2014

Accelerate: Economic Development Strategy and Prosperity Plan for the I-69 Thumb Region

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This report could not have been completed without the guidance and assistance of the members of both the Region 6 Steering Committee (List 1) and the CEDS Steering Committee (List 2). The membership of these active committees represent almost all aspects of the business and government services sectors in the region, including economic development, education, workforce development, planning, transportation, and government administration.
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Accelerate is the culmination of a collaborative planning process for a seven-county area spearheaded by the Flint & Genesee Chamber of Commerce and the Genesee Lapeer Shiawassee (GLS) Region V Planning & Development Commission, resulting in a coordinated Federal Economic Development Strategy and State Prosperity Plan. This document ties together the U.S. Economic Development Administration Comprehensive Economic Development Strategy (CEDS) and the Region 6 Prosperity plans into a single, unified plan expressing a shared economic vision for Shiawassee, Genesee, Lapeer, St. Clair, Tuscola, Huron, and Sanilac counties. Accelerate creates an economic roadmap for unified actions in the region leading to new jobs, international marketing opportunities, and investment. These actions will both strengthen and diversify the regional economy. The roadmap will also help guide the coordinated efforts by local communities across the seven counties in a manner that will positively impact the region as a whole.
As required by each funding agency, this plan has been driven by its steering committee. The federal requirements for a CEDS steering committee are that at least 51 percent of the committee is represented by the private sector. For this reason, the CEDS steering committee has 20 members across Shiawassee, Genesee, Lapeer, and St. Clair counties with 5 representatives from each county, 3 of which represent the private sector.

The Regional Prosperity steering committee also has roughly 20 representatives that primarily represent the public sector, service providers, and the education sector. For the purposes of this plan, each county also had an advisory committee to the larger steering committee. The county advisory committees met monthly to review data, participate in the SWOT session, assist with project identification and prioritization, and make plan recommendations to the larger steering committee. Final plan approval will be a recommendation from the advisory committees to the steering committee who will ultimately recommend approval by each county’s board of commissioners.
By the Numbers: Economic Landscape

Export Industries

- 20.4% Manufacturing
- 19.5% Other
- 9.0% Wholesale/Logistics
- 5.8% Finance & Insurance
- 8.1% Administration
- 13.6% Tourism (Arts & Hospitality)
- 7.8% Farm

Employment

- Period covering 2009-2013
- Region 6: 4.1%
- State: 2.1%
- National: 2.9%

Unemployment

- *As of September 2014
- Region 6: 7.1%
- State: 6.7%
- National: 5.7%

Commuting Patterns

- 28.5% Jobs filled by people outside the region
- 47% Residents who commute to jobs outside the region

Household Income

- Households Simply Surviving*: 25%
- Households Living in Poverty: 17%


Source:
- Bureau of Labor Statistics
- Census of Employment and Wages
- Regional Economic Models Inc. (REMI)
- U.S. Census Bureau, Census on the Map, 2011
The Region 6 landscape of the I-69 Thumb region is very diverse, including thousands of acres of productive farmland, hundreds of miles of shoreline, major international transportation routes, revitalized metro areas, and several vital smaller cities. Despite the region’s diversity, its residents and businesses share many of the same opportunities, assets, and challenges that can be more effectively acted upon by a coordinated effort.

During the recession, the region’s unemployment rate topped 16 percent. In August of 2014, the unemployment rate dipped to 7.1 percent, but nearly 28,000 residents still remained unemployed.

The loss of employment opportunities in the region has hindered population growth and decreased consumer spending, causing economic hardship to thousands of families. A full quarter of the households living in the I-69 Thumb region are Asset-Limited, Income-Constrained Employed (A.L.I.C.E.), struggling in poverty or simply surviving on budgets that allow for no savings.

But the region is not an economic island. As many as 147,200 of its working residents commute outside of the region to work, while 65,000 individuals who reside outside of Region 6 drive into the I-69 Thumb region to work. Employment trends in the seven-county region are improving. The area’s four largest sectors—healthcare, retail, government, and manufacturing—account for less than 50 percent of the region’s employment base, yet many employers are having difficulty finding quality workers; the future employment gains in the region will be aided by qualified workers.
## By the Numbers: Demographics

### Population

- **Region 6**: 861,000
  - Total Population in 2013

### Land Distribution

- **93%** of Land in Region 6 is Rural

### Percent Growth by Age

**Projected Population of 20-29 year olds in 2020**

- **13.5%**

U.S. Census Bureau estimates, 2013

Regional Economic Models Inc. (REMI)
In 2013, an estimated 861,000 individuals lived in Region 6. Nearly 50 percent of the region’s population resides in Genesee County, with another 19 percent living in St. Clair County. Overall, nearly 60 percent of the region’s residents live in urban areas, which account for only 7.0 percent of the region’s land area. Slightly below the state and national percentage, African Americans represent just less than 11 percent of the region’s total population and primarily reside in Genesee County (93 percent). Evenly distributed across the region, Hispanics make up 3.2 percent of the region’s total population; Asians and Native Americans account for less than 1.0 percent of the region’s population.

As is true throughout the nation, the region’s population is aging. By 2020 the region will be losing many of its more experienced workers through retirement, thus creating the real possibility of a skills shortage. In addition, the number of senior residents living in the area will only increase, generating a changing level of demand for government services. However, even with the aging of the baby boomers, the working age population in the region has held steady from 1990 to 2010.
By the Numbers: Labor and Talent

Occupational Profile
*Based on Top 9 Occupational Clusters

- 5.8% Construction & Extraction
- 6.3% Food Preparation & Serving
- 6.8% Healthcare Practitioners
- 6.4% Transportation
- 12.8% Office/ Administrative Support
- 11.1% Production
- 9.5% Sales
- 8.2% Management
- 5.6% Education, Training & Library

Median Wages

<table>
<thead>
<tr>
<th>Occupation</th>
<th>Region 6</th>
<th>State</th>
<th>Nation</th>
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<tr>
<td>Management</td>
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<tr>
<td>Production</td>
<td>14.2</td>
<td>17.1</td>
<td>19.9</td>
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</tbody>
</table>

Michigan Labor Market Information, 2012

Education Levels

- 24% Jobs requiring B.A. or higher
- 18.2% Population with a B.A.
  U.S. Census Bureau Quality Workforce Indicators (QWI), 2012

Labor Forecast 2013-2030

- 4.5% Construction
- 1.3% Real Estate
- 1.6% Professional
- 1.9% Accommodation & Food
- 1.8% Healthcare
- .6% Manufacturing

Integrated Public Use Microdata Series (IPUMS) - USA, 2013
Agriculture, logistics, equipment/electronics, and tourism are key sectors for the I-69 Thumb region. Due to its proximity to the greater Detroit region and Ontario, Canada, it is important for the region’s economic development stakeholders to explore avenues to further develop its unique strategic assets and industries. In order for our region to become more economically resilient, strategic goals must include the development of an entrepreneurial, talented workforce and an efficient infrastructure that meet the needs of existing regional businesses so that they can compete on a global basis.

Manufacturing is expected to continue to lose employment in the future, but at the same time, many of the region’s manufacturers cannot find workers with the technical skills needed to remain competitive. Persuading young adults to train for high-demand occupations in industries that are expected to decline is a major challenge facing the region in the immediate future. Coming to terms with a looming regional talent shortage identifies the need for additional business-directed training programs and better information regarding the skills required by employers, so that more of these job openings could be filled by residents rather than commuters.

The region’s economic base employment is becoming more diversified. In 1990, manufacturing employment accounted for more than 30 percent of the region’s economic base; now it accounts for less than 20 percent. Farming, leisure and hospitality’s share of the base remains stable. Education and healthcare are growing due to increasing customer demand, aging demographics, and expanding technology. However, the big finding is that employment in smaller sectors, from logistics to professional services, has become a growing part of the region’s economic base.
By the Numbers: Quality of Life

Cost of Living/Consumer Price Index
*Benchmarked at 100

- Region 6: 85
- State: 88
- Nation: 100

200+
Miles of Great Lakes Shoreline

10
Colleges & Universities

93,700+
Acres of Parks

Median Home Cost

- Nation: $177,738
- State: $128,600
- Region 6: $86,200

U.S. Census Bureau, 2012

Sperling's Best Places. 2013
Michigan Department of Natural Resources & Region 6 county and city Departments of Parks and Recreation
The region’s economic developers are positive about the future of the region. The area’s blend of rural and urban settings and its location on the shores of Lake Huron provide a quality of life that is competitive to any other area.

The region’s strongest economic assets include:

- Developable land along I-69 International Trade Corridor
- The Karegnondi water intake pipeline, projected to pump up to 85 million gallons of “raw” water daily from Lake Huron through Sanilac County, St. Clair County, Lapeer County, and Genesee County
- Class I rail access to Canada
- The Bishop International Airport, serviced by four national air carriers—American, Delta, Southwest, and United—offering the lowest average airfare in the state
- Excellent higher education training institutions such as the University of Michigan-Flint, Kettering University, Baker College, Mott Community College, St. Clair Community College, and several other satellite college campuses

Finally, the region’s nurturing approach to economic development creates an environment that is welcoming to all types of businesses. Such an environment includes excellent K–12 schools, over 200 miles of Great Lakes shoreline, an extensive parks system, superb cultural resources, solid transportation networks, broadband, and an attractive overall quality of life.
The six regional goals identified to guide implementation of the Region’s investment in strategic projects, programs, and activities under the Accelerate Plan are shown in Table 10. They tie together both the CEDS and Regional Prosperity programs, creating a unified vision for the seven-county region. Accompanying the goals are related objectives that will provide direction toward implementation and further define the results being sought through the project goals. A more detailed breakdown of the Lead Agencies and Partners responsible for implementation of related goals and objectives is found in the accompanying Implementation Plan that follows this report. The Lead Agencies and Partners are tied to each of the Goals and Objectives, along with associated resources and an anticipated timeframe for completion.

Accelerate to Action

At the outset of this planning effort, it was the consensus of opinion with partners across the region that this must not be a plan that “sits on a shelf.” Participants at the SWOT and charrette sessions indicated that they had been through similar public involvement/planning efforts and that there had been limited results. A great deal of time and effort has been dedicated by the Accelerate Plan partners, and they are committed to continued progress and results. It was also agreed that implementation cannot rely solely on government efforts and funding; that continued regional cooperation among partners and private-sector support would also be needed for success.

The first step toward moving forward, then, is the identification of Vital Projects that correspond to the goals and objectives developed through the planning process. Each of the Accelerate categories associates projects from the Vital Projects Matrix, which consolidates and prioritizes projects submitted by the regional partners, with the appropriate goals and objectives. Since these projects were already designated as high priority projects for the region by the steering committee, efforts now focus on assembling the regional and other resources needed for implementation.

Moving forward, key components of the Action Plan include:

1) Ensuring the continued commitment and participation of regional partners in the coming years;
2) Implementing successful joint projects by regional agencies;
3) Continuing the success of the Regional Economic Development Collaboration;
4) Maintaining a high level of communication among partners; and
5) Creating Action Teams to focus on the implementation of specific objectives and vital projects.
By necessity, such a large undertaking will require continuous monitoring, communication, and support for the designated Action Teams. This support will have to come from a regional agency that is well versed in development of the Accelerate Plan, such as the GLS Region V Planning and Development Commission.

**Accelerate Performance Measures**

Performance measures were developed to monitor the progress of the action plan and are organized and presented by the identified goals listed below. They are not meant to be used as evaluation tools for individual initiatives. Moreover, it must be cautioned that these performance measures are subject to forces outside the control or influence of the action plan. For example, a downturn in the national economy would significantly affect nearly all of these performance measures independently of the impact of the implemented action plan.

**Projects Linking the Region**

To meet requirements of the CEDS and Regional Prosperity plans, and also begin moving toward implementation, a call for projects was issued to all communities and agencies in the seven-county region. A standard project request form was emailed out and the Region 6 planning staff received over 75 potential projects. The Region 6 Steering Committee was then asked to prioritize all of the projects, ranking them using specific evaluation criteria that included the plan goals resulting from the charrette along with the following:

- Does it address an identified regional goal?
- Does it have regional impact?
- Does it promote global competitiveness?
- Is it innovative?
- Does it create new jobs?
- Is it in an economically distressed area as measured by the unemployment rate or per capita income?
- Does it have a solid level of community support and collaboration?
- How ready is the project? Are matching funds in place? Is a private company committed to the site? Are cost estimates prepared?

The submitted projects were assembled into a table, along with corresponding prioritization based upon the above criteria. After the steering committee met to review the projects, the consultants were then asked to consolidate like-projects and prepare a revised table with only the “Vital Projects”—those obtaining the highest scores from the steering committee. Since each submission had to identify the applicable goal for the project, it was then possible to transfer each Vital Project over to the Action Plan.
Education Goal

Develop and retain a talented workforce so regional businesses can compete on a global basis

Performance Measure

- Track the number of graduates from training programs, certificates, and degrees at the high school (ISD), community college, and university levels that are in high demand by the business sector.
- Track the number of high school graduates that go on to a post-secondary education or training program.
- Track internet postings for high-demand/high-skilled occupations and length of time the jobs have been posted.

The economic strength of the region will continue to come from the development and growth of existing companies, a large part of which is related to their ability to attract and retain quality employees.

Objectives

- Identify current and future workforce needs of employers.
- Provide a range of education opportunities to high school students and graduates including non-traditional centers of innovative programs.
- Create a regional system of connecting workers and employers with programs, best practices, and networks.
- Continue to work together to create and strengthen relationships developed through the Accelerate planning process to promote and develop education/training opportunities.
- Influence legislation, policy, and budget to promote practices and systems that help produce a talented workforce.

Vital Projects

- Many employers in the region are struggling to find qualified workers to fill available positions. The goal would be to develop a strategy to assist employers in finding qualified workers and to fill the skills gap that exists for some of the available jobs.
- Create a program that better connects the business community in need of current and future talent with K-12/ISD and higher education, including awareness of career opportunities (e.g., job fair, co-op), curriculum development, vocational training centers, etc.
- Create a pool of funds, managed by a consortium of educators, intended to provide grants to support career pathway-oriented projects. The projects to be funded would be vetted in the form of a competition or application process. The goal is to seed fund projects that build on the concepts of career pathways in K-12 and college.
- Make available targeted skills training to employers on-site for their workforce and supervision.
Develop, create, and maintain an efficient infrastructure that will enable the region to compete in a global marketplace.

**Performance Measure**
- Map the areas in the region that have access to broadband coverage.
- Monitor highway capacity.
- Map and track the usage of water for industrial purposes along the Karegnondi water intake pipeline.
- Monitor improvements in railroad capacity and performance in the Thumb region.

**Objectives**
- Prepare a long-term capital improvement plan for infrastructure.
- Identify gaps in the infrastructure for the region.
- Improve transportation and broadband access to areas of the region that are underserved.
- Enhance access to healthcare and wellness programs.

