

that determines the level of spending. And if they collect more from the various sources of revenue than what is appropriated, that becomes a carry-over that is used the following year. If they collect less, obviously, there is no place to go. I hear a lot of talk about the federal funds. There is some confusion when we get the numbers thrown around on into the future because you are talking about the apportioned amount, not the authorized, and you will recall the discussions nationally, I think every Governor's Conference had resolutions to the effect that Congress was carrying several billions of dollars in the Highway...Federal Highway Fund, which they were using to give an artificial balance to the federal funds and make the deficit appear less. But you had apportion, then you have authorize, and you cannot spend those federal funds except those that are subsequently authorized. Next year, and the amendment that Senator Bernard-Stevens, it changes it slightly, it changed the dates when the transfers start, but next year the increase of the federal funds to Nebraska is anticipated to be about 20 million, \$19.8 million. Eight, point three of that will go to cities and counties; 11.5 of that is state's share. Currently, from the motor fuel and sales tax that is being collected, it is projected that there will be 7.2 million by the end of this year, by June 30th, the fiscal year, less than what was anticipated. So to that extent, even if there are additional federal funds, they only in part make up for the loss or the reduction in receipts that from what was projected and what the gas tax rates were set in order to meet the following year's appropriation and construction level that that appropriation authorizes. Roads are a little bit different in another aspect. We have, as the state, and the cities, and the counties all have a one and five-year program for streets, and roads and highways. They are long term, they are long term for the simple reason that it takes anywhere from three, four years, if a project is considered, before it goes to contract. I think the number for a total new road, nonexistent, from the time it is initially conceived until it is completed can run as much as seven years because of all the things that have to be done. The reason I say this is that the key for a sound county, city, and state highway, street and road program is stability.

PRESIDENT MOUL: One minute.

SENATOR WARNER: Stability to the revenue side so those long-range programs can be accomplished. Back in the sixties when we did a major over a four year period study of the