

No. 13
STATE OF MICHIGAN
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House of Representatives
92nd Legislature
REGULAR SESSION OF 2003

House Chamber, Lansing, Thursday, February 20, 2003.

10:00 a.m.

The House was called to order by the Speaker Pro Tempore.

The roll was called by the Clerk of the House of Representatives, who announced that a quorum was present.

Accavitti—present	Garfield—present	Meisner—present	Sheen—present
Acciavatti—present	Gieleghem—present	Meyer—present	Sheltrown—present
Adamini—present	Gillard—present	Middaugh—present	Shulman—present
Amos—present	Gleason—present	Milosch—present	Smith—present
Anderson—present	Hager—present	Minore—present	Spade—present
Bieda—present	Hardman—present	Moolenaar—present	Stahl—present
Bisbee—present	Hart—present	Murphy—present	Stakoe—present
Bradstreet—present	Hood—present	Newell—present	Stallworth—present
Brandenburg—present	Hoogendyk—present	Nitz—present	Steil—present
Brown—present	Hopgood—present	Nofs—present	Stewart—present
Byrum—present	Howell—present	O’Neil—present	Tabor—present
Casperson—present	Huizenga—present	Paletko—present	Taub—present
Caswell—present	Hummel—present	Palmer—present	Tobocman—present
Caul—present	Hune—present	Palsrok—present	Vagnozzi—present
Cheeks—present	Hunter—present	Pappageorge—present	Van Regenmorter—present
Clack—present	Jamnick—present	Pastor—present	Vander Veen—present
Condino—present	Johnson, Rick—present	Phillips—present	Voorhees—present
Daniels—present	Johnson, Ruth—present	Plakas—present	Walker—present
Dennis—present	Julian—present	Pumford—present	Ward—present
DeRoche—present	Koetje—present	Reeves—present	Waters—present
DeRossett—present	Kolb—present	Richardville—present	Wenke—present
Drolet—present	Kooiman—present	Rivet—present	Whitmer—present
Ehardt—present	LaJoy—present	Robertson—present	Williams—present
Elkins—present	LaSata—present	Rocca—present	Wojno—present
Emmons—present	Law—present	Sak—present	Woodward—present
Farhat—present	Lipsey—present	Shackleton—present	Woronchak—present
Farrah—present	McConico—present	Shaffer—present	Zelenko—present

e/d/s = entered during session

Rep. John Stahl, from the 82nd District, offered the following invocation:

“Lord, we are truly thankful to come into this house of responsibility. We invite Your spirit to come in. We ask for Your wisdom to lead. With all the decisions that have been made by the Governor and will be made by us, we ask that we will do it in the best interest of the state; for our constituents; that we’ll come together; that we will be united in thought for our fellow man and woman. We ask You to give us patience and let us have character with kindness—treating each other as we were all made in Your image. We ask this in Jesus’ name. Amen.”

Second Reading of Bills

House Bill No. 4010, entitled

A bill to amend 1974 PA 198, entitled “An act to provide for the establishment of plant rehabilitation districts and industrial development districts in local governmental units; to provide for the exemption from certain taxes; to levy and collect a specific tax upon the owners of certain facilities; to impose and provide for the disposition of an administrative fee; to provide for the disposition of the tax; to provide for the obtaining and transferring of an exemption certificate and to prescribe the contents of those certificates; to prescribe the powers and duties of the state tax commission and certain officers of local governmental units; and to provide penalties,” by amending section 2 (MCL 207.552), as amended by 2002 PA 280.

The bill was read a second time.

Rep. DeRossett moved that the bill be placed on the order of Third Reading of Bills.

The motion prevailed.

Rep. Richardville moved that the bill be placed on its immediate passage.

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

By unanimous consent the House returned to the order of

Third Reading of Bills

House Bill No. 4010, entitled

A bill to amend 1974 PA 198, entitled “An act to provide for the establishment of plant rehabilitation districts and industrial development districts in local governmental units; to provide for the exemption from certain taxes; to levy and collect a specific tax upon the owners of certain facilities; to impose and provide for the disposition of an administrative fee; to provide for the disposition of the tax; to provide for the obtaining and transferring of an exemption certificate and to prescribe the contents of those certificates; to prescribe the powers and duties of the state tax commission and certain officers of local governmental units; and to provide penalties,” by amending section 2 (MCL 207.552), as amended by 2002 PA 280.

Was read a third time and passed, a majority of the members serving voting therefor, by yeas and nays, as follows:

Roll Call No. 5

Yeas—108

Accavitti	Garfield	Meisner	Sheen
Acciavatti	Gielegem	Meyer	Sheltrown
Adamini	Gillard	Middaugh	Shulman
Amos	Gleason	Milosch	Smith
Anderson	Hager	Minore	Spade
Bieda	Hardman	Moolenaar	Stahl
Bisbee	Hart	Murphy	Stakoe
Bradstreet	Hood	Newell	Stallworth
Brandenburg	Hoogendyk	Nitz	Steil
Brown	Hopgood	Nofs	Stewart
Byrum	Howell	O’Neil	Tabor
Casperson	Huizenga	Paletko	Taub
Caswell	Hummel	Palmer	Tobocman
Caul	Hune	Palsrok	Vagnozzi
Cheeks	Hunter	Pappageorge	Van Regenmorter

Clack	Jamnick	Pastor	Vander Veen
Condino	Johnson, Rick	Phillips	Voorhees
Daniels	Johnson, Ruth	Plakas	Walker
Dennis	Julian	Pumford	Ward
DeRoche	Koetje	Reeves	Waters
DeRossett	Kolb	Richardville	Wenke
Ehardt	Kooiman	Rivet	Whitmer
Elkins	LaJoy	Robertson	Williams
Emmons	LaSata	Rocca	Wojno
Farhat	Law	Sak	Woodward
Farrah	Lipsey	Shackleton	Woronchak
Gaffney	McConico	Shaffer	Zelenko

Nays—1

Drolet

In The Chair: Julian

The House agreed to the title of the bill.

Rep. Richardville moved that the bill be given immediate effect.

