



BUILD INDIANA COUNCIL

Infrastructure Media Summary

October 31, 2013

OrthoWorx Announces US 30 Improvement Initiative

Stacey Page Online
October 30, 2013

OrthoWorx, the Corporate Partnership for Economic Growth (CPEG) and the Northeast Indiana Regional Partnership (NEIRP) announced today an agreement for a cooperative effort to convene and engage various stakeholders to increase the awareness of challenges represented by the current status of US 30 and to develop a long-term effort to create interstate-like access from SR 49 (Valparaiso) to I-69 (Fort Wayne), and to better connect with available north-south routes. US 30 serves as the primary east-west thruway for many communities across Northern Indiana. From Fort Wayne to Valparaiso, US 30 serves as “the interstate” for the attraction of new businesses, operation of existing businesses and for residents seeking to connect to markets west of Chicago and southeast of Fort Wayne. Movement of products and employee travel are critical for the Warsaw-based orthopedic industry cluster and depend on US 30, as well. “We look forward to working with our partners and other stakeholders who will come along beside us to investigate how improvements to our main east-west artery could improve quality of life and economic development prospects along the corridor,” said Sheryl Conley, President and CEO of OrthoWorx, whose affiliate, the Orthopedics Capital Foundation, is providing funding for this project. “We know that transportation and logistics are a major factor in how businesses choose to concentrate their resources and the same factors affect safety and convenience for all of our citizens. We appreciate the willingness of CPEG and NEIRP to join us in this effort.” [OrthoWorx Announces US 30 Improvement Initiative | Stacey Page Online](#)

Regional transit for Indiana will cost a lot more than it is worth

News-Sentinel
Randal O-Toole
October 30, 2013

The Carmel Chamber of Commerce says Indianapolis needs a regional transit system – which inevitably means higher taxes – so Indianapolis can compete with communities such as Minneapolis and Salt Lake City. In fact, since 1990 the Indianapolis urban area has grown more than twice as fast as the Minneapolis or Salt Lake urban areas, and faster than any other major urban area in the Midwest, so Indianapolis seems to be competing just fine without those higher taxes. The chamber would like you to believe that spending more tax dollars on transit means better transportation. But that’s far from true. It is important to understand that transit can have two quite different goals: first, moving people who, for one reason or another, can’t drive; and second, getting people who can drive out of their cars. Indianapolis transit at present mainly provides service for the former, those who can’t drive. But the need for that is small. The Census Bureau says just 7 percent of Indianapolis-area households lack cars, and just 17,000 workers live in households that don’t have cars (nearly half of them drive to work alone anyway,

presumably in borrowed cars). Nearly all of the region's car-less households are in Indianapolis itself and won't benefit from regional transit. Advocates of regional transit, then, are mainly interested in promoting the second goal: getting people, and particularly suburbanites, out of their cars. [Regional transit for Indiana will cost a lot more than it is worth - News-Sentinel.com](#)

www.buildindianacouncil.org