**Vital Projects**
- Development of a fiber network that serves the entirety of the I-69 Thumb region.
- Expand and enhance infrastructure: rail, water, sewer, and natural gas.
- Funding to acquire and operate a deep-water port that would include the construction of a warehouse to store product, installation of trans-loading equipment, extension of the on-site rail spur, and other site improvements.
- Phase 2 development of an intermodal cargo area, Bishop Airport—expand air cargo operations. This development includes land acquisition, taxiways, utilities, building improvements, and ramp areas.
- Funding to convert a CN rail property yard into a trans-loading facility for agricultural and other products. This facility would have warehouses, conveyer systems, and possibly cold storage. Costs include preliminary acquisition, engineering, and construction.
**Regional Collaboration Goal**

Strengthen existing and create new collaborative partnerships to operate effectively as one voice for regional economic success

**Performance Measure**

Develop a communication strategy to track ongoing efforts to implement vital projects in the region

**Objectives**

- Develop an information initiative for local citizens, businesses, developers, companies, and residents.
- Ensure that the Accelerate Plan continues to move toward implementation and does not “sit on a shelf.”
- Solicit participation from all partners in the region.
- Pursue new funding sources to support regional projects.
- Identify opportunities for efficiency and impact within regional programs.
- Enhance regional cooperation opportunities with Binational partners to promote trade, transportation and economic growth.

**Vital Projects**

The Mass Transportation Authority (MTA) proposes to become a regional transportation authority. MTA is seeking funding to allow coordination and partnering with organizations along the I-69 corridor, including local chambers of commerce, public and private transportation providers, employers, and medical facilities to coordinate transportation needs. MTA anticipates moving workers along the I-69 corridor for employment opportunities including, but not limited to, the Karegnondi Water Pipeline Project, Lapeer manufacturing industry, and the Meijer Distribution Center.

Create a comprehensive plan for targeted sites throughout the I-69 Thumb region that makes them more attractive for development, including master planning, target industrial analysis, conceptual building design, and virtual buildings.

Workforce hiring/training, new market development, fiber access, real estate/facilities, infrastructure, supply chain, organization of manufacturers to address needs of industry cluster development.
**Economic Development Goal**

Develop an ecosystem for creating, attracting, expanding, and retaining businesses throughout the region

**Performance Measure**

Track the annual change in the number of business establishments and job creation in the region

**Objectives**

- Quantify available and qualified workforce: establish and improve upon training programs in the global market place.
- Create industry targeted strategies including advanced manufacturing, information technologies, medical technologies, value-added agriculture, etc.
- Better prepare the region for business inquiries by enhancing marketing materials, promotion, and business prospect/client responsiveness.
- Enhance the support network for start-up businesses.
- Support and embrace global engagement by making exports and trade a mainstream activity in Region 6.

**Vital Projects**

- The growth of Michigan agriculture and food processing has begun to create new economic development opportunities associated with value-added processing, packaging, and distribution.
- Maximize agribusiness opportunity, value-added processing, marketing, and outreach based on the developed agribusiness strategy to grow and support the regional ag industry.
- A fund will be developed to develop and support private-sector projects within Region 6 that require environmental studies, as well as generate a return to the fund in the form of tax increment financing. This program will build off of the successful St. Clair County Site Assessment Program.
- Development of a fund that allows businesses throughout Region 6 to access funding for start-ups/growth.
- Regional Angel Fund development and work with existing lenders to assist small businesses to get the capital support they need.
- Increase the number of firms who are ready
Tourism Goal

Develop tourism to enhance the regional economy

Performance Measure

- Track the annual change in quarterly employment in the hospitality industry, which includes food services, lodging, and recreation/arts/culture activities in the region
- Monitor occupancy rates for the region’s hotels, motels, and other lodging places
- Track number of deer hunting licenses issued for use in the region

Tourism is one of the key sectors of the region that can be developed to diversify the economic base and better insulate it against future downturns.

Objectives

- Continue to market tourism within and outside the region, including parks and recreation facilities and programs.
- Improve lodging and convention facilities for the region to support the tourism industry.
- Measure the effectiveness of marketing and promotion efforts.
- Improve access to technical assistance and financing for tourism-related businesses.

Vital Projects

- Preparation of a regional tourism development marketing plan that inventories tourist facilities, events, and programs while identifying strategies to build upon that base and enhance marketing efforts.
- Locate a "resort" in a state or local park.
- Promote locally/regionally-produced products.
- Development of a fund that allows businesses throughout Region 6 to access funding for start-up/growth.
Performance Measure

Monitor region-wide efforts to develop a brand that integrates the Thumb with the I-69 Corridor

Develop an effective communication strategy to promote cooperative ongoing regional efforts to successfully brand the region

The ability of the region to attract and retain both companies and employees will be directly related to the quality of communities and related amenities for entrepreneurs and employees.

Objectives

Enhance the viability of downtown centers throughout the region.

Encourage redevelopment in downtowns using private investment and philanthropy.

Improve the physical image of the region, especially along key corridors and community entryways.

Promote the region to former Michiganders and immigrants looking to return to the state and raise a family.

Enhance the image of the region both internally and externally.

Vital Projects

Development of a fund that allows communities to develop GIS systems on a countywide basis or to create an innovative partnership to expand sharing of existing and future equipment across county lines.

A multi-faceted marketing strategy that promotes the key assets of Region 6 to identified target industries.

Continue the branding, communications, and marketing campaigns and regional asset promotion already underway.

Create a regional downtown facade loan program, such as those in the City of Imlay City and the City of Lapeer. The fund would provide low-cost financing for facade improvements to the exterior of buildings in traditional downtowns throughout the seven counties of the I-69 Thumb region.
Economic Development Strategy and Prosperity Plan for the I-69 Thumb Region

The Full Report

December 8, 2014

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The Plan

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![Figure 1: Regional Prosperity Committee Structure](image)
Accelerate a Strategy for the Region

This report could not have been completed without the guidance and assistance of the members of both the I-69 Thumb Region Prosperity Steering Committee (List 1) and the CEDS Steering Committee (List 2), listed separately below. As shown, the membership of these active committees represent a majority of the business and government services sectors in the region, including economic development, education, workforce development, planning, transportation, and government administration.

## List 1

### The I-69 Thumb Region Steering Committee

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<th>Role on Committee</th>
<th>Name</th>
<th>Organization</th>
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<td>Education</td>
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<td>Genesee Intermediate School District</td>
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<td>Michigan Department of Natural Resource</td>
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<td>Tricia Walding, Project Manager, Research &amp; Policy</td>
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## The CEDS Steering Committee

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<tr>
<th>Role on Committee</th>
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<tr>
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<td>Win Cooper</td>
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<td>Bernie Scibienksi</td>
<td>PMC Group</td>
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<td>Ray C’s Cycle and Sport</td>
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The Region 6 landscape of the I-69 Thumb region is very diverse, including thousands of acres of productive farmland, hundreds of miles of shoreline, major international transportation routes, revitalized metro areas, and several vital smaller cities. Despite the region’s diversity, its residents and businesses share many of the same opportunities, assets, and challenges that can be more effectively acted upon by a coordinated effort.

During the recession, the region’s unemployment rate topped 16 percent (Figure 2). In 2013, the region’s unemployment rate still stood at a high 10.1 percent, with nearly 40,000 residents being unsuccessful in their job searches. In August of 2014, the unemployment rate dipped to 7.1 percent, but nearly 28,000 residents still remained unemployed.

In 2013, the region’s employers added just over 1,600 workers from the previous year, largely because of employers in Genesee County creating 2,200 jobs. However, since 2007, just before the start of the Great Recession—December 2007 to June 2009—the region’s employers had eliminated nearly 20,000 jobs, 7 percent of their workforce (the red line in Figure 3). Statewide, employers eliminated 2.4 percent of their workforce. Nationwide, employment by place of work has decreased a slight 0.8 percent. The number of employed residents in the seven-county region, which is also shown in Figure 3, dropped by nearly 50,000 individuals, a 12 percent drop since 2007. In comparison, during the same time period, December 2007 to August 2014, the number of employed residents in the state fell by a smaller 5.6 percent and, nationwide, it has inched up by 0.2 percent.
As can be clearly seen in Figure 3, there are more employed individuals living in the region than are working for employers in the region. In 2013, the number of employed residents reached just over 350,000, while just under 250,000 individuals were employed in the region, a difference of nearly 100,000. Approximately one third of this difference is due to the number of self-employed individuals who live in the region. In 2013, just under 33,000 individuals, 9.3 percent of all employed residents in the region, were self-employed. These individuals are not counted in the employment by place of work statistics. In fact, we do not know their place of work, although it is likely that most work in the region. Still, the region's economic vitality depends both on the growth of employment opportunities in the region as well as the attractiveness of the region for individuals who commute outside of the region to work. Since commuting is a cost, efforts should be made to keep the region’s quality of life as positive as possible.

The loss of employment opportunities in the region has hindered population growth, decreased consumer spending, caused economic hardship to thousands of families, and increased the demand for services from government agencies and nonprofit service providers that were already stretched thin.

Map 1 shows unemployment rates for the census tracts of the I-69 Thumb region, using the U.S. Bureau of Census American Community Survey (ACS) 2008–2012 five-year averages, depicting the region's economically distressed areas. The U.S. Economic Development Administration (EDA) uses two primary methods for qualifying economically distressed areas: (1) if an area has an unemployment rate at least one point above the national average or (2) if the per capita income is 80 percent of the national average. The national unemployment rate across that time period was 9.3 percent, so any area with a rate of 10.3 percent or higher would qualify, according to EDA. Map 1 shows areas with an unemployment rate of 10.2 percent or lower, or not distressed (lightest shade). Although any tracts with a rate of 10.3 percent or higher would qualify as distressed, the severity of the unemployment situation

**Figure 3**

Employment by Residency and Workplace in I-69 Thumb Region

SOURCE: Bureau of Labor Statistics
Map 1

Economically Distressed Areas of Prosperity I-69 Thumb Region

SOURCE: American Community Survey (ACS), 2012
in the region is also depicted (darker shades). Some tracts that are displayed as not distressed on the map qualify in other ways, such as having low per capita income.

While the federally determined poverty rate is an often-used measure of economic distress, it is not a good indicator of the larger number of the region’s households that are simply surviving economically. The statewide Asset-Limited, Income-Constrained Employed (A.L.I.C.E.) project sponsored by the Michigan Association of United Ways is one of the first attempts to identify the number of households that are simply surviving economically. A.L.I.C.E. is based on a locally determined household budget necessary for survival. As shown in Figure 4, a full quarter of the households living in the I-69 Thumb region are A.L.I.C.E., simply surviving on budgets that allow for no savings or vacations. This is on top of the 17 percent of the region’s households that are struggling in poverty.

The economy of the region is very diverse, which should increase its resiliency to economic shocks despite its poor performance in the last recession. As shown in Figure 5, the region’s four largest sectors—healthcare, retail, government, and manufacturing—account for less than 50 percent of the region’s employment base.

As mention above, the region is not an economic island: Many of its working residents, 47 percent, commute outside of the region to work—147,200 individuals (Table 1).

Table 1

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<td>80,216 58.5</td>
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<td>67,630</td>
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<td>27,754 41</td>
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<td>13,018</td>
<td>6,797 52.2</td>
<td>1,631 12.5</td>
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<td>Shiawassee</td>
<td>27,634</td>
<td>99 0.4</td>
<td>10,440 37.8</td>
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<td>18,416</td>
<td>7,064 38.4</td>
<td>1,112 6</td>
<td>10,240 55.6</td>
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UNDERLINE

SOURCE:  U.S. Census, Census on the Map

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Figure 4

Household Income—Percent of Households Living in Poverty and A.L.I.C.E.


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fact, in Lapeer, St. Clair, Tuscola, and Shiawassee counties, a majority of the counties’ employed residents commute outside of the region to work (Map 2). At the same time, 65,000 individuals who reside outside of Region 6 drive into the I-69 Thumb region to work, filling 28.5 percent of all jobs in the region. In large part, the effectiveness of the region’s labor market will depend upon the efficiency of labor market information—job openings and skill requirements—to be immediately accessible across county lines.

In summary, the employment trends in the seven-county region are improving. In fact, many employers are now hiring and are finding it difficult to find quality workers; the future employment gains in the region will be aided by qualified workers. At the same time, the region’s economic developers are positive about the future of the region because of the excellent economic assets that the region offers, including developable land along I-69, the Karegnondi water intake pipeline, rail access, and excellent training institutions in the region and near its borders. Finally, the region’s blend of rural and urban settings and its location on the shores of Lake Huron provide a quality of life that is competitive to any other area.

**Figure 5**

**Industrial Composition of the Region’s Economy, 2014 (%)**

**Map 2**

**Place of Work for Residents of Prosperity I-69 Thumb Region**

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<th>Genesee</th>
<th>Lapeer</th>
<th>St. Clair</th>
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<td>Genesee %</td>
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<td>32.9%</td>
<td>44.4%</td>
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<td>5.5%</td>
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<td>St. Clair %</td>
<td>56.8%</td>
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<td>5.4%</td>
<td>5.7%</td>
<td>8.2%</td>
<td>55.7%</td>
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**SOURCE:** Regional Economic Models Incorporated (REMI) model maintained by the Upjohn Institute

**SOURCE:** U.S. Census, Census on the Map
In 2013, an estimated 861,000 individuals lived in the region, in which the population declined by 2.1 percent from 2010, according to the U.S. Census Bureau. Moreover, from 2000 to 2010, the total population in the region decreased by 22,000 residents or 2.4 percent. Nearly 50 percent of the region’s population lives in Genesee County, with another 10 percent living in St. Clair County. Overall, nearly 60 percent of the region’s residents live in urban areas, which account for only 7.0 percent of the region’s land area.

African Americans represent just below 11 percent of the region’s total population and they are highly concentrated in Genesee County, where 93 percent of the region’s African American population resides. Hispanics are equally distributed across the region and make up 3.2 percent of the region’s total population. Asians and Native Americans account for less than 1.0 percent of the region’s population, each, and are evenly distributed across the region.

The region’s population is aging, as is true throughout the nation. As can be seen in Figure 6, the large “baby boomers” generation is advancing in years and leaving a much smaller generation in its wake. In 1990, the number of baby boomers between the ages of 30 and 34 years was 26 percent larger than the number of younger residents between the ages of 20 and 24 years. In 2000, the number of baby boomers, who were between the ages of 40 and 44, was 38 percent greater than the number of individuals between the ages of 25 and 29 years. In 2010, the number of baby boomers who were between the ages of 50 and 54 years...
was 44 percent greater than those between the ages of 30 and 34 years. It is important to note, however, that even with the aging of the baby boomers, the working age population in the region has held steady from 1990 to 2010. By 2020, however, the region, like much of the nation, will be losing many of its more experienced workers through retirement, thus creating the real possibility of a skills shortage. In addition, the number of senior residents living in the region will only increase, generating a changing level of demand for government services (Map 3).

Map 3

Percentage of Population Age 65 and Older, I-69 Thumb Region, 2010

SOURCE: U.S. Census
During the past 12 months ending in August of 2014, the region’s household employment situation has improved: the number of employed residents increased by nearly 8,000 residents and the ranks of the unemployed dropped by just under 11,000. This still means, however, that nearly 3,000 residents left the labor force, even though its unemployment rate dropped to 7.1 percent. Many of these individuals moved out of the region or retired; however, if the region is following state and national trends, too many have simply given up looking for work.

