

No. 61
STATE OF MICHIGAN
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Senate Chamber, Lansing, Wednesday, July 1, 2015.

10:00 a.m.

The Senate was called to order by the President pro tempore, Senator Tonya Schuitmaker.

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

Senator Mike Shirkey of the 16th District offered the following invocation:

Today, Lord, we petition You, on behalf of our state and our country, to show Your face and manifest the presence of Your Holy Spirit into our lives.

We are grateful for the privilege to serve, yet we struggle. We struggle to prosper because we often fail to put You first. We struggle to love because we often fail to remember Your example and lessons. We struggle to find truth because we often rely upon worldly wisdom.

In 2 Chronicles 7:14, it says: “If my people, who are called by my name, will humble themselves and pray and seek my face and turn from their wicked ways, then I will hear from heaven, and I will forgive their sin and will heal their land.”

Then, in Jeremiah 29:8, 9, 11-14, it says: “Yes, this is what the Lord Almighty, the God of Israel, says: ‘Do not let the prophets and diviners among you deceive you. Do not listen to the dreams you encourage them to have. They are prophesying lies to you in my name. I have not sent them,’ declares the Lord.” Down further, it says: “‘For I know the plans I have for you,’ declares the Lord, ‘plans to prosper you and not harm you, plans to give you hope and a future. Then you will call on me and come and pray to me, and I will listen to you. You will seek me and find me when you seek me with all your heart. I will be found by you,’ declares the Lord, ‘and I will restore your fortunes.’”

Now, as we close, we raise to You the most dangerous of all prayers—three dangerous words offered with trepidation and humble expectation. We ask You, Lord, to do whatever it takes to guide us away from the temptation and desire to be on the flawed side of man-made history and to endeavor to be key instruments in Your plans—in Your perfect plan for His story, Your story. Whatever it takes.

In Your strong, powerful, mighty, and loving name, we pray. Amen.

The President pro tempore, Senator Schuitmaker, led the members of the Senate in recital of the *Pledge of Allegiance*.

Motions and Communications

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

Recess

Senator Kowall moved that the Senate recess subject to the call of the Chair.
The motion prevailed, the time being 10:05 a.m.

10:49 a.m.

The Senate was called to order by the President pro tempore, Senator Schuitmaker.

During the recess, Senator Young entered the Senate Chamber.

Messages from the House

Senate Bill No. 69, entitled

A bill to amend 1966 PA 331, entitled “Community college act of 1966,” by amending sections 161, 162, and 163 (MCL 389.161, 389.162, and 389.163), as added by 2008 PA 359.

The House of Representatives has substituted (H-1) the bill.

The House of Representatives has passed the bill as substituted (H-1), 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,

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

Roll Call No. 341**Yeas—37**

Ananich	Hertel	Kowall	Rocca
Bieda	Hildenbrand	MacGregor	Schmidt
Booher	Hood	Marleau	Schuitmaker
Brandenburg	Horn	Meekhof	Shirkey
Casperson	Hune	Nofs	Smith
Colbeck	Johnson	O'Brien	Stamas
Emmons	Jones	Pavlov	Warren
Green	Knezek	Proos	Young
Gregory	Knollenberg	Robertson	Zorn
Hansen			

Nays—1

Hopgood

Excused—0**Not Voting—0**

In The Chair: Schuitmaker

The question being on concurring in the committee recommendation to give the bill immediate effect,
 The recommendation was concurred in, 2/3 of the members serving voting therefor.
 The Senate agreed to the full title.
 The bill was referred to the Secretary for enrollment printing and presentation to the Governor.

Senate Bill No. 165, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending sections 624a, 657, 660, 662, 901, and 907 (MCL 257.624a, 257.657, 257.660, 257.662, 257.901, and 257.907), section 624a as amended by 2012 PA 306, sections 657 and 662 as amended by 2002 PA 494, section 660 as amended by 2006 PA 339, and section 907 as amended by 2014 PA 303, and by adding sections 518a and 625p.

The House of Representatives has passed the bill, ordered that it be given immediate effect and pursuant to Joint Rule 20, inserted the full title.

The question being on concurring in the committee recommendation to give the bill immediate effect,
 The recommendation was concurred in, 2/3 of the members serving voting therefor.
 The Senate agreed to the full title.
 The bill was referred to the Secretary for enrollment printing and presentation to the Governor.

Senate Bill No. 166, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending section 33 (MCL 257.33), as amended by 2013 PA 36, and by adding section 7b.

The House of Representatives has passed the bill, ordered that it be given immediate effect and pursuant to Joint Rule 20, inserted the full title.

The question being on concurring in the committee recommendation to give the bill immediate effect,
 The recommendation was concurred in, 2/3 of the members serving voting therefor.
 The Senate agreed to the full title.
 The bill was referred to the Secretary for enrollment printing and presentation to the Governor.

Third Reading of Bills

Senator Kowall moved that the following bills be placed at the head of the Third Reading of Bills calendar:

House Bill No. 4319

House Bill No. 4320

The motion prevailed.

The following bill was read a third time:

House Bill No. 4319, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending section 669 (MCL 257.669), as amended by 2002 PA 534.

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. 342

Yeas—38

Ananich	Hertel	Kowall	Rocca
Bieda	Hildenbrand	MacGregor	Schmidt
Booher	Hood	Marleau	Schuitmaker
Brandenburg	Hopgood	Meekhof	Shirkey
Casperson	Horn	Nofs	Smith
Colbeck	Hune	O'Brien	Stamas
Emmons	Johnson	Pavlov	Warren
Green	Jones	Proos	Young
Gregory	Knezek	Robertson	Zorn
Hansen	Knollenberg		

Nays—0

Excused—0

Not Voting—0

In The Chair: Schuitmaker

The question being on concurring in the committee recommendation to give the bill immediate effect,

The recommendation was concurred in, 2/3 of the members serving voting therefor.

