

MICHIGAN DEPARTMENT OF TRANSPORTATION



**State Long-Range Transportation Plan
2005-2030**

**Economic Regions
Corridor Summary
Executive Summary Report II**

*Prepared for
The Michigan Department
of Transportation
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Prepared by



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MICHIGAN LONG RANGE TRANSPORTATION PLAN



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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

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MI Corridors of Highest Significance Profile Summary Report - Executive Summary Report I
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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

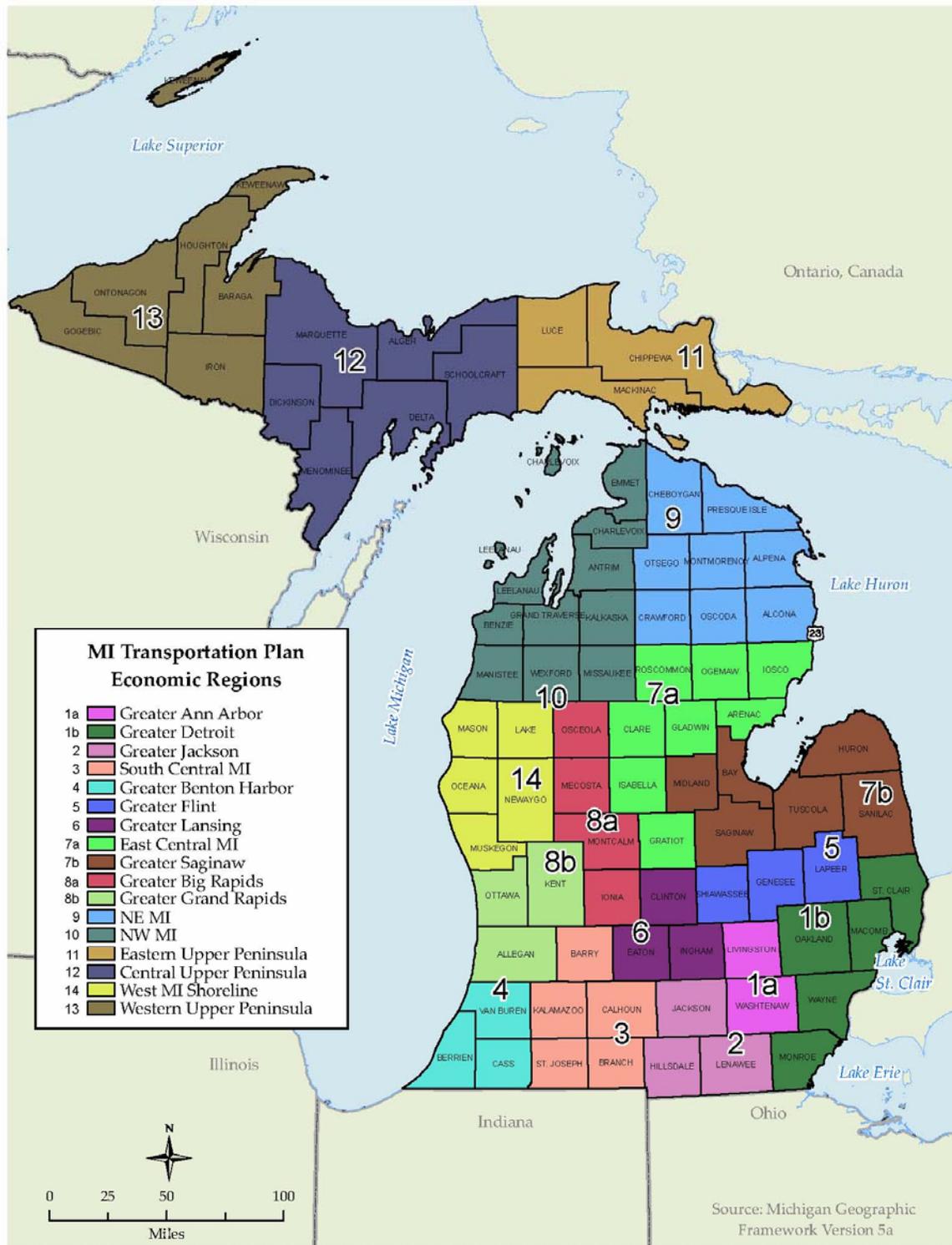


Table 1: Characteristics of Michigan Economic Regions

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												



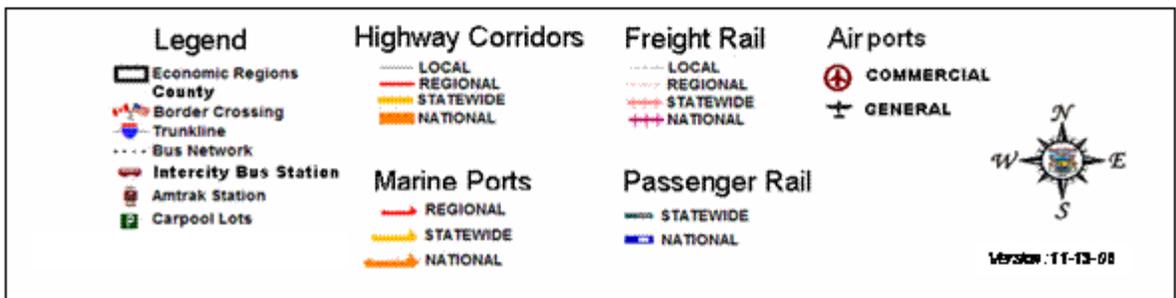
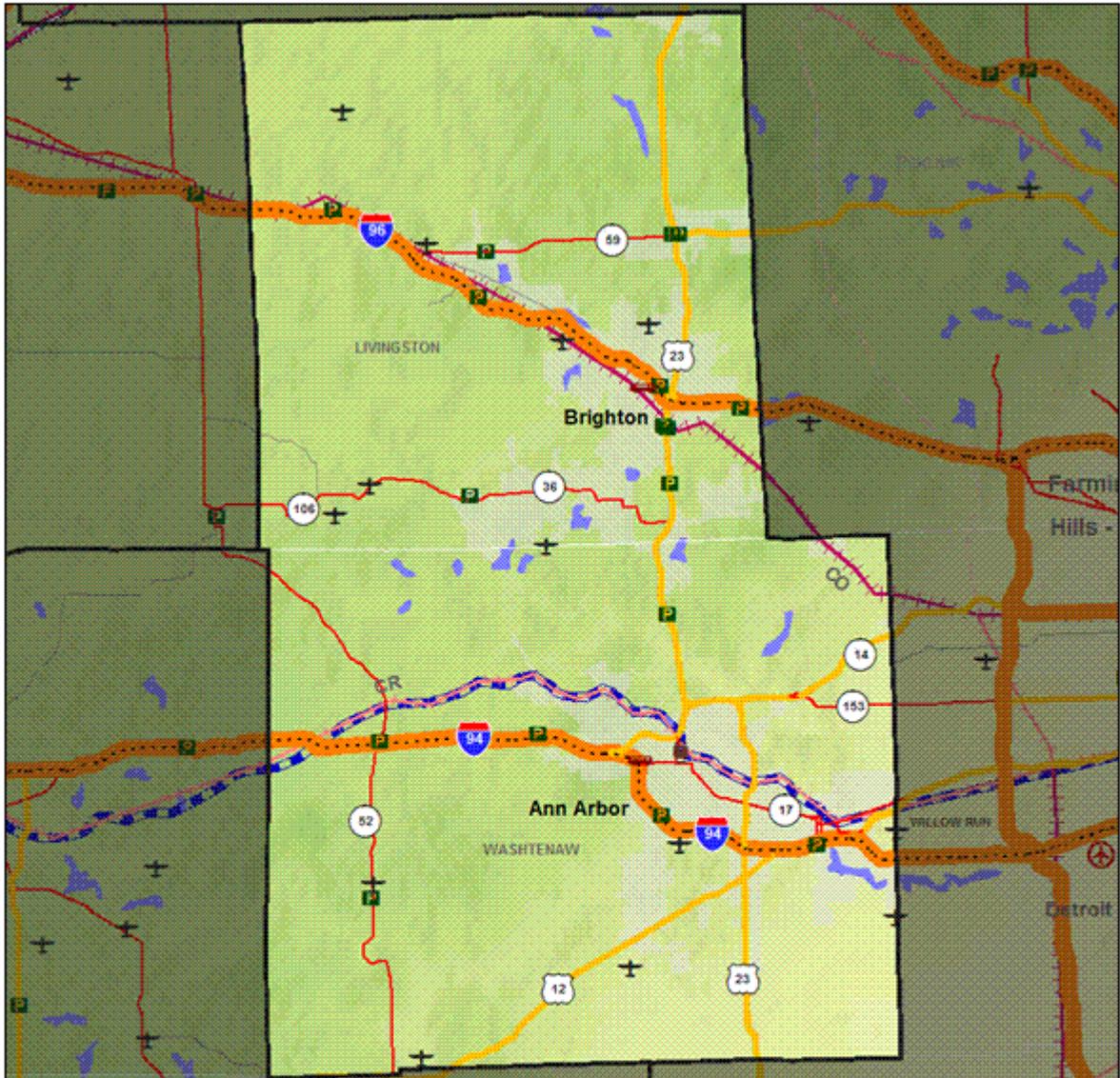
Table 3 provides the number of jobs and percent of total jobs by detailed employment sectors in the state during 2003. The table shows that, while the trend indicates a growing service economy, manufacturing remains a critical element of Michigan's industry mix. The manufacturing sector in **Table 3** 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).

1 A Greater Ann Arbor Economic Region Corridor Summary



Key Economic Activities in the region

The Greater Ann Arbor region is rapidly urbanizing.

- Population and employment growth has been some of the highest in the state since 1980 and is expected to continue to grow. (Livingston County's population growth was 81 percent from 1980 to 2005).
- The region has nine post secondary institutions with an enrollment of approximately 77,000 students including the University of Michigan and Eastern Michigan University.
- Retail trade; professional and technical services; administrative support services; motor vehicle manufacturing, and food services provide the region's current top industries by number of employees.
- The top growth industries for 2030 are anticipated as health services.
- The region has the one of the state's highest per capita incomes in the state at \$35,000-\$40,000 (Source: US Bureau of Economic Analysis Michigan's 2003 average annual per capita income is approximately \$31,600).
- Three state parks and numerous roadside facilities are in the region.
- The area attracts close to 2.9 million visitors who stay in the area approximately 5 million person-days/year.
- Nine medical facilities and hospitals serve the area.

Corridors of Highest Significance

National/International: Detroit/Chicago (I-94); Muskegon/Grand Rapids/Lansing/Detroit (I-96)

Statewide Significance: Flint/Toledo (US-23)

Counties: Livingston, Washtenaw

MI Transportation Plan Activity Centers: Ann Arbor, Brighton

MDOT Region: University

MPO and RPA: The Southeast Michigan Council of Governments (SEMCOG) – part of a seven county MPO that includes the metro Detroit, and Livingston and Washtenaw Counties. In Washtenaw County the Washtenaw Area Transportation Study serves as the primary coordinating agency for transportation activities

Quick Facts:

- 2005 Estimated Population 529,814 (5.2% of MI);
- 2030 Projected Population 726,396 (6.4% of MI);
- 2005 Estimated Employment 387,159 (6.8% of MI) - Approximately 8 percent retail trade; 7 percent professional, technical services; 4 percent administrative; 4 percent motor vehicles; 4 percent food services; 4 percent construction; and
- 2030 Projected Employment 487,276 (7.5% of MI) - Growth anticipated in health services industries.

Smart Zones: Ann Arbor / Ypsilanti- University of Michigan and Eastern Michigan University
Tax-free Renaissance Zones: none

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and visitors have their choice of many Interstate, state, and local routes in this region.
- The Detroit Metro Airport is within an hour commute from all points within this region and provides service for over 18 million enplanements/year.
- Livingston County has countywide transit services serving 72,500 passengers annually.
- Washtenaw County has two providers of community transit services and specialized transit services. Within Washtenaw County, urban transit services are available in the greater Ann Arbor area serving 5 million passengers annually.
- The Local Rideshare Office and MichiVan provides information on ridesharing opportunities as well as ridematching services to link potential car and van pool participants.
- Washtenaw County is served by intercity bus.
- Amtrak services with links to Detroit and Chicago through this region. Annually 64,000 passengers board and 62,000 passengers deboard in this region.
- There are separate Greyhound and Amtrak passenger terminals (permanent, dedicated facilities).
- Bicycle and pedestrian trails exist within the urbanized and suburban areas in the region.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Most freight moves through the area by truck on highway; east west on I-94 and I-96 and north south on US-23.
- Willow Run Airport, is adjacent to the region in Wayne County, and is a fast growing air cargo, General Aviation Airport.
- Rail freight service moves east west on CSX and Norfolk Southern and north south on short-line services including MDOT owned, Great Lakes Central North and the Ann Arbor line.
- This economic region has no water ports and no major intermodal terminals.

Corridor Value

- The multi-modal corridors in the region are among the most heavily traveled in the state. Interstates 94 and 96 carry the highest dollar values and volume of travel in the state. Rail freight traveling on the corridors within this region is among the highest volumes and dollar values in the state. There are also large volumes of passenger travel in the corridor.

Existing and Future Condition

- Portions of the I-94 and US-23 corridors that pass through this region are in need of modernization. I-94 was constructed in the 1950's and is deficient based on their earlier design standards in terms of physical condition, capacity, and access. US-23 has several substandard interchanges and bridges that will need rehabilitation over the next 20

years. The I-96 corridor is a much newer design and in general is in good condition throughout this region.

Linkages

- Increased access for multi-modal transportation systems is critical within this region. Transit providers such as AATA provide key linkages between employment centers within and around Ann Arbor to employment centers throughout the region.
- National corridors run east west through the region and link to statewide corridors such as US-23 to connect for north south travel. These corridors link the Midwest's major industries and commercial centers to Michigan.
- Willow Run a strategic cargo airport is located within this region and Detroit Metro Airport, which is used for most air passenger service, is located just east of this region.

Opportunities

- This region offers great potential for business and industry growth. It has major universities, a strong professional and technology business climate and numerous hospital facilities.
- It is home to two “smart-zones” where technology innovation can be developed and is served by several major highway and rail corridors providing good access to markets for new innovative products.
- The region is expected to grow in population and employment.
- Ann Arbor is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.
- The region’s per capita income is among the highest in the state.
- Ann Arbor area transit system offers a very diverse and innovative set of transit services within the city and neighboring communities. Countywide transit service is being evaluated.
- There is strong local support for transit in Ann Arbor area.
- For Livingston County, increased federal transit funding associated with the expanded urbanized area boundaries in the 2000 census is an asset for growing services to meet the growing population. Transit system is currently evaluating service needs and opportunities.
- SEMCOG transit study to access federal new Starts earmark in SAFETEA LU for rapid transit between Ann Arbor to Detroit, including Metro Airport is nearing completion.

Barriers, Gaps, Missing Links

- According to, *An Initial Assessment of Freight Bottlenecks on Highways*, Appendix C, <http://www.fhwa.dot.gov/policy/otps/bottlenecks/appc.htm> , both I-94 and I-96 have some of the worst freight bottlenecks in the US as they enter into the Detroit metropolitan area.
- Population and land use patterns are shifting in the region and suburban growth will stretch the capacity of the existing infrastructure.
- Integrating freight traffic with local traffic.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service is provided by Greyhound lines with no state subsidy. Greyhound services everywhere in the nation are subject to change.
- Suburban and urban bicycle trails need to be linked to provide for longer distance travel.

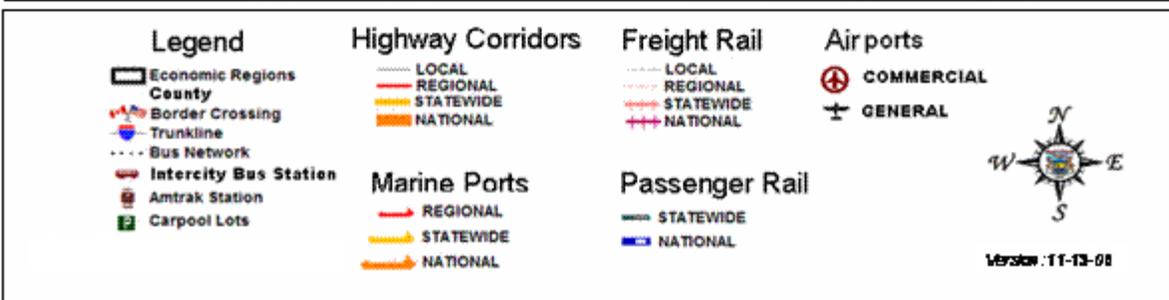
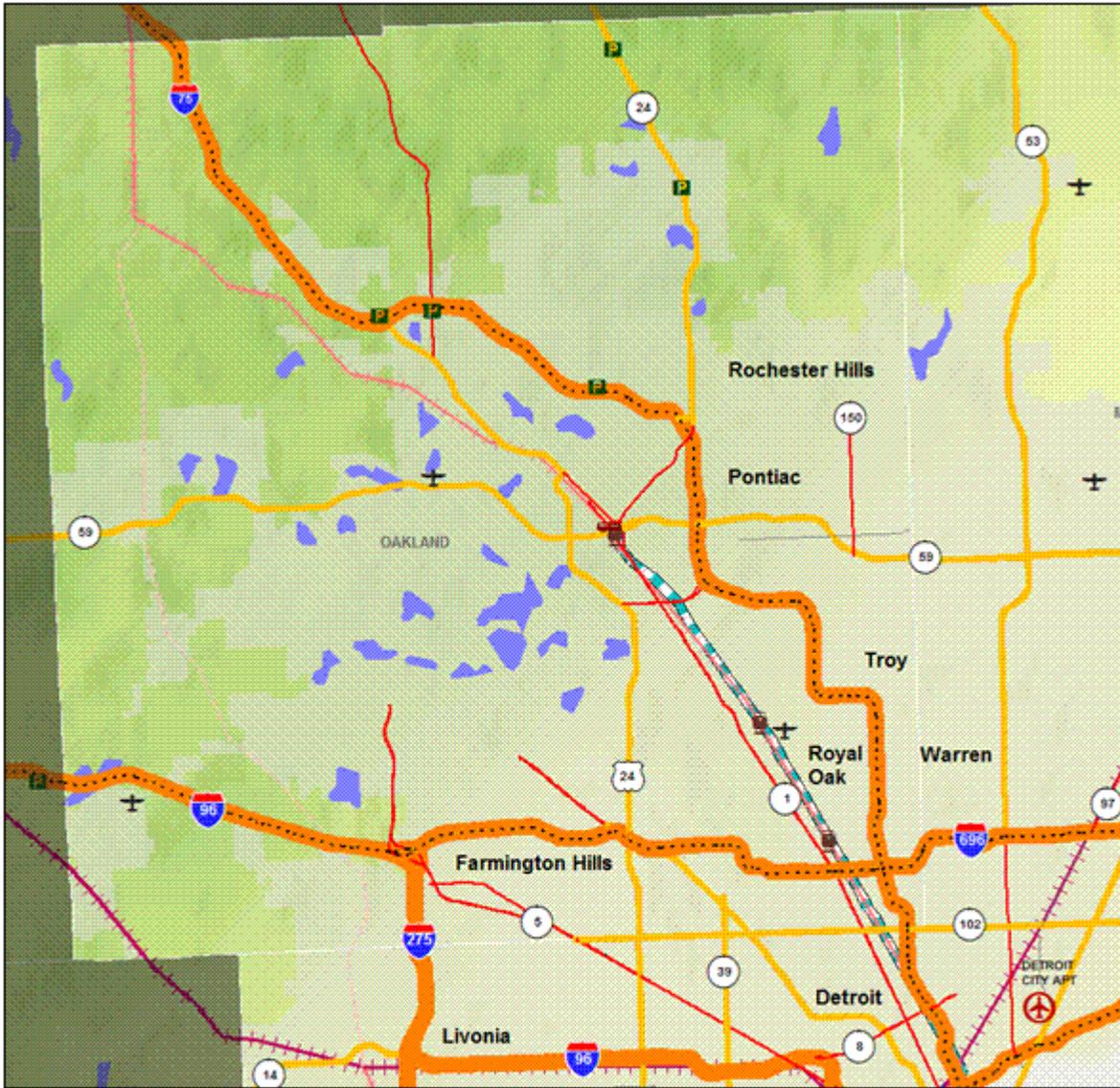
Regional Corridor Strategies

