



MEMORANDUM

To: Miles Weaver
From: Matt Solak
Date: November 2021
Re: MAAE Monthly Legislative Report

Overall State Issues

Michigan's Independent Redistricting Commission Moving Forward with Maps

In 2018, Michigan voters passed a Constitutional amendment establishing an independent redistricting commission to redraw legislative maps as required every ten years. Since the beginning of the year the Michigan Independent Citizens' Redistricting Commission (MICRC) has been working through the process to draw these new legislative maps. Most recently, the MICRC had been working collaboratively to build nine maps for consideration by the Commission. In addition, to the nine collaborative map proposals—three each for Congress, State House and State Senate—individual members will be submitting maps in the coming days prior to the 45-day public comment period.

Here's the process going forward:

- Once proposed maps are finalized the public will get 45 days to weigh in on which map they prefer.
- On December 30, the Commission is slated to return to approve final maps for House, Senate and Congress. A final map will need at least seven votes -- two Republicans, two Democrats, two independents and one more among the 13.
- If no map receives the necessary combination of votes, the winning map will be decided based on ranked-choice voting. If that doesn't settle the matter, the Secretary of State will pick the winning map at random among those submitted.

Redistricting and the final maps will play a critical role in the 2022 elections. While Michigan leans slightly Democratic statewide the current legislative maps have slightly favored Republicans the last ten years leading to a 58-52 Republican majority in the State House and a 22-16 Republican majority in the State Senate.

Airport Issues

AIP/ARPA Funding Issue

MAAE continues to work with the Legislature, State Budget Office and the Aeronautics Office on pushing for a quick resolution to the AIP/ARPA funding problem. MAAE has met with both Appropriations Chairs in the House and Senate outlining the problem and need for a resolution as soon as possible.

On November 19, the State Budget Office submitted a 2022 FY Supplemental Budget request that included the allocation of ARPA funds for airports. The supplemental recommendations include \$168.9 million of ARPA Federal Aviation Administration economic relief to primary airports and \$2.8 million to general aviation airports.

MAAE is asking members to reach out to their state Senator or state Representative to discuss the problem with them directly—especially if you have already been negatively impacted by the situation. Talking points on the issue have been provided to members. Members should also communicate their support for the inclusion of ARPA funds for airports in FY 2022 supplemental budget.

If members need additional assistance, please contact MAAE to assist in communications to lawmakers.

President Biden Signs Infrastructure Bill in Law

Last month, the Bipartisan Infrastructure Deal (Infrastructure Investment and Jobs Act) was signed into law. The legislation that passed Friday night will deliver \$550 billion of new federal investments in America's infrastructure over five years, including money for roads, bridges, mass transit, rail, airports, ports and waterways. Specifically relating to airports, the legislation invests \$25 billion in airports to address repair and maintenance backlogs, reduce congestion and emissions near ports and airports.

House Democratic Event

On November 9, KDA hosted the House Democratic Caucus in Lansing for a meet and greet with clients. MAAE President Miles Weaver and Rob Bernstein from the Capital Region International Airport were able to attend and represent MAAE and the aviation industry. The event provided an opportunity to discuss the current AIP/ARPA funding problem with key lawmakers. KDA will be hosting the House Republican Caucus at a similar event in January.

Additional Supplemental Requests

Between COVID relief dollars and higher than expected tax revenue there is currently \$15 billion in unappropriated state funds. MAAE is coordinating with MDOT on supplemental budget requests. Requests include:

- Automated Weather Observation Station Upgrade - \$4 million to upgrade the 41 station Michigan AWOS Network that is beyond its useful life. General fund request.
- Air Service Program Revitalization - increase funding made available for air carrier recruitment and retention - \$1.5 million general fund
- State / Local Airport Development Program - Michigan has not been able to provide non-federally eligible airports with grant assistance for many years. This request would provide vital support to these airports. \$2 million general fund.
- Unmanned Aircraft System Program Funding - \$350,000 for education and outreach activities +1 FTE, \$500,000 for initial analysis of state operated airspace management system - 850,000 general fund

Peer-to-peer Carsharing Legislation (HB 4915-HB 4917) Introduced

On May 25, bipartisan legislation was introduced to regulate peer-to-peer carsharing service companies. These companies include Turo, Getaround and Maven. Peer-to-peer carsharing (also known as person-to-person carsharing and peer-to-peer car rental) is the process whereby existing car owners make their vehicles available for others to rent for short periods of time.

These companies may be operating without a service agreement at some airports in likely violation of those airport's ground transportation regulations. The MAAE Board has taken a position of support on this legislation as the bills require these companies to enter into operational agreements with airports.

MAAE worked previously on a similar issue when Lyft and Uber wanted to operate on airport property without complying with any type of ground transportation agreement with airports or any payment to the airport like other ground transportation companies.

MAAE is finalizing a letter to share with Committee Members advocating for passage of the legislation.