

No. 100
STATE OF MICHIGAN
Journal of the Senate
98th Legislature
REGULAR SESSION OF 2015

Senate Chamber, Lansing, Tuesday, November 3, 2015.

10:00 a.m.

The Senate was called to order by the President, Lieutenant Governor Brian N. Calley.

The roll was called by the Secretary of the Senate, who announced that a quorum was present.

Ananich—present
Bieda—present
Booher—present
Brandenburg—present
Casperson—present
Colbeck—present
Emmons—present
Green—present
Gregory—present
Hansen—present
Hertel—present
Hildenbrand—present
Hood—present

Hopgood—present
Horn—present
Hune—present
Johnson—present
Jones—present
Knezek—present
Knollenberg—present
Kowall—present
MacGregor—present
Marleau—present
Meekhof—present
Nofs—present
O'Brien—present

Pavlov—present
Proos—present
Robertson—present
Rocca—present
Schmidt—present
Schuitmaker—present
Shirkey—present
Smith—present
Stamas—present
Warren—present
Young—present
Zorn—present

Pastor Ron Ives of Potter's House Family Worship Center of Mount Pleasant offered the following invocation:

God, today in this assembly, we declare our trust in You; in God we trust. We acknowledge You in this moment and trust that You will give these leaders the wisdom to build this house and the understanding to establish it so that it stands the test of time and its challenges. We trust You for knowledge that will release blessings upon every home, family, and person within our state. God, I ask that You would bless this assembly with wisdom that builds, understanding that establishes, and knowledge that releases riches to every home.

Thank you for these men and women, and may Your peace and grace be multiplied to them. Amen.

The President, Lieutenant Governor Calley, led the members of the Senate in recital of the *Pledge of Allegiance*.

Motions and Communications

Senator Hopgood entered the Senate Chamber.

Senator Kowall moved that Senators Booher, Hansen, Meekhof and Nofs be temporarily excused from today's session. The motion prevailed.

Senator Hood moved that Senator Young be temporarily excused from today's session. The motion prevailed.

Senator Booher entered the Senate Chamber.

The following communication was received:
Department of State

Administrative Rules Notice of Filing

October 28, 2015

In accordance with the provisions of Section 46(1) of Act 306, Public Acts of 1969, as amended, and Executive Order 1995-6, this is to advise you that the Michigan Department of Licensing and Regulatory Affairs and the State Office of Regulatory Reinvention filed Administrative Rule #2015-041-LR (Secretary of State Filing #15-10-11) on this date at 2:45 p.m. for the Department of Licensing and Regulatory Affairs, entitled "Construction Safety Standards, Part 1. General Rules."

These rules become effective immediately upon filing with the Secretary of State unless adopted under section 33, 44 or 45a(6) of 1969 PA 306. Rules adopted under these sections become effective 7 days after filing with the Secretary of State.

Sincerely,
Ruth Johnson
Secretary of State
Robin L. Houston, Departmental Supervisor
Office of the Great Seal

The communication was referred to the Secretary for record.

The Secretary announced that the following House bill was received in the Senate and filed on Thursday, October 29:
House Bill No. 4680

The Secretary announced the enrollment printing and presentation to the Governor on Thursday, October 29, for his approval the following bill:

Enrolled Senate Bill No. 152 at 1:18 p.m.

The Secretary announced that the following bills were printed and filed on Thursday, October 29, and are available at the Michigan Legislature website:

Senate Bill No. 590
House Bill Nos. 5028 5029 5030 5031 5032 5033 5034

The Secretary announced that the following bills were printed and filed on Friday, October 30, and are available at the Michigan Legislature website:

Senate Bill No. 591
House Bill Nos. 5035 5036 5037 5038 5039 5040

Messages from the Governor

The following messages from the Governor were received:

Date: October 28, 2015

Time: 8:51 a.m.

To the President of the Senate:

Sir—I have this day approved and signed

Enrolled Senate Bill No. 360 (Public Act No. 163), being

An act to amend 2000 PA 161, entitled “An act to create the Michigan education savings program; to provide for education savings accounts; to prescribe the powers and duties of certain state agencies, boards, and departments; to allow certain tax credits or deductions; and to provide for penalties and remedies,” by amending section 10 (MCL 390.1480), as amended by 2001 PA 215.

(Filed with the Secretary of State on October 28, 2015, at 9:36 a.m.)

Date: October 28, 2015

Time: 8:54 a.m.

To the President of the Senate:

Sir—I have this day approved and signed

Enrolled Senate Bill No. 240 (Public Act No. 165), being

An act to amend 1998 PA 58, entitled “An act to create a commission for the control of the alcoholic beverage traffic within this state, and to prescribe its powers, duties, and limitations; to provide for powers and duties for certain state departments and agencies; to impose certain taxes for certain purposes; to provide for the control of the alcoholic liquor traffic within this state and to provide for the power to establish state liquor stores; to prohibit the use of certain devices for the dispensing of alcoholic vapor; to provide for the care and treatment of alcoholics; to provide for the incorporation of farmer cooperative wineries and the granting of certain rights and privileges to those cooperatives; to provide for the licensing and taxation of activities regulated under this act and the disposition of the money received under this act; to prescribe liability for retail licensees under certain circumstances and to require security for that liability; to provide procedures, defenses, and remedies regarding violations of this act; to provide for the enforcement and to prescribe penalties for violations of this act; to provide for allocation of certain funds for certain purposes; to provide for the confiscation and disposition of property seized under this act; to provide referenda under certain circumstances; and to repeal acts and parts of acts,” (MCL 436.1101 to 436.2303) by adding section 914a.

(Filed with the Secretary of State on October 28, 2015, at 9:40 a.m.)

Respectfully,

Brian Calley

Acting and Lieutenant Governor

The following message from the Governor was received and read:

October 27, 2015

I respectfully submit to the Senate the following appointments to office:

State of Michigan Retirement Board

Matthew Fedorchuk of 4401 Oakwood Drive, Okemos, Michigan 48864, county of Ingham, representing one employee member or retiree of the State Employees’ Retirement System, is appointed for a term commencing January 1, 2016, and expiring December 31, 2016.