The motion prevailed, 2/3 of the members serving voting therefor.

Reps. Woronchak, Plakas, Anderson, Stewart, O'Neil, Gielegem, Shulman, Pappageorge, Phillips, Minore, Kolb, Jamnick, Richardville, Spade, Bisbee, Murphy, Tabor, Koetje, Voorhees, Middaugh, Hager, Ehardt, Meyer, Julian, Newell, Vander Veen, Dennis, Howell, Caul, Pumford, Sheltroun, Adamini, Brown, Gaffney, Cheeks, Tobocman, Farrah, Paletko, Pastor, LaJoy, Law, Brandenburg, Wojno, Acciavatti, Clack, Condino, Accavitti, Amos, Stakoe, Garfield, Hune, Gleason, Caswell, Shaffer, Hoogendyk, Nofs, Wenke, Ward, Emmons, Steil, Stahl, Sheen, Huizenga, Farhat, Elkins, Moolenaar, Palsrok, Gillard and Casperson were named co-sponsors of the bill.

Notices

February 19, 2003

The Honorable Jennifer M. Granholm
Governor of the State of Michigan
2nd Floor Romney Building
Lansing, MI 48909

Dear Governor Granholm:

Pursuant to the authority vested in you by Article V, Section 20 of the Constitution of the State of Michigan and language contained in P.A. 431 of 1984, as amended: I, Representative Marc Shulman, Chair of the House Appropriations Committee of the Michigan State Legislature, hereby certify that the official minutes of our Committee show that the majority of the members of our Committee, elected and serving, are recorded as approving Executive Order No. 2003 - 3 dated February 19, 2003.

Sincerely,
Representative Marc Shulman, Chair
House Appropriations Committee

Announcement by the Clerk of Printing and Enrollment

The Clerk announced that the following bills had been printed and placed upon the files of the members, Thursday, February 20:

House Bill Nos. 4250 4251 4252 4253 4254 4255 4256 4257

Introduction of Bills

Reps. Pappageorge, Spade, Vander Veen, Voorhees, Garfield, Rocca, LaSata, Caul, Ruth Johnson, Sheen, Huizenga, Meyer, Woronchak, Steil, Pastor, Pumford, Hart, Shulman, Hager, Brandenburg, Drolet, Bradstreet, Milosch, Caswell, Caspersen, Howell, Hune, DeRoche, Brown, Elkins, Sheltroun, Accavitti, Wojno and Vagnozzi introduced

House Bill No. 4259, entitled

A bill to amend 1929 PA 152, entitled "An act to provide for the state-owned and operated Michigan public safety communications system for police and public safety purposes; to provide for acquisition, construction, implementation, operation, and maintenance of the property and equipment necessary to operate the system; and to prescribe the powers and duties of certain state agencies and officials," by amending section 3 (MCL 28.283), as amended by 1996 PA 538.

The bill was read a first time by its title and referred to the Committee on Local Government and Urban Policy.

Reps. Van Regenmorter, Stewart, LaJoy, Brandenburg, Garfield, Rocca, Nofs, Pappageorge, Steil and Ehardt introduced

House Bill No. 4260, entitled

A bill to amend 1931 PA 328, entitled "The Michigan penal code," by amending section 174a (MCL 750.174a), as added by 2000 PA 222.

The bill was read a first time by its title and referred to the Committee on Criminal Justice.

Reps. Condino, Meisner, Gleason, Bieda, Lipsey, Hopgood, Brown, Tobocman, Hood, Vagnozzi, Paletko, Accavitti, Nofs, Gaffney, Wojno, Reeves, Smith, Hunter, Gielegem and Adamini introduced

House Bill No. 4261, entitled

A bill to amend 1967 PA 281, entitled "Income tax act of 1967," (MCL 206.1 to 206.532) by adding section 269.

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

Reps. Anderson, Paletko, Hopgood, O'Neil, Accavitti, Law, Spade, Minore and Murphy introduced

House Bill No. 4262, entitled

A bill to amend 1949 PA 300, entitled "Michigan vehicle code," by amending section 627 (MCL 257.627), as amended by 1990 PA 165.

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

By unanimous consent the House returned to the order of

Second Reading of Bills

House Bill No. 4072, entitled

A bill to create the Detroit area regional transportation authority; to transfer certain powers of authorities to the Detroit area regional transportation authority; to provide regional transportation for senior citizens, citizens with disabilities, citizens without the economic means to provide their own personal transportation, and all other citizens; to continue the suburban mobility authority for regional transportation; to prescribe certain powers and duties of the authorities; to provide for the addition and withdrawal of certain local entities from the authority; to provide for the powers and duties of certain state agencies with respect to the authority; to provide for the issuance of bonds and notes; to provide for the state to guarantee payment of certain claims against the authority and give the state a lien in satisfaction of payment; to protect the rights of employees of existing public transportation systems; to provide for the pledge of taxes, revenues, assessments, tax levies, and other funds for bond and note payments; to authorize certain local entities to levy property taxes and make special assessments to fulfill their obligations under certain contracts with the authority; and to repeal acts and parts of acts.

Was read a second time, and the question being on the adoption of the proposed substitute (H-4) previously recommended by the Committee on Commerce,

The substitute (H-4) was adopted, a majority of the members serving voting therefor.

Rep. Meisner moved to amend the bill was follows:

1. Amend page 26, following line 16, by inserting:

"Sec. 17a. (1) The authority shall provide a competitive process for the procurement of any public transportation or related service, which it shall conduct in accordance with all applicable state and federal requirements. The request for proposals or related documents shall specify the evaluation factors to be used in the determination of the most

advantageous proposal, including cost, and shall identify the relative weight and order of importance of those factors. The authority may make its selection on the basis of the initial proposals submitted, or on the basis of the best and final offer the authority determines is within the competitive range based upon the proposer’s initial submission.

(2) Before final selection of a bid under subsection (1), the authority shall prepare a cost analysis of the service to be performed under the contract. In making the cost analysis, the authority shall determine and consider the costs of monitoring and otherwise administering contract performance.

