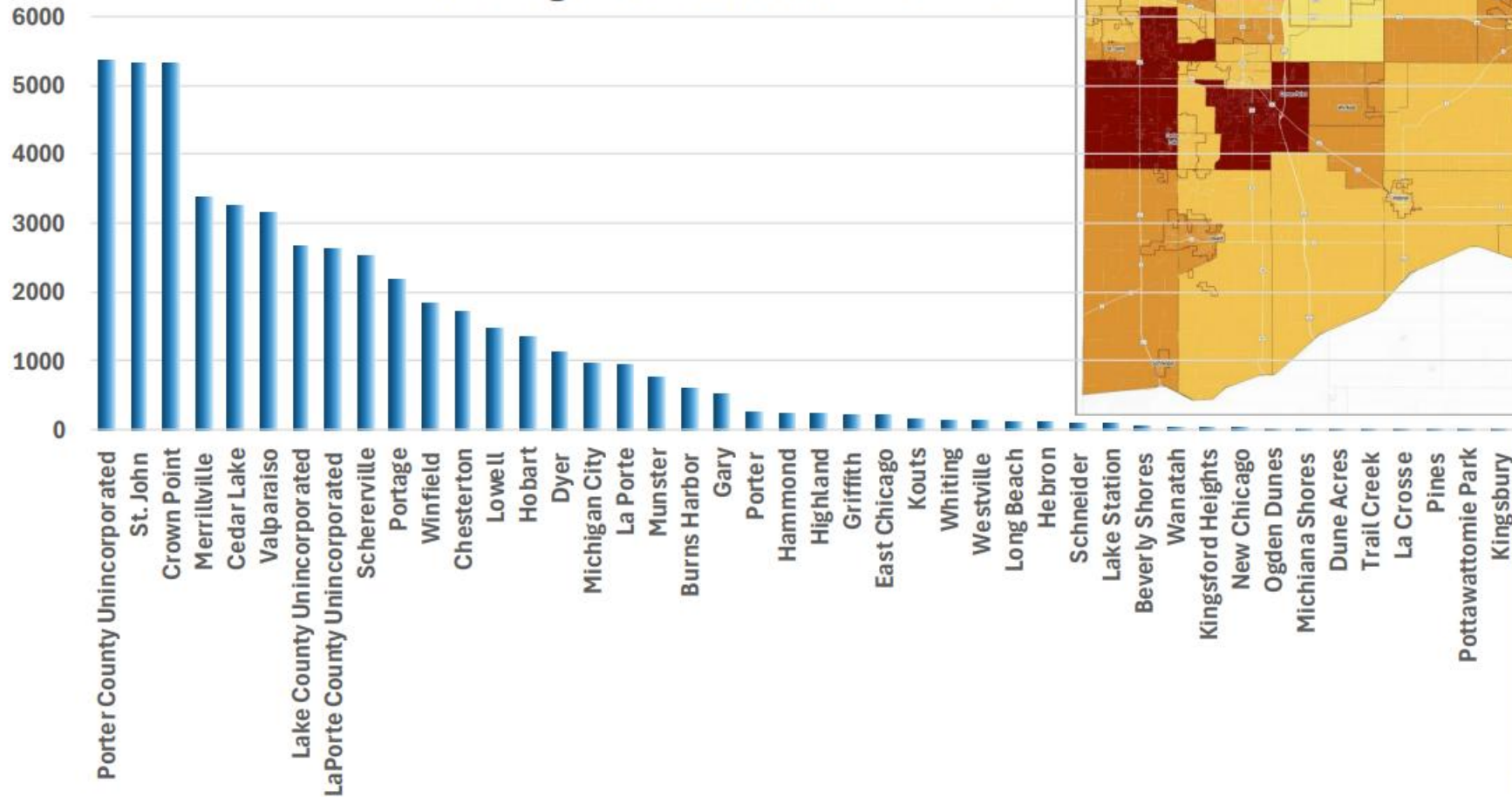
# Land Use & Housing - Existing Patterns



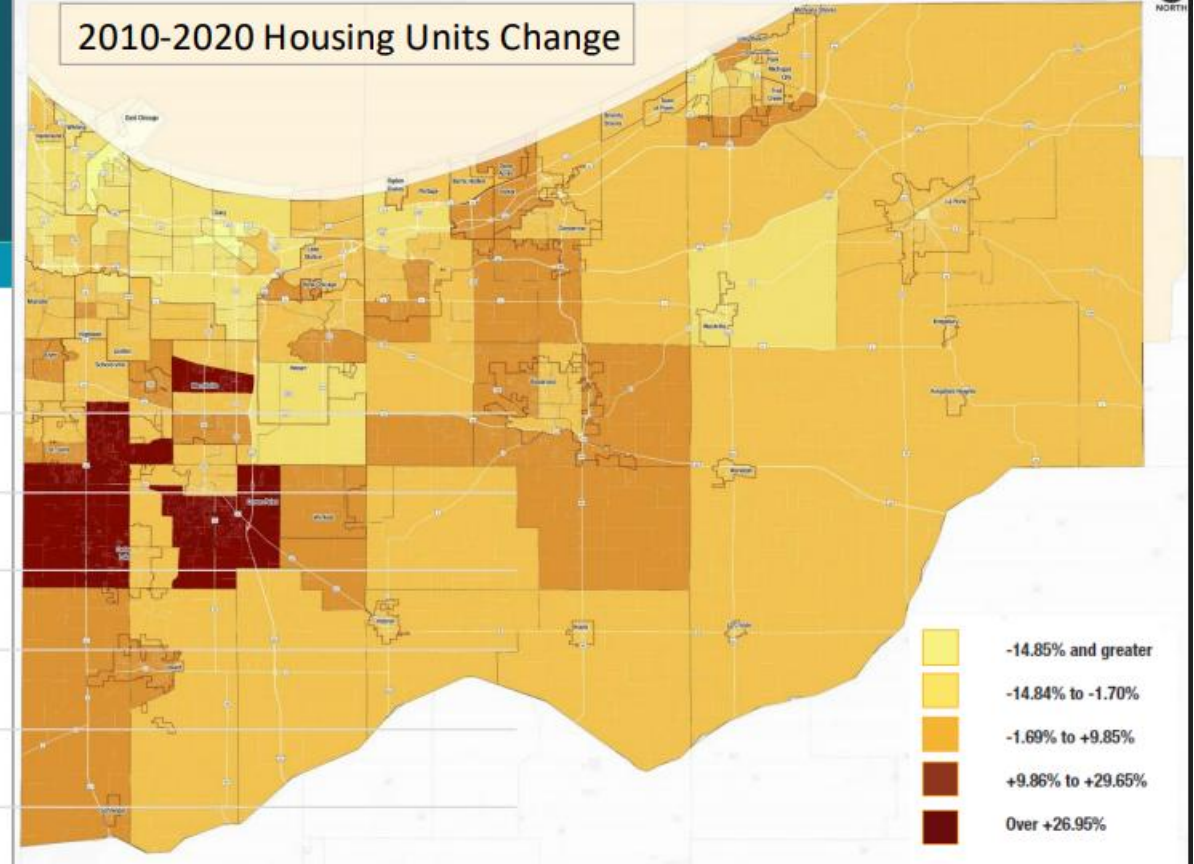


# Housing Permits 2003-2023

Housing Permits in NWI 2003-2023



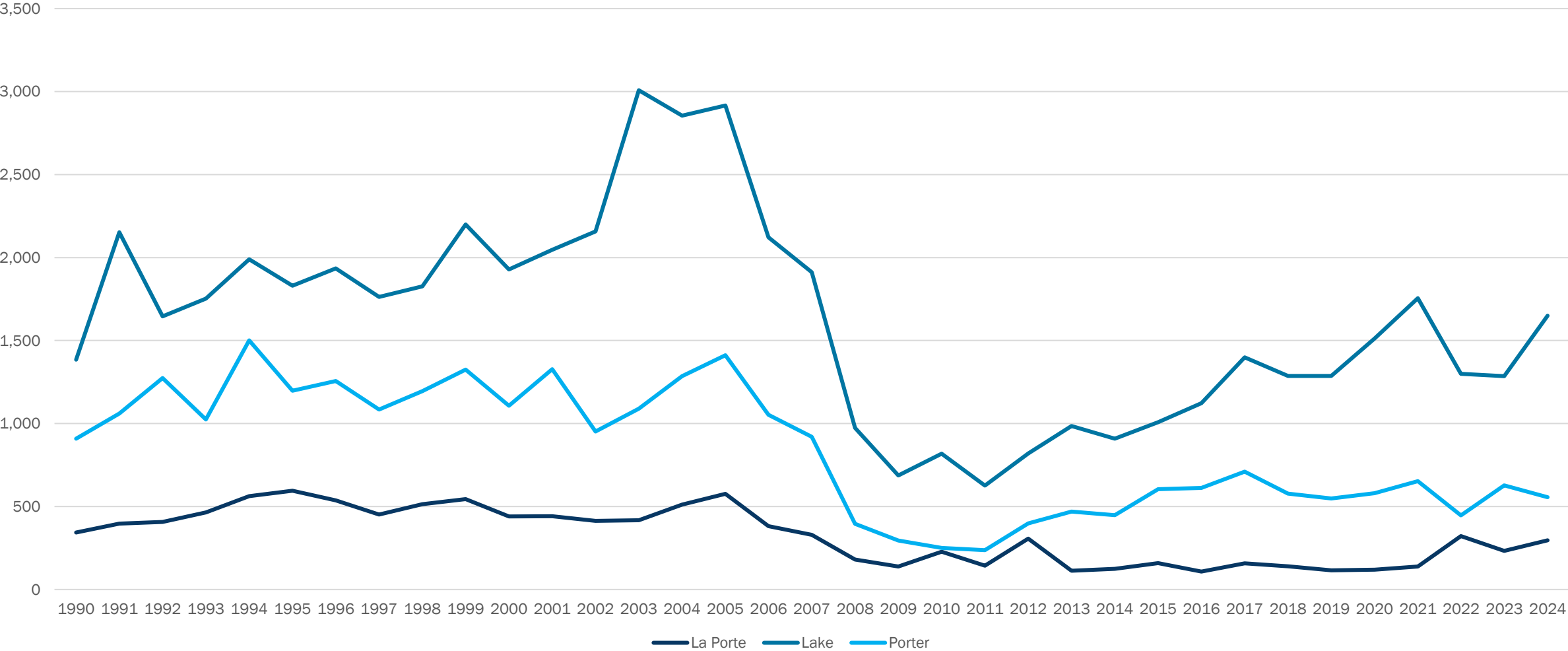
2010-2020 Housing Units Change



- In February 2024, 336 new construction homes median list price was \$432,555.
- Older homes' median sale price was \$249,900.
- The current new construction list includes about 840 units.



Residential Building Permits



# Land Use & Housing- Existing Patterns

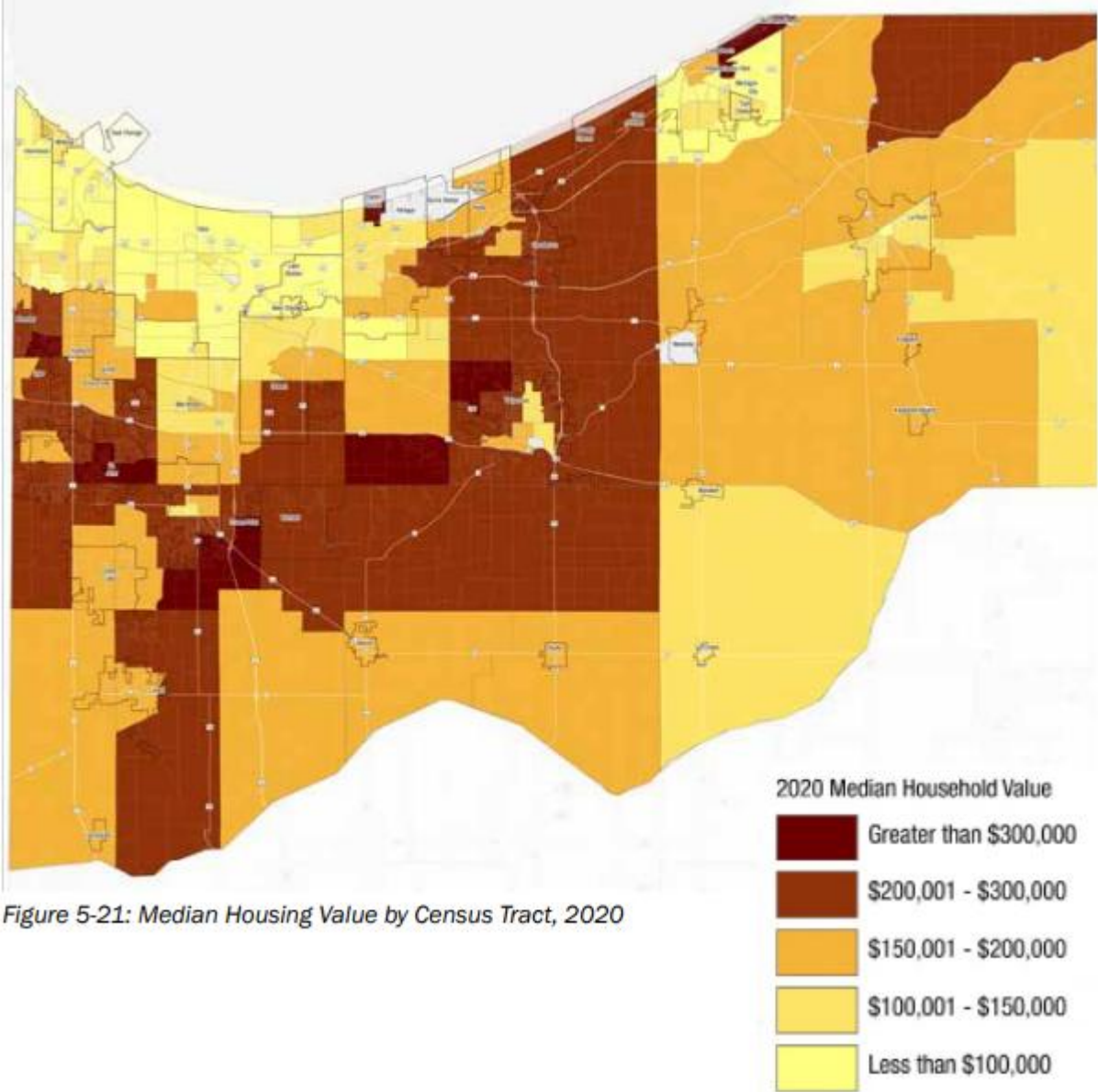


Figure 5-21: Median Housing Value by Census Tract, 2020

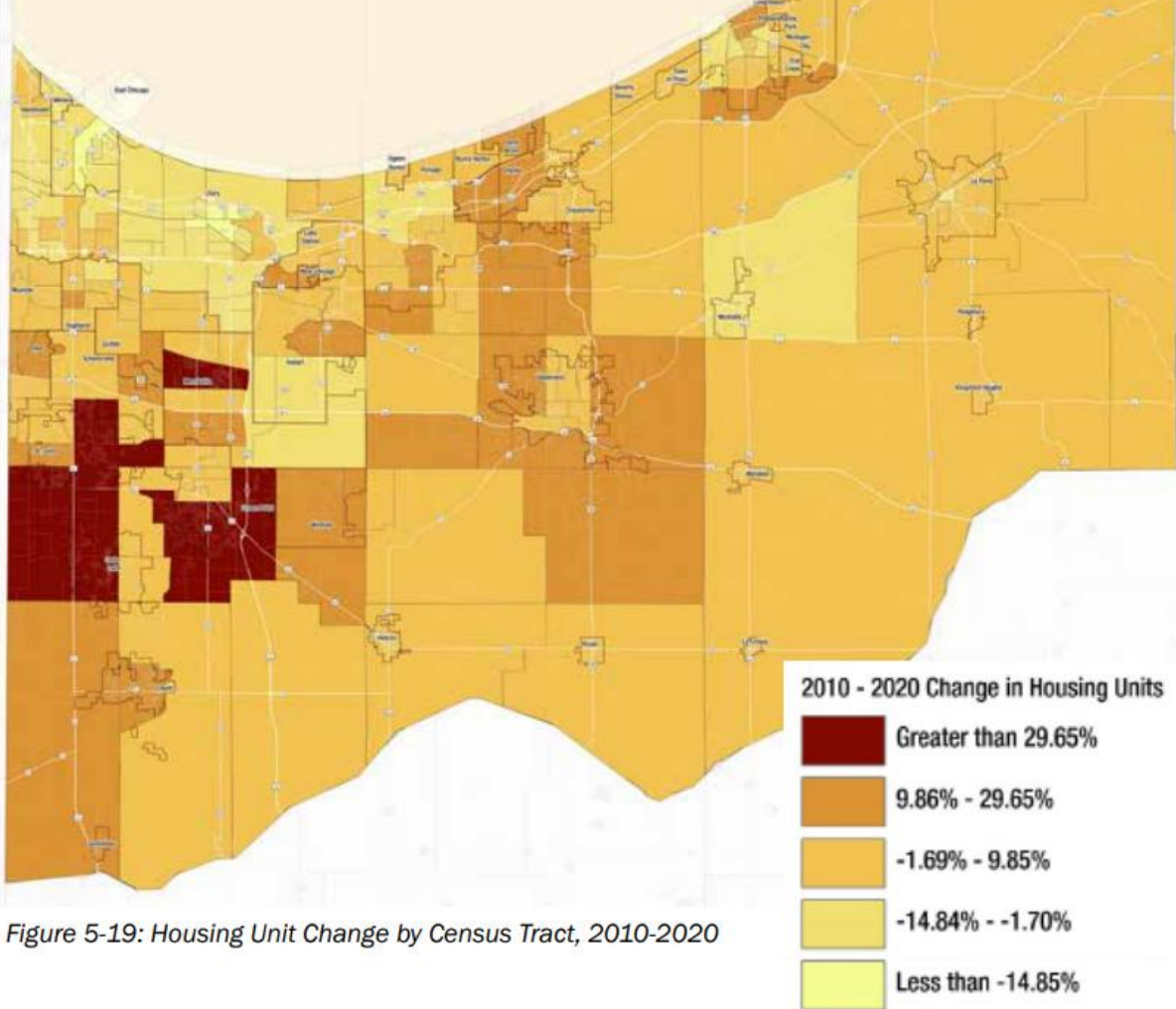
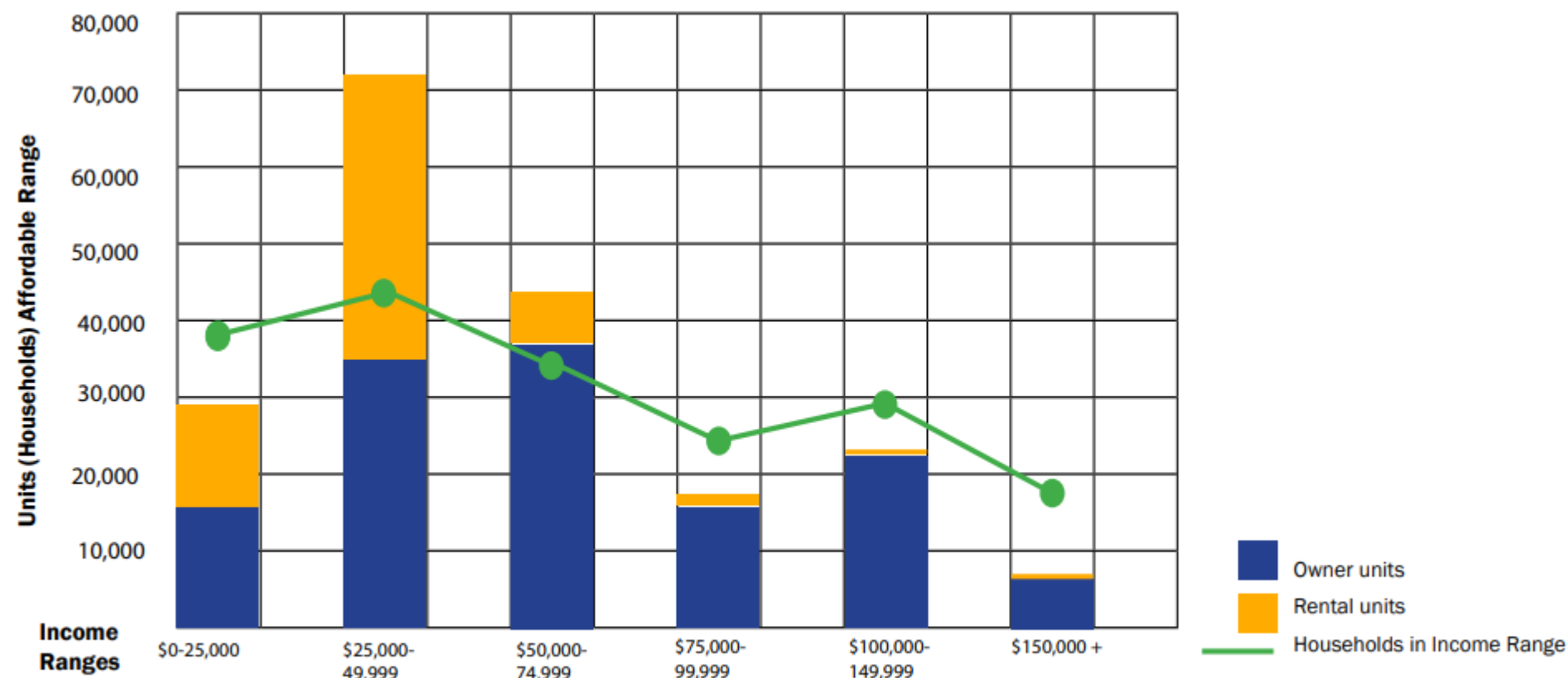