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.

The following bill was read a third time:

House Bill No. 4320, entitled

A bill to amend 1990 PA 187, entitled “The pupil transportation act,” by amending section 57 (MCL 257.1857), as amended by 2006 PA 108.

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. 343

Yeas—38

Ananich	Hertel	Kowall	Rocca
Bieda	Hildenbrand	MacGregor	Schmidt
Booher	Hood	Marleau	Schuitmaker
Brandenburg	Hopgood	Meekhof	Shirkey
Casperson	Horn	Nofs	Smith
Colbeck	Hune	O’Brien	Stamas
Emmons	Johnson	Pavlov	Warren
Green	Jones	Proos	Young
Gregory	Knezek	Robertson	Zorn
Hansen	Knollenberg		

Nays—0

Excused—0

Not Voting—0

In The Chair: Schuitmaker

The question being on concurring in the committee recommendation to give the bill immediate effect,

The recommendation was concurred in, 2/3 of the members serving voting therefor.

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

“An act to regulate the equipment, maintenance, operation, and use of school buses; to prescribe the qualifications of school bus drivers; to prescribe the powers and duties of certain state and local governmental agencies; to create an advisory committee and to prescribe its powers and duties; and to prescribe remedies and penalties.”

The Senate agreed to the full title.

By unanimous consent the Senate proceeded to the order of

Resolutions

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

House Concurrent Resolution No. 3

The motion prevailed.

Senator Young offered the following resolution:

Senate Resolution No. 77.

A resolution commemorating July 15, 2015, as Metro Detroit Youth Day.

Whereas, More than 340 community and youth organizations will sponsor Metro Detroit Youth Day on July 15, 2015, at Belle Isle’s Athletic Field in Detroit. These organizations recognize that leisure and recreation are basic human needs, and the youth must use this time wisely to improve their education, the quality of their life and life’s disciplines, and be inspired to do the most good; and

Whereas, Metro Detroit Youth Day is the largest youth event in Michigan and the Midwest. It emphasizes the need for physical education and fitness, good sportsmanship, community service, and guidance from mentorships, role models, and college scholarships; and

Whereas, It is acknowledged that our youth are a valuable asset to our communities and the foundation of our future; and

Whereas, Metro Detroit Youth Day brings together the total community and the private sector to enhance relationships and improve community cooperation and harmony; and

Whereas, Metro Detroit Youth Day provides an opportunity for youth to participate in constructive activities outside their immediate home areas, working with thousands of other youngsters and more than 1,600 volunteers; and

Whereas, The historic 33rd Annual Metro Detroit Youth Day is sponsored by General Motors Foundation, SpartanNash, Inc., Detroit Free Press, Ford Motor Company, Pepsi Beverages Company, Motor City Casino, Volkswagen, Detroit International Bridge Company, Sam's Club, MGM Grand Detroit, Michigan Food & Beverage Association, Costco Wholesale, Garden Fresh Salsa, Kroger Company, Detroit Lions, Detroit Pistons, Detroit Tigers, DTE Energy, Michigan Department of Natural Resources, Detroit Recreation Department, Blue Cross and Blue Shield of Michigan, Wayne County Park Systems, Meijer, Inc., Quicken Loans, CoventryCares of Michigan, Inc., WDIV-TV, WXYZ-TV7 and TV20, CBS, Fox 2 TV, MEDC/Pure Michigan, Comerica Bank, WWJ Newsradio 950, Michigan State University, Charity Motors, Greektown Casino, Walmart, Detroit Public Television, St. John Providence Hospitals, Beaumont Hospitals, tellusdetroit.com, Great Lakes Agricultural Fair, Wolverine Packing, Domino's Pizza, Fifth Third Bank, 5/3 Michigan State Fair, American Axle & Manufacturing, and many other sponsors, including food and beverage firms, Eastern Michigan University, Davenport University, Oakland University, University of Michigan, Wayne County Community College, Wayne State University, Western Michigan University, and others; and

Whereas, Community groups such as the NAACP, Urban League of Detroit and Southeastern Michigan, Salvation Army, Boys and Girls Clubs, Boy Scouts, Girl Scouts, YMCA, YWCA, Focus: HOPE, United Way for Southeastern Michigan, Detroit Police Cadets, The Skillman Foundation, New Detroit, Inc., Forgotten Harvest, Detroit Public Schools Foundation, Big Brothers Big Sisters, and many others are participating as co-sponsors; and

Whereas, Outstanding and dedicated community leaders such as foundation founder and co-chair Ed Deeb; co-chairs Keith Bennett of Goodwill Industries; Alicia Bradford of Detroit Recreation Department; Sergeant Curtis Perry of Detroit Police Cadets; John Ambrose of Michigan State University; Keith Creagh of the Department of Natural Resources; Harold Edwards of MichCon (retired); and Barbara Jean Johnson of Tireman Center, along with hundreds of volunteers supervising the more than 34,000 youths expected to attend; now, therefore, be it

Resolved by the Senate, That we hereby commemorate, July 15, 2015, as Metro Detroit Youth Day in the state of Michigan.

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 Bieda, Booher, Brandenburg, Gregory, Hansen, Hood, Proos and Warren were named co-sponsors of the resolution.

Senators Schuitmaker and Hildenbrand offered the following resolution:

Senate Resolution No. 78.

A resolution proclaiming July 11, 2015, as Srebrenica Remembrance Day and the week of July 11 as Bosnia and Herzegovina Tribute Week.