(3) The authority shall not enter into, renew, or extend any contract with a total value of more than \$100,000.00 after the effective date of this act unless all of the following conditions are met:

(a) The contractor and its subsidiaries, affiliates, principals, and managerial and supervisory employees do not have a record of serious or repetitive noncompliance with federal or state law regarding the operation of a business, including, but not limited to, laws concerning labor relations, occupational health and safety, environmental protection, nondiscrimination and affirmative action, and taxes.

(b) The contractor certifies that its hiring practices meet applicable nondiscrimination and affirmative action standards.

(4) After consulting the appropriate exclusive collective bargaining representative of employees of SMART or DDOT, the authority shall, not less than 45 days before any solicitation of bids or proposals, provide appropriate information to those encouraging and assisting the employees and their exclusive collective bargaining representatives to submit proposals to provide the service being procured. The authority shall evaluate any proposals submitted by the employees or their exclusive collective bargaining representatives based on the factors established pursuant to subsection (1). Proposals by employees or their representatives may be made as a joint venture with other persons.

(5) Any exclusive collective bargaining representative of employees of SMART or DDOT may at any time before the date on which procurement proposals are due propose amendments to any relevant collective bargaining agreement to which the exclusive collective bargaining representative is party, for the purpose of improving the cost competitiveness of their exclusive bargaining representative’s proposal. Those amendments shall take effect only if the exclusive collective bargaining representative’s proposal is selected by the authority for award.

(6) Any competitive service contract entered into pursuant to this section shall include provisions requiring the contractor to comply with its applicable obligations under section 17. This subsection does not require a successful contractor to assume or apply the terms and conditions of any collective bargaining agreement between SMART or DDOT.

(7) As used in this section, “DDOT” means the department of transportation of the city of Detroit.”.

The question being on the adoption of the amendment offered by Rep. Meisner,

Rep. Meisner demanded the yeas and nays.

The demand was supported.

The question being on the adoption of the amendment offered by Rep. Meisner,

The amendment was not adopted, a majority of the members serving not voting therefor, by yeas and nays, as follows:

Roll Call No. 6

Yeas—46

Accavitti	Farrah	McConico	Spade
Adamini	Gieleghem	Meisner	Stallworth
Anderson	Gillard	Minore	Tobocman
Bieda	Gleason	Murphy	Vagnozzi
Brown	Hardman	Paletko	Waters
Byrum	Hood	Phillips	Whitmer
Cheeks	Hopgood	Reeves	Williams
Clack	Hunter	Rivet	Wojno
Condino	Jamnick	Rocca	Woodward
Daniels	Kolb	Sheltrown	Woronchak
Dennis	Law	Smith	Zelenko
Elkins	Lipsey		

Nays—57

Acciavatti	Hoogendyk	Milosch	Sheen
Amos	Howell	Moolenaar	Shulman
Bisbee	Huizenga	Newell	Stahl

Bradstreet	Hummel	Nitz	Stakoe
Brandenburg	Hune	Nofs	Steil
Casperson	Johnson, Rick	Palmer	Stewart
Caswell	Johnson, Ruth	Palsrok	Tabor
Caul	Julian	Pappageorge	Taub
DeRoche	Koetje	Pastor	Van Regenmorter
Drolet	Kooiman	Pumford	Vander Veen
Emmons	LaJoy	Richardville	Voorhees
Farhat	LaSata	Robertson	Walker
Gaffney	Meyer	Shackleton	Ward
Garfield	Middaugh	Shaffer	Wenke
Hager			

In The Chair: Julian

Rep. Accavitti moved to amend the bill as follows:

1. Amend page 9, line 16, after “employees” by inserting “within each bargaining unit”.
2. Amend page 9, line 17, after “DDOT” by inserting “and does not negatively impact the economic condition of 1 transportation system as compared to the other”.

The question being on the adoption of the amendments offered by Rep. Accavitti,

Rep. Accavitti demanded the yeas and nays.

The demand was supported.

The question being on the adoption of the amendments offered by Rep. Accavitti,

The amendments were not adopted, a majority of the members serving not voting therefor, by yeas and nays, as follows:

Roll Call No. 7

Yeas—47

Accavitti	Farrah	McConico	Spade
Adamini	Gielegem	Meisner	Stallworth
Anderson	Gillard	Minore	Tobocman
Bieda	Gleason	Murphy	Vagnozzi
Brown	Hardman	Paletko	Waters
Byrum	Hood	Phillips	Whitmer
Cheeks	Hopgood	Reeves	Williams
Clack	Hunter	Rivet	Wojno
Condino	Jamnick	Rocca	Woodward
Daniels	Kolb	Sak	Woronchak
Dennis	Law	Sheltrown	Zelenko
Elkins	Lipsey	Smith	

Nays—57

Acciavatti	Hoogendyk	Milosch	Sheen
Amos	Howell	Moolenaar	Shulman
Bisbee	Huizenga	Newell	Stahl
Bradstreet	Hummel	Nitz	Stakoe
Brandenburg	Hune	Nofs	Steil
Casperson	Johnson, Rick	Palmer	Stewart
Caswell	Johnson, Ruth	Palsrok	Tabor
DeRoche	Julian	Pappageorge	Taub
Drolet	Koetje	Pastor	Van Regenmorter
Emmons	Kooiman	Pumford	Vander Veen

Farhat	LaJoy	Richardville	Voorhees
Gaffney	LaSata	Robertson	Walker
Garfield	Meyer	Shackleton	Ward
Hager	Middaugh	Shaffer	Wenke
Hart			

In The Chair: Julian

Rep. Waters moved that Rep. O’Neil be excused temporarily from today’s session.
The motion prevailed.

Rep. Zelenko moved to amend the bill as follows:

1. Amend page 25, line 20, after “5333(b).” by inserting “Arrangements described in this subsection shall also apply to the operation by the authority or other transit system of any public transportation service or public transportation facility authorized under this act.”.

The question being on the adoption of the amendment offered by Rep. Zelenko,

Rep. Zelenko demanded the yeas and nays.

The demand was supported.

