



Senator Tory Rocca
Chairman
Senate Regulatory Reform Committee

Senator Rebekah Warren
Minority Vice Chair
Senate Regulatory Reform Committee

Members of the Senate Regulatory Reform Committee:

The Michigan Association of Airport Executives was founded in 1949 to represent airport management throughout Michigan. The primary goal for the Michigan Association of Airport Executives is to assist airport executives in fulfilling their responsibilities to the airports and communities they serve. The MAAE represents executives and managers of all airports in Michigan.

The MAAE is writing to express Michigan airports' opposition to, HB 4637, as currently written. If approved the legislation would preempt Michigan airport operators from regulating or seeking reasonable ground access fees from transportation network companies ("TNCs"). Our specific request is, and remains, that HB 4637 be amended to exclude commercial service airports from any provision that preempts local regulation of TNCs.

MAAE and its members support and welcome the TNC business model at airports because our customers desire TNCs as a transportation option. However, MAAE members believe we must have reasonable ability to regulate all ground transportation operators including TNCs.

Airports throughout Michigan oversee very complex ground transportation operations. Because of these complexities it is essential that airports have the authority to properly regulate our overall ground transportation operations on an airport-by-airport basis.

Additionally, airports must be able to regulate TNCs as they do other ground transportation options because conditions for operating at an airport must not be unjustly discriminatory (Grant Assurance 22, *Economic Nondiscrimination*). Also, under federal grant regulations, airports must be as self-sustaining as possible. *See Grant Assurance 24, Fee and Rental Structure; and FAA's Policy and Procedures Concerning the Use of Airport Revenue*. Failure to meet these federal regulations could potentially jeopardize the over \$80 million dollars in federal grant money that was received by 22 airports throughout Michigan. All users of the airport system are asked to pay reasonable user fees to fund airport operations and TNCs should be no different.

Accordingly, exempting commercial service airports from the preemption provision of HB 4637 is essential for airports to effectively regulate ground transportation operations, and necessary to ensure that we maintain compliance with federal regulations.

Thank you for your consideration.

Matt Barresi
President
Michigan Association of Airport Executives