The harsh economic conditions facing many of the residents in the seven-county region is best told by the negative change in the number of persons in the workforce and not its high unemployment rate (Table 2). From 2009 to 2013, the number of persons in the region’s labor force—employed and unemployed residents—dropped by nearly 26,000 persons, despite the region’s unemployment rate declining from 15.6 percent to 10.1 percent during the four-year “recovery.” The number of employed residents grew by fewer than 300 persons during the four-year period.

In 2013, the number of employed residents, 355,400, in the region outnumbered the number of persons working in the region for an employer, 245,400, by 45 percent. This large difference reflects both the fact that many residents commute outside of the region to work as was shown above and that self-employed workers are counted by residency but not by place of work. In 2013, the estimated number of self-employed persons in the I-69 Thumb region was slightly below 33,000 and the number of residents commuting outside the region to work was slightly above 147,000.¹

### Table 2

<table>
<thead>
<tr>
<th>Year</th>
<th>Unemployed</th>
<th>Employed</th>
<th>Labor Force</th>
<th>Unemployment Rate (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>36,341</td>
<td>409,832</td>
<td>446,173</td>
<td>8.1</td>
</tr>
<tr>
<td>2005</td>
<td>35,152</td>
<td>412,970</td>
<td>448,122</td>
<td>7.8</td>
</tr>
<tr>
<td>2006</td>
<td>36,201</td>
<td>412,192</td>
<td>448,393</td>
<td>8.1</td>
</tr>
<tr>
<td>2007</td>
<td>36,907</td>
<td>405,315</td>
<td>442,222</td>
<td>8.3</td>
</tr>
<tr>
<td>2008</td>
<td>43,782</td>
<td>387,568</td>
<td>431,350</td>
<td>10.1</td>
</tr>
<tr>
<td>2009</td>
<td>65,622</td>
<td>355,109</td>
<td>420,731</td>
<td>15.6</td>
</tr>
<tr>
<td>2010</td>
<td>58,058</td>
<td>347,060</td>
<td>405,118</td>
<td>14.3</td>
</tr>
<tr>
<td>2011</td>
<td>45,917</td>
<td>349,512</td>
<td>395,429</td>
<td>11.6</td>
</tr>
<tr>
<td>2012</td>
<td>40,074</td>
<td>352,067</td>
<td>392,141</td>
<td>10.2</td>
</tr>
<tr>
<td>2013</td>
<td>39,787</td>
<td>355,366</td>
<td>395,153</td>
<td>10.1</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Year Span</th>
<th>Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>’04 to ’13</td>
<td>3,446</td>
</tr>
<tr>
<td>’09 to ’13</td>
<td>(54,466)</td>
</tr>
</tbody>
</table>

SOURCE: Bureau of Labor Statistics

Using a definition of employment that includes self-employed individuals in addition to wage and salary earnings, it is clear that employment trends in the region were sluggish from 2004 to 2013 (Table 3). Manufacturing employment fell at a 4.1 percent annualized rate from 2004 and 2013, and is expected to continue to lose employment in the future but at a slower pace. At the same time, however, many of the region’s manufacturers cannot find workers with the technical skills needed to remain competitive. Persuading young adults to train for high-demand occupations in industries that are expected to decline, in general, is a major challenge facing the region in the immediate future.

¹ It should be noted that the number of persons commuting in and out of the region, the number of employed residents, the number of persons working for an employer, and the number of self-employed residents are derived from three separate sources and do not add up exactly.
Table 3

I-69 Thumb Region Employment Trends and Forecast, 2000 to 2030

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Utilities</td>
<td>2,252</td>
<td>2,511</td>
<td>2,018</td>
<td>1,621</td>
<td>-1.2%</td>
<td>-3.1%</td>
</tr>
<tr>
<td>Construction</td>
<td>21,714</td>
<td>19,169</td>
<td>15,529</td>
<td>21,138</td>
<td>-3.7%</td>
<td>4.5%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>52,621</td>
<td>43,667</td>
<td>36,198</td>
<td>34,607</td>
<td>-4.1%</td>
<td>-0.6%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>13,010</td>
<td>13,290</td>
<td>12,435</td>
<td>13,069</td>
<td>-0.5%</td>
<td>0.7%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>51,418</td>
<td>51,496</td>
<td>46,851</td>
<td>49,679</td>
<td>-1.0%</td>
<td>0.8%</td>
</tr>
<tr>
<td>Transportation and warehousing</td>
<td>8,014</td>
<td>9,552</td>
<td>9,053</td>
<td>9,231</td>
<td>1.4%</td>
<td>0.3%</td>
</tr>
<tr>
<td>Information</td>
<td>6,081</td>
<td>6,686</td>
<td>7,083</td>
<td>6,740</td>
<td>1.7%</td>
<td>-0.7%</td>
</tr>
<tr>
<td>Finance and insurance</td>
<td>13,220</td>
<td>14,961</td>
<td>15,731</td>
<td>15,480</td>
<td>2.0%</td>
<td>-0.2%</td>
</tr>
<tr>
<td>Real estate and rental and leasing</td>
<td>10,245</td>
<td>10,532</td>
<td>10,522</td>
<td>11,510</td>
<td>0.3%</td>
<td>1.3%</td>
</tr>
<tr>
<td>Professional, scientific, and technical services</td>
<td>16,384</td>
<td>14,412</td>
<td>13,353</td>
<td>14,965</td>
<td>-2.2%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Administrative and waste management services</td>
<td>22,056</td>
<td>21,039</td>
<td>23,738</td>
<td>26,730</td>
<td>0.8%</td>
<td>1.7%</td>
</tr>
<tr>
<td>Educational services</td>
<td>7,454</td>
<td>6,970</td>
<td>7,110</td>
<td>7,934</td>
<td>-0.5%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Health care and social assistance</td>
<td>45,545</td>
<td>49,045</td>
<td>49,081</td>
<td>55,624</td>
<td>0.8%</td>
<td>1.8%</td>
</tr>
<tr>
<td>Arts, entertainment, and recreation</td>
<td>6,808</td>
<td>6,771</td>
<td>6,873</td>
<td>7,467</td>
<td>0.1%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Accommodation and food services</td>
<td>27,266</td>
<td>28,551</td>
<td>26,121</td>
<td>29,708</td>
<td>-0.5%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Other services, except public administration</td>
<td>22,276</td>
<td>21,765</td>
<td>21,229</td>
<td>22,918</td>
<td>-0.5%</td>
<td>1.1%</td>
</tr>
<tr>
<td>Farm</td>
<td>10,016</td>
<td>10,196</td>
<td>9,602</td>
<td>8,496</td>
<td>-0.5%</td>
<td>-1.7%</td>
</tr>
<tr>
<td>Government</td>
<td>52,362</td>
<td>51,980</td>
<td>45,102</td>
<td>46,293</td>
<td>-1.6%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Total</td>
<td>392,807</td>
<td>386,572</td>
<td>361,619</td>
<td>387,299</td>
<td>-0.9%</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

SOURCE: BEA and REMI Forecast
Employment Forecast
Selected services and construction are expected to enjoy solid rates of employment gains in the coming years, 1.0 percent per year or higher. Construction is forecasted to grow at a robust 4.1 percent from 2013 to 2020, partially because this industry sector is coming out of a major historical slump. The selected services include real estate (associated with construction), professional, administrative, leisure and hospitality, and, not surprisingly given the aging population, healthcare.

Demographic Forecast
Total population in the region is expected to remain flat during the next five years with the average age expected to increase (Figure 7). From 2010 to 2020, the number of residents older than 65 years is expected to increase by 30 percent and by an additional 25 percent during the following decade (Table 4). By 2020, the number of residents older than 65 will be greater than the region’s youth population. The region’s working-age population will hold relatively constant in the future; however, the region may be facing a talent gap as more of its experienced workers transition into retirement.

Talent
There is growing evidence that the region is facing a talent shortage. Currently, the region is “importing” commuters into the region; however, this is a lost opportunity for its residents. With more business-directed training programs and better information regarding the skills required...

Figure 7
Population Forecast for I-69 Thumb Region

SOURCE: U.S. Census and REMI
by employers, more and more of these job openings could be filled by residents.

The education levels expected by employers for the positions that they are creating are higher than the education attainment levels of the region’s residents between the ages of 25 and 64 years, as shown in Figures 8 and 9. In short, 24 percent of the region’s new jobs require a bachelor’s degree or higher, whereas only 18 percent of the region’s working-age adults hold a bachelor’s degree. In fact, only 18.2 percent of the region’s young adults, between the ages of 24 to 34, held a bachelor’s degree in 2012.

### Table 4

**Population Trends and Forecast**

<table>
<thead>
<tr>
<th></th>
<th>1990</th>
<th>2000</th>
<th>2010</th>
<th>2020</th>
<th>2030</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>1990</td>
<td>2000</td>
<td>2010</td>
<td>2020</td>
<td>2030</td>
<td>10 to 20</td>
</tr>
<tr>
<td>age 65+</td>
<td>95,542</td>
<td>109,464</td>
<td>127,824</td>
<td>167,200</td>
<td>209,809</td>
<td>30.8</td>
</tr>
<tr>
<td>25 to 55</td>
<td>398,133</td>
<td>435,631</td>
<td>411,278</td>
<td>398,980</td>
<td>413,810</td>
<td>-3.0</td>
</tr>
<tr>
<td>0 to 15</td>
<td>199,617</td>
<td>201,960</td>
<td>172,115</td>
<td>151,462</td>
<td>166,005</td>
<td>-12.0</td>
</tr>
<tr>
<td>Total</td>
<td>693,292</td>
<td>747,055</td>
<td>711,217</td>
<td>717,642</td>
<td>789,624</td>
<td>0.9</td>
</tr>
</tbody>
</table>

**SOURCE:** BEA and REMI

### Figure 8

**Educational Attainment of the Workforce 25 and Older. 2012**

*SOURCE: Bureau of Labor Statistics QCEW*
Economic Resiliency

Resiliency is defined as both a quality and a process. The quality of resiliency is defined as being elastic—having the power or ability to return to the original economic situation after a major event or shock. The process for a region to become more economically resilient is more difficult to define. Two paths are often suggested. The first is to “keep to your knitting and weather the storm.” For the state of Michigan this has been sound advice, as the auto industry has rebounded and many—not all—of the jobs lost in the Great Recession have returned in some regions. Of course, this path is more than just hoping that your industries and industrial clusters will rebound; it also focuses on the development of an innovative environment that encourages product development and investment in the region’s traded clusters.

The second path is bolder, and therefore, riskier. It calls for the region to identify emerging industries and to aggressively diversify the region’s economy. Unfortunately, community vision and planning activity do not necessarily induce business investment if the markets are not fully developed.

Our approach is a hybrid of the two approaches, in that strategic goals include the development of a talented workforce and an efficient infrastructure that meet the needs of existing regional businesses so that they can compete on a global basis and weather the next economic downturn. At the same time, the plan calls for the development of a more robust regional tourism sector to encourage innovation and to create a unique sense of community that can promote more locally-owned entrepreneurship and businesses.

Regional Setting

The U.S. Economic Development Administration (EDA) in its U.S. Cluster Mapping Project has placed the entire region in the Greater Detroit Economic cluster. In doing so, EDA has identified six major trade clusters:

- Automotive—105,839 workers and includes Automotive Parts, Gasoline Engines and Engine Parts, Motor Vehicles, Small Vehicles, Military Vehicles and Tanks, and Metal Mills and Foundries
- Marketing, Design, and Publishing—34,748 workers
and includes Advertising Related Services, Other Marketing Related Services, Design Services, and Publishing

- Metalworking Technology—44,180 workers and includes Metalworking Machinery, Machine Tools and Accessories, Hand Tools, Fasteners, and Metal Processing
- Plastics—26,345 workers and includes Plastic Products and Plastic Materials and Resins
- Upstream Chemical Products—7,736 workers and includes Organic Chemicals, Inorganic Chemicals, Industrial Gas, and Agricultural Chemicals
- Upstream Metal Manufacturing—14,142 workers and includes Iron and Steel Mills and Forging, Metal Processing, Metal Products, and Wires and Springs

While helpful, the analysis ignores the region’s agricultural, logistics, equipment/electronics, and tourism sectors that are identified as key sectors for the I-69 Thumb region. Therefore, while it is important to remain knowledgeable about the economic development opportunities that are present in the region, due to its location next to the greater Detroit region and Ontario, Canada, it is equally important for the region’s economic development stakeholders to explore avenues to further develop its unique strategic assets and industries.

**Changing Economic Base**

A region’s economic base comprises the economic activity that brings in new money from outside its borders. Traditionally, the region’s manufacturing has been considered the core economic base activity of a region and it still is. Increasingly, however, it is sharing the stage with selected service activity. Moreover, tourism has already been a part of the region’s economic base.

It has long been argued that a diversified economic base provides more stability and greater resiliency to the region’s economy. The argument is based on the investment principle of having a diversified stock portfolio. The value of some stocks has been known to move independently of each other and, therefore, decrease the level of volatility of the overall financial holdings. Unfortunately, economic sectors appear to be more closely tied to each other, meaning that when autos or the financial sector take a hit, all sectors are negatively impacted. The sole exceptions are education, which has a counter-cyclical pattern—individuals go back to school to get more training in a recession—and healthcare, which is growing due to increasing customer demand, aging demographics, and expanding technology.

The region’s economic base employment appears to be becoming more diversified. In 1990, manufacturing employment accounted for more than one third of the region’s economic base; now it accounts for less than 20 percent. Farming’s share of the economic base has remained stable, which is also the case for leisure and hospitality. Healthcare is growing in importance to the region’s economic base. However, the big finding is that employment in other smaller sectors, from logistics to professional services, has become a growing part of the region’s economic base (Table 5).

The bad news is that this makes the job of the region’s economic developers more difficult in that it is harder to identify the region’s economic base—those firms that drive growth in the regional economy. Two service firms could look identical; however, one is serving local clients while the other is serving national or international customers.

<table>
<thead>
<tr>
<th>Industry</th>
<th>1990</th>
<th>2010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Manufacturing</td>
<td>36</td>
<td>18</td>
</tr>
<tr>
<td>Healthcare and social assistance</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>Farm</td>
<td>12</td>
<td>11</td>
</tr>
<tr>
<td>Tourism</td>
<td>12</td>
<td>14</td>
</tr>
<tr>
<td>Wholesale and logistics</td>
<td>7</td>
<td>9</td>
</tr>
<tr>
<td>Professional and business services</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Management and administration</td>
<td>2</td>
<td>7</td>
</tr>
<tr>
<td>Education services</td>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>Miscellaneous services</td>
<td>4</td>
<td>5</td>
</tr>
<tr>
<td>Other sectors</td>
<td>10</td>
<td>13</td>
</tr>
</tbody>
</table>

**Table 5**

Economic Base—Percent of Workforce Producing Goods or Services for Customers

SOURCE: REMI
This requires a more nurturing approach to economic development, creating an environment that is welcoming to all types of businesses. Such an environment would include quality K–12 schools, colleges, a skilled workforce, solid transportation networks, broadband, and an attractive overall quality of life.