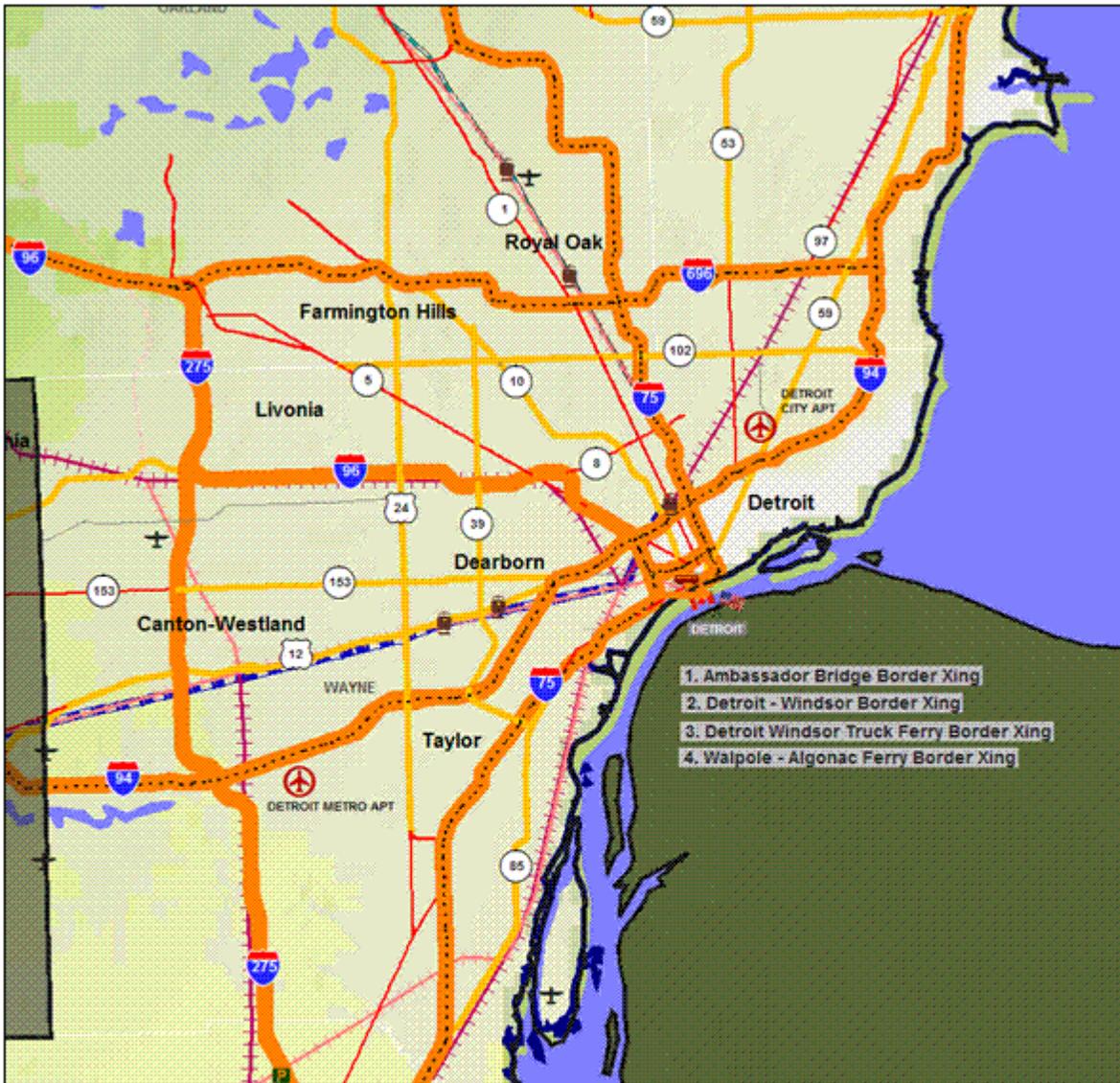
- Over the next 30 years, the department will begin to implement the following capacity improvements within this region:
 - Modernize US-23 between M-14 and I-96; and
 - Widen M-59 from Howell to US-23.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including but not limited to expanding AATA services northerly along the US-23 corridor, increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as signal timing; increased incident management and maintenance of traffic practices during construction projects; and increased collaboration with local agencies and emergency services will be utilized.
- ITS advances will be installed and implemented in key corridors to improve the operations of the region's transportation systems.
- Access Management on strategic sections of the regional and local roadways.
- Car pool lots will be added to encourage ride sharing.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to "innovate" public transportation services to meet the unique needs/demands of the aging population.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability; increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines; and to increase opportunities to transfer to intercity bus and passenger rail.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Promote intercity high-speed rail as a key component of a balanced transportation system by expanding the coverage of the Incremental Train Control System (ITCS) in the corridor.

- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Assist in local/regional efforts to advance plans for new regional, rapid transit and new downtown transit services.
- Continue to support the MichiVan program to provide commuter alternatives.

1B Greater Detroit/Southeast Michigan Economic Region Corridor Summary



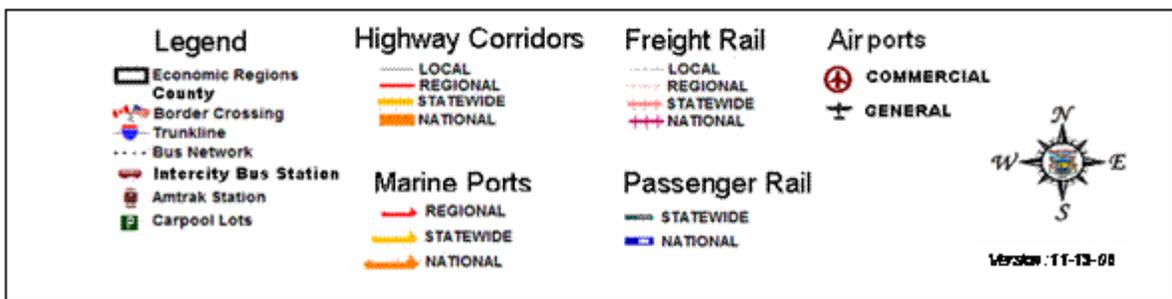
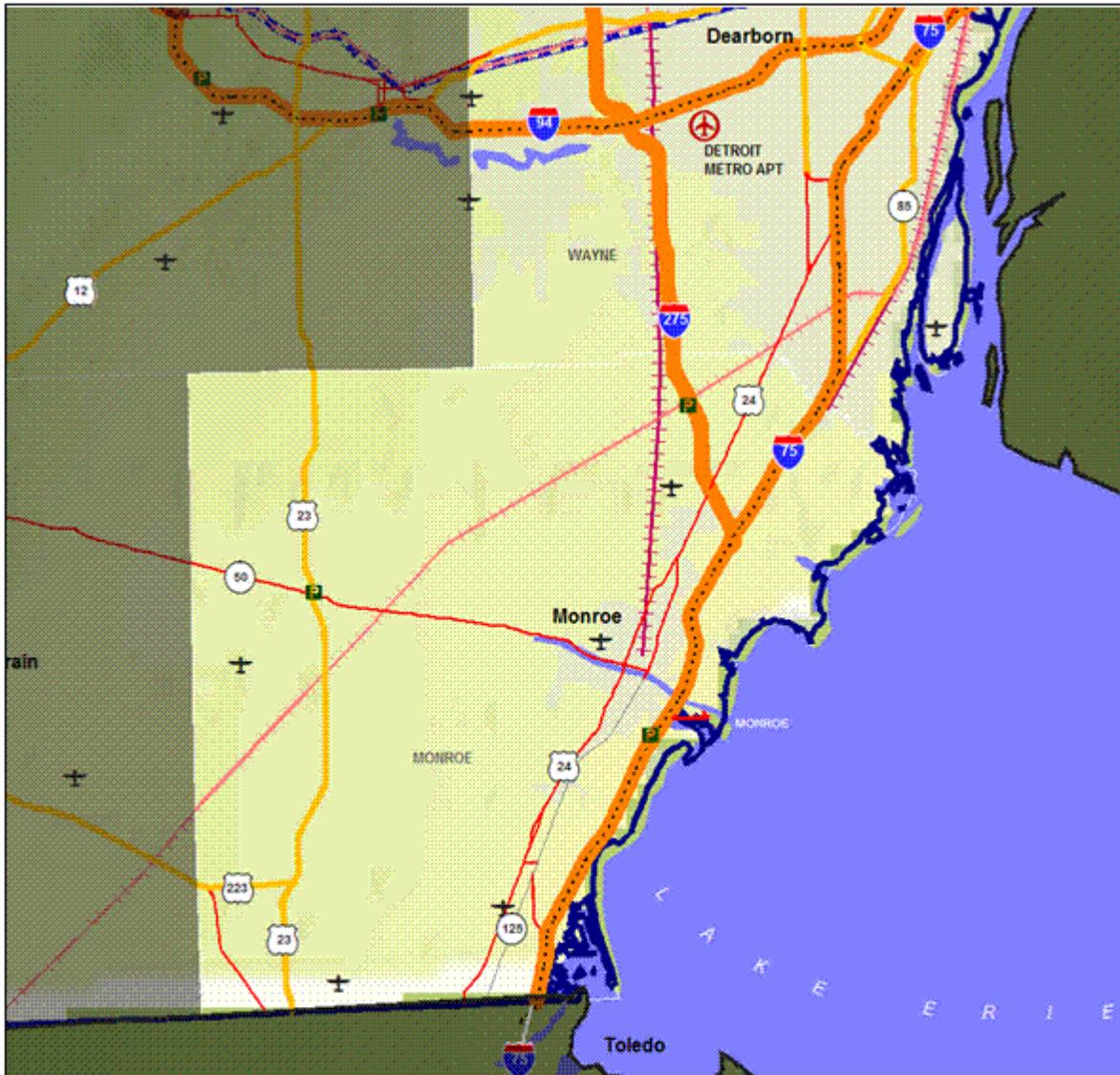




1. Ambassador Bridge Border Xing
2. Detroit - Windsor Border Xing
3. Detroit Windsor Truck Ferry Border Xing
4. Walpole - Algonac Ferry Border Xing

<p>Legend</p> <ul style="list-style-type: none"> Economic Regions County Border Crossing Trunkline Bus Network Intercity Bus Station Amtrak Station Carpool Lots 	<p>Highway Corridors</p> <ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL <p>Marine Ports</p> <ul style="list-style-type: none"> REGIONAL STATEWIDE NATIONAL 	<p>Freight Rail</p> <ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL <p>Passenger Rail</p> <ul style="list-style-type: none"> STATEWIDE NATIONAL 	<p>Airports</p> <ul style="list-style-type: none"> COMMERCIAL GENERAL 	
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Regional Economic and Travel Profile

Key Economic Activities in the region

Highly urbanized and densely populated area containing over 40 percent of the state's population and jobs.

- Retail trade, professional and technical services, administrative and motor vehicle industries provide the region's primary economic base.
- This region is home to automotive-related manufacturing industries, including the world headquarters of General Motors, and Ford. Daimler Chrysler also has a large presence within this region.
- The top growth industries for 2030 are anticipated in health care, administrative and support services; a loss is anticipated of approximately 23 percent in motor vehicle jobs.
- Per capita income in Macomb, Monroe, and St. Clair (\$25-30,000), Wayne (\$30-35,000) Oakland (\$49,000) (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Twelve state parks and numerous roadside facilities.
- Over 47.4 million visitor-days/year of travel to the region.
- Forty hospitals and major medical facilities serve the region.

Corridors of Highest Significance

National/ International: Detroit / Chicago (I-94); Port Huron / Detroit / Toledo (I-94/I-75); Port Huron / Lansing / Indianapolis (connecting at its western end to Port Huron / Chicago (I-69); I-696; I-275

Statewide Significance: Lapeer / Pontiac (M-24); Imlay City / Detroit (M-53; Flint / Toledo (I-75)

Counties: Macomb, Monroe, Oakland, St. Clair, Wayne

MI Transportation Plan Activity Centers: Canton, Clinton Township, Dearborn, Detroit, Farmington Hills, Livonia, Port Huron, Redford Township, Rochester, Royal Oak, Sterling Heights, Taylor, Troy, Warren, Westland and the Detroit Metropolitan Airport

MDOT Region: Metro, University

MPO and RPA: Southeast Michigan Council of Governments (SEMCOG) (MPO serving seven counties; 4,833,493 Urbanized Pop; Square Mile). In St. Clair County, the St. Clair County Transportation Study serves as the primary coordinating agency for transportation activities.

Quick Facts:

- 2005 Estimated Population 4,366,242 (42.9% of MI);
- 2030 Projected Population 4,595,427 (40.6% of MI);
- 2005 Estimated Employment 2,465,474 (43.1% of MI) Approximately 10.5 percent retail trade; 9 percent professional technical services; 7 percent administrative; 6 percent motor vehicle; 6 percent food services; 4 percent construction; and
- 2030 Projected Employment 2,705,717 (41.8% of MI) - Growth anticipated in health care, administrative and support services; loss anticipated approximately 23 percent in motor vehicle.

Smart Zones: Automation Alley-Oakland University, Lawrence Technological University; Detroit/Woodward Technology Corridors; Wayne State University; Wayne County-Pinnacle Aeorpark-Detroit Metropolitan Airport
Tax Free Renaissance Zones: Wayne County, Macomb County

- The region has post secondary institutions with a combined enrollment over 190,000. Several institutions within the region include Wayne State University, Oakland University, and the University of Detroit Mercy.
- Selfridge Air National Guard Military Air Field is in the region providing flight-training facilities.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Passenger travel is available on numerous Interstate, US, and state routes.
- Detroit Metro Airport is Michigan's largest airport with close to 18 million enplanements per year.
- Numerous bicycle and pedestrian trails exist in the region, focused on both transportation and recreational use.
- Amtrak services with links through this region and to Chicago. Annually, 95,000 passengers board and 94,000 deboard in this region.
- The Detroit Transportation Corporation provides transit services via rail a fixed guideway system in downtown Detroit.
- Oakland and Wayne Counties are served by intercity bus.
- Countywide transit services are available in all counties through a combination of providers, including the Detroit Department of Transportation within the city of Detroit, Suburban Mobility Authority for Regional Transportation within suburban Oakland, Macomb, Wayne and Monroe Counties, and the Blue Water Transportation Commission in St. Clair County. Total annual ridership for these providers is 45 million.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Two intermodal passenger terminals in Oakland County; an intercity bus passenger terminal in Wayne County and one in Oakland County; two passenger rail terminals in Wayne County and one rail passenger terminal in St. Clair County.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Freight travel in and through the area is extensive and on all modes.
- The region supports the nation's largest border crossing with Canada.
 - Two-thirds of the US/Canada trade moves by truck. From 2001 through 2005 approximately 43 percent of all US/Canada trade moved through just two of Michigan's international crossings.
 - In 2005, \$47.8 billion of the value of trade was moved by truck and 27.4 percent or \$19.7 billion was moved by rail in this region.
- Extensive rail freight service exists both east west via CN, CP, CSX, and NS; and north south via CN, CSX, NS, and ConRail.

- Marine services are available at six water ports; the port facilities handle 23.6 million tons per year.
- Air cargo facilities at Detroit Metro handle over 272,000 tons of air freight annually.
- Willow Run, a General Aviation Airport is activity working to serve regional industries and attract a growing amount of air cargo.
- There are six rail freight intermodal terminals within the region.

Border Crossings

- Michigan has eight international border crossings within this region including the Ambassador Bridge, Detroit-Windsor Tunnel, Detroit-Windsor RR Tunnel, Detroit-Windsor Ferry, Walpole Algonac Ferry; Port Huron Rail Tunnel (St. Clair Tunnel), Blue Water Bridge in Port Huron, and the Blue Water Ferry at Marine City.
- Nearly 30 million vehicles, including 5 million trucks, cross Michigan's four vehicular international border crossings each year.
- The Ambassador Bridge in Detroit is the busiest international border crossing in the United States with 6.2 million passenger cars crossings and 3.3 million truck crossings per year.
- The Blue Water Bridge is the fourth busiest US/Canada crossing and the second busiest commercial border crossing between the US and Canada. Truck travel on the bridge has increased from 1.1 million in 1994 to 1.6 million in 2001. In 2005, a total of 5.5 million vehicles crossed the bridge.
- The Detroit Metropolitan Airport, Willow Run Airport, and the General Aviation airport in Port Huron offer international customs inspections services for both passenger and freight cargo within the region.

Barriers, Gaps, Missing Links

- According to, *An Initial Assessment of Freight Bottlenecks on Highways*, Appendix C, <http://www.fhwa.dot.gov/policy/otps/bottlenecks/appc.htm>, both I-94 and I-96 have some of the worst bottlenecks in the US as they enter into the Detroit metropolitan area.
- Population and land use patterns are shifting in the region and suburban growth will stretch the capacity of the existing infrastructure on the fringes of this region.
- Maintaining traffic and assuring adequate access is provided for both long-haul freight and local traffic moving through this region will be a challenge as the department continues to rehabilitate its aging transportation infrastructure within this region.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Corridor Value

- The multi-modal corridors in the region are some of the most heavily traveled in the state. Interstates 94, 75, 96, 696, and 275 carry some of the highest values and volume of freight in the state. Some of the states highest volumes and dollar values of rail freight is also in this region. Key intermodal connections occur within region as well. Rail freight traveling on the corridors with in this region is among the highest volumes and values in the state. In total, this region's transportation system supports over 40 percent of Michigan's jobs and population. The I-94 and I-75 corridors within this region carry the highest volumes of freight and passenger vehicles of any region within the state.

Existing and Future Conditions

- Much of the region's roadway infrastructure is aging and in need of modernization and reconstruction.
- Because of the density and travel patterns in this region, the transportation system operates as more of a network rather than as independent corridors, activities and conditions on each corridor is interdependent with other corridors in the region and travel patterns and conditions are synergistic. Strategies and operational changes need to be advanced with regard to the interdependence of all the corridors within the network.

Linkages

- Almost all of the Corridors of Highest Significance identified in the *MI Transportation Plan* join or enter this region.
- Many of the roadway corridors in this region also connect to Port Huron/Lansing/Indianapolis and the Port Huron/Chicago (I-69) corridors and to US 24, M-39, and M-10.
- Roadway, railroad, airport and water port connectivity in this region is also strong.

Opportunities

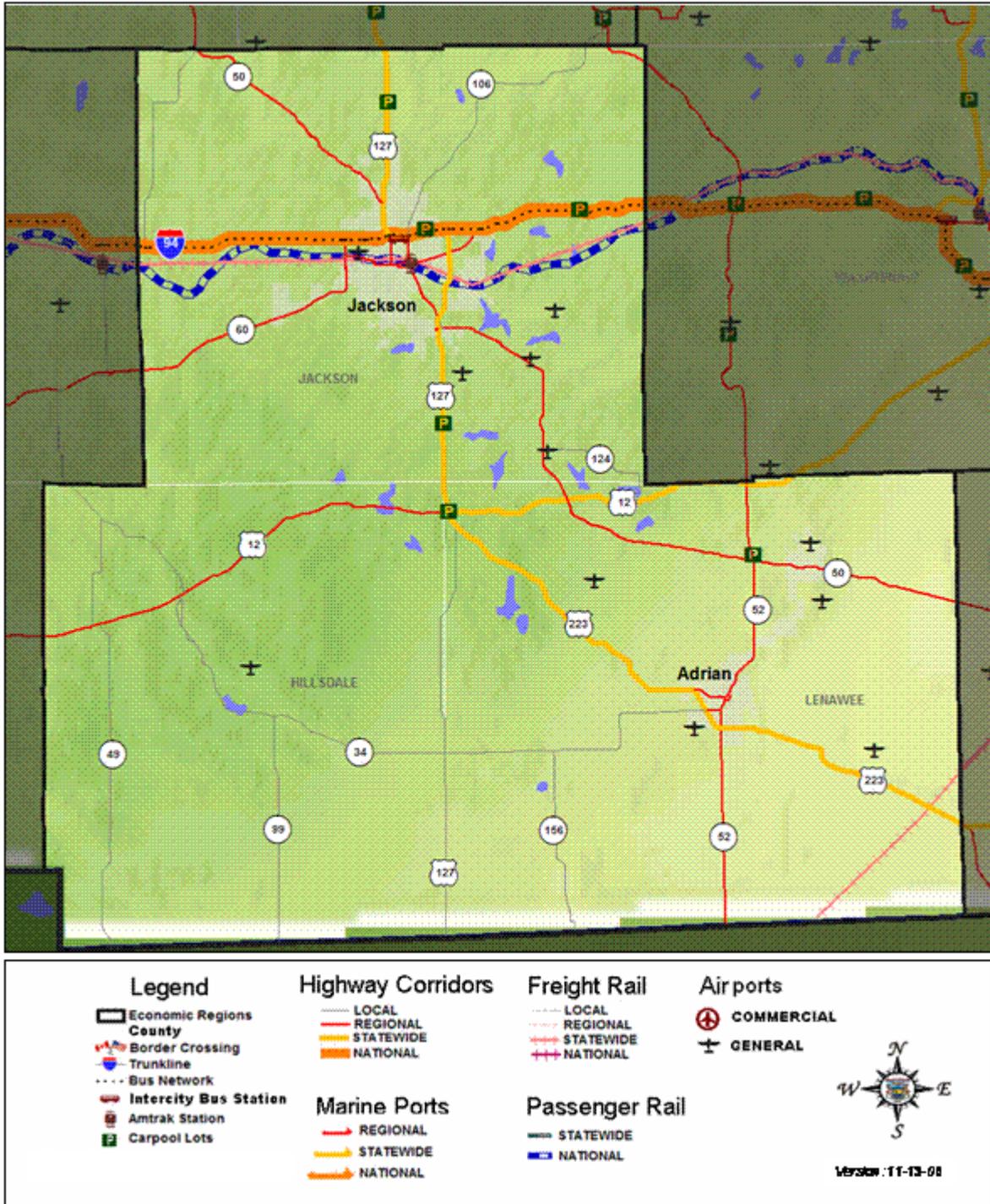
- The region offers potential for business and industry growth - it has two of the state's 24 tax-free zones that provide incentives for business development and six Smart Zones with incentives to assist and attract businesses to the region; strong economic development partnerships already in place such as Automation Alley, Detroit Renaissance, Detroit Partnership and many other community economic development agencies providing numerous opportunities to undertake future innovative projects to further enhance this region's economy and transportation system.
- Urban renewal in urbanized core activity centers within this region offers opportunities to fully utilize existing transportation infrastructure.
- The potential future addition of a light rail line running from Ann Arbor to downtown Detroit provides this region with an opportunity to provide improved access from areas outside of this economic region.
- ITS and operational improvements to fully maximize the operating performance of the transportation system.
- SMART offers a diverse set of transit services with increasing ridership. With the exception of a few individual communities that have recently opted out of SMART, millage support for SMART has been steady.
- DDOTs' ridership has decreased, largely as a result of service cuts due to local funding constraints.
- SEMCOG transit study to access federal New Starts earmark in SAFETEA LU for rapid transit between Ann Arbor to Detroit, including Metro airport is nearing completion.
- DDOT transit study to access federal New Starts earmark in SAFETEA LU for rapid transit in city of Detroit and several adjacent communities is underway.
- New express intercity bus service – Detroit to Chicago – started by Megabus.com in April 2006.
- Detroit is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.
- Intercity bus service from Detroit to Flint and Detroit to Lansing provided by Greyhound Lines with no state subsidy. Greyhound's services everywhere in the nation are subject to change.
- Regional Transit Coordinating Council (RTCC) has committed to playing a stronger role in coordinating the transit services of DDOT and SMART to implement the "DARTA" vision.