Figure 5-19: Housing Unit Change by Census Tract, 2010-2020



Income Range	% of County Median	% of Households	Number of Households in Group	Affordable Range for Owners	Number of Units	Affordable Range for Renters	Number of Rental Units	Total Affordable Units for Income Group	Balance
\$0-25,000	Under 44%	21.05%	39,712	>\$60,000	15,037	\$0-499	11,798	26,835	-12,877
\$25,000-49,999	44-87%	22.79%	42,994	\$60,000-124,999	35,094	\$500-999	35,458	70,552	27,558
\$50,000-74,999	88-130%	18.09%	34,128	\$125,000-199,999	37,717	\$1,000-1,499	7,768	45,485	11,357
\$75-99,999	131-174%	12.94%	24,409	\$200,000-249,999	16,287	\$1,500-1,999	1,112	17,399	-7,010
\$100-150,000	175-261%	15.52%	29,282	\$250,000-399,999	20,723	\$2,000-2,999	149	20,872	-8,410
\$150,000+	Over 261%	9.61%	18,121	\$400,000+	7,314	\$3000+	188	7,502	-10,619
<b>Total</b>		<b>100.00%</b>	<b>188,646.00</b>		<b>132,172</b>		<b>56,474</b>	<b>188,646</b>	<b>0</b>

Figure 5-23: Housing Affordability Analysis for Lake County



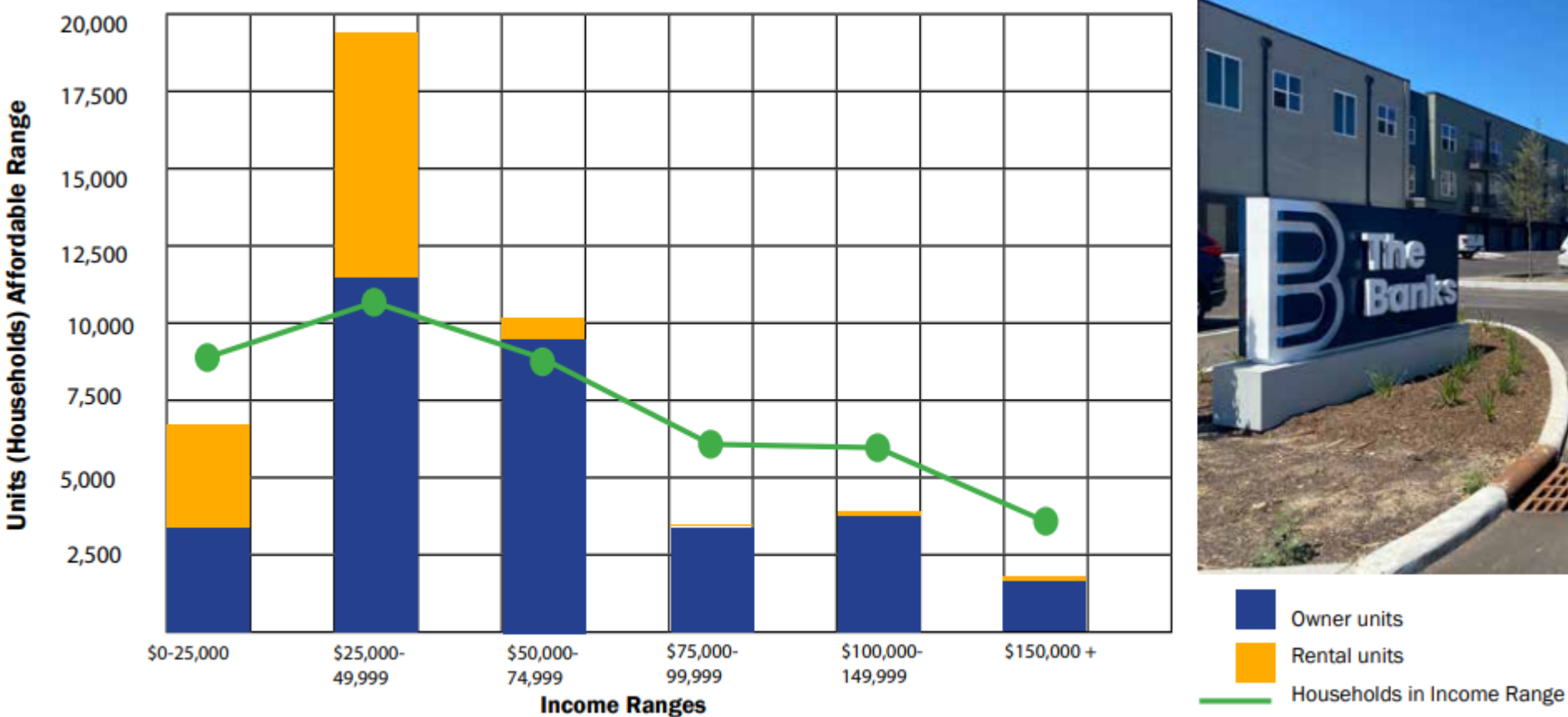
Income Range	% of County Median	% of Households	Number of Households in Group	Affordable Range for Owners	Number of Units	Affordable Range for Renters	Number of Rental Units	Total Affordable Units for Income Group	Balance
\$0-25,000	Under 36%	15.14%	9,863	>\$60,000	3,001	\$0-499	1,759	4,760	-5,103
\$25,000-49,999	36-69%	19.09%	12,439	\$60,000-124,999	5,717	\$500-999	10,605	16,322	3,883
\$50,000-74,999	70-104%	17.42%	11,348	\$125,000-199,999	16,944	\$1,000-1,499	3,366	20,310	8,962
\$75-99,999	105-138%	14.78%	9,631	\$200,000-249,999	6,956	\$1,500-1,999	283	7,239	-2,392
\$100-150,000	139-208%	19.95%	13,001	\$250,000-399,999	11,340	\$2,000-2,999	250	11,590	-1,411
\$150,000+	Over 208%	13.62%	8,871	\$400,000+	4,830	\$3000+	101	4,931	-3,940
<b>Total</b>			<b>100.00%</b>	<b>65,153.00</b>		<b>48,788</b>		<b>16,365</b>	<b>65,153</b>

Figure 5-24: Housing Affordability Analysis for Porter County



Income Range	% of County Median	% of Households	Number of Households in Group	Affordable Range for Owners	Number of Units	Affordable Range for Renters	Number of Rental Units	Total Affordable Units for Income Group	Balance
\$0-25,000	Under 45%	20.20%	8,630	>\$60,000	2,626	\$0-499	3,030	5,656	-2,974
\$25,000-49,999	45-88%	24.05%	10,274	\$60,000-124,999	11,042	\$500-999	7,631	18,673	8,399
\$50,000-74,999	89-132%	19.76%	8,444	\$125,000-199,999	9,495	\$1,000-1,499	596	10,091	1,647
\$75-99,999	133-175%	14.01%	5,985	\$200,000-249,999	2,913	\$1,500-1,999	38	2,951	-3,034
\$100-150,000	176-263%	13.85%	5,918	\$250,000-399,999	3,555	\$2,000-2,999	68	3,623	-2,295
\$150,000+	Over 263%	8.13%	3,474	\$400,000+	1,666	\$3000+	65	1,731	-1,743
<b>Total</b>		<b>100.00%</b>	<b>42,725.00</b>		<b>31,297</b>		<b>11,428</b>	<b>42,725</b>	<b>0</b>

Figure 5-25: Housing Affordability Analysis for La Porte County



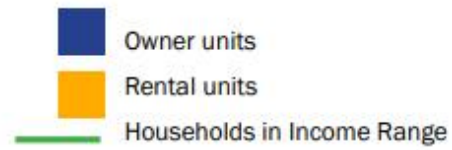
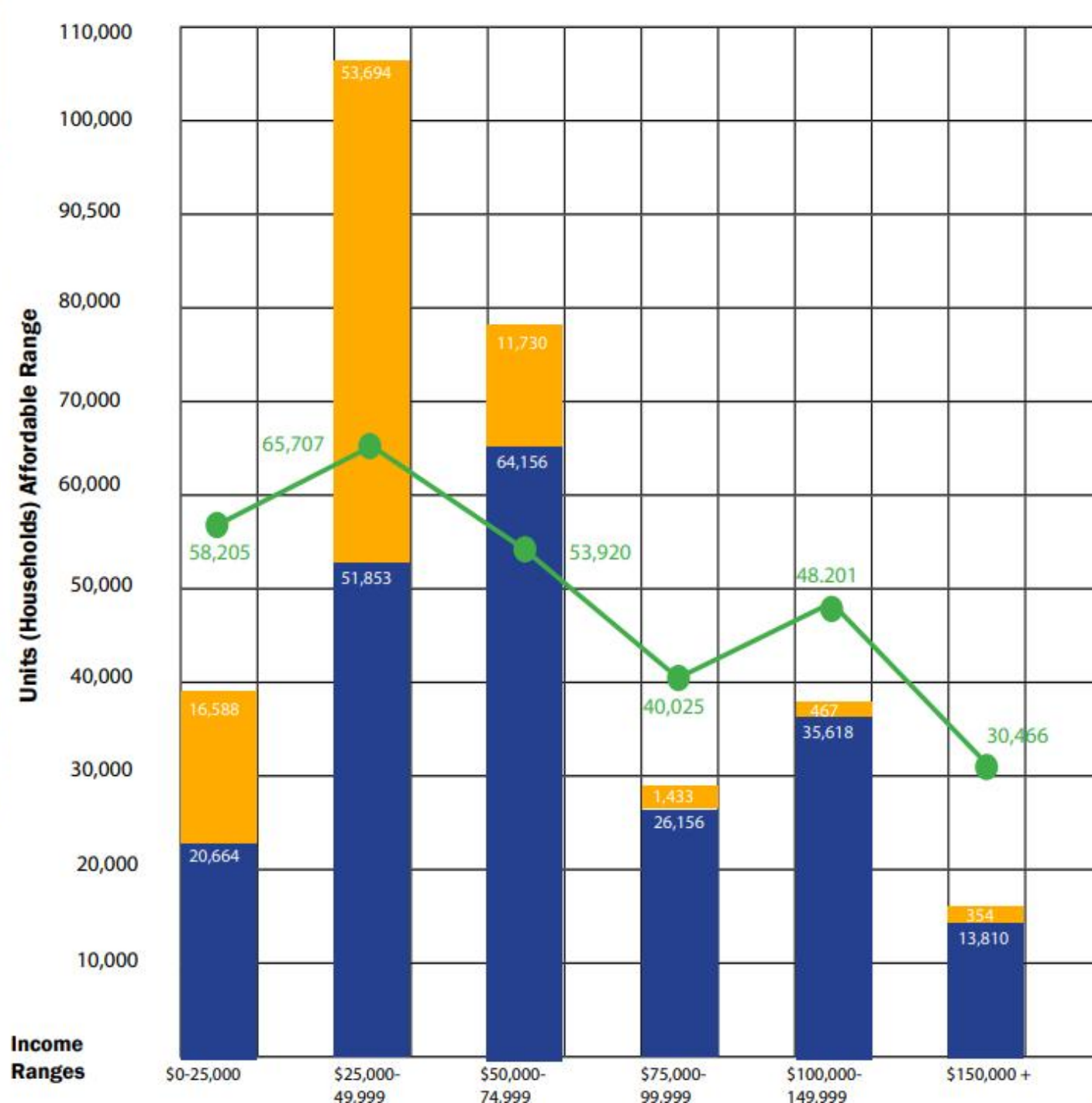
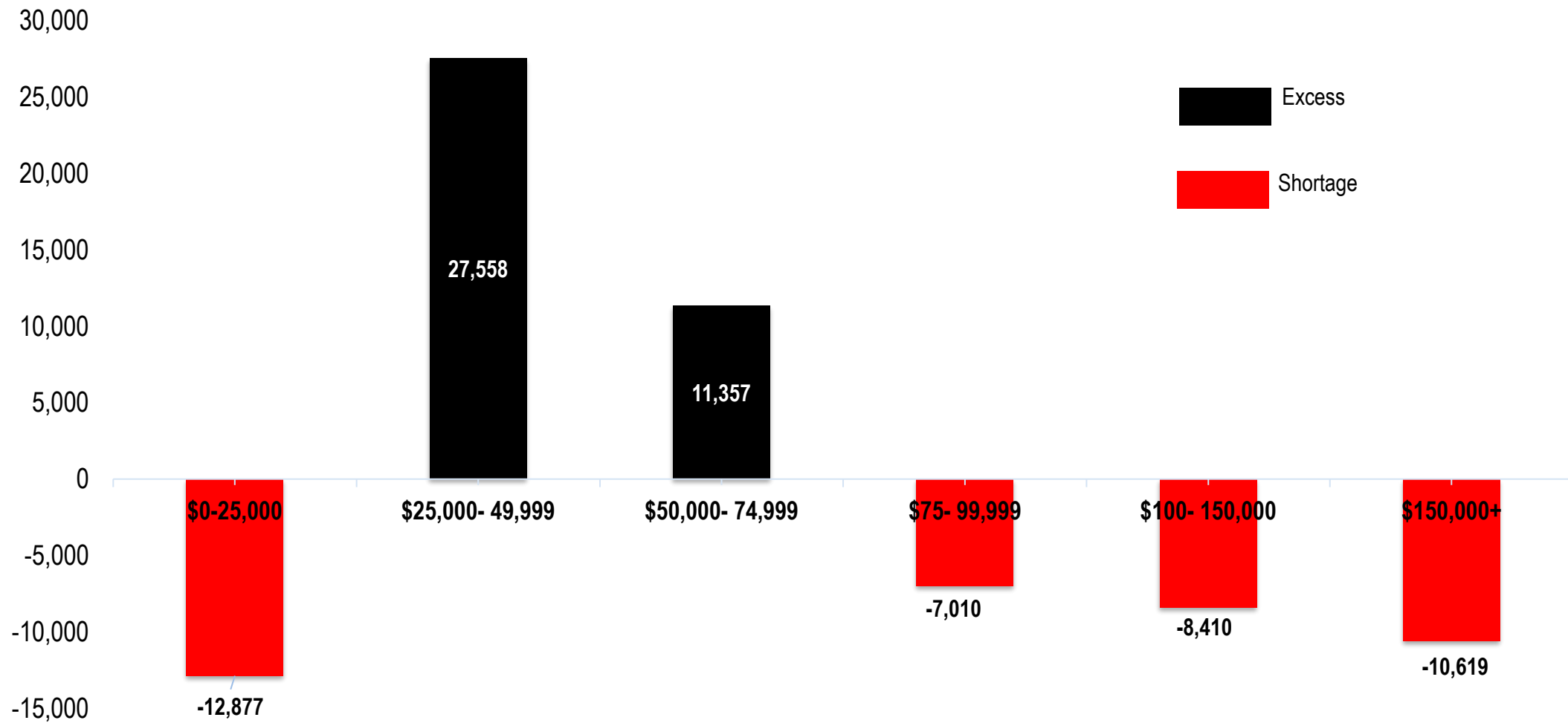