**Economic Development Activity in the Region**

From 2011 to the present, there have been 128 publicly supported private projects in the I-69 Thumb region that have created 4,877 jobs. These projects were assisted by nearly $190 million in public funding, according to the Michigan Economic Development Corporation (MEDC). These projects were not only in the region’s traditional sectors, such as automotive, but they also diversified the region’s economic base. In the automotive sector, the projects included the 2013 expansion of Rassini Brakes, LLC, an auto supplier that created 62 jobs through the support of more than $4.4 million in public support, and the expansion of Magna Electronics in 2011, which created 385 jobs through the assistance of $13.8 million in public investment. Both projects were located in Genesee County. In Huron County, the Gemini Group Inc. received $18.4 million in public support and generated nearly 300 jobs in 2011. In Shiawassee County, Williamston Products Inc. generated 76 jobs with the assistance of $391,000 in public funding, and SMR in St. Clair County created 366 jobs with a $40 million project that received $11.3 million in public support.

Projects in the region’s agribusiness sector have also received public support. Tuscola Dairy Farmers of America Inc. created 25 jobs through its expansion that was supported by $1.5 million in public support. In 2013, Pinnacle Foods invested $14.3 million in a processing facility that
generated 30 full-time jobs and 500 seasonal jobs and received $2.4 million in public support.

State public financial support also assisted companies in life sciences—Senderra RX Partners, LLC and Insight Institute of Neurosurgery in Genesee County; hospitality—OHMI Port Huron, LLC in St. Clair County; and logistics and warehousing—Genesee Packaging Inc. in Genesee County.

Map 4 highlights the location of business expansions in the region that received more than $20,000 in state public support.

**Economic Linkages**

It stands to reason that what happens in the national and international marketplace matters to the seven-county region. Closer to home, what happens in the Detroit Metropolitan Area impacts the region, as shown in Table 6. A new auto assembly plant in the Detroit area that employs 3,000 workers would generate an estimated 330 jobs and $31 million in personal income in the four-county I-69 Corridor region, and 40 new jobs and $3.7 million in new personal income in the three-county Thumb area.²

Moreover, our two sub-regions are also economically tied together as shown in Table 7. If a large metal fabrication plant opens in the Thumb and employs 1,000 workers, it would generate an estimated 80 jobs in the I-69 Corridor region through its supply chain and the consumer purchases of its workers. If the plant located in the I-69 Corridor region instead, it would generate 14 additional jobs in the Thumb. The difference between the two impacts reflects the size of the manufacturing base in the two regions: The I-69 region simply has more potential suppliers than the Thumb region. A similar analysis is also shown for food production. Of course, this example is true if new suppliers do not relocate due to the plant opening.

**Table 6**

Economic Linkages between Detroit and I-69 Thumb Region

<table>
<thead>
<tr>
<th>Economic Activity in Detroit</th>
<th>I-69 Corridor</th>
<th>Thumb Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Employment</td>
<td>330</td>
<td>40</td>
</tr>
<tr>
<td>Personal income</td>
<td>$31.0 million</td>
<td>$3.7 million</td>
</tr>
<tr>
<td>Employment</td>
<td>160</td>
<td>16</td>
</tr>
<tr>
<td>Personal income</td>
<td>$20.0 million</td>
<td>$2.1 million</td>
</tr>
</tbody>
</table>

**Table 7**

Economic Linkages between the Thumb and the I-69 Corridor Region

<table>
<thead>
<tr>
<th>Industry</th>
<th>Thumb</th>
<th>I-69 Corridor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farming</td>
<td>1,000</td>
<td>30</td>
</tr>
<tr>
<td>Fabricated metals production</td>
<td>1,000</td>
<td>80</td>
</tr>
<tr>
<td>Fabricated metals production</td>
<td>14</td>
<td>1,000</td>
</tr>
<tr>
<td>Food production</td>
<td>1,000</td>
<td>125</td>
</tr>
<tr>
<td>Food production</td>
<td>20</td>
<td>1,000</td>
</tr>
</tbody>
</table>

**Note:** Personal income includes commuters

² These estimates are generated by the computer economic impact model developed by Regional Economic Models Incorporated (REMI). The model has been carefully reviewed in major academic journals and is considered the standard for the field.
A critical component to any planning effort is public involvement. It is important to reach as many potential stakeholders as possible. Although it is not possible to include all would-be stakeholders, this planning effort utilized several means of public outreach. Outreach included the formation of several committees that met monthly, a pre-SWOT survey, multiple SWOT analyses, stakeholder interviews, and a listening tour.

Stakeholders varied from the public at-large to public sector leaders (municipal, K–12), private-sector industry leaders, nonprofit service providers (workforce, higher education, healthcare, economic developers), state agencies (MEDC, MDNR, MDOT), and federal officials. The results of the public outreach effort are discussed in the next section.

### Pre-SWOT Survey

As part of the kickoff of public outreach, a pre-SWOT survey was prepared and distributed throughout the seven-county I-69 Thumb region. The purpose of the survey was to gain input on the current importance of impactful economic development indicators throughout the region. The survey was distributed to nearly 500 individuals representing the private, public, and nonprofit sectors, with 211 responses yielding a solid 42 percent response rate. The distribution of the survey respondents, by sector, is shown in Table 8. It is important to note that nearly 55 percent of the responses came from the business community.

### Table 8

#### Respondents to the Pre-SWOT Survey

<table>
<thead>
<tr>
<th>Answer choices</th>
<th>Responses (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Economic development</td>
<td>10.95</td>
</tr>
<tr>
<td>Education and training</td>
<td>8.57</td>
</tr>
<tr>
<td>Transportation/infrastructure</td>
<td>8.10</td>
</tr>
<tr>
<td>Business</td>
<td>54.76</td>
</tr>
<tr>
<td>Healthcare</td>
<td>2.86</td>
</tr>
<tr>
<td>Government</td>
<td>22.38</td>
</tr>
</tbody>
</table>

### Table 9

#### Priority Ranking of Factors that Impact Economic Development

<table>
<thead>
<tr>
<th>Priority Ranking</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
<th>10</th>
<th>11</th>
<th>12</th>
<th>13</th>
<th>14</th>
<th>Total</th>
<th>Average Ranking</th>
</tr>
</thead>
<tbody>
<tr>
<td>Infrastructure/Transportation</td>
<td>20.00%</td>
<td>14.76%</td>
<td>10.95%</td>
<td>11.90%</td>
<td>12.86%</td>
<td>8.10%</td>
<td>6.67%</td>
<td>2.38%</td>
<td>4.29%</td>
<td>2.86%</td>
<td>1.43%</td>
<td>0.48%</td>
<td>1.43%</td>
<td>1.90%</td>
<td>210</td>
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<tr>
<td>Business Climate</td>
<td>19.05%</td>
<td>14.76%</td>
<td>11.90%</td>
<td>15.24%</td>
<td>9.05%</td>
<td>4.29%</td>
<td>5.71%</td>
<td>1.43%</td>
<td>2.86%</td>
<td>1.43%</td>
<td>1.43%</td>
<td>0.95%</td>
<td>0.00%</td>
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<td>Job Creation</td>
<td>18.57%</td>
<td>12.86%</td>
<td>11.43%</td>
<td>4.29%</td>
<td>10.00%</td>
<td>5.24%</td>
<td>6.19%</td>
<td>9.05%</td>
<td>9.52%</td>
<td>5.71%</td>
<td>3.33%</td>
<td>2.86%</td>
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<tr>
<td>Talent/Workforce Development</td>
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<td>6.19%</td>
<td>7.62%</td>
<td>9.05%</td>
<td>4.76%</td>
<td>5.24%</td>
<td>3.33%</td>
<td>3.33%</td>
<td>1.90%</td>
<td>0.48%</td>
<td>0.48%</td>
<td>210</td>
<td>10.19</td>
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<tr>
<td>Quality of Life/Well Being</td>
<td>5.71%</td>
<td>7.14%</td>
<td>7.14%</td>
<td>6.67%</td>
<td>7.62%</td>
<td>9.52%</td>
<td>11.43%</td>
<td>10.48%</td>
<td>11.43%</td>
<td>9.05%</td>
<td>3.81%</td>
<td>6.67%</td>
<td>2.86%</td>
<td>0.48%</td>
<td>210</td>
<td>8.14</td>
</tr>
</tbody>
</table>
SWOT Analyses

Several methods were used to obtain perceptions from the I-69 Thumb region community on the strengths, weaknesses, threats, and opportunities within the region. A total of three SWOT input sessions were held across the region in June and July and at the regional charette held in October. The intent of the sessions was to gain regional insight, but more importantly to establish a regional identity. This is the first time the seven counties of the I-69 Thumb region have truly interacted on all matters of economy, workforce development, education, infrastructure, transportation, and many other regional identifiers. What was evident throughout the sessions was the level of commonality between each county. Figure 10 depicts a word cloud summary of strengths identified in each SWOT session.

Listening Tours

A primary goal of the Regional Prosperity Initiative is to provide the foundation necessary for federal, state, and local government agencies to work more effectively. In the process of generating this report, 44 separate government, transportation/planning, nonprofit, and educational organizations were interviewed along with nine area economic development and workforce development organizations that receive both public and private funding. These organizations and agencies were asked to identify the strengths and challenges facing the region, as well as its assets.

Strengths

Many of the regional stakeholders interviewed cited the existence of strong networks and collaboration with other organizations as a major strength. In fact, it is imperative that existing partnerships are not harmed through the creation of the I-69 Thumb region. For example, St. Clair County has a strong and beneficial partnership with neighboring Macomb County and other SEMCOG counties. The same relationship is true with Tuscola County and Saginaw County to its west. In fact, one of the six goals of this report is to enhance existing partnership and collaboration efforts.

Second, the region’s community colleges—Mott Community College and St. Clair Community College, along with Baker College—were highlighted as valuable partners in working to provide the technical training needed by employers. At the same time, the region’s intermediate school districts (ISDs) were also mentioned as providing key technical training programs and important links between high schools and the region’s community colleges. The region also houses the University of Michigan at Flint and Kettering University. The region’s three Michigan Works Agencies were also identified as a strength of the region. In short, the region’s education and training community, despite its limited capabilities and resources, has been striving to make training opportunities available to its residents.
Finally, the diverse mix of a rural, suburban, and urban environmental setting was often mentioned. The region is viewed as an area where there are plenty of good communities to raise families.

**Challenges**

The major challenge most organizations cited was a lack of funding to provide services to meet growing demand. Many agencies were proud of the cost-saving collaborations that they have entered with partners, as well as cost-reduction efforts completed on their own. Still, the need for services including transportation, education, training, and economic development assistance—especially for infrastructure improvements—far outstrips available funds.

The second challenge that the service providers hear from their business customers is a lack of available skilled workers. At the same time, several of the organizations cited concerns that employers were paying insufficient wages and were underestimating the cost of turnover and the loss of quality work due to their low wages.

From the interviews it became clear that while the organizations have developed strong collaborations with partnering organizations in the same or in an adjoining county, most did not identify the I-69 Thumb region as a distinct region. The three-county Thumb area shares a strong identity, as do the four counties that make up the I-69 International Trade Corridor. However, the newly created I-69 Thumb region is viewed as the combination of two existing regions, at best. Moreover, Lapeer and St. Clair counties, in particular, have greater ties with the Detroit Metropolitan Area than with Flint. It is not that Flint was viewed unfavorably, as much as the counties never had a strong reason to partner with Genesee County up until this time.

Finally, although overall the region’s transportation assets are viewed as a strength, the poor quality of rail service in the Thumb region is becoming a barrier to development.

The quality of the rail at some locations requires the train to travel at very slow speeds.

**Assets**

The region’s strongest assets are its transportation linkages, with the exception of rail service in the Thumb. Interstate 69 is viewed as the transportation backbone for the region. In addition, I-75 and I-94 provide access to the Greater Detroit area. Rail service to Canada via the Canadian National Railway and connecting CSX service in Flint provide businesses with Class I train service. The Bishop International Airport provides direct flights to seven locations through four national air carriers—American, Delta, Southwest, and United. Moreover, it offers the lowest average airfare in the state and exceptional convenience.

The construction of the Karegnondi water intake pipeline began in June 2013 and is expected to be completed in 2016. The line extends through Sanilac County, St. Clair County, Lapeer County, and Genesee County, pumping up to 85 million gallons of water per day from Lake Huron. The water line offers stability in cost and quality of potable water and also economic development opportunities to businesses that are interested in using “raw” untreated water.

Although talent issues are being raised by employers, the region’s college and education system was often cited as a strong asset, as was the area’s workforce.
The six regional goals that have been identified to guide implementation of the region's investment in strategic projects, programs, and activities under the Accelerate Plan are shown in Table 10. They tie together both the CEDS and Regional Prosperity programs, creating a unified vision for the seven-county region. Accompanying the goals are related objectives that will provide direction toward implementation and further define the results being sought through the project goals. A more detailed breakdown of the Lead Agencies and Partners responsible for implementation of related goals and objectives is found in the accompanying Implementation Plan that follows this report. The Lead Agencies and Partners are tied to each of the Goals and Objectives, along with associated resources and an anticipated time frame for completion.

Accelerate to Action

At the outset of this planning effort, it was the consensus of opinion with partners across the region that this must not be a plan that “sits on a shelf.” Participants at the SWOT and charrette sessions indicated that they had been through similar public involvement/planning efforts and that there had been limited results. A great deal of time and effort has been dedicated by the Accelerate Plan partners, and they are committed to continued progress and results. It was also agreed that implementation cannot rely solely on government efforts and funding; that continued regional cooperation among partners and private-sector support would also be needed for success.

The first step toward moving forward, then, is the identification of Vital Projects that correspond to the goals and objectives developed through the planning process. Each of the Accelerate categories associates projects from the Vital Projects Matrix, which consolidates and prioritizes projects submitted by the regional partners, with the appropriate goals and objectives. Since these projects were already designated as high-priority projects for the region by the steering committee, efforts now focus on assembling the regional and other resources needed for implementation.

Key components moving forward with the Action Plan include:

1) Ensuring the continued commitment and participation of regional partners in the coming years;
2) Implementing successful joint projects by regional agencies;
3) Continuing the success of the Regional Economic Development Collaboration;
4) Maintaining a high level of communication among partners; and
5) Creating Action Teams to focus on the implementation of specific objectives and vital projects.

By necessity, such a large undertaking will require continuous monitoring, communication, and support for the designated Action Teams. This support will have to come from a regional agency that is well versed in development of the Accelerate Plan, such as the GLS Region V Planning and Development Commission.

