

**PLANNING COMMISSION MEETING  
ESCANABA, MICHIGAN  
JANUARY 10, 2013**

A regular meeting of the Escanaba Planning Commission was held on Thursday, January 10, 2013, at 6:00 p.m. in Room C101 at City Hall, 410 Ludington Street, Escanaba, MI 49829.

**PRESENT:** Chairperson Stephen Buckbee, Vice Chairperson Patrick Connor, Todd Milkiewicz, Tom Warstler, Roy Webber and Kel Smyth.

**ALSO PRESENT:** City Manager Jim O'Toole, Council Member Pete Baker, Engineering Assistant Terry Flower, and Executive Secretary Kim Peterson.

**ABSENT:** Planning Commissioners Brian Moravec and Jeremy Peacock.

Chairperson Stephen Buckbee called the meeting to order at 6:02 p.m.

**Roll Call**

Executive Secretary Kim Peterson conducted the roll call. Planning Commissioner Brian Moravec was not able to be present for the meeting.

City Manager Jim O'Toole informed the Planning Commission that Katie Rydquist has retired effective January 4, 2013.

**Approval/Correction of the November 8, 2012, Planning Commission Meeting Minutes**

A motion was made by Planning Commissioner Roy Webber, and seconded by Planning Commissioner Tom Warstler, to approve the November 8, 2012, Meeting Minutes. Ayes were unanimous.

**Approval/Adjustments to the Agenda**

None.

**Conflict of Interest Declarations**

None.

**UNFINISHED BUSINESS**

None.

**PUBLIC COMMENT**

**NEW BUSINESS**

### Election of Officers

A motion was made by Planning Commissioner Tom Warstler, seconded by Planning Commissioner Patrick Connor, to nominate Steve Buckbee to serve as Chairperson. Ayes were unanimous.

A motion was made by Planning Commissioner Tom Warstler, seconded by Chairperson Steve Buckbee, to nominate Patrick Connor to serve as Vice Chairperson. Ayes were unanimous.

A motion was made by Planning Commissioner Tom Warstler, seconded by Chairperson Steve Buckbee, to nominate Roy Webber to serve as Secretary. Ayes were unanimous.

A motion was made by Planning Commissioner Tom Warstler, seconded by Chairperson Steve Buckbee, to nominate Jeremy Peacock to serve as Deputy Secretary. Ayes were unanimous.

### Adoption of Meeting Schedule

A motion was made by Chairperson Steve Buckbee, seconded by Planning Commissioner Kel Smyth, to approve the 2013 Planning Commission Meeting Schedule as presented with meetings being held the second Thursday of every month at 6:00 p.m. in the Escanaba City Council Chambers. Ayes were unanimous.

### Appointment – Delta County Planning Commission

City Manager Jim O'Toole stated annually, the Escanaba Planning Commission appoints a representative to the Delta County Planning Commission. The last two years Vice Chairperson Patrick Connor has served in such capacity.

A motion was made by Planning Commissioner Tom Warstler, seconded by Planning Commissioner Roy Webber, to appoint Vice Chairperson Patrick Connor to serve on the Delta County Planning Commission. Ayes were unanimous.

### Discussion – Micropolitan Regional Economic Development Strategy – City of Escanaba, City of Gladstone and City of Marquette

City Manager Jim O'Toole stated a discussion will take place concerning the development of an economic strategy which would be tailored to strengthen, support and increase activity in the region's manufacturing, distribution, and transportation sectors throughout the Central Upper Peninsula from the Cities of Escanaba and Gladstone to the City of Marquette.

City Manager Jim O'Toole stated he will present a 40,000 foot view of a regional concept for economic development that the Planning Commission may be already aware of. A presentation was done before the Joint Government in November 2012. The City has worked on the Northshore Redevelopment Master Plan and the purpose of said plan was to define what the northshore was and to establish that it is a working waterfront and to also develop economic