The question being on the adoption of the amendment offered by Rep. Zelenko,

The amendment was not adopted, a majority of the members serving not voting therefor, by yeas and nays, as follows:

Roll Call No. 8

Yeas—46

Accavitti	Farrah	McConico	Stallworth
Adamini	Gielegem	Meisner	Tobocman
Anderson	Gillard	Minore	Vagnozzi
Bieda	Gleason	Murphy	Waters
Brown	Hardman	Paletko	Whitmer
Byrum	Hood	Phillips	Williams
Cheeks	Hopgood	Reeves	Wojno
Clack	Hunter	Rivet	Woodward
Condino	Jamnick	Sak	Woronchak
Daniels	Kolb	Sheltrown	Zelenko
Dennis	Law	Smith	
Elkins	Lipsey	Spade	

Nays—60

Acciavatti	Hager	Middaugh	Shaffer
Amos	Hart	Milosch	Sheen
Bisbee	Hoogendyk	Moolenaar	Shulman
Bradstreet	Howell	Newell	Stahl
Brandenburg	Huizenga	Nitz	Stakoe
Casperson	Hummel	Nofs	Steil
Caswell	Hune	Palmer	Stewart
Caul	Johnson, Rick	Palsrok	Tabor
DeRoche	Johnson, Ruth	Pappageorge	Taub
Drolet	Julian	Pastor	Van Regenmorter
Ehardt	Koetje	Pumford	Vander Veen

Emmons	Kooiman	Richardville	Voorhees
Farhat	LaJoy	Robertson	Walker
Gaffney	LaSata	Rocca	Ward
Garfield	Meyer	Shackleton	Wenke

In The Chair: Julian

Rep. Condino moved to substitute (H-6) the bill.

The question being on the adoption of the substitute (H-6) offered by Rep. Condino,

Rep. Condino demanded the yeas and nays,

The demand was supported.

The question being on the adoption of the substitute (H-6) offered by Rep. Condino,

The substitute (H-6) was not adopted, a majority of the members serving not voting therefor, by yeas and nays, as follows:

Roll Call No. 9

Yeas—41

Accavitti	Gielegem	McConico	Smith
Adamini	Gillard	Meisner	Spade
Brown	Gleason	Minore	Stallworth
Byrum	Hardman	Murphy	Tobocman
Cheeks	Hood	O'Neil	Vagnozzi
Clack	Hopgood	Phillips	Waters
Condino	Hunter	Reeves	Whitmer
Daniels	Jamnick	Rivet	Williams
Dennis	Kolb	Sak	Woodward
Elkins	Lipsey	Sheltrown	Zelenko
Farrah			

Nays—66

Acciavatti	Hager	Milosch	Sheen
Amos	Hart	Moolenaar	Shulman
Anderson	Hoogendyk	Newell	Stahl
Bieda	Howell	Nitz	Stakoe
Bisbee	Huizenga	Nofs	Steil
Bradstreet	Hummel	Paletko	Stewart
Brandenburg	Hune	Palmer	Tabor
Casperson	Johnson, Rick	Palsrok	Taub
Caswell	Johnson, Ruth	Pappageorge	Van Regenmorter
Caul	Julian	Pastor	Vander Veen
DeRoche	Koetje	Pumford	Voorhees
Drolet	Kooiman	Richardville	Walker
Ehardt	LaJoy	Robertson	Ward
Emmons	LaSata	Rocca	Wenke
Farhat	Law	Shackleton	Wojno
Gaffney	Meyer	Shaffer	Woronchak
Garfield	Middaugh		

In The Chair: Julian

Reps. Reeves and McConico moved to substitute (H-5) the bill.

The motion did not prevail and the substitute (H-5) was not adopted, a majority of the members serving not voting therefor.

Rep. Bisbee moved to amend the bill as follows:

1. Amend page 3, line 13, after “transportation.” by striking out the balance of the subdivision and inserting “Public transportation does not include taxis, limousines, motor bus, charter services, or operations that are not acquired by the authority or SMART, sightseeing services, private intercity bus services, or transportation that is used exclusively for school or church purposes.”.

The motion prevailed and the amendment was adopted, a majority of the members serving voting therefor.

Rep. Phillips moved to amend the bill as follows:

1. Amend page 45, line 9, after “facility,” by striking out “the authority” and inserting “SMART”.

2. Amend page 45, line 11, after “with” by striking out “the”.

The motion did not prevail and the amendments were not adopted, a majority of the members serving not voting therefor.

Rep. Richardville moved to reconsider the vote by which the House did not adopt the amendments offered by Rep. Phillips.

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

The question being on the adoption of the amendments offered by Rep. Phillips,

The amendments were adopted, a majority of the members serving voting therefor.

Rep. Dennis moved to amend the bill as follows:

1. Amend page 24, line 10, after “purchased,” by inserting “constructed, controlled, operated, contracted, leased”.

2. Amend page 24, line 13, after “acquired” by inserting a comma and “constructed, controlled, operated, contracted, or leased”.

3. Amend page 24, line 15, after “acquired” by inserting a comma and “constructed, controlled, operated, contracted, or leased”.

4. Amend page 24, line 18, after “acquires” by inserting a comma and “constructs, controls, operates, contracts, or leases”.

5. Amend page 24, line 25, after “acquired” by inserting a comma and “constructed, controlled, operated, contracted, or leased”.

6. Amend page 25, line 10, after “acquired” by inserting a comma and “constructed, controlled, operated, contracted, or leased”.

7. Amend page 25, line 11, after “acquired” by inserting a comma and “constructed, controlled, operated, contracted, or leased”.

8. Amend page 25, line 12, after “acquired” by inserting a comma and “constructed, controlled, operated, contracted, or leased”.

The question being on the adoption of the amendments offered by Rep. Dennis,

Rep. Dennis demanded the yeas and nays.

The demand was supported.

