



April 11, 2019

TO: Mayor and City Council  
FROM: Mark C. Meyers, City Administrator *WCM*  
SUBJECT: General Information Packet

Attached are general items of information you may find interesting. If you have any questions or comments regarding the information, please contact me.

/co  
Attachments

---

Administration/City Clerk (231) 798-4391	Assessing Division (231) 799-6806	Building Division (231) 799-6801	Finance/Treasurer (231) 799-6805	Fire Prevention (231) 799-6809	Fire Department (231) 798-2255
Parks/Recreation (231) 799-6802	Planning/Zoning (231) 799-6800	Police Department (231) 733-2691	Public Works (231) 799-6803	Streets Division (231) 798-2156	Water/Sewer (231) 799-6804



April 1, 2019

[Lindsay VanHulle](#)

[Public Sector](#)

[Gov. Gretchen Whitmer](#), [Michigan roads](#)

## Whitmer's road funding plan could pit Michigan cities against rural areas

To get all of its roads into good or fair shape, Ottawa County would need another \$20 million per year for a decade.

That's money the West Michigan lakeshore county doesn't have. This year, Ottawa County's road agency says it will take in \$19.4 million for road projects from a mixture of state, county and local funding.

So Ottawa County Road Commission members were pleased by Gov. [Gretchen Whitmer's vow to increase state road funding](#) by \$2.5 billion by 2021 — even if they're undecided about her plan to boost gas taxes by 45 cents per gallon to raise the money, said its spokesman, Alex Doty.

**In-person April conferences:** [Tell us how YOU would fix Michigan's roads](#)

The tax increase isn't the only controversy in Whitmer's roads plan. She also wants to change how money collected from the new taxes is allocated, giving a bigger piece of the pie to urban areas and freeways than to rural and neighborhood roads.

Whitmer's plan to give more money to the busiest roads would represent a major change to how the state shares road dollars. [Public Act 51 of 1951](#), the law that provides counties and cities dedicated percentages of road dollars, has not seen a wholesale reform since it was adopted.

"Why do we continue to use a formula that's 68 years old?" Whitmer asked reporters after she presented her first budget to lawmakers in March.

Her changes would only apply to revenue from the 45-cent gas tax increase. Counties and cities still would get their share of the state's current 26.3-cent, per-gallon gas tax and vehicle registration fees through the Public Act 51 formula.

Under the new plan, Ottawa County, home to Holland and its famed Tulip Time festival, would receive roughly \$4.5 million from new gas taxes. Under the current model, it would get \$18.9 million, according to estimates from the County Road Association of Michigan.

"We're not saying that the interstates and those larger roads aren't important," Doty said. "But when you look at it, we have hundreds of miles of local and primary roads around here that people drive on every day, from their neighborhood streets to their local county road.

"To say that those aren't heavily traveled, I think we would disagree with that."

Over the years, politicians, including former Republican Gov. Rick Snyder, have proposed changing road funding to steer more money to better-traveled roads, but political objections have always defeated the measures.

Whitmer, a Democrat, already faces objections over her proposed gas tax increase and is in for a tough sell to the Republican-led Legislature, with a plan the state budget office acknowledges is less generous to local road agencies and would rank rural roads last in terms of priority.

Whitmer's goal is to get state trunklines — the freeways and highways owned by the Michigan Department of Transportation — to 90 percent in good and fair condition by 2029.

Chris Kolb, Whitmer's state budget director, told legislators while outlining the budget the new tax money would be targeted for roads that are "the most economically important roads in our state," regardless of whether they're owned by the state or local communities.

"Drivers don't care who owns the roads," he said. "They want those roads fixed."

That argument doesn't wash with Republicans, including state Rep. Triston Cole, who is from Mancelona in Antrim County and [opposes Whitmer's road funding proposal](#).

"Main county roads up here are equally as important as the main county roads in southern Michigan to the individuals who use them," said Cole, a past chairman of the House's transportation committee.

### **More money to major roads**

Today, the state collects gas taxes and vehicle registration fees paid by drivers across Michigan and recirculates them for use on state, county and city roads.

MDOT gets 39 percent of that revenue through Public Act 51. Another 39 percent is split up among the state's 83 county road agencies. Cities and villages receive the remaining 22 percent.

