

share comes from general funds, but \$2 million comes from highway user fees. In other words, it's kind of in the picture that I would like Nebraska to be in. What does Missouri do? Well, Missouri funds, as you can see, an incredible portion of the highway patrol budget from user fees. So what I have done is, I have not committed a heresy I don't think. I think that I've...I don't think that what I've done is out of order or out of line. In fact, kind of interesting, what I've done was recommended by Governor Charles Thone when he was the Governor. It was recommended by his blue ribbon task force that the highway portion of the highway patrol be funded from user fees. What I have done has been followed up by Governor Kerrey. I believe last year he had a bill in to do this. It's kind of interesting, this is something that executive branch after executive branch has thought should be done which is, those people who monitor our highways, who monitor them, be supported from the user fee, from the gas tax and the sales tax on cars and the license fees and so on. Now you're right, if we make this \$8.5 million historic shift in funds, that will result in \$8.5 million in less construction money and Senator Warner has noted that some of that will be less from cities and some of that will be less from the state. Let's take a look at it. What did we just give the cities? We just increased the city...we just increased the gas tax one cent and dedicated that increase to cities and counties. So in reality there will not be any construction money lost for cities and counties, none, by this historic shift. Secondly, what have we done at the state level? Well, good old Senator Schmit, bless his heart, agreed that we could lower the gasohol exemption which we did from a nickel a gallon to three cents a gallon and that in and of itself will result in 6 million new dollars of tax revenues coming to the state. Now that won't quite make up, I will have to allow, that won't quite make up for this historic fund shift on the state side. I think that maybe in the end I might be nicking the state for about three miles worth of road. I think that's where it might be. This historic fund shift might nick the state when everything is factored together for about three miles worth of road. Now come on, I know it's hard to swim upstream, but doesn't a time come when we really have...when we really can make the changes? We really can make the changes. We really can keep our tax rates constant, when we don't have to always jump to the spenders gun...