Whereas, Both the United States Senate and the United States House of Representatives have passed resolutions acknowledging the genocide that the Serbian forces perpetrated in Srebrenica and all of Bosnia from 1992 to 1995; and

Whereas, Since 2009, both the Michigan State Senate and House of Representatives have adopted Srebrenica Remembrance Day and Bosnia and Herzegovina Tribute Week resolutions every year; and

Whereas, July 11, 2015, is commemorated as the 20th anniversary of the Srebrenica genocide in which at least 8,372 innocent Bosniak civilians were summarily executed, and 30,000 were expelled from their homes in the worst atrocity in Europe since the Holocaust; and

Whereas, This anniversary, together with this year's 23rd anniversary since the beginning of the war in Bosnia and Herzegovina, raises awareness of the tragic suffering of the Bosnian people. It also honors and remembers over 100,000 civilians who died as a result of the policies of ethnic cleansing and aggression in Bosnia and Herzegovina during the period of 1992 to 1995; and

Whereas, The Congress of North American Bosniaks, the umbrella organization representing Bosniaks in the United States and Canada, requested this resolution; and

Whereas, The state of Michigan recognizes the importance of this event to bring closure for the Bosnian people through justice and truth; now, therefore, be it

Resolved by the Senate, That we hereby proclaim July 11, 2015, as Srebrenica Remembrance Day and the week of July 11 as Bosnia and Herzegovina Tribute Week in the state of Michigan; and be it further

Resolved, That we call upon all citizens to work toward ending the cycle of violence and promoting peaceful coexistence among all.

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 Booher, Brandenburg, Hansen, Pavlov, Proos and Warren were named co-sponsors of the resolution.

Senator Casperson offered the following resolution:

Senate Resolution No. 79.

A resolution to encourage the United States Forest Service to issue the owners of privately-held hunting camps on leased acres within the Ottawa National Forest special use authorization under the Recreation Residence Program or to renew or grandfather lease agreements with those remaining 104 leaseholders.

Whereas, Starting in the late 1950s, Michigan residents were offered an opportunity to lease privately-owned land from the Upper Peninsula Power Company (UPPCO) to build recreational hunting camps. In 1991, the UPPCO announced intentions to sell the land currently under lease to an intermediary who would simultaneously sell the land to the United States Forest Service (USFS). Existing leaseholders were offered an option to sign a 25-year, nonrenewable lease on the land that was to be sold or to immediately vacate the property. The leases were signed in March of 1992, and the United States Forest Service (USFS) took control of the land in June 1992. The land currently under private lease accounts for less than 1,100 acres in the Ottawa National Forest; and

Whereas, Hundreds of people have experienced the wonders of Michigan's great outdoors at these hunting camps. The Ottawa National Forest is almost one million acres of rolling hills, lakes, rivers, waterfalls, and abundant wildlife. Those who lease land in the forest have built outdoor recreational traditions with their families. The hunting camps allow them to experience the seclusion and isolated environment of the Ottawa National Forest while engaging in varied recreational activities including hunting, fishing, canoeing, and snowshoeing; and

Whereas, The USFS has informed leaseholders that leases will not be renewed at the end of 2016 because it is national policy not to lease national forestland to individuals. The holders of the active leases will have 90 days after the leases expire to remove the hunting cabins and return the land to its natural state; and

Whereas, The expiration of the leases will hurt local economies in Ontonagon and Gogebic Counties. It will result in over \$35,000 in lost lease fee revenue to the townships and almost \$10,000 in tax revenue to the counties. Even a greater loss will be realized by local businesses, including gas stations, grocery stores, hardware stores, and restaurants that benefit from the patronage of the camp families; and

Whereas, The expiration of the leases will eliminate refuge for people from the occasionally harsh and unexpected shifts in weather conditions. The Ottawa National Forest covers a large area in the western Upper Peninsula. Camp owners often leave their cabins or outbuildings unlocked to the relief of individuals stranded in the woods who have sought shelter. A Boy Scout troop once sheltered at the Twin Pines camp after being caught in a storm, and a group of snowmobilers is known to regularly rest at one of the camps; and

Whereas, The USFS Recreation Residence Program provides private citizens an opportunity to own single-family cabins in designated areas of national forests. Currently, 15,570 recreation residences occupy national forest system lands throughout the country. Converting the soon-to-expire leases to special use permits would allow the many families currently leasing in the Ottawa National Forest an opportunity that is provided to thousands of people elsewhere in the country. Converting to the Recreation Residence Program would also maintain a tax base for local governments, provide continuing support for the local economy, and ensure that hunting and recreational traditions held so dear by Michigan residents continue to be experienced in the Ottawa National Forest; now, therefore, be it

Resolved by the Senate, That we encourage the United States Forest Service to issue the owners of privately-held camps on leased acres within the Ottawa National Forest special use authorization under the Recreation Residence Program or to renew or grandfather lease agreements with those remaining 104 leaseholders; and be it further

Resolved, That copies of this resolution be transmitted to the Chief of the United States Forest Service and the members of the Michigan congressional delegation.

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 question being on the adoption of the resolution,

Senator Kowall moved that the resolution be referred to the Committee on Natural Resources.

The motion prevailed.

Senators Booher, Brandenburg, Green, Gregory, Hansen, Pavlov and Proos were named co-sponsors of the resolution.

Senator Meekhof offered the following resolution:

Senate Resolution No. 80.

A resolution recognizing June 2015 as Professional Pest Management Month.