Figure 5-26: Composite Housing Affordability Analysis for NW Indiana MSA

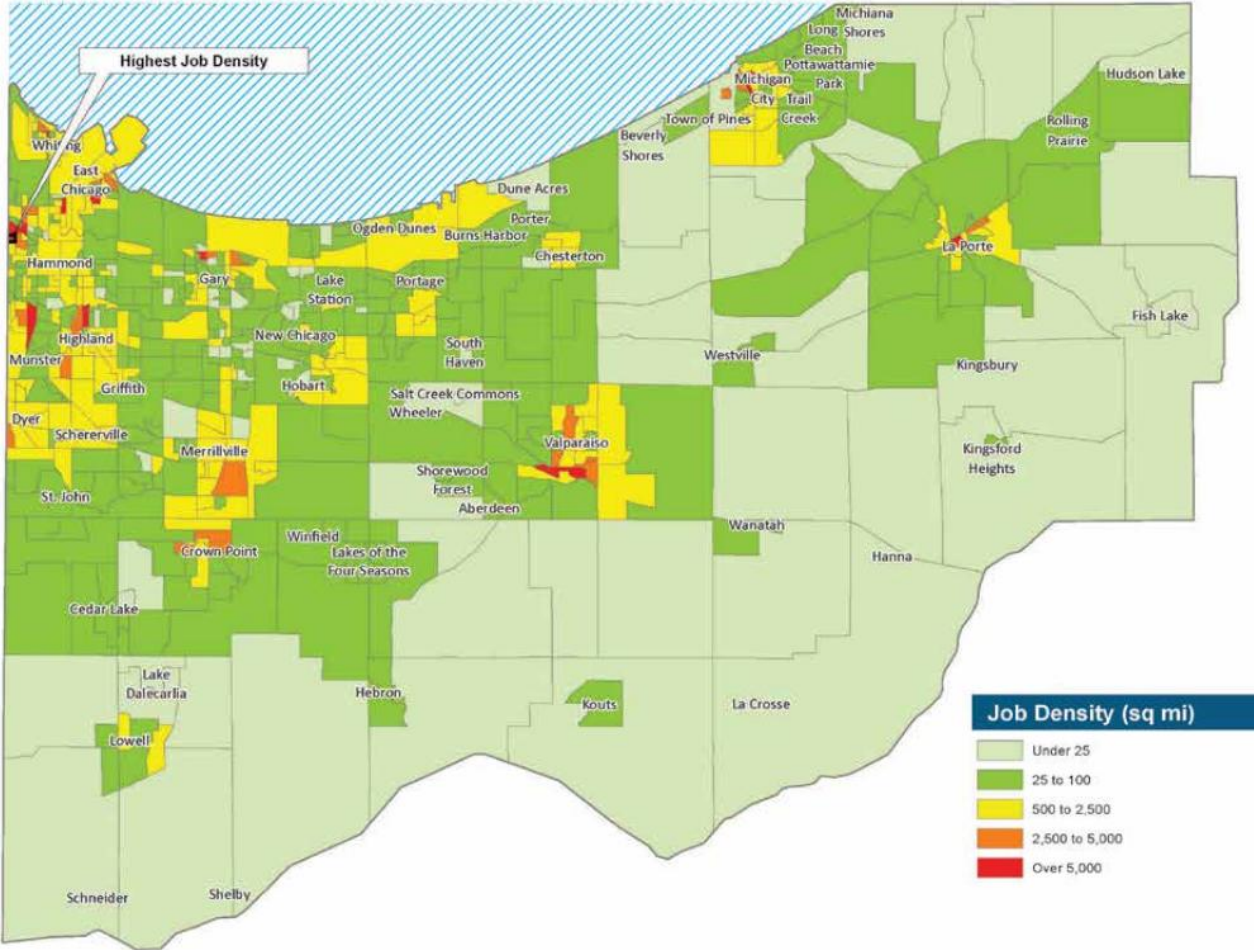
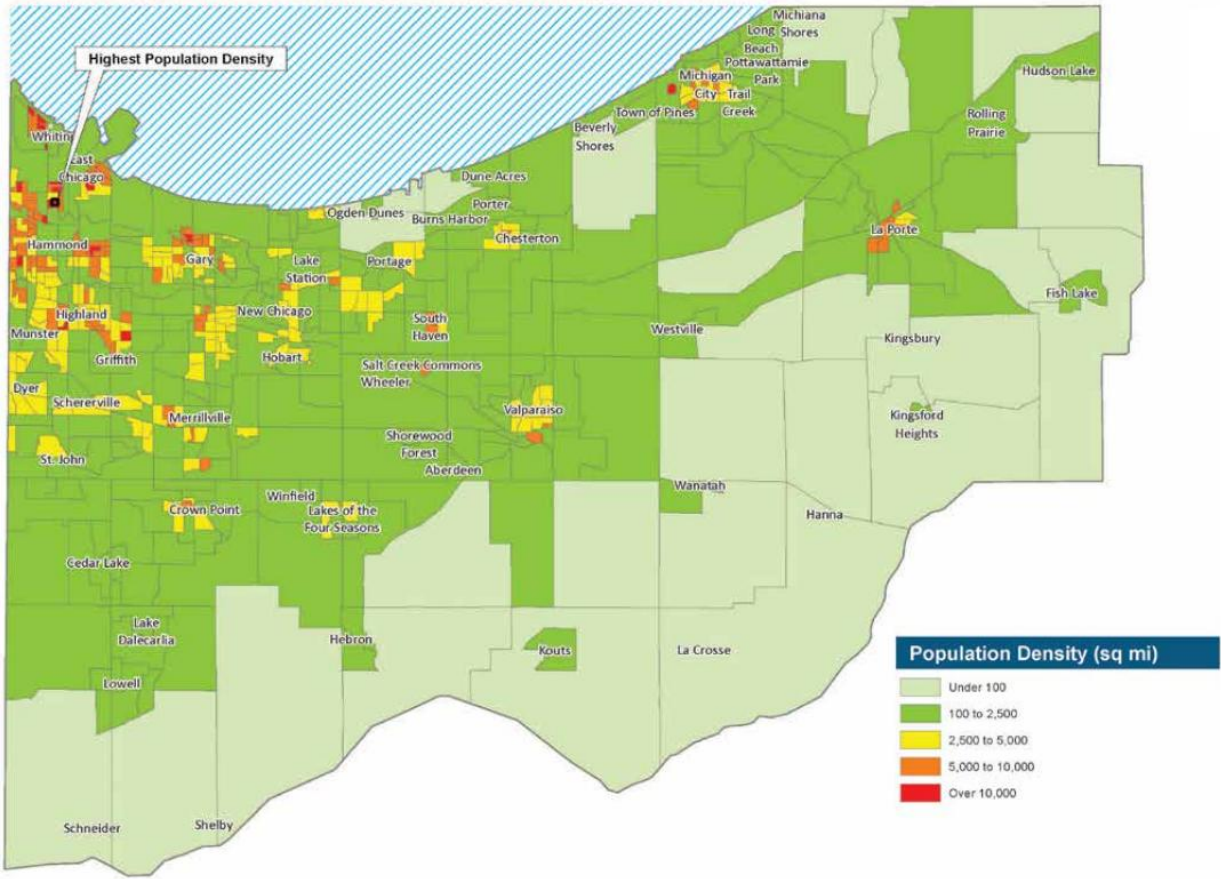


## Excess / Shortage of Housing Based on Household Income Range



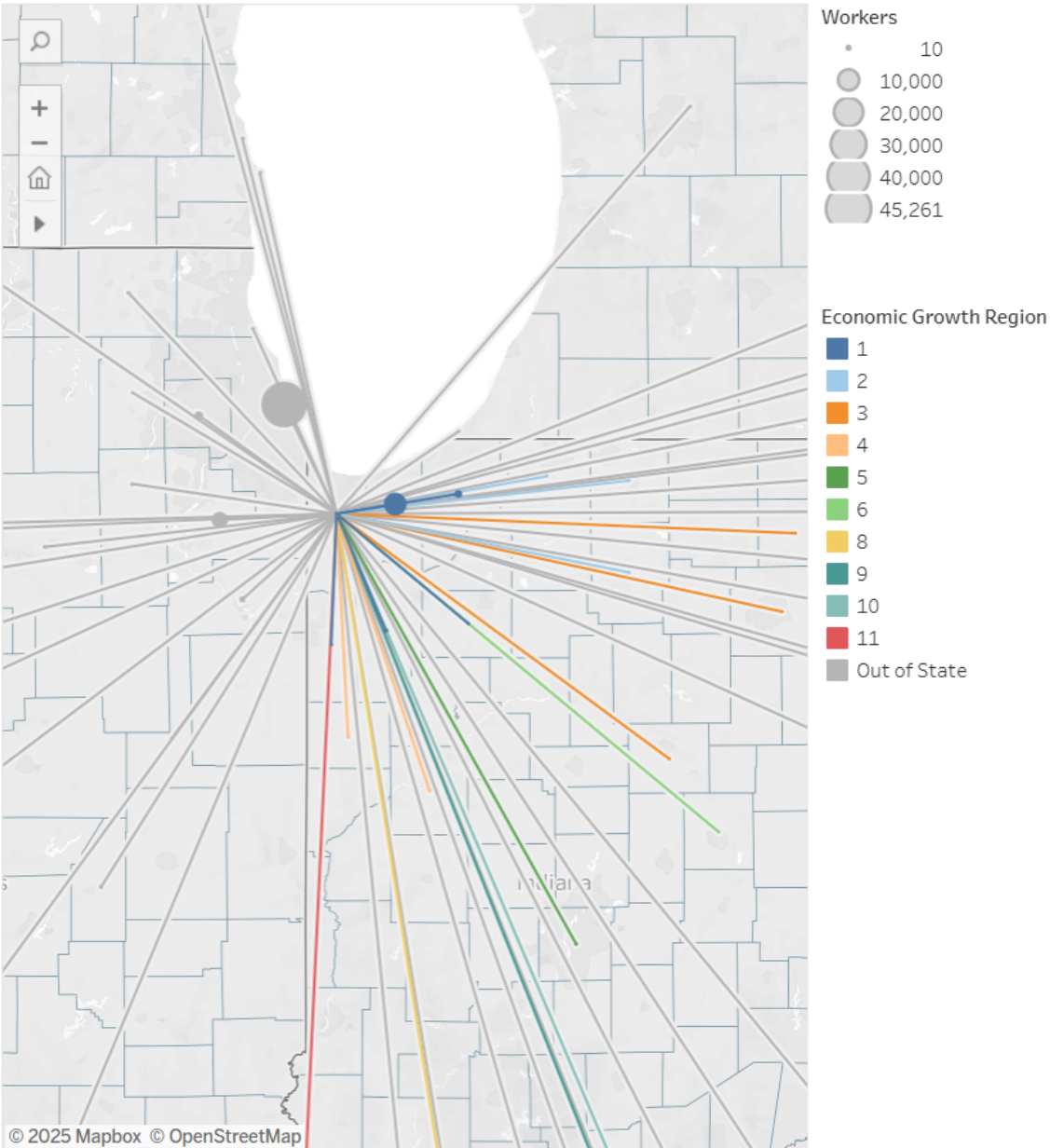


# Population Density and Job Density

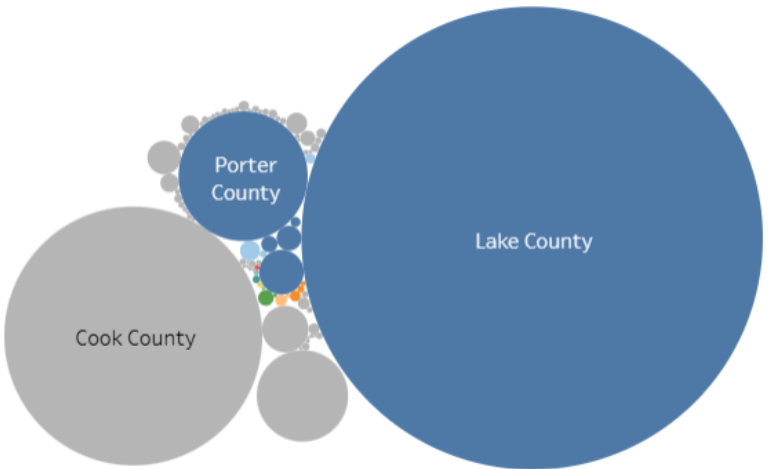




# Commuting Patterns

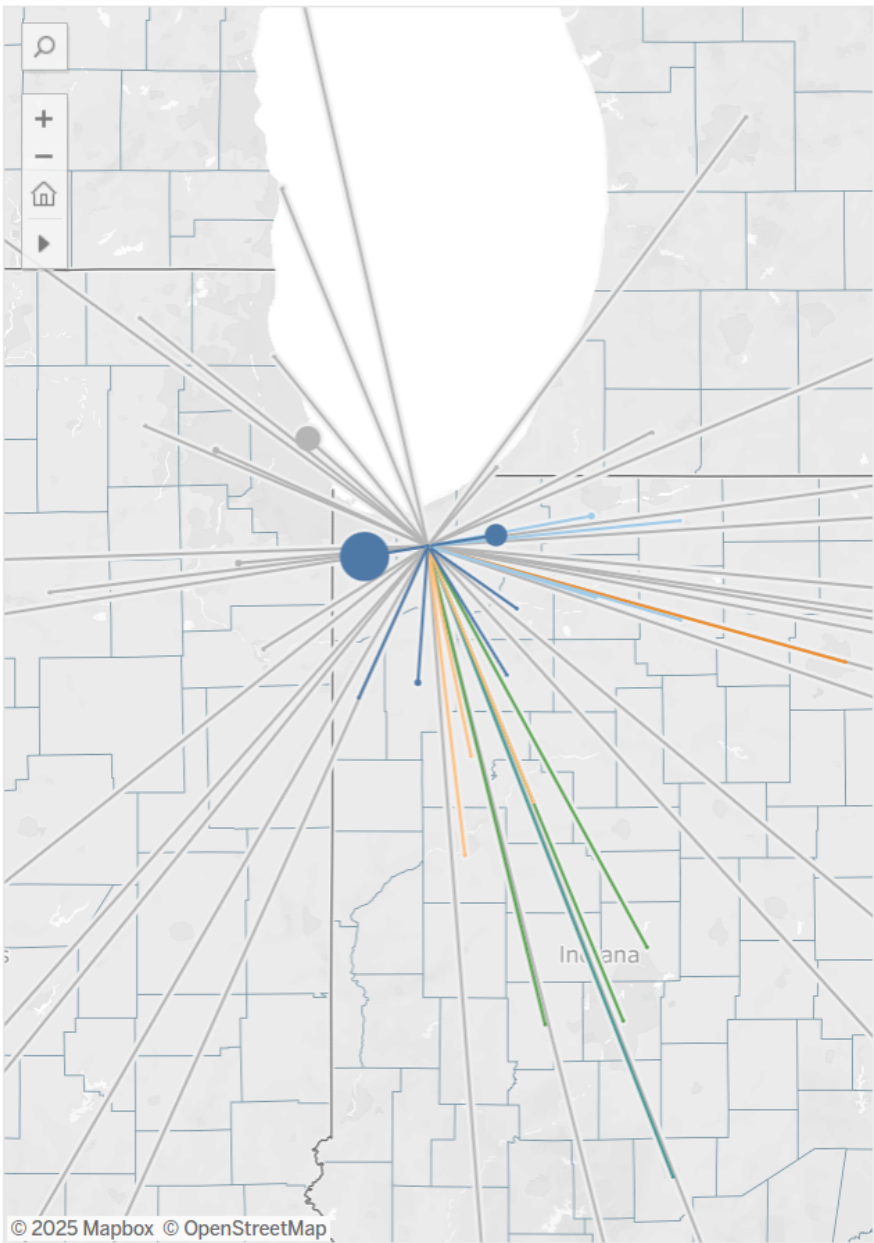


Where Lake County residents work

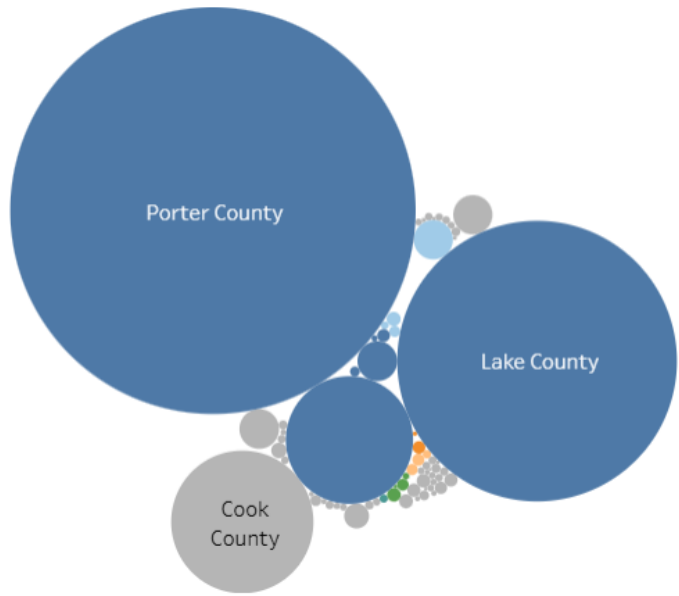


	Workers	Margin of Error
Lake County, Indiana	144,856	2,417
Cook County, Illinois	45,261	1,837
Porter County, Indiana	11,351	944
Will County, Illinois	5,660	582
DuPage County, Illinois	1,462	302
LaPorte County, Indiana	1,347	253
Kankakee County, Illinois	753	268
Jasper County, Indiana	419	172
Piatt County, Illinois	299	331
St. Joseph County, Indiana	273	142
Kane County, Illinois	232	139
Lake County, Illinois	223	89
Newton County, Indiana	179	110
Marion County, Indiana	165	104
Rockingham County, New Ha..	156	223

# Commuting Patterns

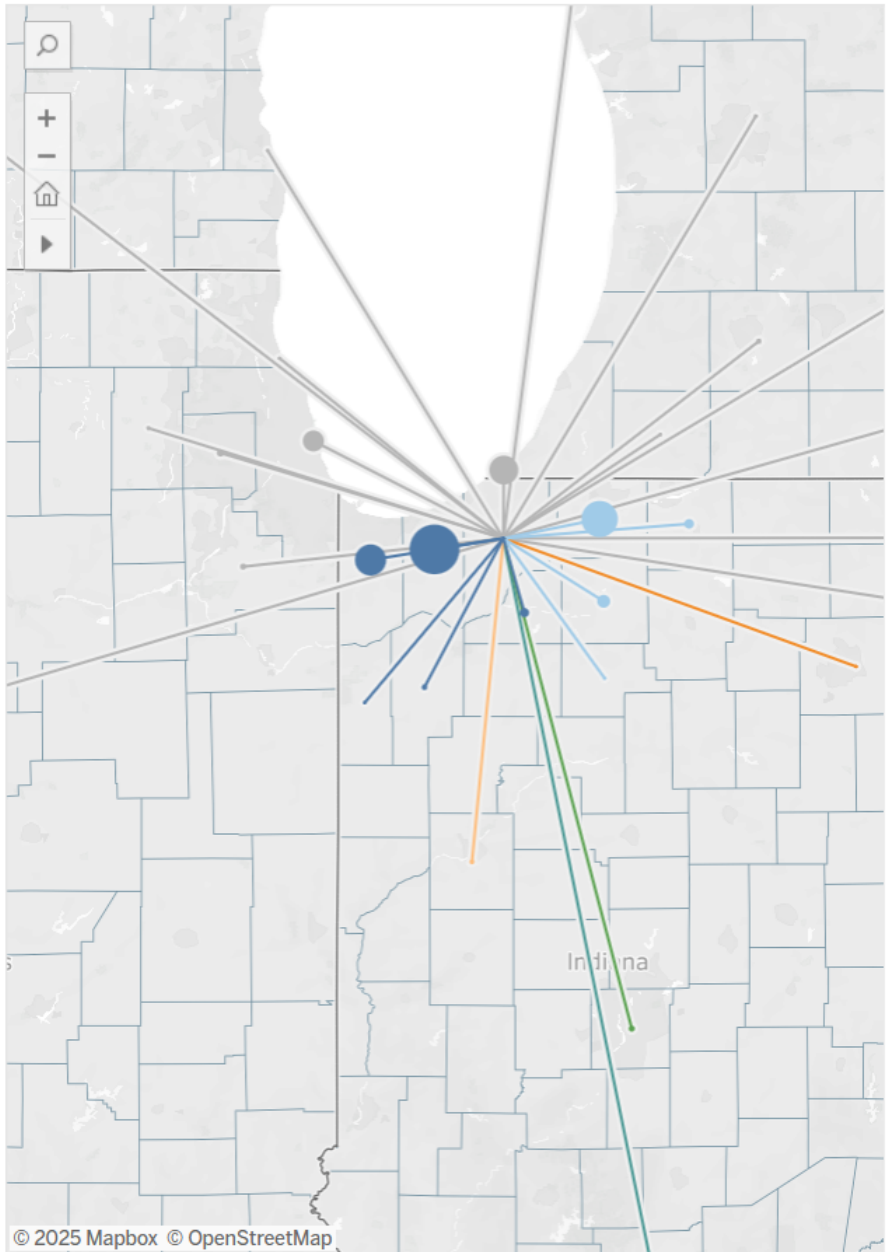


Where Porter County residents work

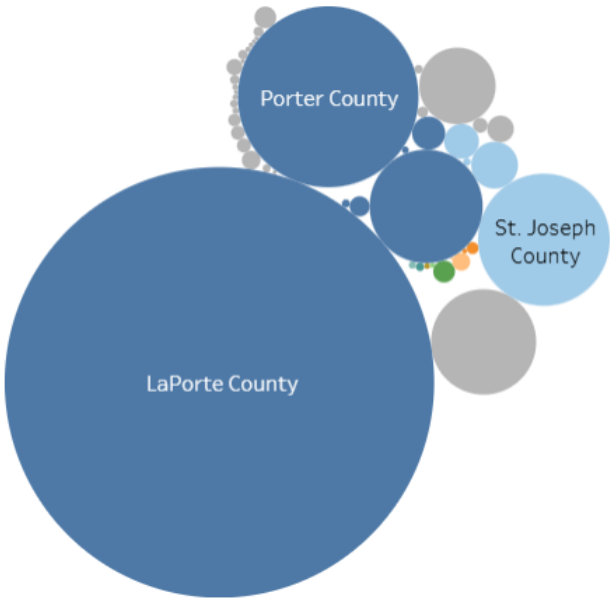


	Workers	Margin of Error
Porter County, Indiana	44,568	1,344
Lake County, Indiana	21,210	1,016
Cook County, Illinois	5,486	557
LaPorte County, Indiana	4,389	569
Jasper County, Indiana	428	162
DuPage County, Illinois	425	151
Will County, Illinois	415	150
St. Joseph County, Indiana	414	121
Berrien County, Michigan	167	100
Dakota County, Minnesota	64	102
Marshall County, Indiana	53	47
Montgomery County, Pennsylv..	52	74
Kane County, Illinois	51	43
Marion County, Indiana	50	41
Kent County, Michigan	47	64