Regional Corridor Strategies

- Over the next 30 years MDOT will improve roadway or system conditions consistent with asset management strategies of the Department; improve connectivity with international border crossings; improve freeway to freeway interchanges as a way to improve the transportation network; provide for priority bridge replacements; and continue to strive to maintain good pavement conditions along all of its trunkline corridors within this corridor.
- Multi-modal opportunities as part of every highway construction project for long-term flexibility toward meeting transportation mobility.
- Over the next 30 years MDOT will begin to implement the following capacity improvements within this region:
 - Widen I-75 from 8 Mile Road to M-59 in Oakland County;
 - Widen I-94 from I-96 to Conner Avenue in Detroit;
 - Widen M-59 from Crooks Road to Ryan Road;
 - Provide I-375 access improvements;
 - Improve the M-59/Crooks Road interchange;
 - Expand the Blue Water Bridge plaza and provide corridor improvements across the Black River;
 - Improve the I-96 Wixom Road interchange;
 - Enhance the Ambassador Bridge Gateway plaza and rehabilitate I-75; and
 - Provide a new Detroit River international border crossing.
- MDOT will seek opportunities to integrate multi-modal transportation systems throughout this region including but not limited to developing a new light rail line between Ann Arbor and Detroit, continue coordinating with Detroit Department of Transportation (DDOT), SMART, Monroe and St. Clair Counties, increase/improve carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as signal timing, increased incident management, and maintenance of traffic practices during construction projects will be utilized.
- MDOT will continue to participate in the Regional Concept for Transportation Operations (RCTO). A RCTO is the collaboration and coordination between transportation system managers responsible for operating the transportation system on a day-to-day basis. The RCTO within the metro Detroit area serves the following three important functions;
 - Provides a mutual direction and vision for the future of transportation systems management and operations,
 - Enables elected and appointed officials to commit to a regional approach to transportation management and operations, and
 - Strengthens the linkage between regional planners and managers responsible for the day-to-day management of the transportation system.

- ITS advances will be expanded in key corridors to improve the operations of the region's transportation systems.
- Utilization of Vehicle Information Integration (VII) systems will be developed and tested within this region.
- MDOT will implement the recommendations from DIFT (Detroit Intermodal Freight Terminals) who are identifying recommendation to provide adequate intermodal connectivity through 2025 by expanding and or relocating intermodal terminals in the Detroit area.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Promote intercity high-speed rail as a key component of a balanced transportation system by expanding the coverage of the Incremental Train Control System (ITCS) in the corridor.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Assist in local/regional efforts to advance plans for new regional, rapid transit and new downtown transit services.
- Continue to support the MichiVan program to provide commuter alternatives.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.

2 Greater Jackson Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region is suburban to rural in nature with a number of small urban centers including Adrian (21,497) and, Jackson (36,316).

- Retail Trade and service industries provide the region's primary economic base.
- The top growth industries for 2030 are anticipated to be health services.
- The area has experienced slow population growth, which is expected to continue.
- Per capita income in the region is \$20,000 - \$30,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- There is approximately 4.7 million visitor-days/year of travel to the region.
- Four larger hospitals and several smaller medical facilities serve the area.
- The region includes post secondary institution with a combined enrollment of approximately 12,000.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Passenger travel through the area is available on Interstate, state and US routes.
- Amtrak service with links to Detroit and Chicago through this region. Annually, 12,300 passengers board and deboard in this region.
- Jackson and Lenawee Counties each have countywide transit services. FY2005 ridership for Jackson County (urban and rural areas) was 652,000.
- Hillsdale County has community transit services in one community.

Corridors of Highest Significance

National/International: Detroit/Chicago (I-94)

Statewide: Grayling/Jackson (US-127)
Jackson/Toledo (US-127/US-223/US-23)

Counties: Jackson, Hillsdale, Lenawee

MI Transportation Plan Activity Centers: Adrian, Jackson

MDOT Region: University

MPO and RPA: Region 2 Planning Commission (is the policy board of the MPO in Hillsdale, Lenawee, and Jackson Counties; they include 158,422 urbanized pop; 723 Square Mile); also Jackson Area Transportation Comprehensives Study (JACS – is the TAC and Policy Committee for Jackson County).

Quick Facts:

- 2005 Estimated Population 314,978 (3.1% of Michigan);
- 2030 Projected Population 348,590 (3.1 % of Michigan);
- 2005 Estimated Employment 150,408 (2.6% of Michigan);

Approximately 12 percent retail trade; 6 percent administrative; 5.5 percent food service; 5 percent Construction; 3.5 percent motor vehicles; and

- 2030 Projected Employment 163,627 (2.5% of Michigan) Growth anticipated in health care and administrative.

Smart Zones: none
Tax-free Renaissance Zones: Jackson County, Lenawee County

- Jackson County is served by intercity bus.
- Intermodal passenger terminal in Jackson serves local transit, intercity bus and passenger rail.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- A limited number of bicycle and pedestrian trails provide recreational opportunities within the region.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Freight travel is primarily passing through on roadways and rail facilities; NS crosses through the region east west, and from Jackson north to Lansing.
- There are no marine or major air cargo ports in the region.
- There are no major intermodal terminals in the region.

Corridor Value

- The corridors in the region primarily serve passenger travel for work commute and personal travel. Major recreational destinations such the Michigan International Speedway (MIS) and the Irish Hills are located in this economic region.
- Freight is primarily traveling through this region along the Detroit/Chicago corridor.

Existing and Future Conditions

- Portions of the roadway corridors that pass through this region are in need of modernization. They were designed and constructed in the 1950's and will need rehabilitation over the next 20 to 30 years.
- Freight service is adequate for the need of this region.

Linkages

- The Detroit/Chicago national corridor runs east west through the northern portion of this region and links to statewide corridors such as US-127, US-223. These corridors link the Midwest's major industries and commercial centers to Michigan.

Opportunities

- The region offers incentives for business and industry growth through its two tax-free zones.
- Growing tourism industry also provides economic opportunities especially around the MIS/Irish Hills area of the region. The department will continue to coordinate with local stakeholder groups to assure the transportation system meets the unique needs of these tourism assets.
- Intercity bus service from Detroit to Chicago through Jackson County is provided by Greyhound Lines with no state subsidy and Greyhound's services everywhere in the nation are subject to change.
- Jackson transit agency has been in place since the 1930s and offers a diverse set of transit services within the city and the county.
- Transit ridership in Jackson County is increasing.

Barriers, Gaps, Missing Links

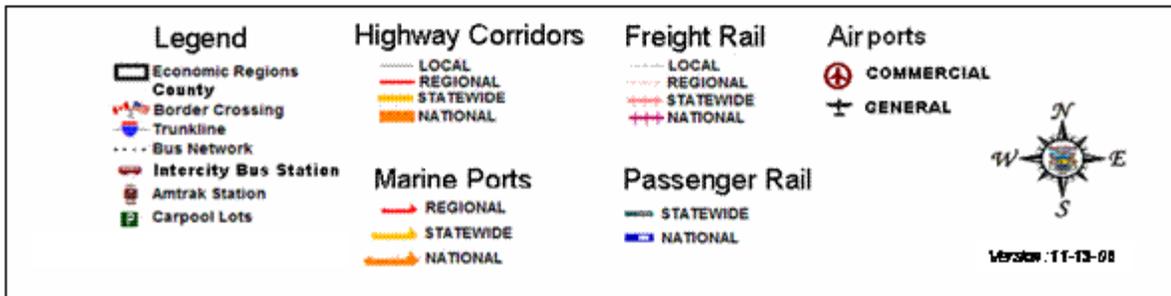
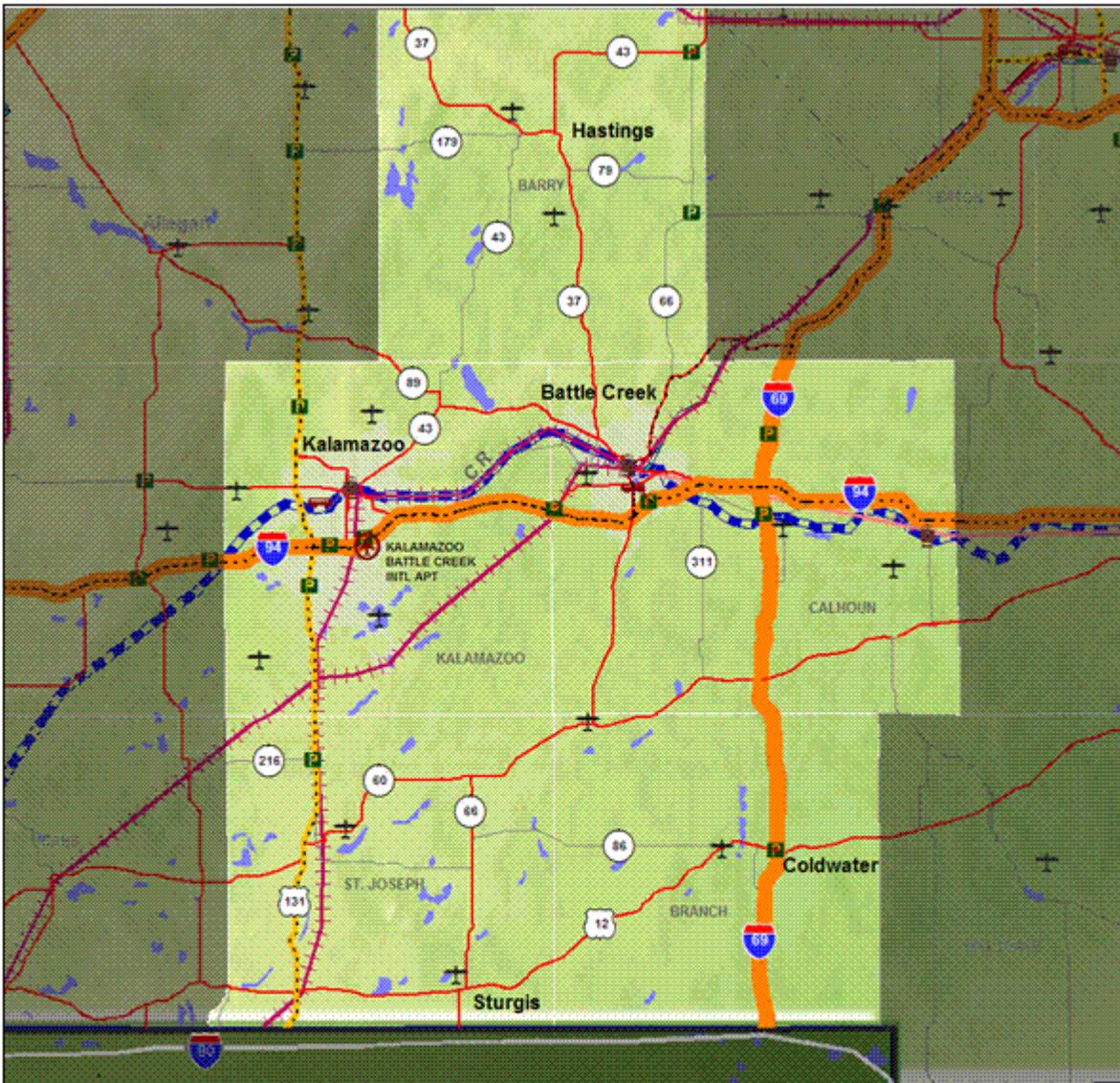
- Need to continue to modernize transportation infrastructure including the I-94 corridor through Jackson.
- Integrating long-distance travel with local traffic.
- Integrating special event and tourist traffic with local traffic.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies will be used to improve mobility - such as signal timing, increased incident management, and maintenance of traffic practices during construction projects.
- MDOT will collaborate with local governments and emergencies services to provide for efficient and consistent removal of incidents and snow and ice crossing county boundaries.

- MDOT will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique historical characteristics such as the US-12 Heritage route, which runs through this region.
- Access Management on strategic sections of the regional and local roadways.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Promote intercity high-speed rail as a key component of a balanced transportation system by expanding the coverage of the Incremental Train Control System (ITCS) in the corridor.
- Identify ways passenger rail service can, alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Continue to support the MichiVan program to provide commuter alternatives.

3 South Central Michigan Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

- Agriculture, retail trade and service provide the region's primary economic base.
- Per capita income in Kalamazoo County is the highest in the region at \$30- \$35,00; Calhoun and Barry County are \$25 – \$30,000; Branch and St. Joseph Counties have a per capita income of \$20-25,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Two state parks and numerous roadside facilities are in the region.
- Approximately 12.3 million visitor-days of travel are supported by the region.
- Eight hospitals and medical facilities serve the area.
- The region has secondary institutions with an enrollment of approximately 49,000, including Western Michigan University.
- The Battle Creek Airport is home to Western Michigan University's Aviation Program with over 900 students working to become professional pilots.
- A joint use general aviation/military airport is in Battle Creek. It is used for military flight training.

Corridors of Highest Significance

National/International: Detroit/Chicago; Port Huron/Lansing/Indianapolis; Port Huron/Chicago

Statewide: Petoskey/Grand Rapids/Indiana

Counties: Barry, Branch, Calhoun, Kalamazoo, St. Joseph

MI Transportation Plan Activity Centers: Battle Creek, Coldwater, Kalamazoo, Sturgis-Three Rivers

MDOT Region: Southwest

MPO and RPA: Battle Creek Area Transportation Study (90,654 urbanized pop, 169 Square Mile); Kalamazoo Area Transportation Study 238,603 urbanized pop, 579 Square Mile); Southcentral Michigan Planning Council (RPC).

Quick Facts:

- 2005 Estimated Population 554,960 (5.5% of MI);
- 2030 Projected Population 619,386 (5.5% of MI);
- 2005 Estimated Employment 314,449 (5.5% of MI);

Approximately 12 percent retail trade; 5.5 percent food; 5 percent construction; 5 percent administrative; 3.7 percent motor vehicle; and

- 2030 Projected Employment 346,990 (5.4% of MI). Anticipated growth in health services and administration; anticipated 18 percent loss in motor vehicle manufacturing jobs.

Smart Zones: Battle Creek Aviation-Western Michigan University and Kellogg Community College
Tax-free Renaissance Zones: Barry, Branch, Calhoun, Kalamazoo

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist travel on Interstates, state, and US routes.
- Air passenger service is provided at Kalamazoo/Battle Creek Airport with 237,000 enplanements a year.
- There is Amtrak service with links to Detroit, Chicago and Port Huron through this region. Annually, 72,000 passengers board, and deboard in this region.
- All counties have countywide transit services except Calhoun, which has two community transit systems.
- The two largest transit systems are Battle Creek and Kalamazoo, which serve 530,000 and 3 million passengers annually, respectively.
- Intermodal passenger terminals are in Kalamazoo and Battle Creek.
- Calhoun and Kalamazoo Counties are served by intercity bus.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.

Opportunities

- The region is one of the wealthiest in the state with a growing economy and continues to offer potential for business and industry growth.
- The tourism industry also provides economic opportunities.
- Intercity bus service is provided by two carriers, Greyhound Lines and Indian Trails, with no state subsidy.
- The passenger terminals at Kalamazoo and Battle Creek are important points of connection within the intercity network, with connections between intercity bus routes and between intercity bus and passenger rails.
- In Kalamazoo County, recent consolidation of city and county transit service with movement toward creating a new countywide millage.

Barriers, Gaps, Missing Links

- Access to Indiana and I-80/90 could be improved by providing an improved direct connection.
- Opportunities for operational management through ITS.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Freight Travel Character (truck, rail, air, water, intermodal terminal)

- Freight services include agricultural and manufacturing production in the area shipped both by motor vehicle and on rail.
- There is no significant air cargo and no marine port in the region.

- No major intermodal terminals are in the region.

Corridor Value

- The corridors in the region serve passenger travel and the area's manufacturing and agricultural base.
- I-94 and I-69 carry the highest dollar values and volumes of passenger and freight travel.

Existing and Future Condition

- Except for I-69, which has recently been improved, the roadway corridors are aging and in need of modernization and reconstruction.
- Operational improvements are also needed.

Linkages

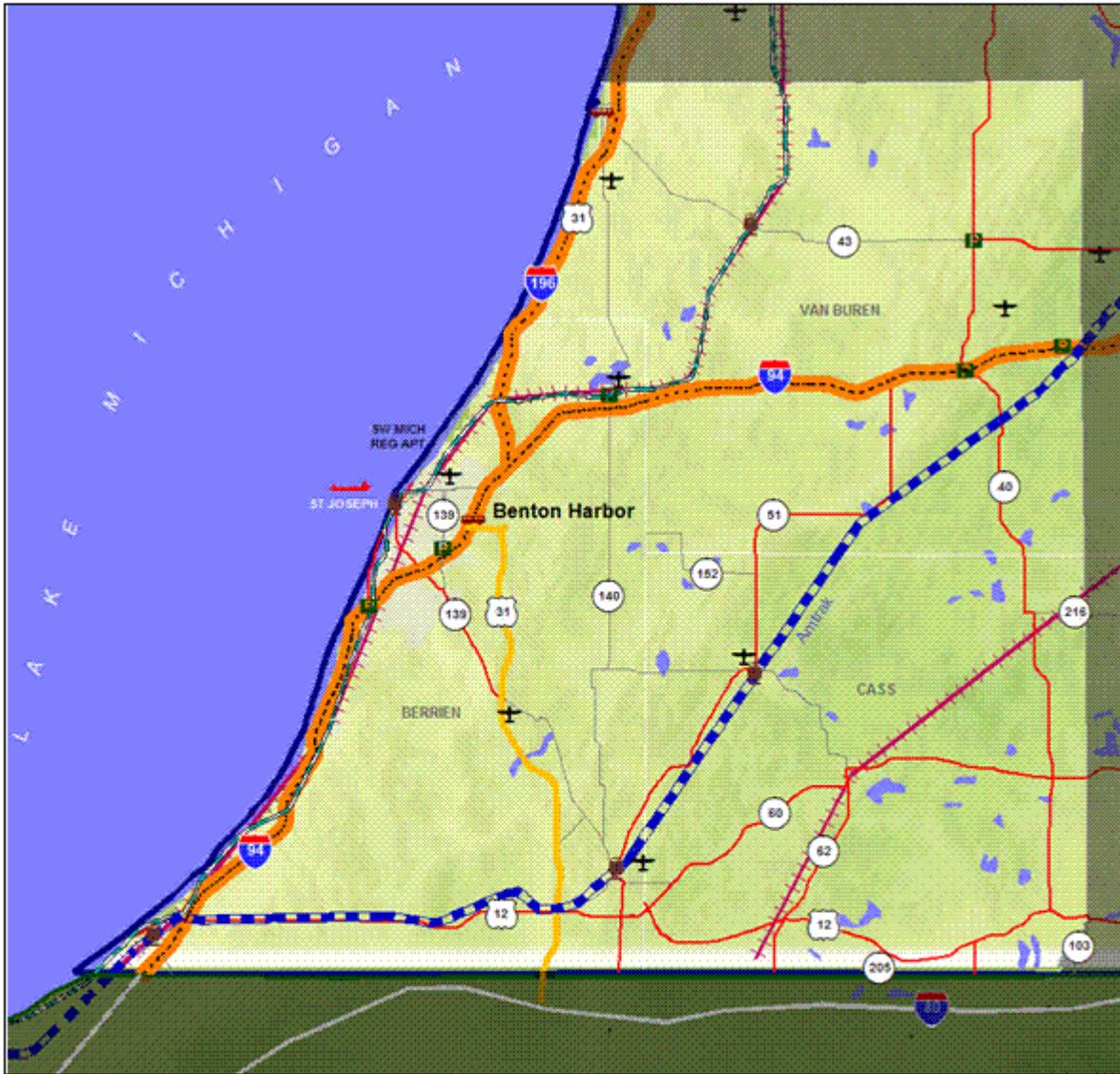
- The region has roadway access and connections for longer distance east west via I-94 and north south via US 131.
- Passenger air service with scheduled flights is available at the commercial airport in Kalamazoo/Battle Creek International airports.

Regional Corridor Strategies

- Widen I-94 from US-131 to Sprinkle Road through Kalamazoo.
- Implement ITS throughout the corridor.
- Improve overall corridor condition and operation for all modes.
- Look for and implement operational improvements to improve roadway corridor mobility.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.

- Promote intercity high-speed rail as a key component of a balanced transportation system by expanding the coverage of the Incremental Train Control System (ITCS) in the corridor.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Continue to support the MichiVan program to provide commuter alternatives.

4 Greater Benton Harbor Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The Lower Greater Benton Harbor/Southwest Michigan region is primarily rural.

- Tourism, retail trade and service provide the region's primary economic base.
- This region is the headquarters for Whirlpool International.
- 2030 growth is anticipated in the health care, education, and administration industries.
- The per capita annual income of Van Buren County is \$20-25,000 Berrien and Cass are \$ 25-30,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Over 3 million visitor days of travel are provided in the region.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist travel on Interstate, US and state routes.
- There is Amtrak service with links to Detroit, Chicago, Grand Rapids, and Port Huron through this region. Annually 16,000 passengers board and 18,000 passengers deboard, in this region.
- All counties have countywide transit services. In addition, Berrien has three community transit systems.
- Benton Harbor is the largest transit system serving 155,000 passengers a year.
- There is one rail passenger terminal in Berrien County, one in Cass County, and one in Van Buren County. There is an intercity bus terminal in Berrien County.