Under Whitmer's proposal, [more than \\$2 billion in new gas tax revenue would be dispersed this way](#):

- Nearly half, 47 percent, to interstate and other freeways — all of which are owned by MDOT.
- 30 percent to "principal arterials," major routes that aren't freeways. Many are owned by MDOT, but some are owned by local governments, particularly in urban areas.
- 7 percent each to "minor arterials," or highly traveled, mostly local roads, and to "major collectors," almost all of which are owned by local governments and generally connect to neighborhood streets. (Look up [examples of principal and minor arterials and major collectors](#) in each of Michigan's 83 counties, per MDOT.)
- 4 percent to local bridges.
- 3 percent to multimodal transportation, including public transit, rail and mobility.
- 2 percent to "rural economic corridors," or important rural roads in 78 counties with fewer than 400,000 residents.

All told, MDOT would get 70 percent of the revenue: \$1.5 billion when the gas tax increase is phased in by 2021, according to state budget estimates.

Local road agencies operated by counties and cities would receive 27 percent, including \$441 million for local road projects in 2021 and \$42.7 million for rural corridors.

“There is not one county road agency that comes out ahead” under Whitmer’s proposed model, said Denise Donahue, director of the County Road Association of Michigan.

Donahue said the association included estimates from MDOT in its calculations, which also estimate how much funding county road agencies could receive if the new gas-tax revenue was funneled through the current formula instead. MDOT did not immediately respond to the group’s estimates — and hasn’t publicly revealed how much individual road agencies would receive under the proposal.

“Outstate drivers would clearly be losers, and the urban drivers would be the winners under this proposal,” said Ken Boyer, an economics professor at Michigan State University, who studies transportation funding.

“I’m not sure that (Whitmer’s formula is) going to go anywhere given the history of road-funding battles in the state, but it’s very sensible,” Boyer added.

“The problem with road funding has always been that what we pay to use the roads does not reflect the cost. This is a movement in the right direction.”

Whitmer’s plan also would shift \$325 million of the new gas-tax revenue back to cities and counties to be divided under the current formula, an acknowledgement that local road agencies would not see as large of an increase.

“The Act 51 formula is more favorable to locals than the new formula, and so we wanted to hold locals harmless,” state budget spokesman Kurt Weiss told Bridge.

Ed Noyola, deputy director of the County Road Association of Michigan, said there is no reason to change the formula because the current one works. It is calculated to consider population, miles of roads and vehicle registration fees.

“There’s a fair balance within the current Act 51 formula that we feel hits all of those categories, whether you’re an urban county or a rural county,” said Noyola.

His group agrees the state needs \$2.5 billion more for roads, but hasn’t taken a position on the gas-tax increase. The association said it’s up to the Legislature and the governor to determine how the money is raised.

[A recent report](#) from the nonpartisan Citizens Research Council argues the current formula doesn’t reflect the greatest road needs.

The report noted 69 percent of state roads are in rural areas, yet rural areas account for just 29.8 percent of traffic. That essentially means the current formula treats a two-lane highway in northern Michigan similarly to a six-lane interstate freeway in Wayne County.

But change is hard because tweaking the formula will create winners and losers, said Jordon Newton, a research associate with the Citizens Research Council.

“No one wants to be a loser in that situation,” Newton said.

“How do you convince someone that it’ll be better — even though it’s a little worse for them in the short term — that it’ll be better in the long term? I don’t know that we’ve seen that in the discussion yet.”

## What's the best solution?

As lawmakers weigh the issue, groups as diverse as the [Citizens Research Council](#) to the Lansing Regional Chamber of Commerce are increasing calls to change how roads are funded.

The Lansing chamber, which hosted Whitmer at a luncheon last week, isn't ready to support a 45-cent gas tax increase but thinks it's the "right time" to revisit Act 51, said Tim Daman, its president and CEO.

"We're not trying to make this an urban-versus-rural issue," he said, "although we know it's quickly going to go there."

State Sen. Peter Lucido, a Republican from Shelby Township in Macomb County, [introduced two bills that would keep gas taxes and vehicle registration fees](#) in the county where they originate.

Lucido, who supports revisiting the local-state funding distribution, said these road-funding decisions are best left to local governments, not the state.

"Let the counties make the disbursements where they feel the roads are the worst," he said.

Some Democrats, including Senate Minority Leader Jim Ananich of Flint, said they're willing to wait to talk about how the money is divided until after the state secures enough money to fix the roads.

