colleges, I'm going to refile the amendment on Select File and we'll talk about having a General Fund appropriation at that point in time there. And so I would hope that the Appropriations Committee, as they start this afternoon, will look at the community colleges and look at these other formulas that are out there. Senator Wickersham, and this is the last time I plan to speak on the amendments and probably on the bill, but I really would be interested, you can either have my time or your own, but why the choice of doing the straight percentages other than it's easier. There really was some discussion about running this money through the highway allocation formula, which tended to have some based on needs or who could use it and who couldn't, and I'd be interested about what that discussion was and why we reached the conclusion, other than if it was just purely because it's simpler to do I accept that, but my guess is I think there's more to that. So I...I'd yield my time to Senator Wickersham.

PRESIDENT MAURSTAD: Senator Wickersham.

SENATOR WICKERSHAM: Well, Senator Kristensen, as I recall the discussion when we first started talking about the taxation of motor vehicles, that was...there was an impression, you're correct, that that could simply be done by legislation, and it was a twofold objective. One, we wanted to shift revenues, and the other one was simplicity in the resulting system. When...when the examination began in earnest of the part of the bill that had to do with revenue shifts there was an abrupt change in thinking once the provisions of the constitution were reviewed. And it was clear that whatever was deemed to be a tax within the motor vehicle structure had to be distributed in accordance with the then constitutional dictates, and that was basically a proportionate share of the levy, aggregate levies. At the time we enacted LB 271, we said we want to go as far toward our objective of simplicity and revenue shifts as we can and so we divided motor vehicle costs, or taxes, fees, however you want to characterize them, into two components. One was a fee portion and one remained a tax portion, distributed on the basis of total levies. We have...there was a discussion about the use of the highway allocation formula to distribute the proceeds. Ultimately, we adopted that for counties and municipalities...