



Adopted – 3-7-07

POSITION IN OPPOSITION TO PRIVATIZATION AND TOLLING OF THE INDIANA COMMERCE CONNECTOR, USE OF PROCEEDS TO FUND THE CONSTRUCTION OF I-69, AND LIFTING OF THE BAN ON ROUTING I-69 THROUGH PERRY TOWNSHIP

The Marion County Alliance of Neighborhood Associations has long opposed the extension of I-69 through Perry Township as being unnecessarily destructive to their neighborhoods while providing a minimally quicker route between Indianapolis and Evansville. In last year's Legislative Session, bans on routing I-69 through Perry Township and on tolling I-69 between Indianapolis and Martinsville were inserted into the Major Moves bill. McANA strongly opposes any effort to rescind these bans in the current Legislative Session, not only because of the harm to Perry neighborhoods, but also because a toll on commuters traveling to and from work is an onerous, regressive and unnecessary tax.

The current Legislative Session is considering granting the Governor the authority to toll and privatize a highway dubbed the Indiana Commerce Connector (ICC). McANA opposes this legislation for the following reasons:

- 1) The definition of the ICC is deliberately vague. ("a limited access facility beginning at Interstate Highway 69 in Madison County and ending at Interstate Highway 70 in Hendricks County or Morgan County") This all new terrain toll road could in fact end up abutting or crossing the Marion County line and still be consistent with the legislation. While such vague language may serve to allow a potential public-private-partner to select the most profitable route for a toll road, it could expose Indianapolis neighborhoods to unwanted intrusion.
- 2) Public private partnerships (P3) lease agreements typically include non-compete clauses to encourage traffic onto the toll road. The lease agreement for the Indiana Toll Road included two non-compete clauses that, if replicated on the ICC, would reach into Marion County and ban upgrade of many of our roads, leading to increasing congestion and negative impact on our quality of life.
- 3) The legislative oversight on the P3 agreements needs to be after a route is selected and the impacts of a tolled, privatized highway can be fairly assessed. Legislative approval now, cedes their responsibility to serve the public interest.
- 4) The Governor fully intends to use the proceeds from the P3 lease of the ICC to fund the construction of new terrain I-69, which would unnecessarily harm Perry neighborhoods for decades to come.

We know from the history of highway building in Marion County that they can be very destructive to our neighborhoods. We deserve to know what would be included in a lease agreement and where a toll road would be located before Legislative protection for Indianapolis' neighborhoods and residents is removed. Additionally, the Governor should change I-69 to the Common Sense route of I-70 and US 41, saving a billion dollars in construction costs. With that billion dollars in hand, the Governor would no longer need to build the ICC.