Accelerate Performance Measures

Performance measures were developed to monitor the progress of the action plan and are organized and presented by the identified goals listed below. They are not meant to be used as evaluation tools for individual initiatives. Moreover, it must be cautioned that these performance measures are subject to forces outside the control or influence of the action plan. For example, a downturn in the national economy would significantly affect nearly all of these performance measures independently of the impact of the implemented action plan.
<table>
<thead>
<tr>
<th><strong>Goals</strong></th>
<th><strong>Objectives</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Education</strong>&lt;br&gt;Develop and retain a talented workforce so regional businesses can compete on a global basis.</td>
<td>Identify current and future workforce needs of employers.&lt;br&gt;Provide a range of non-traditional education opportunities to high school students and graduates.&lt;br&gt;Create a regional system that connects workers and employers with programs, best practices, and networks.&lt;br&gt;Promote and develop education/training opportunities. Influence legislation, policy, and budget to promote practices and systems that help produce a talented workforce.</td>
</tr>
<tr>
<td><strong>Infrastructure</strong>&lt;br&gt;Develop, create, and maintain an efficient infrastructure that will enable the region to compete in a global marketplace.</td>
<td>Identify gaps in the infrastructure for the region.&lt;br&gt;Prepare a long-term capital improvement plan for infrastructure including water, sewer, energy, and fiber.&lt;br&gt;Improve transportation and broadband access to areas of the region that are underserved.&lt;br&gt;Enhance access to healthcare and wellness programs.</td>
</tr>
<tr>
<td><strong>Regional Collaboration</strong>&lt;br&gt;Strengthen existing and create new collaborative partnerships to operate effectively as one voice for regional economic success.</td>
<td>Develop an information initiative for local citizens, businesses, developers, companies, and residents.&lt;br&gt;Ensure that the Accelerate Plan continues to move toward implementation and does not “sit on a shelf.”&lt;br&gt;Solicit participation from all partners in the region.&lt;br&gt;Pursue new funding sources to support regional projects. Identify opportunities for efficiency and impact within regional programs.</td>
</tr>
<tr>
<td><strong>Tourism</strong>&lt;br&gt;Develop tourism to enhance the regional economy.</td>
<td>Continue to market tourism within and outside the region, including parks and recreation facilities and programs.&lt;br&gt;Improve lodging and convention facilities throughout the region to support the tourism industry.&lt;br&gt;Measure the effectiveness of marketing and promotion efforts.&lt;br&gt;Improve access to technical assistance and financing for tourism-related businesses.</td>
</tr>
<tr>
<td><strong>Economic Development</strong>&lt;br&gt;Develop an ecosystem for creating, attracting, expanding, and retaining businesses throughout the region.</td>
<td>Quantify available and qualified workforce; establish and improve upon training programs.&lt;br&gt;Create industry targeted strategies including advanced manufacturing, information technologies, medical technologies, value-added agriculture, etc.&lt;br&gt;Better prepare the region for business inquiries by enhancing marketing materials, promotion, and business prospect/client responsiveness.&lt;br&gt;Enhance the support network for start-up businesses.</td>
</tr>
<tr>
<td><strong>Quality of Life</strong>&lt;br&gt;Create a unique identity and sense of community for the region.</td>
<td>Enhance the viability of downtown centers throughout the region.&lt;br&gt;Encourage redevelopment and renewal in downtowns using private investment and philanthropy.&lt;br&gt;Improve the physical image of the region, especially along key corridors and community entryways.&lt;br&gt;Promote the region to former Michiganders and immigrants looking to raise a family.&lt;br&gt;Enhance the image of the region both internally and externally.</td>
</tr>
</tbody>
</table>
Performance Measure

Track the number of graduates from training programs, certificates, and degrees at the high school (ISD), community college, and university levels that are in high demand by the business sector.

Track the number of high school graduates that go on to a post-secondary education or training program.

Track internet postings for high-demand/high-skilled occupations and length of time the jobs have been posted.

Objectives

Identify current and future workforce needs of employers.

Provide a range of education opportunities to high school students and graduates including non-traditional centers of innovative programs.

Create a regional system of connecting workers and employers with programs, best practices, and networks.

Continue to work together to create and strengthen relationships developed through the Accelerate planning process to promote and develop education/training opportunities.

Influence legislation, policy, and budget to promote practices and systems that help produce a talented workforce.

Vital Projects

Many employers in the region are struggling to find qualified workers to fill available positions. The goal would be to develop a strategy to assist employers in finding qualified workers and to fill the skills gap that exists for some of the available jobs.

Create a program that better connects the business community in need of current and future talent with K–12/ISD and higher education, including awareness of career opportunities (e.g., job fair, co-op), curriculum development, vocational training centers, etc.

Create a pool of funds, managed by a consortium of educators, intended to provide grants to support career pathway-oriented projects. The projects to be funded would be vetted in the form of a competition or application process. The goal is to seed fund projects that build on the concepts of career pathways in K–12 and college.

Make available targeted skills training to employers on-site for their workforce and supervision.

The economic strength of the region will continue to come from the development and growth of existing companies, a large part of which is related to their ability to attract and retain quality employees.

Develop and retain a talented workforce so regional businesses can compete on a global basis.
Develop, create, and maintain an efficient infrastructure that will enable the region to compete in a global marketplace.

Objectives

- Prepare a long-term capital improvement plan for infrastructure.
- Identify gaps in the infrastructure for the region.
- Improve transportation and broadband access to areas of the region that are underserved.
- Enhance access to healthcare and wellness programs.

Vital Projects

- Development of a fiber network that serves the entirety of the I-69 Thumb region.
- Expand and enhance infrastructure: rail, water, sewer, and natural gas.
- Funding to acquire and operate a deep-water port that would include the construction of a warehouse to store product, installation of trans-loading equipment, extension of the on-site rail spur, and other site improvements.
- Phase 2 development of an intermodal cargo area, Bishop Airport—expand air cargo operations. This development includes land acquisition, taxiways, utilities, building improvements, and ramp areas.
- Funding to convert a CN rail property yard into a trans-loading facility for agricultural and other products. This facility would have warehouses, conveyor systems, and possibly cold storage. Costs include preliminary acquisition, engineering, and construction.

Performance Measure

- Map the areas in the region that have access to broadband coverage
- Monitor highway capacity
- Map and track the usage of water for industrial purposes along the Karegnondi water intake pipeline
- Monitor improvements in railroad capacity and performance in the Thumb region
Accelerate: Economic Development Strategy and Prosperity Plan for Region 6

Performance Measure

Develop a communication strategy to track ongoing efforts to implement vital projects in the region.

With such a large and economically diverse region, it is important for all partners to work together as a single entity to conserve resources and maximize results.

Objectives

Develop an information initiative for local citizens, businesses, developers, companies, and residents.

Ensure that the Accelerate Plan continues to move toward implementation and does not “sit on a shelf.”

Solicit participation from all partners in the region.

Pursue new funding sources to support regional projects.

Identify opportunities for efficiency and impact within regional programs.

Enhance regional cooperation opportunities with Binational partners to promote trade, transportation and economic growth.

Vital Projects

The Mass Transportation Authority (MTA) proposes to become a regional transportation authority. MTA is seeking funding to allow coordination and partnering with organizations along the I-69 corridor, including local chambers of commerce, public and private transportation providers, employers, and medical facilities to coordinate transportation needs. MTA anticipates moving workers along the I-69 corridor for employment opportunities including, but not limited to, the Karegnondi Water Pipeline Project, Lapeer manufacturing industry, and the Meijer Distribution Center.

Create a comprehensive plan for targeted sites throughout the I-69 Thumb region that makes them more attractive for development, including master planning, target industrial analysis, conceptual building design, and virtual buildings.

Workforce hiring/training, new market development, fiber access, real estate/ facilities, infrastructure, supply chain, organization of manufacturers to address needs of industry cluster development.

Regional Collaboration Goal

Strengthen existing and create new collaborative partnerships to operate effectively as one voice for regional economic success.

With such a large and economically diverse region, it is important for all partners to work together as a single entity to conserve resources and maximize results.
Performance Measure

Track the annual change in quarterly employment in the hospitality industry, which includes food services, lodging, and recreation/arts/culture activities in the region.

Monitor occupancy rates for the region’s hotels, motels, and other lodging places.

Track number of deer hunting licenses issued for use in the region.

Tourism is one of the key sectors of the region that can be developed to diversify the economic base and better insulate it against future downturns.

**Objectives**

- Continue to market tourism within and outside the region, including parks and recreation facilities and programs.
- Improve lodging and convention facilities for the region to support the tourism industry.
- Measure the effectiveness of marketing and promotion efforts.
- Improve access to technical assistance and financing for tourism-related businesses.

**Vital Projects**

- Preparation of a regional tourism development marketing plan that inventories tourist facilities, events, and programs while identifying strategies to build upon that base and enhance marketing efforts.
- Locate a "resort" in a state or local park.
- Promote locally/regionally-produced products.
- Development of a fund that allows businesses throughout Region 6 to access funding for start-up/growth.
Accelerate: Economic Development Strategy and Prosperity Plan for Region 6

Performance Measure

Track the annual change in the number of business establishments and job creation in the region.

Objectives

- Quantify available and qualified workforce; establish and improve upon training programs in the global market place.
- Create industry targeted strategies including advanced manufacturing, information technologies, medical technologies, value-added agriculture, etc.
- Better prepare the region for business inquiries by enhancing marketing materials, promotion, and business prospect/client responsiveness.
- Enhance the support network for start-up businesses.
- Support and embrace global engagement by making exports and trade a mainstream activity in Region 6.

Vital Projects

- The growth of Michigan agriculture and food processing has begun to create new economic development opportunities associated with value-added processing, packaging, and distribution.
- Maximize agribusiness opportunity, value-added processing, marketing, and outreach based on the developed agribusiness strategy to grow and support the regional ag industry.
- A fund will be developed to develop and support private-sector projects within Region 6 that require environmental studies, as well as generate a return to the fund in the form of tax increment financing. This program will build off of the successful St. Clair County Site Assessment Program.
- Development of a fund that allows businesses throughout Region 6 to access funding for start-ups/growth.
- Regional Angel Fund development and work with existing lenders to assist small businesses to get the capital support they need.
- Increase the number of firms who are ready...
Performance Measure

Monitor region-wide efforts to develop a brand that integrates the Thumb with the I-69 Corridor

Develop an effective communication strategy to promote cooperative ongoing regional efforts to successfully brand the region

The ability of the region to attract and retain both companies and employees will be directly related to the quality of communities and related amenities for entrepreneurs and employees.

Objectives

Enhance the viability of downtown centers throughout the region.

Encourage redevelopment in downtowns using private investment and philanthropy.

Improve the physical image of the region, especially along key corridors and community entryways.

Promote the region to former Michiganders and immigrants looking to return to the state and raise a family.

Enhance the image of the region both internally and externally.

Vital Projects

Development of a fund that allows communities to develop GIS systems on a countywide basis or to create an innovative partnership to expand sharing of existing and future equipment across county lines.

A multi-faceted marketing strategy that promotes the key assets of Region 6 to identified target industries.

Continue the branding, communications, and marketing campaigns and regional asset promotion already underway.

Create a regional downtown facade loan program, such as those in the City of Imlay City and the City of Lapeer. The fund would provide low-cost financing for facade improvements to the exterior of buildings in traditional downtowns throughout the seven counties of the I-69 Thumb region.
To meet requirements of the CEDS and Regional Prosperity plans, and also to begin moving forward toward implementation, a call for projects was issued to all communities and agencies in the seven-county region. A standard project request form was emailed out and the Region 6 planning staff received over 75 potential projects. The Region 6 Steering Committee was then asked to prioritize all of the projects, ranking them using specific evaluation criteria that included the plan goals resulting from the charrette along with the following:

- Does it address an identified regional goal?
- Does it have regional impact?
- Does it promote global competitiveness?
- Is it innovative?
- Does it create new jobs?
- Is it in an economically distressed area as measured by the unemployment rate or per capita income?
- Does it have a solid level of community support and collaboration?
- How ready is the project? Are matching funds in place? Is a private company committed to the site? Are cost estimates prepared?

The submitted projects were assembled into a table, along with corresponding prioritization based upon the above criteria. After the steering committee met to review the projects, the consultants were then asked to consolidate like projects and prepare a revised table with only the "Vital Projects," those obtaining the highest scores from the steering committee. Since each submission had to identify the applicable goal for the project, it was then possible to transfer each Vital Project over to the Action Plan.
Develop an Agribusiness Strategy for the Region

The growth of Michigan agriculture and food processing has begun to create new economic development opportunities associated with value-add food processing, packaging and distribution. The eastern Michigan region comprised of I-69 International Trade Corridor and MI Green Thumb stands to benefit significantly based on its location, supply base, workforce, sites and infrastructure. The region includes significant agricultural production as well as tremendous assets for innovation, logistics, and manufacturing. In order to gain input and position for new ag and food opportunities, an advisory group is being formed. Activities of this group will include: Investigate state strategies related to the scope of this group (MEDC, MDARD, MDOT and others); Review inventory of regional assets including sites, workforce, finance/incentives, infrastructure, education, and marketing programs; Establish relationships with leaders of Michigan ag check-off groups and determine goals of these groups (including findings of MDARD-funded value capture studies); Support the creation and implementation of a regional ag/food economic development marketing strategy.

Implementation and Marketing of Agribusiness Strategy

Maximize agribusiness opportunity, value-add process, marketing and outreach based on the developed agribusiness strategy to grow and support the regional agriculture industry.

Environmental Site Assessments

Development of a fund that can be utilized for assessments of sites throughout Region 6.

FINANCE

Investment Capital Fund

Development of a fund that allows businesses throughout Region 6 to access funding for startup/growth.

GIS

Geographic Information System

Development of a fund that allows communities to develop GIS systems on a county-wide basis.
Development of New Industrial Park in Kimball Township  
Location/Impact: Local  
CEDS Rank: High  
Steering Committee Ranking: High: 6 • Medium: 9 • Low: 8  
Funding for the building of an industrial park which would include land acquisition, wetland mitigation, extension of water and sewer lines, construction of Class A industrial roads and other site improvements and road upgrades.

Parmenter Road Industrial Park Development  
Location/Impact: Parmenter Road (½ mile north of M-71 and 8 miles west of the I-69 corridor)  
CEDS Rank: High  
Steering Committee Ranking: High: 6 • Medium: 6 • Low: 10  
Complete build out of a 64 acre Certified Industrial Park with the infrastructure, including roads and utilities. Utilities currently are run to site. Plating process will be completed in 2015.

Development of New Industrial Parks in Lapeer County  
Location/Impact: City of Lapeer and Mayfield Township  
CEDS Rank: High  
Steering Committee Ranking: High: 5 • Medium: 12 • Low: 6  
Development of industrial parks in the City of Lapeer would benefit from age of the proximity to I-69. There is a property within the city that would be an ideal location for the industrial park. Additionally, there has been some discussion of developing property adjacent to the DuPont-Lapeer Airport in Mayfield Township. Infrastructure would have to be installed for the developments, including roads, water and sewer lines. These projects may require environmental studies, wetlands identification, boundary surveys, trees removal and rough grading of the property. Additionally, marketing materials to promote the parks would be developed.

Development of a Spec or Industrial Incubator Building in Lapeer County for Manufacturers or Logistics Companies  
Location/Impact: Lapeer County  
CEDS Rank: High  
Steering Committee Ranking: High: 3 • Medium: 6 • Low: 14  
Develop industrial space in Lapeer County.

Brownfield Redevelopment  
Location/Impact: City of Vassar/Tuscola, Lapeer, Genesee, and Saginaw Counties  
CEDS Rank: High  
Steering Committee Ranking: High: 3 • Medium: 4 • Low: 15  
Brownfield redevelopment of 211 Sherman Street, an industrial site in the City of Vassar.