Diane L. D’Agostini of 4262 Pine Tree Trail, Bloomfield Hills, Michigan 48302, county of Oakland, representing one member or retiree of the Judges’ Retirement System, is appointed for a term commencing January 1, 2016, and expiring December 31, 2017.

John Wojcik of 7141 Willow Highway, Grand Ledge, Michigan 48837, county of Eaton, representing one current or former officer or enlisted person in the Michigan Military Establishment who is a member or retiree under the Michigan Military Provisions, is appointed for a term commencing January 1, 2016, and expiring December 31, 2018.

Laurie Hill of 7260 Clarksville Road, Portland, Michigan 48875, county of Ionia, representing one retiree member under the State Employees’ Retirement System, is appointed for a term commencing January 1, 2016, and expiring December 31, 2019.

Mark T. Boonstra of 6163 140th Avenue, Holland, Michigan 49423, county of Allegan, representing one member of the general public, is appointed for a term commencing January 1, 2016, and expiring December 31, 2019.

Sincerely,

Rick Snyder

Governor

The appointments were referred to the Committee on Government Operations.

By unanimous consent the Senate proceeded to the order of
General Orders

Senator Kowall moved that the Senate resolve itself into the Committee of the Whole for consideration of the General Orders calendar.

The motion prevailed, and the President, Lieutenant Governor Calley, designated Senator Hildenbrand as Chairperson.

After some time spent therein, the Committee arose; and the President, Lieutenant Governor Calley, having resumed the Chair, the Committee reported back to the Senate, favorably and without amendment, the following bills:

House Bill No. 4458, entitled

A bill to amend 1951 PA 51, entitled "An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts," by amending section 10p (MCL 247.660p), as added by 2010 PA 135.

House Bill No. 4562, entitled

A bill to amend 2001 PA 142, entitled "Michigan memorial highway act," (MCL 250.1001 to 250.2080) by adding section 24a.

The bills were placed on the order of Third Reading of Bills.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:

Senate Bill No. 33, entitled

A bill to amend 1976 PA 451, entitled "The revised school code," (MCL 380.1 to 380.1852) by adding section 1136. Substitute (S-3).

The Senate agreed to the substitute recommended by the Committee of the Whole, and the bill as substituted was placed on the order of Third Reading of Bills.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:

Senate Bill No. 510, entitled

A bill to prohibit the disclosure or use of certain information.

Substitute (S-3).

The Senate agreed to the substitute recommended by the Committee of the Whole, and the bill as substituted was placed on the order of Third Reading of Bills.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:
Senate Bill No. 556, entitled

A bill to amend 2005 PA 210, entitled "Commercial rehabilitation act," by repealing section 16 (MCL 207.856).
Substitute (S-1).

The Senate agreed to the substitute recommended by the Committee of the Whole, and the bill as substituted was placed on the order of Third Reading of Bills.

During the Committee of the Whole, Senator Hansen entered the Senate Chamber.

Resolutions

Senator Meekhof entered the Senate Chamber.

Senator Kowall moved that consideration of the following resolutions be postponed for today:

House Concurrent Resolution No. 3

Senate Resolution No. 76

Senate Resolution No. 75

The motion prevailed.

Senators Stamas, Booher, Proos, Marleau, Hansen and Knezek offered the following resolution:

Senate Resolution No. 112.

A resolution to commemorate November 2015 as No-Shave November in order to raise awareness of men's health issues.

Whereas, It is important to draw attention to men's health issues as well as cancer prevention, research, education, and continuing care in the state of Michigan; and

Whereas, Men have a 1-in-2 chance of developing some form of cancer in their lifetime, with prostate cancer being the most prevalent form; and

Whereas, Cancer is the second most common cause of death in the United States, exceeded only by heart disease, and accounts for nearly 1 of every 4 deaths; and

Whereas, Discussing health issues—mental or physical—with loved ones and doctors improves life expectancy, promotes early detection of diseases and illnesses, and fosters a healthy lifestyle and general well-being; and

Whereas, No-Shave November is a web-based organization devoted to raising cancer awareness by evoking conversation and encouraging participants to forego shaving for the month of November; and

Whereas, The goal of No-Shave November is to grow awareness by embracing our hair, which many cancer patients lose, and letting it grow wild and free; and

Whereas, No-Shave November began as an Internet campaign in 2009 on Facebook, with few participants, and has since grown into a global movement as thousands of people join the fight against cancer and put down their razors for the month of November; now, therefore, be it

Resolved by the Senate, That the members of this legislative body commemorate the month of November 2015 as No-Shave November in an effort to raise awareness of men's health issues and to encourage men to openly discuss health issues and schedule regular doctor visits.

Pending the order that, under rule 3.204, the resolution be referred to the Committee on Government Operations,

Senator Kowall moved that the rule be suspended.

The motion prevailed, a majority of the members serving voting therefor.

The resolution was adopted.

Senators Green and Hood were named co-sponsors of the resolution.

Recess

Senator Kowall moved that the Senate recess until 2:00 p.m.

The motion prevailed, the time being 10:14 a.m.

The Senate reconvened at the expiration of the recess and was called to order by the President, Lieutenant Governor Calley.

Recess

Senator Kowall moved that the Senate recess subject to the call of the Chair.
The motion prevailed, the time being 2:01 p.m.

2:17 p.m.

The Senate was called to order by the President, Lieutenant Governor Calley.

During the recess, Senators Nofs and Young entered the Senate Chamber.

By unanimous consent the Senate returned to the order of

General Orders

Senator Kowall moved that the Senate resolve itself into the Committee of the Whole for consideration of the General Orders calendar.

The motion prevailed, and the President, Lieutenant Governor Calley, designated Senator Hildenbrand as Chairperson.

After some time spent therein, the Committee arose; and the President, Lieutenant Governor Calley, having resumed the Chair, the Committee reported back to the Senate, favorably and with a substitute therefor, the following bill:

House Bill No. 4736, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending section 801 (MCL 257.801), as amended by 2015 PA 78.

Substitute (S-4).