Whereas, Effective pest management in homes, businesses, and public places throughout our state is an important factor in maintaining the health and well-being of all Michiganders; and

Whereas, Pest management professionals help protect Michigan's food supply, homes, and the environment from disease and pest-related illnesses by practicing environmentally-friendly pest-control methods; and

Whereas, The Michigan Pest Management Association provides networking and leadership opportunities for Michigan's pest management professionals and is recognized for its efforts to protect our environment as well as to ensure the safe and effective use of pest management materials; and

Whereas, Through its website www.pestworld.org, the National Pest Management Association is committed to educating the public about the dangers posed by pests and the damage they can cause; and

Whereas, Professional Pest Management Month offers all Michiganders an opportunity to understand and appreciate the important role that pest management providers play in ensuring the welfare of Michiganders; now, therefore, be it

Resolved by the Senate, That the members of this legislative body recognize June 2015 as Professional Pest Management Month in the state of Michigan, and we call this observance to the attention of all our citizens.

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 Booher, Brandenburg, Gregory, Hansen, Proos and Warren were named co-sponsors of the resolution.

Recess

Senator Kowall moved that the Senate recess until 1:30 p.m.

The motion prevailed, the time being 11:11 a.m.

The Senate reconvened at the expiration of the recess and was called to order by the Assistant President pro tempore, Senator O'Brien.

Recess

Senator Kowall moved that the Senate recess subject to the call of the Chair.

The motion prevailed, the time being 1:31 p.m.

4:56 p.m.

The Senate was called to order by the President pro tempore, Senator Schuitmaker.

Introduction and Referral of Bills

Senators Warren, Colbeck, Nofs, Hertel, Gregory, Bieda and Ananich introduced

Senate Joint Resolution K, entitled

A joint resolution proposing an amendment to the state constitution of 1963, by amending section 9 of article II, to clarify the power of referendum when making appropriations.

The joint resolution was read a first and second time by title and referred to the Committee on Government Operations.

Senator Schmidt introduced

Senate Bill No. 425, entitled

A bill to amend 1945 PA 327, entitled "Aeronautics code of the state of Michigan," by amending section 35 (MCL 259.35), as amended by 2002 PA 352.

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

Senator Schmidt introduced
Senate Bill No. 426, entitled

A bill to amend 1945 PA 327, entitled "Aeronautics code of the state of Michigan," by amending section 34 (MCL 259.34), as amended by 1996 PA 370.

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

Senators Hansen, Zorn, Jones, Knollenberg, Horn, Casperson, Stamas, Marleau and Booher introduced
Senate Bill No. 427, entitled

A bill to amend 1963 PA 17, entitled "An act to relieve certain persons from civil liability when rendering emergency care, when rendering care to persons involved in competitive sports under certain circumstances, or when participating in a mass immunization program approved by the department of public health," by amending sections 1 and 2 (MCL 691.1501 and 691.1502), as amended by 2002 PA 543.

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

Senators Jones, Hansen, Marleau, Brandenburg and Booher introduced
Senate Bill No. 428, entitled

A bill to establish the American Red Cross Michigan fund in the department of treasury; to provide for the distribution of the money from the fund; to prescribe the powers and duties of certain agencies and officials; and to provide for appropriations.

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

Senators Jones, Hansen, Marleau, Brandenburg and Booher introduced
Senate Bill No. 429, entitled

A bill to amend 1967 PA 281, entitled "Income tax act of 1967," by amending section 435 (MCL 206.435), as amended by 2013 PA 92.

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

Senator Hune introduced
Senate Bill No. 430, entitled

A bill to amend 1956 PA 218, entitled "The insurance code of 1956," (MCL 500.100 to 500.8302) by adding section 2110c. The bill was read a first and second time by title and referred to the Committee on Insurance.

Senator Jones introduced
Senate Bill No. 431, entitled

A bill to amend 1968 PA 2, entitled "Uniform budgeting and accounting act," (MCL 141.421 to 141.440a) by adding section 19a.

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. 432, entitled

A bill to amend 1945 PA 327, entitled "Aeronautics code of the state of Michigan," (MCL 259.1 to 259.208) by adding section 96.

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

Senators Schmidt and Casperson introduced
Senate Bill No. 433, entitled

A bill to amend 1945 PA 327, entitled "Aeronautics code of the state of Michigan," by amending section 3 (MCL 259.3), as amended by 2002 PA 35.

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

Senators Casperson, Jones and Nofs introduced
Senate Bill No. 434, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending section 625a (MCL 257.625a), as amended by 2015 PA 11, and by adding sections 43b and 625p.

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

Senators Hildenbrand and MacGregor introduced

Senate Bill No. 435, entitled

A bill to amend 1972 PA 106, entitled "Highway advertising act of 1972," by amending sections 2 and 13 (MCL 252.302 and 252.313), section 2 as amended by 2014 PA 2 and section 13 as amended by 1998 PA 533.

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

Senator Knollenberg introduced

Senate Bill No. 436, 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 18b (MCL 247.668b), as amended by 2002 PA 498, and by adding section 18m.