The question being on the adoption of the amendments offered by Rep. Dennis,

The amendments were not adopted, a majority of the members serving not voting therefor, by yeas and nays, as follows:

Roll Call No. 10

Yeas—47

Accavitti	Farrah	McConico	Smith
Adamini	Gielegem	Meisner	Spade
Anderson	Gillard	Minore	Tobocman
Bieda	Gleason	Murphy	Vagnozzi
Brown	Hardman	O’Neil	Waters
Byrum	Hood	Paletko	Whitmer
Cheeks	Hopgood	Phillips	Williams
Clack	Hunter	Reeves	Wojno
Condino	Jamnick	Rivet	Woodward
Daniels	Kolb	Rocca	Woronchak
Dennis	Law	Sak	Zelenko
Elkins	Lipsey	Sheltrown	

Nays—59

Acciavatti	Hager	Middaugh	Sheen
Amos	Hart	Milosch	Shulman
Bisbee	Hoogendyk	Moolenaar	Stahl

Bradstreet	Howell	Newell	Stakoe
Brandenburg	Huizenga	Nitz	Steil
Casperson	Hummel	Nofs	Stewart
Caswell	Hune	Palmer	Tabor
Caul	Johnson, Rick	Palsrok	Taub
DeRoche	Johnson, Ruth	Pappageorge	Van Regenmorter
Drolet	Julian	Pastor	Vander Veen
Ehardt	Koetje	Pumford	Voorhees
Emmons	Kooiman	Richardville	Walker
Farhat	LaJoy	Robertson	Ward
Gaffney	LaSata	Shackleton	Wenke
Garfield	Meyer	Shaffer	

In The Chair: Julian

Rep. Bisbee moved that the bill be placed on the order of Third Reading of Bills.

The motion prevailed.

Rep. Richardville moved that the bill be placed on its immediate passage.

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

By unanimous consent the House returned to the order of

Third Reading of Bills

House Bill No. 4072, entitled

A bill to create the Detroit area regional transportation authority; to transfer certain powers of authorities to the Detroit area regional transportation authority; to provide regional transportation for senior citizens, citizens with disabilities, citizens without the economic means to provide their own personal transportation, and all other citizens; to continue the suburban mobility authority for regional transportation; to prescribe certain powers and duties of the authorities; to provide for the addition and withdrawal of certain local entities from the authority; to provide for the powers and duties of certain state agencies with respect to the authority; to provide for the issuance of bonds and notes; to provide for the state to guarantee payment of certain claims against the authority and give the state a lien in satisfaction of payment; to protect the rights of employees of existing public transportation systems; to provide for the pledge of taxes, revenues, assessments, tax levies, and other funds for bond and note payments; to authorize certain local entities to levy property taxes and make special assessments to fulfill their obligations under certain contracts with the authority; and to repeal acts and parts of acts.

Was read a third time and passed, a majority of the members serving voting therefor, by yeas and nays, as follows:

Roll Call No. 11

Yeas—58

Accavitti	Hummel	Newell	Stahl
Bisbee	Hune	Nitz	Stakoe
Byrum	Jamnick	Nofs	Steil
Caswell	Johnson, Rick	O'Neil	Stewart
Condino	Johnson, Ruth	Palmer	Tabor
Dennis	Julian	Palsrok	Taub
DeRoche	Koetje	Pappageorge	Van Regenmorter
DeRossett	Kolb	Pastor	Vander Veen
Drolet	Kooiman	Pumford	Walker
Emmons	LaJoy	Richardville	Ward
Gaffney	Lipsey	Rivet	Wenke
Hager	Meisner	Shackleton	Woodward
Hart	Meyer	Sheltrown	Woronchak
Howell	Middaugh	Shulman	Zelenko
Huizenga	Moolenaar		

Nays—48

Acciavatti	Farhat	Law	Shaffer
Amos	Farrah	McConico	Sheen
Anderson	Garfield	Milosch	Smith
Bieda	Gielegghem	Minore	Spade
Bradstreet	Gillard	Murphy	Stallworth
Brandenburg	Gleason	Paletko	Tobocman
Casperson	Hardman	Phillips	Vagnozzi
Caul	Hood	Plakas	Voorhees
Cheeks	Hoogendyk	Reeves	Waters
Clack	Hopgood	Robertson	Whitmer
Daniels	Hunter	Rocca	Williams
Elkins	LaSata	Sak	Wojno

In The Chair: Julian

The House agreed to the title of the bill.

Rep. Acciavatti, having reserved the right to explain his protest against the passage of the bill, made the following statement:

“Mr. Speaker and members of the House:

No Vote Explanation After consulting with Township officials in my district and closely reviewing House Bill 4072, I voted no for the following reasons: House Bill 4072 was written to create DARTA, a Detroit Area Regional Transportation Authority. The initial membership would include all counties, cities, townships, villages, and local government consortiums within a region comprising of Macomb, Monroe, Oakland, Washtenaw, and Wayne counties. DARTA was designed to replace two systems that currently operate separately, the Regional Transit Coordinating Council (RTCC) and the Suburban Mobility Authority for Regional Transportation (SMART), with one entity that would control all routes and funding. DARTA would provide regional transportation for senior citizens, the disabled, those without the economic means to provide their own personal transportation, and all other citizens. According to the original bill, ALL of the above mentioned localities would be required to participate in DARTA, even if the new system doesn't meet the needs of the individual communities. I am pleased that the substitute version for HB 4072 provides an opt out option allowing individual communities to choose not to participate, which will benefit rural townships such as those in Macomb County which would likely never see DARTA service. Rural areas should not be made to shoulder the burden of paying for an urban transit system that will not serve their community. However, I believe that it is fiscally irresponsible to implement an all new transportation system in light of the fact that just yesterday, the House and Senate Appropriations Committees approved a \$150 million executive order budget cut yesterday, and we still have a \$1.7 billion budget deficit to deal with. In light of the huge budget crisis facing Michigan, this is not the time to be making such large capitol investments, especially while communities are being served currently by an adequate transportation system. While I do believe that the creation of a world-class transportation system is important to the communities of southeast Michigan, I also believe that our current fiscal situation requires the state to exercise a great deal of fiscal restraint. As such, I cannot support this bill at this time.”