Regional Pre-Seed Fund  
Location/Impact: Region  
CEDS Rank: Medium  
Steering Committee Ranking: High: 9 • Medium: 12 • Low: 1  
Access to capital is critical for new business enterprises. It can very difficult to get a bank loan, secure venture capital or angel investment for a startup business. Consequently, many business ventures fail from access to capital at the earliest stage of company development. The State of Michigan created the 21st Century Jobs Fund in 2005, which provided up to $1 billion for a variety of programs intended to grow the entrepreneurial climate of Michigan. A critical component of this program was the Michigan Pre-Seed Fund, which was managed by Ann Arbor Spark under contract. Recently, this fund has been replaced by a new program: Invest Michigan program provides seed funding to startup companies who are developing unique technologies in a variety of industries, from Pharmaceutical to energy storage systems. The seed funds are typically capped at no more than $200,000 in convertible debt or loans. The intent of this proposed project is to create a companion fund for Region 6. An investment board would be created to vet applications from startup companies.

Business Incubator  
Location/Impact: Region, with Individual County Sites  
CEDS Rank: Medium  
Steering Committee Ranking: High: 9 • Medium: 9 • Low: 4  
Development of a program that allows communities to utilize this tool for targeted projects.

Entrepreneur Services and Expand SBA “Get To Yes,” Etc.  
Location/Impact: All  
CEDS Rank: High  
Steering Committee Ranking: High: 4 • Medium: 7 • Low: 7  
Establish regional angel fund development; work with existing lenders to assist small businesses to get capital they need.

Large Acreage/Brownfield Logistics Accelerator Project  
Location/Impact: City of Flint  
CEDS Rank: High  
Steering Committee Ranking: High: 3 • Medium: 13 • Low: 7  
Establish pre-approval for development projects, implementation of a PUD Zoning classification; construct a new facility on site to support the regional agribusiness strategy and advanced manufacturing strategy to develop locations that are infrastructure ready.
Seed Capital Fund
Location/Impact: Genesee County/Statewide (Attraction of Projects Worldwide)
CEDS Rank: Medium
Steering Committee Ranking: High: 3 • Medium: 8 • Low: 11
Seed capital funding for innovation/restoration

Downtown Market Study
Location/Impact: Village of Millington
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 7 • Low: 13
Development of a fund that can be utilized to support studies throughout Region 6

Brownfield Redevelopment
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 9 • Low: 11
Brownfield redevelopment of 8481 State Street in Millington. Project would allow the establishment and use of the site by a major retailer

Create Industrial Park
Location/Impact: 3 - Lashbrooks
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 7 • Low: 13
Create an Industrial Park (utility and street improvements) - Lashbrooks

Multi-Unit Housing Development, Mixed Income, Seniors
Location/Impact: All
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 3 • Low: 15
Look for opportunities to increase multi-unit/mixed use housing opportunities throughout downtowns

Downtown Flint Incubator
Location/Impact: Genesee County and Beyond
CEDS Rank: Low
Steering Committee Ranking: High: 2 • Medium: 10 • Low: 11
Rent entrepreneur and employer training spaces; provide certification programs to meet skills gap

Almont Elementary School Adaptive Reuse
Location/Impact: 401 Church, Almont, Lapeer County
CEDS Rank: Low
Steering Committee Ranking: High: 1 • Medium: 8 • Low: 14
Perform feasibility study for the adaptive reuse of the old Almont Elementary School. One of the uses being investigated is reusing existing classrooms and kitchen as a business incubator or senior center for the residents of Almont

Blight Elimination Framework – Anchor Participation
Location/Impact: City of Flint/Genesee County Land Bank
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 8 • Low: 11
Continue efforts to remove all blight within the city of Flint within 5 years

MARKETING
Identity

Regional Marketing & Business Recruitment
Vital: Yes
Location/Impact: Regional
CEDS Rank: High
Steering Committee Ranking: High: 13 • Medium: 7 • Low: 2
A multifaceted marketing strategy that promotes the key assets of Region 6 to target industries

Regional Branding
Vital: Yes
Location/Impact: All
CEDS Rank: High
Steering Committee Ranking: High: 12 • Medium: 9 • Low: 2
Continue the branding, communications, and marketing campaigns and regional asset promotion already underway

“Buy Local” Campaigns
Location/Impact: All
CEDS Rank: High
Steering Committee Ranking: High: 8 • Medium: 6 • Low: 9
Promote locally/regionally produced products
### Regional Facade Loan Fund
CEDS Rank: Medium
Steering Committee Ranking: High: 7 • Medium: 7 • Low: 8

A few Downtown facade loan programs, such as the City of Imlay City and the City of Lapeer, provide low cost financing for facade improvements; funds may be available to businesses to make improvements to the exterior of buildings in traditional downtowns throughout the seven counties of Region 6.

### Facade Improvement
Location/Impact: Regional, with Individual County Sites
CEDS Rank: Medium
Steering Committee Ranking: High: 6 • Medium: 9 • Low: 7

Development of a fund that can be utilized to support improvement projects throughout Region 6.

### Sports Complex
Location/Impact: Hill Road Corridor located in Mundy Township between Fenton Road and Van Slyke Road. The largest parcel (90+ acres) sits behind, or north of, the businesses along Hill Road with outlets that connect with Hill Road and Van Slyke Road. Once developed to its full potential the impact would be in Genesee County and Flint.

CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 7 • Low: 14

Develop a multi-faceted sports complex consisting of lighted baseball and softball diamonds along with soccer fields and a track for running or walking around the circumference of the 90 acre parcel. The complex would be utilized for potential tournament competition and youth sporting activities. Construction of such a project would spur local employment adding approximately 20-30 jobs in the construction of the infrastructure which would consist of water, sewer, electrical and road construction. Once built and operational the complex would add to the local economy by hosting tournaments from out of town entities, which would require lodging and dining options for the visiting teams. The region would flourish because between events attendees and their families would be looking at the local offering for entertainment i.e., Sloan Museum, Crossroads Village. Such a project would impact tourism, economic development, quality of life, workforce and infrastructure improvements.

### Atwood Stadium Refurbishment
Location/Impact: Located in the City of Flint on the Campus of Kettering University
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 7 • Low: 15

In order to preserve the utility and legacy of Atwood Stadium for the benefit of the Flint community, Kettering University and the Friends of Atwood Stadium, a volunteer coalition of community members, are actively seeking support for the campaign for Atwood Stadium. This would address the urgent need for a field-turf renovation and bring restrooms, locker rooms and concession stands up to code.

### Vacant Historic Shiawassee Street School Housing Conversion
Location/Impact: 106 S. Shiawassee (located within the DDA district of downtown Corunna)
CEDS Rank: Medium
Steering Committee Ranking: High: 0 • Medium: 7 • Low: 15

Conversion of the school to approximately 26 upgraded residential loft dwellings.

### Capitol Theatre Restoration
Location/Impact: Flint, Genesee, Regional Draw
CEDS Rank: Medium
Steering Committee Ranking: High: 0 • Medium: 6 • Low: 18

The restored and active theatre will feature entertainment that attracts visitors, residents and businesses.

### Cass City Cultural Center Restoration
Location/Impact: Village of Cass City
CEDS Rank: Medium
Steering Committee Ranking: High: 0 • Medium: 5 • Low: 17

Restoration of the Cass City Cultural Center which is a historical building.

### Walking Trail
Location/Impact: City of Caro
CEDS Rank: Low
Steering Committee Ranking: High: 1 • Medium: 7 • Low: 14

Complete the walking trail by receiving a Right of Way from MDOT.

### Seymour Road Bike Path
Location/Impact: Seymour Road Corridor from Miller Road North to Main Street Flushing
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 16

Develop a bike path on both sides of Seymour Road.

### Regional Facade Improvement Grant Program
Location/Impact: Communities in the Region
CEDS Rank: Medium
Steering Committee Ranking: High: 8 • Medium: 7 • Low: 8

A few downtowns in the region have facade improvement programs, such as the City of Imlay City, City of Lapeer, Village of Almont and Village of North Branch. Typically, traditional downtowns that have downtown development authorities can create a grant program using tax increment financing, i.e. property taxes collected from existing buildings and personal property within the district. However, the five-year trend of reductions in property values has stripped many DDA’s of funding. This program would provide a regional pool of funds that can be matched against private investment to make improvements to the exterior of buildings in traditional downtowns throughout the seven counties of Region 6.
Fiber

Infrastructure

Fiber
Vital: Yes
Location/Impact: Regional
CEDS Rank: High
Steering Committee Ranking: High: 15 • Medium: 4 • Low: 3
Development of a fiber network that serves the entirety of Region 6

Regional Fiber (Business Parks) Development
Vital: Yes
Location/Impact: All
CEDS Rank: High
Steering Committee Ranking: High: 10 • Medium: 10 • Low: 2
Extend ISD Fiber to business parks and other key locations (Lapeer model)

Broadband Expansion in Lapeer County
Vital: Yes
Location/Impact: Countywide
CEDS Rank: High
Steering Committee Ranking: High: 7 • Medium: 9 • Low: 7
Work with the ISD to install fiber to business parks in Lapeer County. Rural communities in Lapeer County do not have the level of broadband availability to serve their residents. Broadband enhancements are needed to ensure complete coverage in communities that are part of the I-69 International Trade Corridor, a designated Next Michigan Development Corporation. The request here would be for funding to improve and expand broadband access through infrastructure development and service upgrades in conjunction with service providers.

High Speed Internet Access for Almont
Vital: Yes
Location/Impact: Village of Almont
CEDS Rank: High
Steering Committee Ranking: High: 7 • Medium: 8 • Low: 8
To bring high speed internet to the residents and businesses of Almont

IT Cluster Development
Vital: Yes
Location/Impact:
CEDS Rank: High
Steering Committee Ranking:
High: 0 • Medium: 4 • Low: 15

Broadband Access Solutions
Vital: Yes
Location/Impact: Regional
CEDS Rank: Medium
Steering Committee Ranking: High: 9 • Medium: 12 • Low: 2
Funding to improve and expand broadband access through infrastructure development, establishment of community computer centers, and service upgrades in conjunction with service providers

Fiber Optic Deployment/Marketing/Pilot
Vital: Yes
Location/Impact: Huron/ Sanilac/ Tuscola
CEDS Rank: Medium
Steering Committee Ranking: High: 9 • Medium: 7 • Low: 6
Develop pilot “Fiber to the Farm”

City of Fenton LDFA Fiber Project
Vital: Yes
Location/Impact: Fenton
CEDS Rank: Medium
Steering Committee Ranking: High: 3 • Medium: 5 • Low: 13
Expand fiber optic throughout the Fenton LDFA district

RAIL

Infrastructure

Rail and Natural Gas Infrastructure
Vital: Yes
Location/Impact: Huron/ Sanilac/ Tuscola
CEDS Rank: High
Steering Committee Ranking: High: 13 • Medium: 8 • Low: 2
Expand and enhance infrastructure rail and natural gas

Development of New Amtrak
Vital: Yes
Location/Impact: Regional
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 12 • Low: 9
Fund the construction of a new Amtrak/Intermodal Station that would offer opportunities for a serviceable intermodal center, associated industrial and commercial development, increased parking and infrastructure in compliance with the Americans with Disabilities Act

Development of Rail Spurs along the CN National Rail Line and Local Rail Lines to Facilitate Development
Vital: Yes
Location/Impact: Regional with Individual County Sites
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 11 • Low: 10
This infrastructure may facilitate development in the county by providing another mode of transportation to firms located in Lapeer

PORT

Infrastructure

Creation of Deepwater Port
Vital: Yes
Location/Impact: Regional and State
CEDS Rank: High
Steering Committee Ranking: High: 14 • Medium: 6 • Low: 3
Identify funding to acquire and operate a deep water port which would include the construction of a warehouse, installation of trans loading equipment, extension of the on-site rail spur and other site improvements
Accelerate: Economic Development Strategy and Prosperity Plan for Region 6

AIR
Infrastructure

Intermodal Phase 2 Development
Vital: Yes
Location/Impact: Flint, Flint Township, Genesee County
CEDS Rank: High
Steering Committee Ranking: High: 11 • Medium: 9 • Low: 1
Phase 2 development of Intermodal Cargo area through expansion of air cargo operations; development includes land acquisition, taxeways, utilities, building improvements and ramp areas

Agriculture Loading Facility
Infrastructure

Development of Agricultural Trans Load Facility
Vital: Yes
Location/Impact: Regional
CEDS Rank: High
Steering Committee Ranking: High: 11 • Medium: 9 • Low: 3
Funding to convert a CN rail yard into a trans load facility for agricultural and other products. This facility would include warehouses, conveyor systems and possibly cold storage. Costs include preliminary acquisition, engineering and construction.

Infrastructure
Location/Impact: Grand Blanc Township
CEDS Rank: High
Steering Committee Ranking: High: 8 • Medium: 7 • Low: 8
Fund new road to connect Baldwin Road to I-75, referred to as the Dort Highway Connector. Project is the result of implementation of the Genesee County Freight and Connectivity Study, Genesee County Long Range Transportation Plan and the Technology Village Area Plan within the Master Plan for Grand Blanc Township.

Expand M-24 to Four Lanes in Southern Lapeer County
Location/Impact: Southern Lapeer County
CEDS Rank: High
Steering Committee Ranking: High: 4 • Medium: 9 • Low: 10
Expand M-24 to four lanes in southern Lapeer County to finish the expansion started in the early 2000s

Completion of Wilder Road to Class A Status from Imlay City Road to the I-69 Interchange
Location/Impact: City of Lapeer and Mayfield Township
CEDS Rank: High
Steering Committee Ranking: High: 4 • Medium: 7 • Low: 11
Upgrade Wilder Road, from Imlay City Road south to the I-69 Interchange, for access to businesses in Lapeer County.

Parmenter Road “Class A” Upgrades
Location/Impact: Within City of Corunna Corporate limits. Parmenter Road from M-71 South to City of Corunna Corporate Limits
CEDS Rank: High
Steering Committee Ranking: High: 3 • Medium: 7 • Low: 11
Upgrades to approximately 3,700 ft of Parmenter Rd, including railroad crossing upgrades, to an all-season route to improve access, via M-71 to/from I-69, a major Midwest industrial corridor with national and international connections.

