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Other Related and Companion Documents

Corridors and International Borders Report (Separate document)

Appendices to Corridors and International Borders Report

Appendix A - References

Appendix B - Process to Identify Corridors and Activity Centers

Appendix C - Activity Center Profiles

Appendix D - Corridor Strategies and Compatibility Screening

MI Corridors of Highest Significance Profile Summary Report - Executive Summary Report I
(Separate document)

Chapter 1. Introduction

This *Economic Regions Corridor Summary* is *Executive Summary Report II* to the *Corridors and International Borders Report* produced for the Michigan Department of Transportation State Long-Range Plan 2005-2030, the *MI Transportation Plan*. The other Executive Summary Report, *MI Corridors of Highest Significance Profile Summary Report - Executive Summary Report I*, provides a corridor profile of each of the 19 Corridors of Highest Significance.

This report describes the major transportation facilities available in each of the 17 *MI Transportation Plan's* Economic Regions as shown on **Figure 1**. It provides MDOT region staff, RPA staff, the public and regional officials with an overview of the major multi-modal transportation facilities, connections, opportunities, barriers or transportation gaps, and transportation strategies being implemented within their local area. It also provides agencies and organizations involved in economic development with a single source for information describing major transportation resources and connectivity available in their region.

These economic region summaries are not intended to replace the 17 technical reports produced for the *Michigan Transportation Plan*. The technical reports contain the details about each modal system, their specific conditions, objectives, and recommended strategies to achieve the *MI Transportation Plan* vision.

As was discussed in **Section 1.2** of the *Corridors and International Borders Report*, MDOT recognizes that quality transportation is critical to creating, expanding, and keeping jobs in Michigan. MDOT recognizes that good transportation alone cannot generate permanent jobs or long term economic growth. However, for a region to be economically competitive - a quality, reliable, efficient, and safe transportation system is a necessity.

Chapter 2. Economic Regions and Corridors

Figure 1 presents a map of Michigan's 17 economic regions. **Table 1** identifies the 2005 population and employment, MDOT region, and counties in each region. **Table 2** presents a comparison identifying which Corridors of Highest Significance are in each region. **Table 3** summarizes statewide employment by industry.

The *MI Transportation Plan* Economic Regions include:

- 1A - Greater Ann Arbor
- 1B - Greater Detroit
- 2 - Greater Jackson
- 3 - South Central MI
- 4 - Greater Benton Harbor
- 5 - Greater Flint

- 6 - Greater Lansing
- 7A - East Central MI
- 7B- Greater Saginaw
- 8A - Greater Big Rapids
- 8B - Greater Grand Rapids
- 9 - NE MI
- 10 - NW MI
- 11 - Eastern Upper Peninsula
- 12 - Central Upper Peninsula
- 13 - Western Upper Peninsula
- 14 - West MI Shoreline

2.1 Data Sources

Transportation data used in the *Economic Regions Corridor Summary*, including ADT, Truck, and Rail Freight totals, was provided by the MDOT Statewide and Urban Travel Analysis Section. Population and employment data presented in the “Quick Facts” are from the USBEA Regional Economic Information System, Table CA25 (NAICS). Per capita income data was taken from the *MI Transportation Plan Socioeconomic Technical Report* and the US Bureau of Economic Analysis.

The *Economic Regions Corridor Summary* also includes the data and corridor based information from the *Corridors and International Borders Report* that is re-organized and oriented towards Michigan’s 17 *MI Transportation Plan* Economic Regions. It should be noted that because the 19 *MI Transportation Plan* Corridors cross each other and some *MI Transportation Plan* activity centers were included on multiple corridors, the numbers and specific characteristics attributed to the corridors could not be simply added to produce a total for Michigan as a whole.

2.2 Economic Activities and Incentives

Each economic region summary includes information on economic activities and incentives in the region. These facts and activities were selected to define current economic activity for the region and to be useful to those seeking to expand or grow the economy of the region. Some of the facts presented for each region include, post secondary school enrollment, numbers of visitor-days per year (the total number of days all visitors who came to the region spend there annually), major industries, transportation facilities and linkages available in the region, and two Michigan state government supported economic incentive programs available in the region.

The two economic incentive programs identified in the summaries are the SmartZone Program and Tax Free Renaissance Zones. It is recognized that these are only two of the many Michigan economic incentive programs that provide opportunities and incentives for economic growth and competitiveness in Michigan. Details and lists of other programs can be found at <http://www.michigan.org/medc/>.



