

done together as much as possible because that's much more cost effective and much less expensive. If that over 500 miles that might be included, including their geometric needs of all those roads, I understand it could be in excess of \$190 million and in seven years that would average close to 26, 27 million per year or this little amendment could shift most of the new money over to a segment of roads that I can't identify all of at this point but, obviously, it would be taking it away changing the priority significantly as to which roads could be accelerated for their improvement. So I would strongly recommend that...that we do not adopt the amendment as it is proposed. I think if it was limited only to resurfacing and where there were no geometric needs, then we're probably talking somewhere in the vicinity of 50 miles, some portion of which...and I certainly have not had time to check this out, but some portion of which probably are going to be in the five-year plan currently being developed in any event so some portion of those roads would be taken care of. So I would be opposed to the amendment. It, obviously, will affect a lot more roads than just the one that is identified and specifically...

SPEAKER BARRETT: One minute.

SENATOR WARNER: ...shift those increased funding to roads that I can't really identify in total at this point but it would have a significant impact and I would hope the body would not adopt the amendment.

SPEAKER BARRETT: Thank you. Senator Moore.

SENATOR MOORE: Yes, Mr. Speaker, and members, I believe Senator Haberman has openly mentioned that in his opinion at least, this does not cost anything. Senator Haberman, you mentioned in your opinion this does not cost anything but you're saying you reprioritized.

SENATOR HABERMAN: What year? Just a minute, what year?

SENATOR MOORE: Well, as Senator Haberman is on the phone, I will outline my problems with the particular amendment, I guess. He has...basically it shows that a year...and, as Senator Warner said, depends on what you're talking about but there is arguably many roads other than Highway 61, that Senator Haberman is interested in, that fit the same criteria. Now, on the other hand, if this was the only criteria, it reminds me of another