opportunities for the existing businesses in place in an attempt to grow new businesses as well. Another objective had to do with the Power Plant and the City is in the process of trying to sell it to be converted into a biomass facility. The City still owns a great deal of property surrounding the Power Plant and the concept was to put a green industrial park around the Power Plant. The Power Plant's excess steam could be looped through this industrial park in an effort to get businesses there who need to be green. The City of Escanaba was the only City in the Upper Peninsula to submit for the Next Michigan Development Grant a year or so ago. The State of Michigan had five designations through the State and none in the Upper Peninsula with six communities applying for such. The City met on numerous occasions with the Michigan Economic Development Alliance, Governor's Office, Senator Casperson and Representative McBroom to try and figure out how the City could be heard. It was suggested the City attempt a legislative earmark. To that end, the City has Kevin Korpi in Lansing working on the City's behalf. Mr. Korpi was instrumental in getting language into a bill which requires the State of Michigan to establish one zone above the forty-third parallel. The City of Marquette contacted the City of Escanaba who had been working on a similar project and a meeting was held on a discussion on what the feasibility would be with the Cities partnering for one economic zone with a larger voice and this is when the micropolitan concept occurred. Mr. Korpi worked on getting language put into a bill that recognizes the micropolitan concept during the lame duck session which is now House Bill 6009. Inner local government agreements will have to be developed.

City Manager Jim O'Toole gave a PowerPoint Presentation (attached to meeting minutes).

Engineering Assistant Terry Flower reviewed the City's GIS program and how it works to include property assets, infrastructure, employer data bases with head counts and other various incentives. Limited access on the City's GIS system can be obtained through the City's website at [www.escanaba.org](http://www.escanaba.org). Brownfield information will also be shown, depths of water, airport classifications and street addressing. There is a step by step instruction sheet to find certain information.

The GIS system is compatible with the City of Marquette and will be merged together.

1. **Project Updates:**

a. Zoning Board of Appeals Hearings/Decisions

Jim O'Toole said the Board of Appeals did not meet in December.

b. Delta County Planning Commission Update

Vice Chairperson Patrick Connor said the Delta County Planning Commission met on one application for Andrew Hendrickson to split a twenty acre parcel into two ten acre parcels which was granted.

c. Ordinance and Policy Review/Development

Homeless Task Force meeting on 01/15/13 at 6:00 p.m. and Kel Smyth, Steve Buckbee and Tom Warstler are serving on said task force. Trailer Ordinance review meeting on 01/23/13 at 6:00 p.m.

d. Zoning/Land Use Permit Update

No report was given.

e. Various

Nothing to report.

**GENERAL PUBLIC COMMENT**

None.

**COMMISSION/STAFF COMMENT AND ANNOUNCEMENTS**

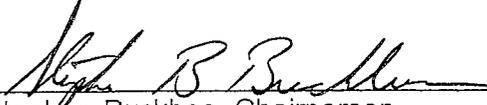
Chairperson Steve Buckbee stated while traveling to Marquette he noticed a billboard advertising a cruise ship.

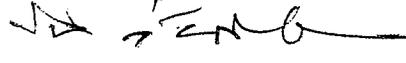
City Manager O'Toole stated at the 01/17/13 City Council Meeting a proclamation will be presented to Katie Rydquist for her recent retirement.

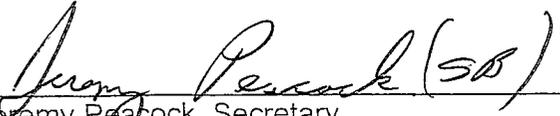
**Adjournment**

A motion was made by Planning Commissioner Tom Warstler and seconded by Planning Commissioner Todd Milkiewicz. The meeting adjourned at 7:16 p.m.

Ayes were unanimous.

  
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Stephen Buckbee, Chairperson  
Escanaba Planning Commission

  
\_\_\_\_\_  
James V. O'Toole, City Manager  
City of Escanaba

  
\_\_\_\_\_  
Jeremy Peabock, Secretary  
Escanaba Planning Commission

## Escanaba Planning Commission

January 10, 2013

### DISCUSSION

- How can the Upper Peninsula contribute to Michigan's Economic Recovery?
  - How can we increase our economic output?
- What are the best investments to make?
  - No charity, no handouts, but help enabling sustainable economic growth
- How do we align to the Governor's priorities?
  - What is the Upper Peninsula Economic Development Strategy?

COULD A MICROPOLITAN ECONOMIC DEVELOPMENT STRATEGY BE VIABLE IN THE CENTRAL UPPER PENINSULA?

