



ALLIANCE FOR
TOLL-FREE INTERSTATES

CHICAGO SKYWAY

Effective 2005, the City of Chicago agreed to a concession agreement in which Macquarie-Cintra would take control of the Chicago Skyway for 99 years in exchange for \$1.8 billion. Concession revenue was to be used primarily to pay off city debt. Since then, car tolls have doubled, from \$2.00 to \$4.00.

Macquarie-Cintra used similar toll escalation caps for both the Indiana Toll Road and Skyway deals. However, the availability of free alternatives may hold rates down. On the other hand, because the Chicago area is already very congested, an acceptable loss of traffic to the owners of the Skyway due to toll rate increases may have a negative impact on the mobility of the alternative routes.

However, profit, not regional mobility or the larger public interest, is the lessee's main concern.

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Most Skyway users are Indiana residents, so there is little political impact from these increases and little recourse for users of the toll road other than to vote with their wallets and use an alternative route if possible. The toll increases are essentially a commuter tax, with the lessees and the city, not the payers of the tax, enjoying the benefits of the revenue.