

WHERE DID ALL THE TOLL ROAD MONEY GO? Mayors and local union leaders are asking why some of the \$3.8 billion the state received for the Indiana Toll Road lease in 2006 can't be put toward building a new Cline Avenue bridge. That remains a possibility. There still are funds left from the blockbuster lease payment from a Spanish-Australian consortium. But maybe not as much as people think. On top are all the mandated spending of lease money contained in Toll Road legislation, approved by Gov. Mitch Daniels. Below are the core projects of Daniels' Major Moves highway building program, which are being funded, in part, with the remaining Toll Road cash.



\$100 MILLION: Northwest Indiana Regional Development Authority

\$240 MILLION: Road projects, economic development in seven Toll Road counties



\$1.3 BILLION
\$278 MILLION: Estimated cost of Toll Road discount for electronic tolling customers

\$150 MILLION: Local road projects in all 92 Indiana counties

\$20 MILLION: Gary airport expansion project

\$25 MILLION: Lease expenses

\$500 MILLION: Next generation highway building fund for future projects

\$170 MILLION: U.S. 24 expansion from Fort Wayne to Ohio border

\$187 MILLION: Interchange of Borman Expressway and I-65

\$450 MILLION: Hoosier Heartland Highway from Lafayette to Logansport

MAJOR MOVES



\$3.8 BILLION
\$978 MILLION: I-465 improvements around Indianapolis

\$700 MILLION: I-69 from Evansville

\$600 MILLION: Ohio River bridges

\$418 MILLION: U.S. 31 from South Bend to Plymouth

\$345 MILLION: U.S. 31 bypass in Kokomo