Corridors of Highest Significance

National/International: Grand Rapids/Chicago; connecting to (I-196/US-31/I-94) Detroit/Chicago (I-94) Port Huron/Chicago (I-69/I-94)

Statewide Significance: Benton Harbor/Indiana (US-31)

Counties: Berrien, Cass, Van Buren

MI Transportation Plan Activity Centers: Benton Harbor

MDOT Region: Southwest

MPO and RPA: Southwestern Michigan Commission (Benton Harbor area 109,127 urban pop.; 262 Square Mile); Niles Cass Area Transportation Study – Twin Cities Area Transportation Study; Southwestern Michigan Commission (RPC).

Quick Facts:

- 2005 Estimated Population 293,730 (2.9% of MI);
- 2030 Projected Population 321,183 (2.8 % of MI);
- 2005 Estimated Employment 138,717 (2.4% of MI) Approximately 11 percent retail; 6 percent food service; 5 percent construction; 8 percent admin. Professional, technical services; 4 percent motor vehicle; and
- 2030 Projected Employment 148,710 (2.3% of MI) - Growth anticipated in health care, education, and administration.

Smart Zones: none

Tax-free Renaissance Zones:
Berrien, Van Buren

- Intercity bus services are available in Berrien and Van Buren Counties.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- There are numerous bicycle and pedestrian trails, primarily for recreational use.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Rail freight service exists including connections to the marine port at Benton Harbor.
- Marine services are available in Benton Harbor and handles close to 800,000 tons per year.
- The general aviation airport at Benton Harbor is expanding its runway to allow for large planes and jets and expanded service for Whirlpool, headquartered in this region.
- No major intermodal terminals are in this region.

Corridor Value

- All modes of transportation support Whirlpool manufacturing and other manufacturers in the region.
- Rail freight traveling on CSX and truck freight on I-94 is some of the busiest and highest dollar values in the state. Approximately 10,000 trucks /day travel on this section of I-94.

<p style="text-align: center;">Opportunities</p> <ul style="list-style-type: none"> • Growing tourism industry provides economic opportunities. • Whirlpool and other manufacturing industries have the potential for growth. • Intercity bus service is provided by two carriers, Greyhound Lines and Indian Trails, with no state subsidy. • In August 2006, Van Buren passed their first countywide transit millage. 	<p style="text-align: center;">Barriers, Gaps, Missing Links</p> <ul style="list-style-type: none"> • Alternative access to Indiana and I-80/90. • Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
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Existing and Future Conditions

- This section of I-94 and 131 are aging and in need of modernization and reconstruction.

Linkages

- Statewide and regional corridors within the region connect to the Detroit/Chicago and the Chicago/Grand Rapids corridors. Additionally, the Benton Harbor/South Bend

corridor (US-31) provides key statewide linkages between the Indiana Toll Road to the south and I-94 and activity centers to the north.

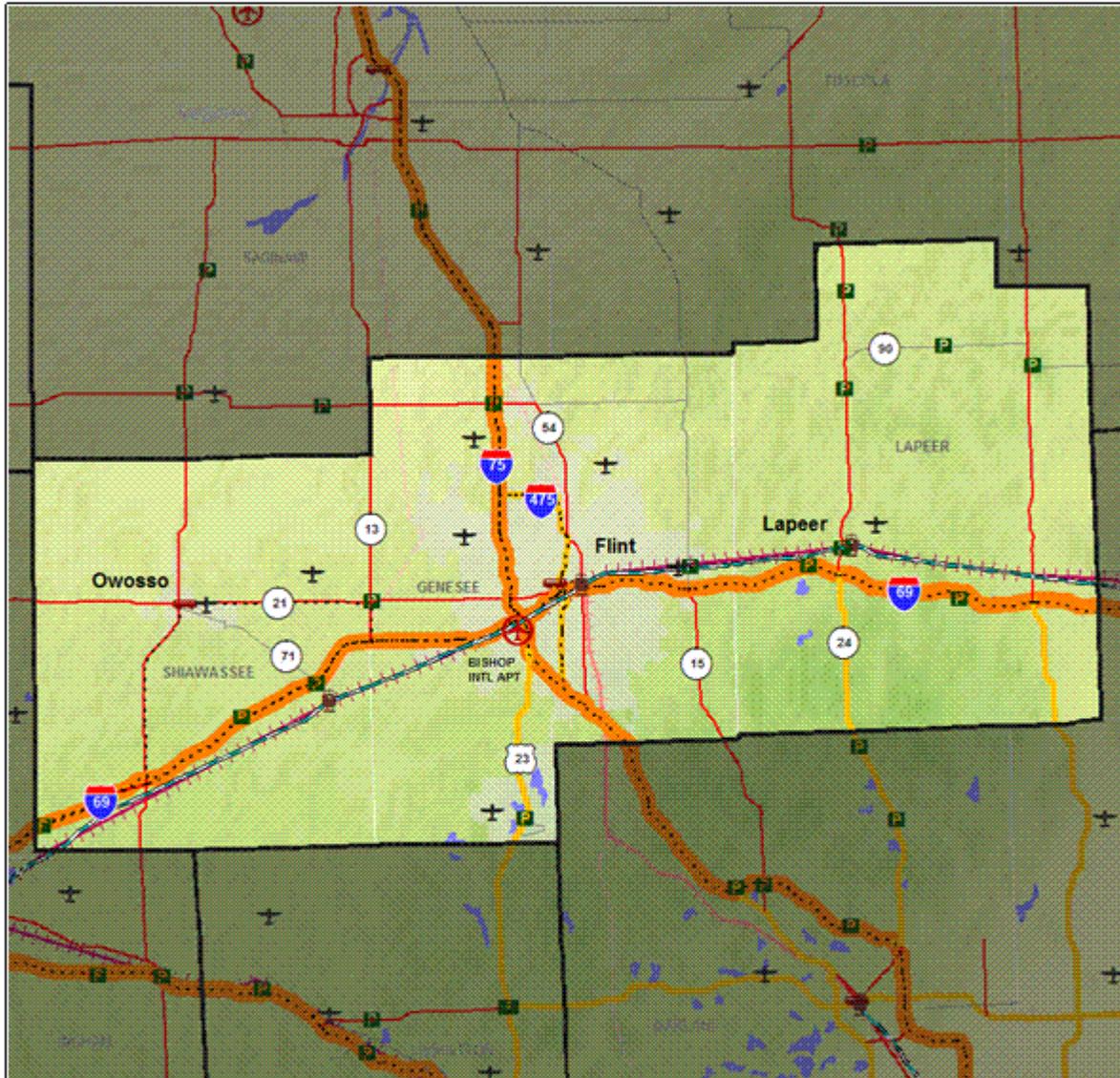
- Rail service is provided by CSX and connects to Chicago, Port Huron and Detroit.

Regional Corridor Strategies

- Over the next 30 years, the department will implement the following capacity improvement within this region - complete US-31 between Napier Road and I-94/I-94BL in Benton Harbor.
- MDOT will continue to strive to maintain good pavement conditions along all its trunkline corridors.
- Improve overall corridor condition and operation for all modes.
- MDOT will seek opportunities to implement low-cost mobility improvements such as geometric improvement, turning lanes, etc.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including but not limited to increase/improve carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as visitor friendly signage, incident management and maintenance of traffic practices during construction projects will be utilized.
- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique historical characteristics, such as the US-12 Heritage route, which runs through this region.
- MDOT will seek to provide additional linkages from the region to the Indiana toll road.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Promote intercity high-speed rail as a key component of a balanced transportation system by expanding the coverage of the Incremental Train Control System (ITCS) in the corridor.

- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Continue to support the MichiVan program to provide commuter alternatives.

5 Greater Flint Economic Region Corridor Summary



Legend	Highway Corridors	Freight Rail	Airports
<ul style="list-style-type: none"> Economic Regions County Border Crossing Trunkline Bus Network Intercity Bus Station Amtrak Station Carpool Lots 	<ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> LOCAL REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> COMMERCIAL GENERAL
	<ul style="list-style-type: none"> Marine Ports REGIONAL STATEWIDE NATIONAL 	<ul style="list-style-type: none"> Passenger Rail STATEWIDE NATIONAL 	
			Version: 11-13-08

Regional Economic and Travel Profile

Key Economic Activities in the region

- Retail trade, motor vehicle, administrative, professional/technical, and service provide the region's primary economic base.
- 2030 projections estimate a loss in employment in the region, primarily in the motor vehicle industry.
- The per capita income in Lapeer and Genesee is \$ 25-30,000, Shiawassee is \$20-25,000 all are below the state average (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Approximately 6 million visitor-days are provided by the region.
- Eight hospitals or other medical facilities serve the area.
- The region has post secondary institutions with a combined enrollment of approximately 27,000.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Passengers in this region may travel on Interstate, US, and state routes.
- Air service is available at Bishop International in Flint, over 558,000 enplanements are provided annually.
- Genesee County has countywide transit services.
- All counties provide specialized transit services.
- Lapeer and Shiawassee Counties each have one provider of community transit services.
- Genesee County (Flint) is the largest transit system serving 3.8 million passengers annually.

Corridors of Highest Significance

National/International: Bay City–Midland–Saginaw/Flint/ Detroit (I-75); Port Huron/Lansing/Indianapolis (I-69); Port Huron/Chicago (I-69/I-94)

Statewide Significance: Flint/Toledo (US-23)

Counties: Lapeer, Genesee, Shiawassee

MI Transportation Plan Activity Centers: Flint, Lapeer, Owosso

MDOT Region: Bay, University

MPO and RPA: Genesee Valley Metropolitan Council (436,141 urban pop.; 648 Square Mile); GLS Region 5 Planning and Development Commission (RPA).

Quick Facts:

- 2005 Estimated Population 612,676 (6.0 % of MI);
- 2030 Projected Population 667,815 (5.9% of MI);
- 2005 Estimated Employment 285,911 (5.0% of MI) - Approximately 12 percent retail trade; 6 percent food service; 6 percent motor vehicle; 6 percent construction; 10 percent administrative and professional/technical; and
- 2030 Projected Employment 308,962 (4.8% of MI) - Anticipated growth in health care, administrative, technical/professional; anticipated loss of 36 percent in motor vehicle.

Smart Zones: None
Tax-free Renaissance Zones: None

- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- One intermodal terminal in the county connects local transit, intercity bus and passenger rail. There is also a passenger rail terminal in Shiawassee County and one in Lapeer County.
- Intercity bus service is available in Genesee and Shiawassee Counties.
- There is Amtrak service with links to Port Huron and Chicago through this region. Annually, 17,000 passengers board, and 16,500 passengers deboard, in this region.

Opportunities

- The Flint Bishop Airport is one of the fastest growing airports in the country and serves as a regional freight cargo provider. Continued growth of this transportation asset will continue to provide economic benefits to the greater Flint region including new industrial parks in Lapeer and Saginaw. The airport's objective is to serve air cargo in a 500-mile radius. Plans are in place together with some funding for \$30-35 million in improvements.
- There are interstate linkages traveling in all directions to and from this region, rail and air freight service is available and accessible.
- Flint is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.
- Genesee County transit system has a diverse set of transit services including cross-jurisdictional regional transit services to neighboring counties.
- There is a strong history of transit millage support in Genesee County.
- There is new transit millage for Lapeer County.
- Intercity bus service to Flint is provided by two carriers.

Barriers, Gaps, Missing Links

- Integrating long-distance travel with local traffic.
- Job losses in the Flint and increased commuter traffic to reach jobs in Detroit Metro area.
- On the weekends this corridor carries tourist traffic moving north on Fridays and south on Sundays - Integrating tourist traffic with local traffic is a challenge.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Freight services are available through rail, road, and air.
- Rail freight service in the area is extensive with major east west connections provided along the CN rail line and north south connections provided along the CSX and Saginaw Base Southern rail lines.
- Air cargo ports handle approximately 9,600 tons of air freight annually.
- No marine ports and no major intermodal terminals are located within this region.

Corridor Value

- The corridors in the region serve passenger travel and freight traveling to and through the region.
- Roadway and rail lines carry some of the largest volumes and dollar values of freight in the state.

Existing and Future Conditions

- I-75 is congested in this area and in need of modernization.

Linkages

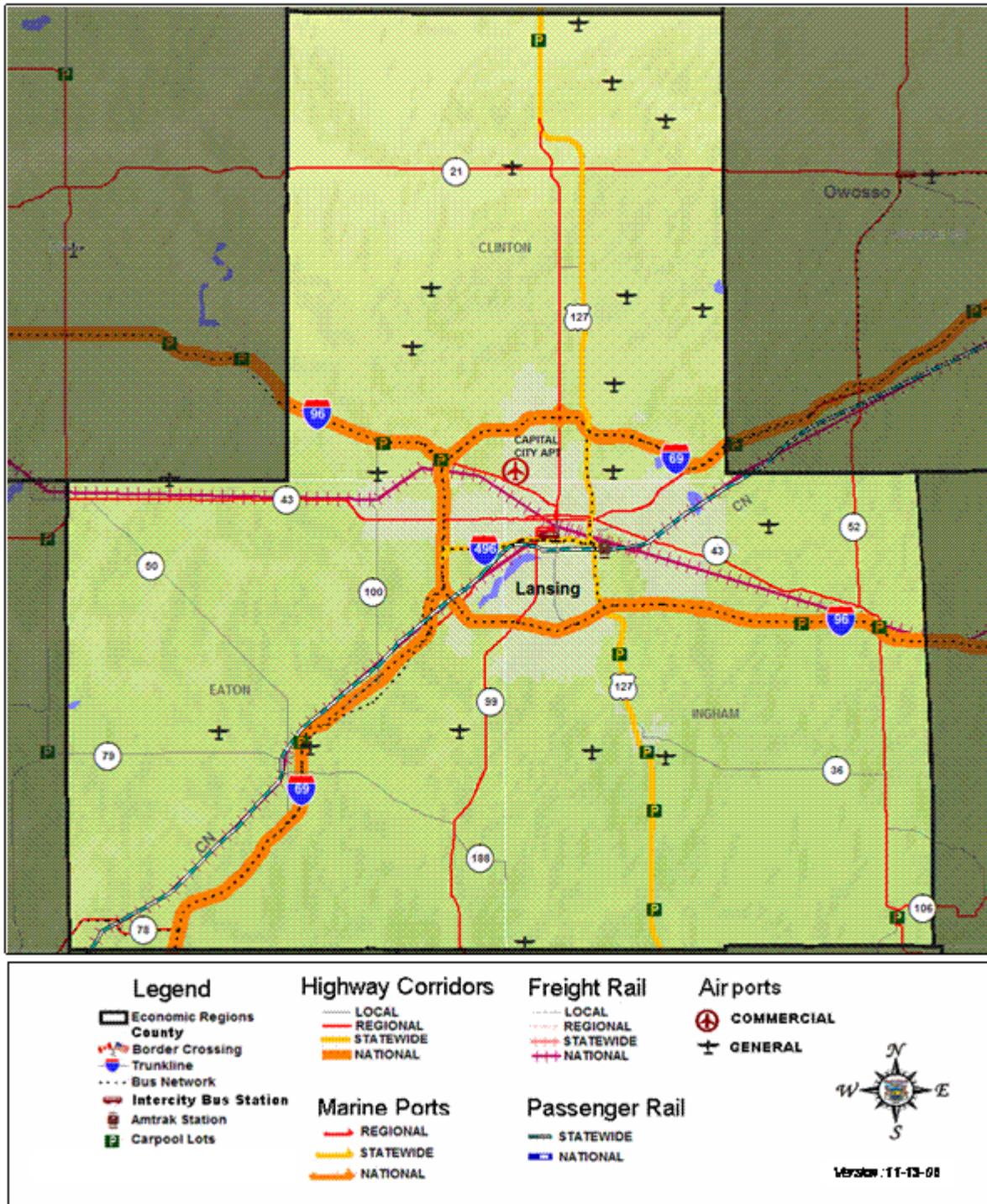
- The I-75 corridor that passes through this region provides important linkages between the southeast Michigan economic regions and the tourism dependent economic regions to the north. Likewise, the I-69 corridor provides important freight linkages especially for international freight and trade between Canada, Michigan and states to the south and the west.

Regional Corridor Strategies

- Over the next 30 years, the department will implement the following capacity improvements within this region: Widen M-24 between Oakland County and I-69.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as increased incident management and maintenance of traffic practices during construction projects will be utilized especially along the I-75 and I-69 corridors as these are important tourism and freight corridors.
- Utilize ITS strategies along the I-75 and I-475 corridors through Flint to more efficiently manage traffic flows during peak tourism travel periods.
- Access Management on strategic sections of the regional and local roadways.

- Add carpool lots in the suburban growth areas such as between Lansing and Flint on I-69 and I-75.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Continue to support the MichiVan program to provide commuter alternatives.

6 Greater Lansing Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

This region includes Lansing, the state capital.

- Professional/technical and administrative service industries and retail trade provide the region's primary job base; these include major employers such as state government and universities in the region.
- 2030 growth in health care and administrative jobs is anticipated.
- The per capita income in Clinton, Eaton, Ingham is \$25-30,000 slightly lower than the state average (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- The region is home to the Michigan State University and several other smaller colleges with a total regional enrollment of approximately 70,000.
- The region is the home of the state capital of Michigan and as such, many government-related employment opportunities are located within this region.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Personal travel from inside and outside Michigan travel is on the many interstate, US, and state routes.
- Commercial passenger service is available in Lansing.
- There is Amtrak service with links to Port Huron and Chicago through this region. Annually, 20,000 passengers board and 19,000 passengers deboard in this region.
- All counties have countywide transit services.
- The largest transit provider serves the greater Lansing area with 9.4 million passengers annually.

Corridors of Highest Significance

National/International: Port

Huron/Lansing/Indianapolis/Chicago (I-69);
Muskegon/Grand Rapids/Lansing/Detroit (I-96)

Statewide Significance: Grayling/Jackson
(US-127)

Counties: Clinton, Eaton, Ingham

MI Transportation Plan Activity Centers:
Lansing

MDOT Region: University

MPO and RPA: Tri-County Regional Planning
Commission (447,728 urban pop; 1,712 Square
Mile).

Quick Facts:

- 2005 Estimated Population 458,201 (4.5% of MI);
- 2030 Projected Population 526,806 (4.7% of MI);
- 2005 Estimated Employment 289,504 (5.1% of MI) - Approximately 11 percent retail trade; 5.5 percent professional/technical services; 5.5 percent food services; 5 percent construction; 4 percent administrative support; 3.5 percent motor vehicle; and
- 2030 Projected Employment 343,804 (5.3% of MI) - Growth in health care and administrative jobs is anticipated.

Smart-Zone: Lansing Regional
– Michigan State University
Tax free Renaissance Zones:
Ingham

- There are two intermodal passenger terminals in Ingham County.
- Ingham and Eaton Counties are served by intercity bus.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Numerous sidewalks, bicycle and pedestrian trails are available throughout the Greater Lansing area.

Opportunities

- The region provides incentives for business and industry growth - it has three of the state's 24 tax-free zones.
- With the research presence of Michigan State University, offices of many statewide associations, and the state government resources, this region is uniquely positioned to develop innovative partnerships to address existing and future transportation needs. These resources should be tapped to conduct research and explore innovative solutions to meet the future needs of Michigan's transportation system.
- Greater Lansing transit agency has a nationally recognized general manager and diverse set of transit services including service for Michigan State University.
- There is a strong history of transit millage support, especially in Ingham County.
- Both areas of strength and weakness in terms of coordination among the three transit systems.
- Intercity bus service is provided by two carriers.
- East Lansing is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.

Barriers, Gaps, Missing Links

- Additional bicycle and pedestrian accommodations.
- Regionalized transit service that spans the region.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Freight travels on roadway, rail lines, and via air cargo; east west rail service is on CSX and CN; north south rail service is available on NS between Jackson and Lansing; much of the freight originates or is destined to the region serves the automotive industry.

- Approximately 15,000 tons of air cargo is handled annually in the region; Lansing has the third largest commercial air cargo tonnage in the state.
- No major intermodal terminals are located within the region.

Corridor Value

- Interstates 96 and 69 provides the region with strategic east west access to major activity centers located within and out of state and US-127 provides excellent north south access to the region's population and employers.
- Freight is primarily traveling through this region on roadways and rail.
- Rail freight traveling on the corridors within this region is among the highest volumes and values in the state.
- US-127 is a highly traveled tourist route in this region carrying tourists to the northern portion of the state.

Existing and Future Conditions

- Freight service is adequate based on the demands in the region.
- Major roadways are aging and in need of modernization and reconstruction.

