

COMMONWEALTH OF PENNSYLVANIA

LEGISLATIVE JOURNAL

THURSDAY, NOVEMBER 21, 2013

SESSION OF 2013

197TH OF THE GENERAL ASSEMBLY

No. 76

HOUSE OF REPRESENTATIVES

The House convened at 2 p.m., e.s.t.

THE SPEAKER PRO TEMPORE (JOHN MAHER) PRESIDING

PRAYER

HON. MATTHEW E. BAKER, member of the House of Representatives, offered the following prayer:

Let us pray together:

Almighty and loving God, the giver of every good and perfect gift, as we enter the Thanksgiving season, heighten our gratitude for the blessings You so graciously bestow upon us. Deepen our appreciation for the resources so uncommonly plentiful in our land.

Lord, so many in our world live in fear. You have enabled us to live in freedom. So many in our world are hungry, but we have plenty to eat. So many in our world cannot read or write, but You have placed in our nation great institutions of higher learning and we are grateful. So many in our world do not know You as savior, but we are grateful for Your saving love. We thank You for all our families and their love, support, and encouragement.

Lord, use our Representatives and staff today to touch hurting lives. Make them sensitive to the pain in our world. May they become such good stewards of their influence and power that they will be advocates for the voiceless, the weak, the poor, the elderly, and neglected. Let love, wisdom, justice, and compassion be the hallmark of their deliberations.

We pray in the name of Him, who gave His life for all. Amen.

PLEDGE OF ALLEGIANCE

(The Pledge of Allegiance was recited by members and visitors.)

JOURNAL APPROVAL POSTPONED

The SPEAKER pro tempore. Without objection, the approval of the Journal of Wednesday, November 20, 2013, will be postponed until printed.

SENATE MESSAGE

HOUSE BILLS CONCURRED IN BY SENATE

The clerk of the Senate, being introduced, returned **HB 27, PN 2064; HB 388, PN 1794; and HB 1356, PN 1751**, with information that the Senate has passed the same without amendment.

SENATE MESSAGE

AMENDED HOUSE BILLS RETURNED FOR CONCURRENCE AND REFERRED TO COMMITTEE ON RULES

The clerk of the Senate, being introduced, returned **HB 391, PN 2491; HB 1060, PN 2697; and HB 1193, PN 2695**, with information that the Senate has passed the same with amendment in which the concurrence of the House of Representatives is requested.

SENATE MESSAGE

HOUSE AMENDMENTS CONCURRED IN BY SENATE

The clerk of the Senate, being introduced, informed that the Senate has concurred in the amendments made by the House of Representatives to **SB 802, PN 1524**.

HOUSE RESOLUTION INTRODUCED AND REFERRED

No. 567 By Representatives SWANGER, CLYMER, COHEN, CUTLER, DAY, DENLINGER, GINGRICH, HARHART, JAMES, MILLARD, MURT and TALLMAN

A Resolution condemning the actions of the Federal Government and the National Security Agency to engage in illegal domestic surveillance of the citizens of the United States and the Commonwealth of Pennsylvania.

Referred to Committee on STATE GOVERNMENT, November 21, 2013.

HOUSE BILLS INTRODUCED AND REFERRED

No. 1848 By Representatives CUTLER, SIMS, DELISSIO, D. MILLER, PAINTER, MUNDY, ROSS, MURT, AUMENT, FLECK, LAWRENCE, SANTARSIERO, EVANKOVICH, QUINN, MILNE, MCCARTER, KAMPF, SCHREIBER, VITALI, KIRKLAND, GALLOWAY, FRANKEL, WHITE, DIGIROLAMO and DEAN

A Joint Resolution proposing integrated amendments to the Constitution of the Commonwealth of Pennsylvania, changing and adding provisions relating to selection of justices and judges.

Referred to Committee on JUDICIARY, November 21, 2013.

No. 1849 By Representatives BARBIN, CALTAGIRONE, READSHAW, KORTZ, MCNEILL, KOTIK, BARRAR, MAHONEY, DeLUCA, KIRKLAND, D. COSTA and QUINN

An Act amending the act of June 9, 1936 (1st Sp.Sess., P.L.13, No.4), entitled, as reenacted and amended, "An act imposing an emergency State tax on liquor, as herein defined, sold by the Pennsylvania Liquor Control Board; providing for the collection and payment of such tax; and imposing duties upon the Department of Revenue and the Pennsylvania Liquor Control Board," further providing for the emergency State tax on liquor.

Referred to Committee on LIQUOR CONTROL, November 21, 2013.

No. 1850 By Representatives BARBIN, ROZZI, KOTIK, CALTAGIRONE, COHEN, SABATINA, DeLUCA and GOODMAN

An Act preventing illegal multiple employer welfare arrangements; prohibiting other illegal health insurers; establishing duties of the Insurance Department; and imposing penalties.

Referred to Committee on INSURANCE, November 21, 2013.

No. 1851 By Representatives BARBIN, KOTIK, ROZZI, D. COSTA, CALTAGIRONE, COHEN, SABATINA, GOODMAN and KORTZ

An Act providing for registration of discount plan organizations; and imposing penalties.

Referred to Committee on INSURANCE, November 21, 2013.

LEAVES OF ABSENCE

The SPEAKER pro tempore. The Chair recognizes the majority whip, the gentleman from York County, Representative Saylor, who requests that the gentleman from Northumberland County, Representative MASSER, be put on leave for the day. Without objection, the leave is so granted.

The Chair recognizes the Democratic whip, the gentleman, Mr. Hanna, who requests leaves of absence for Representative BISHOP from Philadelphia, Representative HALUSKA from Cambria, Representative DAVIDSON from Delaware,

Representative HAGGERTY from Lackawanna, Representative DeLUCA from Allegheny, all for the day. Without objection, those leaves are granted.

The Chair returns to leaves of absence and recognizes the majority whip, who asks for a brief leave for the gentleman from Jefferson County, Mr. SMITH. Without objection, the leave is so granted.

MASTER ROLL CALL

The SPEAKER pro tempore. The Chair is about to take the master roll call. Members will proceed to vote.

The following roll call was recorded:

PRESENT—195

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longietti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roae
Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Sacone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causer	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalf	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Snyder
Costa, D.	Harhai	Miller, R.	Sonney
Costa, P.	Harhart	Milne	Stephens
Cox	Harkins	Mirabito	Stern
Cruz	Harper	Miranda	Stevenson
Culver	Harris, A.	Molchany	Sturla
Cutler	Harris, J.	Moul	Swanger
Daley, M.	Heffley	Mullery	Tallman
Daley, P.	Helm	Mundy	Taylor
Davis	Hennessey	Murt	Thomas
Day	Hickernell	Mustio	Tobash
Dean	James	Neilson	Toepel
Deasy	Kampf	Neuman	Toohil
DeLissio	Kauffman	O'Brien	Truitt
Delozier	Kavulich	O'Neill	Turzai
Denlinger	Keller, F.	Oberlander	Vereb
Dermody	Keller, M.K.	Painter	Vitali
DiGirolamo	Keller, W.	Parker	Waters
Donatucci	Killion	Pashinski	Watson
Dunbar	Kim	Payne	Wheatley
Ellis	Kinsey	Peifer	White
Emrick	Kirkland	Petrarca	Youngblood
English	Knowles	Petri	

ADDITIONS—0

NOT VOTING—0

EXCUSED—7

Bishop DeLuca Haluska Smith
Davidson Haggerty Masser

LEAVES CANCELED—3

Davidson Masser Smith

The SPEAKER pro tempore. The yeas are 195 members having voted on the master roll. A quorum is present.

FILMING PERMISSION

The SPEAKER pro tempore. For the information of the members, the Chair is granting permission to ABC-27 Harrisburg cameraman Eric Semmel to be on the floor videotaping with audio for a period of 10 minutes, as well as Dave Rupp, a photojournalist with WGAL-TV News 8, also to be videotaping with audio for a period of 10 minutes.

UNCONTESTED CALENDAR

RESOLUTION PURSUANT TO RULE 35

Mr. READSHAW called up **HR 558, PN 2665**, entitled:

A Resolution commemorating December 7, 2013, as "Pearl Harbor Remembrance Day."

On the question,
Will the House adopt the resolution?

The SPEAKER pro tempore. On that question, the Chair recognizes the gentleman from Allegheny County, Representative Readshaw.

Mr. READSHAW. Thank you, Mr. Speaker.

I would also like to give my thanks for this resolution for Pearl Harbor Remembrance Day—

The SPEAKER pro tempore. Will the gentleman suspend for just a moment.

Would our colleagues please be mindful that we have actually begun consideration of today's calendar and provide appropriate attention.

You may proceed.

Mr. READSHAW. Thank you, Mr. Speaker.

And I would also like to give my thanks for this resolution to be considered today, because when we return on December 9, it will be after the Pearl Harbor Day celebration.

December 7, 2013, as Pearl Harbor Remembrance Day, marks the 77d anniversary of the Japanese attack on Pearl Harbor, an event which precipitated the United States entry into World War II. More than 2,400 military and civilian lives were lost during the 110-minute attack, which began at 7:55 a.m. on December 7, 1941. During the attack, 19 ships of the United States Pacific Fleet were sunk or damaged, and 188 United States aircraft were destroyed.

The people of this Commonwealth and the United States recognize the bravery of those who lost their lives or suffered injuries on that day of infamy, and it is appropriate to honor this anniversary by calling upon the people of this Commonwealth,

the public schools, and other educational institutions and organizations to commemorate Pearl Harbor Remembrance Day.

I appreciate everyone's support on this, obviously. When you return to your districts, you certainly have time to organize and participate in remembrance of Pearl Harbor Day. Thank you so much, Mr. Speaker.

On the question recurring,
Will the House adopt the resolution?

The following roll call was recorded:

YEAS—195

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longietti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roae
Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causar	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Snyder
Costa, D.	Harhai	Miller, R.	Sonney
Costa, P.	Harhart	Milne	Stephens
Cox	Harkins	Mirabito	Stern
Cruz	Harper	Miranda	Stevenson
Culver	Harris, A.	Molchany	Sturla
Cutler	Harris, J.	Moul	Swanger
Daley, M.	Heffley	Mullery	Tallman
Daley, P.	Helm	Mundy	Taylor
Davis	Hennessey	Murt	Thomas
Day	Hickernell	Mustio	Tobash
Dean	James	Neilson	Toepel
Deasy	Kampf	Neuman	Toohil
DeLissio	Kauffman	O'Brien	Truitt
Delozier	Kavulich	O'Neill	Turzai
Denlinger	Keller, F.	Oberlander	Vereb
Dermody	Keller, M.K.	Painter	Vitali
DiGirolamo	Keller, W.	Parker	Waters
Donatucci	Killion	Pashinski	Watson
Dunbar	Kim	Payne	Wheatley
Ellis	Kinsey	Peifer	White
Emrick	Kirkland	Petrarca	Youngblood
English	Knowles	Petri	

NAYS—0

NOT VOTING—0

EXCUSED—7

Bishop DeLuca Haluska Smith
Davidson Haggerty Masser

The majority having voted in the affirmative, the question was determined in the affirmative and the resolution was adopted.

APPROPRIATIONS AND RULES COMMITTEE MEETINGS

The SPEAKER pro tempore. The Chair recognizes the gentleman from Delaware County, the Appropriations chairman, Representative Adolph, for announcements.

Mr. ADOLPH. Thank you very much, Mr. Speaker.

Mr. Speaker, I have two committee announcements. First of all, there will be an immediate Appropriations Committee meeting in the House majority caucus room, an immediate Appropriations meeting.

Then at 2:45 there will be a Rules Committee meeting in the Appropriations conference room.

An immediate Appropriations meeting, majority caucus room. Rules Committee meeting at 2:45 in the Appropriations conference room. Thank you very much.

The SPEAKER pro tempore. The Chair thanks the gentleman.

There will be an Appropriations Committee meeting immediately in the majority caucus room, and a Rules Committee meeting at 2:45 in the Appropriations conference room.

Any further announcements?

RECESS

The SPEAKER pro tempore. This House will stand in recess until 3:15, unless sooner recalled by the Chair.

AFTER RECESS

The time of recess having expired, the House was called to order.

THE SPEAKER (SAMUEL H. SMITH) PRESIDING

LEAVE OF ABSENCE CANCELED

The SPEAKER. The Speaker returns to leaves of absence and asks that the Speaker's name be added back to the master roll call.

BILLS REREPORTED FROM COMMITTEE

HB 530, PN 2700

By Rep. ADOLPH

An Act amending Title 62 (Procurement) of the Pennsylvania Consolidated Statutes, requiring Commonwealth agencies to procure only flags that are manufactured in the United States and give preference to American-made products; and imposing a penalty.

APPROPRIATIONS.

HB 611, PN 2678

By Rep. ADOLPH

An Act amending the act of June 2, 1915 (P.L.736, No.338), known as the Workers' Compensation Act, further providing for workers' compensation benefits for certain emergency medical services personnel.

APPROPRIATIONS.

HB 1357, PN 2423

By Rep. ADOLPH

An Act amending Titles 18 (Crimes and Offenses) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for impersonating a public servant and for visual and audible signals on emergency vehicles.

APPROPRIATIONS.

HB 1662, PN 2560

By Rep. ADOLPH

An Act amending Title 20 (Decedents, Estates and Fiduciaries) of the Pennsylvania Consolidated Statutes, in dispositions independent of letters, further providing for payments to family and funeral directors.

APPROPRIATIONS.

SB 607, PN 1605

By Rep. ADOLPH

An Act providing standards for carbon monoxide alarms; and imposing penalties.

APPROPRIATIONS.

SB 1131, PN 1577

By Rep. ADOLPH

An Act amending Title 3 (Agriculture) of the Pennsylvania Consolidated Statutes, in weights and measures, further providing for potatoes.

APPROPRIATIONS.

BILLS ON CONCURRENCE REPORTED FROM COMMITTEE

HB 1060, PN 2697

By Rep. TURZAI

An Act amending Titles 74 (Transportation) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes by: —In Title 74: Providing for organization. In administrative practice and procedure, further providing for minority and women-owned business participation. In sustainable mobility options: further providing for definitions, for department authorization, for the Public Transportation Trust Fund, for application and approval process, for executive and legislative reports, for coordination, for asset improvement program, for Statewide programs and for capital improvements program. Providing for multimodal transportation funding. In airport operation and zoning, providing for first class city consolidated car rental facilities. In Turnpike: further providing for commission; and providing for annual hearing. In Turnpike Commission standards of conduct, further providing for code of conduct. Providing for traffic signals. Establishing the Bridge Bundling Program. Providing for public utility facilities. Providing for steel painting. In Public/Private Transportation Partnerships, further providing for applicability of other laws. —In Title 75: In registration of vehicles: further providing for period of registration, for display of registration plate and for certain special plates. Providing for report to General Assembly. In licensing of drivers, further providing for judicial review, for occupational limited license and for probationary license. In commercial drivers, further providing for fees. In financial responsibility, further providing for required financial responsibility. In fees: further providing for limitation on local license fees and taxes, for collection and disposition

of fees and money, for motor homes, for annual registration fees, for trucks and truck tractors, for motor buses and limousines, for school buses and school vehicles, for trailers, for special mobile equipment, for implements of husbandry, for farm vehicles, for ambulances, taxis and hearses, for dealers and miscellaneous motor vehicle business, for farm equipment vehicle dealers, for transfer of registration, for temporary and electronically issued registration plates, for replacement registration plates, for legislative registration plates, for personal registration plates, for street rod registration plates, for duplicate registration cards and for commercial implements of husbandry; providing for fee for local use; and further providing for special hauling permits as to weight and size, for annual hauling permits, for mobile homes, modular housing units and modular housing undercarriages, for books of permits, for refund of certain fees, for driver's license and learner's permit, for certificate of title, for security interest, for information concerning drivers and vehicles, for certified copies of records, for uncollectible checks, for certificate of inspection, for messenger service, for reinstatement of operating privilege or vehicle registration and for secure power of attorney. In motor carriers road tax identification markers: further providing for identification markers and license or road tax registration card required. In general provisions, further providing for obedience to traffic-control devices. In rules of the road, further providing for maximum speed limits and for alteration of maximum limits. In size, weight and load, further providing for restrictions on use of highways and bridges, for conditions of permits and security for damages and for permit for movement during course of manufacturing. In powers of department and local authorities: further providing for regulation of traffic on Turnpike; and providing for fare evasion and for municipal police officer education and training. In penalties and disposition of fines, further providing for surcharge. In the Pennsylvania Turnpike, further providing for definitions and for deposit and distribution of funds. In liquid fuels and fuels tax: further providing for definitions, for imposition, exemptions and deductions, for distributor's report and payment, for disposition and use and for refunds; and providing for application of Prevailing Wage Act to locally funded highway and bridge projects. In State highway maintenance, further providing for dirt and gravel road maintenance. In supplemental funding for municipal highway maintenance, making further provisions. In taxes for highway maintenance and construction, further providing for imposition and for allocation of proceeds. —Providing for permits for movement of raw milk. —Providing for amendment of lease agreements. —Providing for authorization to incur additional debt and appropriations. —Making an appropriation. —Making repeals.

RULES.

HB 1193, PN 2695

By Rep. TURZAI

An Act amending the act of June 24, 1931 (P.L.1206, No.331), known as The First Class Township Code, further providing for removals and for appointment, compensation and training of police officers.

RULES.

HB 1348, PN 2680

By Rep. TURZAI

An Act amending the act of December 20, 1985 (P.L.457, No.112), known as the Medical Practice Act of 1985, further providing for physician assistants.

RULES.

HB 1351, PN 2681

By Rep. TURZAI

An Act amending the act of October 5, 1978 (P.L.1109, No.261), known as the Osteopathic Medical Practice Act, further providing for physician assistants.

RULES.

BILLS SIGNED BY SPEAKER

Bills numbered and entitled as follows having been prepared for presentation to the Governor, and the same being correct, the titles were publicly read as follows:

HB 27, PN 2064

An Act amending Title 18 (Crimes and Offenses) of the Pennsylvania Consolidated Statutes, further providing for the offense of harassment.

HB 388, PN 1794

An Act amending the act of May 16, 1923 (P.L.207, No.153), referred to as the Municipal Claim and Tax Lien Law, further providing for municipal and tax claims and liens.

HB 1356, PN 1751

An Act amending Title 18 (Crimes and Offenses) of the Pennsylvania Consolidated Statutes, in wiretapping and electronic surveillance, further providing for expiration of chapter.

SB 802, PN 1524

An Act amending the act of June 18, 1998 (P.L.655, No.85), known as the Boiler and Unfired Pressure Vessel Law, further providing for definitions, for design and construction, for construction of act, for registration of boilers and unfired pressure vessels, for shop inspection, for repairs and alterations and for field inspection; repealing provisions relating to issuance of certificates of operation, inspector commissions and fees for examination, enforcement, placement of equipment out of service, regulatory authority, right of entry, accident report, fees, procedure in prosecutions and penalties; and providing for field inspection frequency, for certificates of operation, for inspector commissions and for authorized private inspection agencies, for powers of department, for department investigation, for accident report, for fees, for department enforcement and for administrative penalties.

