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qualify with a still and don't build your plant for two or three years, then you're going to lose two or three years off the subsidy program. But this LB...the green sheet funds four plants, the four that are either in production or the last one, I think, is going to be up shortly. It funds those four plants that are out there. You can go up to them, you can obviously find them and they are producing. That's the mix that the group chose to put together as a proposal. As I said, it was the consensus. We didn't have any votes. It wasn't unanimous, but the consensus of the group that met last summer and fall was that this was the mix we wanted to use. We brought it forward and I've agreed to stay with this. I think we can justify the .3 cent in motor fuel fee, as Senator Kremer was talking a bit ago. All this ethanol production within the state of Nebraska has actually provided enough of a supply of energy that it's lowering the price of blended fuel in the state. You'll see that at the pump. It's a penny. In some cases, I know there's a station I stop at, it's a nickel lower. That's a direct benefit as a result of having all this extra ethanol production in the state of Nebraska goes into the fuel, thereby as a cost savings to the motorists driving across the state that is using an ethanol-blended fuel. I have those figures. I think Senator Kremer went over them also, but it's several million dollars and it more than balances out the .3 cent that we're putting on the motor fuel tax as far as what it costs as opposed to the benefits. And those benefits can be demonstrated over average fuel prices the last few years. So I think it's a good trade-off and we can go ahead and expand with these four plants, you're going to see a further reduction in cost of ethanol-blended fuels as opposed to if we did not have that supply sitting here in Nebraska. I do want to answer some questions. Senator Loudon posed a question with the off-road fuel tax refund being decreased by 1.25 cents per gallon in this bill. Sixty-five percent of that...these are figures provided by the Department of Revenue Motor Fuels Division, 65 percent of the tax that's collected or held by the state on the off-road fuel is paid for by ethanol plants. You say, how could that possibly be? Let me first say, the...

SENATOR CUDABACK: One minute.