WHERE EMCOG IS NOW

SUMMARY OF DEMOGRAPHIC
&
ECONOMIC TRENDS & PERFORMANCE

Prepared for RED Team Review
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The following is a list of highlights of findings of the economic data presented in Chapter 3 of the 2014 CEDS
Plus Other Data Analyses Not in the CEDS

DEMOGRAPHIC AND ECONOMIC TRENDS

Historic Population: 2000 – 2010

- The Region lost 2% of its population from the 2000 to 2010 Census; over three times the statewide loss of 0.6%

Population Forecasts: 2010-2040

- The Region's population is forecast to continue to decrease by 0.03% per year from 2010-2040. This continued decrease contrasts with the statewide forecast of a modest increase of 0.1% per year.

International Migration Population

- Even though the Region's population is forecast to continue to decrease the international migration population sub-set is forecast to grow by 5,600 people by 2020 and a total of 21,000 people by 2040 making this a progressively larger sub-set of the Region's population.
- The Region's international migration sub-set is forecast to grow at a greater rate than for the State as a whole. For 2020 the Region's growth makes up 2.2% of the statewide growth for this sub-set. By 2040 the Region's growth makes up a larger 2.7% of the statewide growth.

Population Age

- The Region's population is getting older with a median age of 39.7 (2010 Census) compared to 37.2 in the 2000 Census.

- The statewide median age is lower than for the Region: 35.6 in 2000 and 38.9 in 2010. However the "aging" of the population statewide is happening at a faster pace of 9.3% from 2000 to 2010 compared to 6.7% for the Region.

24 Month Unemployment Rates (2011-2012 and 2012-2013)

- The Region's 24 month (2011-2013) unemployment rate of 8.3% was close to the State's rate of 8.6%
- Both the Region and the State rates were slightly higher than the National rate of 8.1% for 2011-2013.
- The current 24 month average unemployment rate (December, 2013) for the Region has increased to 9.0% or 117% of the National rate of 7.72.

"Resident" Businesses (Headquarters within the Region or State of Michigan)

- 90% of businesses within the Region are Resident Businesses accounting for nearly 71% of the jobs and 75% of sales.

- A vast majority (92%) of the Resident businesses are either Self Employed (1 employee) or Stage 1 (2-9 employees), accounting for 30% of sales and experiencing the least decline in sales (-0.03% and -1.1% respectively) during the 2006-2009 recession (Note: the Stage 3 and 4 [100+] employees experienced a -22% decline in sales during the same time period).

- The majority of jobs come from Stage 1 and Stage 2 businesses (i.e., businesses that employ from 2 to 99 people).

Business Opening and Closing (2006-2009):

- For every one business that opened 1 business closed
- For every 1 job created from business openings 2.2 jobs were lost from business closings.

Business Expansion and Downsizing (2006-2009):

- For every 1 business that expanded 0.5 businesses downsized
- For every 1 job created by business expansion, 0.5 jobs were lost from business downsizing.

Business Movement Into and Out of the Region (2006-2009):

- For every one business that moved into the Region 1.1 businesses moved out
- For every 1 job created by business movement into the Region 1 job was lost from business movement out of the Region.

Employment Sectors 2010-2020

- "Goods Producing" is the largest employee sector for the Region and the State (2010) but is forecast to decline by 2020 for both the Region (-1.6%) & to a lesser degree the State (-0.6%)

  "Professional Business Services" is the Region's second largest employee sector and is forecast to grow by 12% by 2020 compared to 13% statewide.
- "Education and Health Services" is forecast to have the greatest increase in the Region of 19% by 2020. This is similar to the Statewide forecast increase of 21%
- "Transportation and Warehousing" is also forecast to increase as an employment sector by nearly 13% in 2020 compared to 10% statewide.
- In addition to "Goods Producing", the other employment sectors in the Region that are forecast to decline are "Public Sector" and Leisure and Hospitality". (Statewide "Public Sector" is forecast to decrease while "Leisure and Hospitality" is forecast to increase.)

Truck Freight Movement Into and Out of the Region: 2009 and 2030 Forecast

- Truck freight movement **into the Region**: In 2009 there was a tonnage equivalent of 566,000 truckloads moving into the EMCOG Region; the 2030 forecast shows an additional 129,500 truckloads or an increase of 29%. (Note: these numbers assume a truck load of 40 tons which is the legal weight for an 18 wheeler per USDOT FHA) As a point of reference, 566,000 truckloads equates to a line of 18 wheelers that is 8,040 miles long or about 100 miles further than from Detroit to India. The projected increase would add 1,839 miles to this line.