Whereupon, the Speaker, in the presence of the House, signed the same.

CALENDAR

RESOLUTION

Mrs. R. BROWN called up **HR 108, PN 865**, entitled:

A Resolution directing the Legislative Budget and Finance Committee to study school districts' establishment and implementation of character education programs pursuant to section 1502-E of the act of March 19, 1949 (P.L.30, No.14), known as the Public School Code of 1949, and the Department of Education's fulfillment of its duties and powers pursuant to section 1503-E of the act and make recommendations with respect to character education for elementary and secondary students in this Commonwealth.

On the question,

Will the House adopt the resolution?

Mrs. **R. BROWN** offered the following amendment No. **A04440**:

Amend Resolution, page 3, line 17, by striking out "December 31, 2013" and inserting
six months after adoption of this resolution

On the question,
Will the House agree to the amendment?

The SPEAKER. On that question, the Speaker recognizes the lady from Monroe County, Mrs. Rosemary Brown.

Mrs. R. BROWN. Thank you, Mr. Speaker.

This amendment just extends the due date of the report from December 31, 2013, to no later than 6 months after the adoption of the resolution.

I ask for the support from the members. Thank you.

On the question recurring,
Will the House agree to the amendment?

The following roll call was recorded:

YEAS—195

Adolph	Evankovich	Kortz	Pyle
Aument	Evans	Kotik	Quinn
Baker	Everett	Krieger	Rapp
Barbin	Fabrizio	Kula	Ravenstahl
Barrar	Farina	Lawrence	Readshaw
Benninghoff	Farry	Longietti	Reed
Bizzarro	Fee	Lucas	Reese
Bloom	Fleck	Mackenzie	Regan
Boback	Flynn	Maher	Roae
Boyle, B.	Frankel	Mahoney	Rock
Boyle, K.	Freeman	Major	Roebuck
Bradford	Gabler	Maloney	Ross
Briggs	Gainey	Markosek	Rozzi
Brooks	Galloway	Marshall	Sabatina
Brown, R.	Gergely	Marsico	Saccone
Brown, V.	Gibbons	Matzie	Sainato
Brownlee	Gillen	McCarter	Samuelson
Burns	Gillespie	McGeehan	Sankey
Caltagirone	Gingrich	McGinnis	Santarsiero
Carroll	Godshall	McNeill	Saylor
Causer	Goodman	Mentzer	Scavello
Christiana	Greiner	Metzgar	Schlossberg
Clay	Grell	Miccarelli	Schreiber
Clymer	Grove	Micozzie	Simmons
Cohen	Hackett	Millard	Sims
Conklin	Hahn	Miller, D.	Smith
Corbin	Hanna	Miller, R.	Snyder
Costa, D.	Harhai	Milne	Sonney
Costa, P.	Harhart	Mirabito	Stephens
Cox	Harkins	Miranda	Stern
Cruz	Harper	Molchany	Stevenson
Culver	Harris, A.	Moul	Sturla
Cutler	Harris, J.	Mullery	Swanger
Daley, M.	Heffley	Mundy	Tallman
Daley, P.	Helm	Murt	Taylor
Davis	Hennessey	Mustio	Thomas
Day	Hickernell	Neilson	Tobash
Dean	James	Neuman	Toepel
Deasy	Kampf	O'Brien	Toohil
DeLissio	Kauffman	O'Neill	Truitt
Delozier	Kavulich	Oberlander	Turzai
Denlinger	Keller, F.	Painter	Verb
Dermody	Keller, M.K.	Parker	Vitali
DiGirolamo	Keller, W.	Pashinski	Waters
Donatucci	Killion	Payne	Watson
Dunbar	Kim	Peifer	Wheatley
Ellis	Kinsey	Petrarca	White
Emrick	Kirkland	Petri	Youngblood
English	Knowles	Pickett	

NAYS—1

Metcalfe

NOT VOTING—0

EXCUSED—6

Bishop Davidson	DeLuca Haggerty	Haluska	Masser
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The majority having voted in the affirmative, the question was determined in the affirmative and the amendment was agreed to.

On the question,
Will the House adopt the resolution as amended?

(Members proceeded to vote.)

LEAVE OF ABSENCE CANCELED

The SPEAKER. I apologize. The Speaker returns to leaves of absence and recognizes the presence of the lady from Delaware County, Mrs. Davidson, on the floor of the House. Without objection, her name will be added back to the master roll call.

CONSIDERATION OF HR 108 CONTINUED

On the question recurring,
Will the House adopt the resolution as amended?

The following roll call was recorded:

YEAS—195

Adolph	English	Knowles	Pyle
Aument	Evankovich	Kortz	Quinn
Baker	Evans	Kotik	Rapp
Barbin	Everett	Krieger	Ravenstahl
Barrar	Fabrizio	Kula	Readshaw
Benninghoff	Farina	Lawrence	Reed
Bizzarro	Farry	Longietti	Reese
Bloom	Fee	Lucas	Regan
Boback	Fleck	Mackenzie	Roae
Boyle, B.	Flynn	Maher	Rock
Boyle, K.	Frankel	Mahoney	Roebuck
Bradford	Freeman	Major	Ross
Briggs	Gabler	Maloney	Rozzi
Brooks	Gainey	Markosek	Sabatina
Brown, R.	Galloway	Marshall	Saccone
Brown, V.	Gergely	Marsico	Sainato
Brownlee	Gibbons	Matzie	Samuelson
Burns	Gillen	McCarter	Sankey
Caltagirone	Gillespie	McGeehan	Santarsiero
Carroll	Gingrich	McGinnis	Saylor
Causer	Godshall	McNeill	Scavello
Christiana	Goodman	Mentzer	Schlossberg
Clay	Greiner	Metzgar	Schreiber
Clymer	Grell	Miccarelli	Simmons
Cohen	Grove	Micozzie	Sims
Conklin	Hackett	Millard	Smith
Corbin	Hahn	Miller, D.	Snyder
Costa, D.	Hanna	Miller, R.	Sonney
Costa, P.	Harhai	Milne	Stephens
Cox	Harhart	Mirabito	Stern
Cruz	Harkins	Miranda	Stevenson
Culver	Harper	Molchany	Sturla
Cutler	Harris, A.	Moul	Swanger
Daley, M.	Harris, J.	Mundy	Tallman
Daley, P.	Heffley	Murt	Taylor

Davidson	Helm	Mustio	Thomas
Davis	Hennessey	Neilson	Tobash
Day	Hickernell	Neuman	Toepel
Dean	James	O'Brien	Toohil
Deasy	Kampf	O'Neill	Truitt
DeLissio	Kauffman	Oberlander	Turzai
Delozier	Kavulich	Painter	Vereb
Denlinger	Keller, F.	Parker	Vitali
Dermody	Keller, M.K.	Pashinski	Waters
DiGirolamo	Keller, W.	Payne	Watson
Donatucci	Killion	Peifer	Wheatley
Dunbar	Kim	Petrarca	White
Ellis	Kinsey	Petri	Youngblood
Emrick	Kirkland	Pickett	

NAYS-2

Metcalfe	Mullery
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NOT VOTING-0

EXCUSED-5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority having voted in the affirmative, the question was determined in the affirmative and the resolution as amended was adopted.

SUPPLEMENTAL CALENDAR A

BILLS ON THIRD CONSIDERATION

The House proceeded to third consideration of **SB 1131, PN 1577**, entitled:

An Act amending Title 3 (Agriculture) of the Pennsylvania Consolidated Statutes, in weights and measures, further providing for potatoes.

On the question,
Will the House agree to the bill on third consideration?
Bill was agreed to.

(Bill analysis was read.)

The SPEAKER. This bill has been considered on three different days and agreed to and is now on final passage.

The question is, shall the bill pass finally?

Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS-197

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longietti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roae

Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causer	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Smith
Costa, D.	Harhai	Miller, R.	Snyder
Costa, P.	Harhart	Milne	Sonney
Cox	Harkins	Mirabito	Stephens
Cruz	Harper	Miranda	Stern
Culver	Harris, A.	Molchany	Stevenson
Cutler	Harris, J.	Moul	Sturla
Daley, M.	Heffley	Mullery	Swanger
Daley, P.	Helm	Mundy	Tallman
Davidson	Hennessey	Murt	Taylor
Davis	Hickernell	Mustio	Thomas
Day	James	Neilson	Tobash
Dean	Kampf	Neuman	Toepel
Deasy	Kauffman	O'Brien	Toohil
DeLissio	Kavulich	O'Neill	Truitt
Delozier	Keller, F.	Oberlander	Turzai
Denlinger	Keller, M.K.	Painter	Vereb
Dermody	Keller, W.	Parker	Vitali
DiGirolamo	Killion	Pashinski	Waters
Donatucci	Kim	Payne	Watson
Dunbar	Kinsey	Peifer	Wheatley
Ellis	Kirkland	Petrarca	White
Emrick	Knowles	Petri	Youngblood
English			

NAYS-0

NOT VOTING-0

EXCUSED-5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the bill passed finally.

Ordered, That the clerk return the same to the Senate with the information that the House has passed the same with amendment in which the concurrence of the Senate is requested.

* * *

The House proceeded to third consideration of **SB 607, PN 1605**, entitled:

An Act providing standards for carbon monoxide alarms; and imposing penalties.

On the question,
Will the House agree to the bill on third consideration?
Bill was agreed to.

(Bill analysis was read.)

The SPEAKER. This bill has been considered on three different days and agreed to and is now on final passage.

The question is, shall the bill pass finally?

Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—154

Adolph	Dunbar	Killion	Pashinski
Baker	Ellis	Kim	Payne
Barbin	Emrick	Kinsey	Peifer
Barrar	English	Kirkland	Petri
Bizzarro	Evans	Knowles	Pyle
Boback	Fabrizio	Kortz	Quinn
Boyle, B.	Farina	Kotik	Ravenstahl
Boyle, K.	Farry	Kula	Readshaw
Bradford	Fleck	Longietti	Roebuck
Briggs	Flynn	Mackenzie	Ross
Brown, R.	Frankel	Maher	Rozzi
Brown, V.	Freeman	Mahoney	Sabatina
Brownlee	Gabler	Maloney	Saccone
Burns	Gainey	Markosek	Sainato
Caltagirone	Galloway	Marshall	Samuelson
Carroll	Gergely	Marsico	Santarsiero
Causer	Gibbons	Matzie	Saylor
Clay	Gillen	McCarter	Scavello
Clymer	Gingrich	McGeehan	Schlossberg
Cohen	Godshall	McNeill	Schreiber
Conklin	Goodman	Miccarelli	Simmons
Corbin	Grell	Micozzie	Sims
Costa, D.	Grove	Miller, D.	Snyder
Costa, P.	Hackett	Miller, R.	Stephens
Cox	Hanna	Milne	Sturla
Cruz	Harhai	Mirabito	Taylor
Culver	Harkins	Miranda	Thomas
Daley, M.	Harper	Molchany	Tobash
Daley, P.	Harris, A.	Mullery	Toepel
Davidson	Harris, J.	Mundy	Toohil
Davis	Heffley	Murt	Turzai
Day	Helm	Mustio	Verab
Dean	Hennessey	Neilson	Vitali
Deasy	James	Neuman	Waters
DeLissio	Kampf	O'Brien	Watson
Delozier	Kauffman	O'Neill	Wheatley
Dermody	Kavulich	Painter	White
DiGirolamo	Keller, M.K.	Parker	Youngblood
Donatucci	Keller, W.		

NAYS—43

Aument	Greiner	Metcalfe	Roae
Benninghoff	Hahn	Metzgar	Rock
Bloom	Harhart	Millard	Sankey
Brooks	Hickernell	Moul	Smith
Christiana	Keller, F.	Oberlander	Sonney
Cutler	Krieger	Petrarca	Stern
Denlinger	Lawrence	Pickett	Stevenson
Evankovich	Lucas	Rapp	Swanger
Everett	Major	Reed	Tallman
Fee	McGinnis	Reese	Truitt
Gillespie	Mentzer	Regan	

NOT VOTING—0

EXCUSED—5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the bill passed finally.

Ordered, That the clerk return the same to the Senate with the information that the House has passed the same with amendment in which the concurrence of the Senate is requested.

* * *

The House proceeded to third consideration of **HB 1357, PN 2423**, entitled:

An Act amending Titles 18 (Crimes and Offenses) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes, further providing for impersonating a public servant and for visual and audible signals on emergency vehicles.

On the question,

Will the House agree to the bill on third consideration?

Bill was agreed to.

(Bill analysis was read.)

The SPEAKER. This bill has been considered on three different days and agreed to and is now on final passage.

The question is, shall the bill pass finally?

Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—197

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longietti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roae
Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causer	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Smith
Costa, D.	Harhai	Miller, R.	Snyder
Costa, P.	Harhart	Milne	Sonney
Cox	Harkins	Mirabito	Stephens
Cruz	Harper	Miranda	Stern
Culver	Harris, A.	Molchany	Stevenson
Cutler	Harris, J.	Moul	Sturla
Daley, M.	Heffley	Mullery	Swanger
Daley, P.	Helm	Mundy	Tallman
Davidson	Hennessey	Murt	Taylor
Davis	Hickernell	Mustio	Thomas

Day	James	Neilson	Tobash
Dean	Kampf	Neuman	Toepel
Deasy	Kauffman	O'Brien	Toohil
DeLissio	Kavulich	O'Neill	Truitt
Delozier	Keller, F.	Oberlander	Turzai
Denlinger	Keller, M.K.	Painter	Vereb
Dermody	Keller, W.	Parker	Vitali
DiGirolamo	Killion	Pashinski	Waters
Donatucci	Kim	Payne	Watson
Dunbar	Kinsey	Peifer	Wheatley
Ellis	Kirkland	Petrarca	White
Emrick	Knowles	Petri	Youngblood
English			

NAYS-0

NOT VOTING-0

EXCUSED-5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the bill passed finally.

Ordered, That the clerk present the same to the Senate for concurrence.

* * *

The House proceeded to third consideration of **HB 1662, PN 2560**, entitled:

An Act amending Title 20 (Decedents, Estates and Fiduciaries) of the Pennsylvania Consolidated Statutes, in dispositions independent of letters, further providing for payments to family and funeral directors.

On the question,
Will the House agree to the bill on third consideration?
Bill was agreed to.

(Bill analysis was read.)

The SPEAKER. This bill has been considered on three different days and agreed to and is now on final passage.

The question is, shall the bill pass finally?

On that question, the Speaker recognizes the gentleman from Westmoreland County, Mr. Harhai.

Mr. HARHAI. Thank you, Mr. Speaker.

I introduced this bill after I was made aware of a situation in my district where the decedent, a person was 103 years of age at death. Her only asset was a bank account with a balance of \$377. At the time of her death, she had no spouse, child, father, mother, sister, or brother who survived her; however, she did have a number of grandchildren, one of whom paid the funeral expenses.

With the advanced age of many decedents nowadays, I believe it is only proper to add grandchildren to the listing of family members entitled to be reimbursed for funeral expenses incurred on behalf of a decedent.

I respectfully request the support of the full House for the bill, and thank you very much, Mr. Speaker.

On the question recurring,
Shall the bill pass finally?
The SPEAKER. Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS-197

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longietti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roae
Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causer	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Smith
Costa, D.	Harhai	Miller, R.	Snyder
Costa, P.	Harhart	Milne	Sonney
Cox	Harkins	Mirabito	Stephens
Cruz	Harper	Miranda	Stern
Culver	Harris, A.	Molchany	Stevenson
Cutler	Harris, J.	Moul	Sturla
Daley, M.	Heffley	Mullery	Swanger
Daley, P.	Helm	Mundy	Tallman
Davidson	Hennessey	Murt	Taylor
Davis	Hickernell	Mustio	Thomas
Day	James	Neilson	Tobash
Dean	Kampf	Neuman	Toepel
Deasy	Kauffman	O'Brien	Toohil
DeLissio	Kavulich	O'Neill	Truitt
Delozier	Keller, F.	Oberlander	Turzai
Denlinger	Keller, M.K.	Painter	Vereb
Dermody	Keller, W.	Parker	Vitali
DiGirolamo	Killion	Pashinski	Waters
Donatucci	Kim	Payne	Watson
Dunbar	Kinsey	Peifer	Wheatley
Ellis	Kirkland	Petrarca	White
Emrick	Knowles	Petri	Youngblood
English			

NAYS-0

NOT VOTING-0

EXCUSED-5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the bill passed finally.

Ordered, That the clerk present the same to the Senate for concurrence.

* * *

The House proceeded to third consideration of **HB 611, PN 2678**, entitled:

An Act amending the act of June 2, 1915 (P.L.736, No.338), known as the Workers' Compensation Act, further providing for workers' compensation benefits for certain emergency medical services personnel.

On the question,
Will the House agree to the bill on third consideration?
Bill was agreed to.

(Bill analysis was read.)

The SPEAKER. This bill has been considered on three different days and agreed to and is now on final passage.

The question is, shall the bill pass finally?

Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—197

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longietti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roe
Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causar	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Smith
Costa, D.	Harhai	Miller, R.	Snyder
Costa, P.	Harhart	Milne	Sonney
Cox	Harkins	Mirabito	Stephens
Cruz	Harper	Miranda	Stern
Culver	Harris, A.	Molchany	Stevenson
Cutler	Harris, J.	Moul	Sturla
Daley, M.	Heffley	Mullery	Swanger
Daley, P.	Helm	Mundy	Tallman
Davidson	Hennessey	Murt	Taylor
Davis	Hickernell	Mustio	Thomas
Day	James	Neilson	Tobash
Dean	Kampf	Neuman	Toepel
Deasy	Kauffman	O'Brien	Toohil
DeLissio	Kavulich	O'Neill	Truitt
Delozier	Keller, F.	Oberlander	Turzai

Denlinger	Keller, M.K.	Painter	Vereb
Dermody	Keller, W.	Parker	Vitali
DiGirolamo	Killion	Pashinski	Waters
Donatucci	Kim	Payne	Watson
Dunbar	Kinsey	Peifer	Wheatley
Ellis	Kirkland	Petrarca	White
Emrick	Knowles	Petri	Youngblood
English			

NAYS—0

NOT VOTING—0

EXCUSED—5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the bill passed finally.

Ordered, That the clerk present the same to the Senate for concurrence.

SUPPLEMENTAL CALENDAR B

**BILLS ON CONCURRENCE
IN SENATE AMENDMENTS**

The House proceeded to consideration of concurrence in Senate amendments to **HB 1193, PN 2695**, entitled:

An Act amending the act of June 24, 1931 (P.L.1206, No.331), known as The First Class Township Code, further providing for removals and for appointment, compensation and training of police officers.