Lansing Mayor Andy Schor, a former Democratic state representative, said Whitmer's proposal would put more money toward the capital city's highly traveled roads and less toward neighborhood streets.

"If this new formula is used, I will be OK with it if it means we get a lot more money to fix all our roads," Schor told Bridge through a spokeswoman.

He told reporters at a recent news conference that the first priority is to get the \$2.5 billion in new revenue adopted, and a conversation on how to split up that money can follow later.

House Speaker Lee Chatfield believes the state's road-funding problem isn't the formula, but the state's policy of charging 6 percent sales tax on gas and spending that money on schools, not roads, spokesman Gideon D'Assandro said.

House Republicans are working on their own plan, but D'Assandro didn't elaborate on what may be in it.

Chatfield took issue with Whitmer's distribution model [in a recent op-ed in The Detroit News](#), saying the plan would favor "a small handful of big cities" at the expense of drivers across the state.

"We should not be pitting our cities against our rural communities," he wrote. "We are one state, and we should have a one-state solution."

Senate Majority Leader Mike Shirkey, R-Clarklake, meanwhile, "does give the governor props for being creative in distributing funds where they are needed most," spokeswoman Amber McCann said.

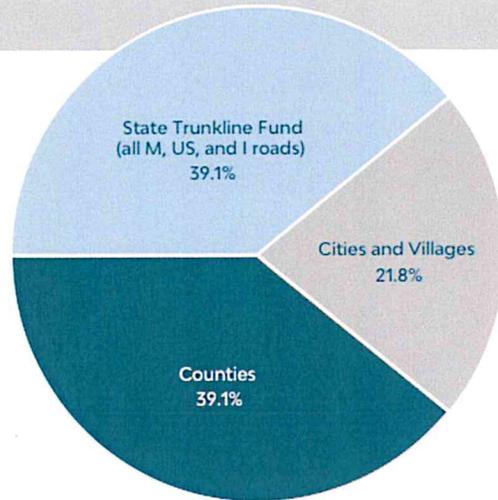
Shirkey is open to talking about changes to the road funding formula, but needs to consider the views of rural lawmakers, McCann said.

"There are going to be those communities that would possibly see a reduction in resources if we change it," McCann said. "It's a serious conversation because there's serious interest in it, but there's just as many voices who don't want to touch it at all. It's going to be a challenge."

# MICHIGAN ROAD FUNDING

## CURRENT ALLOCATION

State transportation funding for constructing and repairing roads is disbursed through Public Act 51 of 1951. Michigan is unique in how it provides funding for roads because the vast majority of the funds are restricted for specific road-related purposes. Total funding in the Fiscal Year 2019 budget reached a record amount of \$5 billion in total transportation funding, with \$4 billion of that going directly to road repairs and construction. Funding is distributed to: the State Trunkline Fund (all M, US, and I roads) – 39.1%; Counties – 39.1%; and Cities and Villages – 21.8%.

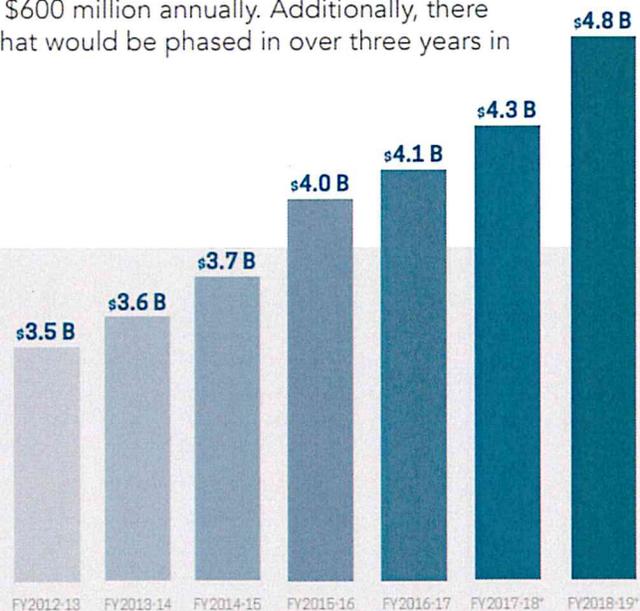


## 2015 LEGISLATIVE PLAN

In the fall of 2015, the Legislature approved a comprehensive plan intended to provide a long-lasting solution to Michigan's road funding crisis. Ultimately, the passed bills annually utilize \$600 million in existing revenue and \$600 million in new user (registration and fuel) fees to provide \$1.2 billion in road funding by 2021. The phase-in included a registration fee and gas tax increase of 7 cents to equal a total of \$600 million annually. Additionally, there was an allocation through the discretionary fund that would be phased in over three years in the following way:

- Fiscal Year 2019: \$150 million
- Fiscal Year 2020: \$325 million
- Fiscal Year 2021: \$600 million

The new funding has created record increases to road funding over the past few years. In 2018, the combination of state and federal funds for transportation reached an estimated **\$4.3 billion**, and will likely reach a new record high of **\$4.8 billion** in 2019. These funding numbers are largely comprised of fuel taxes and vehicle registration fees (as required by Article 9, Sec. 9 of the Michigan Constitution), state general funds, and federal funds.



\*Projected

## ADDITIONAL FUNDING

Over the last few years, there has been an increased prioritization on appropriating General Fund dollars to road repairs rather than relying on the 2015 road funding plan to fully phase in (which is expected in 2021). Under Republican leadership, the Legislature has allocated an additional **\$1.5 billion** in road funding, and in the most recent budgets an additional **\$600 million** in General Fund dollars to the bottom three tiers of the formula: State, Counties, and Cities/Villages.

In addition, PA 588 of 2018, commonly referred to as the Wayfair bill, dedicated additional income tax in the amount of **\$114 million** in Fiscal Year 2019 and **\$143 million** in Fiscal Year 2020 to roads.

# MICHIGAN ROAD FUNDING

2004-2021



\*Projected

**City of Norton Shores  
Annual Employment Survey**

Company	Original Application					
	Cert. Expires	FT Employees	FT Added	FT Employees Dec. 2016*	FT Employees Dec. 2017*	FT Employees Dec. 2018*
Acemco Incorporated	2019	178	20	275	262	236
Advanced Mechatronics Corp	2025	15	6	15	18	20
American Glass Mosaic	2025	0	19	21	9	12
Bio Care Spirits USA, INC	2029	0	35	N/A	N/A	0
Eagle Machine Tool Corp	2025	5	1	5	8	7
Great Lakes Printing Solutions	2020	19	unknown	11	11	10
I.D. Systems Inc	2030	14	4	N/A	N/A	17
Intelligent Machine Solutions, Inc.	2026	20	4	N/A	N/A	22
J & M Machine Products, Inc.	2026	80	4	65	55	68
Jawor Machine Company	2018	8	0	8	N/A	6
Johnson Technology, Inc (GE Aviation)	2023	274	40	417	447	457
KJJ	2024	16	6	23	25	25
KL Outdoor*	2028	325	10	N/A	218	341
La Colombe	2028	1	25	N/A	71	80
Lakeside Surfaces Inc	2026	37	12	127	20	27
Noble Company	2021	27	3	32	33	34
Non-Ferrous Cast Alloys, Inc.	2021	70	10	67	86	78
Nowak Machined Products	2018	85	12	60	59	58
Paramelt	2018	35	4	61	73	73
Port City Castings*	2021	53	0	579	524	426
Progress Machine & Tool	2024	20	2-3	17	23	22
RC Productions dba Source One	2024	32	8	65	68	67
Seabrook Plastics	2029	30	0	36	33	32
Snook Inc	2019	18	6	9	10	8
Structural Concepts	2020	361	7	505	546	524
<b>TOTAL</b>		<b>1723</b>	<b>236</b>	<b>2398</b>	<b>2599</b>	<b>2650</b>

\*area-wide employment

# House Committee Reports Sanctuary City Bill Despite Opposition

Posted on **April 9, 2019** by **Chris Hackbarth**

The House Military, Veterans, and Homeland Security committee reported House Bills **4083** and **4090** this afternoon by straight, party-line votes despite broad opposition from the League and other local government, law enforcement, and citizen organizations.

**These bills would prohibit any city, village, township, or county in Michigan from adopting or enforcing a "sanctuary city" ordinance or policy.** Any city, village or township would be prohibited from enacting or enforcing a law, ordinance, policy or rule that would limit a peace officer or local official from communicating or cooperating with appropriate federal officials on an individual's immigration status.

While the League requested the opportunity to testify in opposition to these bills today, the committee ran out of time and decided to vote on the bills rather than conduct an additional hearing.