- Truck freight movement **out of the Region**: in 2009 there was a tonnage equivalent of 652,400 truckloads moving out of the EMCOG Region; the 2030 forecast shows an additional 218,500 truckloads or an increase of 33.5%. (Note: these numbers assume a truck load of 40 tons which is the legal weight for an 18 wheeler per USDOT FHA) As a point of reference the 652,400 truckloads equates to a line of 18 wheelers that is 9,267 miles long. The projected increase would add 3,104 miles to that line

- During 2009 for every 1 ton of freight moving into the Region by truck 1.2 tons were moved out of the Region. Based on the 2030 forecast the ratio widens to for every 1 ton moving in 1.3 tons will be moved out.

Rail Freight Movement Into and Out of the Region: 2009 and 2030 Forecast

- Rail freight movement **into the Region**: In 2009 there was a tonnage equivalent of 933 rail car loads moving into the EMCOG Region; the 2030 forecast shows an additional 136 rail car loads or an increase of 15%. (Note: these numbers assume a 50'6" by 60' rail car with a 143 ton capacity.) As a point of reference the 933 rail car loads are equal to a train 12 miles long. The projected increase of 136 rail car loads would add 1.9 miles to the length.

- Rail freight movement **out of the Region**: in 2009 there was a tonnage equivalent of 11,174 rail car loads moving out of the EMCOG Region; the 2030 forecast shows an additional 1,600 rail car loads or an increase of 14%. (Note: these numbers assume a 50'6" by 60' rail car with a 143 ton capacity.) As a point of reference the 11,174 rail car loads equates to a train 144 miles long. The projected increase of 1,600 rail car loads would add 21 miles to the length.

- During 2009 for every 1 ton of freight moving into the Region by rail 12 tons were moved out of the Region. Based on the 2030 forecast the ratio remains the same.

Ship Freight Movement Into and Out of the Region: 2009 and 2030 Forecast

- Ship freight movement **into the Region**: In 2009 there was a tonnage equivalent of 285 ship loads moving into the EMCOG Region; the 2030 forecast shows an additional 120 ship loads or an increase of 42%. (Note: these numbers are based on a 650' freighter with 20,750 ton capacity [26' draft])
- Ship freight movement **out of the Region**: In 2009 there was a tonnage equivalent of 58 ship loads moving out of the EMCOG Region; the 2030 forecast shows an additional 16 ship loads or an increase of 27.5%. (Note: these numbers are based on a 650' freighter with 20,750 ton capacity [26' draft])
- During 2009 for every 1 ton of freight moving into the Region by ship 0.2 tons were moved out of the Region. Based on the 2030 forecast this ratio remains the same.

Commuter Patterns and Daytime Population

- The daytime population changes by -1.6% due to the net impacts of residents/workers commuting into and out of the EMCOG Region.
- 70% of the working population that lives within the EMCOG Region also works within the Region.
- The EMCOG Region's Employment/Resident ratio is 0.96 meaning that as a whole the Region is a slight exporter of workers

Wealth and Poverty (2011)

- The Region's PCPI per county (2011) ranges from 65% to 97% of the National except for Midland County which was at 104.5% of the 2011 National PCPI. The Michigan PCPI was 87% for the same time period.
- 19% of the Region's population is at or below the poverty level (2011) compared to 17.5% for Michigan and 15% Nationally.

- 1 out of every 5.3 persons in the Region lives in poverty. For Michigan it is 1 out of every 5.7 people and Nationally it is 1 out of every 6.7 people.

Education (2011)

- 13% of the Region's population age 25 and older does not have a high school diploma compared to 12% statewide and 15% Nationally.
- 37% of the Region's population age 25 and older has a high school diploma/GED which is a greater proportion than both the State (31%) and the Nation (29%)
- 9% of the Region's population age 25 and older has an associate degree compared to 8% statewide and 7.5% Nationally.
- 18% of the Region's population age 25 and older has a bachelor degree or higher compared to a greater 25% statewide and 28% nationally.

Housing (2000 - 2011)

- The number of housing units in the Region grew by 5% from 2000 to 2011 while the number statewide grew by 7%.
- The Region's 2011 vacancy rate of 22.3% increased by 3.6 percentage points since 2000. Michigan's vacancy rate of 15.6%, although lower than the rate in the Region, increased at a greater rate of 5 percentage points since 2000.

Taxable Values and Tax Rates (2005 - 2011)

- The Region's tax valuation grew by 10% from 2005 to 2011 compared to the overall statewide tax valuation growth of less than 1%.
- The Region's overall rate of taxation increased by 0.2% from 2005 to 2011, slightly lower than the overall rate for Michigan of 0.3%