# Commuting Patterns



Where LaPorte County residents work



	Workers	Margin of Error
LaPorte County, Indiana	31,873	1,278
Porter County, Indiana	5,634	523
St. Joseph County, Indiana	2,999	496
Lake County, Indiana	2,207	306
Berrien County, Michigan	1,908	394
Cook County, Illinois	1,005	244
Marshall County, Indiana	377	217
Elkhart County, Indiana	208	92
Starke County, Indiana	189	73
DuPage County, Illinois	121	63
Marion County, Indiana	82	45
Will County, Illinois	81	62
Jasper County, Indiana	69	52
Kalamazoo County, Michigan	60	81
Tippecanoe County, Indiana	55	68

# Key Takeaways from Land Use and Housing Analysis

The urban cities are stabilizing.

Population growth is slowing in mature suburbs.

South Central Lake County continues to grow rapidly.

Population grew in the least dense areas of the region.

Population grew in the areas with the least dense transportation networks.

Job centers remain concentrated in the urban areas.

Commuting patterns show that we are traveling west for our jobs.

Housing prices and incomes are mismatched throughout the region.

# 2050+ Development Vision

## Northwest Industrial Cities

- Continued stabilization and strategic infill in “post-industrial” cities, specifically Hammond, East Chicago, and Whiting.
- Development and population of city centers and transit nodes in Hammond and East Chicago.
- The revitalization of Gary.

## Town Centers

- Higher density residential development in and around city centers, with density scaled to the character of individual districts.
- Emergence of mixed-use centers in cities and towns without an historic core.

## TODs

- Medium to high-density at urban SSL stations and transit hubs.
- Medium to high-density development corridors from adjacent cities to stations in the National Park.
- Trail-oriented development with higher densities adjacent to or within ½ mile of regional trails.

## Growth Areas

- Moderate growth in mature suburbs.
- Substantial development in areas with urban services or logical expansions to them

## Commercial Repurposing

- Medium/high-density residential in underused commercial corridors and obsolete commercial sites.
- Southlake is a mixed-use district.

## Development in Built-Up Areas

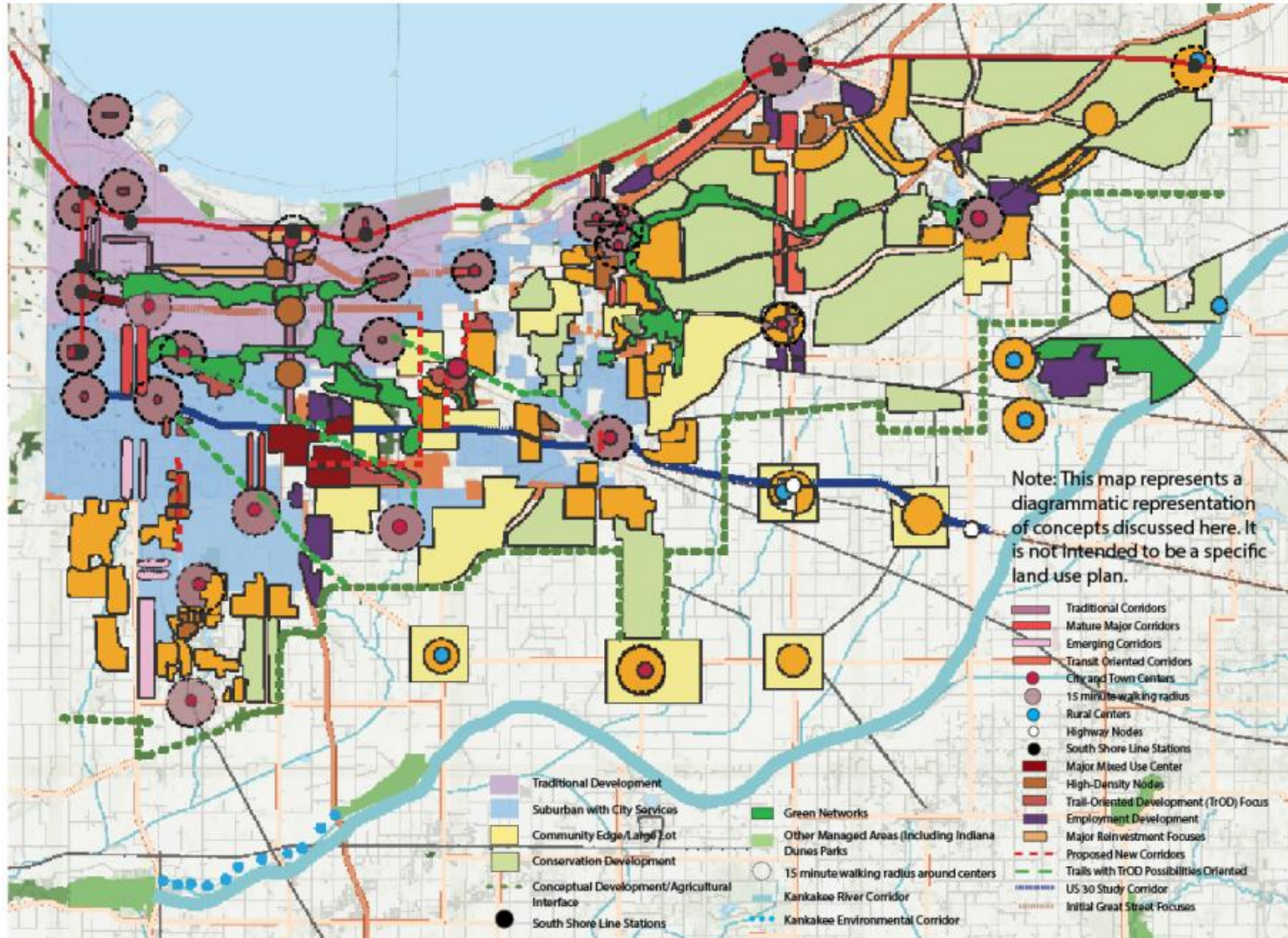
- Increased density and yield of built-up areas currently served by urban infrastructure
- Identification of priority areas and strategies for infill development.
- Plan and execute a special development strategy in Gary.
- Direct transportation infrastructure funding and policies to support infill development and new land uses.

## Very Low-Density Development and Rural Conservation

- Conservation rural density development in areas where urban service extensions are unfeasible.
- Transitional development (Build through acreage concept) within feasible urban service areas where extensions are feasible but premature.



# Regional Development Concept





# Multimodal Freight System in NW Indiana

227  
Miles of  
Interstate

558  
Miles of US  
and State  
Highways

930  
Miles of  
rail

997  
Bridges

7  
Public  
airports

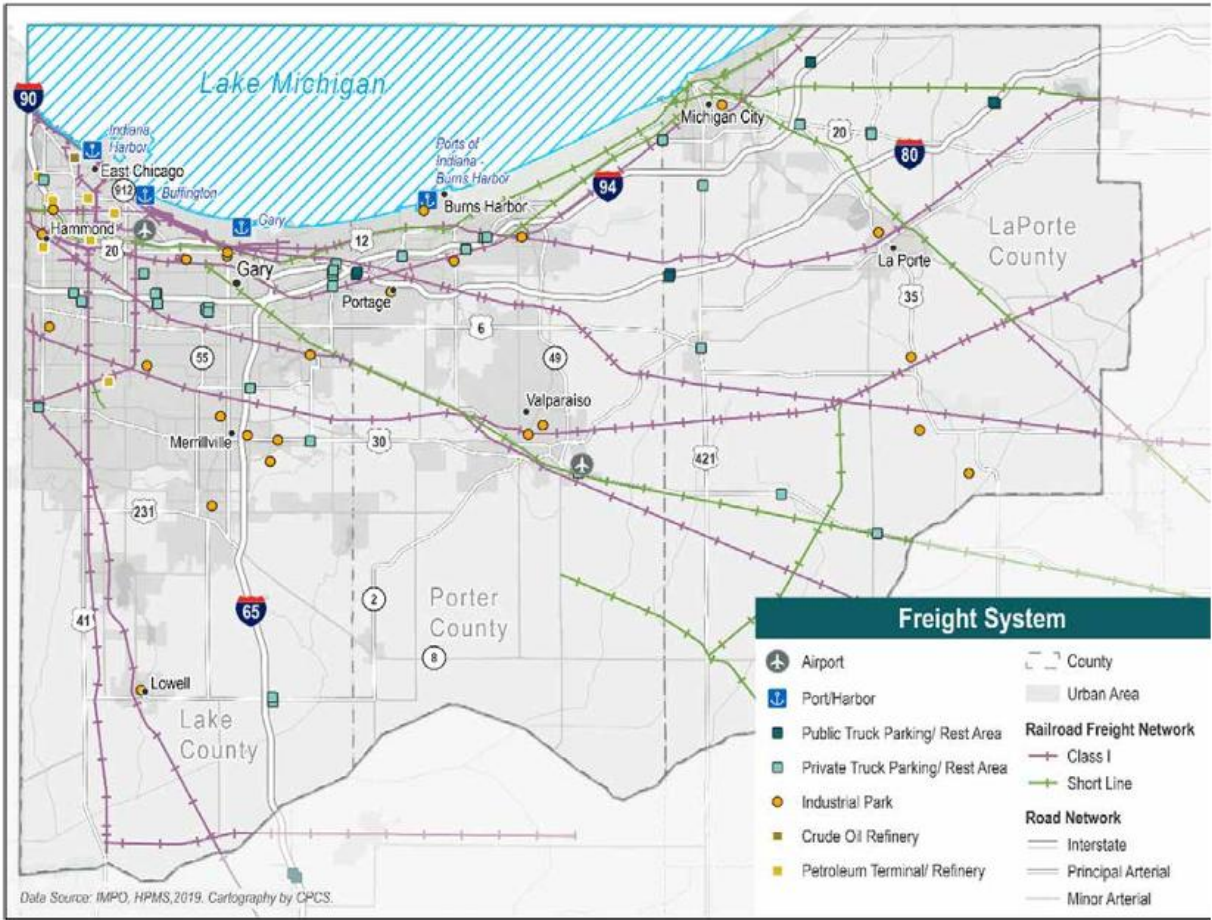
4  
Maritime  
ports

772  
Miles of  
pipeline

Source: CPCS analysis, 2022.

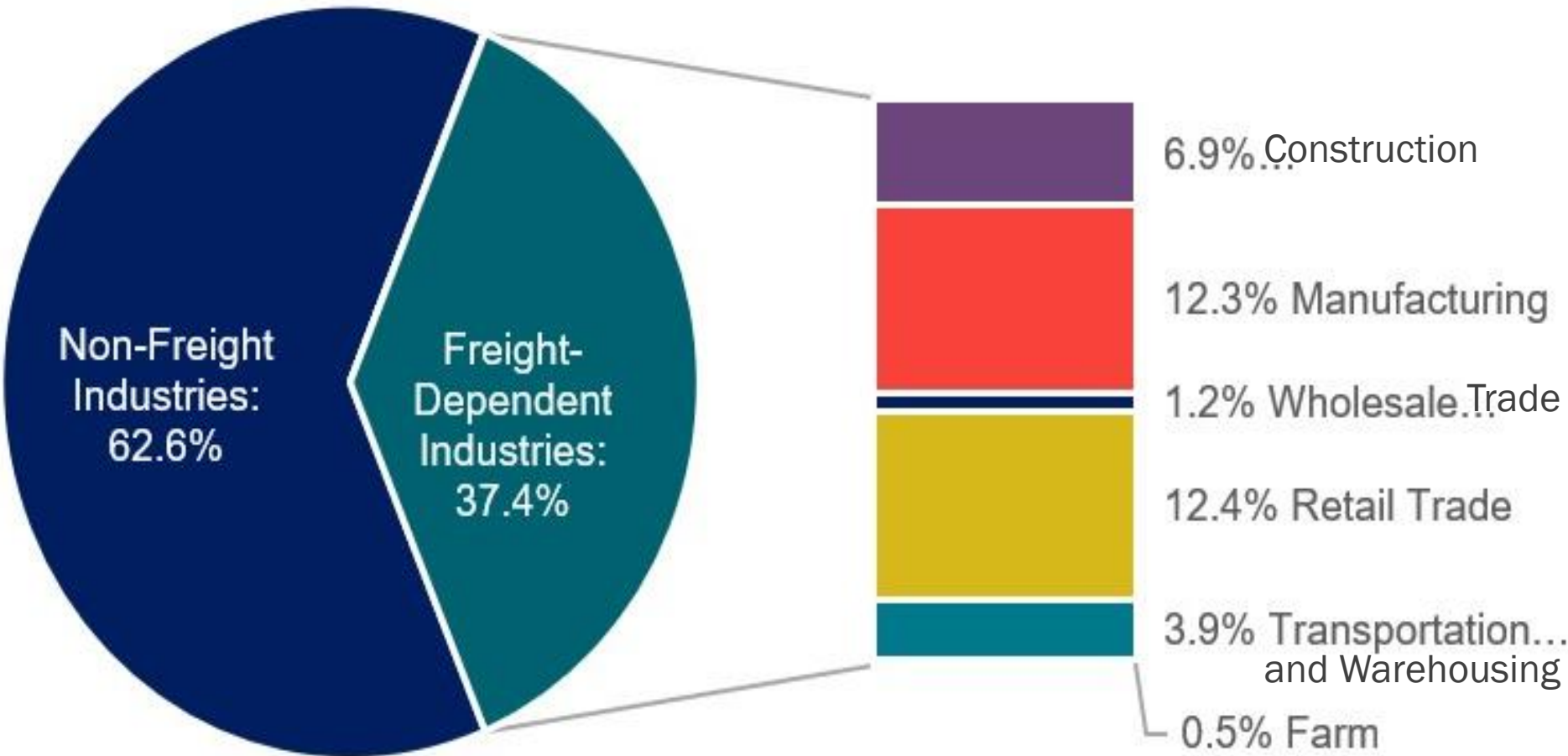
Freight Mode	Tonnage		Value	
	2017	2050	2017	2050
Truck	35.3%	40.6%	54.0%	61.8%
Rail	12.3%	7.7%	6.7%	4.9%
Water	4.8%	6.3%	0.4%	0.2%
Air	0.0%	0.0%	0.5%	0.8%
Multiple Modes & Mail	9.4%	7.3%	11.2%	13.7%
Pipeline	38.1%	38.1%	27.1%	18.6%
Other/Unknown	0.0%	0.0%	0.1%	0.0%

Source: Freight Analysis Framework 4.5 and Freight Analysis Framework 5, 2021.