Beyond the overall approach of this legislation, there are concerns that we have with regard to the language in House Bill 4083, specifically:

- The legislation specifically singles out only city, village, township, and county law enforcement and ignores all other state, local, and educational entities that provide law enforcement services (university & community college police departments, MI State Police & DNR conservation officers, port and transit authority law enforcement, etc).
- The references in the bills to local units appears to include all local officials and employees, whether elected or employed. This broad impact will micromanage local police officers and have a chilling effect on their relationship with residents in their communities.
- The language in section 5 of HB 4083, prohibiting any local ordinance or policy that limits communicating or cooperating with federal officials on immigration status, is undefined and will subject every community in Michigan to scrutiny and liability about what constitutes "limiting" communication or cooperation, even those **without** so-called "sanctuary city" policies. There are well-documented legal and Constitutional question marks around the validity of some federal detention requests that local law enforcement may be leery of complying with that could be

deemed as “limiting” cooperation and subjecting a local unit to liability and punitive action under the bill.

- Section 7 of the bill specifically requires a local unit to bring any offending ordinance or policy into compliance with this act within 60 days, whether the local unit is enforcing or even knows the language is on their books. This is a significant mandate, especially in light of the countless examples in both State statute and the Michigan Constitution of instances where language still exists but is obsolete or unenforceable.
- Finally, the language in sections 9, 11, and 13 subject local units of government to direct civil liability for the mere presence of local ordinances or policies that any resident could subjectively construe to be in violation of the act, whether the local unit is even aware of the language or planning to utilize or enforce it. The application of civil fines to local officials and law enforcement personnel will only serve to have local government employees constantly looking over their shoulder for simply doing their jobs.

While these bills have been reported from the Military, Veterans, & Homeland Security committee, they have now been referred to the House Ways and Means committee for further review before any full House action could be considered. League members are encouraged to [contact members of the Ways and Means committee](#) to express opposition to these bills.

*Chris Hackbarth is the League's director of state & federal affairs. He can be reached at [517-908-0304](tel:517-908-0304) and [chackbarth@mml.org](mailto:chackbarth@mml.org)*

---

#### SHARE THIS:



This entry was posted in [Uncategorized](#) by [Chris Hackbarth](#). Bookmark the [permalink](#) [<http://blogs.mml.org/wp/inside208/2019/04/09/house-committee-reports-sanctuary-city-bill-despite-opposition/>].



1. Airline/Charter Operations Report – February - March 2019

The airline & charter service operations reports for February & March are included as Attachments 1 through 3. There were no casino charter flights in February or March.

Table with 5 columns: United Airlines, 2019 (Jan, Feb, Mar), YTD. Rows include Revenue Enplanements, Non-Revenue Enplanements, Revenue Deplanements, Non-Revenue Deplanements, Revenue Passenger Total Count, Non-Rev Passenger Total Count, Passenger Total Count, and Load Factor%.

2. Airline Service & Charter Programs

A. Airline Schedule – The early morning departure and late evening arrival is continuing to show increased usage by providing improved connectivity for customers especially from West Coast and Central American destinations. The spring break weeks have seen mostly full flights.

B. Casino Flights.

- i. Atlantic City, NJ: May 8-11 & June 10-13
ii. Laughlin, NV: April 10-13 (Sold Out)
iii. Biloxi, MS: June 14-18

3. Airport Budget

A. FY20 Capital Budget. The Airport is finalizing its proposed Fy2020 Capital Budget which is due to the County April 12. Staff will continue to maximize federal and state grant funding for airfield capital projects to the greatest extent possible and continues to develop a more comprehensive non-grant fundable projects list for the maintenance, repair or replacement of airport building systems, infrastructure and vehicles/equipment.

4. Airport Capital Improvement Program / Grant Program

A. FAA Supplemental Grant Funding. The County Board approved the Airport's proposed project list on October 25 to apply for supplemental project funding for an Airport Master Plan Update, purchase an Airport Sweeper, Design and construct a new Snow Removal Equipment facility, and design and construction of terminal upgrades and improvements. All requests are subject to final approval and receipt of funding from FAA; staff has still not yet received any notice from FAA of project approval/denial.