On the question,
Will the House concur in Senate amendments?

The SPEAKER. Moved by the gentleman, Mr. Saccone, that the House concur in the amendments inserted by the Senate.

The Speaker now recognizes the gentleman, Mr. Saccone, for a brief description of the Senate amendments.

Mr. SACCONI. Thank you, Mr. Speaker.

The Senate amended the bill slightly to limit the jurisdiction to counties of the second class, and I urge your full support for this amendment. Thank you very much.

On the question recurring,
Will the House concur in Senate amendments?

The SPEAKER. Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—195

Adolph	English	Knowles	Pickett
Aument	Evankovich	Kortz	Pyle
Baker	Evans	Kotik	Quinn
Barbin	Everett	Krieger	Rapp
Barrar	Fabrizio	Kula	Ravenstahl
Benninghoff	Farina	Lawrence	Readshaw

Bizzarro	Farry	Longietti	Reed
Bloom	Fee	Lucas	Reese
Boback	Fleck	Mackenzie	Regan
Boyle, B.	Flynn	Maher	Roae
Boyle, K.	Frankel	Mahoney	Rock
Bradford	Freeman	Major	Roebuck
Briggs	Gabler	Maloney	Ross
Brooks	Gainey	Markosek	Rozzi
Brown, R.	Galloway	Marshall	Sabatina
Brown, V.	Gergely	Marsico	Saccone
Brownlee	Gibbons	Matzie	Sainato
Burns	Gillen	McCarter	Samuelson
Caltagirone	Gillespie	McGeehan	Sankey
Carroll	Gingrich	McGinnis	Santarsiero
Causar	Godshall	McNeill	Saylor
Christiana	Goodman	Mentzer	Scavello
Clay	Greiner	Metcalfe	Schlossberg
Clymer	Grell	Metzgar	Schreiber
Cohen	Grove	Miccarelli	Simmons
Conklin	Hackett	Micozzie	Sims
Corbin	Hahn	Millard	Smith
Costa, D.	Hanna	Miller, D.	Snyder
Costa, P.	Harhai	Miller, R.	Sonney
Cox	Harhart	Milne	Stephens
Cruz	Harkins	Mirabito	Stern
Culver	Harper	Miranda	Stevenson
Cutler	Harris, A.	Molchany	Sturla
Daley, M.	Harris, J.	Moul	Swanger
Daley, P.	Heffley	Mullery	Tallman
Davidson	Helm	Mundy	Taylor
Davis	Hennessey	Murt	Thomas
Day	Hickernell	Mustio	Tobash
Dean	James	Neilson	Toepel
Deasy	Kampf	Neuman	Toohil
DeLissio	Kauffman	O'Brien	Turzai
Delozier	Kavulich	O'Neill	Verb
Denlinger	Keller, F.	Oberlander	Vitali
Dermody	Keller, M.K.	Painter	Waters
DiGirolamo	Keller, W.	Parker	Watson
Donatucci	Killion	Pashinski	Wheatley
Dunbar	Kim	Peifer	White
Ellis	Kinsey	Petrarca	Youngblood
Emrick	Kirkland	Petri	

NAYS—2

Payne	Truitt
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NOT VOTING—0

EXCUSED—5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the amendments were concurred in.

Ordered, That the clerk inform the Senate accordingly.

* * *

The House proceeded to consideration of concurrence in Senate amendments to **HB 1348, PN 2680**, entitled:

An Act amending the act of December 20, 1985 (P.L.457, No.112), known as the Medical Practice Act of 1985, further providing for physician assistants.

On the question,
Will the House concur in Senate amendments?

The SPEAKER. Moved by the gentleman, Mr. Sonney, that the House concur in the amendments inserted by the Senate.

The Speaker now recognizes the gentleman, Mr. Sonney, for a brief description of the Senate amendments.

Mr. SONNEY. Thank you, Mr. Speaker.

Mr. Speaker, the language in this amendment simply allows our physician assistants to be able to begin working once they have a completed agreement with the supervising physician submitted to the Board of Medicine.

The Board of Medicine adopted this language in the spring, and they are agreeable with having it put into statute. Thank you.

On the question recurring,
Will the House concur in Senate amendments?

The SPEAKER. Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—197

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longietti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roae
Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causar	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Smith
Costa, D.	Harhai	Miller, R.	Snyder
Costa, P.	Harhart	Milne	Sonney
Cox	Harkins	Mirabito	Stephens
Cruz	Harper	Miranda	Stern
Culver	Harris, A.	Molchany	Stevenson
Cutler	Harris, J.	Moul	Sturla
Daley, M.	Heffley	Mullery	Swanger
Daley, P.	Helm	Mundy	Tallman
Davidson	Hennessey	Murt	Taylor
Davis	Hickernell	Mustio	Thomas
Day	James	Neilson	Tobash
Dean	Kampf	Neuman	Toepel
Deasy	Kauffman	O'Brien	Toohil
DeLissio	Kavulich	O'Neill	Truitt
Delozier	Keller, F.	Oberlander	Turzai
Denlinger	Keller, M.K.	Painter	Verb

Dermody	Keller, W.	Parker	Vitali
DiGirolamo	Killion	Pashinski	Waters
Donatucci	Kim	Payne	Watson
Dunbar	Kinsey	Peifer	Wheatley
Ellis	Kirkland	Petrarca	White
Emrick	Knowles	Petri	Youngblood
English			

NAYS—0

NOT VOTING—0

EXCUSED—5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the amendments were concurred in.

Ordered, That the clerk inform the Senate accordingly.

* * *

The House proceeded to consideration of concurrence in Senate amendments to **HB 1351, PN 2681**, entitled:

An Act amending the act of October 5, 1978 (P.L.1109, No.261), known as the Osteopathic Medical Practice Act, further providing for physician assistants.

On the question,
Will the House concur in Senate amendments?

The SPEAKER. Moved by the gentleman, Mr. Sonney, that the House concur in the amendments inserted by the Senate.

The Speaker recognizes the gentleman, Mr. Sonney, for a brief description of the Senate amendments.

Mr. SONNEY. Thank you, Mr. Speaker.
For the same reasons I previously stated.

On the question recurring,
Will the House concur in Senate amendments?

The SPEAKER. Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—197

Adolph	Evankovich	Kortz	Pickett
Aument	Evans	Kotik	Pyle
Baker	Everett	Krieger	Quinn
Barbin	Fabrizio	Kula	Rapp
Barrar	Farina	Lawrence	Ravenstahl
Benninghoff	Farry	Longiatti	Readshaw
Bizzarro	Fee	Lucas	Reed
Bloom	Fleck	Mackenzie	Reese
Boback	Flynn	Maher	Regan
Boyle, B.	Frankel	Mahoney	Roae
Boyle, K.	Freeman	Major	Rock
Bradford	Gabler	Maloney	Roebuck
Briggs	Gainey	Markosek	Ross
Brooks	Galloway	Marshall	Rozzi
Brown, R.	Gergely	Marsico	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato

Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causser	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Smith
Costa, D.	Harhai	Miller, R.	Snyder
Costa, P.	Harhart	Milne	Sonney
Cox	Harkins	Mirabito	Stephens
Cruz	Harper	Miranda	Stern
Culver	Harris, A.	Molchany	Stevenson
Cutler	Harris, J.	Moul	Surla
Daley, M.	Heffley	Mullery	Swanger
Daley, P.	Helm	Mundy	Tallman
Davidson	Hennessey	Murt	Taylor
Davis	Hickernell	Mustio	Thomas
Day	James	Neilson	Tobash
Dean	Kampf	Neuman	Toepel
Deasy	Kauffman	O'Brien	Toohil
DeLissio	Kavulich	O'Neill	Truitt
DeLozier	Keller, F.	Oberlander	Turzai
Denlinger	Keller, M.K.	Painter	Vereb
Dermody	Keller, W.	Parker	Vitali
DiGirolamo	Killion	Pashinski	Waters
Donatucci	Kim	Payne	Watson
Dunbar	Kinsey	Peifer	Wheatley
Ellis	Kirkland	Petrarca	White
Emrick	Knowles	Petri	Youngblood
English			

NAYS—0

NOT VOTING—0

EXCUSED—5

Bishop	Haggerty	Haluska	Masser
DeLuca			

The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the amendments were concurred in.

Ordered, That the clerk inform the Senate accordingly.

* * *

The House proceeded to consideration of concurrence in Senate amendments to **HB 1060, PN 2697**, entitled:

An Act amending Titles 74 (Transportation) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes by: —In Title 74: Providing for organization. In administrative practice and procedure, further providing for minority and women-owned business participation. In sustainable mobility options: further providing for definitions, for department authorization, for the Public Transportation Trust Fund, for application and approval process, for executive and legislative reports, for coordination, for asset improvement program, for Statewide programs and for capital improvements program. Providing for multimodal transportation funding. In airport operation and zoning, providing for first class city consolidated car rental facilities. In Turnpike: further providing for commission; and providing for annual hearing. In Turnpike Commission standards of conduct, further providing for code of conduct. Providing for traffic signals. Establishing the Bridge Bundling Program. Providing for public utility facilities. Providing for steel painting. In Public/Private Transportation Partnerships, further providing for applicability of other laws. —In Title 75: In registration of vehicles: further providing for period of registration, for display of registration plate and for certain special

plates. Providing for report to General Assembly. In licensing of drivers, further providing for judicial review, for occupational limited license and for probationary license. In commercial drivers, further providing for fees. In financial responsibility, further providing for required financial responsibility. In fees: further providing for limitation on local license fees and taxes, for collection and disposition of fees and money, for motor homes, for annual registration fees, for trucks and truck tractors, for motor buses and limousines, for school buses and school vehicles, for trailers, for special mobile equipment, for implements of husbandry, for farm vehicles, for ambulances, taxis and hearses, for dealers and miscellaneous motor vehicle business, for farm equipment vehicle dealers, for transfer of registration, for temporary and electronically issued registration plates, for replacement registration plates, for legislative registration plates, for personal registration plates, for street rod registration plates, for duplicate registration cards and for commercial implements of husbandry; providing for fee for local use; and further providing for special hauling permits as to weight and size, for annual hauling permits, for mobile homes, modular housing units and modular housing undercarriages, for books of permits, for refund of certain fees, for driver's license and learner's permit, for certificate of title, for security interest, for information concerning drivers and vehicles, for certified copies of records, for uncollectible checks, for certificate of inspection, for messenger service, for reinstatement of operating privilege or vehicle registration and for secure power of attorney. In motor carriers road tax identification markers: further providing for identification markers and license or road tax registration card required. In general provisions, further providing for obedience to traffic-control devices. In rules of the road, further providing for maximum speed limits and for alteration of maximum limits. In size, weight and load, further providing for restrictions on use of highways and bridges, for conditions of permits and security for damages and for permit for movement during course of manufacturing. In powers of department and local authorities: further providing for regulation of traffic on Turnpike; and providing for fare evasion and for municipal police officer education and training. In penalties and disposition of fines, further providing for surcharge. In the Pennsylvania Turnpike, further providing for definitions and for deposit and distribution of funds. In liquid fuels and fuels tax: further providing for definitions, for imposition, exemptions and deductions, for distributor's report and payment, for disposition and use and for refunds; and providing for application of Prevailing Wage Act to locally funded highway and bridge projects. In State highway maintenance, further providing for dirt and gravel road maintenance. In supplemental funding for municipal highway maintenance, making further provisions. In taxes for highway maintenance and construction, further providing for imposition and for allocation of proceeds. —Providing for permits for movement of raw milk. —Providing for amendment of lease agreements. —Providing for authorization to incur additional debt and appropriations. —Making an appropriation. —Making repeals.

On the question,

Will the House concur in Senate amendments?

The SPEAKER. Moved by the gentleman, Mr. Pyle, that the House concur in the amendments inserted by the Senate.

The Speaker recognizes the gentleman, Mr. Pyle, for a description of Senate amendments.

Mr. PYLE. Thank you, Mr. Speaker.

Mr. Speaker, HB 1060 was amended by the Senate to do the following: It generates an additional \$2.3 billion for the fiscal year 2017-2018 for the Commonwealth's transportation system. It generates, out of that \$2.3 billion, an approximate \$1.65 billion for highways and bridges in the Motor License Fund, again in calendar year 2017-2018. It generates an additional \$476 to \$497 million per year for mass transit in the State's 37 transit systems. It also generates \$144 million per year for the newly created Multimodal Transportation Fund for 2017-18. Over 5 years, the Senate amendments approximate an additional \$7.36 billion generated for the Commonwealth's transportation system, and with efficiencies built in by the

Senate amendments, achieves an estimated \$1 billion in savings over the next decade by efficiencies.

Would you like me to keep going, Mr. Speaker?

The SPEAKER. The request is that you give a general description of the amendments. It does not have to be an exhaustive dissertation.

Mr. PYLE. For the sake of brevity, Mr. Speaker, that is a general description.

The SPEAKER. The Speaker thanks the gentleman.

The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Philadelphia County, Mr. McGeehan.

Mr. McGEEHAN. May I have a moment, Mr. Speaker?

Thank you, Mr. Speaker.

Mr. Speaker, earlier this year I witnessed an extraordinary gathering that was unique in my legislative experience. Groups and individuals who normally never agree on an issue, let alone share a particular stage, stood shoulder to shoulder in support of Senator Rafferty's call for a comprehensive solution to fix our broken transportation system. The chamber of commerce stood next to labor representatives, environmentalists stood next to truckers, ABC (Associated Builders and Contractors) contractors stood next to unionized contractors, public transit advocates stood next to the bicycle coalition. They understood, Mr. Speaker, as we understand today, that our failing transportation system will not heal and grow without cooperation and common ground. Mr. Speaker, the gentleman's bill, HB 1060, represents that common ground.

Mr. Speaker, we have reached decision time. As in all of life, we never get everything we want, and this bill is no different. No one party; no one caucus; no one philosophy; no one region; no one industry, profession, or trade is getting everything they wished in this bill, and I believe that is its greatest strength.

Much of the debate has revolved around roads and bridges and mass transit, but it is much more than that. Yes, our colleagues in cities across the Commonwealth point to the dedicated mass transit funding as a reason to support this bill, and it is a good reason to support it. So, too, our rural members, with the highest proportion of lane miles of roadways, they can point to the historical high investment in paving, bridge reconstruction, construction, and maintenance of dirt and gravel roads. It goes far beyond roads and bridges and mass transit. Our smaller towns and boroughs can point to the huge cost savings associated with partnering with PENNDOT on traffic signalization, on engineering partnerships, and bridge bundling. Those who represent struggling main streets and other commercial corridors can celebrate the investment in the Multimodal Fund that will make streetscaping and bike and pedestrian corridors possible. Those that have waterways, whether used for sport, recreation, or commerce, will enjoy the benefits of access enhancements that this bill provides. Those communities with airports will be assured that these critical facilities remain economic hubs of their regional economies. Communities with rail will realize unprecedented investments to ensure that industries that depend on them continue to be employers in their communities. Those that know biking and pedestrian hiking trails know it is the fastest growing outdoor activity, and those activities and those facilities are enhanced in this bill.

Make no mistake, Mr. Speaker, most of these enhancements I briefly touched on have to be done whether we pass this bill or not. If we fail to act on this plan, your local community will be forced to pay for these improvements alone, and that means your local taxpayers will be on the line for these bills. Your local property owners will be assessed for the improvements in your local communities. There are no painless alternatives.

Mr. Speaker, I heard a quip from one of my colleagues, my friend and colleague, Michelle Brownlee, who summed up the situation pretty clearly. She quipped, "Everybody wants to go to heaven but nobody wants to die to get there." Well, everybody wants good roads and bridges and infrastructure, but nobody wants to pay for it. Well, unfortunately, Mr. Speaker, that is not a reality. If we want to remain a first-class economic power, it cannot be done with a third-rate transportation system. It requires the requisite dollars to do just that. Our roads, our rails, our ports, our public transit, our airports are critical to our economic success. The time for political maneuvering, gamesmanship, and bickering are over. The earlier quip on whether we go to heaven is ultimately up to whatever God we believe in, but the choice of a safe, reliable, and first-rate transportation system is up to us today.

Mr. Speaker, I am voting to concur on the amendments inserted by the Senate in HB 1060, and I hope you will join with me.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Delaware County, Mr. Micozzie.

Mr. MICOZZIE. Thank you, Mr. Speaker.

Mr. Speaker, I took the job of Transportation chairman over a month ago after the passing of our good friend and my dear friend, Dick Hess, but, Mr. Speaker, I did not take the chairmanship to keep the seat filled. I knew that the job had to be done.

In that time, with the help of the Speaker, our leadership, and the great cooperation with the other side of the aisle and the Senate, we come to the end of a long, long road. I would like to take this opportunity to thank the citizens of the Commonwealth for their patience over the last 17 years as we conducted studies, held hearings, and participated in countless meetings to try and come up with a workable plan on how best to fund our deteriorating transportation system. It has been 17 years since we have made any such adjustment to the gasoline tax, and these changes will help ensure long-term funding for our critical infrastructure.

I would like to emphasize that the transportation network is a utility that we all use, and I do not know of any other utility over the last 17 years that has not had a need to adjust its rates. I do not like to see, I do not like to see that, and I know my constituents do not either, but they also have a level of expectation. The expectation is that the roads and bridges and buses and trains they drive on are safe and will get them to where they need to go. The cost of doing nothing now will be very costly in the future. The condition of our bridges is a menu for a disaster.

Mr. Speaker, despite what rhetoric you hear, this bill keeps the cost of owning a car low.

Mr. Speaker, could I have some— I cannot even hear myself think.

The SPEAKER. The House will please come to order. The members will kindly hold the conversations down. Thank you.

The gentleman may proceed.

Mr. MICOZZIE. Mr. Speaker, despite whatever rhetoric you hear, this bill keeps the cost of owning a car low. A car can be a lifeline for our senior citizens and our low-income and rural residents. Mr. Speaker, we heard from the AAA (American Automobile Association) Federation when they testified that we need to keep registration rates as low as possible and keep it among the lowest in the nation, and we heard their plea.

Also, by raising the cap on the oil companies' tax and eliminating the retail tax of 12 cents a gallon, we are making sure that the State is closing a loophole that for nearly 10 years has been the oil companies' escape from paying the just tax on a full gallon of gas. The impact on this will be marginal, and it will be passed along to nonresidents as well. Mr. Speaker, if you fill up a 15-gallon tank every week next year, you will see a price bump of about \$1.39 for the entire week. This bill will also translate to the creation and retention of an additional 50,000 well-paying new jobs across the Commonwealth. Local governments will also benefit from a 60-percent increase, or \$220 million a year, in liquid fuels tax allocations statewide for local roads and bridges, along with up to \$40 million in grants for traffic signal improvements that would alleviate congestion and improve traffic safety.