Linkages

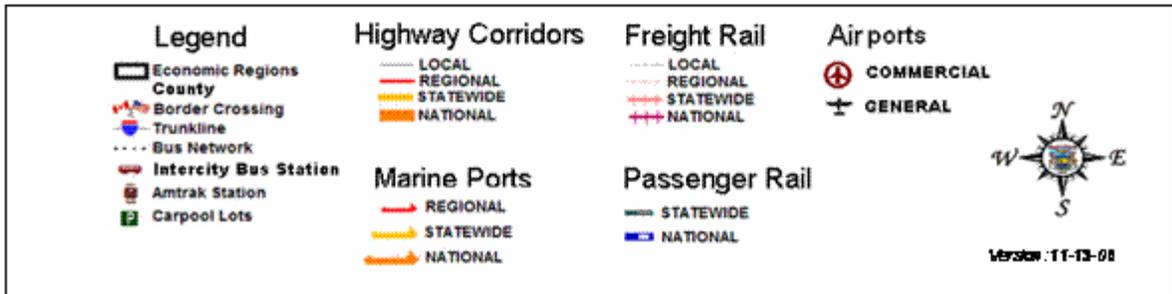
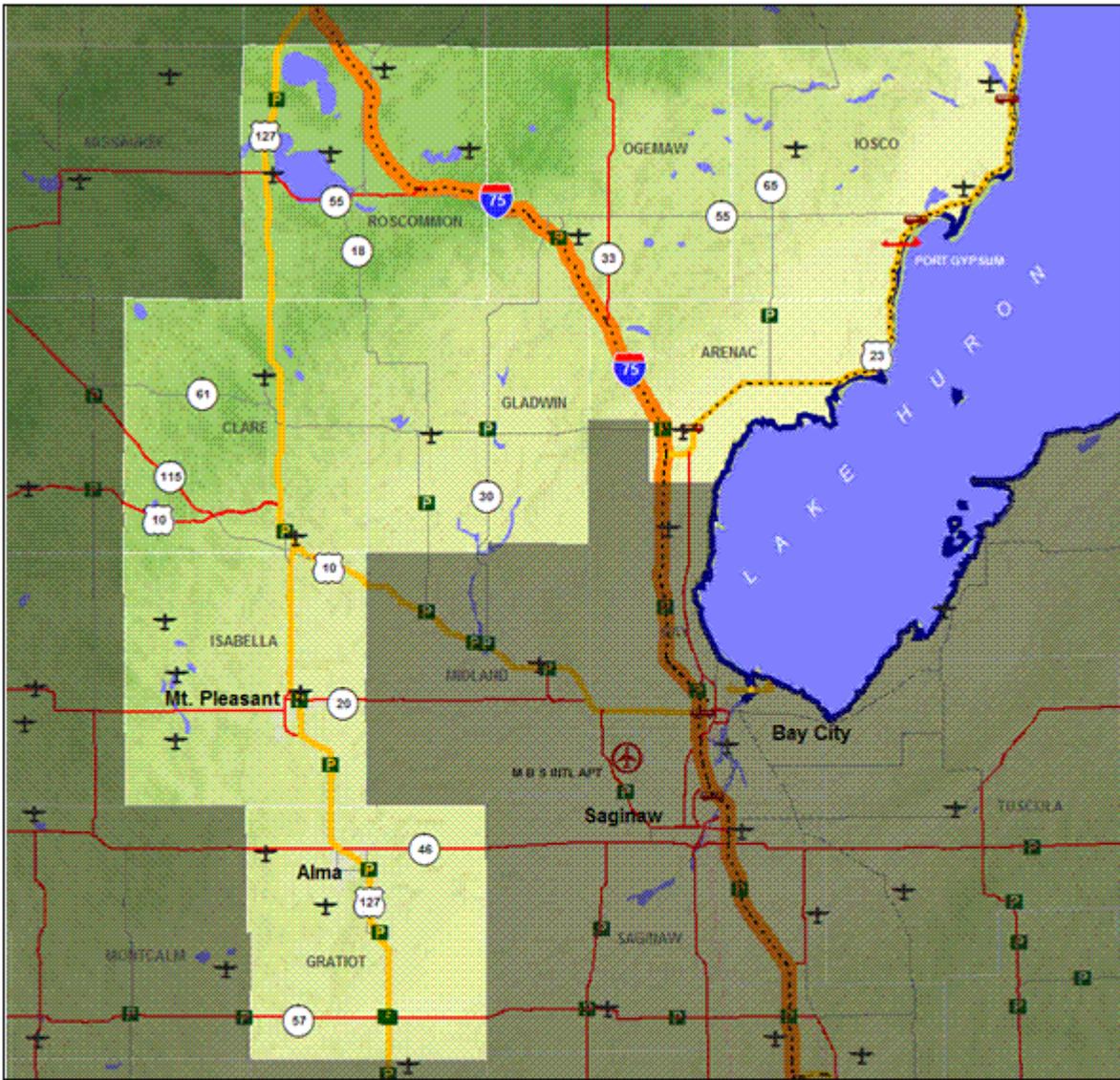
- Since this region is located near the geographic center of Michigan's Lower Peninsula, the multi-modal corridors, which run through this region, provide important connections to other economic regions in the state.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as signal timing, increased incident management, and maintenance of traffic practices during construction projects will be utilized.
- Implement ITS strategies through the Greater Lansing area to more efficiently manage traffic flows.
- Access Management on strategic sections of the regional and local roadways.
- Add carpool lots to suburban growth area between Lansing and Flint.
- Increase coordination among counties in clearing snow to provide county-to-county uniformity.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.

- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved time performance.
- Continue to support the MichiVan program to provide commuter alternatives.

7A East Central Michigan Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region is rural, forested with numerous small inland lakes.

- Tourism, service industries, and forest based timber industry provide the region's primary job base.
- 2030 growth is anticipated in health care and professional/technical services.
- The per capita income of Roscommon, Iosco, Clare, Gladwin, Arenac, Isabella, and Gratiot Counties is \$20-25,000. These are all well below the state average. Ogemaw is one of the nine poorest counties in the state with an average per capital income of \$16,000 to 20,000. (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Region includes: US-23, which is part of the Great Lakes Circle tour and also a Heritage Route; national forest areas; numerous state parks and roadside facilities; and attracts over 3.5 million visitor-days of travel/year.
- Three larger hospitals and many smaller medical facilities serve the area.
- The region has several post secondary institutions with an enrollment of approximately 29,000.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist on Interstate, US, and state routes.
- All counties have countywide transit services, except Gratiot County, which has small community transit providers.
- Arenac and Iosco Counties are served by intercity bus service.

Corridors of Highest Significance

National/International: Sault Ste. Marie/Bay City (I-75)

Statewide Significance: Grayling/Jackson (US-127); Mackinaw City-St. Ignace/Alpena/Standish (US-23)

Counties: Roscommon, Ogemaw, Iosco, Clare, Gladwin, Arenac, Isabella, Gratiot

MI Transportation Plan Activity Centers: Alma, Mt. Pleasant

MDOT Region: North, Bay

MPO and RPA: No MPO's; East Central Michigan Planning and Development Regional Commission (RPA).

Quick Facts:

- 2005 Estimated Population 262,340 (2.6% of MI);
- 2030 Projected Population 283,416 (2.5% of MI);
- 2005 Estimated Employment 122,536 (2.1% of MI) - Approximately 13 percent retail trade; 7 percent food services; 6 percent construction; 6 percent health care; and
- 2030 Projected Employment 138,471 (2.1%) - Growth is anticipated in health care and professional/technical services.

Smart-Zone: Mt. Pleasant Center for Applied Research and Technology-Central Michigan University

Tax free Renaissance Zones: Arenac, Clare, Gladwin, and Gratiot

- There is no passenger rail service in this region.
- There is no commercial air or passenger rail service in the area.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Several recreational based trails exist in the area.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- One small commercial water ports that handles 500,000 tons annually serves the area.
- Rail and air cargo service in the area includes general aviation airports and two regional rail/short-lines including an extension of the Great Lakes Central and Lake State Railway.
- Most freight traffic is on I-75 and is passing through the region destined for areas outside this region.
- No major intermodal terminals are located within this region.

Opportunities

- The region provides incentives for business and industry growth - it has three of the state's 24 tax-free zones.
- The growing tourism industry also provides economic opportunities.
- The majority of the area has countywide transit service, which can be an asset in providing cross-county rural transportation.
- Intercity bus service is dependent on state subsidy.
- New intercity bus service (through state subsidy) is being considered for Gratiot, Isabella, Clare and Roscommon Counties.

Barriers, Gaps, Missing Links

- There is a mix of travel purposes in the region and a need to integrate long-distance freight traffic that is passing-through with local and tourism traffic.
- Speed differential between the tourist traffic (on Fridays heading North and Sundays heading South) with commercial trucks carrying timber and other raw materials.
- With the exception of M-55, there are a limited number of east west corridors in the region.
- Senior population in Michigan is growing and will demand innovative transportation options for local and intercity travel.

Corridor Value

- Corridors in the region serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.
- Corridors also serve casinos, agriculture and mining, the foundries, and cement industries in the region and further north.

Existing and Future Conditions

- Portions of the roadway corridors that pass through this region are in need of modernization. They were designed and constructed in the 1950's and will need rehabilitation over the next 20 to 30 years.
- Freight service is adequate for the need of this region.

Linkages

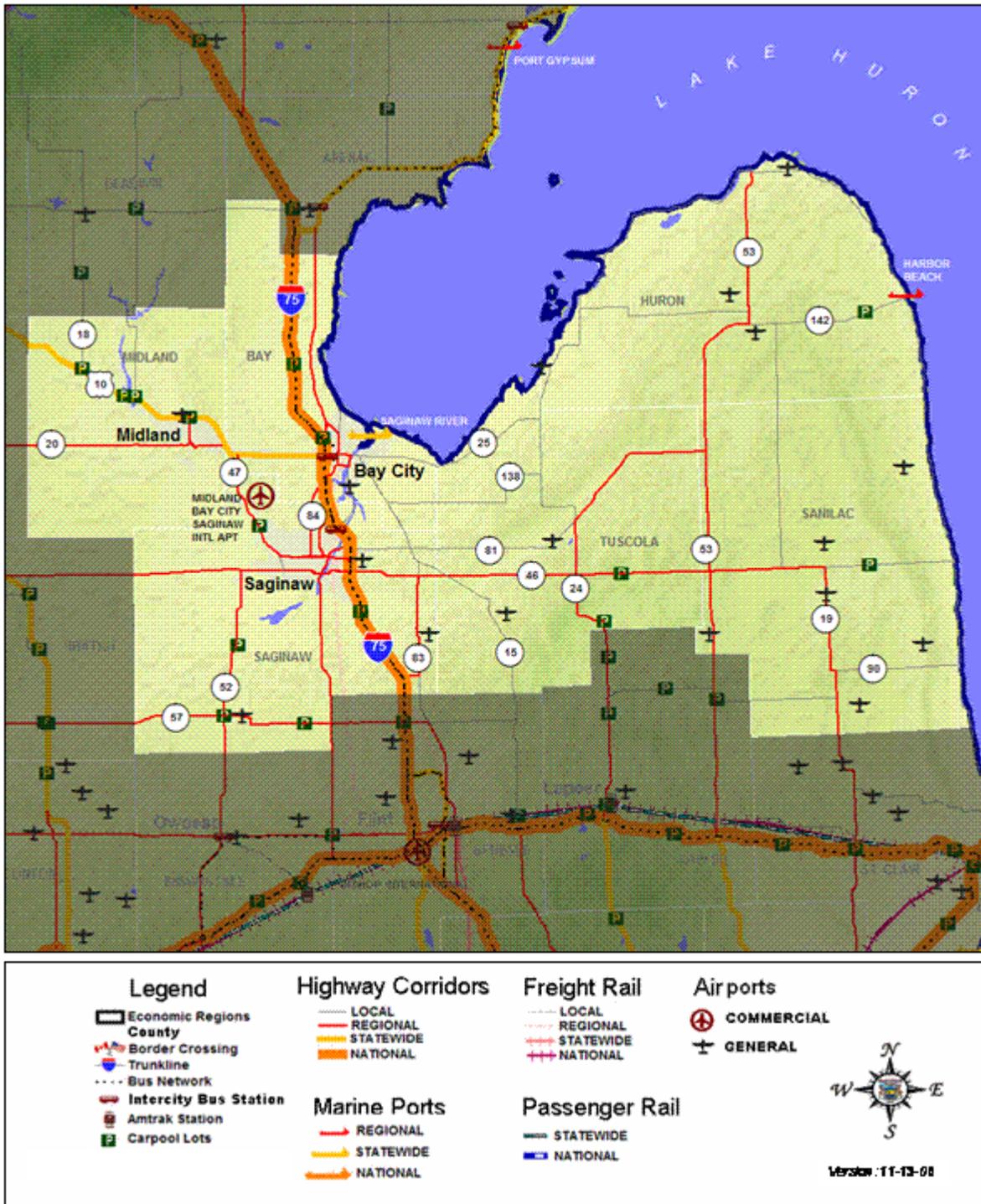
- Statewide and regional corridors within the region connect to north south corridors at I-75 and US-10 for longer-distance travel.
- M-55 is one of the few east west routes in the region.
- Rail lines providing freight services connect via short-lines/regional rail carriers to CN.

Regional Corridor Strategies

- MDOT will utilize operational strategies such as increased incident management and maintenance of traffic practices during construction projects especially along the I-75, US-127, and US-23 corridors as these are important tourism corridors.
- MDOT will work to shift truck traffic from I-75, US 23, and M-33 to M-65 to better distribute traffic.
- MDOT will strive to improve overall corridor condition and operation for all modes.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors.
- MDOT will seek opportunities and implement low-cost operational improvements to increase corridor mobility. These include but are not limited to geometric improvement, turning lanes, signal timing, visitor friendly signage, incident management, and maintenance of traffic practices during construction projects.
- MDOT will work with local governments to implement Access Management on strategic sections of the regional and local roadways.
- MDOT will implement ITS throughout the corridors of Highest National/International Significance, with a priority on urban sections.
- MDOT will identify opportunities to integrate multi-modal transportation systems throughout this region including but not limited to incorporating carpool lot facilities, and bicycle and pedestrian facilities into future projects where feasible.

- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to support the MichiVan program to provide commuter alternatives.

7B Greater Saginaw Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region transitions from rural in the North to increasingly suburban in the Bay City/Saginaw areas.

- Retail and services industries, as well as motor vehicle parts manufacturing provide the region's primary job base.
- 2030 Growth anticipated in health care; anticipated loss of 36 percent in motor vehicle employment.
- The per capita income of the region varies. Midland has the highest of the five counties with an annual per capita income of \$30-35,000; Huron Bay and Saginaw are at \$25-30,000, Sanilac and Tuscola are the lowest at \$20-25,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- The region includes part of the Great Lakes Circle tours; state parks and recreational facilities; and attracts over 12 million visitor days of travel/year.
- Seven larger hospitals and several smaller medical facilities serve the area.
- The region has several post secondary institutions with an enrollment of approximately 24,000.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist from inside and outside Michigan travel on Interstate, US, and state routes.
- One commercial airport, Midland-Bay City-Saginaw (MBS) International Airport provides 201,000 enplanements/year.

Corridors of Highest Significance

National/International: Sault Ste. Marie/Bay City (I-75)

Statewide Significance: None

Counties: Huron, Sanilac, Tuscola, Bay, Saginaw, Midland

MI Transportation Plan Activity Centers: Bay City, Midland, Saginaw

MDOT Region: Bay

MPO and RPA: Bay City Area Transportation Study (87,875 urban pop; 167 Square Mile); Saginaw Metropolitan Area Transportation Study (159,098 urban pop; 259 Square Mile) East Central Michigan Planning and Development Regional Commission (RPA).

Quick Facts:

- 2005 Estimated Population 540,643 (5.3% of MI);
- 2030 Projected Population 573,772 (5.1% of MI);
- 2005 Estimated Employment 284,073 (5.0% of MI) - Approximately 12.5 percent retail trade; 6 percent food services; construction 5 percent; professional/technical services 5 percent; motor vehicle 4.6 percent; and
- 2030 Projected Employment 298,393 (4.6%) - Growth anticipated in health care; anticipated loss of 36 percent in motor vehicle employment.

Smart-Zone: none

Tax free Renaissance Zones:

Huron, Sanilac, Saginaw, and Tuscola

- Midland, Bay, Huron, and Sanilac Counties all have countywide transit services.
- Saginaw and Tuscola Counties each have one community transit system.
- The two largest transit systems are in Bay County serving 630,000 passengers annually and the City of Saginaw serving 640,000 passengers annually.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Intercity bus service is available in Bay and Saginaw Counties.
- There is an Intermodal terminal are in Bay City and an intercity bus terminal in Saginaw.
- There is no passenger rail service in this region.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Two commercial water ports handle approximately 5.6 million tons/year.
- Multiple regional rail/short-lines serve the cargo needs of Dow Chemical, agriculture, and auto plants in the region.
- No major intermodal centers are located within this region.

Opportunities

- There is a growing health care industry (Heart Center) in Saginaw.
- Good regional coordination among Bay, Midland and Saginaw transit systems, hindered somewhat by lack of countywide transit in Saginaw.
- Bay County has a strong transit history.

Barriers, Gaps, Missing Links

- Job loss in the area is generating more commuter traffic traveling to jobs in Southern Michigan.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service in Bay County is dependent on state subsidy.

Corridor Value

- Much of the freight traffic passing through or originating or destined from the region moves on I-75 or on regional rail carriers.
- Corridors in the region also serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.

Existing and Future Conditions

- Portions of the roadway corridors that pass through this region are in need of modernization and will need rehabilitation over the next 20 to 30 years.
- Freight service is adequate for the need of this region.

Linkages

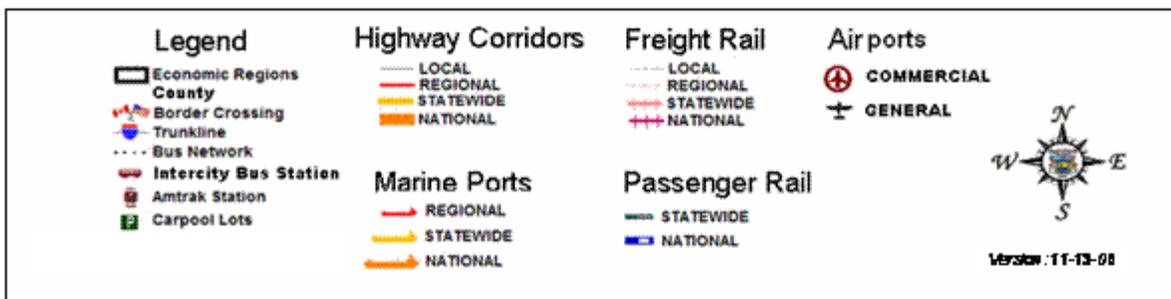
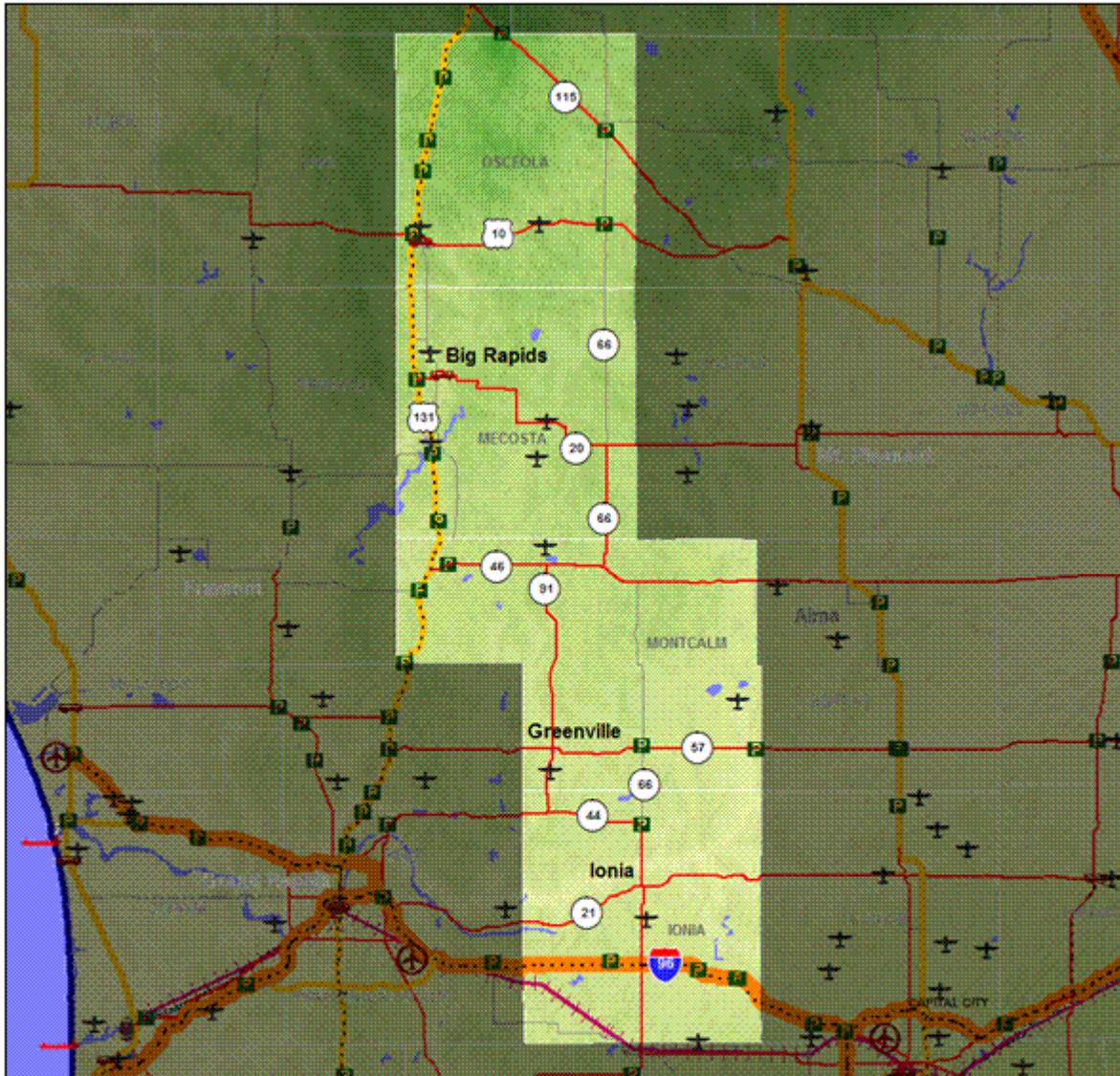
- The corridors within the region provide north south linkages via I-75 and rail short line linkages in all directions.
- The region is just north of I-69 with east west connections and the CN line that links Port Huron to Chicago.

