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SENATOR WEHRBEIN: Well, yeah.

SENATOR SCHROCK: And that would be...and that's fine, but they weren't planning on that.

SENATOR WEHRBEIN: The...I'm getting some figures for the construction side of it. The number that you quoted is true, although that includes cities and counties road building fund as well as the state. And I am getting some numbers that I will be happy to pass out when I get them. I have seen them in the past. In fact, I had it done for me a couple, three months ago. And Mike Lovelace is getting them again for me. It shows our construction has been a gradual increase over the years of about, as my memory says, 1 or 2 percent. We have not had a large increase year to year in road construction. Now, I can't explain that against these increase in revenues, although I assume some of this balances out over the year. In other words, the revenue comes in, and it...one may fall in one fiscal year, versus another. It's probably uneven income. And I'll verify if that's accurate. But our road construction budget has not been...we've not increased that exorbitantly, you might say, one year, or that is the issue. It's been a gradual expansion, or...

SENATOR CUDABACK: One minute.

SENATOR WEHRBEIN: ...growth, if you will. Our committee took this into account. And I guess some of it's philosophical. We have strong belief...

SENATOR SCHROCK: Let me ask one more question before my time runs out. Most of our state agencies have taken anywhere from a 12 to 18 percent cut. Why does the Highway Trust Fund...why does the Department of Roads get off the hook? And why can't they help out a little bit?

SENATOR WEHRBEIN: Well, like I said, it's a philosophical issue. A lot of it is the fact that roads are important for economic development.

SENATOR SCHROCK: Education is important, Senator Wehrbein.