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I wanted to let you know that we had taken a look at what a feasibility study might cost. And Parsons Brinkerhoff did the study for the Department of Roads, when they did the Nebraska Rail Update Plan, in 1996; it took about 18 months and cost about \$250,000. Parsons Brinkerhoff also did the feasibility study for Madison, Wisconsin, when they were studying commuter rail, and it cost about \$250,000 there, too. So we think we have a fairly good idea of what a feasibility study might look like and might cost. But I would call your attention to my handout B, which is from the Environmental Law and Policy Center. And with this, what we wanted to do was provide senators with an opportunity to take a look at all the various funding sources that there are available in the new transportation bill, TEA-21 as it is called. And the high-speed rail development is probably the most...

SPEAKER KRISTENSEN: One minute.

SENATOR KIEL: ...important for what we are considering right now, because the high-speed rail development funding source is available for high-speed rail planning and development. And I would certainly expect that N-TRAC would look to that particular funding source immediately for funding to go forward with the feasibility study and some of those kinds of things. I would also call your attention to my other handout. The second to the last page has a map of the United States, and it indicates that the sources...not the sources of funding, but the amount of funding that the various states have gotten for rail planning, because they have moved forward and have been planning rail initiatives. And I would call your attention to the fact that Nebraska has no money associated with the state, and that's certainly one of the reasons that I think we ought to move forward with this, because I think it's time that Nebraska started receiving some of this rail development money so that we can begin planning how we want to do rail across the state of Nebraska. Thank you.

SPEAKER KRISTENSEN: Time. Senator Bromm, you're recognized to close on the committee amendments.

SENATOR BROMM: Thank you. I think, hopefully, we've got some questions answered on what the committee amendments do. It