I do want to take a brief moment to thank a few individuals who have worked tirelessly on the legislation. The first one I would like to thank is my longtime colleague, Rick Geist. Rick Geist was the chairman of Transportation for about 17 or 18 years, and he worked tirelessly for this day. By the way, today is Rick Geist's birthday, so let us have a round of applause.

In the passage of this legislation, there has been a lot of cooperation and effort, and I want to thank Chairman McGeehan for his help and understanding as I took the helm of the committee. His staff and the staffs of Representative Markosek and Representative Adolph were very gracious. The leadership staff on both sides of the aisle has put in long hours on the bill. My own staff, including Eric Bugaile, Greg Grasa, Beth Sickler, Sheila Earhart, and our intern, Ben Clear, has lived this every day for quite some time to get this bill where it is today.

It is no secret that for years businesses, local governments, and the motoring public have been demanding an improved transportation system in our State, and now we finally have the means to make that a reality.

Mr. Speaker, I ask everyone in the chamber to please vote for HB 1060. It is important, and I thank you for your patience.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Bucks County, Mr. Santarsiero.

Mr. SANTARSIERO. Thank you, Mr. Speaker.

Mr. Speaker, I am honored today to have my son, Johnny, with me here in the Capitol. Johnny had an oral report to give yesterday, and his assignment was the 32d President of the United States, Franklin Delano Roosevelt. It is somewhat ironic that he got that particular assignment, because, as we all know, Franklin Roosevelt spent much of his career fighting for ordinary people and working families across the United States,

and indeed, to a large extent, we have had that fight here in the Capitol this week.

Now, Mr. Speaker, you know well that we have a rule in this House that we are not allowed to question the motives or intent of our colleagues, and it is a good, wise, and fair rule, but unfortunately, Mr. Speaker, it is a rule that does not apply outside of the walls of this chamber.

Now, I know in the last week emotions have run high. There have been a cacophony of voices throughout the Commonwealth urging action one way or the other, but regrettably, at times those voices have veered off to violate that rule that we have here in the House. At times those voices have questioned the motivation of many of us in this chamber.

Mr. Speaker, let me tell you something. My mother grew up in a large Irish family during the Depression. At age 5, her father died, and her older brothers and sisters and her mother had to go out to work to help the family survive. My own family, growing up, was in a far better position, but there was no time during my childhood when my father – who at 87 is still going strong and is a proud veteran of the United States Army and a veteran of the Battle of the Bulge – did not have to hold down two jobs. Mr. Speaker, I will say to everyone in this chamber and everyone outside of this House that I will not apologize for standing up for the right of working families to have access to a living wage.

Now, unfortunately, Mr. Speaker, we had an opportunity, we had an opportunity this week to get transportation funding done and to protect the right to a living wage. I believe that we had that chance today no less than I believed that we had that chance on Monday. Indeed, if we recall, Monday evening when the chairman's amendment was narrowly defeated, many members on both sides of the aisle stood and called for the Hanna amendment. Indeed, the chairman from Delaware County, whom I respect a great deal, was one of those voices calling for that amendment, but it was not brought up. The next day his amendment was brought up again and this time it narrowly passed, but we went over the bill after that and were not given an opportunity to discuss any other amendment or any other approach. Yesterday our colleagues in the Senate considered largely the same legislation, and that is the legislation that is in front of us now. In an awesome display of unity, a display of unity that perhaps we should emulate here in the House, our Democratic colleagues in the Senate stood strong and were narrowly defeated as we had been, but they, too, were stymied in their attempt to bring forth an alternative that did not include a change in the prevailing wage laws of Pennsylvania.

Now, we are here today with this legislation, and we have a choice before us. It is a choice of whether we accept the legislation and do what many of us believe are needed repairs to our roads and bridges and support for our mass transit throughout this State. We could have done this in a much better way, but that opportunity has passed. In all likelihood, this bill will pass today and our funding needs will be met.

But, Mr. Speaker, getting back to my original point about our rule here in the House and how it does not apply outside of this chamber, I would like to say that no one, no one, either here in the House or outside, should question the motives of the members casting a vote today one way or the other, and certainly no one should characterize any vote as cowardice or, to use the parlance of East Falls, being a wuss.

Mr. Speaker, we have stood many times in this chamber to do the right thing, and although this particular battle over the issue of a living wage at this time and place has been lost, we will not back away from continuing to fight, to continuing to fight for our schools and our students, to continuing to fight for the environment, to continuing to fight for working families, and continuing to fight for women's health. We will not back away from that, and I say to my colleagues, let us unite and continue those battles.

Thank you, Mr. Speaker.

REMARKS SUBMITTED FOR THE RECORD

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Somerset County, Mr. Metzgar.

Mr. METZGAR. Thank you, Mr. Speaker.

I have remarks to submit for the record.

The SPEAKER. The Speaker thanks the gentleman. Deliver them to the clerk and they will be noted in the record.

Mr. METZGAR submitted the following remarks for the Legislative Journal:

Throughout this week I stood with Pennsylvania taxpayers and against legislation enacting the largest tax increase in the history of the Commonwealth and increasing the cost to register vehicles and increasing fines on motorists. This legislation has been foisted upon the hardworking taxpayers of Pennsylvania following no less than three floor debates and votes. Although the Senate amended the plan slightly, it did not change the components that will place an economic burden on our citizens.

HB 1060, on which the Senate placed an amendment with the ill-fated gas tax proposal, will do nothing but destroy Pennsylvania's economy, hurting businesses, families, and seniors, while providing an additional \$661 million in subsidies to Pennsylvania's mass transit systems, which already receive \$1.3 billion of funding from the paying motorists.

This crushing gas tax, by an amount so great that our actuaries cannot even tell us how large, will result in the largest gas tax in the nation. This will increase operating costs of every business, which are already working on razor-thin margins. On a more personal level, I believe that this gas tax increase, for every senior on a fixed income and for every family who is barely making ends meet with the current record-high gas prices, will endanger lives and be fatal to our economy.

I have remained steadfast in my strong opposition to placing a larger tax burden on our residents. I will also continue to oppose efforts to increase spending in State government.

LEAVE OF ABSENCE CANCELED

The SPEAKER. The Speaker returns to leaves of absence and recognizes the presence of the gentleman from Northumberland County, Mr. Masser. His name will be added back to the master roll call.

CONSIDERATION OF HB 1060 CONTINUED

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Montgomery County, Mr. Bradford.

Mr. BRADFORD. Thank you, Mr. Speaker.

I, too, rise with a kind of divided thought on this. I know like many we are heartened that Pennsylvania is finally going to make needed investments in infrastructure. Our roads and bridges have been neglected too long, but many of us believe that parallel to that would be the opportunity to begin to rebuild Pennsylvania's middle class, that by rebuilding Pennsylvania, we could put people back to work in good jobs – good, family-sustaining jobs. And that is one of the great things about the way infrastructure projects have always been done in Pennsylvania.

We do not want to rebuild America at times where the stock market is well over 15,000, but middle-class families continue to struggle to pay their bills. We know that there are taxes and fees in this, and some of us understand that that is going to be the price of doing infrastructure that has been put off for too long. We are heartened to see that the Tea Party fever that has come across this building for too long and tax pledges are falling aside, but we realize, would there be such willingness to step aside and would there be minority votes to close loopholes and not just invest in Pennsylvania's capital, its roads and bridges, but its human capital, its children, its schools, that are equally crumbling, our city that needs help so desperately?

It is hard to reconcile this feeling today because many of us support transportation very much and want to see the economic development that will come with it. We want the good jobs that come from it. We do not want the race to the bottom that says, let us rebuild Pennsylvania on minimum-wage jobs. We have never rebuilt the middle class, we have never built our country that way. And you know, we do not talk about big issues very often, but right now there is a greater discussion in our country about income inequality.

And I have many businesses and corporations that will be, understandably, helped by this bill, and I want to help them. I want to help our pharmaceuticals. I want to help our road constructors. I want their people to go back to work, but I want them to go back to work in the kinds of jobs that allow them to raise their children, to send their kids to college, to retire, and to work in dignity. And I worry that when we erode workers' rights, that when we play rich against poor, and we build up those at the top, we send a message. And let us be clear: This is not a massive change, but it is one that starts eroding the very foundation of those of us who believe that good wages build a strong middle class.

Now, as the prior speaker mentioned, there were amendments to address this, and I understand that through parliamentary procedure they will not be allowed. And I must say it is difficult, because while the gentleman mentioned some on the outside and those in East Falls who question, "Who are the wussies?" I must say that for a lot of us, we believe progressives stand up for workers' rights, not just corporate welfare, and it must be both. We must stand up for our companies and our job creators, but we must do so in a way that puts Pennsylvanians back to work in good jobs.

It is a particularly difficult pill to swallow to put up a tax vote knowing that it will not just help a single union or a single portion, but it has got to help our whole workforce. It has got to raise up all Pennsylvanians. A workforce, whether organized or not, is all raised up by good wages, and that is the contradiction that many of us find so difficult to deal with with this bill.

In the end, it is a tough vote for all of us, and like the prior speaker said, we are all conflicted on our side of the aisle. We want to stand by our union brothers because we know that they are the ones who built America. We want to rebuild an America that is worth rebuilding with a strong middle class.

So when we vote today, no matter how we vote, let us be mindful that the workers, at the end of the day, are the ones who are going to have to pay the fees, but they are the ones who built America and they are worth the fight. Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Butler County, Mr. Metcalfe.

Mr. METCALFE. Thank you, Mr. Speaker.

Mr. Speaker, I rise in opposition to this legislation that contains the Corbett gas tax increase.

Mr. Speaker, this legislation contains a tax increase that will be to the tune of \$2 billion, with other associated fine and fee increases, Mr. Speaker. Mr. Speaker, over the period of time that this will be implemented, consumers could see up to 28 cents more per gallon of gas at the pump, Mr. Speaker. According to the American Petroleum Institute, our taxes on gas per gallon currently stand around 50.7 cents per dollar; adding that 28 cents, we are up around 79 cents per gallon, Mr. Speaker. This increase, once it is fully implemented, has potential to make us the highest in the country, Mr. Speaker.

Mr. Speaker, besides that, as my office looked through this legislation today and I had some of my staff counting the fees and fine increases, they told me that they found over 130 fine and fee increases in this bill, Mr. Speaker, increases such as the annual increase for registration of an ambulance, Mr. Speaker, from \$54 to \$77, a \$23 increase, or pretty much a 50-percent increase there, Mr. Speaker, or close to it; increase in the vanity plates from \$20 to \$76, or a \$56 increase, Mr. Speaker; increase in the issuance of a certificate of title from \$22.50 to \$50, more than a 100-percent increase, or \$27.50 increase, Mr. Speaker; annual registration of a messenger service from \$50 to \$192 fee, a \$142 increase. Mr. Speaker, counties will now have, under this legislation, the ability to assess a \$5 vehicle registration fee for any vehicle that is registered to an address in that county – another additional cost to the taxpayers of the Commonwealth, Mr. Speaker.

And what happens to those businesses such as the trash collection companies and others that have a numerous number of vehicles that are being used? Of course their costs are going up, and those costs will be passed on to the consumer, Mr. Speaker.

Mr. Speaker, the legislation would funnel nearly \$500 million a year in extra funding to mass transit. Both SEPTA (Southeastern Pennsylvania Transportation Authority) and the Port Authority are already highly subsidized by the taxpayers of Pennsylvania, Mr. Speaker, while less than 5 percent of the Commonwealth's population actually use mass transit to commute for work, Mr. Speaker. SEPTA is subsidized by taxpayers to the tune of 60 percent, while the average route fare is only \$1.95, and the Port Authority is subsidized to the tune of 70 percent, Mr. Speaker, by taxpayers. And they are asking for hundreds of millions of dollars and will receive it through this legislation, Mr. Speaker.

Mr. Speaker, there have been plenty of other options on the table that colleagues have put out there to address the issue of funding for roads and bridges without a tax increase, Mr. Speaker, such as elimination of the Turnpike Commission and joining that together with PENNDOT to create efficiencies, Mr. Speaker; prohibiting the State Transportation Commission from diverting any of Pennsylvania's allocation of Federal funding that is dedicated for highways and bridges to the subsidizing of mass transit, as was done during the Rendell time in office, Mr. Speaker; requiring DCNR (Department of Conservation and Natural Resources) to publicly auction at least 300,000 acres of State-owned land over 3 years for natural gas exploration and development and use the royalties of that for infrastructure development improvement, Mr. Speaker; taking funds from the sale of Pennsylvania's monopolized liquor control system and using that for improvement of our roads and bridges. Mr. Speaker, there are plenty of other ideas that could be utilized to address funding of roads and bridges in this State instead of a tax increase on the hardworking men and women of this State, Mr. Speaker.

Mr. Speaker, I received quite a few e-mails, actually, on this issue. The majority opposing. This constituent wrote, "I listened to Governor Corbett on KDKA this morning" – that was this morning – "defending this new tax, which he called a fee. Ha." That is what she is writing. "I understand that we need to improve and upkeep the infrastructure, but at what expense. Every time taxes are raised, and you know they will be passed on to the consumer no matter what he tries to say, that takes money out of the economy and into the hands of the government where it is wasted and misused. Government officials must learn to live within their means, just like the working," and she puts in parentheses, "(and I emphasize working) public. Cut the wasteful entitlement programs, the ones that promote a lifestyle of not getting off their duff, and find the money somewhere else. I am concerned for my kids' and grandkids' futures."

That is written by one of my constituents, Mr. Speaker.

Mr. Speaker, we also received some letters from some business owners that will be impacted and wanted to share the results of this tax increase on their business and their consumers and taxpayers.

This one was from Dandy Mini Marts, where they write, "Dear Representative: I am writing to you on behalf of Williams Companies which consists of Dandy Mini Marts, Inc., Williams Oil Company, Inc., and Williams Auto Group. Between our three companies, we employ approximately 1,400 people and serve the Northern Tier of Pennsylvania. The proposed fuel tax increase will have an incredible negative impact on our businesses, our consumers, and our employees. This additional taxation will affect our customers in our local economy shouldering an additional tax burden of approximately \$25,000,000, an impact no one in Pennsylvania can afford or should be forced to absorb.

"The Pennsylvania House of Representatives passed the HB No. 106...transportation package on November 19, 2013, after failing twice, and the Senate passed HB 1060.... It is now going back to the House of Representatives. I urge you to oppose...HB 1060....

"With this new...bill, the PA fuel taxes will increase 28.5 cents on gas and 39.8 cents on diesel over 3 years starting on January 1, 2014. We have no choice as retailers than to pass this increase in fuel tax to our consumers.

"We are projecting decreases of anywhere between 15-30 percent of our sales, if this bill finally passes, reducing tax revenue to the Commonwealth of Pennsylvania. The end result will have a crippling effect to many Pennsylvania industries and is a severe burden on every motorist traveling in Pennsylvania. If HB 1060...is finally passed, Pennsylvania will be the highest taxed State in the country.

"Increasing the fuel taxes is not the answer to the shortfall in funding because raising the fuel taxes will only lead to: unnecessary burden on Pennsylvania's citizens, with exorbitant fuel prices; reduced consumption, hence reducing tax revenue; motorists purchasing fuel in our neighboring States where taxes are much lower; trucking and warehousing companies moving operations out of Pennsylvania due to high costs of doing business in the State, causing loss of tax revenue and loss of jobs; and loss of thousands of jobs at Pennsylvania gas stations, truck stops, restaurants, and ancillary businesses due to loss of business to neighboring States.

"Alternative solutions should be to increase the motor fuel tax over 10 years, to allow this tax increase to be absorbed slowly by Pennsylvania motorists; identify vehicles of industries that cause the most damage to our roads, and implement a special tax; and establish a severance tax on natural gas production, as many States have currently placed.

"Thus, we urge you to oppose the HB 1060 transportation bill sparing Pennsylvania's households and small business from higher fuel taxes and the potentially ruinous increases whose effects on our Pennsylvania travel industry will linger for years afterwards. Thank you for your consideration," signed by the president of Dandy Mini Marts, Mr. Speaker.

Mr. Speaker, we are also in receipt of another letter from J.T. Howe Oil, who writes that they are a diesel fuel and gasoline retailer in Wayne County, so they "...have great concern on the devastating negative effect the HB 1060...transportation bill will have on..." their "...industry and reduction of tax gallons in PA." They urge opposition to that.

The Pennsylvania House of Representatives, he goes into, passed it, and he urged us to oppose that bill. He said that with it, of course, it is going to increase the taxes, and they were projecting a drop of almost 35 percent of their sales if this bill passes finally, Mr. Speaker. And he went on to have some of the same points as the other letter, also, Mr. Speaker.

Mr. Speaker, this is coming from business owners that actually have to write business plans and project revenue for the next year and actually have to adjust their budgets throughout the year, unlike State government that does it once a year, Mr. Speaker.

Mr. Speaker, I am in receipt of another email – this will be the last email that I am going to read – from someone down in the Pittsburgh area. They wrote, "Please keep fighting this tax. I had a highway engineer (a fellow conservative) provide an explanation as to why we needed this tax. Basically, it was so his firm would continue to have highway contracts. I told him it was a conflict of interest for him to even mention. He used the example that those who drive on the roads should help pay for their upkeep. Well, those who use public transportation use the roads as well, and should pay for their upkeep through higher fares.

"What we need is someone in office who will pay attention to how the existing funds are spent and cut wherever possible...just like I must do with my budget."

And, Mr. Speaker, these are coming from individuals that are going to be the recipients of this vote tonight and going to be on the receiving end of having to pay these higher taxes, Mr. Speaker.

Mr. Speaker, I do have a question regarding the legislation, if the sponsor would be willing to answer it.

The SPEAKER. The gentleman, Mr. Pyle, indicates he will stand for interrogation. You may proceed.

Mr. METCALFE. Thank you, Mr. Speaker.

Mr. Speaker, on pages 26 and 27 of the bill, it talks about the distribution of the money that is going to meet local matches and it divides that up. Is that all of the mass transit funding, or is that a component of the mass transit funding?

Mr. PYLE. Actually, Mr. Speaker, thank you for your question. What that is is a match for local funds put up for construction projects. To give you an example: In Pittsburgh, not the North Shore Connector but the new bus terminal that is being built in Harmar; in Philadelphia, for SEPTA, it would be repair of over 100 failing bridges used by both passenger car and SEPTA mobility buses, whatnot.

Thank you for your question, Mr. Speaker.

Mr. METCALFE. Just to clarify, Mr. Speaker, so it is projects that the mass transit organizations are working on in their regions that might be a combined project that is also a road and bridge or tunnel-type issue for that mass transit system?

Mr. PYLE. You are correct, sir. It is called the asset improvement program.