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

Senator Nofs introduced

Senate Bill No. 437, entitled

A bill to amend 1939 PA 3, entitled "An act to provide for the regulation and control of public and certain private utilities and other services affected with a public interest within this state; to provide for alternative energy suppliers; to provide for licensing; to include municipally owned utilities and other providers of energy under certain provisions of this act; to create a public service commission and to prescribe and define its powers and duties; to abolish the Michigan public utilities commission and to confer the powers and duties vested by law on the public service commission; to provide for the continuance, transfer, and completion of certain matters and proceedings; to abolish automatic adjustment clauses; to prohibit certain rate increases without notice and hearing; to qualify residential energy conservation programs permitted under state law for certain federal exemption; to create a fund; to provide for a restructuring of the manner in which energy is provided in this state; to encourage the utilization of resource recovery facilities; to prohibit certain acts and practices of providers of energy; to allow for the securitization of stranded costs; to reduce rates; to provide for appeals; to provide appropriations; to declare the effect and purpose of this act; to prescribe remedies and penalties; and to repeal acts and parts of acts," by amending the title and sections 6a, 6j, 6s, 10, 10a, 10f, 10p, 10r, and 10t (MCL 460.6a, 460.6j, 460.6s, 460.10, 460.10a, 460.10f, 460.10p, 460.10r, and 460.10t), the title as amended by 2005 PA 190, sections 6a, 10, 10a, 10p, and 10r as amended and section 6s as added by 2008 PA 286, section 6j as amended by 1987 PA 81, and sections 10f and 10t as added by 2000 PA 141, and by adding section 6t; and to repeal acts and parts of acts.

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

Senator Proos introduced

Senate Bill No. 438, entitled

A bill to amend 2008 PA 295, entitled "Clean, renewable, and efficient energy act," by amending the title, the headings of subparts B and C of part 2 and part 5, and sections 1, 3, 5, 7, 9, 11, 13, 41, 47, 71, 73, 75, 77, 81, 83, 85, 87, 89, 91,

93, 95, 97, 113, 173, 175, 177, and 179 (MCL 460.1001, 460.1003, 460.1005, 460.1007, 460.1009, 460.1011, 460.1013, 460.1041, 460.1047, 460.1071, 460.1073, 460.1075, 460.1077, 460.1081, 460.1083, 460.1085, 460.1087, 460.1089, 460.1091, 460.1093, 460.1095, 460.1097, 460.1113, 460.1173, 460.1175, 460.1177, and 460.1179), section 93 as amended by 2010 PA 269, and by adding subpart B to part 2, sections 72, 74, 77a, 78, 89a, 91a, 98, and 99, and part 7; and to repeal acts and parts of acts.

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

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

Senator Kowall moved that the Committee on Appropriations be discharged from further consideration of the following bill:

Senate Bill No. 291, entitled

A bill to provide compensation and other relief for individuals wrongfully imprisoned for crimes; to prescribe the powers and duties of certain state governmental officers and agencies; and to provide remedies.

The motion prevailed, a majority of the members serving voting therefor, and the bill was placed on the order of General Orders.

Senator Kowall moved that the bill be referred to the Committee on Judiciary.

The motion prevailed.

Senator Kowall moved that the rules be suspended and that the following bills, now on Committee Reports, be placed on the General Orders calendar for consideration today:

House Bill No. 4615

House Bill No. 4616

Senate Bill No. 414

House Bill No. 4613

House Bill No. 4612

House Bill No. 4610

House Bill No. 4611

House Bill No. 4614

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

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 pro tempore, Senator Schuitmaker, designated Senator Hildenbrand as Chairperson.

After some time spent therein, the Committee arose; and the President pro tempore, Senator Schuitmaker, having resumed the Chair, the Committee reported back to the Senate, favorably and with a substitute therefor, the following bill:

House Bill No. 4615, 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.

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. 4616, entitled

A bill to amend 1980 PA 119, entitled "Motor carrier fuel tax act," 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.

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.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:
Senate Bill No. 414, entitled

A bill to amend 1967 PA 281, entitled "Income tax act of 1967," by amending sections 1, 51, and 601 (MCL 206.1, 206.51, and 206.601), section 51 as amended by 2012 PA 223 and section 601 as added by 2011 PA 38.

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.

The Committee of the Whole reported back to the Senate, favorably and with a substitute therefor, the following bill:
House Bill No. 4613, 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-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:
House Bill No. 4612, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending section 801 (MCL 257.801), as amended by 2012 PA 498.

Substitute (S-2).

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. 4610, entitled

A bill to amend 1909 PA 283, entitled "An act to revise, consolidate, and add to the laws relating to the establishment, opening, discontinuing, vacating, closing, altering, improvement, maintenance, and use of the public highways and private roads; the condemnation of property and gravel therefor; the building, repairing and preservation of bridges; maintaining public access to waterways under certain conditions; setting and protecting shade trees, drainage, and cutting weeds and brush within this state; providing for the election or appointment and defining the powers, duties, and compensation of state, county, township, and district highway officials; and to prescribe penalties and provide remedies," (MCL 220.1 to 239.6) by adding section 19c to chapter IV.

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.

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

House Bill No. 4611, 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 11c (MCL 247.661c), as amended by 2002 PA 498.

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.

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

House Bill No. 4614, entitled

A bill to amend 2004 PA 175, entitled "Streamlined sales and use tax revenue equalization act," by amending sections 3 and 5 (MCL 205.173 and 205.175).

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.

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. 4615

House Bill No. 4616

Senate Bill No. 414

House Bill No. 4613

House Bill No. 4612

House Bill No. 4610

House Bill No. 4611

House Bill No. 4614

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

The President, Lieutenant Governor Calley, assumed the Chair.

The following bill was read a third time:

House Bill No. 4615, 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 Senators being equally divided (yeas 19; nays 19), the Lieutenant Governor voted “yea.”

The bill was passed, a majority members serving and the Lieutenant Governor voting therefor, as follows:

Roll Call No. 344

Yeas—19

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

Nays—19

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

Excused—0

Not Voting—0

In The Chair: President

The question being on concurring in the committee recommendation to give the bill immediate effect,

The recommendation was concurred in, 2/3 of the members serving voting therefor.

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.