The Senate agreed to the substitute recommended by the Committee of the Whole, and the bill as substituted was placed on the order of Third Reading of Bills.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:

House Bill No. 4738, entitled

A bill to amend 2000 PA 403, entitled "Motor fuel tax act," by amending sections 2, 3, 8, 22, 40, 45, 53, 63, 122, 151, 152, 153, 154, and 155 (MCL 207.1002, 207.1003, 207.1008, 207.1022, 207.1040, 207.1045, 207.1053, 207.1063, 207.1122, 207.1151, 207.1152, 207.1153, 207.1154, and 207.1155), sections 2 and 122 as amended by 2002 PA 668, section 3 as amended by 2006 PA 277, and section 8 as amended by 2006 PA 268; and to repeal acts and parts of acts.

Substitute (S-5).

The Senate agreed to the substitute recommended by the Committee of the Whole, and the bill as substituted was placed on the order of Third Reading of Bills.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:

House Bill No. 4737, entitled

A bill to amend 1951 PA 51, entitled "An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide

for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts,” by amending sections 10, 11, 12, 13, and 14 (MCL 247.660, 247.661, 247.662, 247.663, and 247.664), section 10 as amended by 2007 PA 210, section 11 as amended by 2002 PA 639, sections 12 and 13 as amended by 2012 PA 298, and section 14 as amended by 1987 PA 234.

Substitute (S-4).

The Senate agreed to the substitute recommended by the Committee of the Whole, and the bill as substituted was placed on the order of Third Reading of Bills.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:

House Bill No. 4370, entitled

A bill to amend 1967 PA 281, entitled “Income tax act of 1967,” by amending sections 51, 520, and 522 (MCL 206.51, 206.520, and 206.522), section 51 as amended by 2012 PA 223, section 520 as amended by 2011 PA 273, and section 522 as amended by 2013 PA 206.

Substitute (S-3).

The Senate agreed to the substitute recommended by the Committee of the Whole, and the bill as substituted was placed on the order of Third Reading of Bills.

By unanimous consent the Senate returned to the order of

Third Reading of Bills

Senator Kowall moved that the rules be suspended and that the following bills, now on the order of Third Reading of Bills, be placed on their immediate passage at the head of the Third Reading of Bills calendar:

House Bill No. 4736

House Bill No. 4738

House Bill No. 4737

House Bill No. 4370

The motion prevailed, a majority of the members serving voting therefor.

The following bill was read a third time:

House Bill No. 4736, entitled

A bill to amend 1949 PA 300, entitled “Michigan vehicle code,” by amending section 801 (MCL 257.801), as amended by 2015 PA 78.

The question being on the passage of the bill,

The bill was passed, a majority of the members serving voting therefor, as follows:

Roll Call No. 475

Yeas—20

Booher	Horn	Marleau	Schmidt
Casperson	Jones	Meekhof	Shirkey
Green	Knollenberg	Nofs	Smith
Hansen	Kowall	O’Brien	Stamas
Hildenbrand	MacGregor	Robertson	Zorn

Nays—18

Ananich	Gregory	Johnson	Rocca
Bieda	Hertel	Knezek	Schuitmaker
Brandenburg	Hood	Pavlov	Warren
Colbeck	Hopgood	Proos	Young
Emmons	Hune		

Excused—0

Not Voting—0

In The Chair: President

Pursuant to Joint Rule 20, the full title of the act shall be inserted to read as follows:

“An act to provide for the registration, titling, sale, transfer, and regulation of certain vehicles operated upon the public highways of this state or any other place open to the general public or generally accessible to motor vehicles and distressed vehicles; to provide for the licensing of dealers; to provide for the examination, licensing, and control of operators and chauffeurs; to provide for the giving of proof of financial responsibility and security by owners and operators of vehicles; to provide for the imposition, levy, and collection of specific taxes on vehicles, and the levy and collection of sales and use taxes, license fees, and permit fees; to provide for the regulation and use of streets and highways; to create certain funds; to provide penalties and sanctions for a violation of this act; to provide for civil liability of manufacturers, the manufacturers of automated technology, upfitters, owners, and operators of vehicles and service of process on residents and nonresidents; to regulate the introduction and use of certain evidence; to provide for the levy of certain assessments; to provide for the enforcement of this act; to provide for the creation of and to prescribe the powers and duties of certain state and local agencies; to impose liability upon the state or local agencies; to provide appropriations for certain purposes; to repeal all other acts or parts of acts inconsistent with this act or contrary to this act; and to repeal certain parts of this act on a specific date.”

The Senate agreed to the full title.

Senators Smith, Schmidt, Knollenberg and Meekhof asked and were granted unanimous consent to make statements and moved that the statements be printed in the Journal.

The motion prevailed.

Senator Smith’s statement is as follows:

Colleagues, it is time to fix Michigan’s roads. Our constituents sent us to Lansing to get the job done. It’s time we stopped talking and actually do something about this. I have voted “yes” on every roads plan that has crossed my desk, and I am voting “yes” on this plan today because we can’t afford not to. It’s an embarrassment that the Motor City—the heart and soul of the auto industry that produces the majority of our vehicles—is home to some of the worst roads in the country.

Every day that we do nothing, we are threatening the economic security and even the physical safety of Detroiters, Michiganders, and anyone who drives on our roads. I am tired of hearing about Detroit families having to sacrifice their budgets meant for putting food on the table and paying bills to sink money into fixing their cars because they hit another one of the city’s cratering potholes. How many more days are we going to sit here and continue to let that happen? How many more Detroiters are we going to saddle with expensive repairs they don’t need and can’t afford because the Legislature can’t work together to find a way to fix our roads and bridges? Let’s fix these roads so that we can get back to work helping our state’s working families.

Today in the *Detroit Free Press*, there was another article about a giant pothole on I-75 that caused lane closures. It says: “The Michigan State Police notified the Michigan Department of Transportation Monday morning that a huge, 3-foot by 5-foot crater had opened up on the center right northbound lane just north of the Fort Street-Schaefer entrance ramp to the nearly 50-year-old bridge that carries an average of nearly 103,000 vehicles a day. The crater emerged just a month after an even bigger pothole—15 feet by 6 feet—forced emergency repairs to the bridge’s northbound lane over Dearborn Street.” This road will not be fixed until 2017.

It is time that we do something about this and fix our roads.

Senator Schmidt’s statement is as follows:

Fixing Michigan’s roads has been a priority for years, and today we are acting to make sure Michiganders will be able to drive on good, safe roads and bridges for years to come. With this legislation, we are committed to our residents and local government. We have done more than \$1 billion of additional funding toward roads in the past four years to make sure that our commitment to road agencies is to provide a long-term road funding plan with assurances that state government will live up to its responsibility to build and maintain safe roads and bridges.