Rep. Milosch, having reserved the right to explain his protest against the passage of the bill, made the following statement:

“Mr. Speaker and members of the House:

When we think of mass transit, we typically envision a system built to transport people to and from a centralized business district. Transit efforts in Metro Detroit have been met with nothing but failure for the last forty years, mainly because metro Detroit does not have a centralized downtown business district. Much of the commerce is conducted throughout its vast system of suburbs; where residential and commercial establishments reside side-by-side.

The Suburban Mobility Authority for Regional Transportation (SMART), which currently governs much of the Macomb, Oakland and Wayne County areas, has been marked by immense deficits, requiring officials to seek

additional local funding sources. The Detroit Area Regional Transportation Authority (DARTA), created by this proposal, will provide years of bloated budgets and wasted taxes. Empty mass transit vehicles indicate inefficiencies inherent in the system. For example, over the last three decades, transit operating costs have increased four times faster than the rate of inflation, while system rider use has decreased.

At a time when Michigan roads and highways are among the worst in the United States, Michigan should direct more of its efforts and assets on improving our existing transportation infrastructure. Instead, establishing DARTA, would simply allow tax dollars to be thrown at a plan that has yet to deliver any indication of efficiency. Those who drive their own cars and trucks mostly pay their own way through gas and diesel taxes, licensing fees, and various other funding mechanisms. They are also expected to pay for the transit users, as governments diverts a substantial fraction of gas taxes and fees toward mass transit subsidies.

Likewise, the 55th District would not be served well by this plan. Much of my constituency is currently served by other regional transit authorities. Therefore, proper demand is not present, at least in my district, to support such a system. Additionally, similar schemes have given way to local property tax increases in the past. Although this piece of legislation does not statutorily establish a tax increase, it certainly lays the foundation for future tax increases, misappropriated public dollars and additional government regulations.”

Second Reading of Bills

House Bill No. 4073, entitled

A bill to amend 1982 PA 432, entitled “Motor bus transportation act,” by amending section 4 (MCL 474.104), as amended by 1989 PA 233.

The bill was read a second time.

Rep. Bisbee moved to substitute (H-1) the bill.

The motion prevailed and the substitute (H-1) was adopted, a majority of the members serving voting therefor.

Rep. Stallworth moved that the bill be placed on the order of Third Reading of Bills.

The motion prevailed.

Rep. Richardville moved that the bill be placed on its immediate passage.

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

By unanimous consent the House returned to the order of

Third Reading of Bills

House Bill No. 4073, entitled

A bill to amend 1982 PA 432, entitled “Motor bus transportation act,” by amending section 4 (MCL 474.104), as amended by 1989 PA 233.

Was read a third time and passed, a majority of the members serving voting therefor, by yeas and nays, as follows:

Roll Call No. 12

Yeas—91

Accavitti	Hager	Meyer	Smith
Adamini	Hardman	Middaugh	Stahl
Bieda	Hart	Minore	Stakoe
Bisbee	Hood	Moolenaar	Stallworth
Brown	Hoogendyk	Murphy	Steil
Byrum	Hopgood	Newell	Stewart
Caswell	Howell	Nitz	Tabor
Cheeks	Huizenga	Nofs	Taub
Clack	Hummel	O’Neil	Tobocman
Condino	Hune	Palmer	Vagnozzi
Daniels	Hunter	Palsrok	Van Regenmorter
Dennis	Jamnick	Pappageorge	Vander Veen
DeRoche	Johnson, Rick	Pastor	Walker
DeRossett	Johnson, Ruth	Phillips	Ward

Drolet	Julian	Plakas	Waters
Ehardt	Koetje	Pumford	Wenke
Elkins	Kolb	Reeves	Whitmer
Emmons	Kooiman	Richardville	Williams
Farrah	LaJoy	Rivet	Wojno
Gaffney	LaSata	Sak	Woodward
Gielegghem	Lipsey	Shackleton	Woronchak
Gillard	McConico	Sheltrown	Zelenko
Gleason	Meisner	Shulman	

Nays—18

Acciavatti	Casperson	Milosch	Shaffer
Amos	Caul	Paletko	Sheen
Anderson	Farhat	Robertson	Spade
Bradstreet	Garfield	Rocca	Voorhees
Brandenburg	Law		

In The Chair: Julian

The House agreed to the title of the bill.

Rep. Brandenburg, having reserved the right to explain his protest against the passage of the bill, made the following statement:

“Mr. Speaker and members of the House,

Mass transit has behind it forty years of failure, both here in Michigan and across the nation. The new transit authority being created by this proposal will provide for forty more years of bloated budgets, wasted taxes, and empty mass transit vehicles. Examples of inefficient bus transit systems are numerous. Examples of recent rail transit attempts are all bad beyond comprehension. Nationally, buses operate with about 15% of their seats full. As a result, these great, big, empty buses patrol our city streets producing more pollution and less efficiency than the average personal car.

SEMCOG, a prime cheerleader for this new authority, has promised to use it to build SmartLink, the People Mover on wheels. When this proposal becomes law, all of Southeastern Michigan could be tied to the wasteful thinking that produces disasters such as the People Mover. We are all familiar with the People Mover, which ran 50% over budget, and now serves only 20% of those who were projected to ride it. In 1998, facing perpetual operating deficits as a result of this boondoggle, the city of Detroit considered cutting back on its police force. Looking ahead, the pricetag for SmartLink will be \$2 billion to develop, and \$200 million per year to operate. There isn't going to be a lot of road money left in Southeastern Michigan.

Those billions of dollars will go down a rat hole of unimaginable depth. Nationally, operating and capital subsidies for highways are just seven-tenths of a penny per passenger mile. Those who drive their own cars and trucks mostly pay their own way, in the form of gas taxes, licensing fees, and various other funding mechanisms. They are also expected to pay for the transit users, as governments divert a substantial fraction of gas taxes and fees toward mass transit subsidies. Nationwide, operating and capital subsidies for mass transit are nearly 50 cents per passenger mile.

Fifty cents versus seven-tenths of a penny. Mass transit is about 700 times less efficient than driving your own car, and it keeps getting worse. Over the last three decades, transit operating costs have increased four times faster than the rate of inflation.