The following bill was read a third time:

House Bill No. 4616, entitled

A bill to amend 1980 PA 119, entitled “Motor carrier fuel tax act,” 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 question being on the passage of the bill,

The Senators being equally divided (yeas 19; nays 19), the Lieutenant Governor voted "yea."

The bill was passed, a majority members serving and the Lieutenant Governor voting therefor, as follows:

Roll Call No. 345**Yeas—19**

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

Nays—19

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

Excused—0**Not Voting—0**

In The Chair: President

The question being on concurring in the committee recommendation to give the bill immediate effect,

The recommendation was concurred in, 2/3 of the members serving voting therefor.

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

"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,".

The Senate agreed to the full title.

The following bill was read a third time:

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 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. 346**Yeas—27**

Booher	Hildenbrand	Meekhof	Schmidt
Brandenburg	Horn	Nofs	Schuitmaker

Casperson	Hune	O'Brien	Shirkey
Colbeck	Jones	Pavlov	Smith
Emmons	Knollenberg	Proos	Stamas
Green	Kowall	Robertson	Zorn
Hansen	MacGregor	Rocca	

Nays—11

Ananich	Hertel	Johnson	Warren
Bieda	Hood	Knezek	Young
Gregory	Hopgood	Marleau	

Excused—0**Not Voting—0**

In The Chair: President

Senator Kowall moved that the bill be given immediate effect.
The motion prevailed, 2/3 of the members serving voting therefor.
The Senate agreed to the title of the bill.

The following bill was read a third time:

House Bill No. 4613, 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 sections 10f and 11g.

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. 347**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 question being on concurring in the committee recommendation to give the bill immediate effect,
The recommendation was concurred in, 2/3 of the members serving voting therefor.
The Senate agreed to the title of the bill.

The following bill was read a third time:

House Bill No. 4612, 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. 348**Yeas—21**

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

Nays—17

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

Excused—0

Not Voting—0

In The Chair: President

The question being on concurring in the committee recommendation to give the bill immediate effect,
The recommendation was concurred in, 2/3 of the members serving voting therefor.

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.

The following bill was read a third time:

House Bill No. 4610, entitled

A bill to amend 1909 PA 283, entitled “An act to revise, consolidate, and add to the laws relating to the establishment, opening, discontinuing, vacating, closing, altering, improvement, maintenance, and use of the public highways and private roads; the condemnation of property and gravel therefor; the building, repairing and preservation of bridges; maintaining public access to waterways under certain conditions; setting and protecting shade trees, drainage, and cutting weeds and brush within this state; providing for the election or appointment and defining the powers, duties, and compensation of state, county, township, and district highway officials; and to prescribe penalties and provide remedies,” (MCL 220.1 to 239.6) by adding section 19c to chapter IV.

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. 349

Yeas—27

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

Nays—11

Ananich	Hertel	Johnson	Warren
Bieda	Hood	Knezek	Young
Gregory	Hopgood	Smith	

Excused—0

Not Voting—0

In The Chair: President

The question being on concurring in the committee recommendation to give the bill immediate effect,
The recommendation was concurred in, 2/3 of the members serving voting therefor.
The Senate agreed to the title of the bill.

The following bill was read a third time:

House Bill No. 4611, 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 11c (MCL 247.661c), as amended by 2002 PA 498.

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. 350

Yeas—27

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

Nays—11

Ananich	Hertel	Johnson	Warren
Bieda	Hood	Knezek	Young
Gregory	Hopgood	Smith	

Excused—0

Not Voting—0

In The Chair: President

The question being on concurring in the committee recommendation to give the bill immediate effect,
The recommendation was concurred in, 2/3 of the members serving voting therefor.
The Senate agreed to the title of the bill.

The following bill was read a third time:

House Bill No. 4614, entitled

A bill to amend 2004 PA 175, entitled “Streamlined sales and use tax revenue equalization act,” by amending sections 3 and 5 (MCL 205.173 and 205.175).

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. 351

Yeas—20

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

Nays—18

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

Excused—0

Not Voting—0

In The Chair: President

The question being on concurring in the committee recommendation to give the bill immediate effect,
The recommendation was concurred in, 2/3 of the members serving voting therefor.

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

“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.”.

The Senate agreed to the full title.

Protests

Senators Hertel, Ananich, Bieda, Hood, Young and Colbeck, under their constitutional right of protest (Art. 4, Sec. 18), protested against the passage of House Bill Nos. 4615, 4616, Senate Bill No. 414, House Bill Nos. 4613, 4612, 4610, 4611, and 4614.

Senators Hertel, Ananich and Colbeck moved that the statements they made during the discussion of Senate Bill No. 414 and House Bill No. 4614 be printed as their reasons for voting “no.”

The motion prevailed.

Senator Hertel’s statement is as follows:

Colleagues, I rise to offer my “no” vote explanation on this package of bills, and specifically, this bill, Senate Bill No. 414. We have been told there is \$700 million in the General Fund for roads. Colleagues, I find that hard to believe when the refrain in this chamber and in every committee hearing as we reviewed budgets was that there was simply not enough money; not enough money to return our schools to the funding levels they were at before this administration came into power; not enough money to fully staff the Department of Health and Human Services and ensure our most vulnerable kids have an advocate and protector; not enough money for universities and community colleges; not enough money. But now, magically, there is \$700 million for roads. That is what we’re told. Where will this money come from? I heard my colleague from the 30th District tell the media yesterday that that’s for the appropriators to decide.