### What is a Micropolitan Area?

- In general terms, a "Micropolitan Area" is an area that is too urban to be called rural, but too rural to be called urban.
- The Central Upper Peninsula is neither Urban or Rural; it is a Micropolitan area which incorporates broad business diversity with different economic development requirements as compared to communities in other parts of the State.

### Our Micropolitan Challenge . . .

- The U.P. is a geographically and economically diverse portion of the State of Michigan.
- As individual units of government our area does not have the economic or political presence of larger cities in the Lower Peninsula, but nevertheless when unified our region has an opportunity to increase the Central Upper Peninsula's presence in our ability to increase activity in manufacturing, distribution and transporting products and raw material supplies.

### Federal and State Views of the U.P. How We Are Viewed . . .

### What Makes Us, Us?

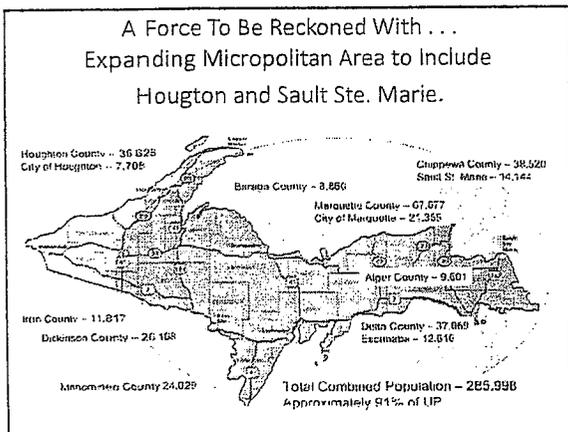
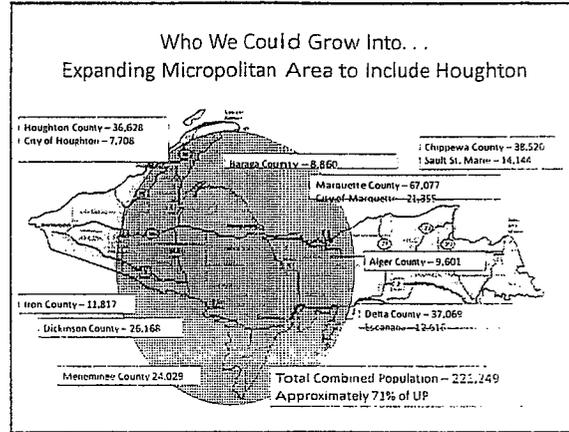
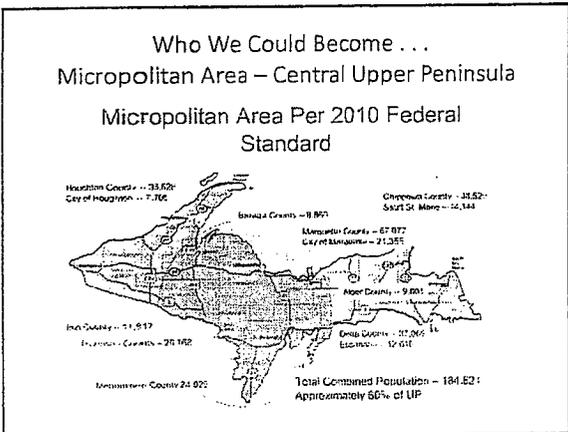
- Metal Manufacturing
- Business Services
- Education and Knowledge Creation
- Plastics
- Transportation, Logistics, Aerospace
- Hospitality, Tourism, Gaming
- Processed Foods
- Heavy Construction Services
- Forest Products
- Paper Products
- Medical Devices
- Healthcare
- Agricultural Products
- Retail
- Power Generation and Transmission
- Jewelry and Precious Metals
- Fishing and Fishing Products
- Mining and Natural Resource Extraction
- Government (Federal, State, and Local)
- Alternative Energy

### Key Manufacturers and Other Major Employers - Delta County

1150	Paper Products
900	Government
850	Healthcare
350	Industry and Tourism
410	Education and Knowledge Creation
400	Manufacturing
400	Retail
275	Education and Knowledge Creation
150	Retail - Grocery
150	Healthcare - Nursing Home
145	Education and Knowledge Creation
130	Manufacturing - Textiles
130	Government
110	Transportation and Logistics
110	Healthcare - Nursing Home
110	Government
110	Transportation and Logistics
84	Business Services - Finance
82	Transportation and Logistics
77	Manufacturing