- B. **Runway 6/24 Pavement and Lighting Rehabilitation project.** The Airport is ramping up for the construction of this project with an anticipated start date on or about **May 1, 2019** with an 80-day construction schedule. A pre-construction meeting is scheduled for April 23.
- C. **MDOT Air Service Grant – ARFF training.** The Board approved the contract in March with ARFF Specialist (\$9,250) for the April 26/27 live burn training along with the \$2,000 MDOT Aeronautics ARFF grant to off-set training costs.
- D. **MDOT Air Service Grant – Air Service Awareness.** In February, MDOT Aeronautics notified commercial service airports that additional funding was available through the Air Service Awareness grant program. The Airport submitted a request for an additional \$10,000 (the maximum allowable) for air service marketing efforts; the grant has not yet been received.
- E. **Terminal Parking Access and Revenue Control System (PARCS).** RFP 19-2338 was issued March 15 with a closing date of April 12 to replace the existing terminal parking lot access system.

## 5. Economic Development

- A. **Airport Restaurant.** We have placed this on hold due to high estimated costs for renovating the facility.

## 6. Airport Public Relations, Marketing & Advertising

- A. **Air Service Marketing.** The Airport is continuing to aggressively market the new schedule and destination opportunities. The current round of radio advertising is paying positive dividends with a large increase in the number of customers using MKG to fly to Cancun, Mexico and other destinations. The Airport has expended the majority of its FY19 marketing budget the first half of the fiscal year to maximize use of the new schedule and will be focusing the remaining efforts on the various summer festivals and events plus as much social media as possible.

The Airport has partnered with [13 ON YOUR SIDE](#), [ChooseChicago.com](#), and the [Muskegon Lumberjacks](#) to send one winner and a guest on a [Chicago Weekend Getaway](#) with the chance to win round trip tickets from the Muskegon Airport to Chicago (tickets provided by SkyWest Airlines), a two night stay in a downtown hotel, and two Chicago CityPASSes which gets the winner into 5 must-see attractions and 50% off others. Three contestants will be randomly picked from all who register. Those contestants will receive 2 tickets each to the final Lumberjacks Game of the season on April 13th. During intermission, they will compete for the Chicago Weekend Getaway. One lucky winner will leave with the trip! **Attachment 4**

- B. **Wings of Mercy CareAffaire.** For over 25 years, Executive Air of Muskegon has been hosting the annual [Wings of Mercy CareAffaire](#). This is the biggest event locally to raise funds for Wings of Mercy. Wings of Mercy pilots have logged over 8,000 missions since 1991, both to and from outstate destinations east of the Rockies. The event will be held this year on June 8 and will consist of a pancake breakfast, 5K Run, Classic Car Show, Static plane display, rides, interactive kid's zone, custom motorcycle display, and a memorial bike run. The Airport will be sponsoring the Aircraft Static Display. The event is looking for local sponsors and has sponsorship opportunities available.

## 7. Airport Administration, Operations, and Maintenance Programs

- A. **PFAS Testing.** The testing of homes identified by the County continues.

**AFFF Testing Equipment.** On January 17, 2019, FAA issued guidance regarding approved equipment for testing Aqueous Film Forming Foam (AFFF) systems on Airport Rescue & Firefighting (ARFF) vehicles. This testing ensures each vehicle is proportioning the AFFF and water correctly within tolerance and is an integral part of maintaining ARFF vehicles in optimal condition for emergency response. Staff received Board approval to submit a grant application to MDOT for the purchase of this unit. The estimated cost to purchase the [E-One ECOLOGIC](#) system is \$31,662 with MDOT providing \$24,662 and the County/Airport \$7,000.

**B. Airport Operations & Maintenance Lead.** The airport is happy to introduce our new Operations & Maintenance Lead – Benjamin Bone – to serve as the primary POC for the daily operational and maintenance functions of the airport and overseeing the operations & maintenance staff. Ben brings to Muskegon over 20 years of airfield experience in the United States Air Force (both active duty and as a civilian contractor) to include facility maintenance and snow removal experience gained at bases in Illinois, North Dakota and Alaska.

## 8. Federal & State Legislative Issues

### Federal.

#### Airport Leaders Describe Benefits of PFC Increase at Key Hearing

The House Transportation and Infrastructure Committee held a hearing on airport infrastructure needs. Chairman Peter DeFazio (D-OR) and his staff continue to work on an infrastructure package that could serve as a vehicle for a possible Passenger Facility Charge (PFC) increase.