# Freight-Related Economy in NW Indiana

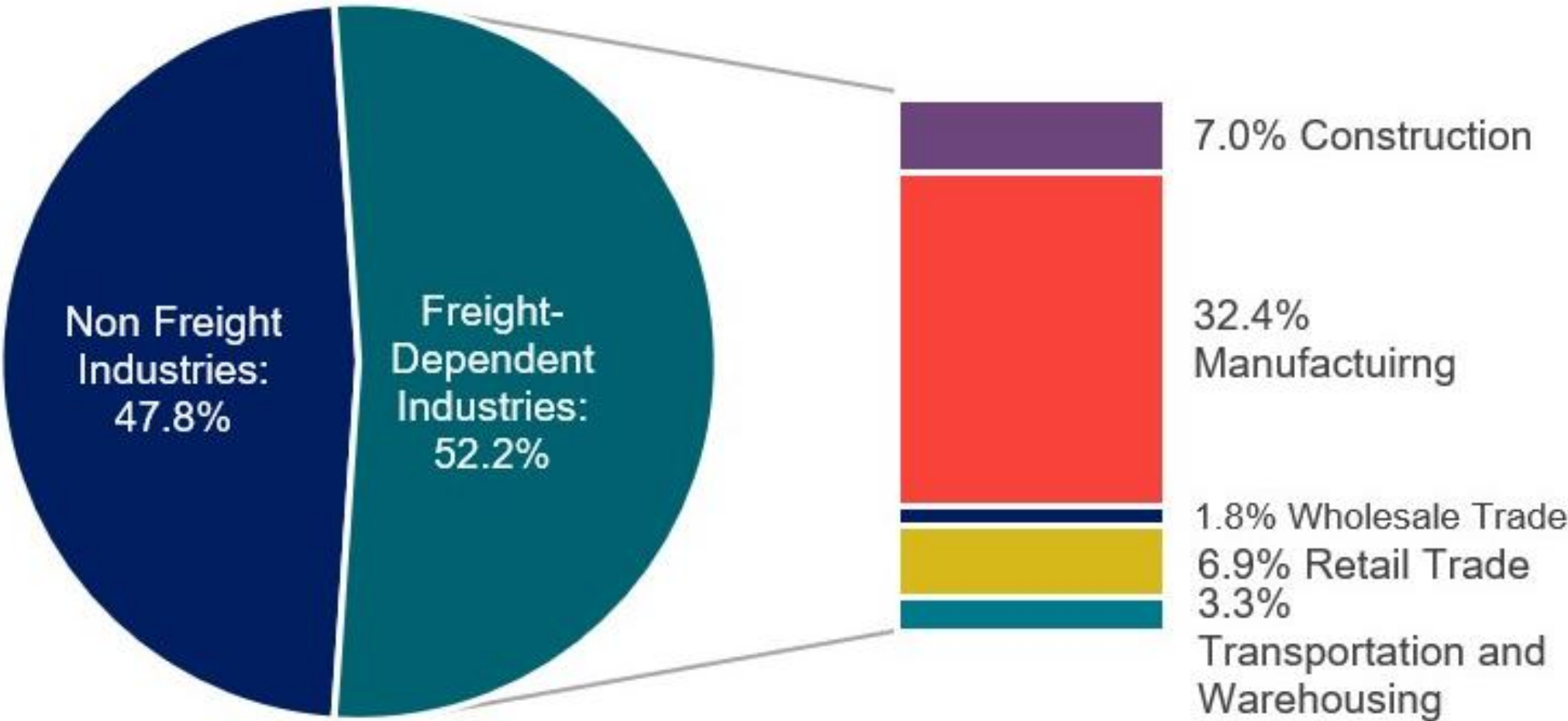
Freight-related employment is significant in NW Indiana



Source: Bureau of Economic Analysis, 2022

# Freight-Related Economy in NW Indiana

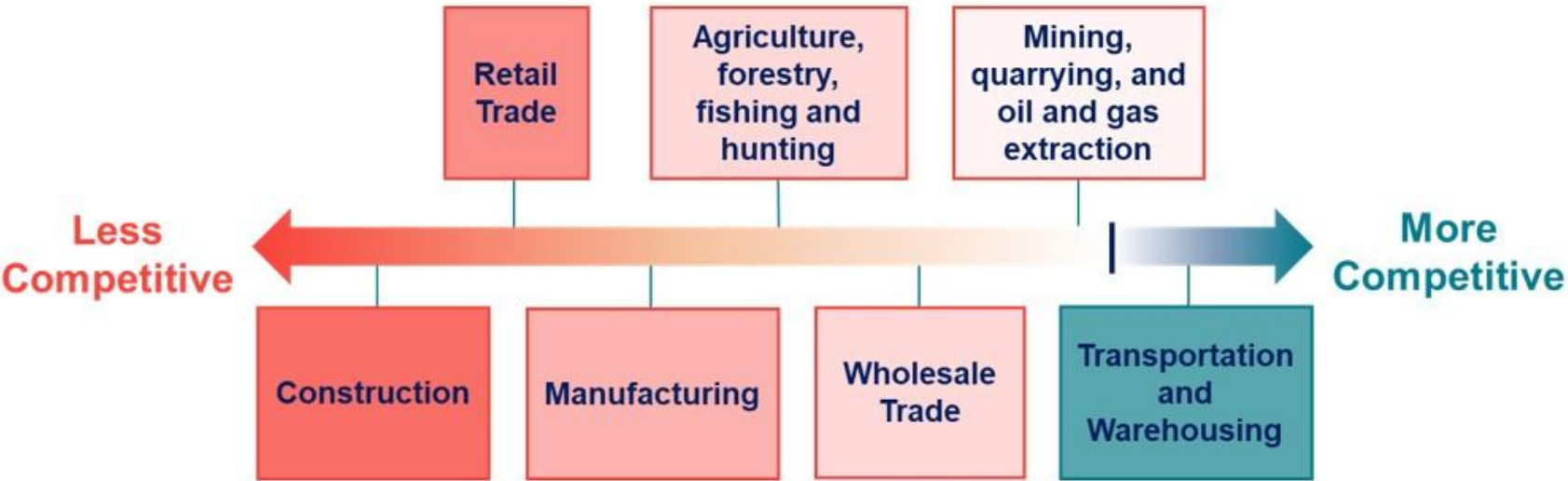
And freight-related industry generates a lot of wealth for the region by GDP



Source: Bureau of Economic Analysis, 2022

# Freight-Related Economy in NW Indiana

Transportation and Warehousing have grown in significance more than other freight-related industries



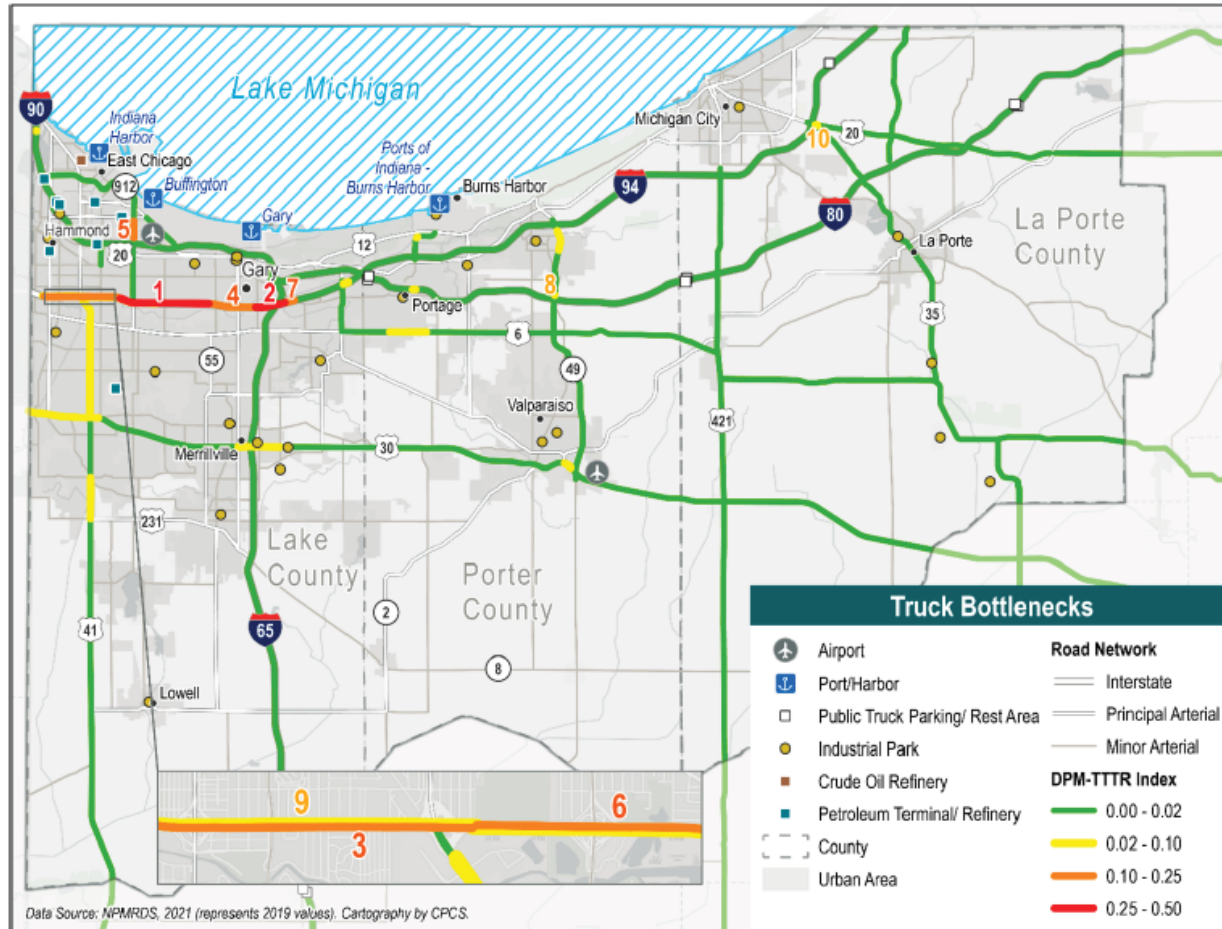
Source: CPCS Shift-share analysis, 2010-2019

Industry	% Employment Change, 2010-2019	
	NWI	US
NAICS 11 Agriculture, forestry, fishing, and hunting	-12.9%	+11.7%
NAICS 21 Mining, quarrying, and oil and gas extraction	-33.4%	+3.9%
NAICS 23 Construction	+6.1%	+35.0%
NAICS 31-33 Manufacturing	+6.2%	+11.2%
NAICS 42 Wholesale trade	+5.2%	+7.7%
NAICS 44-45 Retail trade	+0.4%	+7.8%
NAICS 48-49 Transportation and warehousing	+46.4%	+37.4%



# Truck Mobility

A ranking of the top 10 truck bottlenecks in NW Indiana shows that 8 out of the top 10 are on I-80/94 in Lake County. One is on SR 49 in Chesterton near its interchange with I-80/90 and another is on US 20 in La Porte County at its interchange with I-94. The Delay per Mile-Truck Travel Time Reliability (DPM-TTTR) Index is used to rank bottlenecks and combines delay, how much longer than typical it takes to travel a segment, and reliability, the consistency in travel times across different days and time periods. I-80/94 and US 41 fare the worst.



Map of Truck Bottlenecks in NW Indiana, 2019

Bottle-neck Rank	Route Name	From	To
1	I-80/I-94 W	Burr St/ Exit 6	IN-912/ Cline Ave/ Exit 5
2	I-80/I-94 W	I-65/Exit 12	I-65/Exit 11
3	I-80/I-94 E	US-41/ Calumet Ave/Exit 1	US-41/
4	I-80/I-94 W	IN-53/ Broadway/ Exit 10	Grant St/ Exit 9
5	SR 912 S	Cline Ave/ Exit 7	US 20/ Exit 8
6	I-80/I-94 W	Kennedy Ave/Exit 3	US-41/
7	I-80/I-94 W	Central Ave/Exit 13	I-65/Exit 12
8	IN 49	I-80/I-90/ Indiana Toll Rd	I-80/I-90/ Indiana Toll Rd
9	I-80/I-94 W	US-41/	US-41/ Calumet Ave/Exit 1
10	US 20 E	US 35 Intersection	US 35

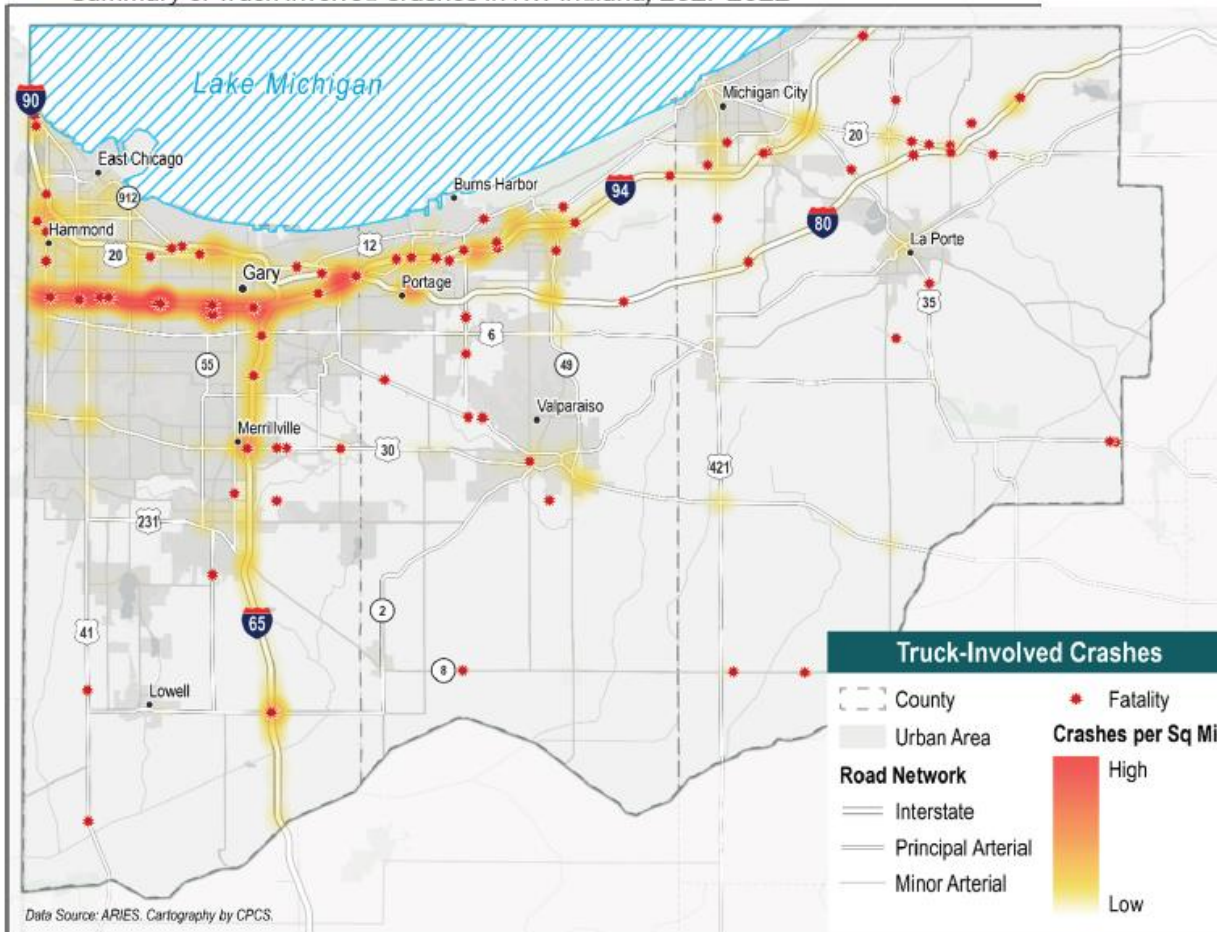
Ranking of Truck Bottlenecks in NW Indiana 17



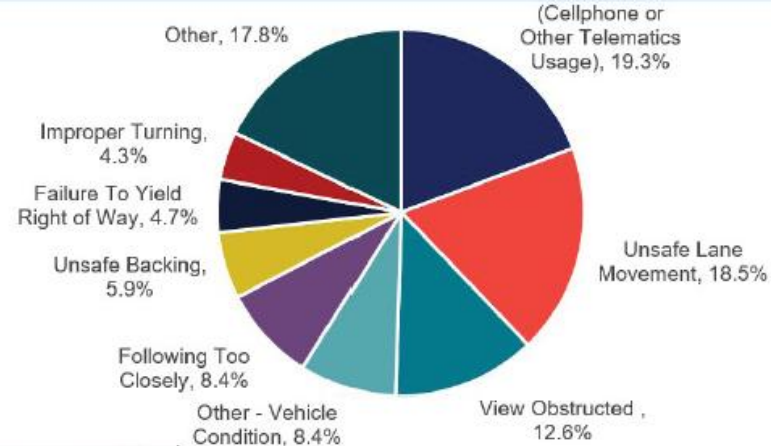
# Truck Safety

Year	Daily Truck Miles Traveled	% Annual Change	Truck-Involved Crashes	% Annual Change
2017	3,938,100	-	2,451	-
2018	3,548,000	-9.91%	2,216	-9.59%
2019	3,872,000	9.13%	2,221	0.23%
2020	3,365,000	-13.09%	1,908	-14.09%
2021	2,914,000	-13.40%	2,417	26.68%

Summary of Truck-Involved Crashes in NW Indiana, 2017-2021



Map of Truck-Involved Crashes, 2017-2021



Causes of Truck-Involved Crashes in NW Indiana

Truck-Involved crashes are heavily clustered along the Interstate Highways that carry the most truck traffic, especially I-80/94 and near interchanges, but there are also noticeable patterns on US 20 in La Porte County and on US 30. The Covid-19 Pandemic and its after effects significantly decreased truck traffic in 2020 and 2021, but truck-involved crashes increased sharply in 2021. Driver distraction, whether from the truck driver or other involved vehicle driver(s), was the top primary cause of truck-involved crashes.



Estimated Average FAF Daily Volumes for Trucks on National Highway System 2017



Note: Major flows include domestic and international freight moving by truck on highway segments with more than 25 FAF trucks per day and between places typically more than fifty miles apart.  
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework (FAF), version 5.1.  
Flows include 42 different commodities represented in FAF.



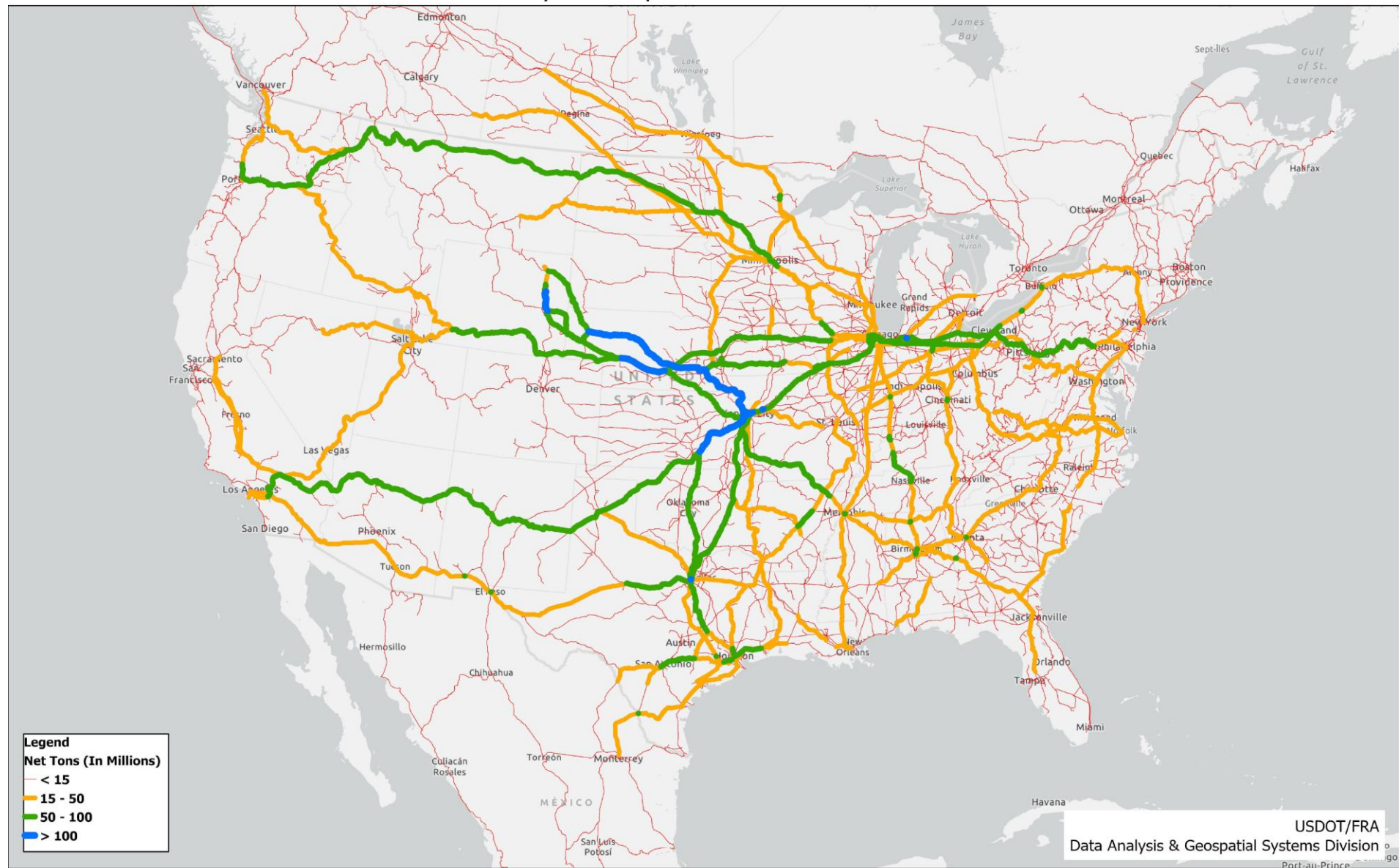
Estimated Average FAF Daily Volumes for Trucks on National Highway System 2050



Note: Major flows include domestic and international freight moving by truck on highway segments with more than 25 FAF trucks per day and between places typically more than fifty miles apart.  
Source: U.S. Department of Transportation, Federal Highway Administration, Office of Freight Management and Operations, Freight Analysis Framework (FAF), version 5.2.  
Flows include 42 different commodities represented in FAF.