Colleagues, we went through the budget and looked for \$700 million in cuts. It’s not easy and it’s not pretty. You could cut Medicaid provider rates and save another \$170 million. Of course, those Michigan residents who rely on Medicaid for their health care wouldn’t be able to get treatment, as doctors, I am told, don’t work for free. However, countless people would be without medical care, suffering debilitating and chronic illnesses and worse. For some, that might be preferable to cutting in half that \$1.4 billion tax break given to wealthy corporations, but not to me.

You could stop paying debt service and save about \$15 million or end technology services to scare up \$11 million or cut state leases and save \$25 million. You could do as I did and make a list of all the cuts you could think of, and it would span several pages, and it would still not get you nowhere near the \$700 million. None of those would be advisable if we wanted to maintain an operational state government.

I want to fix the roads as much as all of you. I know that we are all sincere people here. I am more than willing to sit down and negotiate with my caucus and yours to find a solution. But we cannot fill potholes on the backs of working men and women; we cannot fill potholes on the backs of the working poor; and we cannot fill potholes by cutting the investment into our future and our children’s future.

Colleagues, governing isn’t easy. It’s all about choices. What we have here I cannot support, and I hope that the people of Michigan will remember who did.

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

Colleagues, I rise to offer my “no” vote explanation on this package of bills. We had hoped to work together to craft a comprehensive plan, one with a sustainable revenue source that doesn’t put the majority of the burden on working families. Instead, we have before us a plan that relies on an increase in the gas tax, which is rapidly becoming obsolete. Instead, we have before us a plan that demands \$700 million in cuts to the state budget with no details as to where those cuts will be made.

Yet, if history is the greatest predictor of the future, we can say with relative certainty that the lion’s share of these cuts will come in areas of the budget that most adversely impact working families, our public schools, our community colleges and universities, police and fire, and so on and on and on. School districts have already laid off 575 teachers and other vital staff this year alone before these cuts come. That’s only three weeks after school let out and about a month after we patted ourselves on the back about how great a job we did with our budget. Every day that number continues to climb. I know, I have been watching it.

It doesn’t require corporations to give back even a fraction of the close to \$2 billion tax break we have given them over the years. Time and again we see it, working families bear the burden. Schools bear the burden. Our kids bear the burden. Those aren’t the priorities that are right for Michigan, and they’re not the priorities upon which to build a sustainable, equitable transportation plan. We want a solution. What we have here is a recipe for disaster, one that I cannot and will not support.

Mark my words, this is not the last time we will be back here raising taxes on working families. I want to make sure I put that on the record for the future when we come back, and we are asked to raise taxes again and again and again to fix the problems made in this bill. I thank you and I hope to continue to try and to work together in the future to make this plan one that is actually a plan that we can be proud of and be done in a bipartisan way.

Senator Colbeck’s statement is as follows:

In Michigan, our current budget benchmark for roads is \$3.3 billion. That’s what we have been spending historically on our transportation budget. Most transportation officials agree that we need an additional \$1.2 billion to keep the condition of our current road system from degrading further. In other words, it costs taxpayers \$4.5 billion to maintain our state’s current transportation system.

There is widespread agreement that we need to find a sustainable solution to maintain our transportation system, and some of the bills before us today actually do make some inroads toward addressing that. Unfortunately, there is disagreement on the topic of how.

On one side of the argument, they assert that we need to raise \$1.2 billion in taxes to maintain our roads; such is the case with House Bill No. 4614 before us. Those who favor this side of the argument like to cite polling numbers that assert that voters would support tax increases if the tax increases were dedicated to the roads. I believe that we should also ask the question: Would you prefer a solution that fixes the roads without increasing taxes or cutting schools or cutting police and fire? Most of our citizens would say yes to this question, which leads me to the other side of the argument. Sir Winston Churchill once sagely opined during budget discussions, "Gentlemen, we have run out of money. It is now time to think." In this spirit, I believe that we need to pursue ways to reduce the costs of maintaining our roads by at least \$1.2 billion.

It is possible to do so. The key to doing so is to upgrade our roads from our current, dilapidated version 1 road system to a higher-quality version 2 road system. Did you know that there are ways to build roads that last up to four times as long for only 15 percent additional upfront expense? In other words, if our entire road system were to be upgraded to such a version 2 road system, our \$4.5 billion budget target could be reduced to as low as \$2.5 billion, which is \$800 million lower than our current transportation budget benchmark. True, it would cost more initially to upgrade our roads to a higher-quality version 2 system. That means that we will need to initially reprioritize slightly over 2 percent of our current \$54 billion state budget. Speaker Cotter recently set the tone for this discussion when stating in the context of the House roads plan: "We are going to take care of our needs first and our wants later."

Where does this discussion lead in tangible numbers? Many of our colleagues here are citing that there is no way to get to \$700 million. Perhaps there will be some insight in this "no" vote explanation. For FY '16, we could dedicate 100 percent of the \$356 million bump from our May revenue forecast to roads. We could also allocate \$212 million earmarked for the Budget Stabilization Fund and still retain a \$400 million fund balance sufficient to protect us against the historical plus or minus 4 percent revenue forecast error. If we were to dedicate 100 percent of one-time and incremental FY '16 General Fund spending to the roads, schools, and local governments, we could add another \$98 million. Another \$199 million could come from the Michigan Strategic Fund, which would, in essence, temporarily substitute targeted economic development subsidies for a broad-based economic development centered in the form of a better transportation system for everyone. Another \$299 million in funding could come from opening up a subset of the 344 state-restricted funds to free up additional funds for roads. This yields a total of \$1.2 billion in incremental funding without raising taxes or cutting K-12 or cutting police and fire.