There is no way around it. I have been working on this for the past six years, and after years of neglect, in order to fix, build, and maintain Michigan’s roads, it will cost more. Each year that we don’t take action, our roads become worse, and the problems become more and more expensive. It is only fair that we who use and enjoy Michigan roadways should have some say in their upkeep.

At the same time, this plan offers working residents long-term tax relief in a variety of forms, which is very important for Michigan families.

Senator Knollenberg’s statement is as follows:

We have been talking about this for a long time, and we need to act. We have before us a plan to inject an additional \$1.2 billion into Michigan’s roads. It’s not a perfect plan, and it’s not the plan I would have written. It’s not the plan that any of us would have written if we had a blank piece of paper and ours was the only vote that mattered.

Let’s consider the facts. Our General Fund hasn’t gone up since 2007, and when you factor in inflation, since 2001. We don’t have a pile of money lying around, but this plan is the best and most doable plan. If you vote “no” and don’t have an alternative plan, you aren’t a part of the solution. If you vote “no” and have an alternative plan that doesn’t have enough votes to pass, you are not part of the solution. This plan is the only plan that has enough support to get through both the House and the Senate and be signed by the Governor.

If you believe that roads are a priority, and I think most of us agree that they are, you have to understand that we must compromise. This bill need not be the last word in rebuilding our roads and bridges, but it can be the beginning of the discussion, and I think it should be. So let’s pass this plan as a down payment on our roads. Let us resolve that we still have work to do in the years to come.

By voting “yes,” you will be a part of the solution and set an example by leading, and we were elected to do just that.

Senator Meekhof’s statement is as follows:

Today we take one more step on the road to economic recovery in Michigan. For the last five years, Senate Republicans, along with Governor Snyder and our partners in the House, have helped turn Michigan around. From the very beginning, it was clear that fixing our state’s crumbling roads would be a key part to fixing Michigan, and it hasn’t been an easy task. We have tried a couple times, and we have come up short.

I’m proud of my colleagues in this chamber, all of them. I’m proud that the Senate Republicans took the lead on fixing the roads, and we passed a plan out of this chamber on July 1. I’m proud of the Senate Republicans today as we worked with our House colleagues to pass another plan. I was hopeful today that we would be passing something with bipartisan support. I and other leaders spent many weeks and months working on what I thought would be a bipartisan plan. We have agreed upon nearly every detail, and while I was hopeful the Democrats truly wanted to be part of the solution, it now looks like I was wrong. I am disappointed that some leaders in the House and Senate are sitting out this opportunity.

I urge my colleagues, both Republican and Democrat, to vote “yes” on this package of bills, and join me in taking one more step on Michigan’s road to recovery.

The following bill was read a third time:

House Bill No. 4738, entitled

A bill to amend 2000 PA 403, entitled “Motor fuel tax act,” by amending sections 2, 3, 8, 22, 40, 45, 53, 63, 122, 143, 151, 152, 153, 154, and 155 (MCL 207.1002, 207.1003, 207.1008, 207.1022, 207.1040, 207.1045, 207.1053, 207.1063, 207.1122, 207.1143, 207.1151, 207.1152, 207.1153, 207.1154, and 207.1155), sections 2 and 122 as amended by 2002 PA 668, section 3 as amended by 2006 PA 277, and section 8 as amended by 2006 PA 268; and to repeal acts and parts of acts.

The question being on the passage of the bill,

The bill was passed, a majority of the members serving voting therefor, as follows:

Roll Call No. 476

Yeas—20

Booher	Jones	Meekhof	Schuitmaker
Casperson	Knollenberg	Nofs	Shirkey
Emmons	Kowall	O’Brien	Smith
Hansen	MacGregor	Robertson	Stamas
Horn	Marleau	Schmidt	Zorn

Nays—18

Ananich	Gregory	Hune	Proos
Bieda	Hertel	Johnson	Rocca
Brandenburg	Hildenbrand	Knezek	Warren
Colbeck	Hood	Pavlov	Young
Green	Hopgood		

Excused—0**Not Voting—0**

In The Chair: President

Pursuant to Joint Rule 20, the full title of the act shall be inserted to read as follows:

“An act to prescribe a tax on the sale and use of certain types of fuel in motor vehicles on the public roads or highways of this state and on certain other types of gas; to prescribe the manner and the time of collection and payment of this tax and the duties of officials and others pertaining to the payment and collection of this tax; to provide for the licensing of persons involved in the sale, use, or transportation of motor fuel and the collection and payment of the tax imposed by this act; to prescribe fees; to prescribe certain other powers and duties of certain state agencies and other persons; to provide for exemptions and refunds and for the disposition of the proceeds of this tax; to provide for appropriations from the proceeds of this tax; to prescribe remedies and penalties for the violation of this act; and to repeal acts and parts of acts;”.

The Senate agreed to the full title.

Protest

Senator Colbeck, under his constitutional right of protest (Art. 4, Sec. 18), protested against the passage of House Bill Nos. 4736 and 4738 and moved that the statement he made during the discussion of House Bill No. 4736 be printed as his reasons for voting “no.”

The motion prevailed.

Senator Colbeck’s statement is as follows:

Another day, another tax increase proposal. The same citizens who voted in opposition to a proposal to increase our taxes to fix our roads by a 4-to-1 margin are now being asked to deal with a number of cost increases in their lives. The cost of groceries is going up, the price of health care is going up, and the price of college tuition continues to go up at more than four times the rate of inflation. The price of electricity continues to go up, the price of water and sewage continues to go up, and now our citizens are being asked to fork over money for another cost increase in their lives, an increase in the price of government.

We all agree that we need to fix the roads. We all agree that it takes money to fix the roads. In light of all the financial pressure upon our families due to increasing costs in all facets of their lives, don’t you think that the responsible thing to do would be to find ways to fix the roads without taking more of their money? They pay us to pinch the pennies of state government so that they don’t have to pinch their pennies at the kitchen table.