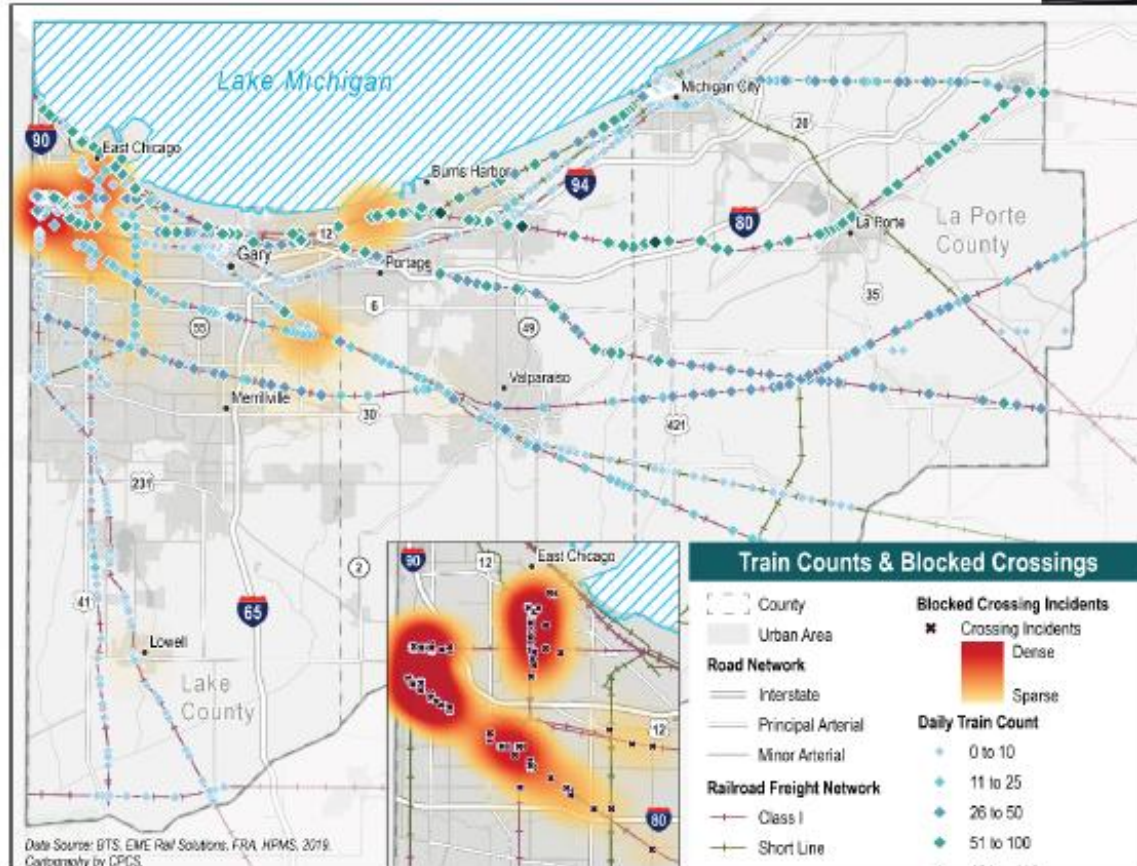
# STB Waybill Sample 2022 - All Commodities



*The Waybill is a stratified sample of carload waybills for all U.S. rail traffic submitted by those rail carriers terminating 4,500 or more revenue carloads annually. Image created by Federal Railroad Administration, Office of Research, Data, & Innovation, based on Surface Transportation Board's 2018 Carload Waybill Sample.*

## Rail Mobility

Blocked at-grade crossings have been a major concern in NW Indiana. Hammond and East Chicago are by far the most impacted communities by at-grade crossing blockages. Train counts are also high in these communities, compounding the risk.



Data Source: BTS, EME Rail Solutions, FRA, HPMS, 2019.  
Cartography by GPCIS.

Map of Daily Train Counts and Blocked Crossing Incident Hot Spots, 2019

NIRPCHas tried to address the issue of at-grade crossing blockages, convening the Rail Crossings Task Force from December 2018 to October 2019, but issues have persisted such as the Indiana Supreme Court ruling in 2018 that prohibits local units of government from fining railroads for at-grade crossing blockages.



# Safety

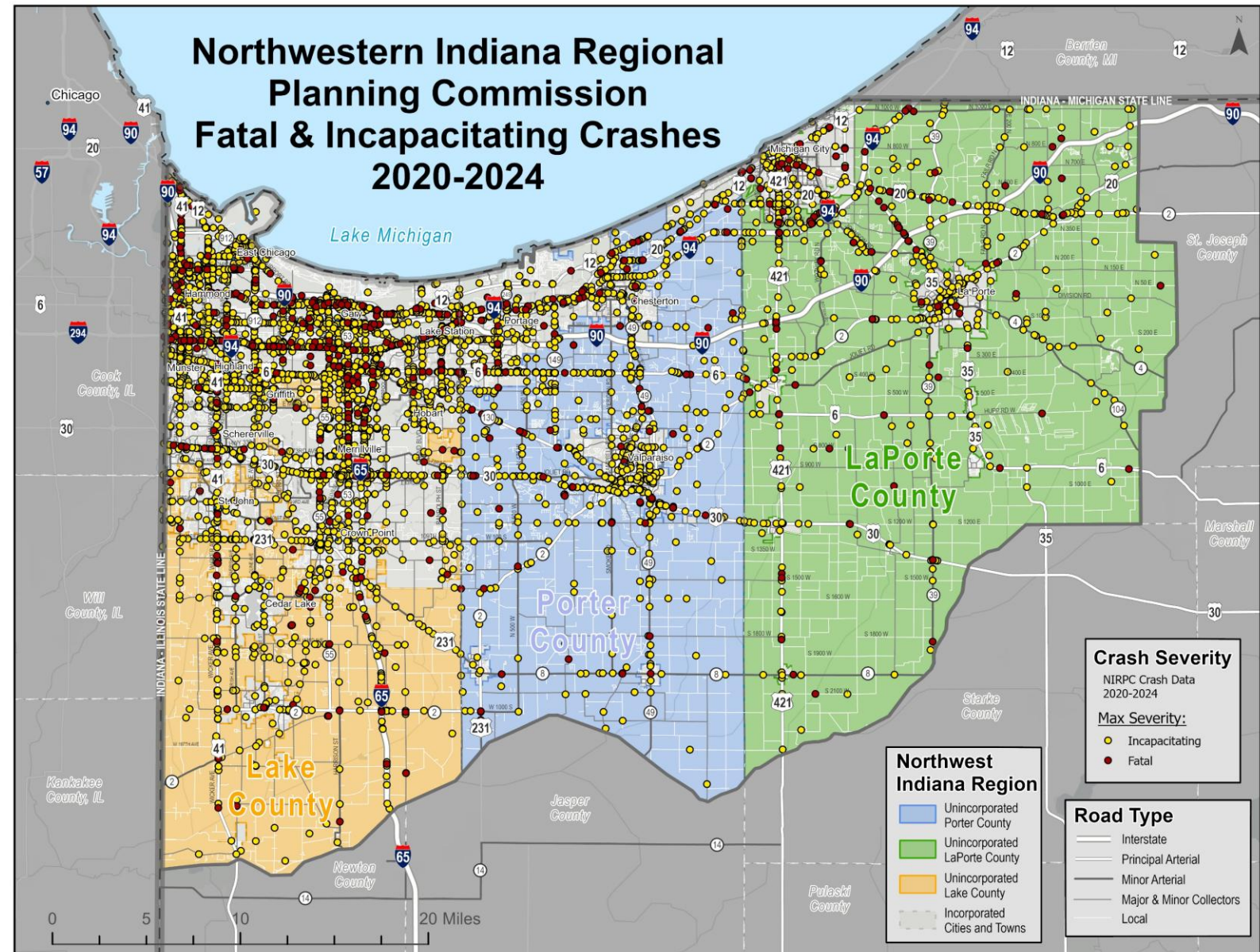
Year	Fatal	Incapacitating
2020	88	1,805
2021	102	1,750
2022	99	911
2023	95	792
2024	82	691
TOTAL	466	5,949

Table 1. New KABCO Crash Costs, 2024 Dollars. [Source: FHWA]

KABCO Severity Category	Economic Crash Unit Costs, 2024 Dollars	QALY Crash Unit Costs, 2024 Dollars	Comprehensive Unit Costs, 2024 Dollars
K	\$2,238,500	\$13,749,500	\$15,988,000
A	\$272,700	\$1,432,400	\$1,705,100
B	\$80,800	\$303,200	\$384,000
C	\$53,000	\$151,600	\$204,600
O	\$18,100	\$0	\$18,100

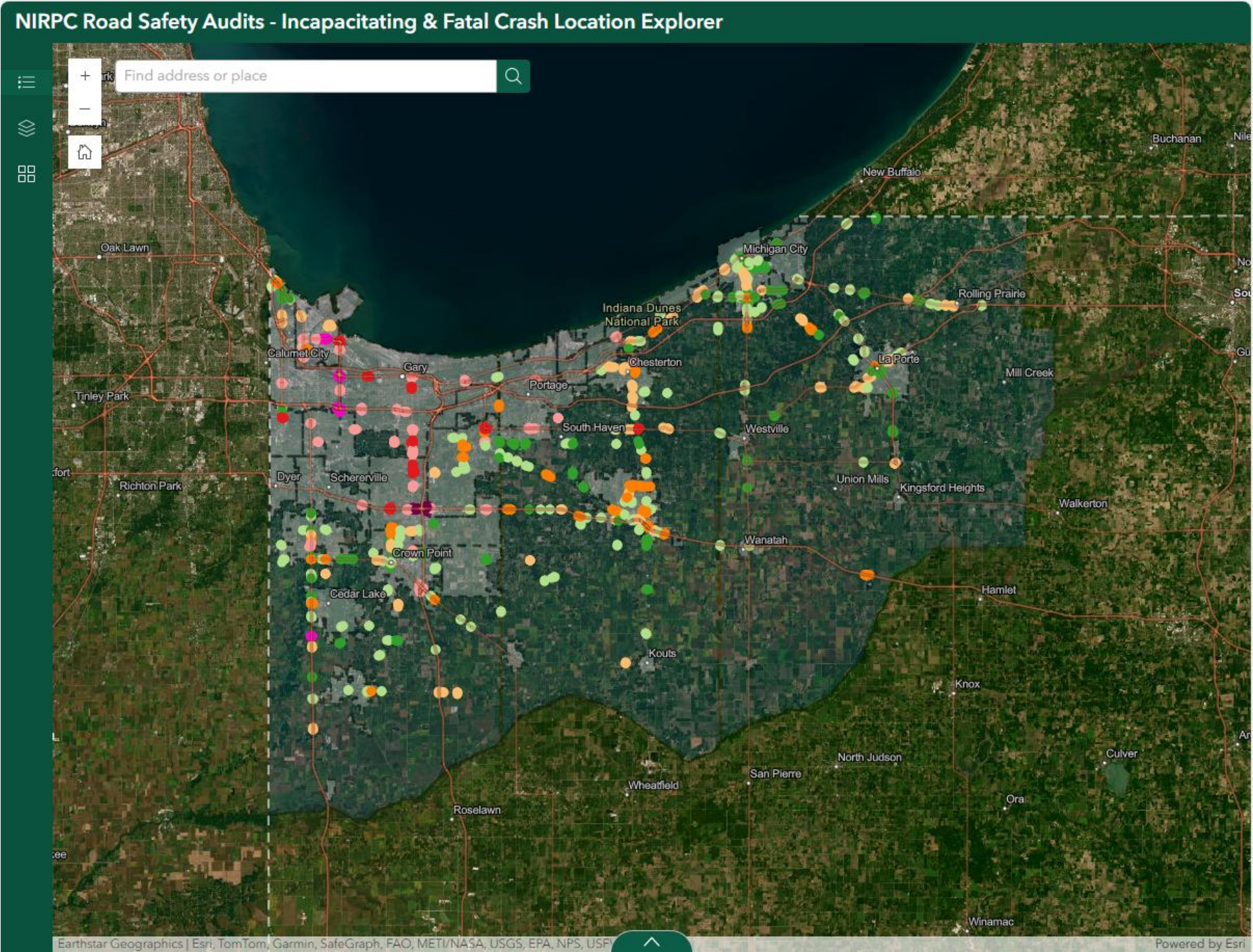
## Estimated Economic Cost of Crashes in 2024: \$370 Million

Estimated Economic Cost + Quality of Life Costs of Crashes in 2024:  
**\$2.5 Billion**

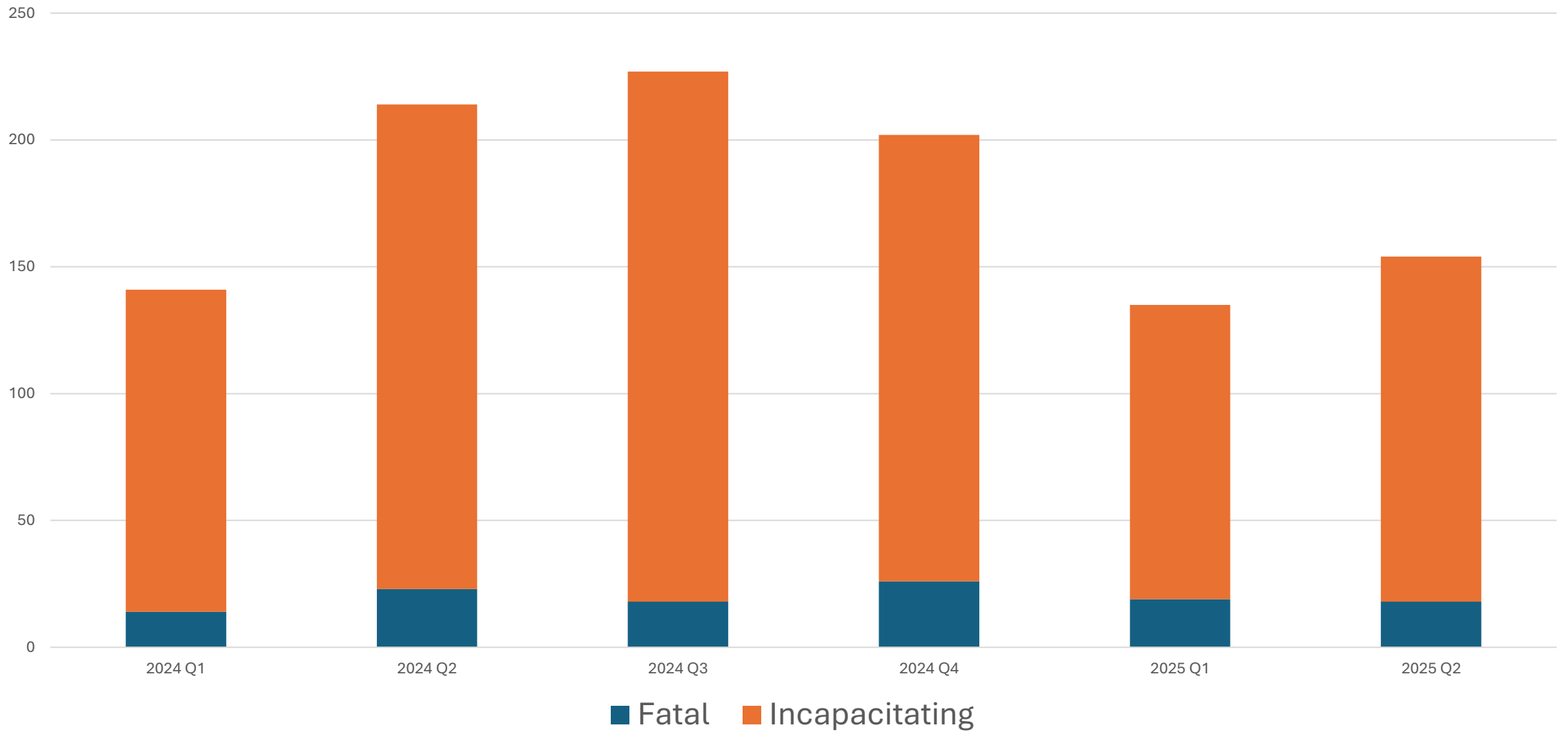




# NIRPC Incapacitating & Fatal Crash Location Explorer



## Fatal and Incapacitating Crashes in Northwest Indiana





# Priority Trail Corridors

October 2022





## Trail Mileage in the Region

**1990**    = 13 miles

## Trail Mileage in the Region

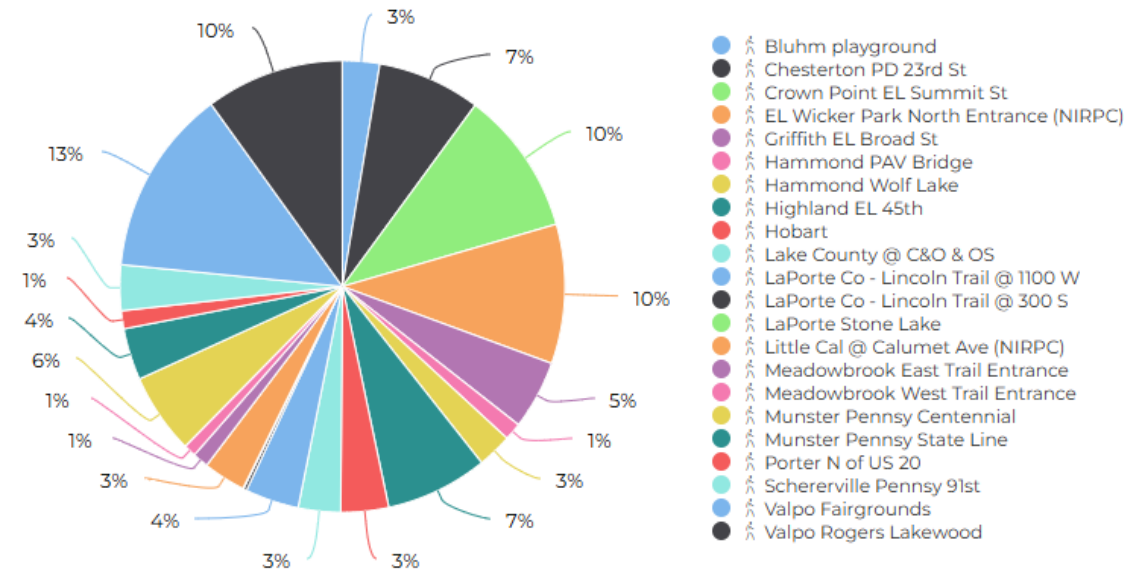


**1990**    = 13 miles

**2025**    = 200 miles

# Trail Usage

- NIRPC collaborating with LPA's to help with the purchase of hi-tech trail counters
- Initial deployment of 20 Traf-X counters in 2016
- 30 counters were purchased for 18 separate entities (17 LPA's and one land trust)
- Each entity expected to collect counts monthly
- Over the last year, 1,202,079 users were counted at all sites with an average daily count of 3,284 users