As we dump staggering sums into this demonstrable failure, we continue to ignore what has worked in the past. During the early 1960's, 95% of mass transit was privately owned and paid taxes rather than spent them. Likewise, our roads have provided incredible mobility at a tiny fraction of transit's cost. All historical evidence would indicate that we limit our exposure to publicly funded and operated mass transit.

Oblivious to history, supporters of this new authority claim that it is needed because the existing transit authorities are insufficient. Their proposed solution violates the rule of holes: ‘When you get in one, *stop digging!*’”

Second Reading of Bills

House Bill No. 4074, 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 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, critical 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 10c, 10h, 10l, and 10n (MCL 247.660c, 247.660h, 247.660l, and 247.660n), sections 10c and 10h as amended by 2002 PA 498, section 10l as amended by 1987 PA 234, and section 10n as amended by 2002 PA 329.

The bill was read a second time.

Reps. Shackleton and Kooiman moved to substitute (H-2) the bill.

The motion prevailed and the substitute (H-2) was adopted, a majority of the members serving voting therefor.

Rep. Bisbee moved that the bill be placed on the order of Third Reading of Bills.

The motion prevailed.

Rep. Richardville moved that the bill be placed on its immediate passage.

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

By unanimous consent the House returned to the order of

Third Reading of Bills

House Bill No. 4074, 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 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, critical 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 10c, 10h, 10l, and 10n (MCL 247.660c, 247.660h, 247.660l, and 247.660n), sections 10c and 10h as amended by 2002 PA 498, section 10l as amended by 1987 PA 234, and section 10n as amended by 2002 PA 329.

Was read a third time and passed, a majority of the members serving voting therefor, by yeas and nays, as follows:

Roll Call No. 13**Yeas—84**

Accavitti	Gaffney	Lipsey	Sheltrown
Acciavatti	Garfield	Meisner	Shulman
Adamini	Gielegghem	Meyer	Stahl
Bieda	Gleason	Middaugh	Stakoe
Bisbee	Hager	Minore	Stallworth
Bradstreet	Hart	Moolenaar	Steil
Brown	Hoogendyk	Murphy	Stewart
Byrum	Hopgood	Newell	Tabor
Casperson	Howell	Nitz	Taub
Caswell	Huizenga	Nofs	Vagnozzi
Caul	Hummel	O'Neil	Van Regenmorter
Clack	Hune	Palmer	Vander Veen
Condino	Jamnick	Palsrok	Voorhees
Dennis	Johnson, Rick	Pappageorge	Walker
DeRoche	Johnson, Ruth	Pastor	Ward
DeRossett	Julian	Plakas	Wenke
Drolet	Koetje	Pumford	Whitmer
Ehardt	Kolb	Richardville	Williams
Emmons	Kooiman	Rivet	Woodward
Farhat	LaJoy	Sak	Woronchak
Farrah	LaSata	Shackleton	Zelenko

Nays—25

Amos	Hardman	Paletko	Sheen
Anderson	Hood	Phillips	Smith
Brandenburg	Hunter	Reeves	Spade
Cheeks	Law	Robertson	Tobocman
Daniels	McConico	Rocca	Waters
Elkins	Milosch	Shaffer	Wojno
Gillard			

In The Chair: Julian

The House agreed to the title of the bill.

Rep. Huizenga moved that House Committees be given leave to meet during the balance of today's session.
The motion prevailed.

By unanimous consent the House returned to the order of
Reports of Standing Committees

The Committee on Land Use and Environment, by Rep. Ruth Johnson, Chair, reported
House Bill No. 4087, entitled

A bill to amend 1994 PA 451, entitled "Natural resources and environmental protection act," (MCL 324.101 to 324.90106) by adding part 317.

With the recommendation that the substitute (H-3) be adopted and that the bill then pass.

The bill and substitute were referred to the order of Second Reading of Bills and laid over one day.

Favorable Roll Call

To Report Out:

Yeas: Reps. Ruth Johnson, LaJoy, Brandenburg, Milosch, Nitz and Ward

Nays: None

The Committee on Land Use and Environment, by Rep. Ruth Johnson, Chair, reported
House Bill No. 4097, entitled

A bill to amend 1994 PA 451, entitled "Natural resources and environmental protection act," by amending section 32714 (MCL 324.32714), as added by 1996 PA 434.

Without amendment and with the recommendation that the bill pass.

The bill was referred to the order of Second Reading of Bills and laid over one day.

Favorable Roll Call

To Report Out:

Yeas: Reps. Ruth Johnson, LaJoy, Brandenburg, Milosch, Nitz and Ward

Nays: None

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. Ruth Johnson, Chair of the Committee on Land Use and Environment, was received and read:

Meeting held on: Wednesday, February 19, 2003, at 2:45 p.m.

Present: Reps. Ruth Johnson, LaJoy, DeRossett, Brandenburg, Milosch, Nitz, Ward, Farrah, Gielegem, Dennis and Law

The Committee on Government Operations, by Rep. Koetje, Chair, reported
House Bill No. 4206, entitled

A bill to provide for the incorporation of a regional water supply and sewerage authority; to provide for a regional assembly and regional authority board; to transfer certain ownership rights in water supply and sewerage facilities; to provide for payment for water supply and sewerage services and facilities through fees, charges, taxes, special assessments, and other means; to provide for the issuance and payment of bonds; and to provide for the powers and duties of certain governmental officials and entities.

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

The bill and substitute were referred to the order of Second Reading of Bills and laid over one day.

Favorable Roll Call

To Report Out:

Yeas: Reps. Koetje, Drolet and Howell

Nays: Reps. Waters and Lipsey

The Committee on Government Operations, by Rep. Koetje, Chair, reported
House Resolution No. 20.

A resolution to express opposition to the University of Michigan's admissions policies that factor race, geography, or other non-meritorious factors into the evaluation of applicants and to urge the United States Supreme Court to rule against the University's policies in the pending case.

(For text of resolution, see House Journal No. 12, p. 134.)