### Key Manufacturers and Other Major Employers - Marquette County

70	Pharmaceuticals
155	Mining and Resource Extraction
200	Education
80	Pharmaceuticals
175	Transportation and Logistics
115	Health Care
400	Health Care
375	Government
505	Government
300	Government
400	Education and Knowledge Creation
1100	Education and Knowledge Creation
100	Government



### How do we Compare to Other Areas of the Country Economic Geography Comparison

Category	U.P.	Other Areas	State	Nation
Manufacturing as % of GDP	18.4%	15.2%	15.2%	15.2%
Healthcare as % of GDP	12.1%	10.5%	10.5%	10.5%
Education as % of GDP	10.3%	9.8%	9.8%	9.8%
Government as % of GDP	11.5%	10.2%	10.2%	10.2%
Transportation as % of GDP	8.7%	7.5%	7.5%	7.5%
Retail as % of GDP	7.2%	6.8%	6.8%	6.8%
Healthcare - Nursing Home as % of GDP	6.5%	5.8%	5.8%	5.8%
Business Services - Finance as % of GDP	5.1%	4.5%	4.5%	4.5%
Manufacturing - Textiles as % of GDP	4.3%	3.8%	3.8%	3.8%
Transportation and Logistics as % of GDP	3.9%	3.5%	3.5%	3.5%
Education and Knowledge Creation as % of GDP	3.2%	2.8%	2.8%	2.8%
Government - Social Security as % of GDP	2.8%	2.5%	2.5%	2.5%
Government - Medicare as % of GDP	2.1%	1.9%	1.9%	1.9%
Government - Medicaid as % of GDP	1.5%	1.4%	1.4%	1.4%
Government - Other as % of GDP	1.2%	1.1%	1.1%	1.1%
Government - Total as % of GDP	7.6%	6.9%	6.9%	6.9%
Government - Total as % of GDP (incl. Social Security)	10.2%	9.4%	9.4%	9.4%
Government - Total as % of GDP (incl. Medicare)	12.3%	11.3%	11.3%	11.3%
Government - Total as % of GDP (incl. Medicaid)	13.8%	12.7%	12.7%	12.7%
Government - Total as % of GDP (incl. Other)	15.4%	14.2%	14.2%	14.2%
Government - Total as % of GDP (incl. All)	17.9%	16.6%	16.6%	16.6%

### Michigan's Metropolitan Exports in 2009 (latest data available)

- Detroit-Warren-Livonia exported \$28.4 billion in merchandise, 64.4 percent of Michigan's total merchandise exports.

Other major metropolitan areas that export included:

- Grand Rapids-Wyoming (\$2.4 billion),
- Saginaw-Saginaw Township North (\$1.5 billion),
- Kalamazoo-Portage (\$1.2 billion),
- Holland-Grand Haven (\$1.2 billion),
- Ann Arbor (\$903 million),
- Lansing-East Lansing (\$715 million),
- South Bend-Mishawaka (including some counties in Michigan) \$785 million,
- Battle Creek (\$529 million),
- Muskegon-Norton Shores (\$496 million),
- Ft. ( \$534 million),
- Niles-Benton Harbor (\$245 million),
- Monroe (\$228 million),
- Jackson (\$195 million),
- Bay City (\$137 million).

### Michigan Metropolitan/Rural Exports

- Ballpark Calculation for Valuation:

Total Michigan Exports - TME = \$41.8 billion  
 Total Metropolitan Area Exports - TMSA = \$3,287 billion  
 Total Metropolitan/Rural Exports - TMSAR

Formula: TME - TMSAR = TMSAR = 44.8 billion - 39.28 billion = 5.5 billion

**Michigan's Total Metropolitan/Rural Exports = 5.5 billion**

- Metropolitan and Rural Exports are of approximate equal value to the combined exports of:

- Holland-Grand Haven (\$1.2 billion),
- Ann Arbor (\$903 million),
- Lansing-East Lansing (\$715 million),
- South Bend-Mishawaka (including some counties in Michigan) \$785 million,
- Battle Creek (\$529 million),
- Muskegon-Norton Shores (\$496 million),
- Ft. ( \$534 million),
- Niles-Benton Harbor (\$245 million),
- Monroe (\$228 million),
- Jackson (\$195 million),
- Bay City (\$137 million)