Mr. METCALFE. Mr. Speaker, is there any idea on how much money might flow through that, because it divides it up into percentages as far as SEPTA receiving 69.4 percent of the funds and the Port Authority receiving 22.6 percent, other organizations receiving 8 percent, I believe, and then there is 5 percent that seemed that was going to be left over based on what is down in paragraph 4 of that section?

Mr. PYLE. Thank you for your question, Mr. Speaker. Did you want me to break that down by individual mass transit system or as a whole?

Mr. METCALFE. Just an overall figure would be fine, Mr. Speaker.

Mr. PYLE. Net asset improvements at the end of this program in 2018 will total approximately \$1.16— Pardon me, I read the wrong number. It is \$332 million, sir, \$331,907,000 is the projection.

Mr. METCALFE. \$332 million over the course of the next several years?

Mr. PYLE. That plays out to the end of 2018, 2017-2018 fiscal year.

Mr. METCALFE. So approximately \$300 million?

Mr. PYLE. A little bit over.

Mr. METCALFE. Thank you, Mr. Speaker.

Mr. Speaker, I would like to resume comments related to my point.

The SPEAKER. The gentleman may proceed on the bill.

Mr. METCALFE. Thank you, Mr. Speaker.

Mr. Speaker, probably one of the largest concerns I have, on page 27, is that it says in that section that "THE DEPARTMENT SHALL SET ASIDE 5 PERCENT OF THE FUNDS AVAILABLE FOR DISTRIBUTION..." and that those would be available at the discretion and "DISTRIBUTION BY THE SECRETARY," Mr. Speaker. So out of \$300 million, the 5 percent of that \$300 million – which would be, what, about \$15 million? – so you would have about

\$15 million that would be available to be used at the discretion of the Secretary, Mr. Speaker.

Now, Mr. Speaker, I believe that as I have listened to our Governor talk about eliminating the money that was available to the legislature in the form of WAMs (walking-around moneys) in the past, that this is a serious concern related to WAMs of the future. I think that when you give any member of the Governor's administration the discretion to spend millions of dollars, Mr. Speaker, at his discretion, that is a significant problem in that administrations can use that in a way to leverage the legislature to do what they like, and ultimately would corrupt the process, Mr. Speaker. We have had past Governors with their gubernatorial WAMs; this to me seems like a new WAM being set up for this administration and future administrations through the use of these millions of dollars at their discretion, Mr. Speaker. No one man or woman in this body or in the Governor's Office should be making a sole decision at their discretion on how to spend millions of taxpayer dollars, Mr. Speaker.

Mr. Speaker, this legislation is bad for many reasons. It started off as a Title 75 bill, Mr. Speaker. Through the amendment of the Senate, it has been turned into a bill that is going to amend both Title 74 and Title 75, Mr. Speaker. Mr. Speaker, I think that really violates our constitutional charge to be within a single subject, Mr. Speaker. I think that if you are going to take a one-title bill, change it into a two-title bill, Mr. Speaker, I think that really violates the constitutional requirement for us to pass legislation that is single subject, Mr. Speaker.

Mr. Speaker, I am not going to make a motion because I do not believe that this body is going to be receptive to debating that motion at this time. We are debating HB 1060 and the concurrence of that, Mr. Speaker, but I do believe that this legislation is going to violate our constitutional responsibility to promote single-subject legislation, Mr. Speaker.

Mr. Speaker, just on the face of it, as the working public takes a look at what we are doing here, we took a couple of pages bill dealing with a license plate, Mr. Speaker, and now it is this bill that is well over – it is 127 pages; that is a significant number of pages, like a small phone book, Mr. Speaker. And that has been turned into this bill that contains over 100 fees and fines and a \$2 billion tax increase, Mr. Speaker.

Mr. Speaker, I urge nonconcurrence. I urge a "no" vote on the Corbett gas tax increase, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the lady from Montgomery County, Mrs. Dean.

Mrs. DEAN. Thank you, Mr. Speaker. I will be brief.

Late Monday night before the House were virtually two identical options for needed transportation spending, but for one important difference – prevailing wage. To some, prevailing wage is a slur, government waste at its best, lining the pockets of organized labor at the expense of Pennsylvania taxpayers.

But prevailing wage at its heart is protection for the taxpayer. A prevailing wage threshold preserves living wages for workers that build our bridges and our roads and our highways. It ensures that this important work is being performed by a highly skilled, well-trained, quality workforce. This means contracts are not awarded simply to those who have won the race to the bottom by paying workers the lowest wage. Instead, transportation workforce is well-trained to provide for

their families and to make a living wage for meaningful work. So given the option, I chose to support funding transportation without harming those who perform that work.

Today we are faced with one option. I have faith that we can pass still-needed transportation funding, and I am encouraged that we have come together as a General Assembly and Governor Corbett has stood up, not for the political no-tax pledge, but for the citizens of Pennsylvania.

We are at a crossroads. Thousands of structurally deficient bridges, thousands of miles of roadway in disrepair, anemic progress in maintaining and expanding our transportation infrastructure, and building more livable communities – these have brought us to this moment where we are talking about a core function of government. So this is not just a moment of need, but a moment of our priorities, because our roads and our bridges, our rail, our mass transit, our bike paths, and our highways are the drivers of innovation, the drivers of education, and the drivers of our future.

Thank you, Mr. Speaker, for considering my remarks.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Blair County, Mr. McGinnis.

Mr. MCGINNIS. Thank you, Mr. Speaker.

Mr. Speaker, in addition to a crisis related to our roads and bridges, we have a bipartisan crisis facing Pennsylvania today. It is a crisis of branding for both Democrats and Republicans.

Mr. Speaker, there was a time when the Democratic Party branded itself as the party of the little guy, blue-collar workers, the middle class. Meanwhile, the Republican Party branded itself as the party of smaller government and lower taxes. With this bill, HB 1060, both parties seem to want the same brand, and it is this: We, the elected elite, are the lords over the taxpaying serfs.

Mr. Speaker, it is proper to ask, what will be the economic consequences of this massive and historical tax increase? Many have said, we really do not know. Some say, we cannot possibly know. Well, I have a Ph.D. (doctor of philosophy) in financial economics. I can do stochastic calculus. I can even translate Cicero from Latin into English. But I do not need any of that, and no one else does either, to understand what the economic impact will be of this historic tax increase: It will be negative, prolonged, and severe.

But even if we buy the ignorance argument, Mr. Speaker, does not the dictum of the Hippocratic oath apply: If we do not know the extent of the damage, should we not scruple to do no harm; that is, no more harm, to the taxpayers and citizens of our Commonwealth?

Do we have infrastructure needs to address, Mr. Speaker? Absolutely, but not once, not once was any option suggested by the proponents of this bill to address those needs except through a tax increase. The first proposal we heard in February was not reform, was not prioritizing, was not improving efficiency, was not doing more with less. Those are the approaches we lords expect the taxpayers, our serfs, to adopt when their take-home pay goes down. But why are those not options for government?

Mr. Speaker, when the Senate saw that the Governor's first plan was to reach further into the taxpayers' pockets, they said, "Hold on a minute; we are not reaching far enough." Although members of our House gallantly battled to bring some restraint

to this reach, we have not yet been successful. We are here today to vote on the first, last, and only option put forward by the lords of the Commonwealth to extract even more from our hardworking citizens.

Mr. Speaker, we call this the hall of the House, the People's House. HB 1060 turns this place into the house of piñatas, because we are once again pounding our taxpayers to empty every last penny out of their pockets for something that already should have been addressed.

The math is bothersome, Mr. Speaker. When Governor Corbett came into office, he and the Commonwealth of Pennsylvania inherited from his predecessor an unsustainable growth in State government. The Governor was heroic in his efforts to effect proper change and we are \$2 1/2 billion below the trend that had been set. And now, on a single vote, we want to give away all of that good work?

Mr. Speaker, Pennsylvanians are not undertaxed. If we adjust 1945 dollars to 2013, at the height of World War II, with America fighting a world war with the fate of civilization on the line in two theatres across the globe against militarized foes, our Federal government spent about \$9,000 per person. Today in Pennsylvania, State and local governments spend more than that, and the Federal government spends about \$13,000 per person.

Mr. Speaker, the citizens of Pennsylvania bear a tax burden 2 1/2 times what the Greatest Generation bore, with this difference: The burden borne by the Greatest Generation disappeared after World War II with a 70-percent reduction; the burden borne today is growing perpetually.

Mr. Speaker, forget the complexity and the myriad extractions and details of this bill. In the end, it only says one thing: You taxpaying serfs of Pennsylvania just have not been giving us lords enough of your money. I disagree. I hope all of us do, and I urge all of us to oppose HB 1060.

Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Philadelphia County, Mr. Thomas. The gentleman waives off.

The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Cumberland County, Mr. Bloom.

Mr. BLOOM. Thank you, Mr. Speaker.

Mr. Speaker, we stand on the brink tonight of enacting the biggest tax hike in the 21st century in Pennsylvania. Mr. Speaker, tonight we stand on the brink of giving Pennsylvania and its citizens the highest gas tax in America. This tax increase is an attack on the most vulnerable, the hardworking families of Pennsylvania, all in the midst of the toughest national economic downturn of our lifetimes.

And the saddest part of this unaffordable tax hike is that we can take care of our transportation needs and our infrastructure by relying on existing revenues, revenues that we can use to supplement the already nearly \$7 billion we spend every year on transportation infrastructure in this Commonwealth. We have the bills written today to reallocate and reprioritize this existing revenue, yet it seems that everyone believes that this subsidized train has already left the station. But we, all of us in this room tonight, have the power right now to stop that tax train in its tracks.

Mr. Speaker, I urge my colleagues to vote against giving Pennsylvania America's highest gas tax and to vote against HB 1060 on concurrence. Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Montgomery County, Mr. McCarter.

Mr. McCARTER. Thank you, Mr. Speaker.

It is interesting, throughout this debate there are many of us that can argue about the nature of who is taking the burden on this particular measure that we are considering. For instance, several of the speakers that we have recently heard from suggest that this is going to be the worst thing possible for all of our citizens when it comes to the tax burden.

Well, Mr. Speaker, I am concerned about transportation. In fact, I am concerned to a degree that this measure simply does not measure up because it does not solve the need in terms of transportation. It does not address all of the items that were identified by the Governor's own commission, that if we calculate from that \$3.5 billion that was estimated over a year and a half ago now would be probably over \$5 billion. And yet the burden of who is going to pay for the needed transportation and infrastructure needs again is subject of question here.

The hardworking people of Pennsylvania, as we have seen in much of this debate, are being used in many different ways. We have had discussions in here about property tax in recent weeks. We have had discussions about the nature of gas tax increases that are going to pay for this particular bill. And without a doubt, it is the working people of Pennsylvania who are going to take the hit here. There is no doubt about that. But it is also the working people, again, who hold the family-sustaining jobs, who are also going to be penalized here because of changes within this bill that are going to make them pay because their living wages are going to be going down because of the attack on prevailing wage.

Mr. Speaker, I suggest the following: I suggest that instead of attacking middle-class people, attacking the poor who use mass transit that some do not want to see funded, it is time to turn to those who use the roads in Pennsylvania, help destroy our bridges in large measure, and that is the shale gas industry of Pennsylvania who need to pay a fair share of what we are looking at here. It is the corporations who run off to Delaware to avoid paying the taxation in Pennsylvania. It is those that have benefited from the actions that have happened in this chamber in recent years that make the poor and the middle class suffer most here. And instead of attacking prevailing wage, we should be going to make sure that all Pennsylvanians pay their fair share. We know that the poor and the middle class are being asked to pay more of that fair share than anyone in the State of Pennsylvania.

So until we address those real needs, that becomes my major concern, so that we can eventually get to pay for all of the needs that need to happen in transportation and infrastructure, so that our rural roads are maintained to the pristine nature that they are now, and that mass transit, instead of being looked upon as the scourge by some, needs to be such that it moves more and more people and eliminates the need for more and more road transportation improvements. That is what we need to be focusing on, Mr. Speaker, not on the nature, in a sense, of highest tax rates. We need to be looking at those to make sure that we do it fairly in the State of Pennsylvania, not negatively.

Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Westmoreland County, Mr. Krieger.

Mr. KRIEGER. Thank you, Mr. Speaker.

All of you were here and know that I have spoken twice on this, so I am sure some of you are wishing I would sit down and shut up, but I cannot do that tonight without having at least a few brief comments. And I have to confess to you, I am weary. I am weary of fighting an unequal battle, and let me remind you how we got here.

If you remember, we voted HB 106. The opponents of this tax increase defeated it once. We defeated it twice. And I will use the words of my local paper, the House flip-flopped the next day after a day of intense lobbying. Now, we all know what a day of intense lobbying means. So perhaps the result here is a foregone conclusion, and perhaps the opponents will lose this battle tonight, but there is also a battle for the hearts and minds of the people of Pennsylvania. I would ask both sides of the aisle to remember that battle, and that is perhaps the most important battle that will be fought here tonight.

When we take a look at transportation, we have to first remember that we spend \$6.8 billion a year, so the first thing a responsible House would do is ask, is that enough? How are we spending that? And do we need to spend more? Now, obviously PENNDOT is going to come to the conclusion that they need more money. Have you ever met a government agency that did not want more money? We have a responsibility in this House to determine whether that is the case.

Secondly, if we determine we need more money, we need to figure out how much money we have to take from our taxpayers. Now, tonight we are going to vote to take \$2.3 billion annually, I guess starting in year 4 or 5. I have not heard a single justification for that number. That was pulled, as far as I am concerned, out of thin air, and if perhaps someone here can justify that number, I would love to hear it tonight.

And perhaps the most important thing we have not done is remembered that this is our taxpayers', our constituents', the people of Pennsylvania's money. There is a cost for that \$2.3 billion coming out of their hands. That means that is \$2.3 billion a year they will not have to spend, to invest, to save, so when we consider the so-called economic benefits of this bill, we must consider that cost as well.

It is interesting to me and it may surprise some of you that I have never thought my vote on this bill was primarily about transportation. I, frankly, do not know for sure if we need to spend more money because I am not seeing it justified. It is interesting when the folks came into my office lobbying for it – and I will remind you that it was never anyone, never a taxpaying, regular person off the street – they always wanted to talk about silos. When I brought up the fact, well, what about spending in other areas? Every time they said, we do not want to consider that. We just want to consider our transportation needs.

And I would remind those here that are concerned about spending restraint, that is a recipe for ever increasing spending, because the next time it will be another issue, it will be another need, perhaps a real need. And if we could restrict ourselves to just determining, do we have a need to spend more money and just tax our people to do it, we will never control spending. We will never decrease our spending, because it is cooked at that point. And I wonder if, in some cases, perhaps, that is the idea

here, because next time it will be some other need, it will be whatever, you name it, and we will consider that narrowly. We will consider that in a silo without a responsible look at our entire budget and the priorities, which is I think exactly what we need to do.

Many of the proponents have talked about responsible governing. They have talked about, and I guess implicitly criticized those of us opposing the bill as being irresponsible, not wanting to govern. And I think that is a justification, a fig leaf that will provide them little cover with their constituents.

I think the people expect and demand responsible government; that is true. And we can have a real argument about what that means. I think it means, we looked at our revenues, we look at our expenses, and we do everything possible to meet our needs within those revenues, everything possible before we go to our taxpayers, productive people and ask them to pay a single dime more.

I know there are many who have talked about how this is going to create economic prosperity, and I hope they are right. I fear they are not. I fear this will not create prosperity but it will further grind our middle class into powder.

I would ask all of us to consider tonight what we are doing before we do it, and I still think there is chance. I think this is close and perhaps the opponents still have enough strength to defeat this attempt to tax our people. This, the proponents, you are being asked tonight not to be responsible. This is not the politics of responsibility; in my view, the proponents are advancing the politics of plunder and pillage. Thank you.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman, Mr. Matzie, from Beaver County.

Mr. MATZIE. Thank you, Mr. Speaker.

I first off want to commend the efforts of the four caucuses for actually working together to come up with a comprehensive plan to fund transportation in our Commonwealth. It is a challenge in a diverse State such as ours to reach a compromise.

And while I like some of the language and dislike other parts of the bill, I must, however, object to the endgame to the process, especially the inclusion of language raising the escalator on the prevailing wage.

I must also object to the inability of members to have amendments called up on such an important issue, to get the opportunity for an up-or-down vote to possibly make this a better bill. I, for one, had an amendment on SB 1, which was the original transportation bill. We should have debated this bill. We should have heard every amendment for as long as it takes.

And while I can go on about other aspects, there is one issue I want to mention. Several months ago I brought to this chamber's attention a no-bid, no-cost contract for Web services that would be funded by assessing a fee of \$2 to insurance companies for obtaining driver vehicle records. After the company began requesting upfront payment, I brought it to the attention of the State Treasurer, who halted payment, saving at that point \$5 million to the Commonwealth. The company then agreed to forgo submitting payment for the no-bid, no-cost contract. Go figure.

I believed then as I do now that the administration does not have the authority to raise fees without the approval of this legislature, and using funds designated for transportation to fund the Web site, in my judgment, is unconstitutional.

Now, this bill codifies that this one specific fee can occur. Thankfully, nowhere in this bill do I see where this company can assess other fees. And here is the kicker, and I will read straight from page 50 of this amendment, line 18, section 2: "If a Commonwealth agency has entered into a contract with a third party to deliver driver information to a person that has complied with section 6114(b) (5) (relating to limitation on sale, publication and disclosure of records), the department may impose an additional fee of up to \$2 for the requested record." They already started charging this in late September without our approval. Now it is going from \$5 to \$8, with an additional \$2; that is a 100-percent increase.

As I move further on to line 24: "Upon approval from the department, a person that has received the driver information from the third party under paragraph (2) that has complied with section 6114(b) (5) may provide the information, for a fee, to a third party for the same purposes contained in section 6114(b) (5) without the payment of any additional fees under this subsection to the department."

Again, I still believe the no-bid, no-cost contract awarded in the days after last year's general election to be illegal, and now this Commonwealth will, through this legislation, allow a third party to sell personal information for profit. Let me repeat that: This legislation allows a third party to sell personal information for profit.

Lots of people are being asked to pay for this measure; however, there is only one type of company that is getting something for free, and that is the people who sell driver vehicle data.

Now, in the coming weeks I will introduce legislation to repeal this section, as I am sure others will on various parts of this bill that they do not like. And while I want to be able to cast a vote for a comprehensive transportation bill where deficient bridges and roads and mass transit are properly funded, where everyone pays their fair share and people are put to work making family-sustaining wages, because of my earlier remarks, I cannot in clear conscience be hypocritical and support this measure as written, and I will be voting "no."

Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the lady from Clarion County, Ms. Oberlander.

Ms. OBERLANDER. Thank you, Mr. Speaker.

I rise in support of HB 1060 and the amendment inserted by the Senate.

I represent a rural district, a district where coal, gas, timber, fiberboard, housing manufacturers, and construction are major economic drivers. Roads and bridges are critical infrastructure in moving their product and their people. Costly detours and weight restrictions on bridges add to the cost for all of us. This bill will help to repair and replace them.