# Technical Assistance - Gary *E*levated

- Located in Gary's Midtown Neighborhood
- Reuse of abandoned elevated railroad into multi-use trail – future Marquette Greenway route
- Concurrent planning to promote revitalization strategies for surrounding neighborhood
- NIRPC in the process of capacity building by assembling teams of local leaders in both the public and private sectors
- Collaborating with Rails-to-Trails Conservancy and Purdue's Landscape Architecture students
- Multi-year process to develop Equitable Development Plan and raise funds to construct trail facility

## GARY *E*LEVATED





# Technical Assistance – Safety

## Road Safety Audit Program

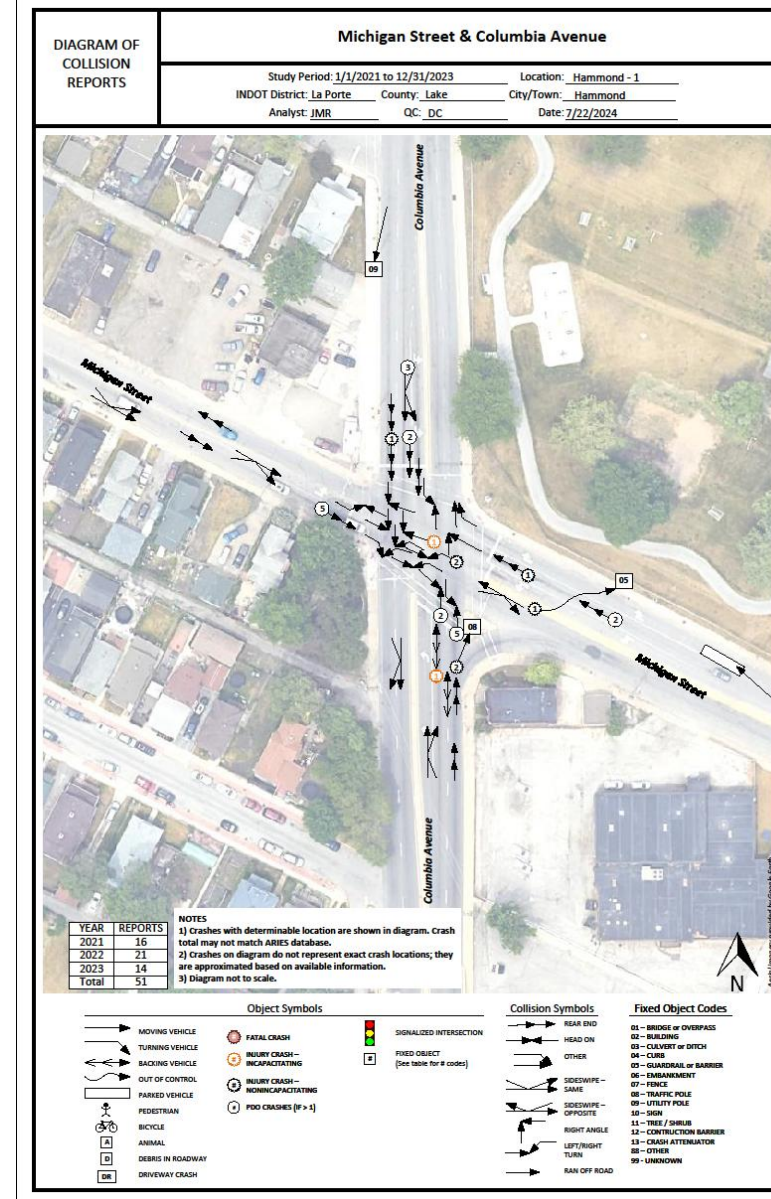
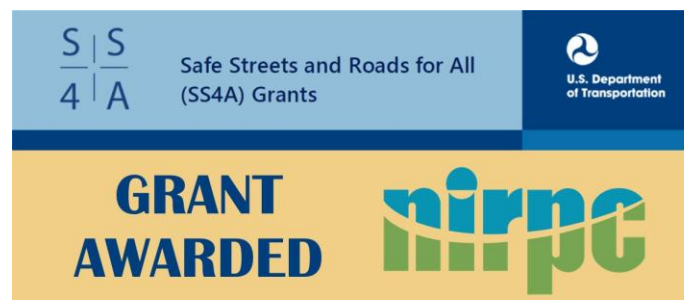
Develop Roadway Safety Audits (RSAs) for high crash locations to establish a pipeline of safety improvement projects to fund through NIRPC's Highway Safety Improvement Program (HSIP) funds.

- NIRPC flexed \$77,500 in HSIP funds in FY 24, 25, 26 – anticipate an annual program

## Regional Safety Action Plan

Develop a Regional Safety Action Plan in partnership with Lake, Porter, and La Porte counties. Project will identify a high-injury network and a high-risk network to target the use of highway funding to reduce fatal and incapacitating crashes

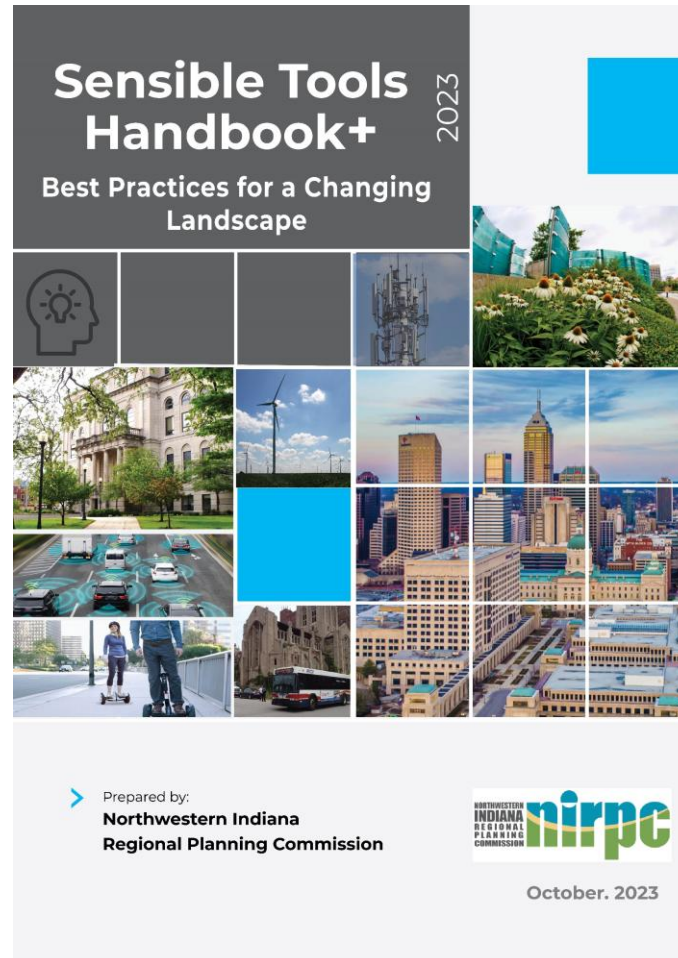
- NIRPC awarded a \$400,000 Safe Streets for All grant
- Anticipated kickoff early 2026



# Technical Assistance - Sensible Tools Handbook+

## Purpose

- To guide plan commissioners, planners, zoning administrators, elected officials, developers, and interested citizens on intelligent land use and trends and innovation on zoning, transportation, and supportive policies.



## Desired Outcomes

- Walkable and bikeable cities with mixed land use
- Parks, green spaces, and social gathering spots
- Sufficient healthy, affordable housing
- Disaster resiliency
- Integrated public transit systems that promote active transportation
- Reduced impact on the natural environment
- Increased opportunities for renewable energy
- Sustainable communities and local food systems
- Shift to smart city for information, digital, and intelligent city concepts, and prepare for Autonomous Vehicles (AV)



# Sensible Tools Handbook Workshops

- NIRPC, in partnership with Purdue Extension/Illinois-Indiana Sea Grant, held two workshops for the Sensible Tools Handbook.
- The workshop's purpose was for participants to learn and apply the tools outlined in the Handbook for reviewing municipal planning projects and developer applications for future developments.
- About 40 people (planners, engineers, elected officials, environmentalists, and others interested in municipal planning) attended both workshops.
- The first workshop focused on the role of public planning officials, zoning basics, and ethical considerations. Participants learned to make informed planning decisions using checklists from the Handbook.
- The second workshop emphasized the use of community planning to enhance Green Infrastructure through assessments of planning and zoning ordinances.
- Participants raised many valid questions for the applicant/developer. Each group presented observations and recommendations at the end of the workshops.



# Technical Assistance – Local Planning Assistance

## NIRPC Local Technical Assistance Program

Provide funding to local governments, nonprofits, and other public agencies, such as transit operators, to complete local plans and studies that implement the goals and strategies of NIRPC's regional plans.

The intent of the program is to improve the quality of life, multimodal access, and density near major centers, corridors, and transit stations in keeping with the NIRPC regional land use and transportation vision.

Program funded at approximately \$300K to begin in 2026.



### Plan NWI

Northwestern Indiana Regional Planning Commission  
Unified Planning Work Program

Fiscal Year 2026

Adopted May 15, 2025  
NIRPC Board of Commissioners



# Transportation Improvements

- NIRPC short range plan for spending its federal funds for surface transportation (infrastructure and transit) Short Range = 5 years
- Updated every 2 years
- USDOT, INDOT, RTA, NIRPC Commission, local governments and transit operators, & the public.
- Long-Range Plan is implemented through the TIP.



***Invest NWI***

**2026 - 2030  
Transportation Improvement Program**

**Adopted May 15, 2025**

**INDOT / USDOT Approved August 28, 2025**

# Transportation Improvements

## Short Range Investments for NWI

Where are the federal transportation funds allocated to NWI being invested in 2026 to 2030?

Transit - Asset Management

\$ 158,656,505

Multi-Use (Off Road) Paths

\$ 14,358,270

Transit - Expansion

\$ 2,790,000

Air Quality/ Environment

\$ 10,571,043

Transit - Operating Assistance

\$ 134,893,612

Complete Streets

\$ 16,581,536

Transit Orientated Development

\$ 5,862,777

Planning

\$ 1,751,904

Roadway / Bridge Improvements

\$ 63,014,246

New Roadway/ Bridge

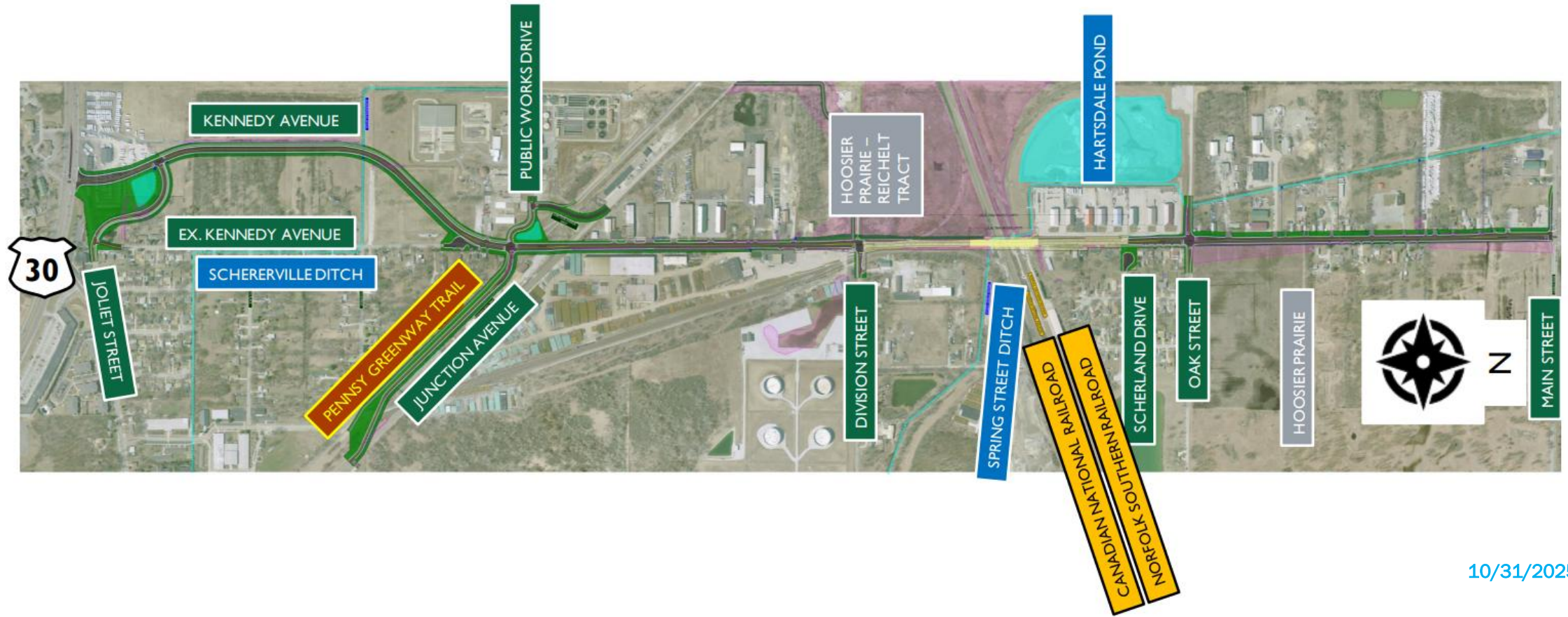
\$ 48,364,753

# Kennedy Avenue Extension

- Extension, reconstruction, and widening of Kennedy Avenue from Main Street to US 30
- Turn lanes added to US 30 and Main Street
- Highway-rail grade separation at CN and CSX
- Construction to begin in 2026