Regional Corridor Strategies

- Over the next 30 years the department will implement the following capacity improvements within this region:
 - Widen M-84 from I-75 to Bay City; and
 - Improve access to downtown Saginaw and M-13 from I-1675.
- Operational strategies such as increased incident management and maintenance of traffic practices during construction projects will be utilized especially along I-75, as this is an important tourism corridor.
- Car Pool lots on I-75 between Saginaw and Detroit will be added to address the increase in commuter traffic.
- MDOT will strive to improve overall corridor condition and operation for all modes.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors.
- MDOT will seek opportunities and implement low-cost operational improvements to increase corridor mobility. These include but are not limited to geometric improvements, turning lanes, signal timing; visitor friendly signage, incident management; and maintenance of traffic practices during construction projects.
- MDOT will work with local governments to implement Access Management on strategic sections of the regional and local roadways.
- MDOT will implement ITS throughout the corridors of Highest National/International Significance, with a priority on urban sections.
- MDOT will identify opportunities to integrate multi-modal transportation systems throughout this region including but not limited to incorporating carpool lot facilities, and bicycle and pedestrian facilities into future projects where feasible.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.

- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability; increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines; and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to support the MichiVan program to provide commuter alternatives.

8A Greater Big Rapids Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region is rural.

- Retail trade and service industries provide the region's primary job base.
- 2030 projections predict an overall drop in employment however; a slight increase in health service industries is anticipated.
- The per capita income of all four counties is \$20-25,000. This is lower than the state average. (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- One primary medical facility and several smaller facilities serve the area.
- Ten prisons are located in the region.
- The region has several post secondary institutions including Ferris State University. Total enrollment within the region is approximately 14,000.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist from inside and outside Michigan travel on state and US routes.
- No commercial air or passenger rail services are in this region.
- Osceola and Mecosta Counties have countywide transit services in addition; Mecosta has a community transit provider.
- Montcalm County has one and Ionia County has two community transit systems.
- All four counties are served by intercity bus.
- No passenger terminals.

Corridors of Highest Significance

National/International: Muskegon/Grand Rapids/Lansing/Detroit (I-96) in southern Ionia County

Statewide Significance: Petoskey/Grand Rapids/Indiana (US-131)

Counties: Mecosta, Osceola, Montcalm, Ionia

MI Transportation Plan Activity Centers: Ionia, Greenville, Big Rapids

MDOT Region: North, Grand

MPO and RPA: No MPO; West Michigan Regional Planning Commission (RPA).

Quick Facts:

- 2005 Estimated Population 195,076 (1.9% of MI);
- 2030 Projected Population 210,026 (1.9% of MI);
- 2005 Estimated Employment 78,523 (1.4% of MI)
- Approximately 12.6 percent retail trade; 6 percent construction; 4 percent food services; 4 percent motor vehicle; Hospitals 3 percent; and
- 2030 Projected Employment 85,415 (1.3% of MI)
- Overall drop in employment is anticipated with a slight increase in health services industries.

Smart-Zone: none

Tax free Renaissance Zones:
Mecosta, Osceola, Montcalm,
Ionia

- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- US-131 carries is the primary truck freight route in the region.
- Two small regional rail companies serve the region. CSX touches the southern portion of Ionia County along the I-96 corridor.
- No major intermodal terminals are located within the region.

Corridor Value

- Corridors in the region primarily serve the local region.

Existing and Future Conditions

- The roadway corridors that pass through this region are aging and in need of modernization and will need rehabilitation over the next 20 to 30 years.
- Freight service is adequate for the need of this region.

Linkages

- US-131 links the region to Cadillac to the North and Grand Rapid to the south.
- East west connectivity is limited.

Barriers, Gaps, Missing Links

- Limited east/west linkages exist.
- Millage support has been difficult to obtain for Osceola/Mecosta County transit services.
- Intercity bus service in all but Ionia County is dependent on state subsidy.
- Senior population is growing and will demand innovative options for local and intercity travel.

Opportunities

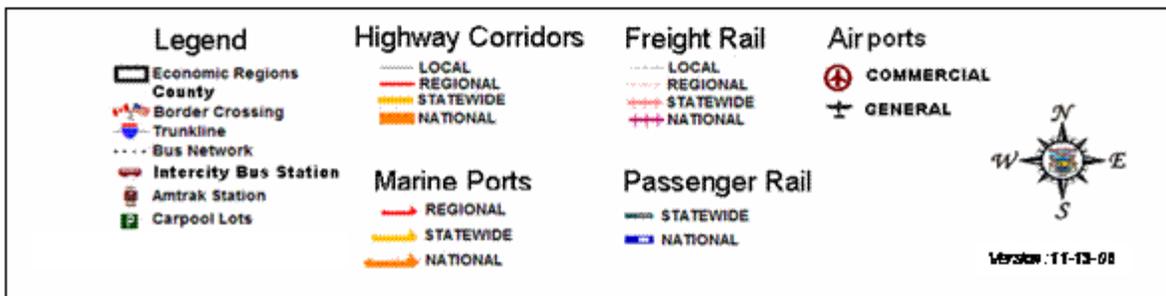
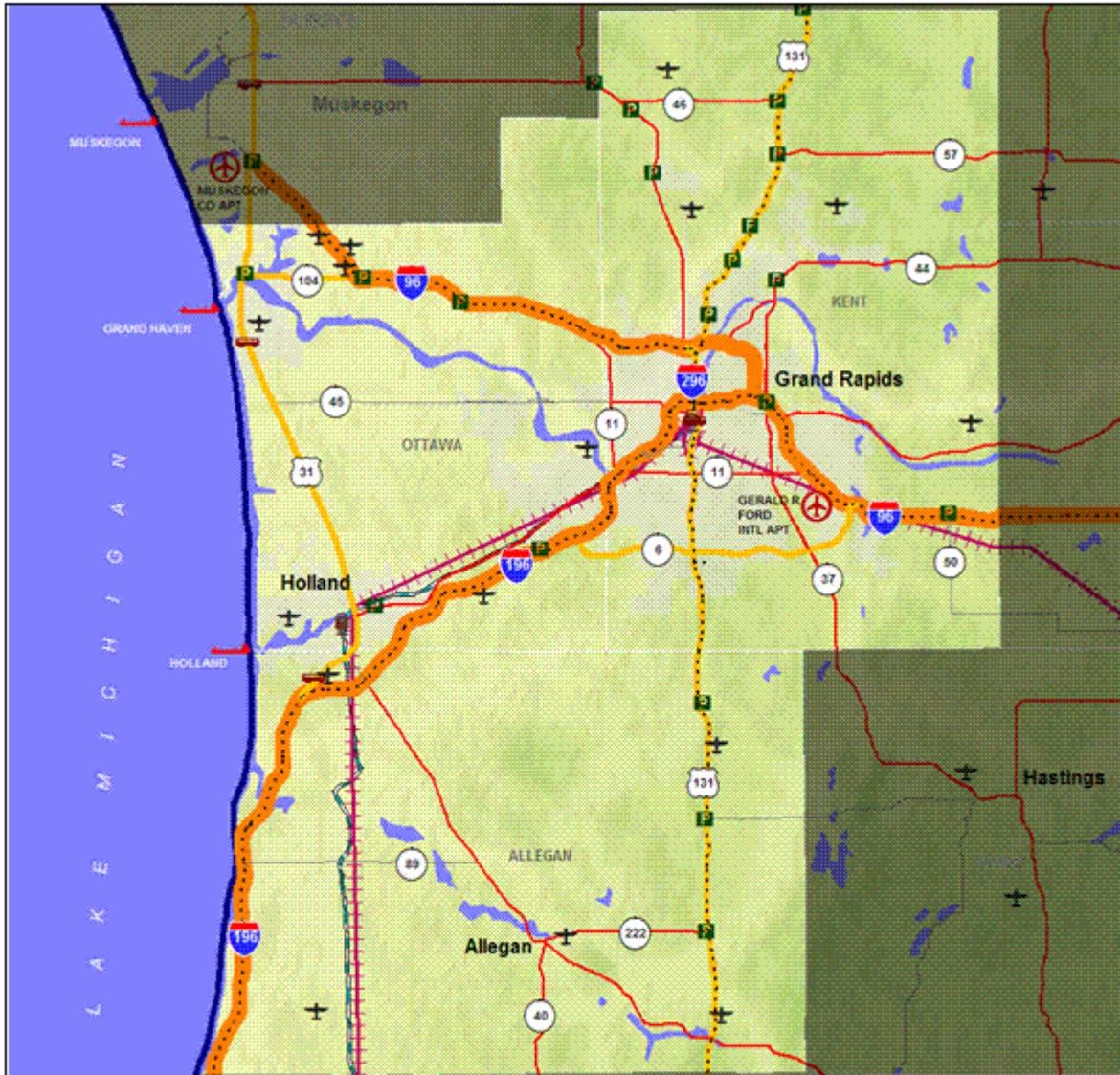
- Tourism and agricultural industries.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as increased incident management, and maintenance of traffic practices during construction projects, will be utilized.
- Access Management on strategic sections of the regional and local roadways.

- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.

8B Greater Grand Rapids Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

- Retail, service industries, and administrative and support services provide the region's primary job base.
- 2030 growth is anticipated in retail, health care, and amusement industries.
- The per capita income of the region is about average for the state. Allegan and Ottawa (\$25-30,000), Kent (\$30-35,000) (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Region includes part of the Great Lakes Circle tours; national forest areas; numerous state parks and roadside facilities; and attracts over 11 million visitor-days of travel/year.
- Nine medical facilities are located within the region including several nationally recognized medical-research facilities.
- The region has secondary institutions with an enrollment within the region of approximately 64,000 students.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and visitors have their choice of many Interstate, state, and local routes in this region.
- The Gerald Ford International Airport in Grand Rapids serves over 1 million enplanements a year and is the second largest commercial airport in the state.
- There is Amtrak service, which links Grand Rapids with Chicago through this region. Annually, 42,000 passengers board, and 41,000 passengers deboard, in this region.

Corridors of Highest Significance

National/International: Muskegon/Grand Rapids/Lansing/Detroit (I-96); Grand Rapids/Chicago (I-196)

Statewide Significance: Petoskey/Grand Rapids/Indiana (US-131); Mackinaw City-St. Ignace/Holland (US-31)

Counties: Allegan, Ottawa, Kent

MI Transportation Plan Activity Centers: Allegan, Grand Rapids, Holland

MDOT Region: Grand, Southwest

MPO and RPA: Grand Valley Metro Council (647,446 urban pop.; 1,010 Square Mile); Macatawa Area Coordinating Council (102,218 urban pop.; 153 Square Mile); West Michigan Regional Planning Commission (RPA)

Quick Facts:

- 2005 Estimated Population 980,383 (9.6% of MI);
- 2030 Projected Population 1,243,828 (11% of MI);
- 2005 Estimated Employment 651,434 (11.4% of MI) - Approximately 10 percent retail trade; 5 percent construction; 6 percent administrative/support services; 5 percent food service; and
- 2030 Projected Employment 810,629 (12.5% of MI) - Growth is anticipated in retail and health care industries.

Smart-Zone: Grand Rapids-Grand Valley State University and Van Andel Research Institute

Tax free Renaissance Zones: Kent

- Allegan County has countywide transit services, in addition to a community transit system.
- Ottawa Counties has two community transit systems. Kent County has a single provider serving the greater Grand Rapids area.
- The largest systems are in Grand Rapids in Kent serving 6.4 million passengers annually; Grand Haven in Ottawa County serving 180,000 passengers annually and Holland in Ottawa County serving 190,000 passengers annually.
- There is an intermodal passenger terminal and a separate rail passenger terminal in Grand Rapids. There is an intermodal passenger terminal in Ottawa County.
- Intercity bus serves Allegan, Kent and Ottawa Counties.
- The Local Rideshare Office provides information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.

Barriers, Gaps, Missing Links

- Population and land use patterns are shifting in the region and suburban growth will stretch the capacity of the existing infrastructure.
- Intercity bus service north from Grand Rapids is dependent on state subsidy.
- Integrating long-distance freight cut-through travel with local and tourism traffic.
- Senior population is growing and will demand innovative travel options.
- Gap in US-31 freeway system between Holland and Grand Haven.
- NS and CSX selling-off lines.

Freight Travel Character (truck, rail, air, water, intermodal terminal)

- Freight travel is available on all modes in the region.
- Two commercial water ports handle approximately 2.3 million tons/year.
- Over 22,000 tons of air cargo is handled at the Gerald Ford International Airport, the second highest in the state.
- Freight rail service is available in all directions on multiple carriers including CSX, NS, and several regional/short-line carries.
- No major intermodal terminals are located within this region.

Corridor Value

- Some of the highest dollar values and volumes of passenger and freight travel passes through this region. The corridors serve and compliment the many industries within the region.

Existing and Future Conditions

- The roadway corridors that pass through this region are aging and in need of modernization and will need rehabilitation over the next 20 to 30 years.

- Freight service is adequate for the need of this region.

Linkages

Linkages on all modes and directions are available on the multi-modal corridors and facilities in the region.

Opportunities

- This region offers great potential for business and industry growth. It has major universities, a strong professional and technology business climate and numerous hospital facilities and “life-science” developments conducive to supporting 21st Century jobs.
- It is home to two “smart-zones” where technology innovation can be developed and is served by several major highway and rail corridors providing good access to markets for new innovative products.
- The region is expected to grow in population and employment and the region’s per capita income is among the highest in the state.
- The region provides incentives for business and industry growth.
- Excellent access both to and around Greater Grand Rapids with the recent completion of the M-6 connector.
- Tourism and specialized agriculture (fruit-belt) industry also provide economic opportunities.
- Vacation and retirement homes are increasing along the Lake Michigan Shoreline.
- The Grand Rapid’s transit agency is nationally recognized and has a diverse set of services, including vanpool, suburban connecting service and Grand Valley State University service. The transit agency works closely with community leaders and area employers.
- Strong transit/human services coordination in both Kent and Allegan Counties.
- Grand Rapid’s transit ridership is increasing.
- Ottawa County study underway to evaluate possibility of countywide service.
- ITP transit study to access federal New Starts earmark in SAFETEA-LU for rapid transit in greater Grand Rapids area is nearing completion.
- Grand Rapids is an important connection point for intercity bus and rail, including Amtrak Thruway Motorcoach Connections.
- Grand Rapids is an important connection point for intercity bus routes for both carriers.

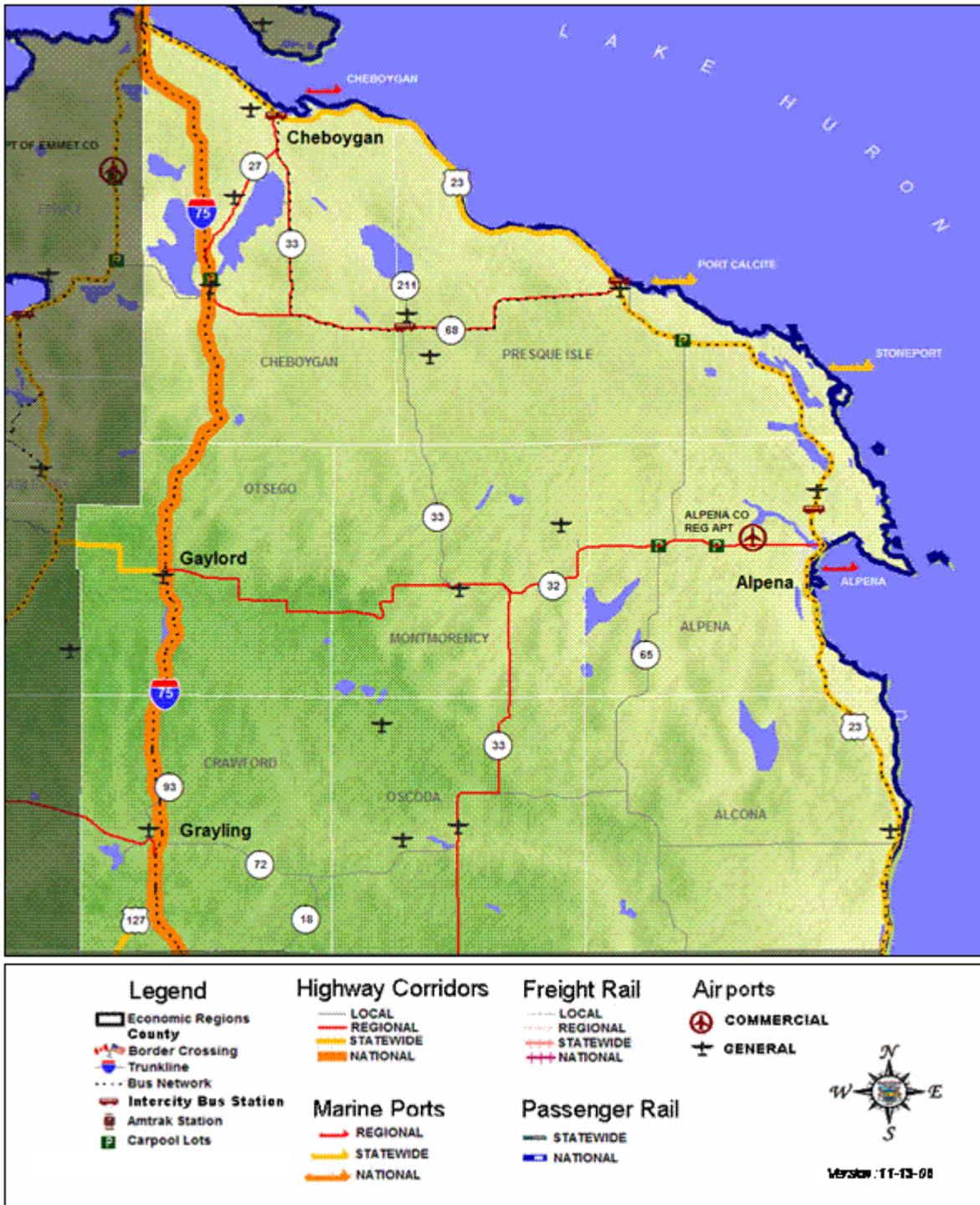
Regional Corridor Strategies

- Over the next 30 years the department will implement the following capacity improvements within this region:
 - Modernize urban freeways including I-196 in Grand Rapids and the East Beltline (M-37/M-44); and
 - Construct a new Grand River crossing east of Grand Haven connecting M-45 to I-96 to provide improved access between Holland and Grand Haven.
- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors.
- MDOT will seek opportunities and implement low-cost operational improvements to increase corridor mobility. These include but is not limited to geometric improvement, turning lanes, signal timing; visitor friendly signage, incident management; and maintenance of traffic practices during construction projects.
- MDOT will work with local governments to implement Access Management on strategic sections of the regional and local roadways.
- ITS advances will be installed and be implemented in key corridors to improve the overall operations of the region's transportation systems.
- MDOT will identify opportunities to integrate multi-modal transportation systems throughout this region including but not limited to incorporating carpool lot facilities, and bicycle and pedestrian facilities into future projects where feasible.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to: increase service availability; increase opportunities for transfer to transit

systems in neighboring counties for trips that need to cross county lines; and to increase opportunities to transfer to intercity bus and passenger rail.

- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to provide financial assistance to help preserve existing state subsidized passenger rail service.
- Identify ways passenger rail service can alone or in coordination with intercity bus and/or local transit, be used to assist workforce commuters and business trips in regional efforts.
- Work with intercity carriers and Travel Michigan to promote Michigan as a travel destination.
- Encourage opportunities for infrastructure improvements between rail freight and rail passenger that reduce congestion and provide for improved on time performance.
- Assist in local/regional efforts to advance plans for new regional, rapid transit and new downtown transit services.

9 North East Michigan Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region is rural, forested, with numerous small inland lakes; it also forms the eastern shore of Michigan along Lake Huron.

- Tourism and service industries provide the region's primary job base.
- 2030 growth is anticipated in health care, agriculture and mining industries.
- This is one of the poorest regions in the state. The per capita income for the entire region is below the state average. Cheboygan, Presque Isle, Otsego, Alpena, Crawford, and Alcona are \$20-25,000/year; Montmorency and Oscoda \$16-20,000. (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Region includes US-23, which is part of the Great Lakes Circle tours as well as a Heritage Corridor for MDOT; national forest areas; numerous state parks and roadside facilities; and attracts over 10.6 million visitor-days of travel/year.
- The region has post secondary institutions with a combined enrollment of approximately 2,000.
- Alpena and Grayling have joint military/civilian use airports.

Corridors of Highest Significance

National/International: Sault Ste. Marie/Bay City (I-75)

Statewide Significance: Mackinaw City–St. Ignace/Alpena/Standish (US-23)

Counties: Cheboygan, Presque Isle, Otsego, Montmorency, Alpena, Crawford, Oscoda, Alcona

MI Transportation Plan Activity Centers: Alpena, Cheboygan, Gaylord, Mackinaw City, St. Ignace

MDOT Region: North

MPO and RPA: No MPO's, Northeast Michigan Council of Governments (RPA)

Quick Facts:

- 2005 Estimated Population 147,119 (1.4% of MI);
- 2030 Projected Population 158,087 (1.4% of MI);
- 2005 Estimated Employment 71,109 (1.2% of MI)
- Approximately 14 percent in retail trade, 8 percent construction 6 percent food service; 4 percent social assistance; 3.5 percent real estate;
- 2030 Projected Employment 79,062 (1.2% of MI)
- Growth is anticipated in health care, agriculture and mining.