**Total Value = \$5.787 billion**

### Central Upper Peninsula Regional Exports for 2011\*

Industry	Delta	Michigan	UP
Agriculture, Forestry, Fishing, and Hunting	540,211,671	525,438,642	57,402,816,791
Manufacturing	41,566,044	4,299,883,899	33,254,777,218
Wholesale Trade	525,044,822	1,259,465,213	54,183,887,457
Retail Trade	1,121,844,483	1,847,455,443	54,124,774,612
Transportation and Warehousing	522,777,825	365,493,487	1,527,849,537
Information	578,023,142	1,039,696,982	35,428,442,415
Professional, Scientific, and Technical Services	212,564,340	382,607,782	11,512,046,424
Administrative and Support and Waste Management and Remediation Services	522,834,707	879,211,214	54,300,000,214
Health Care and Social Assistance	1,179,019,928	529,402,811	1,048,848,848,844
Arts, Entertainment, and Recreation	212,564,340	382,607,782	11,512,046,424
Accommodation and Food Services	522,834,707	879,211,214	54,300,000,214
Other	1,179,019,928	529,402,811	1,048,848,848,844
<b>Total</b>	<b>11,790,199,928</b>	<b>5,294,028,811</b>	<b>10,488,848,848,844</b>

Where Are We Exporting To In The Central UP?  
**BRIC (Brazil, Russia, India, China) PLUS Canada, South Africa, Chile, Germany, France, Poland, England, Netherlands**

### Michigan Exports to China

Michigan's Total All Manufacturers' Exports to China

Industry	Michigan	China
Manufacturing	1,234,567,890	1,234,567,890
Wholesale Trade	1,234,567,890	1,234,567,890
Retail Trade	1,234,567,890	1,234,567,890
Transportation and Warehousing	1,234,567,890	1,234,567,890
Information	1,234,567,890	1,234,567,890
Professional, Scientific, and Technical Services	1,234,567,890	1,234,567,890
Administrative and Support and Waste Management and Remediation Services	1,234,567,890	1,234,567,890
Health Care and Social Assistance	1,234,567,890	1,234,567,890
Arts, Entertainment, and Recreation	1,234,567,890	1,234,567,890
Accommodation and Food Services	1,234,567,890	1,234,567,890
Other	1,234,567,890	1,234,567,890

Source: Foreign Trade Data Center, U.S. Census Bureau

### What Would Market Access to China Mean for a Metropolitan Area Like the Upper Peninsula of Michigan?

2010 TRADE SHARE BY METROPOLITAN AREA TO CHINA'S EXPORTS TO CHINA	UP	Delta	Michigan	UP	Delta	UP
MANUFACTURING	11,425,437	11,425,437	21,766,296	11,425,437	11,425,437	66,712,212
WHOLESALE TRADE	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
RETAIL TRADE	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
TRANSPORTATION AND WAREHOUSING	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
INFORMATION	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
PROFESSIONAL, SCIENTIFIC, AND TECHNICAL SERVICES	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
ADMINISTRATIVE AND SUPPORT AND WASTE MANAGEMENT AND REMEDIATION SERVICES	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
HEALTH CARE AND SOCIAL ASSISTANCE	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
ARTS, ENTERTAINMENT, AND RECREATION	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
ACCOMMODATION AND FOOD SERVICES	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
OTHER	1,234,567	1,234,567	2,469,134	1,234,567	1,234,567	7,392,657
<b>Total</b>	<b>11,425,437</b>	<b>11,425,437</b>	<b>21,766,296</b>	<b>11,425,437</b>	<b>11,425,437</b>	<b>66,712,212</b>

### What Makes the Central Upper Peninsula a Prime Candidate for Regional Economic Development?

- A total combined population of a 184,621, which represents 60% of the Upper Peninsula's population.
- Approximately 33 key manufacturers and major employers who employ 15,175 +/- people.
- Diverse multi-modal transportation means in place.



