

insert \$287,422,706. Money in the Highway Trust Fund for what this is, is it a one-time payment. I am not asking to change the system or the statute or what the previous formulas or distributions are. What I am asking in the first place is a little different than some of the other requests, the same, I guess, as Senator Haberman had. I am not out here to cut Metropolitan Area Transit entirely out. Last year we cut their budget about \$1.8 million and they are asking for this to purchase new buses of which they have about \$3,000,945 available for federal funding. The first place is they must raise the money before they put in the request for the federal funds. Back here to the same issue, I am here to be as fair as I possibly can, but on the other hand, I certainly do not feel that people outstate and in my area need to support purchasing of new transit buses for Omaha. I know that there is a very minimal amount of funds that goes outstate, or I think it was 12 percent of that budget, but I guess the bottom line is why should I ask my taxpayers to buy new buses for Omaha? I look at this as any other thing that would be out of the city. I also know that what I am asking for will not be easily to accomplish simply because I am asking for a change in the Highway Trust Fund, but please keep in mind, I am only asking for a one-time thing. Gasoline has dropped considerably as you all know. This variable cap is changed every three months and I think there was a drop of about 1 cent on that in the last quarter. I could be corrected on that but I believe that is right. What I didn't realize until I checked into this a little more, 1/10th of a cent of gasoline raises about \$741,000. So what I am asking for is considerably less than that even. It runs from about 1/17th to 1/18th of a cent. The way that I would accomplish this is the Highway Trust Fund for the state is equal to 53 1/3 percent of the funds. Forty-six and two-thirds of that is split by cities and counties and I am not out here to cut the cities and counties out. It is possible to increase the Department of Roads appropriation that sets the fuel tax and that would be by \$426,667 so that actually the Highway Trust Fund does not lose any revenue. And also may I add, by the transit buses in Omaha, I think they do help the highway system and that many more cars off. In effect, they lose the \$426,667 of revenue from the Highway Trust Fund but again they gain the \$426,667 by the variable fuel tax and the net effect is no loss to the Highway Trust Fund, and I explained to you the division of the cities and counties, and I cannot accomplish that any other way I don't believe because it would require