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of Federal Highway Administration set up this lucrative project for Henningson, Durham & Richardson, he was given a job in the Washington D.C. office of Henningson, Durham & Richardson. There was then a move to change this piece of highway from an interstate back to a freeway. Because the freeway would be designed to lower standards and some of that federal money that had been obligated for the interstate would be available, that money would go to help fund this so-called Storz connector and other projects in the City of Omaha such as the widening of 90th and other projects that have received money from it. Now so that you will understand the terms that will be used in this discussion, when a piece of interstate is taken off the interstate system and converted to a freeway, it falls into what is known as the Interstate Transfer Program. The only way starting this year, last year, that money could be given for one of these projects is to have a specific appropriation by Congress. Now when the Transportation Act was before the Congress last year, the House wanted to put \$400 million into the Interstate Transfer Fund, but because the President is making stringent cuts especially in highway programs, this amount was cut by the Senate in half, down to \$200 million. Most of it was earmarked for other projects throughout the country. None was earmarked for Omaha. Former Governor Exon, former Mayor of Omaha, Zorinsky, gave a surprise vote on AWACS and suddenly there was some money made available in the Senate appropriation for the North Freeway, but something happened along the way. By the time we reach a point where money can be made available for spending, that \$6 million that Exon and Zorinsky and Hal Daub announced would be available for the Freeway suddenly had shrunk to \$2 million, and then it became known to the rest of the public as I and others who have followed this project knew all the time that this Interstate Transfer money is not designed just for the use of the North Freeway but for other transportation projects and there are about seven of them in Omaha and Council Bluffs vying for this \$2 million. The entire cost of the North Freeway project will be in excess of \$50 million. Based on the law authorizing these interstate transfer projects, the project will have to be completed by 1986. There is no way that this project can be completed by 1986 because had it started in 1981 they would have been pushing to finish in 1986. Now I have handed to you the other day a letter from the Department of Roads, Mr. Nutter, the Deputy Director, stating that the \$2 million has not even officially come to Nebraska yet, that the Department of Roads has not been authorized to obligate any of that money. So in trying to draw a parallel or an analogy so you can view this project as you have viewed

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