### What's Next?

- Elected officials, governmental appointees and the various economic development organizations must come together in order to realize our economic potential as a region.
- Because this concept has a unique set of complexities, through an intergovernmental agreement process, the region should identify a "Metropolitan Champion" to act as the tip of our spear. The Champion should be the face of the region, regularly meeting with stakeholders to understand and respond to the pulse of the region in order to be an effective advocate by identifying synergistic opportunities, guide and implement an agreed upon process, and engage private economic development.
- Realistic strategic priorities must be developed and embraced.
- State and regional economic development planning and policy must be aligned and integrated to provide framework for organizing effective policies and investments.
- "Best Practices" in other parts of the State and throughout the Country must be identified for potential use within the Central Upper Peninsula.

### Continued . . .

- Cooperation and effective local coordination must be maintained.
- Continual evaluation of effectiveness is needed in order to sustain success.
- The Michigan Renaissance Zone Act and the Next Michigan Development Act, Public Act 275 of 2010, must be expanded and modified to require the Michigan Strategic Fund to designate at least one Next Michigan Renaissance Zone within the boundaries of a Next Michigan Development District that is located or partially located in a region above the 43<sup>rd</sup> parallel that has a combined population of between 184,000 to 287,000 according to the most recent Decennial Census.

### Continued . . .

- We must develop a regional approach in pursuing an EVIP Grant to fund this innovative collaboration.
- The Central Upper Peninsula needs a metropolitan development policy with support from the executive branch to realize its unique objectives and goals.





## Proximity to Major Markets: Affecting Business Success

A 2012 report by the Economic Development Research Group for the American Society of Civil Engineers — *Failure to Act: The Economic Impact Of Current Investment Trends in Airports, Inland Waterways, and Marine Ports Infrastructure* — says that effective transportation is the key to providing access to markets that “link the nation directly to the global economy and link regions of the United States together.” It aptly sums up the importance of keeping all of these modes of access to major markets in top condition: “These functions are critical to the U.S. economy and depend on the efficient and cost-effective operation of these networks. Each of these systems requires that the investments needed to sustain competitive transportation costs are well coordinated among the many interdependent modes of transportation needed to keep the entire U.S. supply chain operating efficiently, and to ensure that our strong service sectors can efficiently and cost-effectively make use of international and long distance business travel.”

Mali R. Schantz-Feld (November 2012)

In Area Development’s 26th Annual Corporate Survey, proximity to major markets was considered “very important” or “important” by 83 percent of the survey respondents. The category jumped 8 places in the rankings — the survey’s greatest jump in importance — from the previous year’s Corporate Survey results.

### Thinking Creatively

Mike Mullis, president and CEO of project location specialist firm J.M. Mullis Inc., recognizes proximity to major markets as central to site selection decisions. Proximity to distribution networks can affect business success, especially for firms involved in aerospace, automotive, manufacturing, or distribution. Because of the higher costs that are sometimes associated with bigger cities, Mullis notes that tier-two and tier-three suppliers have to think creatively to locate as close as possible to major markets for supply needs.

“Many times, to be closer to major markets, the company can choose geographic areas that might not be as conducive to operating costs or labor quality, but very [advantageous in terms of] logistics costs,” he says. He offers an example: “One dollar extra an hour in labor would be offset very quickly by \$5 million a year in transportation costs.”

In recent years, the troubled economy has resulted in a lack of appropriate infrastructure on available properties in the right locations, forcing location specialist firms to be more creative in finding sites that have access to customers and their supply base. They may have to explore sites that are not “not bad, just more challenging,” adds Mullis, who now spends more time checking out second- and third-level locations within a market by population base. “Because of logistics, we are forced to look at properties that we would not have looked at before, for instance, those that would have been used for a commercial shopping center development or a housing development,” he says. This can result in extra time and costs for rezoning, permitting, construction, and finding a labor force, but proximity to the major markets is the ultimate goal.

Some firms — like distribution companies involved in direct-to-customer delivery or Internet-centric companies — may choose to locate a reasonable number of miles from the interstate instead of right on the highway. For others, proximity to a hub of overnight carriers such as FedEx, UPS, or Express Mail becomes critically important.

### Figuring Taxes Into the Equation

Business tax regulations also figure into creative location strategies for some companies. For warehouse distribution firms, planners compile logistical studies on how to achieve the most return for their investment. Jason Hickey, president of Hickey and Associates, consultant for site selection and public incentives, points out that development professionals are finding ways to be close to the major market while avoiding a higher tax burden.