Over the past five years, our state budget has increased from \$46.8 billion to \$54.5 billion, yet we are told that we don’t have enough money to fix the roads with existing funds. What is a higher priority than roads? Is every line item in this \$54.5 billion budget a higher priority than our roads? If not, we do not need to increase taxes. As you know, I issued a debate challenge to the previous speaker and all of my colleagues here to find an answer to that very question. The question remains open.

My friends, the fact remains that we do not need to increase taxes to pay for our roads. It is time to dispense with politics as usual. With politics as usual, tax increases are always the first and last option pursued. It is time to break this pattern of thinking and put our thinking caps on.

The key to a sustainable roads solution is to fix the roads faster than they degrade. Too much time has been spent on throwing more money at the problem in hopes of fixing roads faster. Too little time has been spent on finding ways to make roads that last longer. The fact remains that there are ways to make roads last longer that won’t break the bank. There are additives that would cost 15 percent more per project but would yield roads that last four times as long. Let’s upgrade the roads so they will last four times longer. In the long run, it would lower our road maintenance costs from the \$4.5 billion target we are currently proposing to well within our current \$3.3 billion funding level.

Our citizens deserve better. Do you ever wonder why the approval rating of the legislators on both sides of the aisle is so low? This is why. I urge my colleagues to vote “no” on House Bill Nos. 4376 and 4378 and support measures that actually improve the quality of our roads.

The following bill was read a third time:

House Bill No. 4737, entitled

A bill to amend 1951 PA 51, entitled “An act to provide for the classification of all public roads, streets, and highways in this state, and for the revision of that classification and for additions to and deletions from each classification; to set up and establish the Michigan transportation fund; to provide for the deposits in the Michigan transportation fund of specific taxes on motor vehicles and motor vehicle fuels; to provide for the allocation of funds from the Michigan transportation fund and the use and administration of the fund for transportation purposes; to promote safe and efficient travel for motor vehicle drivers, bicyclists, pedestrians, and other legal users of roads, streets, and highways; to set up and establish the truck safety fund; to provide for the allocation of funds from the truck safety fund and administration of the fund for truck safety purposes; to set up and establish the Michigan truck safety commission; to establish certain standards for road contracts for certain businesses; to provide for the continuing review of transportation needs within the state; to authorize the state transportation commission, counties, cities, and villages to borrow money, issue bonds, and make pledges of funds for transportation purposes; to authorize counties to advance funds for the payment of deficiencies necessary for the payment of bonds issued under this act; to provide for the limitations, payment, retirement, and security of the bonds and pledges; to provide for appropriations and tax levies by counties and townships for county roads; to authorize contributions by townships for county roads; to provide for the establishment and administration of the state trunk line fund, local bridge fund, comprehensive transportation fund, and certain other funds; to provide for the deposits in the state trunk line fund, critical bridge fund, comprehensive transportation fund, and certain other funds of money raised by specific taxes and fees; to provide for definitions of public transportation functions and criteria; to define the purposes for which Michigan transportation funds may be allocated; to provide for Michigan transportation fund grants; to provide for review and approval of transportation programs; to provide for submission of annual legislative requests and reports; to provide for the establishment and functions of certain advisory entities; to provide for conditions for grants; to provide for the issuance of bonds and notes for transportation purposes; to provide for the powers and duties of certain state and local agencies and officials; to provide for the making of loans for transportation purposes by the state transportation department and for the receipt and repayment by local units and agencies of those loans from certain specified sources; and to repeal acts and parts of acts,” by amending sections 10, 11, 12, 13, and 14 (MCL 247.660, 247.661, 247.662, 247.663, and 247.664), section 10 as amended by 2007 PA 210, section 11 as amended by 2002 PA 639, sections 12 and 13 as amended by 2012 PA 298, and section 14 as amended by 1987 PA 234, and by adding section 1j.

The question being on the passage of the bill,

The bill was passed, a majority of the members serving voting therefor, as follows:

Roll Call No. 477

Yeas—27

Booher	Horn	Meekhof	Schmidt
Brandenburg	Hune	Nofs	Schuitmaker
Casperson	Jones	O’Brien	Shirkey
Colbeck	Knollenberg	Pavlov	Smith
Green	Kowall	Proos	Stamas
Hansen	MacGregor	Robertson	Zorn
Hildenbrand	Marleau	Rocca	

Nays—11

Ananich	Gregory	Hopgood	Warren
Bieda	Hertel	Johnson	Young
Emmons	Hood	Knezek	

Excused—0

Not Voting—0

In The Chair: President

The Senate agreed to the title of the bill.

The following bill was read a third time:

House Bill No. 4370, entitled

A bill to amend 1967 PA 281, entitled “Income tax act of 1967,” by amending sections 520 and 522 (MCL 206.520 and 206.522), section 520 as amended by 2011 PA 273 and section 522 as amended by 2013 PA 206, and by adding section 51d.

The question being on the passage of the bill,

The bill was passed, a majority of the members serving voting therefor, as follows:

Roll Call No. 478

Yeas—28

Booher	Hildenbrand	Marleau	Rocca
Brandenburg	Horn	Meekhof	Schmidt
Casperson	Hune	Nofs	Schuitmaker
Colbeck	Jones	O’Brien	Shirkey
Emmons	Knollenberg	Pavlov	Smith
Green	Kowall	Proos	Stamas
Hansen	MacGregor	Robertson	Zorn

Nays—10

Ananich	Hertel	Johnson	Warren
Bieda	Hood	Knezek	Young
Gregory	Hopgood		

Excused—0

Not Voting—0

In The Chair: President

Pursuant to Joint Rule 20, the full title of the act shall be inserted to read as follows:

“An act to meet deficiencies in state funds by providing for the imposition, levy, computation, collection, assessment, reporting, payment, and enforcement by lien and otherwise of taxes on or measured by net income and on certain commercial, business, and financial activities; to prescribe the manner and time of making reports and paying the taxes, and the functions of public officers and others as to the taxes; to permit the inspection of the records of taxpayers; to provide for interest and penalties on unpaid taxes; to provide exemptions, credits and refunds of the taxes; to prescribe penalties for the violation of this act; to provide an appropriation; and to repeal acts and parts of acts.”

The Senate agreed to the full title.

Protests

Senators Hertel, Gregory, Ananich, Bieda and Young under their constitutional right of protest (Art. 4, Sec. 18), protested against the passage of House Bill Nos. 4736, 4738, 4737, and 4370.