Michigan SmartZones - are collaborations between universities, industry, research organizations, government, and other community institutions intended to stimulate the growth of technology-based businesses and jobs by aiding in the creation of recognized clusters of new and emerging businesses, those primarily focused on commercializing ideas, patents, and other opportunities surrounding corporate, university or private research institute R&D efforts.

SmartZones provide distinct geographical locations where technology-based firms, entrepreneurs and researchers can locate in close proximity to all of the community assets that will assist in their endeavors.

Tax Free Renaissance Zones - are locations where most state and local taxes are abated. The tax benefits are phased out at 25-percent increments during the Zone's final three years of existence. Property owners are still responsible for property taxes levied to pay for local bonded indebtedness, school sinking funds, and special assessments. The following state and local taxes are abated for businesses located in a Renaissance Zone:

Property Taxes:

- Local Real Property Taxes - General property taxes on land and buildings are nearly 100-percent abated.
- Local Personal Property Taxes – These general property taxes are nearly 100-percent abated for the business' personal property that is located in the Renaissance Zone.
- Six-Mill State Education Tax (SET) the state property tax levy for schools is 100-percent abated.

State and Local Taxes:

- Single Business Tax - A tax credit is allowed against the Michigan Single Business Tax (SBT) for business activity attributable to the Renaissance Zone.
- Local Income Tax - City corporate income taxes, if applicable in the zone, are 100-percent abated.
- Utility Users Tax - This only applies to residents or businesses in the City of Detroit. The city levies a 5 percent tax on utility bills. Businesses located within the Renaissance Zone are exempt from this tax.

To be eligible for the Renaissance Zone tax benefits, a business located in a Renaissance Zone must be physically located in the zone on December 31 in the calendar year immediately preceding the year in which the abatements apply. Also the property must have been in the zone at least 182 other days in the calendar year immediately preceding the year in which the abatements apply.

For example, for personal property tax to be reduced or eliminated in calendar year 2004, the personal property must have been in the zone on December 31, 2003 and 182 other days in 2003.

If property is placed in the zone by December 31, but is located in the zone less than 182 days of the preceding year, the owner of the property can retain the zone benefits by filing an affidavit

stating that the property will be located in the zone for 182 or more days of the tax-year that property abatement is claimed.

For more information about the property location requirements and filing an affidavit, contact the local assessor's office for the Renaissance Zone of interest.

