

principal supporters of 1059 voted that way so the argument that somehow or other this happened without people being aware of it or being discussed, simply the facts do not fit. We've heard the argument federal funds are going to go increase, and there is some increase. It's also true that motor vehicle taxes, the fuel taxes are through June 30 going to be about 7.2 million estimated below what was projected to come in. So even if there are 11.5 billion in funds, additional federal funds coming in, much of that in the next 12 months, much of that will be used merely to make up for the loss of reduced receipts. It's kind of interesting, all the federal funds when they were having all the argument in Washington, both parties made great emphasis of the fact that this was a jobs bill. It was going to create jobs across the nation where it would help a depressed economy. Then in Nebraska we turn around and we reduce the state efforts negating whatever benefit there might have been from increased jobs to a large extent and by and large to people who are without jobs in many cases or may be without jobs unless there is an additional construction going on. So it seems to me aside from the fact that it will defer the accelerated highway plan that this body endorsed three or four years ago, it's going to defer much of that construction at the state system or increase the state gas fuel tax and, of course, at the local level they simply have nowhere to go other than to property or not do the work at all. So I'd urge the body to reconsider this change. One of the things about highways politically, you can hurt roads and their funding and in their program and it's a pretty safe thing to do because the impact of that doesn't show up for a period of time. It isn't until you start not keeping up with the roads and with the improvements...

PRESIDENT MOUL: One minute.

SENATOR WARNER: ...and let them fall behind much as not shingling the roof when the barn needs it or the house, and then you end up with substantial increased costs. The same is true of a highway system or a road system. When you defer the improvements because of shortage of funds, all you end up with is a much higher cost at some point, and more importantly, on the whole accelerated highway program across the state. The principal thing that is being done, you know, on many of our roads is in improving the standards for those roads so they are safer. We argue on a seat belt bill here because of safety and some redirection of federal funds for only a minor amount to what we talk about here, but certainly when you look at highway