Senators Hertel, Gregory and Ananich moved that the statements they made during the discussion of House Bill No. 4736 be printed as their reasons for voting “no.”

The motion prevailed.

Senator Hertel’s statement is as follows:

Colleagues, the hardest vote that any of us will take in this chamber should be a vote to raise taxes. Going to people who are already hurting and putting our hands out for money isn’t supposed to be easy. I was ready to make that vote with a long-term, sustainable plan that would fix our roads. Unfortunately, that is not the choice before us today. The people are tired of paying more and getting less from their government. That is exactly what this plan does, and to do that without even coming close to fixing the problem is an insult to the people we represent.

This is a prime example of how term limits have failed our state; legislature after legislature not solving the problems that face this great state. These bills rely on cuts to be determined by some future legislature but don't say where those cuts are coming from. You are once again just kicking the can further down the crumbling road. You are voting to raise taxes to keep the roads exactly as they are—poorly maintained and riddled with potholes.

By 2021, when this bill is fully implemented, 50 percent of the roads will already be in poor condition. College tuition will go up, our schools will continue to be underfunded, people will be paying more and getting less, and we still will not have fixed our roads.

Let's send a message to our leaders. I implore you to reject this plan and force our leadership back to the table. Don't raise taxes just so that we can say we did something. Let's work together to actually rebuild Michigan.

Senator Gregory's statement is as follows:

Colleagues, I rise today to offer my "no" vote explanation on the current roads package. This plan would deplete the General Fund by providing income tax rate cuts whenever the General Fund revenues grow faster than inflation, a loss of \$230 million per 1/10 of a point. In my view, this is fiscally irresponsible and is not designed to fix a real problem.

Currently in Michigan, we have a regressive tax system that penalizes low- and middle-income families. Cutting or repealing the personal income tax would primarily benefit the wealthy individuals who already enjoy some of the lowest state and local tax rates. This is unfair to the vast majority of Michigan residents.

Unfortunately, the consumer price index does not take medical care, education, or infrastructure costs into account—all items that routinely eclipse inflation. This will result in a tax cut tied to a hugely unrealistic indicator of our state's fiscal success. In addition, a House Fiscal Agency analysis noted that a one-time revenue increase caused by an unpredictable or unusual economic event could permanently reduce the income tax rate.

I'll say it again: This has the potential to diminish the General Fund and make it harder for the state to provide the educational, correctional, and medical services our middle-class families need. It also makes it harder to recoup funding for—you guessed it—road maintenance. This is a tax nightmare that our successors will have to untangle years from now as they search for their own solutions to fix our still-crumbling infrastructure.

This package of bills doesn't make good fiscal sense for anyone and will not fix our roads. These bills should be vetoed by the Governor, and I urge my colleagues to vote against this legislation.

Senator Ananich's statement, in which Senators Bieda and Young concurred, is as follows:

Colleagues, I rise today to offer my "no" vote explanation on this Republican roads plan. We were so close to a bipartisan solution to fixing our roads. As someone who sat in those leadership talks for months, I know how close we were to figuring out a plan we could all be proud of. The Majority Leader deserves a lot of credit for that. I know he was fully dedicated to being fair and creative while striving for good policy. Unfortunately, that is what makes this mess even more disappointing.

The biggest failure is the fact that we won't be getting better roads from this plan. This plan will not fix our roads. It will, however, create new problems that will need to be fixed later; problems like these mystery cuts that will end up taking massive amounts of money from the resources that thousands of Michigan residents use, such as health care, higher education, and public safety in our local communities. Middle-class taxpayers will once again bear the brunt of these budget problems like they did with the pension tax hike and slashing of the earned income tax credit.

All the while, the roads will get worse, people will pay more, and corporations will avoid paying their fair share. Thanks to term limits, while cuts need to happen, most of us in this room won't be here to make them. There is no question that I am frustrated. We all know that this is nothing compared to what the individuals who elected us are feeling and will be feeling when they realize how bad this plan really is.

Finding a solution should not have come to this. We could have and should have done better. The people of Michigan deserve better. I hope that the Governor vetoes this and we find a real solution.

By unanimous consent the Senate returned to the order of

Messages from the House

Senate Bill No. 414, entitled

A bill to amend 1967 PA 281, entitled "Income tax act of 1967," by amending section 51 (MCL 206.51), as amended by 2012 PA 223.

The House of Representatives has substituted (H-3) the bill.

The House of Representatives has passed the bill as substituted (H-3), ordered that it be given immediate effect and pursuant to Joint Rule 20, inserted the full title.

Pending the order that, under rule 3.202, the bill be laid over one day,

Senator Kowall moved that the rule be suspended.

The motion prevailed, a majority of the members serving voting therefor.

The question being on concurring in the substitute made to the bill by the House, Senator Schmidt offered the following substitute to the House substitute: Substitute (S-4).

The substitute to the substitute was adopted.

The question being on concurring in the House substitute as substituted,

The substitute was concurred in, a majority of the members serving voting therefor, as follows:

Roll Call No. 479

Yeas—28

Booher	Hildenbrand	Marleau	Rocca
Brandenburg	Horn	Meekhof	Schmidt
Casperson	Hune	Nofs	Schuitmaker
Colbeck	Jones	O'Brien	Shirkey
Emmons	Knollenberg	Pavlov	Smith
Green	Kowall	Proos	Stamas
Hansen	MacGregor	Robertson	Zorn

Nays—10

Ananich	Hertel	Johnson	Warren
Bieda	Hood	Knezek	Young
Gregory	Hopgood		

Excused—0

Not Voting—0

In The Chair: President

The Senate agreed to the full title.

House Bill No. 4614, entitled

A bill to amend 2004 PA 175, entitled "An act to impose taxes and create credits and refundable credits to modify and equalize the impact of changes made to the general sales tax act and use tax act necessary to bring those taxes into compliance with the streamlined sales tax agreement so this state may participate in the streamlined sales tax system and governing board; to prescribe certain powers and duties of certain state departments; and to provide for the disbursement of certain proceeds," by amending sections 3 and 5 (MCL 205.173 and 205.175).

The House of Representatives has substituted (H-2) the Senate substitute (S-1).