Hickey explains that while inventory tax is imposed immediately in some states, in other states it only kicks in after 30, 60, or 90 days. In such cases, companies can plan facilities over the border, in a neighboring state with more lenient inventory tax rules. He notes that Oklahoma has attracted some Texas businesses for this reason. Oklahoma’s inventory tax is applicable for inventory that has been kept over 90 days, whereas in most cases, in Texas, inventory tax begins immediately, except if a special Freeport exemption is applied for and awarded. “With the distribution center in Oklahoma, the company can still serve the Dallas market but, in some cases, it is worth it in the long run to put the distribution site right over the border,” says Hickey.

### A Marketable Attribute

F. Michael Tucker, president and CEO of the Center for Economic Growth (CEG), an 11-county regional economic development corporation in New York’s Capital Region, notes that proximity to major markets is the centerpiece of the region’s marketing campaign that invites businesses to: “Be right in the middle of everywhere with instant access to everything.”

New York’s Tech Valley — which already houses GE and IBM, their suppliers, and small startup companies — attracts others in this niche. Tucker points out that GLOBALFOUNDRIES’ Fab 8 in Saratoga County, which employs 1,300 people, is a good fit for this major market. Fab 8 is expected to ramp to volume production late this year and, upon full build out, will have a production capacity of approximately 60,000 wafers per month. The firm’s website notes, “Because the nature of semiconductor manufacturing is extremely complex and requires a high degree of industry collaboration, even among competitors, operating advanced manufacturing physically close to leading-edge industry in R&D Tech Valley’s burgeoning semiconductor ‘ecosystem’ gives GLOBALFOUNDRIES a unique competitive advantage in the global marketplace.”

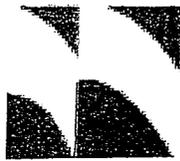
**Appealing to Young Work Force**

Major centers are evolving along with the economy. "In the 1960s, '70s, and '80s, there was a departure from investing in major urban centers, with more investments seen in the suburbs and greenfields," says Hickey. "Now, because costs have gotten a little lower, more people have a chance to reap the benefits of living and working in a large market."

Although big-city employees are faced with certain inconveniences such as traffic problems, they also have the option for more reliable and available public transportation, or evolving new transportation businesses such as Bikeshare, a company with more than 175 bike rental stations across Washington, D.C., and Arlington and Alexandria, Virginia. Similar programs are starting up in other major markets, including New York City. Hickey says, "For companies who want to attract that young professional work force, the major market presents a very appealing prospect."

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# THE PORT OF MILWAUKEE

## NEWS RELEASE

For Release Wednesday, December 12, 2012  
For more information, Jeff Fleming (414-286-8580)

### Foreign-Trade Zone 41 Approved to Serve More of Southeastern Wisconsin Port of Milwaukee Ready to Connect Additional Companies with the Benefits of Participating

The Port of Milwaukee, the grantee of Foreign-Trade Zone 41, has been approved to serve a wider area of southeastern Wisconsin through what is known as an alternative site framework. The decision from the U.S. Department of Commerce Foreign-Trade Zone Board provides authority for the Port to provide services to businesses in Dodge, Fond du Lac, Sheboygan, Washington, Ozaukee, Jefferson, Waukesha, Milwaukee, Rock, Walworth, Racine and Kenosha.

This action gives the Port of Milwaukee greater flexibility to provide the advantages of the Foreign-Trade Zone to businesses in the expanded geographical area.

Companies, working through the Port of Milwaukee and its Foreign-Trade Zone 41, benefit by managing the cost and assessment of duties on material and products that are imported or exported. Foreign Trade-Zones are specified places where companies can use special procedures that help encourage U.S. activity and value added – in competition with foreign alternatives – by allowing delayed or reduced duty payments on foreign merchandise, as well as other savings.

"Prominent companies in our region are finding southeastern Wisconsin a more attractive place to do business because of their participation in the Foreign-Trade Zone," Milwaukee Mayor Tom Barrett said. "With this decision from the Foreign-Trade Zone Board, the Port of Milwaukee is ready to connect even more companies with the benefits of participating in the Foreign-Trade Zone."