Smart-Zone: None

Tax free Renaissance Zones:
Presque Isle, Alpena

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and tourist travel primarily on state and US routes.
- One interstate (I-75) passes north/south and provides services to the western edge of the region.

- One commercial airport at Alpena provides scheduled service to close to 10,000 passenger enplanements/year.
- All counties (except Oscoda) have countywide transit services with regional service provided in Alpena, Montmorency and Alcona Counties.
- Oscoda County has specialized transit services.
- Intercity bus serves Cheboygan, Presque Isle and Alpena Counties.
- There is no passenger rail service in this region.
- There are no passenger terminals.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Four commercial water ports handle approximately 20.3 million tons/year.
- Regional/short-line rail service is available from the Bay City area north to Alpena and Gaylord for the mines and stone queries and the forest products/lumber industry and tankers.
- No major intermodal terminals are located within this region.

Corridor Value

- The corridors support the forest products, tourism, mining, and quarry activities in the region.

Existing and Future Conditions

- There are small points of congestion but nothing requiring capacity increases.
- I-75 requires ongoing and continuing maintenance.

Linkages

- The commercial airport in Alpena provides adequate service for the region.
- There are east/west linkages on M-323 and M-68, and north south linkages on I-75 and US-23.

Opportunities

- The region provides incentives to attract business and industry growth by offering two of the state's 24 tax-free zone locations.
- Land prices for vacation and retirement homes are noticeably lower than the western shore of Michigan and may provide opportunities for growth.
- The tourism industry may also provide economic opportunities.
- There is good regional transit coordination with formation of a new regional authority that serves Alpena, Montmorency and Alcona Counties.

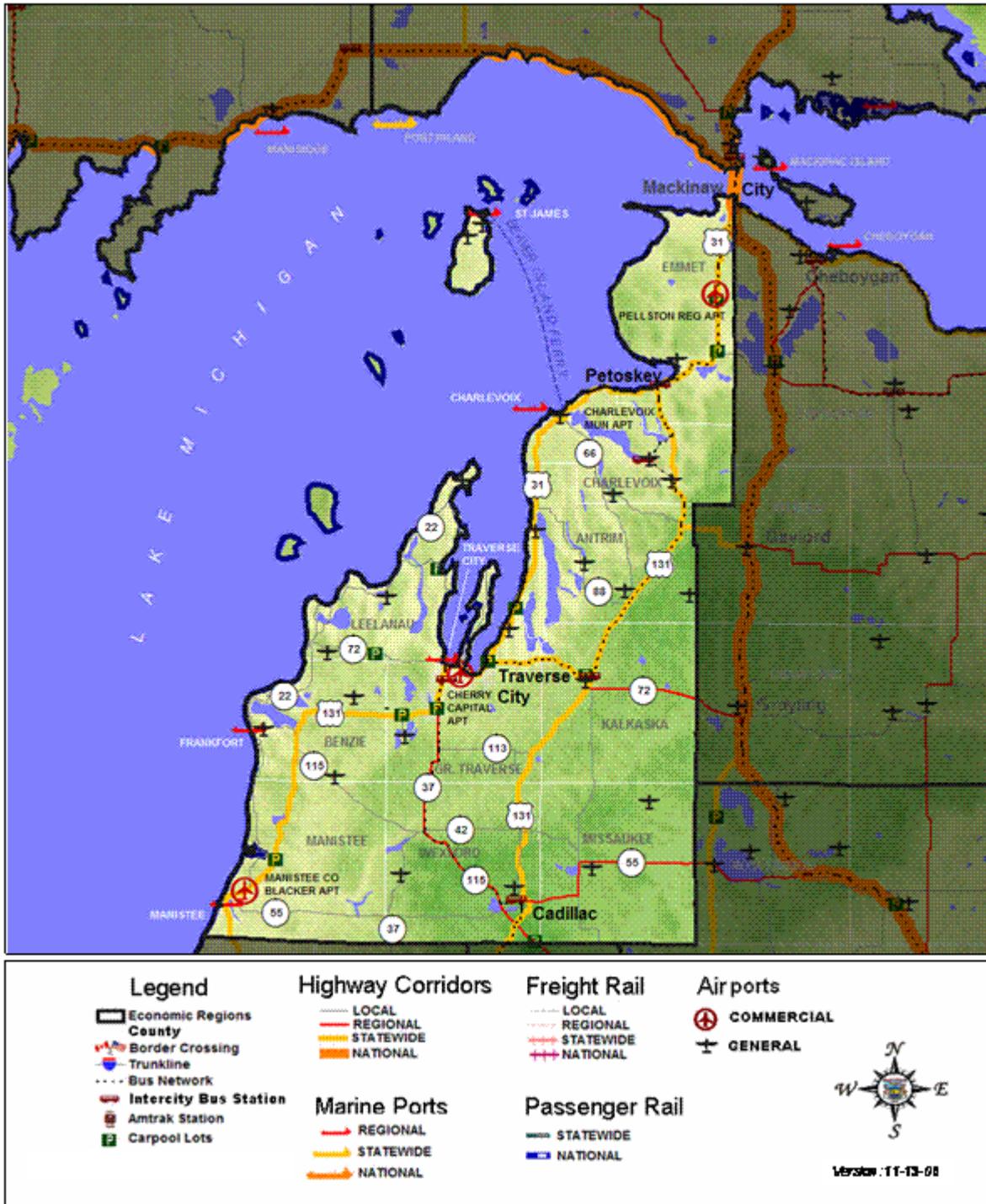
Barriers, Gaps, Missing Links

- Road segments are dispersed with large distances between paved, all-season roads.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service is dependent on state subsidy.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as increased incident management and maintenance of traffic practices during construction projects will be utilized especially along the I-75, and US-23 corridors as these are important tourism corridors.
- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique recreational characteristics such as the US-23 Heritage route, which run through this region.
- Access Management on strategic sections of the regional and local roadways.
- MDOT will advance the \$12 million earmark and construct an east/west crossing of I-75 to improve mobility in the Gaylord area.
- MDOT will preserve and maintain the scenic, historic character of the Heritage Corridor.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to support the MichiVan program to provide commuter alternatives.

10 Northwest Michigan Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The Lower Northwest Michigan region is primarily rural.

- Tourism, agriculture, retail trade and service provide the region's primary economic base.
- 2030 growth expected in health care services and mining.
- Per capita income varies by county with average or above average incomes in the Traverse City area to lower incomes in the rural, southeastern portion of the region. From highest to lowest, per capita incomes in Emmet and Leelanau Counties is \$30-35,000; Charlevoix, Antrim, and Grand Traverse is \$25-30,000; Benzie, Manistee, Wexford \$20-25,000; and Kalkaska and Missaukee \$16- 20,000. (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Ten state parks, one national park, and numerous roadside facilities attract over close to 14 million visitor days of travel to the region.
- Four hospitals and other medical facilities serve the area, including a major hospital with a staff of approximately 4,000 in Traverse City, a 1,500 staff facility in Petoskey, and a 540 staff facility in Cadillac.
- The region has post secondary institutions with a combined enrollment of approximately 9,000.

Corridors of Highest Significance

National/International: None

Statewide Significance: Mackinaw City-St. Ignace/Holland (US-31); Petoskey/Grand Rapids/Indiana (US-131); Grayling/Traverse City (M-72)

Counties: Emmet, Charlevoix, Antrim, Manistee, Leelanau, Benzie, Grand Travers, Kalkaska, Wexford, Missaukee

MI Transportation Plan Activity Centers: Petoskey, Traverse City, Cadillac

MDOT Region: North

MPO and RPA: RPC: Northwest Michigan Council of Governments (NWMCOG) (Serving 10 counties and 189 local units of government).

Quick Facts:

- 2005 Estimated Population 305, 564 (3.0% of MI);
- 2030 Projected Population 383, 025 (3.4% of MI);
- 2005 Estimated Employment 180,932 (3.2% of MI) - Approximately 13 percent retail trade; 8 percent construction; 6 percent food service; 4 percent professional/technical; and
- 2030 Projected Employment 225,139 (3.5% of MI) - Growth expected in health care services and mining.

Smart-Zones: None

Tax-free Renaissance Zones: Grand Traverse; Manistee

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist from inside and outside Michigan travel on state and US routes, no interstates nor passenger rail services are in this region.



- Commercial air services are provided at Pellston Airport and Traverse City (Cherry City Airport) that jointly enplane 266,000 passengers/year.
- All counties (except Benzie and Missaukee) have countywide transit services; Emmet County participates in a regional service linking them to two other counties to the east. Benzie County plans to begin providing countywide service in January of 2007.
- Emmet, Benzie and Missaukee Counties have specialized transit services.
- Intercity bus serves Grand Traverse, Kalkaska, Charlevoix, Emmet and Wexford Counties.
- Intermodal passenger terminal in Wexford County and one in Grand Traverse County.
- There is no passenger rail service in this region.
- Public marine passenger services from Charlevoix to Beaver Island receive state operating and capital assistance.
- Numerous bicycle and pedestrian trails are in the area and are used for both work commutes and recreation.

Opportunities

- The region offers potential for business and industry growth - it has two of the state's 24 tax-free zones that provide incentives for business development.
- Area contains affordable mid-sized cities with low housing costs, and low property taxes that are attractive to the growing number of vacation and retirement homes in the region.
- Tourism industry also provides economic opportunities.

Barriers, Gaps, Missing Links

- Integrating long-distance travel with local traffic and tourist traffic.
- Intercity bus service is dependent on state subsidy.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Rail freight service exists but is limited.
- Marine services are available at three water ports, which handle 2.7 million tons/year; including salt, coal, cement, and petroleum products.
- Two air cargo ports handle over 1,800 tons of air freight annually, Pellston in Petoskey 497 tons and Traverse City 1,260 tons.
- No major intermodal terminals are in this region.

Corridor Value

- The corridors in the region serve passenger travel, tourism to the region and freight for the May agricultural products. The region is known as Michigan's (fruit-belt).
- There is limited manufacturing in the region.

Existing and Future Conditions

- No major problems, primary needs are maintenance and preservation.

Linkages

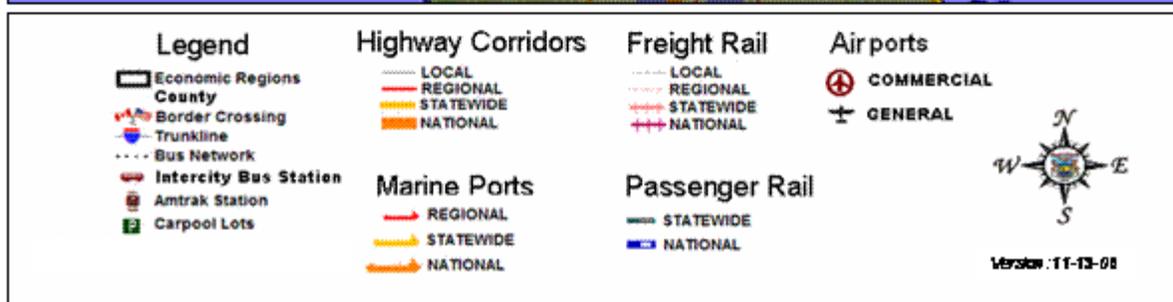
- Statewide and regional corridors within the region connect to north south corridors, such as I-75 at Gaylord, Grayling, and Houghton Lakes area for longer-distance travel.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as increased incident management and maintenance of traffic practices during construction projects will be utilized.
- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique tourism or recreational features such as the several heritage routes, which run through this region.
- MDOT will work with local governments to implement Access Management on strategic sections of the regional and local roadways.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.

- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.
- Continue to support the MichiVan program to provide commuter alternatives.

11 East Upper Peninsula Michigan Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region is rural and heavily forested. The Upper Peninsula has 8.7 million acres (or 80%) of Michigan's forested acres.

- Tourism, service industries, and forest based/timber industry provide the region's primary job base.
- 2030 growth is anticipated in health care and education.
- Per capita income is close to the state average in Mackinaw County were many of the major tourist attractions are (\$25-30,000) and among the lowest in the state in Luce and Chippewa Counties (\$16-20,000) (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Region includes Mackinac Island, the Sault Locks, an international border crossing, and attracts over 5 million visitor-days of travel/year.
- The region has several post secondary institutions including Lake Superior University at Sault Ste. Marie. Total enrollment within the region is approximately 3,300.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist from inside and outside Michigan travel on Interstate, US, and state routes.
- No passenger rail services is available this region.
- A commercial airport at Sault Ste. Marie provides service to over 15,000 passengers/year.
- Luce and Chippewa Counties have countywide transit.
- Mackinac County has specialized transit services.

Corridors of Highest Significance

National/International: Mackinaw City–St. Ignace/Wisconsin (US-2); Sault Ste. Marie/Bay City (I-75)

Statewide Significance: Houghton /Marquette/Sault Ste. Marie (M-28)

Counties: Luce, Chippewa, Mackinac

MI Transportation Plan Activity Centers: Mackinaw City-St. Ignace, Sault Ste. Marie

MDOT Region: Superior

MPO and RPA: Eastern Upper Peninsula Planning and Development Regional Commission.

Quick Facts:

- 2005 Estimated Population 57,600 (0.6% of MI);
- 2030 Projected Population 61,376 (0.5% of MI);
- 2005 Estimated Employment 30,366 (0.5% of MI)
- Approximately 11 percent in retail trade; 7 percent in food service; 5 percent in accommodations; 5 percent construction; and
- 2030 Projected Employment 34,121 (0.5% of MI)
- Growth is anticipated in health care and education.

Smart Zones: None
Tax-free Renaissance Zones: None

- Intercity bus serves Mackinac County. Private demand response service connects Sault Ste Marie to intercity bus service in St. Ignace.
- There is no passenger rail service in this region and no passenger terminals.
- Three private passenger ferries carry tourists and travelers to Mackinac Island and the UP transit authority provides public passenger and automobile service from Chippewa County to Sugar Island, Nebish Island, and Drummond Island.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Four commercial water ports handle approximately 5.8 tons/year.
- Rail service is available on CN, east west through the central part of the region.
- Region carries Canadian truck traffic passing through the area to get to western Canada and Wisconsin.

Intermodal Centers

- No major intermodal freight facilities are located within this region.

International Border Crossings

- The International Bridge at Sault Ste. Marie; rail bridge at Sault Ste. Marie;
 - The International Bridge is the only vehicular crossing for a 340-mile distance.
 - The International Bridge connects the two cities of Sault Ste. Marie, Ontario (pop. 75,000) and Michigan (pop. 16,000).
 - Based on a 2000 study by the Ministry of Transportation, between 66 and 70 percent of the crossings were by people from the local area crossing for work, recreation and shopping purposes. The bridge also serves the steel, paper and forestry industries and regional tourism.

Corridor Value

- Corridors in the region serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.
- Corridors also serve timber and paper mill industries. This includes a portion of the Upper Peninsula's economic base that includes the \$720 million timber industry with 16,020 jobs statewide.

Existing and Future Conditions

- Corridors are in adequate condition and primarily need continuing maintenance and preservation.

Linkages

- Statewide and regional corridors within the region continue east west and connect to north south corridors at I-75 for longer-distance travel.
- Commercial air service provides connections with major airports hubs.
- Rail lines connect to CN and Wisconsin Central.

- Automobile and passenger ferries connect to the islands.
- The five-mile long, Mackinaw Bridge provides the only automobile or truck crossing connecting the Upper and Lower Peninsula's of Michigan.

Barriers, Gaps, Missing Links

- Integrating long-distance Canadian freight traffic passing through the region with local travel and tourism traffic.
- Speed differential between tourist traffic wanting to "see the sights" and long-distance and logging trucks for timber and paper mill industry wanting to move quickly.
- Funding for transit service across the International Bridge has been problematic.
- Intercity bus service is dependent on state subsidy. Greyhound Lines serves the Upper Peninsula via state subsidy but has opted to no longer provide this service as of January 2007. Adjustments to Upper Peninsula service are likely with a new carrier.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

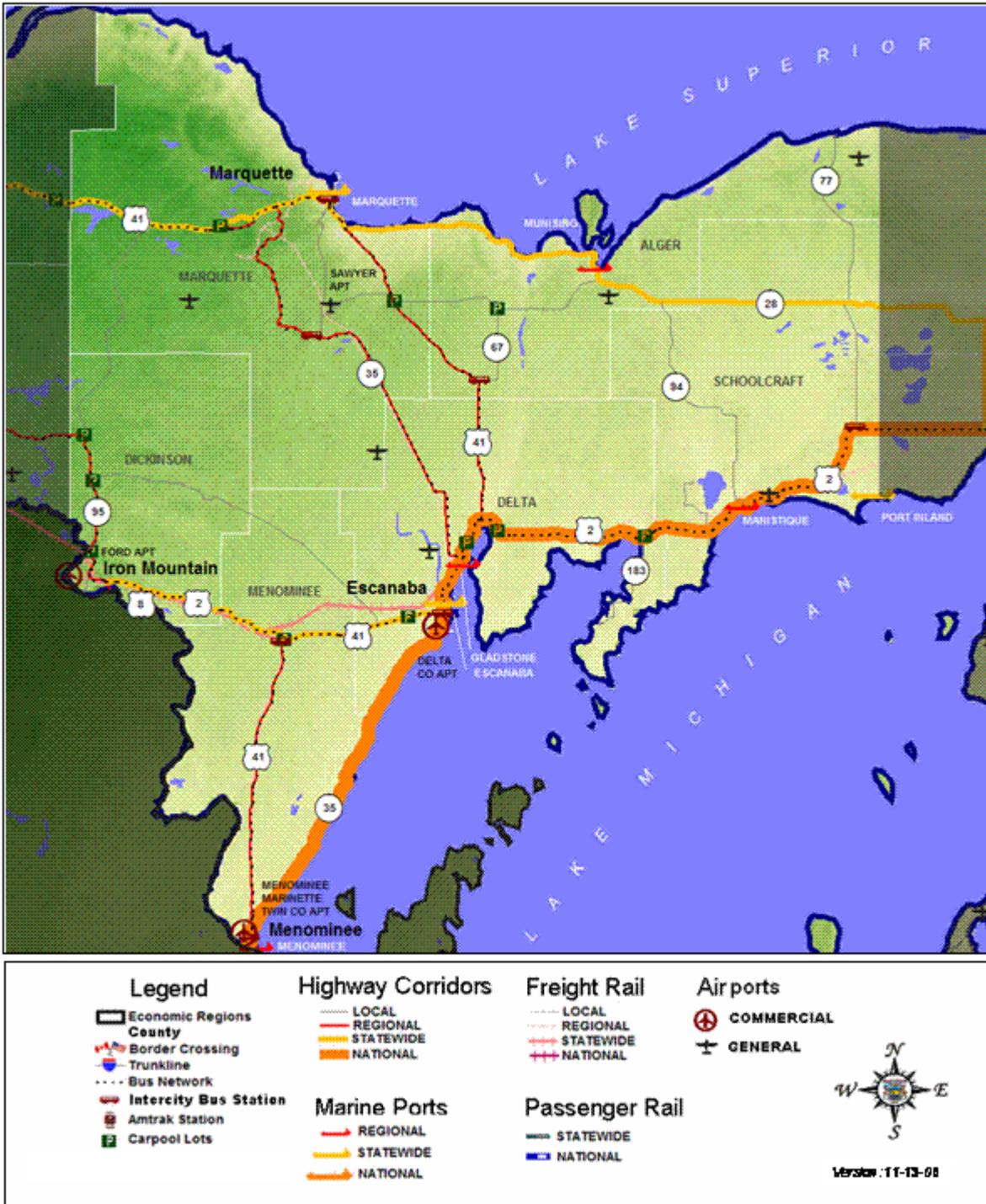
Opportunities

- The tourism industry provides opportunities for economic growth.
- St. Ignace is a connection point for intercity bus routes serving the Northern Lower Peninsula to routes serving the Upper Peninsula and lacks a permanent terminal. A permanent intercity bus terminal is under development.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique recreational characteristics such as the heritage routes, which run through this region.
- Access Management on strategic sections of the regional and local roadways.
- Highway Strategies including safety continue the program for adding hill-climbing, passing relief lanes.
- Add or enhance long-distance bicycle trails; continue to provide and improve snowmobile crossings; improve coordination with other state agencies.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.

12 Central Upper Peninsula Michigan Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The region is rural and heavily forested with numerous small inland lakes. The Upper Peninsula has 8.7 million acres (or 80%) of the forested acres in Michigan.

- Tourism, service industries, mining, and forest based/timber industry provide the region's primary job base.
- 2030 anticipated employment growth in health care, computers, and education industries.
- Most of the region's per capita income is below the state average. Alger is the lowest with a per capita annual income of \$16-20,000/year; Marquette, Menominee, Delta, and Schoolcraft are at \$20-25,000; and Dickinson is at \$25-30,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Region includes part of the Great Lakes Circle tours; Picture Rock National Lakeshore Park (that attracts over 450,000 visitors/year) and other national forest areas; numerous state parks and roadside facilities; that combined attract approximately 5 million visitor-days of travel/year.
- The region's post secondary institutions include Northern Michigan University and Bay DeKnoc Community College with a combined enrollment of approximately 7,000 students.

Corridors of Highest Significance

National/International: Mackinaw City–St. Ignace/Wisconsin (US-2)

Statewide Significance:
Houghton/Marquette/Sault Ste. Marie (M-28)

Counties: Marquette, Dickinson, Menominee, Alger, Delta, Schoolcraft

MI Transportation Plan Activity Centers:
Escanaba, Iron Mountain, Marquette, Menominee

MDOT Region: Superior

MPO and RPA: Central Upper Peninsula Planning and Development Regional Commission.