The House of Representatives has concurred in the Senate substitute (S-1) as substituted (H-2) and agreed to the full title.

Pending the order that, under rule 3.202, the bill be laid over one day,

Senator Kowall moved that the rule be suspended.

The motion prevailed, a majority of the members serving voting therefor.

The question being on concurring in the House substitute made to the Senate substitute,

Senator Meekhof offered the following substitute to the House substitute:

Substitute (S-5).

The substitute to the substitute was adopted.

The question being on concurring in the House substitute made to the Senate substitute as substituted,

The substitute was concurred in, a majority of the members serving voting therefor, as follows:

Roll Call No. 480**Yeas—21**

Booher	Jones	Meekhof	Schuitmaker
Casperson	Knollenberg	Nofs	Shirkey
Emmons	Kowall	O'Brien	Smith
Green	MacGregor	Robertson	Stamas
Hansen	Marleau	Schmidt	Zorn
Horn			

Nays—17

Ananich	Hertel	Hune	Proos
Bieda	Hildenbrand	Johnson	Rocca
Brandenburg	Hood	Knezek	Warren
Colbeck	Hopgood	Pavlov	Young
Gregory			

Excused—0**Not Voting—0**

In The Chair: President

House Bill No. 4616, entitled

A bill to amend 1980 PA 119, entitled "An act to prescribe a privilege tax for the use of public roads and highways of this state by motor carriers by imposing a specific tax upon the use of motor fuel within this state; to provide for certain credits against this tax and certain mechanisms for paying, collecting, and enforcing this tax; to provide for the licensing of motor carriers and for exemptions from licensure; to require the keeping and providing for the examination of certain reports; to provide review procedures for the assessment of the tax and revocation of a license; to impose certain duties upon and confer certain powers to certain state departments and agencies; to prescribe certain penalties for the violation of this act; and to make appropriations," by amending sections 1, 2, 2a, 4, 5, 6a, 8, 9, and 10 (MCL 207.211, 207.212, 207.212a, 207.214, 207.215, 207.216a, 207.218, 207.219, and 207.220), section 1 as amended by 2002 PA 667, sections 2 and 4 as amended by 2006 PA 346, section 2a as added by 1994 PA 353, section 5 as amended and section 6a as added by 1996 PA 584, and section 8 as amended by 2006 PA 449.

The House of Representatives has substituted (H-2) the Senate substitute (S-1).

The House of Representatives has concurred in the Senate substitute (S-1) as substituted (H-2) and agreed to the full title.

Pending the order that, under rule 3.202, the bill be laid over one day,

Senator Kowall moved that the rule be suspended.

The motion prevailed, a majority of the members serving voting therefor.

The question being on concurring in the House substitute made to the Senate substitute,

Senator Meekhof offered the following substitute to the House substitute:

Substitute (S-6).

The substitute to the substitute was adopted.

The question being on concurring in the House substitute made to the Senate substitute as substituted,

The substitute was concurred in, a majority of the members serving voting therefor, as follows:

Roll Call No. 481**Yeas—20**

Booher	Jones	Meekhof	Schuitmaker
Casperson	Knollenberg	Nofs	Shirkey

Emmons
Hansen
Horn

Kowall
MacGregor
Marleau

O'Brien
Robertson
Schmidt

Smith
Stamas
Zorn

Nays—18

Ananich
Bieda
Brandenburg
Colbeck
Green

Gregory
Hertel
Hildenbrand
Hood
Hopgood

Hune
Johnson
Knezek
Pavlov

Proos
Rocca
Warren
Young

Excused—0

Not Voting—0

In The Chair: President

By unanimous consent the Senate returned to the order of
Motions and Communications

Senator Kowall moved that, pursuant to rule 1.114, upon receipt of Senate bills returned from the House of Representatives, the Secretary of the Senate be directed to proceed with the enrollment printing and presentation of the bills to the Governor. The motion prevailed.

By unanimous consent the Senate proceeded to the order of
Introduction and Referral of Bills

Senators Hertel, Shirkey and Hune introduced
Senate Bill No. 592, entitled

A bill to amend 1978 PA 368, entitled "Public health code," by amending section 10205 (MCL 333.10205), as added by 1999 PA 62.

The bill was read a first and second time by title and referred to the Committee on Health Policy.

Senator Shirkey introduced
Senate Bill No. 593, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending section 320a (MCL 257.320a), as amended by 2012 PA 592, and by adding section 751.

The bill was read a first and second time by title and referred to the Committee on Transportation.

Senator Shirkey introduced
Senate Bill No. 594, entitled

A bill to amend 1967 (Ex Sess) PA 7, entitled "Urban cooperation act of 1967," by amending the title and sections 2 and 10 (MCL 124.502 and 124.510), the title as amended by 1998 PA 169 and sections 2 and 10 as amended by 2002 PA 439.

The bill was read a first and second time by title and referred to the Committee on Elections and Government Reform.

Senator Casperson introduced
Senate Bill No. 595, entitled

A bill to amend 1963 PA 181, entitled "Motor carrier safety act of 1963," by amending section 5 (MCL 480.15), as amended by 2013 PA 263.

The bill was read a first and second time by title and referred to the Committee on Transportation.

House Bill No. 4680, entitled

A bill to amend 1968 PA 15, entitled "Correctional industries act," by amending section 6 (MCL 800.326), as amended by 2012 PA 261.

The House of Representatives has passed the bill and ordered that it be given immediate effect.

The bill was read a first and second time by title and referred to the Committee on Judiciary.

Statements

Senator Young asked and was granted unanimous consent to make a statement and moved that the statement be printed in the Journal.

The motion prevailed.

Senator Young's statement is as follows:

Mr. President, in the words of a great man: "It's time to free the weed, Mr. President." Mr. President, 750,000 people are arrested a year, and 19,000 people are arrested in this state for the possession of marijuana. Now, I want to talk about this a little bit differently and talk about the economic benefits which this has. You're talking about cooking oils. You're talking about hemp. As a matter of fact, it was prohibited in the 1930s, and then in the 1940s, they lifted prohibition so that they could win World War II. It was called hemp for victory. They made rope and parachutes. George Washington grew marijuana on Mt. Vernon. Thomas Jefferson grew hemp. It is time to stop arresting people. Do you realize that African Americans are four times more likely in this country to be arrested for possession of marijuana and three times more likely in this state? That is an injustice that cannot continue. We cannot be a country of equal protection if we are targeting our minority youths in that way. It is fundamentally wrong.