Figure 1: MI Transportation Plan Economic Regions

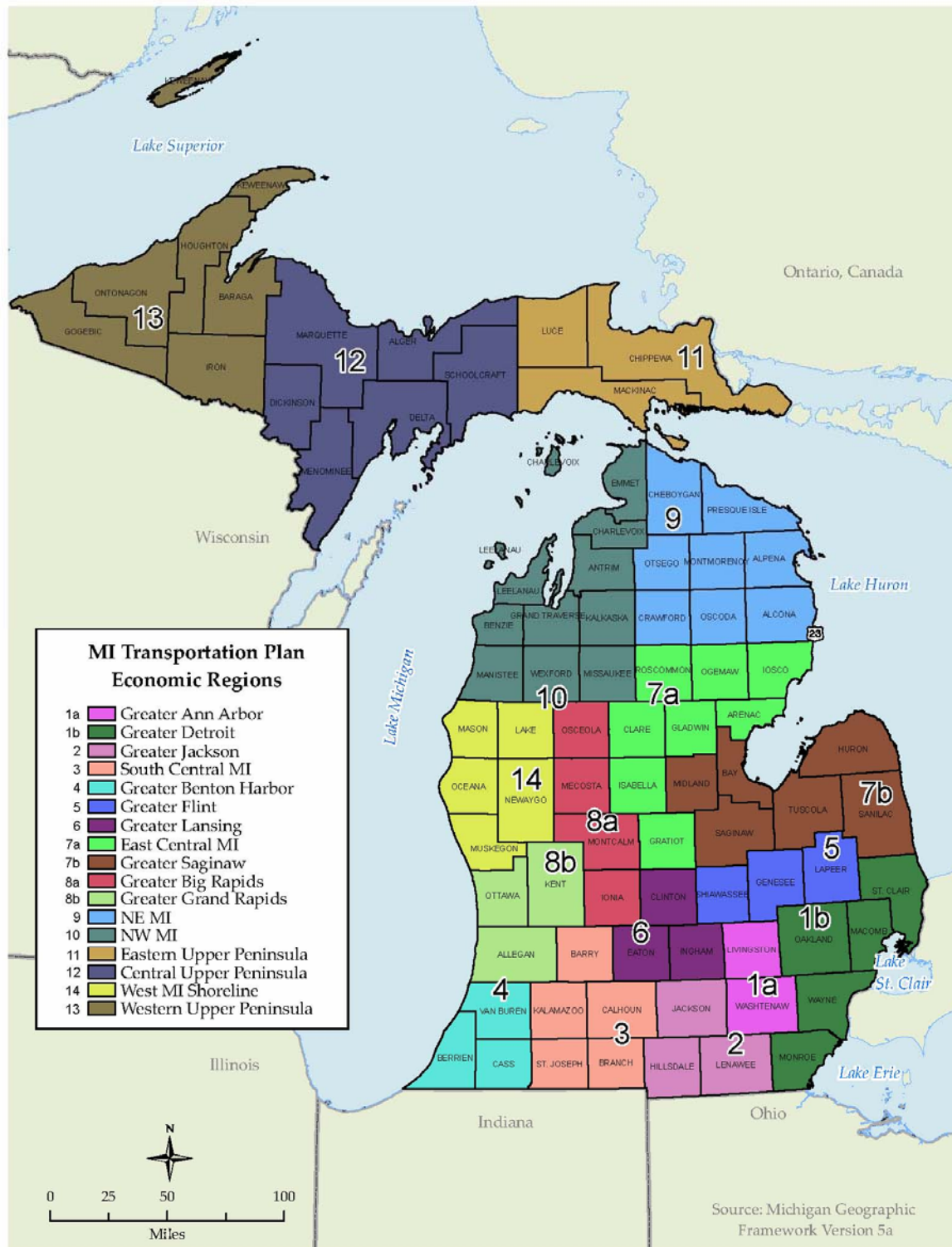


Table 1: Characteristics of Michigan Economic Regions

Region Name	MDOT Region	2005 Population (thousands)	% State Pop	2005 Employment (thousands)	% State Empl	Counties in Region	Smart Zone	Tax Free Zone
1A - Greater Ann Arbor	University	529.814	5.21%	387.159	6.77%	Livingston		
						Washtenaw	x	
1B - Greater Detroit	Metro; University	4,366.242	42.92%	2,465.474	43.11%	Macomb		x
						Monroe		
						Oakland	x	
						St. Clair		
2 - Greater Jackson	University	314.978	3.10%	150.408	2.63%	Wayne	xx	x
						Jackson		x
						Hillsdale		
						Lenawee		x
3 - South Central MI	Southwest	554.960	5.45%	314.449	5.50%	Barry		x
						Kalamazoo	x	x
						Calhoun	x	x
						St. Joseph		
4 - Greater Benton Harbor	Southwest	293.730	2.89%	138.717	2.43%	Branch		x
						Berrien		x
						Cass		
5 - Greater Flint	Bay; University	612.676	6.02%	285.911	5.00%	Van Buren		x
						Lapeer		
						Genesee		
6 - Greater Lansing	University	458.201	4.50%	289.504	5.06%	Shiawassee		
						Clinton		
						Eaton		
7A - East Central MI	North; Bay	262.340	2.58%	122.536	2.14%	Ingham	x	x
						Roscommon		
						Ogemaw		
						Iosco		
						Clare		x
						Gladwin		x
						Arenac		
Isabella	x							
7B- Greater Saginaw	Bay	540.643	5.31%	284.073	4.97%	Gratiot		x
						Huron		x
						Sanilac		x
						Tuscola		x
						Bay		
						Saginaw		x
8A - Greater Big Rapids	North	195.076	1.92%	78.523	1.37%	Midland		
						Mecosta		x
						Osceola		x
						Montcalm		x
						Ionia		x

Table 1 Characteristics Michigan Economic Regions (continued)