Dirt and gravel roads, low-volume roads – we know about those, 500 cars or less a day – that looks like a lot of my roads. This bill provides additional money to those roads. Some of these roads have not seen repair or maintenance in years, and this will be a welcome change for them.

Prevailing wage has not changed in 50 years, but the threshold will change from \$25,000 to \$100,000 per project, and this will allow for more projects in my local area, projects that have been waiting to be done. It will save taxpayer dollars.

And finally, this bill provides for modernization and cost-saving initiatives in PENNDOT and changes to the Turnpike Commission, both positive aspects of this package.

Is this bill perfect? No. There is not a perfect bill, but it does represent solutions for a diverse Commonwealth. And for these reasons that I have stated I will be voting for this bill, and I would respectfully encourage my colleagues to do the same.

Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Westmoreland County, Mr. Reese.

Mr. REESE. Thank you, Mr. Speaker.

Mr. Speaker, every member on the floor here today has family members, neighbors, and friends. And tonight when we return to our districts, we are going to have to look at all of the people in our lives – most of them we call constituents – and tell them that a vote was made to take even more money out of their pocket. The question is, Mr. Speaker, will we be able to look them in the eye, straight-faced, and tell them there was no other way? I think we all know the answer to that question, Mr. Speaker.

So before we take this vote tonight, let me remind my colleagues that currently we are spending nearly \$72,000 per mile on roads and bridges in the Commonwealth of Pennsylvania. This ranks us as the 11th highest spending State in the country on transportation. Mr. Speaker, this will be the second largest tax increase in the history of this Commonwealth, and it will effectively make us one of the highest taxing States when it comes to liquid fuels. And, Mr. Speaker, we are making this decision during one of the most troubling economic times in our history.

Mr. Speaker, we cannot afford this bill. Our economy cannot afford this bill. Our constituents cannot afford this bill. The small businesses struggling to pay a livable wage to their employees cannot afford this bill.

Mr. Speaker, I am going to be a "no" vote, and I implore my colleagues to vote "no" also. Thank you.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Allegheny County, Mr. Kortz.

Mr. KORTZ. Thank you, Mr. Speaker.

Mr. Speaker, I want to thank the majority chair of the Transportation Committee and the minority chair and their staffs for doing a great job pushing this forward. Also, I want to thank my friend and colleague from Armstrong County for shouldering 1060 tonight and answering a lot of the questions. I publicly want to thank the Speaker of this chamber, the minority leader, the majority and minority leader in the Senate for sitting down, collaborating, and putting a bill together that is truly going to address our transportation needs in this State.

Mr. Speaker, we cannot afford to do nothing tonight. Now, I heard some of my friends on the other side say that we cannot afford this. Well, my friends, if we have a bridge fall down and people are killed, what are you going to say?

We can afford this. It is time to do the right thing, and I ask all my colleagues to vote for this tonight. Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Chester County, Mr. Truitt.

Mr. TRUITT. Thank you, Mr. Speaker.

I was wondering if either the maker of the bill or the chairman of the Transportation Committee would stand for interrogation?

The SPEAKER. The gentleman, Mr. Micozzie, indicates he will stand for interrogation. You may proceed.

Mr. TRUITT. Thank you, Mr. Speaker.

Mr. Speaker, I am hoping you can help me resolve some nagging concerns I have about this bill. Could you tell me exactly what is the grand total of the amount of the new revenue that will be generated by this bill?

Mr. MICOZZIE. \$2.3 billion.

Mr. TRUITT. Thank you, Mr. Speaker.

Out of that \$2.3 billion, how much of that money is raised from motor license fees and gasoline taxes?

Mr. MICOZZIE. In the fifth year, \$2.2 billion.

Mr. TRUITT. Okay. Thank you, Mr. Speaker.

So \$2.2 billion comes from motor license fees and gasoline taxes, out of the \$2.3 billion. And as I understand it, about \$500 million is going to mass transit?

Mr. MICOZZIE. \$497 million.

Mr. TRUITT. \$497 million. Thank you, Mr. Speaker.

I am not a lawyer, so I am not going to challenge the constitutionality of this bill. But I am wondering, Mr. Speaker, if you could help me to understand how, if Article VIII, section 11, of the State Constitution says that all money raised—

The SPEAKER. Will the gentleman suspend.

That is not a proper question. Under interrogation of another member, that would be improper.

Mr. TRUITT. Okay. All right. Well, then, thank you, Mr. Speaker.

On the bill?

The SPEAKER. The gentleman is in order on the bill.

Mr. TRUITT. Thank you, Mr. Speaker.

Mr. Speaker, the interesting thing about the debate that we are having today is that up until about 6 days ago this debate was entirely an abstraction.

We had one bill that we knew of that came out of the Senate, and we knew a lot of the details about it, but we, frankly – I mean, to be candid, how many of us expected that to be the bill that would wind up in front of us in the end? And it is not exactly what we are looking at. A lot of folks would talk to us about, well, are you going to support the transportation bill or not? That was a really difficult question to ask, because until 6 days ago we did not have something specific to be for or against.

An interesting thing that has happened here is that unlike many issues that we discuss on this floor, we have actually reached a pretty broad consensus on the question of, do we need to spend more money for roads and bridges? Clearly, roads and bridges are a core function of State government; clearly, our roads and bridges are a mess; and clearly, we need to do something about it. Our businesses are telling us we need to do something to make the State more competitive. The thing that we do not have a broad consensus on is how we are going to pay for this.

Mr. Speaker, there have been a lot of different proposals that have been kicked around in committees and in caucuses, but only one has been presented to us today, and this one says

that we are going to pay for this entire thing by raising gas taxes. So we have a House that is divided on how to achieve a common goal.

A few days ago in the Education Committee we held a vote on a bill that would require that the public be given at least 2 weeks' notice before a school board could vote on a collective-bargaining agreement. And the idea behind that was, it is good when you have a really big thing going on to give the public time to consider and to provide feedback to their legislators.

I believe that the role of the State Representative is to listen to the people that we represent and vote in accordance with what they would like us to do here on the House floor. Some people think that our role is, because we have been elected, we are elected to make decisions for people, but I think that listening to the public has to be a big part of that. And when we have not had a specific bill to talk about until 6 days ago, I do not think the public has had an adequate opportunity to really supply input on this issue.

Now, we got a lot of e-mails over the summer from people who had a vested interest in the transportation industry asking us to vote in favor of a bill that did not particularly exist, but in the last 24 hours I do not think anybody in this room would argue that the tone and frequency of those e-mails has increased, and I think that the tone is a lot different than it was before.

I think that we need to allow more time before we vote on this to give the public an opportunity to tell us what they think about the specific bill that is in front of us today.

MOTION TO TABLE

Mr. TRUITT. So, Mr. Speaker, I would like to make a motion.

The SPEAKER. The gentleman may state his motion.

Mr. TRUITT. Mr. Speaker, I would like to move that we table this bill until Monday, December 9, to provide the public an opportunity to provide us some feedback on this specific, monumental, significant bill that we are going to be voting on this afternoon. I think we should move it to December 9.

The SPEAKER. What was the date you proposed?

Mr. TRUITT. December 9, Mr. Speaker. That is our next session day.

The SPEAKER. The Speaker thanks the gentleman.

The gentleman from Chester County, Mr. Truitt, moves to table HB 1060 until Monday, December 9.

On the question,
Will the House agree to the motion?

The SPEAKER. On that question, is the gentleman, Mr. Turzai, seeking recognition? The gentleman may proceed.

Mr. TURZAI. I rise in opposition to the motion to lay on the table.

"The passage of a motion to lay an amendment on the table shall cause the subject bill or resolution and all other amendments to be laid on the table." The fact of the matter is that this legislation and proposal have been discussed for the better part of my tenure here, and certainly in detail since June of this year when the Senate originally passed a transportation

funding bill. The issues have been discussed at significant length.

In addition, the prevailing wage reform to bring the threshold from \$25,000 to \$100,000 is another issue for which we held hearings, and this is limited to road projects, but we have held hearings with our Labor and Industry Committee all summer. This is not an issue that people do not know the details of the legislation. It has been, certainly, vetted both inside and outside of the Capitol, and the members have had a significant opportunity to discuss, debate, and review.

I oppose the motion to table.

The SPEAKER. The question is, will the House agree to table HB 1060?

Is the gentleman, Mr. Dermody, seeking recognition on the motion? The gentleman is in order.

Mr. DERMODY. Thank you, Mr. Speaker.

Mr. Speaker, at this point I oppose the motion to table and ask all the members to vote against the motion. Thank you, Mr. Speaker.

The SPEAKER. On the motion, is the gentleman, Mr. Truitt, seeking recognition on the motion? The gentleman may proceed.

Mr. TRUITT. Thank you, Mr. Speaker.

I just want to encourage my colleagues to vote in favor of the motion to table.

If this bill is good today, it will still be good in 2 1/2 weeks. Let us give our constituents some time to tell us what they really think about it.

Thank you, Mr. Speaker.

On the question recurring,
Will the House agree to the motion?

(Members proceeded to vote.)

The SPEAKER. The gentleman from Allegheny, Mr. Maher's button is malfunctioning. He indicates he would like to be recorded in the negative.

On the question recurring,
Will the House agree to the motion?

The following roll call was recorded:

YEAS—42

Barrar	Gibbons	Masser	Rapp
Bloom	Hahn	McCarter	Reese
Brooks	Harhai	McGinnis	Regan
Brown, R.	Harkins	Metcalfe	Roae
Conklin	Heffley	Metzgar	Rock
Davis	Kauffman	Mirabito	Saccone
Day	Krieger	Mullery	Sainato
Emrick	Lawrence	Painter	Samuelson
Farina	Longietti	Pashinski	Simmons
Flynn	Mackenzie	Petrarca	Truitt
Freeman	Mahoney		

NAYS—155

Adolph	Dunbar	Kim	Pyle
Aument	Ellis	Kinsey	Quinn
Baker	English	Kirkland	Ravenstahl
Barbin	Evankovich	Knowles	Readshaw

Benninghoff	Evans	Kortz	Reed
Bizzarro	Everett	Kotik	Roebuck
Boback	Fabrizio	Kula	Ross
Boyle, B.	Farry	Lucas	Rozzi
Boyle, K.	Fee	Major	Sabatina
Bradford	Fleck	Maloney	Sankey
Briggs	Frankel	Markosek	Santarsiero
Brown, V.	Gabler	Marshall	Saylor
Brownlee	Gainey	Marsico	Scavello
Burns	Galloway	Matzie	Schlossberg
Caltagirone	Gergely	McGeehan	Schreiber
Carroll	Gillen	McNeill	Sims
Causar	Gillespie	Mentzer	Smith
Christiana	Gingrich	Miccarelli	Snyder
Clay	Godshall	Micozzie	Sonney
Clymer	Goodman	Millard	Stephens
Cohen	Greiner	Miller, D.	Stern
Corbin	Grell	Miller, R.	Stevenson
Costa, D.	Grove	Milne	Sturla
Costa, P.	Hackett	Miranda	Swanger
Cox	Hanna	Molchany	Tallman
Cruz	Harhart	Moul	Taylor
Culver	Harper	Mundy	Thomas
Cutler	Harris, A.	Murt	Tobash
Daley, M.	Harris, J.	Mustio	Toepel
Daley, P.	Helm	Neilson	Toohil
Davidson	Hennessey	Neuman	Turzai
Dean	Hickernell	O'Brien	Vereb
Deasy	James	O'Neill	Vitali
DeLissio	Kampf	Oberlander	Waters
Delozier	Kavulich	Parker	Watson
Denlinger	Keller, F.	Payne	Wheatley
Dermody	Keller, M.K.	Peifer	White
DiGirolamo	Keller, W.	Petri	Youngblood
Donatucci	Killion	Pickett	

NOT VOTING—1

Maher

EXCUSED—4

Bishop DeLuca Haggerty Haluska

Less than the majority having voted in the affirmative, the question was determined in the negative and the motion was not agreed to.

REMARKS SUBMITTED FOR THE RECORD

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Allegheny County, Mr. Frankel.

Mr. FRANKEL. Mr. Speaker, I will be submitting my remarks for the record.

The SPEAKER. The Speaker thanks the gentleman.

Mr. FRANKEL submitted the following remarks for the Legislative Journal:

Today's vote is a hard vote for all of us, and a truly painful vote for some of us. But governing is not about taking votes that feel good; governing is about trying your hardest to do the right thing for your community. And I know what would feel worse: returning home to Pittsburgh without money for mass transit, to find out that Port Authority will have another massive service reduction, finding out that 16 percent of employees in my district who use public transportation to get to work will not be able to do so, finding out that people with

disabilities who rely on mass transit for daily living will be trapped in their homes. I cannot return home and tell our business districts that our roads will be glutted with cars, traffic will increase, and parking will become impossible.

I am frustrated that the Republican majority chose to mix two issues that do not go together – public transportation funding and prevailing wage – into one bill. After all, it is not as though this legislation was not complicated enough already. The issues do not go together and should not go together, and it is unconscionable that the Republicans forced them together.

I would like to debate the issue of transportation on its merits, because I know it stands alone, but we have been refused that opportunity in the House of Representatives. And we cannot simply watch our infrastructure continue to decay, watch our bridges close, and know that we are doing nothing as our sidewalks become more uneven and our streets fill with potholes. I want streets that are safe for cyclists and drivers, and sidewalks that are safe for people with walkers and wheelchairs. I want buses that are full, but not so full that they have to drive past passengers waiting at bus stops. I want to get rid of the detour signs directing drivers 20 miles out of their way to go over the nearest safe bridge. So while I will not be cheering if this legislation passes, I will be devastated if it fails.

Our job is to make hard decisions, and I am proud that my constituents have entrusted me with this incredibly hard decision. And it is with them in mind – the rail advocates and bus riders and disability activists and students and downtown business owners and older residents and high school kids and the thousands of people who have called and emailed and visited and picketed asking us to please take this vote – it is with them in mind that I am voting to concur in Senate amendments to HB 1060.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Crawford County, Mr. Roae.

Mr. ROAE. Thank you, Mr. Speaker.

HB 1060 has been amended to change its original purpose. Article III, section 1, of the Pennsylvania Constitution and House rule 27 both state, "No bill shall be amended so as to change its original purpose." The original purpose was to allow vertical license plates. The amended version still allows vertical license plates, but also increases many taxes and fees to the point that when fully implemented in 2017, it will be a \$2.4 billion tax increase.

REMARKS SUBMITTED FOR THE RECORD

Mr. ROAE. Because it would take several minutes to read my full remarks, I will be submitting remarks for the record.

Thank you, Mr. Speaker.

Mr. ROAE submitted the following remarks for the Legislative Journal:

Original purpose of HB 1060: "Amending Title 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in registration of vehicles, further providing for display of registration plate. The General Assembly of the Commonwealth of Pennsylvania hereby enacts as follows: Section 1. Section 1332 of Title 75 of the Pennsylvania Consolidated Statutes is amended by adding a subsection to read: §1332. Display of registration plate."

As amended to change its original purpose: "An Act amending Titles 74 (Transportation) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes by: –In Title 74: Providing for organization. In administrative practice and procedure, further providing for minority

and women-owned business participation. In sustainable mobility options: further providing for definitions, for department authorization, for the Public Transportation Trust Fund, for application and approval process, for executive and legislative reports, for coordination, for asset improvement program, for Statewide programs and for capital improvements program. Providing for multimodal transportation funding. In airport operation and zoning, providing for first class city consolidated car rental facilities. In Turnpike: further providing for commission; and providing for annual hearing. In Turnpike Commission standards of conduct, further providing for code of conduct. Providing for traffic signals. Establishing the Bridge Bundling Program. Providing for public utility facilities. Providing for steel painting. In Public/Private Transportation Partnerships, further providing for applicability of other laws. —In Title 75: In registration of vehicles: further providing for period of registration, for display of registration plate and for certain special plates. Providing for report to General Assembly. In licensing of drivers, further providing for judicial review, for occupational limited license and for probationary license. In commercial drivers, further providing for fees. In financial responsibility, further providing for required financial responsibility. In fees: further providing for limitation on local license fees and taxes, for collection and disposition of fees and money, for motor homes, for annual registration fees, for trucks and truck tractors, for motor buses and limousines, for school buses and school vehicles, for trailers, for special mobile equipment, for implements of husbandry, for farm vehicles, for ambulances, taxis and hearses, for dealers and miscellaneous motor vehicle business, for farm equipment vehicle dealers, for transfer of registration, for temporary and electronically issued registration plates, for replacement registration plates, for legislative registration plates, for personal registration plates, for street rod registration plates, for duplicate registration cards and for commercial implements of husbandry; providing for fee for local use; and further providing for special hauling permits as to weight and size, for annual hauling permits, for mobile homes, modular housing units and modular housing undercarriages, for books of permits, for refund of certain fees, for driver's license and learner's permit, for certificate of title, for security interest, for information concerning drivers and vehicles, for certified copies of records, for uncollectible checks, for certificate of inspection, for messenger service, for reinstatement of operating privilege or vehicle registration and for secure power of attorney. In motor carriers road tax identification markers: further providing for identification markers and license or road tax registration card required. In general provisions, further providing for obedience to traffic-control devices. In rules of the road, further providing for maximum speed limits and for alteration of maximum limits. In size, weight and load, further providing for restrictions on use of highways and bridges, for conditions of permits and security for damages and for permit for movement during course of manufacturing. In powers of department and local authorities: further providing for regulation of traffic on Turnpike; and providing for fare evasion and for municipal police officer education and training. In penalties and disposition of fines, further providing for surcharge. In the Pennsylvania Turnpike, further providing for definitions and for deposit and distribution of funds. In liquid fuels and fuels tax: further providing for definitions, for imposition, exemptions and deductions, for distributor's report and payment, for disposition and use and for refunds; and providing for application of Prevailing Wage Act to locally funded highway and bridge projects. In State highway maintenance, further providing for dirt and gravel road maintenance. In supplemental funding for municipal highway maintenance, making further provisions. In taxes for highway maintenance and construction, further providing for imposition and for allocation of proceeds. —Providing for permits for movement of raw milk. —Providing for amendment of lease agreements. —Providing for authorization to incur additional debt and appropriations. —Making an appropriation. —Making repeals."

The fiscal impact of the original bill was negligible; the fiscal impact of the bill which has been amended to change its original purpose results in a \$2.4 billion increase in revenue in 2017. The

original bill was about 2 or 3 pages long; the amended bill is several dozen pages long. The bill has clearly been amended to change its original purpose.

I will be voting "no" on HB 1060.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Philadelphia County, Mr. Miranda.

Mr. MIRANDA. Thank you, Mr. Speaker.

I am sorry, Mr. Speaker, I am taking my time. We are going to be here a few more minutes here.