You can also use it for alternative energy. You could use it for biofuel. You could even use it for roads. We could fix the roads with hempcrete, which is less brittle than concrete. We could tax it so that we could raise more money so that we don't have to take \$600 million out of the General Fund in order to do this so that you could have a road funds plan with actual road funds in it, but that's another story.

The bottom line, Mr. President, this is a plant that you cannot overdose from. No one in the history of this country has ever overdosed from using marijuana—no one, ever. Yet we have 40,000 people a year who die from alcohol. We have 447,000 people a year who die from cigarettes. We have 27,700 who die a year, according to the Center for Disease Control and Prevention, from prescription drugs.

I know you're going to say we have to be careful with marijuana because of kids. Marijuana is not for children. Corner stores card; corner dealers do not. That is the fundamental difference. You take it out of the hands of the drug dealers, out of the hands of the drug cartels, and out of the hands of terrorists—potentially in Afghanistan where Hindu Kush is grown—and then we could regulate it. We can legalize it, and we can tax it and bring revenue into this state. The Lord knows we need revenue right now. Marijuana is not for children. It's not, bottom line.

Secondly, let me say this: I think it is hypocritical that we live in a country where you can smoke until you choke, you can drink until you think, and you have people who literally buy alcohol, tobacco, and *Fifty Shades of Grey* in front of their kids. And we're saying that a person who has chronic pain or epilepsy or fibromyalgia or some form of PTSD or hypothyroidism, they can't use this for pain relief. People say medical marijuana is already legal. Yes, but with medical marijuana, those facilities are constantly being raided by the government all the time. That's why you have medical marijuana facilities that arm themselves and have guns, because they have to worry about someone coming into their facility and robbing them of their product that is worth thousands on the street. It's wrong. It must stop. We are locking up people. We are ruining people's lives. People can't get college aid. People are getting criminal records just for possession of a plant that cannot kill you. It's fundamentally wrong. It's time to stop this injustice. I hope you will join me in freeing the weed.

Committee Reports

The Committee on Transportation reported

Senate Bill No. 513, entitled

A bill to amend 2001 PA 142, entitled "Michigan memorial highway act," (MCL 250.1001 to 250.2080) by adding section 3a.

With the recommendation that the substitute (S-1) be adopted and that the bill then pass.

The committee further recommends that the bill be given immediate effect.

Thomas A. Casperson
Chairperson

To Report Out:

Yeas: Senators Casperson, Horn, Pavlov, Marleau and Hopgood

Nays: None

The bill and the substitute recommended by the committee were referred to the Committee of the Whole.

COMMITTEE ATTENDANCE REPORT

The Committee on Transportation submitted the following:

Meeting held on Thursday, October 29, 2015, at 8:30 p.m., Room 210, Farnum Building

Present: Senators Casperson (C), Horn, Pavlov, Marleau and Hopgood

The Committee on Veterans, Military Affairs and Homeland Security reported

Senate Resolution No. 111.

A resolution to urge the U.S. Department of Defense to approve the Ambit Foundation request for use of facilities at the Selfridge Air National Guard Base to establish a Veterans Care Transition Center.

(For text of resolution, see Senate Journal No. 98, p. 1742.)

With the recommendation that the resolution be adopted.

Margaret E. O'Brien
Chairperson

To Report Out:

Yeas: Senators O'Brien, Emmons, Zorn, Colbeck and Knezek

Nays: None

The resolution was placed on the order of Resolutions.

COMMITTEE ATTENDANCE REPORT

The Committee on Veterans, Military Affairs and Homeland Security submitted the following:

Meeting held on Thursday, October 29, 2015, at 2:00 p.m., Room 110, Farnum Building

Present: Senators O'Brien (C), Emmons, Zorn, Colbeck and Knezek

COMMITTEE ATTENDANCE REPORT

The Committee on Commerce submitted the following:

Joint meeting held on Monday, November 2, 2015, at 10:15 a.m., Lake Superior State University, Cisler Center, Superior Room, 650 West Easterday Avenue, Sault Ste. Marie

Present: Senators Schmidt (C), MacGregor and Hertel

Excused: Senators Kowall and Nofs

COMMITTEE ATTENDANCE REPORT

The Committee on Transportation submitted the following:

Joint meeting held on Monday, November 2, 2015, at 10:15 a.m., Lake Superior State University, Cisler Center, Superior Room, 650 West Easterday Avenue, Sault Ste. Marie

Present: Senators Casperson (C) and Horn

Excused: Senators Pavlov, Marleau and Hopgood

Scheduled Meetings

Appropriations - Wednesday, November 4, 2:00 p.m., Harry T. Gast Appropriations Room, 3rd Floor, Capitol Building (373-1801)

Subcommittee -

Corrections and House Corrections Appropriations Subcommittee - Thursdays, November 5 (CANCELED) and November 12, 8:00 a.m., Harry T. Gast Appropriations Room, 3rd Floor, Capitol Building (373-2768)

Criminal Justice Policy Commission - Wednesday, November 4, 9:00 a.m., Harry T. Gast Appropriations Room, 3rd Floor, Capitol Building (373-0212)

Education - Wednesday, November 4, 8:30 a.m., Room 110, Farnum Building (373-5314)

Families, Seniors and Human Services - Wednesday, November 4, 3:00 p.m., Room 210, Farnum Building (373-5323)

Government Operations - Wednesday, November 4, 8:30 a.m., Rooms 402 and 403, Capitol Building (373-5307)

Judiciary - Thursday, November 5, 9:00 a.m., Room 110, Farnum Building (373-1721)

Natural Resources - Wednesday, November 4, 12:30 p.m., Room 210, Farnum Building (373-5314)

Transportation - Thursday, November 5, 8:30 a.m., Room 210, Farnum Building (373-5312)

Senator Kowall moved that the Senate adjourn.
The motion prevailed, the time being 3:14 p.m.

The President, Lieutenant Governor Calley, declared the Senate adjourned until Wednesday, November 4, 2015, at 10:00 a.m.

JEFFREY F. COBB
Secretary of the Senate