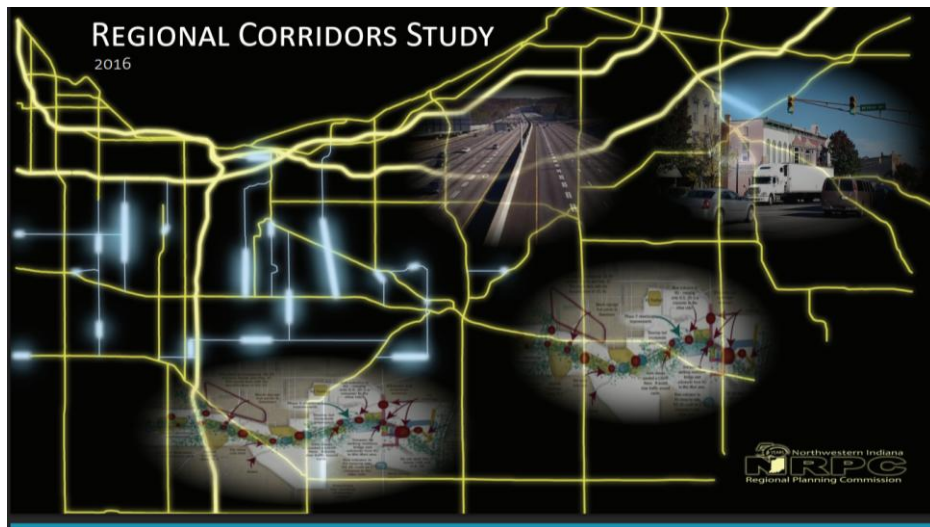
Approximately \$70 Million project

Includes approximately \$54 Million in federal funds

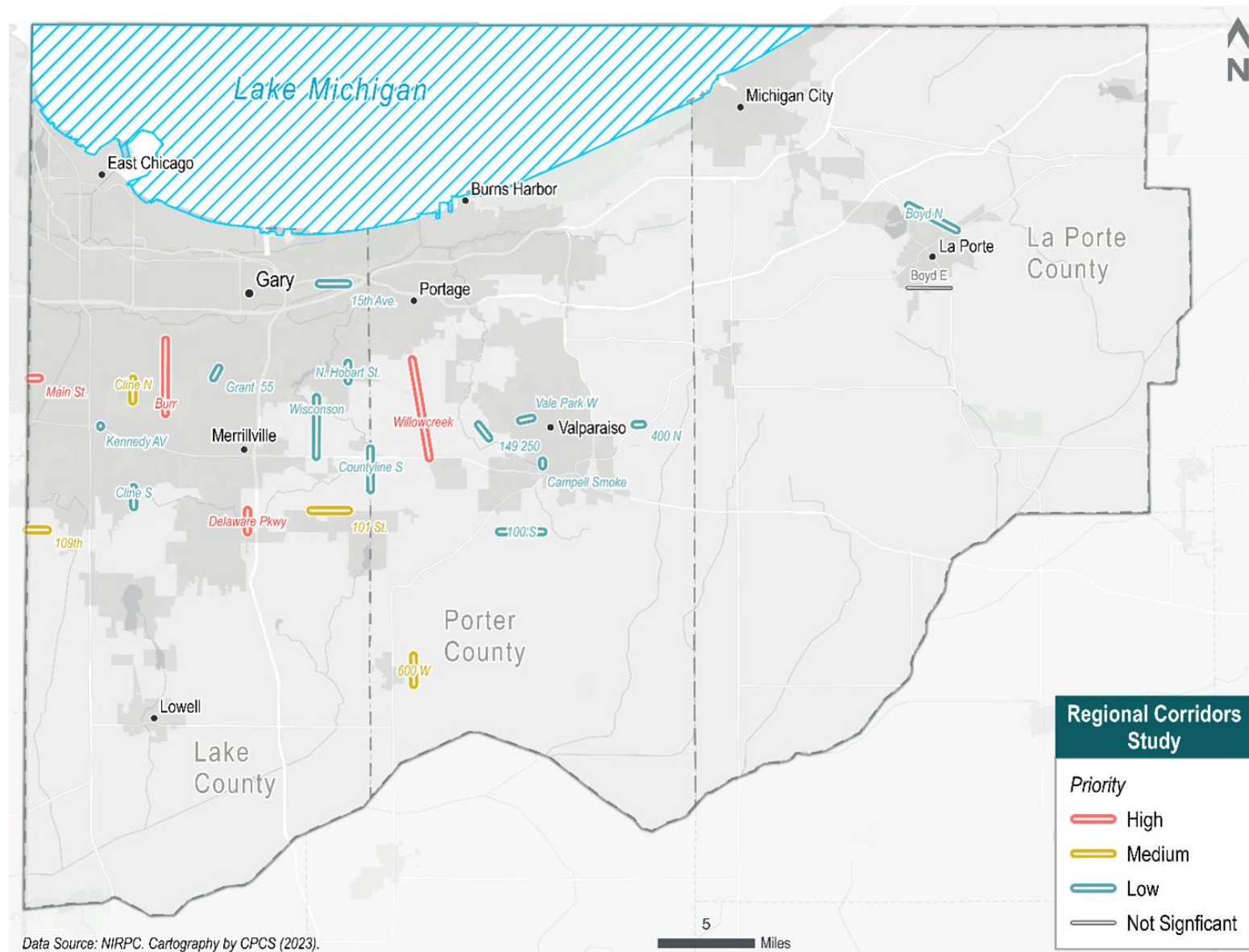




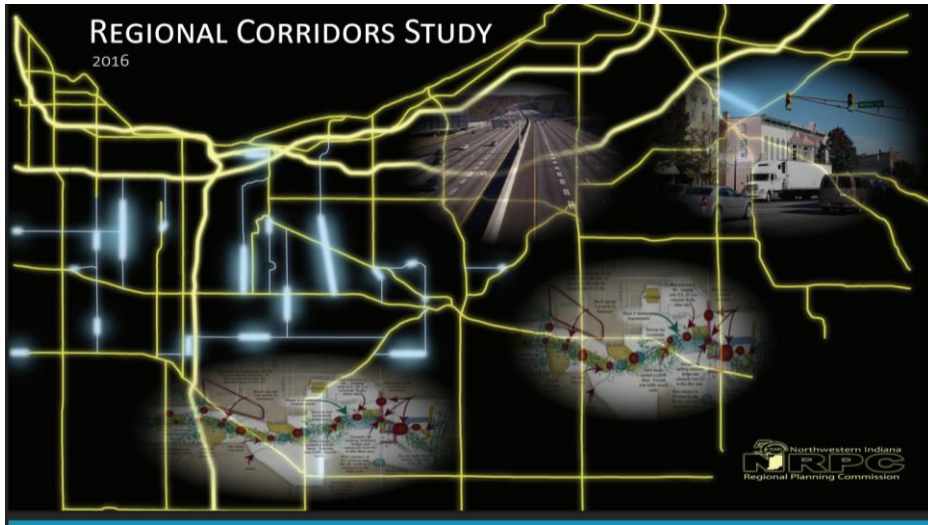
# Kennedy Avenue Extension



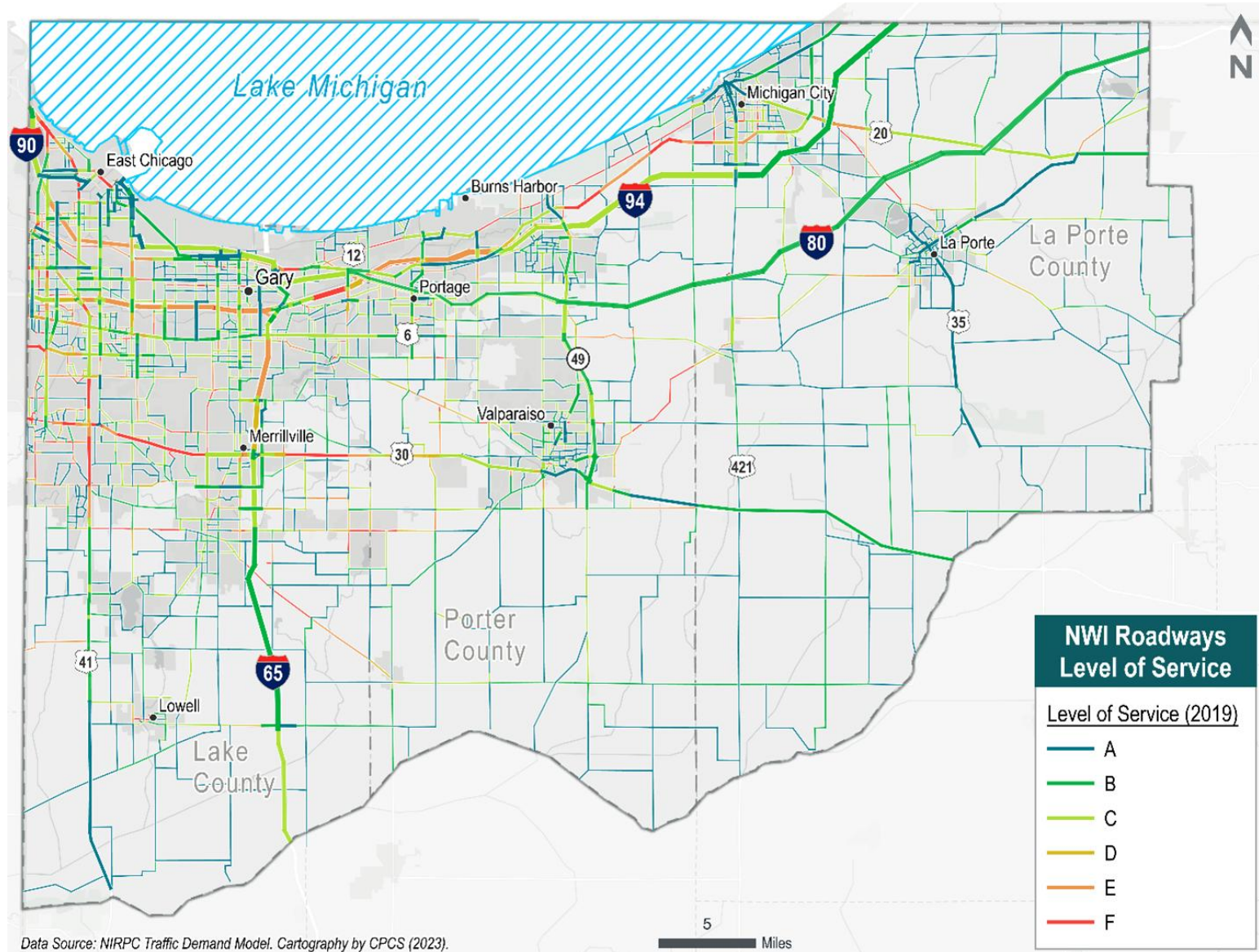
Identified in NIRPC's 2016 Regional Corridors Study as a high priority link in the regional network.



# Kennedy Avenue Extension



Addresses the most congested intersection in Northwest Indiana.





# Background – 80/94 FlexRoad

INDOT project to (1) increase the operational efficiency of the corridor by reducing travel times and increasing travel time reliability and (2) improve safety in the corridor by reducing crashes.

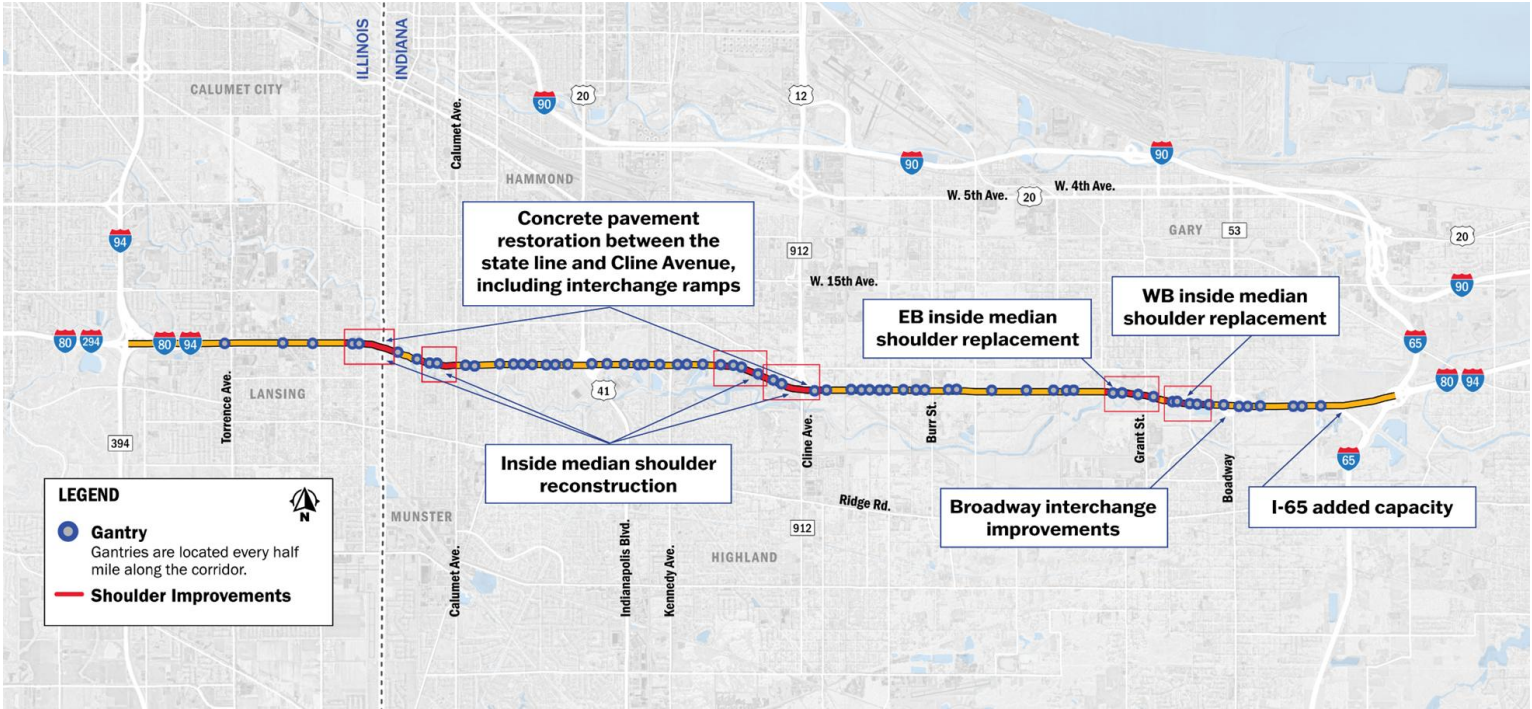
## Two major components:

1. Transportation Systems Management and Operations (TSMO) strategies:

- Ramp Metering
- Variable Speed Limits
- Dynamic Lane Control
- Dynamic Shoulder Lanes
- Improved Signage and Queue Warnings

## 2. Broadway and I-65 Interchange Improvements

## + Improved Fiber Optics





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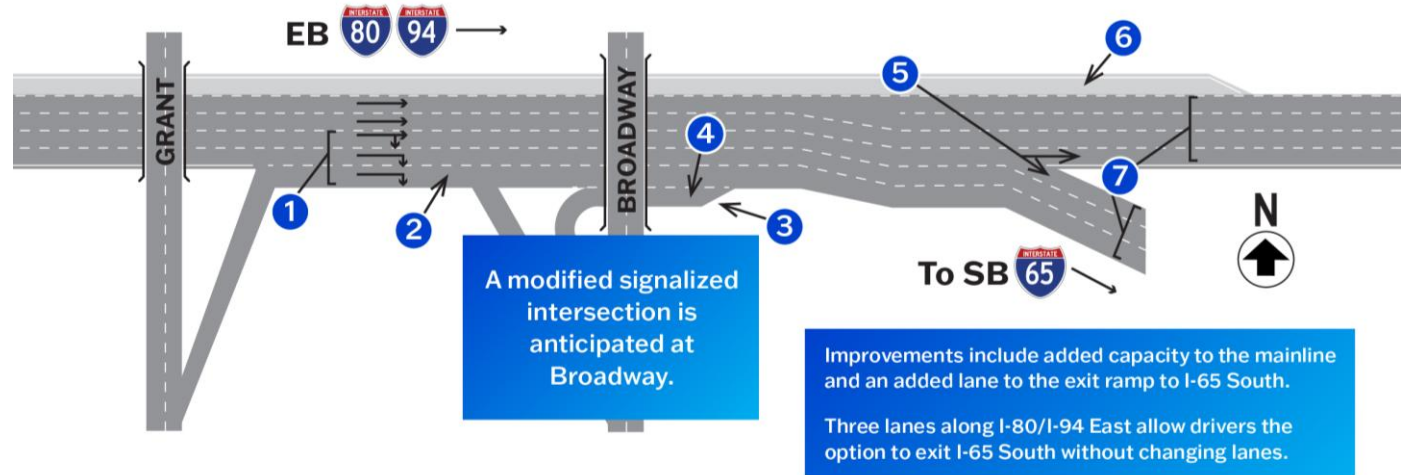
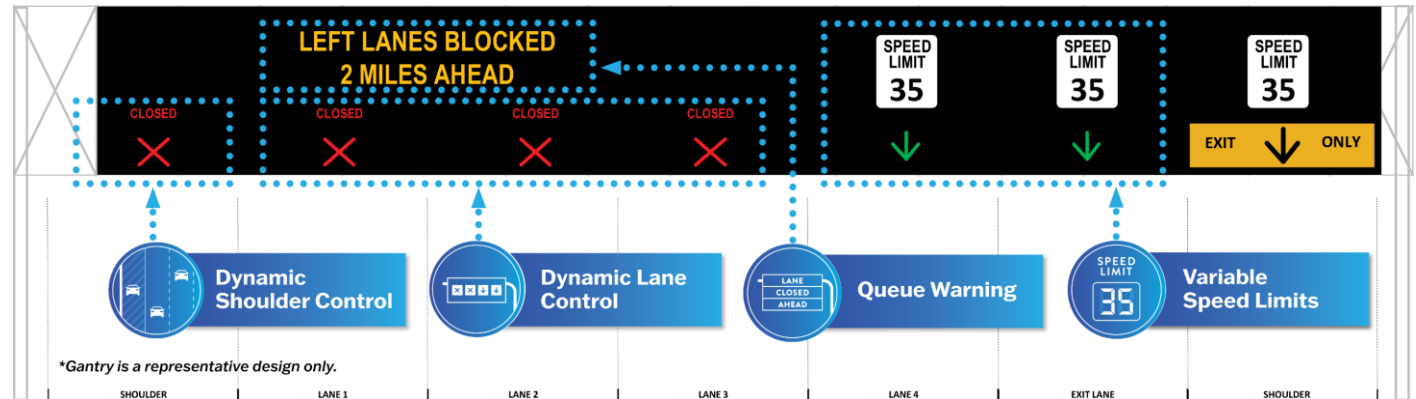
Two major components:

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## 2. Broadway and I-65 Interchange Improvements

+ Improved Fiber Optics



# Background - Timeline

## 80/94 FlexRoad Project Timeline

**April 2022**

INDOT completes the 80/94 FlexRoad Planning and Environmental Linkages (PEL) study to identify improvements to the 80/94 corridor.

**January 2024**

INDOT is awarded a \$127M MEGA grant for the project.

**March 2024**

INDOT presents the project to the NIRPC Executive Board for information.

**April 2024 – February 2025**

NIRPC coordinates with INDOT, CMAP, and IDOT to complete air quality analysis and develop TIP and MTP amendments.

**Summer 2025**

Fiber optic work begins and the Draft Environmental Document/Hearing takes place.

**Late 2025**

Final Environmental Document is completed.

**Spring 2026**

FlexRoad Construction begins.

**Late 2028**

Construction ends.

# The Marquette Greenway

- Transformative multi-use trail project stretching 60-miles from south Chicago to New Buffalo, MI
- NIRPC serves as co-manager of project with NPS
- Started in 2009 with release of poster plan
- Project involves 45 planning and construction segments in three states totaling approx. \$120M
- As of August 2025, 32 miles have been built with another 13 fully funded
- NIRPC received a 2021 RAISE grant to help complete gaps in Gary, Portage and Michigan City
- NIRPC also raising private funds through Friends of the Marquette Greenway partnership with Legacy Foundation







## The Marquette Greenway

Residents of the South Shore region have long desired to have an uninterrupted trail connecting Chicago to New Buffalo, MI, providing access to a wide variety of destinations along the lakefront. The enormous work of planning this corridor has been a collaborative effort for two decades. In 2005, the Greenway became a focal point in the landmark *Marquette Plan: Indiana's Lakeshore Reinvestment Strategy* document and has carried forward as a top priority today. The route was further identified and promoted with the *Marquette Greenway Poster Plan* in 2009, and again identified as a priority in the *Marquette Action Plan* in 2017. The Marquette Greenway will represent an unparalleled multi-use trail experience, traversing through a geographically and socio-economically diverse landscape. It will connect a population of 192,600 residents within a mile and a half of the trail (including 60,000 who are employed within the corridor), to recreational facilities, scenic landscapes, and economic opportunities.




- ▶ Three States along Lake Michigan
- ▶ Five Counties Traversed
- ▶ 15 Municipal Entities Involved
- ▶ One National Park and One State Park Connected
- ▶ 200,000 Population Within 1.5 Miles of Trail
- ▶ Links Over 60,000 Jobs
- ▶ Estimated Total Cost Approx. \$110 Million



Hammond:  
150<sup>th</sup> to  
Sophia.  
Construction  
in 2026.

East  
Chicago:  
Indianapolis  
Blvd to  
Kennedy Ave.  
Construction  
in 2026

National Park  
Service:  
County Line  
to Grand  
Blvd.  
Paving in  
2026.

Marquette Greenway		
<u>Status - Updated July 2025</u>		
	Built	32 miles
	Full Funded	13 miles
	Part Funded	15 miles
Approx. Total:		60 miles

**Planned Connection to St. Joseph & South Haven**

Michigan  
City: Singing  
Sands Trail.  
Construction  
in 2027  
(RAISE).

# The Marquette Greenway

Residents of the South Shore region have long desired to have an uninterrupted trail connecting Chicago to New Buffalo, MI, providing a direct route to a variety of destinations along the lakefront. The enormous effort for two decades. In 2005, the Greenway plan: *Indiana's Lakeshore Reinvestment Strategy* was adopted. The route was further identified and promoted in the *Marquette Greenway Action Plan* in 2017. The Marquette Greenway will present an unparalleled multi-use trail experience, traversing through a geographically and economically diverse landscape. It will connect a population of 192,600 residents (including 60,000 who are employed within the corridor), to a half of the trail (including 60,000 who are employed within the corridor), to

## West Gary Segments: Preliminary Engineering in 2026 (RAISE).

West Gary  
Segments:  
Preliminary  
Engineering  
in 2026  
(RAISE).

- ▶ Three States along Lake Michigan
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# Outlook for Federal Transportation Funding

## ➤ Government Shutdown

- Highway and transit programs are funded through the Highway Trust Fund (HTF) and IIJA Division J advance appropriations and are *not* affected by the shutdown
- New obligations and discretionary programs may be paused or slowed
- Staff furloughs may slow processing of reimbursements and approvals

## ➤ Delayed Approvals

- FHWA and FTA workforce has been reduced by approximately 20%
- Heightened scrutiny of grant applications to ensure consistency with administration's priorities

## ➤ Potential Grant Cancellations

- Since September USDOT has cancelled a significant number of discretionary grants – primarily for pedestrian, bicycle, and transit-supportive projects

## ➤ Infrastructure Investment and Jobs Act expires on September 30, 2026



# Thank you

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