Mr. Speaker, we are all in agreement that we need to do something to fix our transportation infrastructure. The longer we delay, the more expensive the ultimate fix will cost. I am glad we are finally focusing on transportation.

This amendment will provide much-needed support for our mass transit throughout the State. More people than ever are using buses and trains to commute to work in our metropolitan areas.

In the fiscal year which ended June 30, SEPTA reported their highest ridership ever – more than 36 million riders – and posted an on-time record of 93 percent. Twenty years ago annual SEPTA ridership was below 20 million, yet as ridership grows, repairs and upgrades have been allowed to slip. More than \$5 billion is needed to bring SEPTA up to date, and half of that amount is needed specifically for commuter rail upgrades. SEPTA raised its basic rates on July 1 and now has one of the highest rates in the country. We cannot rely on fares alone to pay for the service and the necessary maintenance to keep the system current.

Have you ridden a SEPTA train lately? If you rode one in the past 40 years, that car is probably still on the tracks. Two-thirds of the fleet dates back to the seventies, and this is after 120 cars have been purchased in the last 3 years alone. SEPTA trolleys from the forties are still on the tracks too.

The American Community Survey of 2010 estimated more than 27 percent of all workers in Philadelphia use mass transit during their commute. Across the State, the same survey estimates 18 percent of all commuters in Pittsburgh rely on mass transit as well.

Mass transit is not just an inner-city issue, either. One of SEPTA's fastest growing lines, the Media Line, connects the Main Line in the suburbs with downtown. It grew 14 percent last year alone. Nationally, commuter rail systems have seen ridership grow from 280 million in 1980 to 466 million last year.

Supporting mass transit is a smart investment on many levels. We can reduce the number of cars on the road, which helps cut oil consumption and helps reduce greenhouse gas emissions while reducing traffic and congestion. Commuters who rely on mass transportation will also keep more of the money they earn and be able to spend it on items other than fuel while reducing traffic and congestion.

I support the goal of more transportation funding, and in my Philadelphia community, I see the need for SEPTA on a daily basis. We finally have a chance to make a difference for drivers and commuters in Pennsylvania.

For that reason I will be voting "yes" for this amendment. Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur to the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from York County, Mr. Grove.

Mr. GROVE. Thank you, Mr. Speaker.

Today we debate the final passage of infrastructure funding. Today we debate the ability to move goods to the marketplace, a fundamental principle of a free market economy. From the ports of Philadelphia to the turnpike to the locks on the Allegheny River, the Pennsylvania infrastructure system is as expansive as it is diverse. Ultimately, our infrastructure has led to our economic success.

I would like to highlight one critical piece of importance to me and many taxpayers across Pennsylvania, and that is the change to the prevailing wage threshold from \$25,000 to \$100,000.

In 1961 the average price of a new house was \$12,500. You could buy two brand-new houses for the prevailing wage threshold in 1961. Today the prevailing wage threshold is still \$25,000, yet everything has increased in price. Prevailing wages is an artificial wage set by the government to pay workers on government-funded projects. It escalates costs, not because wages dictate it, but because the government requires it. This is bad for the taxpayers, and this historical, first-ever change will help reduce costs for transportation projects for local governments across the Commonwealth. This is the first time in 52 years there has been a change to the prevailing wage. Many have tried, and today we will succeed.

Furthermore, infrastructure is in trouble. Our ports need updated to the 21st century. Our locks need completely overhauled. Our bridges need repaired. Our roads need remade. We need more capacity for our growing areas. This is the reality of today and the reality of our future.

We can bicker about solutions. We can complain about solutions. Or we can do what we are elected to do and solve problems through consensus by putting our differences aside and compromising on real solutions to address a critical problem.

Of course, it is easier to vote "no." It is always easier to find that one thing in any bill to provide us the cover to say no or if we did not include this or if it did not have this.

Of course, some of us fundamentally disagree with the bill in front of us today. It is too much or too little. That is acceptable, as we all respect the views of others.

For me, doing nothing is unacceptable. To not repair our crumbling infrastructure is irresponsible. Infrastructure is a core function of government. The Articles of Confederation were scrapped and replaced with our current Constitution over transportation issues.

The bill in front of us will cut the direct gas tax on consumers by 12 cents, reducing the cost at the pump. For new revenue, this legislation uncaps the current maximum \$1.25 cap on the oil company franchise tax over 5 years. The OCFT is predicated on the previous year's average wholesale price for all liquid fuels; thus, it is market-driven.

Over the past year, from November 21, 2012, to today, gas prices in York dropped by 45 cents. In the past 6 months gas prices have fluctuated by 39 cents, and over the past month alone gas prices dropped by 7 cents.

As the holidays approach, I am sure we will see gas prices jump up as holiday motorists take to the roads. Ironically, opponents say gas prices will instantaneously jump 28 cents; unfortunately, they fail to specify this is a 5-year phase-in. And the biggest single factor affecting gasoline prices is the cost of

crude oil, the main raw material for gasoline production, which accounts for well over half the price of gasoline at the pump, not taxes.

With the passage of this bill, I know the residents of the 196th District will be excited about all the projects, from safety projects to capacity projects, happening all across the 196th District and in York County.

In closing, I would like to leave you with these words from Alexander Hamilton, written almost 226 years ago to this day: "The prosperity of commerce is now perceived and acknowledged by all enlightened statesmen to be the most useful as well as the most productive source of national wealth, and has accordingly become a primary object of their political cares."

I would urge a "yes" vote from all my fellow statesmen. Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the lady from Warren County, Ms. Rapp.

Ms. RAPP. Thank you, Mr. Speaker.

Mr. Speaker, I was sitting here actually considering about waiving off. I know we are all weary. We are weary from being here all week. People are probably weary of hearing us talk about this.

You know, Mr. Speaker, currently we spend \$6.8 billion on transportation. We are asking for a \$2.3 billion increase, and while I am weary, I have constituents back home who are weary, not just from sitting in meetings and sitting at their desk waiting to push a button. They are weary from working two jobs to try and make ends meet, to put food on the table, to feed their children, to pay their bills. So even though I am weary, I have constituents who work out in the trenches a lot harder than I do, and they are going to be working harder and trying to figure out where they are going to come up with the dollars to put that money in their gas tank.

Some of those constituents of mine are women – single women, working moms – and it is going to actually hurt women, Mr. Speaker, more than men, because in Pennsylvania women only earn 77 cents for every dollar that the average working man makes. And some of those women are in my district working those two jobs trying to make ends meet, not to buy their bottle of beer, like the Senate press conference talked about when they had their press conference on transportation and how this would be so wonderful for the State of Pennsylvania, but working to put milk on the table or bread for their children or buying that medicine when their child has a cold or taking them to the dentist or the doctor – if they can get health care these days.

Mr. Speaker, the people of Pennsylvania need to know that there are members in this body who put up legislation as an alternative to this bill to raise money to prioritize the repair of bridges in this State, legislation that was basically ignored.

I have constituents in the timber industry and in other industries who are being hurt through this whole process because of the weight restriction on bridges. I cosponsored a legislator's bill for prioritizing the repair of bridges. I had a visit in my office from people whose job it is through PENNDOT and the Department of Transportation. They said, "Representative Rapp, we do not need this legislation. We already have a method that we prioritize bridges." And I said, "Really?" I said, "So all these bridges that the Secretary just

restricted, are they on your priority list?" Mr. Speaker, they could not answer me as to whether or not those bridges that suddenly became restricted were on a priority list.

This bill is going to hurt the taxpayers of Pennsylvania. It is going to cause more of an expense for people transporting goods. Every single item on the shelf, where these struggling women are already having to work the two jobs for to pay for those items, to put gas in their car, every single item on the shelf has a potential to go up because of the increase in transporting these goods.

I am dismayed at this legislation. I wish there was an alternative. I have supported alternative methods to raise funds for the repair of bridges. I am extremely dismayed that the people who own vehicles in this State— If I let my insurance lapse, I pay that \$500. It does not go into roads and bridges. It goes to mass transit.

Mr. Speaker, I am a "no" vote, and I encourage a "no" vote on this legislation. Thank you.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the lady from Montgomery County, Ms. Harper.

Ms. HARPER. Thank you, Mr. Speaker.

Mr. Speaker, I will be brief because I am losing my voice. We have been debating this for so many days.

Just a few facts. Fact: This bill might result in a wholesale 28-cent-per-gallon tax increase over 5 years, which will be felt at the pump, or could be, during that 5-year period.

Fact: That is not the highest gas tax in the land. New York has that distinction.

Fact: The tax increase is not the highest gas tax or any tax increase in Pennsylvania's history. Instead, somebody should check both the Shapp and the Casey administrations' records, where there were record tax increases at uninflated dollars. So this is not the highest gas tax in the land, and this is not the greatest tax increase in Pennsylvania's history.

Fact: Some unions are opposed to this bill, but most unions, as well as most businesses as well as most industries, are in favor of this bill because they realize we need it for Pennsylvania's economy and for the jobs that it will create and sustain.

But, Mr. Speaker, the most important fact of all is that Pennsylvania leads the nation in structurally deficient bridges, and the fact is, doing nothing is irresponsible.

I will be voting for the bill. Thank you, Mr. Speaker.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Pike County, Mr. Peifer.

Mr. PEIFER. Thank you, Mr. Speaker.

In the mid-1920s the great Gifford Pinchot, which we heard about yesterday, stood here and said that we need to get our rural "...farmers out of the mud." We need to invest in our rural counties. We need to get milk to market. We need to invest in infrastructure and business, because that is our number one industry. In the beautiful Pike County today, we need investment as well.

I receive many e-mails, just as you do, from my constituents, and I say, here is the situation. We have two-digit roads, we have three-digit roads, and we have four-digit roads,

and when we look at the average daily traffic counts, we try to establish who gets the money first. Well, in Pike County we are not looking for a new project. We are just rebuilding an interstate highway that was built in 1973 when I was 5 years old. Unfortunately, it did not have the right base, and we need to rebuild that road today at the cost of over \$300 million.

And what about my three-digit roads? What about my three-digit roads? There is hardly any money for three-digit roads.

And as you get into the average daily traffic count of the four-digit roads, we have a new scheme to take care of them, because there is no money. We are being creative. We are working with a mill-and-fill machine. We are actually just doing the right sides of the roads. We are going down the white lines and we are ripping up those roads, 4-foot sections, and Gifford Pinchot did not put the right base and aggregate down. There is simply clay and hardpan and dirt that need to be replaced.

Tonight, Mr. Speaker, we have the opportunity to be able to use a bridge again in my district, to travel on a highway which is safe. We have the opportunity to have highways that are filled with antiskid so people can get to work. This is not some great bill. This is about maintenance and rebuilding the infrastructure that has been lacking for so long.

So tonight, Mr. Speaker, I ask that we all get the farmers out of the mud. Thank you.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Westmoreland County, Mr. Petrarca.

Mr. PETRARCA. Thank you, Mr. Speaker.

I was a member of this legislature in 1997 when Gov. Tom Ridge was across the hall and a gas tax was passed in Pennsylvania, and I can tell you that that gas tax was extremely controversial, and I can also tell you, as you may know, that that gas tax was 3.5 cents a gallon. The people in 1997 and through the late nineties certainly did not forget, and I know that they will not forget after this vote is taken tonight.

And I know that we are talking about a gas tax that is potentially 28 cents a gallon; however, with no cap, with no cap anymore on the oil franchise tax, I think that tax can certainly go above 28 cents a gallon, and that tax will rise as the price of gasoline rises, and we all know that the price we are enjoying today I do not think we will see for too much longer.

So with that said, I would like to say that I know that the people of Pennsylvania who could least afford this tax will be affected the most, and for that reason, Mr. Speaker, I will be voting "no." Thank you.

REMARKS SUBMITTED FOR THE RECORD

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Clinton County, Mr. Hanna.

Mr. HANNA. Mr. Speaker, I rise to submit my remarks.

The SPEAKER. The Speaker thanks the gentleman.

Mr. HANNA submitted the following remarks for the Legislative Journal:

Thank you, Mr. Speaker.

Let us be clear about something. Transportation is not a Republican or Democratic issue. Transportation is a Pennsylvania issue.

Let us also be clear about something else. This is not the kind of transportation bill House Democrats wanted. If we had written it, we would have made it fairer to our taxpayers. We would have enacted a fair and reasonable severance tax on the oil and gas companies drilling in the Marcellus Shale. We would have closed massive corporate tax loopholes that allow huge corporations, like Walmart and ExxonMobil, to avoid paying corporate income taxes here, but Republicans refused our proposals to make big corporations pay their fair share, and they refused to back down from their partisan scheme to slash worker wages.

House Democrats presented an alternative – my amendment – which was identical to the Republican amendment but without the attack on working, middle-class families. Again, the Republicans refused our calls for true bipartisan leadership.

Mr. Speaker, Pennsylvanians are starving for real leadership from Harrisburg. We know that this bill could not pass without Democratic votes. This transportation bill was an opportunity for Governor Corbett and his Republican allies to set partisanship aside and do what is right for Pennsylvania, but they refused. They insisted on a path of political extremism at any cost, even if it meant sacrificing the safety and security of Pennsylvania motorists.

House Democrats have chosen a different path, Mr. Speaker. We have chosen responsible government over partisan games. While we continue to vehemently oppose the Republican scheme to slash worker wages as part of this transportation bill, House Democrats realize that someone has to lead. Government Corbett failed to lead a moderate, bipartisan path to a transportation funding solution. House Republicans failed to set aside petty partisan politics for the sake of the greater good.

House Democrats are not willing to let our roads, bridges, and transit systems crumble. We are not willing to abandon the more than 1 million mass transit passengers who rely on public transportation to get to their jobs, their homes, and their medical appointments. We are not willing to ignore the pressing needs of businesses, which rely on a safe, modern transportation system to deliver their goods and services to their customers, and we are not willing to sacrifice the long-term economic health of our Commonwealth.

In the end, this bill will create more than 50,000 construction jobs across our Commonwealth. Those new jobs will raise millions of dollars in new income tax revenues that will help stave off tax hikes on working families, and those jobs will immediately help to jumpstart our lagging economy. House Democrats fought for a better way, a fairer way, but Republicans refused at every turn.

While Governor Corbett and the Republicans chose partisan games over public safety, House Democrats realized someone needed to step up and lead.

I voted against the plan to toll Interstate 80, and I fought for a fairer way to fund our roads, bridges, and transit systems, but doing nothing is not an option. We have chosen to put the interests of Pennsylvanians first and are providing enough votes for this to pass. We set aside our partisan opposition for the greater good. That is real leadership. We only wish Governor Corbett and the House Republicans had done the same.

Mr. Speaker, I urge a "yes" vote.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from York County, Mr. Saylor.

Mr. SAYLOR. Thank you, Mr. Speaker.

I will be very, very short. I just want to say to both Democrats and Republicans of this chamber tonight, thank you, those who are for and against this bill.

The thing that I am very proud of this General Assembly for is that we are governing, compared to our colleagues who sit in Washington. Whether you are for this bill or you are not, it affects each of our districts differently. I in York County see people dying every day on Interstate 83. It is almost like the Schuylkill Expressway, if you are from Philly.

I cannot with good conscience vote "no." I think my record in this House, and Mr. Dermody, the leader of the Democrats, could tell you, I have spoken many times on this floor about creating jobs and, more importantly, not voting to raise taxes, and it is tough. This vote is tough for all of us, no matter which way you vote tonight, but I am proud of everybody who worked to get this done, Democrats and Republicans alike. We should be proud of ourselves, because as a State government, we are governing and moving forward.

So I rise tonight to say that I am supporting this bill because it is so critical to York County. I ask you to please, as you look at this, understand everybody's vote tonight is about their home districts and how it impacts them. This is not about you are a good guy or you are a bad guy or good woman, bad woman – trying to be correct there. It is truly about whom we represent and what we need in our own areas in highways and bridges and mass transit.

Mr. Speaker, I thank you for this opportunity to speak, and I thank both sides of the aisle for what they have done. Thank you.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

I believe the chairman of the committee and the sponsor of the bill wanted to maybe just make a couple quick concluding remarks.

The Speaker recognizes the gentleman from Delaware County, Mr. Micozzie.

Mr. MICOZZIE. Simply, simply said, I ask everyone to vote in concurrence to HB 1060, and thank you very much.

The SPEAKER. The question is, will the House concur in the amendments inserted by the Senate?

On that question, the Speaker recognizes the gentleman from Armstrong County, Mr. Pyle.

Mr. PYLE. Thank you, Mr. Speaker.

I first want to express my appreciation for the civility this House has shown. The gentleman from York brought up the dysfunction inside the beltway. Of all the fates we could deal with, to me, that is the worst: people that can do nothing.

Today before us we have the largest transportation bill any of us has ever seen. For the cities, it is mass transit; for the midstate, it is interstates. As my friend from Pike said, we are going to get the farmers out of the mud.

For those of us who are township-based, there is increased funding and reforms within the bill that allow infrastructural bundling. Now, you guys probably did not deal with this, but on August 28 this year, Armstrong County, which sits right on the windward edge of the Appalachian range, took 6 inches of rain in 2 hours. Because our population is so small, we qualified for no aid – nothing. They said we did not sustain enough damage, even though the entire town of Boggsville – 36 houses – gone.

Now, why do I support this bill? I support this bill because the money we are investing not only in our cities for their transit systems, not only for the midstate and all the points on the interstates, but also because this is going to get back into our boroughs and our townships through enhancements in liquid

fuels, dirt and gravel roads. It has buildouts within this that will allow us to connect to each other.

Now, we used to make fun of the gentleman from Perry County, and he is my classmate so I was one of them. We would say, you have no stoplights. Truthfully, I do not have many more than that.

But I do want to point out that we will probably never again in the next 10 or 15 years see something this size. Now, what is it going to be? Where is it going to save money? It is going to save money when your kid does not drive off the road because the township could not afford to paint the white line on the edge. Where do we save money? It is going to be the guy that does not have to change a set of tires because rebar is sticking up through a pothole on the road. Where are we going to save money? Our townships like Kiski – that got taken off the map – can afford to bundle those five less-than-100-foot-long bridges on Sugar Hollow Road and through a PENNDOT bundling program save over \$1 million.

I would like to thank you for your courtesy, Mr. Speaker, and I will address this individually. Vote "yes."

The SPEAKER. The Speaker thanks the gentleman.

On the question recurring,

Will the House concur in Senate amendments?