Quick Facts:

- 2005 Estimated Population 173,357 (1.7% of MI);
- 2030 Projected Population 180,403 (1.6% of MI);
- 2005 Estimated Employment 95,076 (1.7% of MI) - Approximately 13 percent retail trade; 6 percent food service; 6 percent construction; 7 percent health care; and
- 2030 Projected Employment 105,613 (1.6% of MI) - Anticipated growth in health care, computers, education.

Smart-Zone: None

Tax free Renaissance Zones:
Marquette, Delta

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist from inside and outside Michigan travel on state and US routes.
- Neither interstate nor passenger rail services are in this region.



- Three small commercial airports at Iron Mountain, Marquette, and Escanaba with 77,000 enplanements/year.
- Numerous recreational based trails including snowmobile trails (that are used for personal travel) are in the area.
- Marquette, Alger, Delta, and Schoolcraft Counties have countywide transit services.
- Dickinson and Menominee counties have specialized transit services.
- Intercity bus currently serves all counties.
- There is an intermodal passenger terminal in Marquette County and one in Delta County.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.

Opportunities

- The region provides incentives for business and industry growth - it has three of the state's 24 tax-free zones.
- The tourism industry also provides economic opportunities.

Barriers, Gaps, Missing Links

- Integrating long-distance Canadian freight traffic passing -through the region with local travel and tourism traffic.
- Speed differential between tourist traffic wanting to “see the sights” and long-distance and logging trucks for timber and paper mill industry wanting to move quickly.
- Hills and terrain.
- Rail cars in the area are inadequate for the need but commercial railroads do not feel it is profitable to add more.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service is dependent on state subsidy. Greyhound Lines serves the Upper Peninsula via state subsidy but has opted to no longer provide this service as of January 2007. Adjustments to Upper Peninsula service are likely with a new carrier.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Seven commercial water ports including the port near Houghton that handles 24.4 million tons/year - primarily iron ore from the local mines.
- Rail service, east west, on CN and Lake Superior Ishpeming (LSI) primarily for timber, paper mills, and iron ore industries.
- Region carries Canadian truck traffic passing through the area to get to western Canada and Wisconsin.
- No major intermodal terminals are located within the region.

Corridor Value

- Corridors in the region primarily serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.
- Corridors also serve timber and paper mill industries. Serve a portion of the Upper Peninsula's economic base that includes the \$720 million timber industry with 16,020 jobs statewide.

Existing and Future Conditions

- Corridors are in adequate condition and primarily need continuing maintenance and preservation.

Linkages

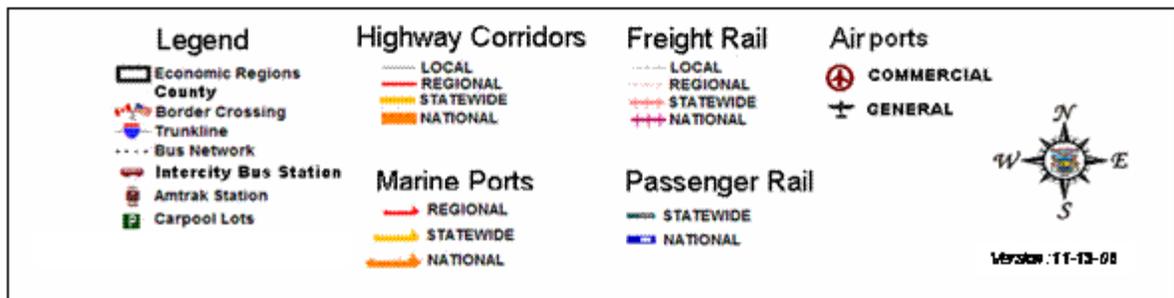
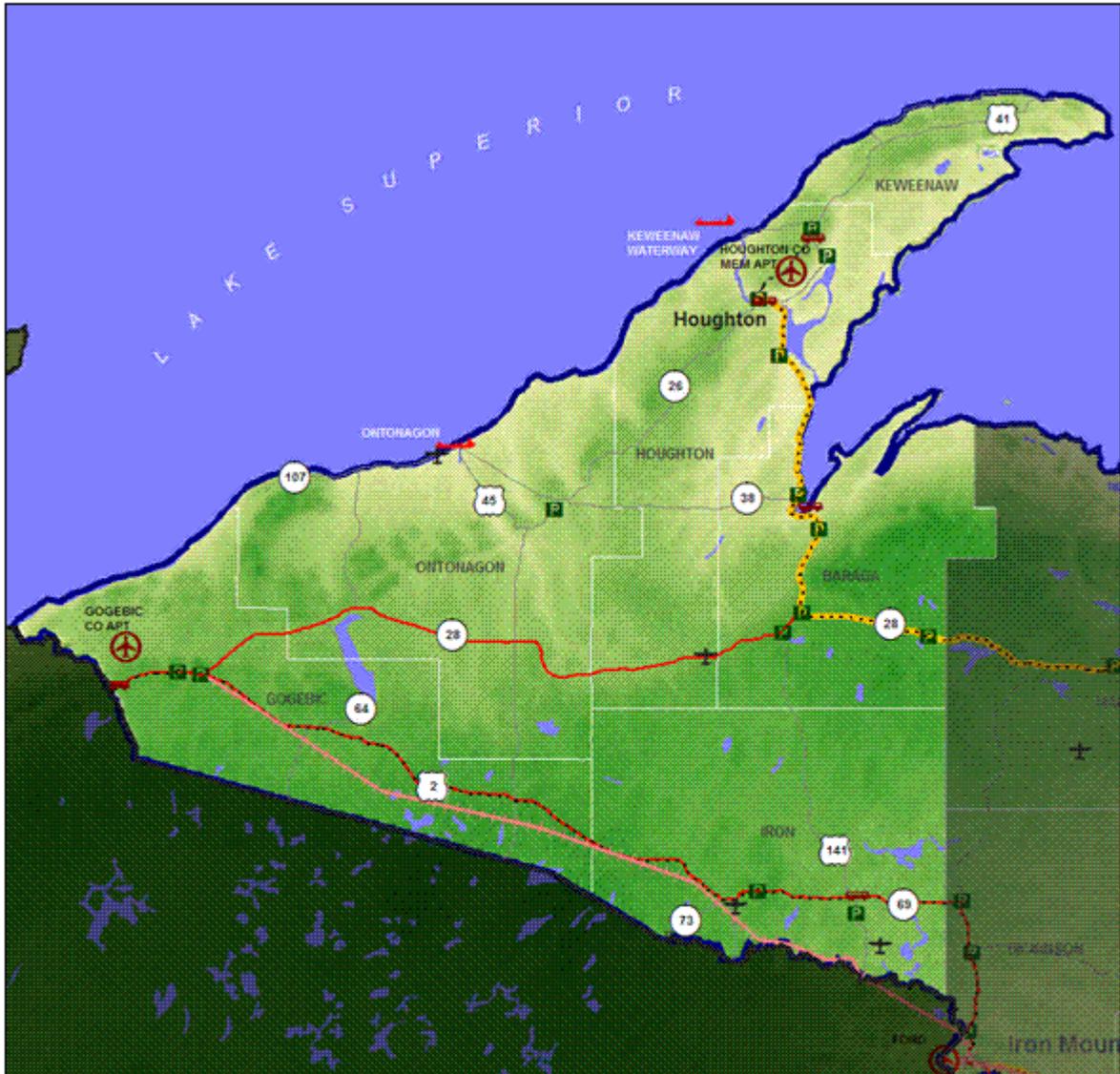
- Statewide and regional corridors within the region continue east west and connect to north south corridors at I-75 for longer-distance travel.
- Passenger air service is connects with major Airports hubs.
- Rail lines connect to CN and Wisconsin Central.
- LSI connects the mines to the water ports and larger rail network.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique recreational characteristics, such as the heritage routes, which run through this region.
- MDOT will continue their program to add hill-climbing and passing relief lanes as needed.

- Add or enhance long-distance bicycle trails; continue to provide and improve snowmobile crossings; improve coordination with other state agencies.
- Access Management on strategic sections of the regional and local roadways.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.

13 Western Upper Peninsula Michigan Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The Superior-West Michigan region is rural and heavily forested with numerous small inland lakes. The Upper Peninsula has 8.7 million acres (or 80%) of the forested acres in Michigan. Houghton with a population of 14,000 is the largest urban area.

- Tourism, service industries, mining, and forest based/timber industry provide the region's primary job base.
- 2030 employment growth is projected within the health care services.
- The region is one of the poorest in the state with all counties well below the state average per capita income. Baraga County is the poorest with a \$16-20,000 average annual per capita income; Gogebic, Ontonagon, Keweenaw, Houghton, and Iron are \$20-25,000 (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- The region includes part of the Great Lakes Circle tours; national forest areas; numerous state parks and roadside facilities; and attracts over 2 million visitor-days of travel/year.
- One hospital serves the area.
- The region has several post secondary institutions including the Michigan Technological University. The region's total enrollment is estimated at approximately 7,000.

Corridors of Highest Significance

National/International: None

Statewide Significance:

Houghton/Marquette/Sault Ste. Marie

Counties: Gogebic, Ontonagon, Keweenaw, Houghton, Baraga, Iron

MI Transportation Plan Activity Centers:

Houghton

MDOT Region: Superior

MPO and RPA: Western Upper Peninsula Planning and Development Regional Commission.

Quick Facts:

- 2005 Estimated Population 84,797 (0.8% of MI);
- 2030 Projected Population 87,411 (0.8% of MI);
- 2005 Estimated Employment 41,545 (0.7% of MI) - Approximately 12 percent in retail trade; 7 percent food services; 6 percent construction; and
- 2030 Projected Employment 46,465 (0.7% of MI) - Growth expected in health care services.

Smart-Zone: Houghton Michigan Tech Enterprise – Michigan Technology University

Tax free Renaissance Zones:

Gogebic, Ontonagon, Houghton, and Iron Mountain

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist from inside and outside Michigan travel on state and US routes.
- No interstates or passenger rail services are in this region.
- Three commercial passenger airports at Ironwood, Ontonagon, and Houghton (with 28,000 enplanements/year) primarily serving tourism industry and local personal travel.

- Ontonagon and Gogebic Counties have countywide transit services.
- Keweenaw, Baraga, and Iron Counties have specialized transit services.
- Houghton County has two community transit systems.
- Intercity bus serves Gogebic, Houghton, Baraga, and Iron Counties.
- Intermodal passenger terminal in Gogebic County.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- There is no passenger rail service in this region.
- Two private passenger ferries to Isle Royale National Park.
- Numerous recreational based trails; snowmobile trails are also used for travel during the winter months.

Opportunities

- The region provides incentives for business and industry growth - it has three of the state's 24 tax-free zones.
- Growing tourism industry also provides economic opportunities.
- Rail short-line.

Barriers, Gaps, Missing Links

- Integrating long-distance freight cut-through travel with local and tourism traffic.
- Speed differential tourist traffic with logging trucks for timber industry.
- Hills and terrain.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.
- Intercity bus service is dependent on state subsidy. Greyhound Lines serves the Upper Peninsula via state subsidy but has opted to no longer provide this service as of January 2007. Adjustments to Upper Peninsula service are likely with a new carrier.

Freight Travel Character (truck, rail, air, water, intermodal terminals)

- Two commercial water ports including the port near Houghton that handles approximately 230,000 tons/year.
- Rail service, east west, on CN and Escanaba Lake Superior (ELS) primarily for timber, paper mills, and iron ore industries.
- Region carries Canadian truck traffic passing through the area to get to western Canada and Wisconsin.
- No major intermodal terminals are located within this region.

Corridor Value

- Corridors in the region primarily serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.
- Corridors also serve timber and paper mill industries. Serve a portion of the Upper Peninsula's economic base that includes the \$720 million timber industry with 16,020 jobs statewide.

Existing and Future Conditions

- Corridors are in adequate condition and primarily need continuing maintenance and preservation.

Linkages

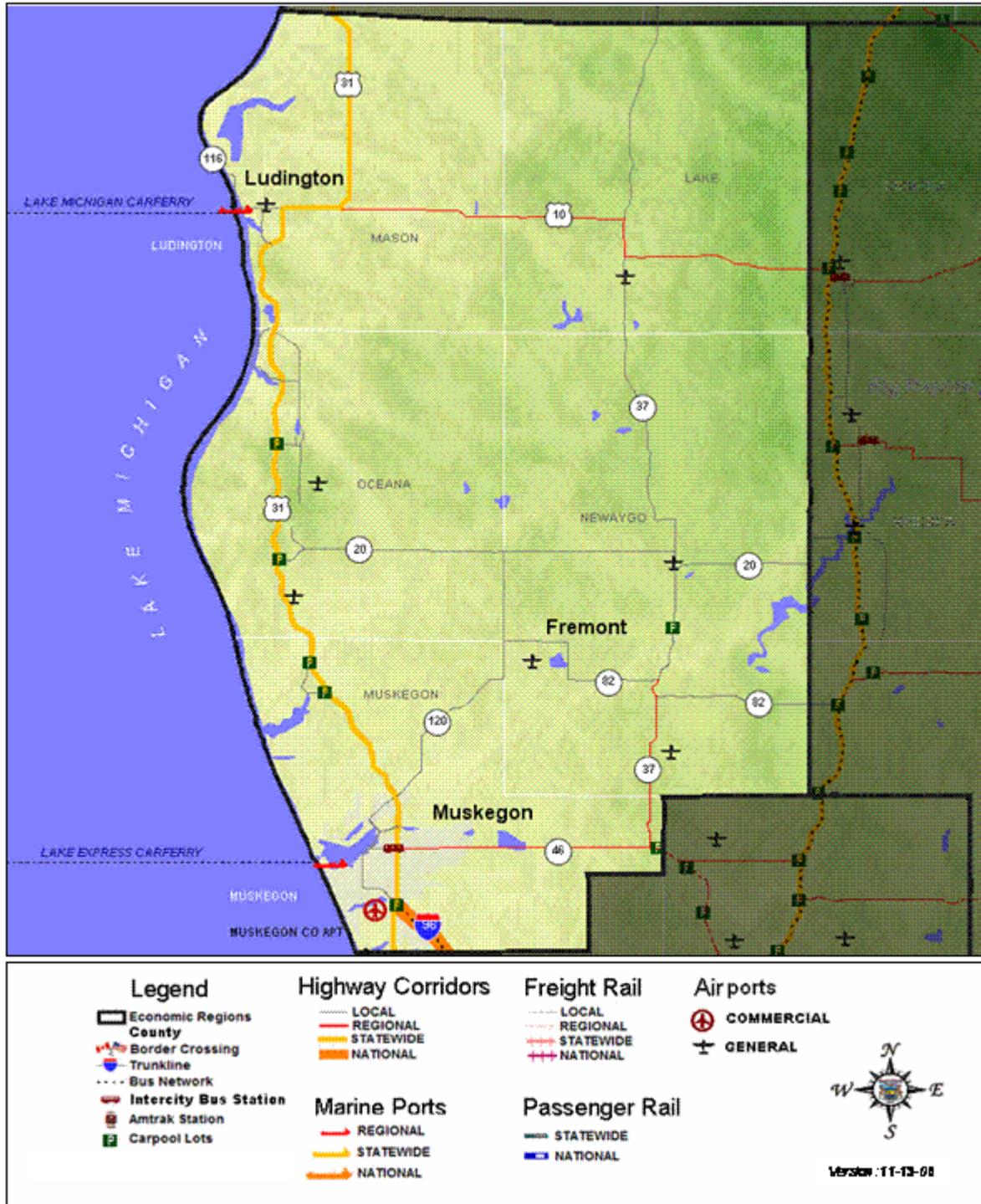
- Statewide and regional corridors within the region continue east west and connect to north south corridors at I-75 for longer-distance travel.
- Passenger air service is connects with major Airports hubs.
- Rail lines connect to CN and Wisconsin Central.
- ELS connects the mines to the water ports and larger rail network.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- The department will continue to coordinate improvement and management practices with key local stakeholder groups along corridors with unique recreational characteristics, such as the heritage routes, which run through this region.
- Access Management on strategic sections of the regional and local roadways.
- MDOT will continue their program to add hill-climbing and passing relief lanes as needed.

- Add or enhance long-distance bicycle trails; continue to provide and improve snowmobile crossings; improve coordination with other state agencies.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.
- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.

14 West Michigan Shoreline Economic Region Corridor Summary



Regional Economic and Travel Profile

Key Economic Activities in the region

The West Michigan Shoreline region is rural with numerous small inland lakes.

- Tourism, service industries, and health care industries provide the region's primary job base.
- 2030 employment growth is anticipated in the health industry within this region.
- Region includes part of the Great Lakes Circle tours; national forest areas; numerous state parks and roadside facilities; and attracts over 7.4 million visitor days of travel/year.
- Per capita income in the region is uniformly low. Lake, Mason, Muskegon, Newaygo, and Oceana all have an annual average per capita income of \$20-25,000/year (Source: US Bureau of Economic Analysis - Michigan's 2003 average annual per capita income is approximately \$31,600).
- Five major medical facilities serve the area.
- Six prisons are in the area.
- The region has several post secondary institutions with an enrollment of approximately 10,500.

Passenger Travel (personal vehicle, air, transit, bicycle and pedestrian)

- Local residents and (seasonal) tourist from inside and outside Michigan travel on state and US routes.
- Except for I-96 beginning in Muskegon, no interstates serve this region.
- A commercial airport in Muskegon provides 36,000 enplanements/year.

Corridors of Highest Significance

National/International: Muskegon/Grand Rapids/Lansing/Detroit (small portion of I-96 in the southern most portion of Muskegon County)

Statewide Significance: Mackinaw City-St. Ignace/Holland (US-31)

Counties: Lake, Mason, Muskegon, Newaygo, Oceana

MI Transportation Plan Activity Centers: Fremont, Ludington, Muskegon

MDOT Region: North, Grand

MPO and RPA: WestPlan MPO (170,200 urban pop.; 526 Square Mile); West Michigan Shoreline Regional Development Commission (RPA).

Quick Facts:

- 2005 Estimated Population 296,249 (2.9% of MI);
- 2030 Projected Population 339,175 (3.0% of MI);
- 2005 Estimated Employment 132,403 (2.3% of MI) - Approximately 14 percent retail trade; 7 percent food service; 5 percent construction; 7 percent health services; and
- 2030 Projected Employment 146,992 (2.3% of MI) - Growth anticipated in health care industries.

Smart-Zone: Muskegon Lakeshore – Grand Valley State University
Tax free Renaissance Zones: Muskegon, Lake

- Two private passenger/automobile ferries provide services - one from Muskegon to Milwaukee and one from Ludington to Manitowoc, Wisconsin.
- Lake and Muskegon Counties have countywide transit service.
- Mason County has a community transit system.
- Newaygo and Oceana Counties have specialized transit services.
- The largest transit system is in Muskegon with 440,000 passengers annually.
- The Local Rideshare Office and MichiVan provide information on ridesharing opportunities as well as ridematching services to link potential car and vanpool participants.
- Intermodal passenger terminal in Muskegon.
- Intercity bus serves Muskegon County.
- There is no passenger rail service in this region.

Freight Travel Character (truck, rail, air, water, intermodal terminal)

- Two major water ports including the port handle approximately 3.8 million tons/year.
- Rail freight is provided on three regional/ short-lines in the region.
- No major intermodal terminals are located within this region.

Opportunities

- The number of vacation and retirement homes in the area is growing and continues to attract more.
- The tourism industry also provides economic opportunities.
- There is regional transportation to work transit services in Oceana, Lake and Mason Counties.
- The City of Ludington and Mason County are working toward countywide transit service.

Barriers, Gaps, Missing Links

- The cost of land is going up because of the number of vacation and summer homes being built.
- Integrating long-distance freight pass-through travel with local and tourism traffic.
- Speed differential passenger traffic with commercial.
- Hills and terrain.
- Senior population in Michigan is growing and will demand innovative public transportation options for local and intercity travel.

Corridor Value

- Corridors in the region serve passenger travel and a significant amount of tourism travel from both in-and out-of-state.
- Corridors also serve the agricultural industries in the region.

Existing and Future Conditions

- Corridors are in adequate condition and primarily need continuing maintenance and preservation.
- Freight service is adequate for the need of this region.

Linkages

- Roadway, statewide, and regional corridors within the region connect I-96 in the Muskegon area for longer-distance travel.
- Commercial air service is through connections with major airports hubs.
- Rail lines connect to CSX for longer hauls.

Regional Corridor Strategies

- MDOT will continue to strive to maintain good pavement conditions along all of its trunkline corridors within this region.
- Opportunities to integrate multi-modal transportation systems throughout this region will be sought including increased/improved carpool lot facilities, and bicycle and pedestrian facilities will be incorporated into future projects where feasible.
- Operational strategies such as increased incident management and maintenance of traffic practices during construction projects will be utilized.
- Access Management on strategic sections of the regional and local roadways.
- MDOT will continue to coordinate improvements and management practices with key local stakeholder groups along corridors.
- Continue to provide financial and technical assistance to local agencies to help them preserve existing transit and specialized services.
- Develop strategies that can be implemented at the local level to innovate public transportation services to meet the unique needs/demands of the aging population.
- Support communication and coordination between local transit systems and between transit and intercity modes to improve connectivity.
- Encourage local transit agencies to evaluate the potential to expand to countywide service to increase service availability, increase opportunities for transfer to transit systems in neighboring counties for trips that need to cross county lines, and to increase opportunities to transfer to intercity bus and passenger rail.

- Support coordination of transportation services and funding between local human service agencies and local transit agencies.
- Continue to provide financial assistance to help preserve existing state subsidized intercity bus service.
- Encourage intercity passenger carriers to evaluate and implement improvements in the areas of service coordination and use of technology to provide better information for users and potential users.



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