



About Jackson Citizens for Economic Growth (JCEG)

Formed by a group of citizens in 2007, Jackson Citizens for Economic Growth's mission is to assure the economic health of Jackson County through partnerships with local and governmental agencies. Through partnerships, JCEG can facilitate the process for businesses seeking to expand or locate in Jackson County; promote and elevate community programs that will improve the quality of life for our citizens; foster educational development of all our citizens; encourage innovation, creativity and entrepreneurship; and instill pride in our community.

Jackson Citizens for Economic Growth

Executive Director, Dr. Salah Huwais

Board Members

Mindy Bradish, Greater Jackson Chamber of Commerce

Dr. James Coe, Business Forum Liaison

Karen Coffman, Jackson County Liaison

John Crist, Commercial Financing Liaison

Jim Dolson, Jackson Christian Schools

Karen F. Dunigan, Networking/Commercial Real Estate

Scott Fleming, The Enterprise Group

Thomas Grace, JCEG Special Projects

John Graves, Jackson Public Schools Liaison

H. Ron Griffith, Higher Education Liaison

David Hockenbrocht, Technology/Manufacturing Liaison

Allan Hooper, Economic Development Liaison

Bruce Inosencio, Legal Advisor/Spokesperson

Patty Kaufman, Higher Education Liaison

Dr. Edward Mathein, Community Relations Liaison

R. Dale Moretz, Local Business Liaison

Monica Moser, Disability and Non-Profit Organizations Liaison

Dr. Daniel Phelan, Higher Education Liaison

Dr. Robert Rando, Youth Development

Mike Sharp, Jackson Commercial Contractors Association

Jim Stormont, Grass Lake Township Supervisor

Sheila Troxel, Marketing & Communications Committee Chair

Shari Smith Walters, Treasurer

Brad Williams, Local Government Liaison



Commuter Rail Project Frequently Asked Questions

Q. How did JCEG become involved with the commuter rail project?

A. Jackson citizens for economic growth from day one has always sought out projects that will make Jackson an attraction for high tech businesses. A modern transportation system is one tool that meets this purpose. JCEG did the research and learned that there was a commuter rail project that would connect Ann Arbor to Detroit that began as early as 2004. The original plan was to connect Detroit, Ann Arbor, Jackson and Lansing, but JCEG discovered that Jackson and Lansing were excluded from the original study due to ridership data.

We approached Southeast Michigan Council of Government (SEMCOG) and the Michigan Department of Transportation (MDOT) to let them know that we have the potential to save taxpayers millions of dollars by using Jackson's existing repair yard facility.

Q. Why is the commuter rail an essential project for the economic growth of Jackson?

A. The Midwest Regional Railway Initiative estimated that Michigan proposed commuter rail network would yield 23.1 billion dollars in economic benefits over the life of the project. And for communities that are involved every dollar of investment will return nearly two dollars in benefits.

In addition, Jackson is a railway town, since 1887 Jackson has been a regional railway hub in lower Michigan. Jackson rail station received historical designation in 2002 and is oldest operating station in the United States. The state should be building on that legacy.

Q. It was recently announced that Jackson would have the repair yard. Why does JCEG want to push forward with both the repair yard and the commuter rail?

A. We provided the option of the Jackson repair yard to both MDOT and SEMCOG as a tool to save taxpayer dollars. Excluding Jackson as a stop would be detrimental to our effort to diversify our depressed economy.

We need to compete against the world to attract and retain 21st century companies.

Q. Will pushing forward for the commuter rail and rail yard cause Jackson to lose everything?

A. We have everything to gain. We have nothing to lose.

Q. Can Jackson support a commuter rail?

A. Absolutely.

- First, Jackson already has a plan to develop an intermodal transportation system. This system will involve train buses and taxi.
- Second, we have an existing repair yard. This will save tax payers millions of dollars and years in developing a repair yard elsewhere. According to SEMCOG and MDOT, a rail repair yard will cost 8.5- to-20 million dollars in a greenfield environment in Ann Arbor. Jackson's rail yard is already a brownfield and will cost only \$250,000 and three months to become operational versus five years.
- Third, Jackson offers an airport that can be a state and regional airport for corporate jets.

Q. Is Jackson able to support a ridership?

A. Absolutely. Amtrak ridership has been increasing dramatically. Train riders hit a record high of more than 600,000 Michigan passengers in 2007. Jackson accounted for 25,000 of these passengers.

According to the US Census Bureau/Region II Planning, we have almost 10,000 daily commuters to or from Jackson from the east side of the state. About 7,500 of these 10,000 carpool daily. A JCEG survey for major employers in the Jackson area shows over 13,000 workers and students commute daily to and from Jackson.

Q. How many new jobs can we expect the commuter rail to provide?

A. The repair yard by itself will create about 40 jobs, but the multiplier effect of the whole project is tremendous. By the end of the day this project will be another tool for Jackson to use as a magnet to attract high tech businesses.



JCEG Projects

- | | |
|---|--------------|
| 1. Smart Zone for Jackson | Accomplished |
| 2. International Baccalaureate Primary School | Accomplished |
| 3. Youth Task Force | Accomplished |
| 4. Young Professional Group – <i>QUESTIONS</i> | Accomplished |
| 5. Jackson Seed Fund. | Accomplished |
| 6. Commuter Rail | |
| 7. Jackson Community Center | |
| 8. Jackson Downtown Development – Hayes Commons | |
| 9. Higher Education Hub | |