Region Name	MDOT Region	2005		2005		Counties in Region	Smart Zone	Tax Free Zone
		Population (thousands)	% State Pop	Employment (thousands)	% State Empl			
8B - Greater Grand Rapids	Grand; Southwest	980.383	9.64%	651.434	11.39%	Allegan		
						Ottawa		
						Kent	x	x
9 - NE MI	North	147.119	1.45%	71.109	1.24%	Cheboygan		
						Presque Isle		x
						Otsego		
						Montmorency		
						Alpena		x
						Crawford		
						Oscoda		
						Alcona		
10 - NW MI	North	305.564	3.00%	180.932	3.16%	Emmet		
						Charlevoix		
						Antrim		
						Manistee		x
						Leelanau		
						Benzie		
						Grand Traverse		x
						Kalkaska		
						Wexford		
						Missaukee		
11 - Eastern Upper Peninsula	Superior	57.600	0.57%	30.366	0.53%	Luce		
						Mackinac		
						Chippewa		
12 - Central Upper Peninsula	Superior	173.357	1.70%	95.076	1.66%	Marquette		x
						Dickinson		
						Menominee		
						Alger		
						Delta		x
						Schoolcraft		
13 - Western Upper Peninsula	Superior	84.797	0.83%	41.545	0.73%	Gogebic		x
						Ontonagon		
						Keweenaw		
						Houghton	x	x
						Baraga		
						Iron		x
14 - West MI Shoreline	North; Grand	296.249	2.91%	132.403	2.31%	Lake		x
						Mason		
						Muskegon	x	x
						Newaygo		
						Oceana		
Total		10,173.729	100.00%	5,719.619	100.00%	83	11	34

Source for population and employment is MDOT and REMI Standard National Control

Table 2: Corridors of Highest Significance by Economic Region

	Region Name																
	1A - Greater Ann Arbor	1B - Greater Detroit	2 - Greater Jackson	3 - South Central	4 - Greater Benton Harbor	5 - Greater Flint	6 - Greater Lansing	7A - East Central MI	7B - Greater Saginaw	8A - Greater Big Rapids	8B - Greater Grand Rapids	9 - NE MI	10 - NW MI	11 - Eastern Upper Peninsula	12 - Central Upper Peninsula	13 - Western Upper Peninsula	14 - West MI Shoreline
National Corridors of Highest Significance																	
Detroit / Chicago	x	x	x	x	x												
Muskegon / Grand Rapids / Lansing / Detroit	x						x			x	x						x
Sault Ste. Marie / Bay City								x	x				x		x		
Bay City--Midland--Saginaw /Flint/ Detroit						x											
Port Huron / Detroit / Toledo		x															
Port Huron / Lansing / Indianapolis		x		x		x	x										
Port Huron / Chicago				x	x	x											
Grand Rapids / Chicago					x						x						
Mackinaw City--St. Ignace / Wisconsin														x	x		
I-696		x															
I-275		x															
Statewide Corridors of Highest Significance																	
Houghton / Marquette / Sault Ste. Marie														x	x	x	
Mackinaw City--St. Ignace / Holland											x		x				x
Petoskey / Grand Rapids / Indiana				x						x	x		x				
Mackinaw City--St. Ignace / Alpena / Standish								x					x				
Flint / Toledo	x	x				x											
Grayling / Jackson			x					x	x					x			
Jackson / Toledo			x														
Benton Harbor / Indiana					x												



Table 3 provides the number of jobs and percent of total jobs by detailed employment sectors in the state during 2003. The table shows that, while the trend indicates a growing service economy, manufacturing remains a critical element of Michigan's industry mix. The manufacturing sector in **Table 3** includes a mix of commodities and manufacturing sub-sectors that are likely to be shifting in the future, with some elements of Michigan's manufacturing base increasing and others decreasing. The *Economic Outlook* and *Freight Technical Reports* and associated economic impact analyses of the *MI Transportation Plan* look at manufacturing commodities and service activities in greater detail.

Table 3: Profile of 2003 Total Michigan Employment, by Sector

<i>Detailed sector</i>	<i>Number of jobs in sector</i>	<i>Percent of total jobs</i>
Manufacturing	738,999	13.6%
Government	695,682	12.8%
Retail Trade	628,557	11.5%
Health Care and Social Assistance	579,934	10.7%
Accommodation and Food Services	355,594	6.5%
Professional and Technical Services	354,306	6.5%
Administrative and Waste Services	330,422	6.1%
Other Services (except Public Admin)	296,762	5.5%
Construction	287,003	5.3%
Finance and Insurance	217,999	4.0%
Wholesale Trade	187,029	3.4%
Real Estate, Rental, and Leasing	176,727	3.2%
Transportation and Warehousing	130,131	2.4%
Arts, Entertainment, and Recreation	103,848	1.9%
Educational Services	82,853	1.5%
Information	79,547	1.5%
Farming	78,235	1.4%
Management of Companies and Enterprises	71,016	1.3%
Utilities	20,836	0.4%
Forestry, Fishing, and Related	16,845	0.3%
Mining	11,573	0.2%
Total	5,443,898	100.0%

Source: USBEA Regional Economic Information System, Table CA25 (NAICS).