

ADDITIONAL TALKING POINTS

--Arkansas' application for the inclusion of I-69 into the CFP contains serious errors. Figure 1 on the application indicates that there is a Record of Decision for I-69 in Indiana and that design work has begun. That is not correct. There is a ROD only for Tier 1 of the Environmental Impact Statement. Tier 2 is a long way from being completed for the entire route in Indiana. If design work has begun it is in violation of the National Environmental Policy Act.

--The cost for the new 162 mile section alone, from the Indiana border with Kentucky to Indianapolis, is, according to current estimates, approximately \$4 billion. The Application document for I-69 lists the cost for the entire corridor through Indiana as only \$2.9 billion.

--Due to a change in Indiana law, the currently proposed route for I-69 in Indiana has to be changed and a Supplemental Environmental Impact Statement may be required.

--The Environmental Impact Statement for the Indiana section of the project is seriously flawed and is currently the subject of a federal lawsuit.

--In Indiana alone, the proposed I-69 extension would have major environmental impacts on forests, wetlands, air and water quality, and increasing valuable farmland. An alternative route, using existing highways that would have far fewer impacts, at approximately half the cost, has been rejected for political reasons.

--A recent reevaluation of the I-69 corridor in Indiana by the Indiana Department of Transportation showed clearly that it would not be feasible as a toll road, either private or public. Public opposition to tolling the proposed I-69 is overwhelming. A recent change in Indiana law prevents at least a portion of the I-69 route from being tolled and Governor Daniels has publicly promised the citizens of Indiana that I-69 would not be a toll road.

--Two recent Public/Private Partnerships for new highways, as proposed by Governor Daniels, were soundly rejected by citizens and those proposals were withdrawn. Tolling is highly unpopular in Indiana, private toll roads are absolute poison.

--Building more highways is not a responsible plan for the future. A true Corridor of the Future would not be dependent upon car/truck transportation. Rail/Public Transit will become more important as fuel supplies dwindle and fuel prices increase. Manufacturers also will be moving to less costly means to move freight, such as rail, as truck transportation costs rise due to fuel cost increases. Global warming will also require less polluting transportation methods. In view of these serious problems with the I-69 corridor, it should be removed from consideration for the Corridors of the Future program. To include it would make a mockery of the intent of that program and show that CFP is nothing more than another politically driven porkbarrel project and an inexcusable waste of tax dollars. Using this program to promote privatization of our highways is anathema for most citizens.