Airport officials urged lawmakers to adjust the outed PFC cap as a way to help airports finance their infrastructure projects and described how a PFC increase would significantly lower interest costs and allow airports to invest additional money in necessary infrastructure projects.

At the hearing, Chairman DeFazio pointed out the enormous airport infrastructure needs, citing FAA's estimate that airports are facing more than \$7 billion in AIP-eligible projects every year - twice as much as they are receiving in the annual appropriations process.

"I'm surely not opposed to increasing the FAA's AIP grant levels," DeFazio said. "But we also need to look on the other side of the airport, and we need to increase the cap on PFCs." There is additional information about the hearing, including video of portions of the testimony from airport executives in the [Hearing Report](#).

#### Committee Approves Amendment to Increase AIP Funding

A day after the hearing on airport infrastructure, the House Transportation Committee [approved](#) a proposal to increase the authorized level of AIP funding to \$4 billion annually. Ranking Member Sam Graves (R-MO) offered the amendment to increase annual AIP funding from \$3.35 billion to \$4 billion from FY 2020 through FY 2023, which is the duration of the FAA bill that Congress passed last year.

Lawmakers added the AIP provision to a bill to provide funding for the FAA during a government shutdown. The committee approved the amendment and the underlying bill (H.R. 1108) by unanimous consent.

AAAE and ACI-NA voiced their support for the AIP amendment while reiterating their calls for Congress to raise the PFC cap as part of an infrastructure package. In a [letter](#) to Ranking Member Graves, AAAE President and CEO Todd Hauptli and ACI-NA President and CEO Kevin Burke urged Congress to increase AIP funding and to raise the PFC cap.

"Combined with a long-overdue adjustment in the federal cap on local passenger facility charges, gaining additional funding for AIP would help airports close the significant annual infrastructure funding gap that was discussed at great length during yesterday's hearing before the Transportation and Infrastructure Committee," Hauptli and Burke wrote.

**Michigan Legislature.** No Update.

## 9. Action Items

The Airport is planning to bring the following item(s) to the Board of Commissioners in April:

- Acceptance of request to increase the Airport Maintenance Lead salary from Step 1 to Step 4. **Attachment 5**