The SPEAKER. Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—113

Adolph	Everett	Kirkland	Peifer
Aument	Farry	Kortz	Petri
Barbin	Fee	Kotik	Pyle
Benninghoff	Fleck	Lucas	Quinn
Boback	Frankel	Maher	Reed
Boyle, B.	Gainey	Major	Roebuck
Boyle, K.	Galloway	Markosek	Ross
Bradford	Gergely	Marshall	Santarsiero
Briggs	Gingrich	Marsico	Saylor
Brown, V.	Godshall	Masser	Scavello
Brownlee	Greiner	McGeehan	Schlossberg
Caltagirone	Grell	Mentzer	Schreiber
Carroll	Grove	Miccarelli	Sims
Clay	Hackett	Micozzie	Smith
Clymer	Hanna	Millard	Sonney
Cohen	Harper	Miller, R.	Stephens
Corbin	Harris, A.	Milne	Stern
Cruz	Harris, J.	Miranda	Sturla
Culver	Helm	Molchany	Taylor
Cutler	Hennessey	Moul	Thomas
Daley, M.	Hickernell	Murt	Toepel
Davidson	James	Mustio	Turzai
Dean	Keller, F.	Neilson	Vereb
DeLissio	Keller, M.K.	O'Brien	Vitali
Delozier	Keller, W.	O'Neill	Waters
Denlinger	Killion	Oberlander	Watson
Donatucci	Kim	Parker	Wheatley
English	Kinsey	Payne	Youngblood
Evans			

NAYS—85

Baker	Evankovich	Lawrence	Ravenstahl
Barrar	Fabrizio	Longietti	Readshaw
Bizzarro	Farina	Mackenzie	Reese
Bloom	Flynn	Mahoney	Regan

Brooks	Freeman	Maloney	Roae
Brown, R.	Gabler	Matzie	Rock
Burns	Gibbons	McCart	Rocki
Causar	Gillen	McGinnis	Sabatina
Christiana	Gillespie	McNeill	Saccone
Conklin	Goodman	Metcalfe	Sainato
Costa, D.	Hahn	Metzgar	Samuelson
Costa, P.	Harhai	Miller, D.	Sankey
Cox	Harhart	Mirabito	Simmons
Daley, P.	Harkins	Mullery	Snyder
Davis	Heffley	Mundy	Stevenson
Day	Kampf	Neuman	Swanger
Deasy	Kauffman	Painter	Tallman
Dermody	Kavulich	Pashinski	Tobash
DiGirolamo	Knowles	Petrarca	Toohil
Dunbar	Krieger	Pickett	Truitt
Ellis	Kula	Rapp	White
Emrick			

NOT VOTING—0

EXCUSED—4

Bishop	DeLuca	Haggerty	Haluska
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The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the amendments were concurred in.

Ordered, That the clerk inform the Senate accordingly.

The SPEAKER. If I could have the attention, we have one other— Excuse me.

REMARKS SUBMITTED FOR THE RECORD

The SPEAKER. The Speaker recognizes the gentleman, Mr. Stephens, for the purpose of submitting some remarks for the record, I believe?

Mr. STEPHENS. Yes, Mr. Speaker.

The SPEAKER. Submit them to the clerk and they will be noted for the record.

Mr. STEPHENS submitted the following remarks for the Legislative Journal:

Mr. Speaker, it is my privilege to bring to the attention of the Speaker and the members of the Pennsylvania House of Representatives the name of Gregory DiSario, who has recently been awarded Scouting's highest honor – Eagle Scout.

Mr. Speaker, I would like to read to the members of the House of Representatives the following citation of merit honoring Gregory DiSario.

Whereas, Gregory DiSario earned the Eagle Award in Scouting. This is the highest award that Boy Scouts can bestow and as such represents great sacrifice and tremendous effort on the part of this young man. Gregory is a member of Troop 81.

Now therefore, Mr. Speaker and members of the House of Representatives, it is my privilege to congratulate and place in the Legislative Journal the name of Gregory DiSario.

The SPEAKER. One more quick vote this evening, if we could just have your patience.

SUPPLEMENTAL CALENDAR A CONTINUED

BILL ON THIRD CONSIDERATION

The House proceeded to third consideration of **HB 530, PN 2700**, entitled:

An Act amending Title 62 (Procurement) of the Pennsylvania Consolidated Statutes, requiring Commonwealth agencies to procure only flags that are manufactured in the United States and give preference to American-made products; and imposing a penalty.

On the question,
Will the House agree to the bill on third consideration?
Bill was agreed to.

(Bill analysis was read.)

The **SPEAKER**. This bill has been considered on three different days and agreed to and is now on final passage.

The question is, shall the bill pass finally?

Agreeable to the provisions of the Constitution, the yeas and nays will now be taken.

The following roll call was recorded:

YEAS—198

Adolph	Evankovich	Kotik	Pickett
Aument	Evans	Krieger	Pyle
Baker	Everett	Kula	Quinn
Barbin	Fabrizio	Lawrence	Rapp
Barrar	Farina	Longiotti	Ravenstahl
Benninghoff	Farry	Lucas	Readshaw
Bizzarro	Fee	Mackenzie	Reed
Bloom	Fleck	Maher	Reese
Boback	Flynn	Mahoney	Regan
Boyle, B.	Frankel	Major	Roae
Boyle, K.	Freeman	Maloney	Rock
Bradford	Gabler	Markosek	Roebuck
Briggs	Gainey	Marshall	Ross
Brooks	Galloway	Marsico	Rozzi
Brown, R.	Gergely	Masser	Sabatina
Brown, V.	Gibbons	Matzie	Saccone
Brownlee	Gillen	McCarter	Sainato
Burns	Gillespie	McGeehan	Samuelson
Caltagirone	Gingrich	McGinnis	Sankey
Carroll	Godshall	McNeill	Santarsiero
Causser	Goodman	Mentzer	Saylor
Christiana	Greiner	Metcalfe	Scavello
Clay	Grell	Metzgar	Schlossberg
Clymer	Grove	Miccarelli	Schreiber
Cohen	Hackett	Micozzie	Simmons
Conklin	Hahn	Millard	Sims
Corbin	Hanna	Miller, D.	Smith
Costa, D.	Harhai	Miller, R.	Snyder
Costa, P.	Harhart	Milne	Sonney
Cox	Harkins	Mirabito	Stephens
Cruz	Harper	Miranda	Stern
Culver	Harris, A.	Molchany	Stevenson
Cutler	Harris, J.	Moul	Sturla
Daley, M.	Heffley	Mullery	Swanger
Daley, P.	Helm	Mundy	Tallman
Davidson	Hennessey	Murt	Taylor
Davis	Hickernell	Mustio	Thomas
Day	James	Neilson	Tobash
Dean	Kampf	Neuman	Toepel
Deasy	Kauffman	O'Brien	Toohil
DeLissio	Kavulich	O'Neill	Truitt
Delozier	Keller, F.	Oberlander	Turzai
Denlinger	Keller, M.K.	Painter	Vereb

Dermody	Keller, W.	Parker	Vitali
DiGirolamo	Killion	Pashinski	Waters
Donatucci	Kim	Payne	Watson
Dunbar	Kinsey	Peifer	Wheatley
Ellis	Kirkland	Petrarca	White
Emrick	Knowles	Petri	Youngblood
English	Kortz		

NAYS—0

NOT VOTING—0

EXCUSED—4

Bishop	DeLuca	Haggerty	Haluska
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The majority required by the Constitution having voted in the affirmative, the question was determined in the affirmative and the bill passed finally.

Ordered, That the clerk present the same to the Senate for concurrence.

REMARKS SUBMITTED FOR THE RECORD

The **SPEAKER**. For what purpose does the lady, Mrs. Brooks, rise?

Mrs. **BROOKS**. Thank you, Mr. Speaker.

I would like to submit comments for the record on **HB 1060**.

The **SPEAKER**. The lady will submit the remarks to the clerk and they will be noted in the record. The Speaker thanks the lady.

Mrs. **BROOKS**. Thank you, Mr. Speaker.

Mrs. **BROOKS** submitted the following remarks for the Legislative Journal:

Anyone who drives on our roads and across our bridges here in Pennsylvania knows how important it is to have a reliable transportation system, and we need to be proactive in maintaining this infrastructure, but to increase prices to this level on families who are still really struggling economically is simply too much. It is not just gas prices that are going to go up as a result of **HB 1060**. And it is not just driver's licenses, vehicle registrations, and traffic tickets. The cost of consumer goods and services is also going to increase because of the higher fuel costs necessary to get our groceries to our grocery stores and to get the furnace repairman to our home.

Some people in my district live just a mile from the State of Ohio. At times the price of gas there is as much as 25 cents cheaper than what we find in the 17th Legislative District, and because of **HB 1060**, that gap is going to grow even wider. I hear from a lot of people, young people especially, about how much more expensive it is to live in Pennsylvania than in other places. If we want to keep our young people here, and if we want to keep our businesses here, we need to stop taking their hard-earned money away and we need to move in a different direction.

A good place to start would be to look at how the \$6.8 billion we currently budget for transportation is being spent. This bill falls woefully short in addressing the high cost of road and bridge work caused by red tape and excessive regulation. Instead, we are going to throw more money into an overpriced system and create severe hardship for our families. Under this bill, the cap on the wholesale tax on gasoline will be lifted starting next year and continuing through 2017 when the cap will be eliminated. At that time it is estimated the

tax will be as much as 28 cents on gasoline and 40 cents on diesel, but depending on the wholesale cost, it could be even more.

Proponents say we need to do this because we can no longer sit back and do nothing; however, no one is proposing to do nothing. We are saying we have a responsibility to address the underlying problems and bureaucracy that create the unsustainable high cost of our transportation system. This is simply too much of a hardship for our struggling families and our struggling economy.

Vote "no" on HB 1060.

STATEMENT BY MR. THOMAS

The SPEAKER. For what purpose does the gentleman from Philadelphia County, Mr. Thomas, rise?

Mr. THOMAS. Thank you, Mr. Speaker.

Unanimous consent.

The SPEAKER. The gentleman is recognized under unanimous consent.

Mr. THOMAS. I just want to start with to you, to Democratic leadership, Republican leadership, and all of my colleagues on both sides of the aisle to wish you and your families a very happy Thanksgiving. A lot has happened from last year to this year. Let us enjoy it and let us give God the thanks for the way things have been. Thank you, Mr. Speaker.

The SPEAKER. The Speaker thanks the gentleman.

BILLS SIGNED BY SPEAKER

Bills numbered and entitled as follows having been prepared for presentation to the Governor, and the same being correct, the titles were publicly read as follows:

HB 1060, PN 2697

An Act amending Titles 74 (Transportation) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes by: —In Title 74: Providing for organization. In administrative practice and procedure, further providing for minority and women-owned business participation. In sustainable mobility options: further providing for definitions, for department authorization, for the Public Transportation Trust Fund, for application and approval process, for executive and legislative reports, for coordination, for asset improvement program, for Statewide programs and for capital improvements program. Providing for multimodal transportation funding. In airport operation and zoning, providing for first class city consolidated car rental facilities. In Turnpike: further providing for commission; and providing for annual hearing. In Turnpike Commission standards of conduct, further providing for code of conduct. Providing for traffic signals. Establishing the Bridge Bundling Program. Providing for public utility facilities. Providing for steel painting. In Public/Private Transportation Partnerships, further providing for applicability of other laws. —In Title 75: In registration of vehicles: further providing for period of registration, for display of registration plate and for certain special plates. Providing for report to General Assembly. In licensing of drivers, further providing for judicial review, for occupational limited license and for probationary license. In commercial drivers, further providing for fees. In financial responsibility, further providing for required financial responsibility. In fees: further providing for limitation on local license fees and taxes, for collection and disposition of fees and money, for motor homes, for annual registration fees, for trucks and truck tractors, for motor buses and limousines, for school buses and school vehicles, for trailers, for special mobile equipment, for implements of husbandry, for farm vehicles, for ambulances, taxis and hearses, for dealers and miscellaneous motor vehicle business, for farm equipment vehicle dealers, for transfer of registration, for temporary and electronically issued registration plates, for replacement registration plates, for legislative registration plates, for personal registration plates, for street rod registration plates, for duplicate registration cards and for commercial implements of husbandry;

providing for fee for local use; and further providing for special hauling permits as to weight and size, for annual hauling permits, for mobile homes, modular housing units and modular housing undercarriages, for books of permits, for refund of certain fees, for driver's license and learner's permit, for certificate of title, for security interest, for information concerning drivers and vehicles, for certified copies of records, for uncollectible checks, for certificate of inspection, for messenger service, for reinstatement of operating privilege or vehicle registration and for secure power of attorney. In motor carriers road tax identification markers: further providing for identification markers and license or road tax registration card required. In general provisions, further providing for obedience to traffic-control devices. In rules of the road, further providing for maximum speed limits and for alteration of maximum limits. In size, weight and load, further providing for restrictions on use of highways and bridges, for conditions of permits and security for damages and for permit for movement during course of manufacturing. In powers of department and local authorities: further providing for regulation of traffic on Turnpike; and providing for fare evasion and for municipal police officer education and training. In penalties and disposition of fines, further providing for surcharge. In the Pennsylvania Turnpike, further providing for definitions and for deposit and distribution of funds. In liquid fuels and fuels tax: further providing for definitions, for imposition, exemptions and deductions, for distributor's report and payment, for disposition and use and for refunds; and providing for application of Prevailing Wage Act to locally funded highway and bridge projects. In State highway maintenance, further providing for dirt and gravel road maintenance. In supplemental funding for municipal highway maintenance, making further provisions. In taxes for highway maintenance and construction, further providing for imposition and for allocation of proceeds. —Providing for permits for movement of raw milk. —Providing for amendment of lease agreements. —Providing for authorization to incur additional debt and appropriations. —Making an appropriation. —Making repeals.

HB 1193, PN 2695

An Act amending the act of June 24, 1931 (P.L.1206, No.331), known as The First Class Township Code, further providing for removals and for appointment, compensation and training of police officers.

HB 1348, PN 2680

An Act amending the act of December 20, 1985 (P.L.457, No.112), known as the Medical Practice Act of 1985, further providing for physician assistants.

HB 1351, PN 2681

An Act amending the act of October 5, 1978 (P.L.1109, No.261), known as the Osteopathic Medical Practice Act, further providing for physician assistants.

Whereupon, the Speaker, in the presence of the House, signed the same.

CALENDAR CONTINUED

BILLS ON SECOND CONSIDERATION

The House proceeded to second consideration of **HB 410, PN 420**, entitled:

A Joint Resolution proposing an amendment to the Constitution of the Commonwealth of Pennsylvania, providing for the right to hunt, fish and harvest game.

On the question,

Will the House agree to the bill on second consideration?

BILL TABLED

The SPEAKER. The Speaker recognizes the majority leader, who moves that HB 410 be removed from the active calendar and placed on the table calendar.

On the question,
Will the House agree to the motion?
Motion was agreed to.

BILL REMOVED FROM TABLE

The SPEAKER. The Speaker recognizes the majority leader, who moves that HB 410 be removed from the tabled calendar and placed on the active calendar.

On the question,
Will the House agree to the motion?
Motion was agreed to.

* * *

The House proceeded to second consideration of **SB 1, PN 1308**, entitled:

An Act amending Titles 74 (Transportation) and 75 (Vehicles) of the Pennsylvania Consolidated Statutes, in Title 74, providing for organization; in sustainable mobility options, further providing for definitions and for department authorization; providing for fees and taxes; further providing for the Public Transportation Trust Fund, for application and approval process, for report to Governor and General Assembly, for coordination and consolidation, for operating program, for asset improvement program, for programs of Statewide significance and for capital improvements program; establishing the Alternative Energy Capital Investment Program; providing for local tax for mass transportation and for multimodal transportation funding; in airport operation and zoning, providing for first class city consolidated car rental facility; in aviation development, further providing for tax on jet fuels; in turnpike, further providing for definitions and for electronic toll collection; in turnpike commission standards of conduct, further providing for annual report and for code of conduct; in public-private transportation partnerships, further providing for public-private transportation partnership agreement; providing for traffic signals, for the bridge bundling program, for local bridge maintenance and for public utility facilities; in Title 75, in registration of vehicles, providing for suspension of registration upon unpaid tolls; in financial responsibility, further providing for required financial responsibility; in fees, further providing for limitation on local license fees and taxes and for collection and disposition of fees and moneys; providing for fee for local use; further providing for driver's license and learner's permit, for certificate of title, for security interest, for information concerning drivers and vehicles, for certified copies of records and for certificate of inspection; in motor carriers road tax identification markers, further providing for definitions, for identification markers and license or road tax registration card required, for false statements and penalties and for exemptions; providing for uncollectible payments and for emergency proclamations; in general provisions, further providing for obedience to traffic-control devices; in size, weight and load, further providing for restrictions on use of highways and bridges and for permit for movement during course of manufacture; in powers of department and local authorities, further providing for regulation of traffic on Pennsylvania Turnpike; in Pennsylvania Turnpike, further providing for definitions, for lease of Interstate 80 and related agreements and for deposit and distribution of funds; in liquid fuels and fuels tax, making editorial changes, further providing for definitions, for liquid fuels and fuels permits, bond or deposit of securities, for imposition of tax, exemptions and deductions, for taxpayer, for distributor's report and payment of tax, for determination and redetermination of tax, penalties and interest due, for examination of records and equipment, for retention of records by distributors and dealers, for discontinuance or transfer of business, for suspension or revocation of permits, for lien of

taxes, penalties and interest, for collection of unpaid taxes, for reports from common carriers, for reward for detection of violations, for refunds, for violations and for diesel fuel importers and transporters; prohibiting use of dyed diesel fuel on highways; violations and penalties, for uncollectible checks; providing for emergency assistance in a timely manner and for an electric vehicle road fee; in State highway maintenance, further providing for dirt and gravel road maintenance; in supplemental funding for municipal highway maintenance, further providing for supplemental funding for municipal highway maintenance; in taxes for highway maintenance and construction, further providing for imposition of tax and for allocation of proceeds; in motor carriers road tax, further providing for definitions and for records; providing for recordkeeping; further providing for surety bond for payment of taxes, for penalty and interest for failure to report or pay tax, for manner of payment and recovery of taxes, penalties and interest, for determination, redetermination and review, for timely mailing treated as timely filing and payment; providing for method of filing and timeliness, for uncollectible payments, for emergency assistance in a timely manner; providing for the permit for the movement of raw milk; and making a related repeals.

On the question,
Will the House agree to the bill on second consideration?

BILL RECOMMENDED

The SPEAKER. The Speaker recognizes the majority leader, who moves that SB 1 be removed from the active calendar and recommitted to the Rules Committee.

On the question,
Will the House agree to the motion?
Motion was agreed to.

BILLS AND RESOLUTIONS PASSED OVER

The SPEAKER. Without objection, all remaining bills and resolutions on today's calendar will be passed over. The Chair hears no objection.

ADJOURNMENT

The SPEAKER. Seeing no further business before this House, the Speaker recognizes the gentleman, Mr. Flynn, from Lackawanna County, who moves that this House do adjourn until Monday, December 9, 2013, at 1 p.m., e.s.t., unless sooner recalled by the Speaker.

On the question,
Will the House agree to the motion?
Motion was agreed to, and at 6:24 p.m., e.s.t., the House adjourned.