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in the last budget crisis, called upon the Highway Trust Fund to be a part of the solution to the budget problem. At that point in time, our budget problem was only about a fourth of what it is this time around. And we have continually gotten high resistance from the lobby on the basis that they don't need to be a part of any solution. Last time around, you may recall they ended up contributing \$15 million which represented the half a cent sales tax that we increased in LB 1085. But I just wanted to hand out this piece to you to indicate that in other states, in Kansas, in particular, the highway funds have helped out in the crisis. And you can see here that for the next budget year they are taking \$128 million to help out with general government and they had diverted another \$95 million during the last...during the current budget year. So it is not like an unprecedented thing. As you may recall, even here in Nebraska back when Jerry Warner was Chair of the Appropriations Committee and we went through a crisis in the eighties, the Highway Trust Fund helped out in the crisis. So I just wanted to pass along that information to you so that we can begin to indicate that contrary to the statements of the lobby for the highway funds, they do contribute. They have contributed in the past, and they should contribute in the future to some extent to helping us through these budget crises. Thank you.

SENATOR CUDABACK: Thank you, Senator Beutler. (Visitors introduced.) On with discussion of the Chambers amendment, Senator Connealy. This will be your third time, Senator.

SENATOR CONNEALY: Thank you, Mr. President and members. While I do believe that this part of the bill does tighten up one part that is flawed in the ALR process, I will accept the negotiation. I think the underlying bill is so important. I think that if we don't correct the other problems with ALR, the uniformity, and who handles appeals, and things like that, and the funding, if we don't do that, then the ALR process is so...has so many problems that it could go away. And it is a tool that does improve safety on the highways in the state of Nebraska, that it is a tool that allows federal funds to come to the Department of Motor Vehicles, and so because of that, I will accept the Chambers amendment reluctantly because I think that the underlying bill is so important. And I'll thank Senator