Furthermore, the amount that needs to be reprioritized would be increased each year as more and more of the roads are upgraded. The bottom line is that if we're to make higher-quality roads a priority today, we would eventually need up to \$800 million less to maintain our roads, not \$1.2 billion more. It comes down to a discussion of priorities. Tax increases simply push the prioritization discussion from the halls of Lansing to the kitchen tables of our citizens. It is time to upgrade our discussion about how to fix the roads and focus on ways to prevent forcing even more of these kitchen table discussions. When we do, I believe you will join me in asserting that it is time to upgrade our roads.

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

Senator Kowall moved that when the Senate adjourns today, it stand adjourned until Wednesday, July 15, at 10:00 a.m. The motion prevailed.

Committee Reports

The Committee on Elections and Government Reform reported

Senate Bill No. 306, entitled

A bill to enter into the compact for a balanced budget.

With the recommendation that the bill pass.

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

David B. Robertson
Chairperson

To Report Out:

Yeas: Senators Robertson, Colbeck, Emmons and Shirkey

Nays: Senator Hood

The bill was referred to the Committee of the Whole.

COMMITTEE ATTENDANCE REPORT

The Committee on Elections and Government Reform submitted the following:
Meeting held on Tuesday, June 30, 2015, at 9:00 a.m., Room 110, Farnum Building
Present: Senators Robertson (C), Colbeck, Emmons, Shirkey and Hood

The Committee on Judiciary reported

Senate Resolution No. 76.

A resolution to urge the United States government to place the portrait of Rosa Parks on the \$10 bill.
(For text of resolution, see Senate Journal No. 60, p. 1342.)
With the recommendation that the resolution be adopted.

Rick Jones
Chairperson

To Report Out:

Yeas: Senators Jones, Schuitmaker, Colbeck and Bieda
Nays: None
The resolution was placed on the order of Resolutions.

The Committee on Judiciary reported

Senate Bill No. 289, entitled

A bill to prohibit the bad-faith assertion of patent infringements; to provide remedies for the bad-faith assertion of patent infringements; to provide for the powers and duties of the attorney general; and to authorize the promulgation of rules.
With the recommendation that the substitute (S-2) be adopted and that the bill then pass.
The committee further recommends that the bill be given immediate effect.

Rick Jones
Chairperson

To Report Out:

Yeas: Senators Jones, Schuitmaker, Rocca, Colbeck and Bieda
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 Judiciary submitted the following:
Meeting held on Tuesday, June 30, 2015, at 3:30 p.m., Room 110, Farnum Building
Present: Senators Jones (C), Schuitmaker, Rocca, Colbeck and Bieda

The Committee on Government Operations reported

Senate Bill No. 414, entitled

A bill to amend 1967 PA 281, entitled "Income tax act of 1967," by amending sections 1, 51, and 601 (MCL 206.1, 206.51, and 206.601), section 51 as amended by 2012 PA 223 and section 601 as added by 2011 PA 38.
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.

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall
Nays: Senators Ananich and Hood
The bill and the substitute recommended by the committee were referred to the Committee of the Whole.

The Committee on Government Operations reported

House Bill No. 4610, entitled

A bill to amend 1909 PA 283, entitled "An act to revise, consolidate, and add to the laws relating to the establishment, opening, discontinuing, vacating, closing, altering, improvement, maintenance, and use of the public highways and private

roads; the condemnation of property and gravel therefor; the building, repairing and preservation of bridges; maintaining public access to waterways under certain conditions; setting and protecting shade trees, drainage, and cutting weeds and brush within this state; providing for the election or appointment and defining the powers, duties, and compensation of state, county, township, and district highway officials; and to prescribe penalties and provide remedies,” (MCL 220.1 to 239.6) by adding section 19c to chapter IV.

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.

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall

Nays: Senators Ananich and Hood

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

The Committee on Government Operations reported

House Bill No. 4611, 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 11c (MCL 247.661c), as amended by 2002 PA 498.

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.

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall

Nays: Senators Ananich and Hood

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

The Committee on Government Operations reported

House Bill No. 4612, entitled

A bill to amend 1949 PA 300, entitled “Michigan vehicle code,” by amending section 801 (MCL 257.801), as amended by 2012 PA 498.

With the recommendation that the substitute (S-2) be adopted and that the bill then pass.

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

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall

Nays: Senators Ananich and Hood

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

The Committee on Government Operations reported

House Bill No. 4613, 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.

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.

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall

Nays: Senators Ananich and Hood

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

The Committee on Government Operations reported

House Bill No. 4614, entitled

A bill to amend 2004 PA 175, entitled "Streamlined sales and use tax revenue equalization act," by amending sections 3 and 5 (MCL 205.173 and 205.175).

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.

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall

Nays: Senators Ananich and Hood

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

The Committee on Government Operations reported

House Bill No. 4615, 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.

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.

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall

Nays: Senators Ananich and Hood

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

The Committee on Government Operations reported

House Bill No. 4616, entitled

A bill to amend 1980 PA 119, entitled "Motor carrier fuel tax act," 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.

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.

Arlan B. Meekhof
Chairperson

To Report Out:

Yeas: Senators Meekhof, Hansen and Kowall

Nays: Senators Ananich and Hood

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

COMMITTEE ATTENDANCE REPORT

The Committee on Government Operations submitted the following:

Meeting held on Tuesday, June 30, 2015, at 4:00 p.m., Rooms 402 and 403, Capitol Building

Present: Senators Meekhof (C), Hansen, Kowall, Ananich and Hood

Senator Kowall moved that the Senate adjourn.

The motion prevailed, the time being 5:44 p.m.

In pursuance of the order previously made, the President, Lieutenant Governor Calley, declared the Senate adjourned until Wednesday, July 15, 2015, at 10:00 a.m.

JEFFREY F. COBB
Secretary of the Senate