"Customs and Border Protection is pleased to be a cooperative partner in the recent expansion of Foreign-Trade Zone activity in Southeastern Wisconsin," Service Port Director William Braun of U.S. Customs & Border Protection said. "FTZ's are capable of producing great economic benefit and positive impact to both business and the communities in which they reside."

Businesspeople interested in exploring how the Foreign-Trade Zone might benefit their companies can contact the Port of Milwaukee at (414) 286-8131.

The Port of Milwaukee is an economic entity of city government governed by the seven-member Board of Harbor Commissioners. It administers operations on the 467 acres that make up the Port. In addition to acting as the grantee of Foreign-Trade Zone 41, the Port adds economic value by connecting area businesses directly with efficient modes of transportation including interstate trucking, rail, and maritime shipping through the Great Lakes, St. Lawrence Seaway, and Mississippi River system.

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## Demographics

The Upper Peninsula remains a predominantly rural region. As of the 2010 census, the entire Upper Peninsula has a population of 299,184.

According to the 2000 census, only 91,624 people live in the 12 towns of at least 4,000 people, covering 96.5 square miles (250 km<sup>2</sup>). Only 114,544 people live in the 21 towns and villages of at least 2,000 people, which cover 123.7 square miles (320.4 km<sup>2</sup>)—less than 1% of the peninsula's land area.

Cities and Villages of the Upper Peninsula (2010 Census Data)				Upper Peninsula Land Area and Population Density by County (2010 Census Data)					
City	Population	Area (sq mi)	Area (km <sup>2</sup> )	County	Population	Land Area (sq mi)	Land Area (km <sup>2</sup> )	Population Density (per sq mi)	Population Density (per km <sup>2</sup> )
<u>Marquette</u>	21,355	11.4	30	<u>Alger</u>	9,601	918	2,380	10.7	4.1
<u>Sault Ste. Marie</u>	14,144	14.8	38	<u>Baraga</u>	8,860	904	2,340	9.7	3.7
<u>Escanaba</u>	12,616	12.7	33	<u>Chippewa</u>	38,520	1,561	4,040	24.7	9.5
<u>Menominee</u>	8,599	5.2	13	<u>Delta</u>	37,069	1,170	3,000	32.9	12.7
<u>Iron Mountain</u>	7,624	7.2	19	<u>Dickinson</u>	26,168	766	1,980	35.8	13.8
<u>Houghton</u>	7,708	4.3	11	<u>Gogebic</u>	16,427	1,102	2,850	15.8	6.1
<u>Ishpeming</u>	6,470	8.7	23	<u>Houghton</u>	36,628	1,012	2,620	35.6	13.7
<u>Ironwood</u>	5,387	6.6	17	<u>Iron</u>	11,817	1,166	3,020	11.3	4.4
<u>Kingsford</u>	5,133	4.3	11	<u>Keweenaw</u>	2,156	541	1,400	4.3	1.7
<u>Gladstone</u>	4,973	5.0	13	<u>Luce</u>	6,631	903	2,340	7.8	3.0
<u>Negaunee</u>	4,568	13.8	36	<u>Mackinac</u>	11,113	1,022	2,650	11.7	4.5
<u>Hancock</u>	4,634	2.5	6.5	<u>Marquette</u>	67,077	1,821	4,720	35.5	13.7
<u>Manistique</u>	3,097	3.2	8.3	<u>Menominee</u>	24,029	1,043	2,700	24.3	9.4
<u>Iron River</u>	3,029	3.5	9.1	<u>Ontonagon</u>	6,780	1,312	3,400	6.0	2.3
<u>Norway</u>	2,845	8.8	23	<u>Schoolcraft</u>	8,485	1,178	3,050	7.6	2.9
<u>Newberry</u>	1,519	1.0	2.6	TOTAL					
<u>St. Ignace</u>	2,452	2.7	7.0						
<u>Munising</u>	2,355	5.4	14						
<u>Bessemer</u>	1,905	5.5	14						
<u>Laurium</u>	1,977	0.7	1.8						
<u>L'Anse</u>	2,111	2.6	6.7						
<u>Wakefield</u>	1,851	8.0	21						
TOTAL	114,544	123.7	320						