Development Site Infrastructure
Location/Impact: Regional with Individual County Sites
CEDS Rank: Medium
Steering Committee Ranking: High: 7 • Medium: 10 • Low: 5
Completion of site preparedness activities on targeted sites; implementation of infrastructure (water, sewer, road, power, gas) improvements for future developments

Corporate Hangar Area Development
Location/Impact: Flint, Flint Township, Genesee County
CEDS Rank: Medium
Steering Committee Ranking: High: 7 • Medium: 8 • Low: 7
Development of northeast area of Bishop Airport for possible corporate hangars; includes design and construction of associated infrastructure, including utilities, taxeways, and ramp areas

Infrastructure
Location/Impact: Grand Blanc Township
CEDS Rank: Medium
Steering Committee Ranking: High: 6 • Medium: 7 • Low: 8
Sanitary sewer upgrade to accommodate sewer capacity in developing area of medical, research and development, and light industrial uses

Convert Wilder Road from I-69 to Imlay City Road to an All-Season “Class A” route
Location/Impact: Wilder Road from I-69 to Imlay City Road, impacting the City of Lapeer and Lapeer Township
CEDS Rank: Medium
Steering Committee Ranking: High: 5 • Medium: 11 • Low: 7
This project would connect I-69 to Imlay City Road by converting Wilder Road to an all-season, designated route. This means: the route would be all-season, and therefore not restricted during frost laws; 53’ trailer lengths and heavier loads would be legal; currently, most truck traffic is required to use M-24 to access Genesee St/Imlay City Road, which is a congested route with poor turning conditions for truck traffic

Infrastructure
Location/Impact: Grand Blanc Township
CEDS Rank: Medium
Steering Committee Ranking: High: 4 • Medium: 7 • Low: 12
Realignment of Pollock Road

64 Accelerate: Economic Development Strategy and Prosperity Plan for Region 6
Circus Park Development
Location/Impact: Vienna Township
CEDS Rank: Medium
Steering Committee Ranking: High: 3 • Medium: 8 • Low: 11
The Elf Khurafeh Shriners envision a New Circus Park utilizing 104 acres of land facing I-75 in Clio, Michigan to provide a multi-purpose safety and emergency center for Mid-Michigan residents. Park would serve as a local and regional medical center increasing access to healthcare, personal growth opportunities, recreation, and hope for the future for all children and families without regard to race, color, creed, sex or sect, disability, national origin or ability of a patient or family to pay.

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grant
Location/Impact: City of Lapeer
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 10 • Low: 12
The Genesee Street reconstruction project has been initiated to improve a major east/west link with the City of Lapeer. Genesee Street was the predecessor to I-69 and was formerly operated by the Michigan Department of Transportation (MDOT) as M-21. This road begins on the west side of the State of Michigan, terminates on the east side, and is occasionally used as an alternate route to I-69. The segment proposed for improvement runs for approximately 3/4 mile to the south of the traditional downtown of Lapeer and also parallel to I-69, which is approximately two miles south of Genesee. The west boundary of the project area is M-24 and the east boundary is just east of Saginaw Street.

Infrastructure
Location/Impact: Grand Blanc Township
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 12 • Low: 7
New potable water distribution system within the Genesys Regional Medical Center to accommodate development of medical and R&D uses

Development of St. Clair Water Tower
Location/Impact: Local & Regional
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 9 • Low: 13
Funding for the engineering and construction of a one million-gallon tank and improvements to the current water system

Commercial District Improvements
Location/Impact: Pierson Road/Linden Road
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 10 • Low: 11
Demolish 4300 Pierson Road (old Ramada Inn); reconstruct Linden Road from Pierson to Carpenter Road to all season road

N. Shiawassee Street Reconstruction and Three Lane Expansion
Location/Impact: N. Shiawassee Street from the bridge to Pine Street
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 7 • Low: 13
Expansion to three lanes along with utility upgrades

Add an Exit off I-69 at Clark Road
Location/Impact: Region
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 16
Add an exit off I-69 at Clark Road

Structure Demolition
Location/Impact: Regional with Individual County Sites
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 11 • Low: 7
Development of a fund that can be utilized for demolition projects throughout Region 6

Construct New Water Main
Location/Impact: Davison Road
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 14
Construct a new 12” water main on Davison Road (Lake Nepessing to Greensway Blvd)

Construct New Water Main
Location/Impact: Lake Nepessing
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 14
Construct a new 12” water main on Nepessing from John Conley to Davison Road

Extend Water Line between Imlay City and Almont
Location/Impact: Cass City Industrial Park
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 8 • Low: 10
Infrastructure upgrades

Install New Ground Storage Tank
Location/Impact: Southeast City Limits - Saginaw Street
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 5 • Low: 16
New ground storage tank 1 MG and pumps

Add an Exit off I-69 at Clark Road
Location/Impact: Region
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 16
Add an exit off I-69 at Clark Road

Construct New Water Main
Location/Impact: Lake Nepessing
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 14
Construct a new 12” water main on Nepessing from John Conley to Davison Road

Add an Exit off I-69 at Clark Road
Location/Impact: Region
CEDS Rank: Medium
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Add an exit off I-69 at Clark Road

Construct New Water Main
Location/Impact: Lake Nepessing
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 14
Construct a new 12” water main on Nepessing from John Conley to Davison Road

N. Shiawassee Street Reconstruction and Three Lane Expansion
Location/Impact: N. Shiawassee Street from the bridge to Pine Street
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 7 • Low: 13
Expansion to three lanes along with utility upgrades

Thompson Road Water Main
Location/Impact: Thompson Road Corridor (Thompson Road between Jennings and Fenton)
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 7 • Low: 14
Construction of a water main, including storage tower

Add an Exit off I-69 at Clark Road
Location/Impact: Region
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 6 • Low: 16
Add an exit off I-69 at Clark Road

Transit Improvement Generating Economic Recovery (TIGER) Discretionary Grant
Location/Impact: City of Lapeer
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 10 • Low: 12
The Genesee Street reconstruction project has been initiated to improve a major east/west link with the City of Lapeer. Genesee Street was the predecessor to I-69 and was formerly operated by the Michigan Department of Transportation (MDOT) as M-21. This road begins on the west side of the State of Michigan, terminates on the east side, and is occasionally used as an alternate route to I-69. The segment proposed for improvement runs for approximately 3/4 mile to the south of the traditional downtown of Lapeer and also parallel to I-69, which is approximately two miles south of Genesee. The west boundary of the project area is M-24 and the east boundary is just east of Saginaw Street.

Commercial District Improvements
Location/Impact: Pierson Road/Linden Road
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 10 • Low: 11
Demolish 4300 Pierson Road (old Ramada Inn); reconstruct Linden Road from Pierson to Carpenter Road to all season road

Extend Water Line between Imlay City and Almont
Location/Impact: Cass City Industrial Park
CEDS Rank: Medium
Steering Committee Ranking: High: 2 • Medium: 8 • Low: 10
Infrastructure upgrades

Install New Ground Storage Tank
Location/Impact: Southeast City Limits - Saginaw Street
CEDS Rank: Medium
Steering Committee Ranking: High: 1 • Medium: 5 • Low: 16
New ground storage tank 1 MG and pumps
<table>
<thead>
<tr>
<th>Project Description</th>
<th>Location/Impact</th>
<th>CEDS Rank</th>
<th>Steering Committee Ranking</th>
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<tbody>
<tr>
<td><strong>Rehabilitate Storage Tank</strong></td>
<td>Rehabilitate Existing Elevated Storage Tank 750 Gallons</td>
<td>Medium</td>
<td>High: 1 • Medium: 4 • Low: 18</td>
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<td><strong>Pipeline Extension</strong></td>
<td>M-21 Corridor West/ Elms Road to Shiawassee</td>
<td>Medium</td>
<td>High: 0 • Medium: 9 • Low: 14</td>
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<td>County: M-13 Corridor South/Corunna Road to I-69</td>
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<td><strong>Public Safety Buildings</strong></td>
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<td><strong>New Drive connecting Research Drive to Tubspring Road</strong></td>
<td>Research Drive, Almont, Lapeer County</td>
<td>Medium</td>
<td>High: 0 • Medium: 6 • Low: 17</td>
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<td>The installation of an access drive from Research Drive to Tubspring Road in Almont to allow vehicles access to the light at Tubspring Drive and Van Dyke. This would promote both commercial and industrial development in the area.</td>
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<td><strong>Gould Street</strong></td>
<td>From M-71 to M-21</td>
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<td><strong>US-23/Thompson Road Upgrades</strong></td>
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<td><strong>Increase Pump Capacity</strong></td>
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<td><strong>Replace Force Main</strong></td>
<td>McCormick to WWTP</td>
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<td>High: 0 • Medium: 6 • Low: 15</td>
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<td><strong>Oxidation Ditch to Increase Capacity</strong></td>
<td>Waste Water Treatment Plant</td>
<td>Low</td>
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<td>McCormick to WWTP</td>
<td>Low</td>
<td>High: 0 • Medium: 6 • Low: 15</td>
</tr>
<tr>
<td></td>
<td>Steer Committee Ranking: High: 0 • Medium: 6 • Low: 15</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Construction of New Public Safety Facility in Lapeer South of I-69</strong></td>
<td>City of Lapeer</td>
<td>Low</td>
<td>High: 0 • Medium: 5 • Low: 18</td>
</tr>
<tr>
<td></td>
<td>Steer Committee Ranking: High: 0 • Medium: 5 • Low: 18</td>
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<td></td>
</tr>
<tr>
<td><strong>Oxidation Ditch to Increase Capacity</strong></td>
<td>Waste Water Treatment Plant</td>
<td>Low</td>
<td>High: 0 • Medium: 5 • Low: 17</td>
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<tr>
<td></td>
<td>Steer Committee Ranking: High: 0 • Medium: 5 • Low: 17</td>
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<td></td>
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<tr>
<td><strong>New Drive connecting Research Drive to Tubspring Road</strong></td>
<td>Research Drive, Almont, Lapeer County</td>
<td>Medium</td>
<td>High: 0 • Medium: 6 • Low: 17</td>
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<tr>
<td></td>
<td>Steer Committee Ranking: High: 0 • Medium: 6 • Low: 17</td>
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<tr>
<td><strong>US-23/Thompson Road Upgrades</strong></td>
<td>US-23/Thompson Road interchange</td>
<td>Low</td>
<td>High: 1 • Medium: 5 • Low: 17</td>
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<td></td>
<td>Steer Committee Ranking: High: 1 • Medium: 5 • Low: 17</td>
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<tr>
<td><strong>Increase Pump Capacity</strong></td>
<td>McCormick Street</td>
<td>Low</td>
<td>High: 1 • Medium: 5 • Low: 16</td>
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<tr>
<td></td>
<td>Steer Committee Ranking: High: 1 • Medium: 5 • Low: 16</td>
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<tr>
<td><strong>Increase Pump Capacity</strong></td>
<td>Saginaw Street</td>
<td>Low</td>
<td>High: 1 • Medium: 5 • Low: 16</td>
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<td></td>
<td>Steer Committee Ranking: High: 1 • Medium: 5 • Low: 16</td>
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<tr>
<td><strong>Replace Existing Water Main</strong></td>
<td>Genesee Street</td>
<td>Low</td>
<td>High: 1 • Medium: 5 • Low: 16</td>
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<td></td>
<td>Steer Committee Ranking: High: 1 • Medium: 5 • Low: 16</td>
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<tr>
<td><strong>Install New Ground Storage Tank</strong></td>
<td>Southeast City Limits - John Conley Drive</td>
<td>Low</td>
<td>High: 1 • Medium: 4 • Low: 17</td>
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<td></td>
<td>Steer Committee Ranking: High: 1 • Medium: 4 • Low: 17</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Extend Lake Nepessing Road to Oregon Street</strong></td>
<td>City of Lapeer</td>
<td>Low</td>
<td>High: 1 • Medium: 2 • Low: 20</td>
</tr>
<tr>
<td></td>
<td>Steer Committee Ranking: High: 1 • Medium: 2 • Low: 20</td>
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<tr>
<td><strong>Replace Force Main</strong></td>
<td>McCormick to WWTP</td>
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<td>High: 0 • Medium: 6 • Low: 15</td>
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<td></td>
<td>Steer Committee Ranking: High: 0 • Medium: 5 • Low: 17</td>
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</tbody>
</table>
Clarifier to Increase Capacity
Location/Impact: Waste Water Treatment Plant
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 5 • Low: 17
Add a third clarifier to increase WWTP capacity

Increase Sludge Storage
Location/Impact: Waste Water Treatment Plant
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 5 • Low: 17
Increase sludge storage an additional 1,000,000 gallons of storage

Davison Road Reconstruction
Location/Impact: Davison Road
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 5 • Low: 17
Davison Road (Millville to Lake Nepessing) reconstruction with curb and gutter, sidewalk and bike lanes

Construct New Lift Station
Location/Impact: Lake Nepessing/Davison Road
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 5 • Low: 16
Construct a new lift station near Lake Nepessing/Davison Road to create a new sewer district at the west city limits

Purchase of Land for DPW
Location/Impact: 5950 Fox Street
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 4 • Low: 19
Purchase of a pole barn and six acres of land for use by DPW

Reconstruct DeMille
Location/Impact: DeMille Street
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 4 • Low: 17
Reconstruct DeMille (Blvd to M-24)

Reconstruct DeMille
Location/Impact: DeMille Street
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 4 • Low: 18
Reconstruct DeMille (McCormick to Saginaw)

Extension of Path from DeMille Road to John Conley Drive, City of Lapeer
Location/Impact: City of Lapeer
CEDS Rank: Low
Steering Committee Ranking: High: 0 • Medium: 2 • Low: 21
Extension of path from DeMille Road to John Conley Drive in the city of Lapeer

Partnerships

Regional Transit Coordination Study
Vital: Yes
Location/Impact: I-69 Corridor from Ingham County to St Clair County, Lansing to Port Huron
CEDS Rank: High
Steering Committee Ranking: High: 9 • Medium: 9 • Low: 5
The Mass Transportation Authority (MTA) proposing to become a regional transportation authority is seeking funding to allow coordination and partnering with organizations along the I-69 corridor, including local chambers of commerce, public and private transportation providers, employers, and medical facilities to coordinate transportation needs for the purpose of moving workers along the I-69 corridor for employment opportunities including, but not limited to, the Karegnondi Water Pipeline Project, Lapeer manufacturing industry, and the Meijer Distribution Center.

Development Site Preparedness
Vital: Yes
Location/Impact: Regional with Individual County Sites
CEDS Rank: High
Steering Committee Ranking: High: 12 • Medium: 9 • Low: 2
Create a comprehensive plan for targeted sites throughout Region 6 that makes them more attractive for development, including master planning, pre-mitting target industrial analysis, conceptual building design, virtual buildings, etc.

Combination "Meet the Buyer"/Manufacturing "Pitch & Catch" Trade Show
Location/Impact: Conducted at the Mott MTEC; manufacturing companies from Region 6 and the entire State of Michigan would be recruited to participate
CEDS Rank: Medium
Steering Committee Ranking: High: 8 • Medium: 10 • Low: 5
Combining the Region 6 economic development organizations’ “Meet The Buyer” event with the Manufacturing "Pitch & Catch" Trade Show would enable companies to have an on-stage “Shark-Tank-Moment” to identify their products, raw product needs and areas of specialization. This unique Trade Show methodology has been piloted tested in the Thumb Area with great success. By blending the “Meet The Buyer” and "Pitch & Catch Trade Show” activities, the results would be strategically improved.