With the recommendation that the following substitute (H-1) be adopted and that the resolution then be adopted.

Substitute for House Resolution No. 20.

A resolution to express opposition to the University of Michigan's admissions policies that factor race, geography, or other non-meritorious factors into the evaluation of applicants and to urge the United States Supreme Court to rule against the University's policies in the pending case.

Whereas, The purpose of a university or any institution of higher learning is to foster academic growth through academic debate among scholars who have been selected to attend institutions of higher learning because of their excellent achievement in previous studies; and

Whereas, Granting preferential admissions to students on the basis of their race, geography, or other non-meritorious criteria neither fosters healthy academic debate nor advances the most basic purposes of higher learning; and

Whereas, Such preferential treatment in university admissions policies fails to recognize and celebrate the academic achievement of individual students, and the policies are at odds with the principle of the Declaration of Independence and the belief that "all men are created equal" and;

Whereas, Such preferential admissions policies are also fundamentally at odds with the United States Constitution's principle of equality under law and violate the spirit of Article I, Section 2 of the Constitution of the State of Michigan of 1963, which states that no person shall "be denied the enjoyment of his civil or political rights or be discriminated against in the exercise thereof because of religion, race, color or national origin"; and

Whereas, As Justice Douglas wrote in his opinion in *DeFunis v. Odegaard* (416 U.S. 312 [1974]): "A [person] who is white is entitled to no advantage by reason of that fact; nor is he subject to any disability, no matter what his race or color. Whatever his race, he had a constitutional right to have his application considered on its individual merits in a racially neutral matter"; and

Whereas, The State of Michigan has a compelling interest in promoting scholarship and higher learning, as it serves to benefit the welfare of the people of this state; and

Whereas, The State of Michigan recognizes the merits of the plaintiffs participating in *Grutter v. Bollinger, et al.* and *Gratz and Hamacher v. Bollinger, et al.*; now, therefore, be it

Resolved by the House of Representatives, That we express our opposition to the University of Michigan's admissions policies that factor race, geography, or other non-meritorious criteria into the evaluation of applicants. We urge the University of Michigan to end such policies, and we urge the United States Supreme Court to rule against the university's policies in *Grutter v. Bollinger, et al.* and *Gratz and Hamacher v. Bollinger, et al.*; and be it further

Resolved, That a copy of this resolution be transmitted to the United States Supreme Court and the Board of Regents and the President of the University of Michigan.

The Speaker announced that under Rule 77 the resolution would lie over one day.

Favorable Roll Call

To Report Out:

Yeas: Reps. Koetje, Drolet and Howell

Nays: Reps. Waters and Lipsey

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. Koetje, Chair of the Committee on Government Operations, was received and read:

Meeting held on: Thursday, February 20, 2003, at 9:00 a.m.

Present: Reps. Koetje, Drolet, Howell, Waters and Lipsey

The Committee on Employment Relations, Training and Safety, by Rep. Drolet, Chair, reported
House Bill No. 4160, entitled

A bill to amend 1964 PA 154, entitled "Minimum wage law of 1964," by amending the title and section 3 (MCL 408.383).

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

The bill and substitute were referred to the order of Second Reading of Bills and laid over one day.

Favorable Roll Call

To Report Out:

Yeas: Reps. Drolet, Middaugh, Pappageorge, Huizenga, LaJoy and Van Regenmorter

Nays: Reps. Minore, Dennis and Bieda

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. Drolet, Chair of the Committee on Employment Relations, Training and Safety, was received and read:

Meeting held on: Wednesday, February 19, 2003, at 2:25 p.m.

Present: Reps. Drolet, Middaugh, Pappageorge, Huizenga, LaJoy, Van Regenmorter, Minore, Dennis and Bieda

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. Shulman, Chair of the Committee on Appropriations, was received and read:

Meeting held on: Wednesday, February 19, 2003, at 11:30 a.m.

Present: Reps. Shulman, Emmons, Caul, Pumford, Shackleton, Kooiman, Newell, Stewart, Acciavatti, Amos, Caswell, Farhat, Hoogendyk, Moolenaar, Pastor, Shaffer, Steil, Taub, Walker, Brandenburg, Whitmer, Brown, Kolb, Phillips, Plakas, Reeves, Williams, Cheeks, Hunter, Paletko and Sak

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. Shulman, Chair of the Committee on Appropriations, was received and read:

Meeting held on: Wednesday, February 19, 2003, at 12:30 p.m.

Present: Reps. Shulman, Emmons, Caul, Pumford, Shackleton, Kooiman, Newell, Stewart, Acciavatti, Amos, Caswell, Farhat, Hoogendyk, Moolenaar, Pastor, Shaffer, Steil, Taub, Walker, Brandenburg, Whitmer, Brown, Kolb, Phillips, Plakas, Reeves, Williams, Cheeks, Hunter, Paletko and Sak

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. Hager, Chair of the Committee on Family and Children Services, was received and read:

Meeting held on: Wednesday, February 19, 2003, at 2:55 p.m.

Present: Reps. Hager, Stahl, Hart, Vander Veen, Voorhees, Sheen, Hardman, Clack and Elkins

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. Voorhees, Chair of the Committee on Higher Education, was received and read:

Meeting held on: Thursday, February 20, 2003, at 9:00 a.m.

Present: Reps. Voorhees, Hart, LaSata, Stakoe, Dennis, Zelenko and Smith

COMMITTEE ATTENDANCE REPORT

The following report, submitted by Rep. DeRossett, Chair of the Committee on Transportation, was received and read:

Meeting held on: Thursday, February 20, 2003, at 9:00 a.m.

Present: Reps. DeRossett, Casperson, Hummel, DeRoche, Gaffney, Hune, Huizenga, LaJoy, Robertson, Ward, Anderson, Jannick, Gleason, Tobocman, Adamini, Murphy and Elkins

Rep. Caswell moved that the House adjourn.

The motion prevailed, the time being 1:00 p.m.

The Speaker Pro Tempore declared the House adjourned until Tuesday, February 25, at 1:00 p.m.

GARY L. RANDALL
Clerk of the House of Representatives