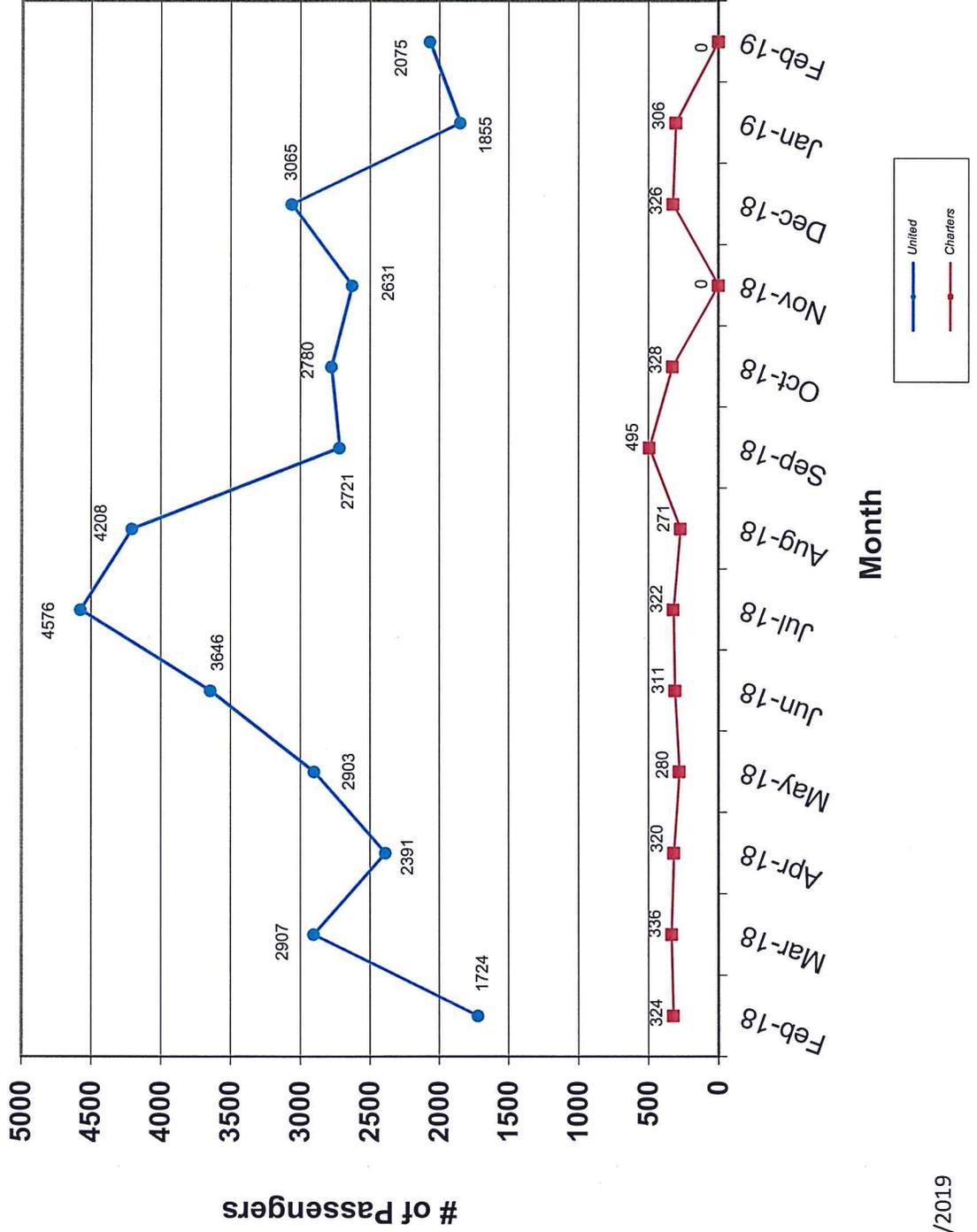


Muskegon County Airport  
Operations Report  
Calendar Year 2019

	SKYWEST TOTAL PASSENGER ACTIVITY										EXECUTIVE AIR OPERATIONS				CHARTER OPERATIONS				AIRCRAFT OPERATIONS				ALL CARGO	
	Avail Seats	Comm Pass	Load Factor	Revenue		Non-Revenue		Total	Vs. CY2018	Enplaned	Deplaned	Total	Enplaned	Deplaned	Total	Air Carrier/Charter	General Aviation	Military	Total	Vs. CY2018	Pounds	Vs. CY2018		
				Enplaned	Deplaned	Enplaned	Deplaned																Enplaned	Deplaned
JANUARY	4,800	1,855	39%	1,035	101	820	53	2,009	19%	60	69	129	153	153	306	136	1,248	10	1,394	10%	2,744	-73%		
FEBRUARY	4,850	2,075	43%	1,146	115	929	96	2,286	11%	90	90	180				125	931	10	1,066	6%	801	-71%		
MARCH																								
APRIL																								
MAY																								
JUNE																								
JULY																								
AUGUST																								
SEPTEMBER																								
OCTOBER																								
NOVEMBER																								
DECEMBER																								
<b>YTD TOTALS</b>	9,650	3,930	41%	2,181	216	1749	149	4,295	1%	150	159	309	153	153	306	261	2,179	20	2,460	8%	3,545	-73%		

LOAD FACTOR BASED UPON REVENUE PASSENGERS ONLY

# Muskegon County Airport Passenger Activity



**AIRLINE PERFORMANCE**  
**13-Month Period**  
**January 2018 through January 2019**

	<b>UNITED</b>		
	<b>SCH</b>	<b>CAN</b>	<b>PER</b>
<b>February 2018</b>	54	6	89%
<b>March 2018</b>	62	1	98%
<b>April 2018</b>	60	1	98%
<b>May 2018</b>	61	11	82%
<b>June 2018</b>	60	2	97%
<b>July 2018</b>	61	3	95%
<b>August 2018</b>	62	4	94%
<b>September 2018</b>	60	2	97%
<b>October 2018</b>	62	0	100%
<b>November 2018</b>	59	0	100%
<b>December 2018</b>	60	3	95%
<b>January 2019</b>	62	7	89%
<b>February 2019</b>	56	7	88%
<b>Total</b>	<b>779</b>	<b>47</b>	<b>94%</b>

SCH = Scheduled Flights

CAN = Cancelled Flights (Weather and Other)

PER = Percentage of Scheduled Flights Flown

Source: Monthly Airline Station Reports