Shared Services Leadership Alliance Regional Replication
Location/Impact: All
CEDS Rank: Medium
Steering Committee Ranking: High: 4 • Medium: 8 • Low: 10
Leadership and shared service training that prepares partners to coordinate, collaborate, and work together to maximize efficiency and improve service delivery
### PARTNERSHIP

**Partnerships Workforce Business Ecosystem**

<table>
<thead>
<tr>
<th>Advanced Manufacturing Collaboration</th>
<th>Vital: Yes</th>
<th>Location/Impact: I-69/Thumb Region</th>
<th>CEDS Rank: High</th>
<th>Steering Committee Ranking: High: 13 • Medium: 8 • Low: 1</th>
</tr>
</thead>
<tbody>
<tr>
<td>Workforce hiring/training, new market development, fiber access, real estate/facilities, infrastructure, supply chain, organization of manufacturers to address needs of industry, cluster development</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Manufacturing Summer Camp</th>
<th>Location/Impact: Region</th>
<th>CEDS Rank: High</th>
<th>Steering Committee Ranking: High: 10 • Medium: 10 • Low: 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>ThumbWorks! was contacted by a local manufacturer that produces parts for Stihl. They have an already developed summer camp that they provide curricula for and would assist us in implementing in our region. Here’s the information they provided us with: The Stihl Manufacturing Technology Summer Camp goal is to ensure that students are properly introduced to modern manufacturing through tours, presentations, small projects, and a competitive manufacturing activity. The camp is a four-day process where middle and high-school students learn how to design and execute a manufacturing process, brainstorm and make decisions, and work as members of a manufacturing team. They also create production plans, improve processes, and learn quality assurance techniques.</td>
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</table>

### TOURISM

**Tourism**

<table>
<thead>
<tr>
<th>Resort Development in State Parks</th>
<th>Location/Impact: Huron and Sanilac</th>
<th>CEDS Rank: Medium</th>
<th>Steering Committee Ranking: High: 4 • Medium: 7 • Low: 12</th>
</tr>
</thead>
<tbody>
<tr>
<td>Locate a &quot;resort&quot; in a state or local park</td>
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</table>

### TALENT

**Workforce**

<table>
<thead>
<tr>
<th>Finding Qualified Employees in the Region</th>
<th>Vital: Yes</th>
<th>Location/Impact: Region</th>
<th>CEDS Rank: High</th>
<th>Steering Committee Ranking: High: 14 • Medium: 5 • Low: 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Develop a strategy to assist employers in finding qualified workers and to fill the skills gap that exists for some of the available jobs</td>
<td></td>
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</tbody>
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<table>
<thead>
<tr>
<th>Building the Talent Pipeline</th>
<th>Vital: Yes</th>
<th>Location/Impact: Regional with Individual County Representatives</th>
<th>CEDS Rank: High</th>
<th>Steering Committee Ranking: High: 12 • Medium: 9 • Low: 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Create a program that better connects the business community in need of talent with K-12/ISD and higher education, including awareness of career opportunities (e.g. job fair, co-op), curriculum development, vocational training centers, etc.</td>
<td></td>
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<thead>
<tr>
<th>TeenQuest/SYI Replication</th>
<th>Location/Impact: Full Region</th>
<th>CEDS Rank: High</th>
<th>Steering Committee Ranking: High: 8 • Medium: 11 • Low: 5</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replication of the TeenQuest and Summer Youth Initiative programs across all of Region 6</td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Career Pathway Improvement Program</th>
<th>Location/Impact: Region</th>
<th>CEDS Rank: High</th>
<th>Steering Committee Ranking: High: 7 • Medium: 9 • Low: 6</th>
</tr>
</thead>
<tbody>
<tr>
<td>Provide grant funds to support career pathway oriented projects. The projects to be funded would be vetted in the form of a competition or application process. The goal is to seed-fund projects that build on the concepts of career pathways in K-12 and college, including projects that support STEM education; pilot programs that demonstrate potential to be replicated at a regional level.</td>
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<thead>
<tr>
<th>Basic Skill Development Program</th>
<th>Location/Impact: Low Skill Adults in St. Clair County and Other Counties</th>
<th>CEDS Rank: High</th>
<th>Steering Committee Ranking: High: 6 • Medium: 9 • Low: 8</th>
</tr>
</thead>
<tbody>
<tr>
<td>The BSDP would provide an alternative for adults who need upgrades in basic reading, English and math to increase their employability and/or readiness for training. The program would supplement current options. It would be free to those not eligible for Michigan Work! sponsored remediation programs and those not able to pursue traditional Adult Education programs for high school completion or GED due to structure and/or length. The program would be self-paced, open entry-open exit, modular computer based instruction. Facilitators would monitor progress, supplement the instructional materials and provide encouragement and support to learners.</td>
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68 Accelerate: Economic Development Strategy and Prosperity Plan for Region 6
Employability Skills Training Workshop Series  
Location/Impact: St. Clair County and Region  
CEDS Rank: High  
Steering Committee Ranking: High: 5 • Medium: 11 • Low: 7  
The free workshop program would be in 8-10 hours durations and be delivered in 2-5 sessions. The series would focus on a variety of soft-skills that impact employment potential and longevity. Topics would include: job search, resumes, cover letters, interviewing, employer expectations, teamwork, workplace protocol, self-management and planning, responsibility, etc. The series of workshops could also include career information and exploration.

Expanded Career Technical Education  
Location/Impact: All  
CEDS Rank: High  
Steering Committee Ranking: High: 5 • Medium: 6 • Low: 8  
Expand availability of training for workers while incorporating input of the private sector.

Workforce Education Center/Addition  
Location/Impact: Fenton  
CEDS Rank: High  
Steering Committee Ranking: High: 4 • Medium: 11 • Low: 8  
Addition/renovations to the Wagner Workforce Education Center (WEC) to accommodate increased services through partnership with Career Alliance and Michigan Works!, including upgrades to 16,000 square feet of additional space and upgrades to space, furniture, computer systems and basic facility upgrades.

Enhanced Training in Welding Technology  
Location/Impact: Regional  
CEDS Rank: High  
Steering Committee Ranking: High: 4 • Medium: 10 • Low: 9  
Maximize student learning in the engineering technology field of welding by providing Lincoln Electric VRTEX 360 virtual reality arc welding training station in the Engineering Technology Lab at SC4.

Target Employment Systems Project  
Location/Impact: Genesee County/replication to others  
CEDS Rank: High  
Steering Committee Ranking: High: 3 • Medium: 12 • Low: 6  
Truck Driver training, IT, CNC, Welding, Mechatronics, Design/EngTech; “industry” image

Baker College’s Mobile CNC Training Program  
Location/Impact: All  
CEDS Rank: High  
Steering Committee Ranking: High: 3 • Medium: 8 • Low: 9  
Mobile technology training specific to CNC operation and programing to support local manufacturing workforce needs.

Experiential Learning/Training  
Location/Impact: Genesee/Statewide  
CEDS Rank: High  
Steering Committee Ranking: High: 2 • Medium: 7 • Low: 13  
Experiential learning/training

FIRST Robotics Community Center (FRCC)  
Location/Impact: Kettering University Academic Building, Flint  
CEDS Rank: High  
Steering Committee Ranking: High: 1 • Medium: 15 • Low: 7  
The FRCC project began in response to a need for programmatic support and facilities for local FIRST Robotics teams. The FRCC deepens Kettering’s involvement by adding facility and equipment support for local FIRST teams and housing them on campus. The FRCC is expected to be ready to house up to 16 high school teams for the 2014-15 build season.

Training for Digital Manufacturing  
Vital: Yes  
Location/Impact: St. Clair County Community College - Acheson Applied Technology Center, Port Huron, MI; Impact Area: Thumb Region Counties and the I-69 and I-94 Corridors.  
CEDS Rank: Medium  
Steering Committee Ranking: High: 12 • Medium: 6 • Low: 5  
Addition of a 3D Fused Deposition Modeling printer system to the SC4 industrial Technology lab. By leveraging the newest trans-formative technology available, manufacturers can now deliver advanced performance in production-grade end-use parts and advanced functional prototyping. The Engineering Technology (ET) Department at St. Clair County Community College will use a state of the art 3D Fused Deposition Modeling printer system to advance manufacturing technology training along the I-69 and I-94 corridors and increase the region’s prosperity through diversification of our manufacturing base.

Workforce and K-12/Higher Education  
Location/Impact: Region 6: Genesee, Huron, Lapeer, Sanilac, Shiawassee, Tuscola Counties  
CEDS Rank: Medium  
Steering Committee Ranking: High: 9 • Medium: 11 • Low: 3  
Region 6 has many entities that facilitate Pre GED, High School Completion and GED Preparation. However there are many participants that are confronted with barriers that keep them from being connected to much need educational services. It is the intent of Region 6 to utilize any funding received to assist participants in our respective counties to overcome barriers, and help them accomplish their educational endeavors, and job seeking needs. Funding would be utilized to eliminate barriers such as geography/transportation, lack of awareness and misinformation, red tape (life coach), and to assist with high school completion and GED preparation.
| Skill Builder Virtual Student Business Tours | Location/Impact: Region 6 |
| CEDS Rank: Medium | Steering Committee Ranking: High: 9 • Medium: 8 • Low: 6 |
| The project will be an extension of video-taped “tours” of businesses in Huron, Lapeer, Sanilac and Tuscola counties. Industry cluster companies from Genesee, Shiawassee and St. Clair counties will complete 10-12 video-taped virtual tours for use in Region 6 high schools to improve awareness of local job opportunities. |

| Flash-Driving Your Career Diary Project | Location/Impact: The Flash-Driving your Career Diary Project will operate in and impact the entire Prosperity Region 6 area. |
| CEDS Rank: Medium | Steering Committee Ranking: High: 7 • Medium: 7 • Low: 9 |
| The Flash-Driving Your Career Diary Project will target young adults just entering high school. The project will supply pre-programmed flash drives designed to assist in building/maintaining a “career diary” and would include sections on employment, education, awards/achievements, etc. Regional resources would also be pre-loaded to improve every young adult’s awareness of options and opportunities. |

| Training for Digital Manufacturing | Location/Impact: Regional |
| CEDS Rank: Medium | Steering Committee Ranking: High: 6 • Medium: 8 • Low: 7 |
| This project involves the addition of a 3D Fused Deposition Medeling printer system to the SC4 industrial Technology lab. To enhance the training of students enrolling in the Engineering Technology (ET) degree and certificate programs at SC4 and others in the community. |

| TeenQuest Regional Replication and Expansion | Location/Impact: All |
| CEDS Rank: Medium | Steering Committee Ranking: High: 5 • Medium: 8 • Low: 10 |
| Afterschool program model for replication or expansion |

| Business Division - Lab/Kitchen Upgrades | Location/Impact: Culinary Arts, Food Services Management, Baking and Pastry Arts |
| CEDS Rank: Medium | Steering Committee Ranking: High: 1 • Medium: 8 • Low: 12 |
| Enrollment in the Culinary Arts, Food Services Management and Baking and Pastry Arts programs has grown and is at capacity in its current location. Upgrades to the lab/kitchen environment are needed to accommodate the increasing enrollment. |

| Southern Lakes Branch Center (SLBC) Building Renovations | Location/Impact: SLBC/General Education Academic Program; OT, PT, Law Enforcement, IMS, EMT, Fire Safety |
| CEDS Rank: Low | Steering Committee Ranking: High: 0 • Medium: 9 • Low: 14 |
| Overall renovation, replacement and repurposing of the Southern Lakes site (FKA Consumers Energy Facility) to attain current educational standards and to maximize long term utility |

| Police Department | Location/Impact: Mayville |
| CEDS Rank: Low | Steering Committee Ranking: High: 0 • Medium: 4 • Low: 19 |
| One full time officer |

| “Go back” Campaign for Continuing Higher Education and Certifications | Location/Impact: All |
| Steering Committee Ranking: High: 3 • Medium: 6 • Low: 10 |
| Program to market and reach out to residents of the region who have some college credits, but have not graduated with a degree or certificate |

| Workforce Partnerships | |

| Talent Tours and Marketing Campaign for Sector Attraction | Location/Impact: Region |
| CEDS Rank: Medium | Steering Committee Ranking: High: 12 • Medium: 9 • Low: 2 |
| Manufacturing and agriculture sectors have a hard time attracting talent due to the lack of knowledge of the industry, misguided views of current industry characteristics, a lack of knowledge about the industry talent/hiring needs, etc. ThumbWorks! believe it is imperative to educate youth about what careers in those sectors are available in the region and educate parents, adult job seekers and educators. By creating a system that would allow students and/or adults to take Talent Tours of area manufacturing facilities and agribusinesses, we could change the conversation about work in that sector. It is also important to get to the educators/career counselors in the schools to give them a better perspective of careers in the region. Without first-hand knowledge of what types of positions businesses in the region are hiring for and the qualifications to becoming employed in available and future positions, they have a hard time “steering” students in the right direction as well. This project would fund professional development tours for students and adult job seekers and build relationships between the schools and the business sector where they may not already exist. A marketing campaign would also be helpful to get the word out to parents regarding wages, working conditions, talent needs in the region, education levels required etc., so that they can better lead their children into occupations that meet their interests/aptitudes and don’t require full four year degrees to make a great living. |
### Workforce Business Ecosystem

**Kettering University Student Automotive Research Area (KUSARA)**

Location/Impact: The former Chevy in the Hole north of the Flint River on the campus of Kettering University in Flint, MI  
CEDS Rank: Medium  
Steering Committee Ranking: High: 4 • Medium: 10 • Low: 9  
KUSARA will turn “Chevy in the Hole” into a vibrant and useful laboratory space for Kettering and the Flint community. KUSARA will serve as an automotive and motorsports proving ground where Kettering faculty, students, and industry partners will conduct research, host competitions, and participate in exceptional educational opportunities.

### Workforce Infrastructure

Location/Impact: Koylton Township, Kingston Community, Tuscola County  
CEDS Rank: Low  
Steering Committee Ranking: High: 0 • Medium: 5 • Low: 17  
Demolish old elementary school, re-roof current elementary school

### Regional Legislative Caucus

Convening the entire delegation for inclusion and awareness within the plan. The creation of a regional caucus with the purpose of promoting policies to serve the region and enhance current initiatives. This caucus will then be able to advocate on behalf of components of the plan.

### Infrastructure

**Transportation Funding**

Vital: Yes  
Location/Impact: All  
Create a political climate that supports an increase in comprehensive transportation through a multi-year multi-billion dollar investment

**Karegnondi Water Authority**

Vital: Yes  
Location/Impact: All  
Development of a regional strategy for using the new Karegnondi Water Line as a means of business attraction, expansion, retention and specific industry sector development. Explore for opportunities to support extension of both raw and treated water to key production sites throughout the I-69 Thumb Region.

### Quality of Life

**Creation of an Innovation District**

Location/Impact: City of Flint  
Creation of an Innovation District incorporating McLaren, Kettering, Hurley, UM-Flint, Mott College, Baker, and former Flint East Plant for purposes of workforce development, jobs, and housing and commercial redevelopment.

### Chevy Commons

Location/Impact: City of Flint  
Redevelopment of Chevy Commons into green space with surrounding high density redevelopment. Create a model of how to re-purpose old brownfield sites and generate significant commercial and housing development in the area

### Green Innovation Districts

Location/Impact: City of Flint  
Flint’s new green innovation zone allows for green uses at a commercial level through re-use of vacant/abandoned property

### Economic Development

**Buick City Redevelopment**

Location/Impact: City of Flint, I-69  
Redevelopment of Buick City, the region’s largest brownfield, as incubator space. Geo-technical studies are needed to show how to build upon the slab.