



STATEMENT ON TRANSPORTATION INNOVATION ZONE ORDINANCE COLEMAN A. YOUNG II, COUNCILMAN AT LARGE

11/15/22

- The TIZ (Transportation Innovation Zone) is a pathway, a space, if you will, for the incubation of mobility innovators to design and create high level technology that is designed specifically, to improve the mobility of individuals.
- There will be broad mobility inventions in the TIZ that helps the blind to see, the deaf to hear and those who cannot walk to be able to walk,
- All of these inventions will occur through the development and creation of technologically advanced products for use by the disabled, that will help people to become mobile.
- Therefore, **the broad focus is on mobility.**
- That is why Mr. Slusser, Chief of Innovation and Mobility, spent so much time with Organizations representing Disabled Communities prior to the introduction of this ordinance. *(And we continue to meet with members of the Disabled Community.)*
- Google's involvement in the TIZ, gives The People of Detroit the access to a 3–6-month Coding Certificate, so that Detroiters who do not have a degree can participate in this high-level technology at all the levels necessary to participate in the design and development of these innovative mobility products.
- The TIZ Ordinance, through the establishment of the regulation and permitting provides the pathway for these inventors to come to Detroit and make Detroit a Mobility Technology Center.
- This is a new industry for Detroit and makes Detroit the epicenter of this new innovative technological development.



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- The Transportation Innovation Zone ordinance provides the permitting pathway for innovative mobility *inventors* to create, design and develop their Innovative mobility products in Detroit.
- It also provides a new industry for Detroiters to participate in at a high level.
- This is not about traffic or sidewalk congestion.
- Just one more point, Madam President and my colleagues, if I may.
- When I was in Lansing, in the House, I passed **PA 78 of 2008** which helped to create 10,000 jobs in movie production in Michigan.
- I know you remember when the *Transformers* and *Bat Man* movies were being filmed in Detroit with Detroit residents as extras and actors and production staff.
- Now, when the Republican Governor came in and repealed that legislation all those jobs and opportunities went away.
- Our current Governor has established innovative leadership in Michigan by successfully driving collaboration among public, private and philanthropic partners to advance the state's mobility ecosystem.
- The Office of Future Mobility and Electrification supports a comprehensive statewide approach to help government, education and the private sector succeed in growing the mobility industry in Michigan. (<https://www.michiganbusiness.org/industries/medical-device-technology/>)



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- **Michigan is ranked No. 1 nationally in concentration of industrial and mechanical engineers, as well as R&D professionals at 3.5 times the national average. The state is also leading the nation in its approach to skilled-trades labor, with a workforce of more than 250,000. (<https://www.michiganbusiness.org/mobility/>)**
- “According to the 2022 TEconomy/BIO Report, Michigan benefits from having one of the leading University-led, bioscience related R&D engines. The state ranks in the top 10 nationwide with \$1.62 billion in 2020 expenditures. This, coupled with \$956 million in venture capital investment between 2018 and 2021, points to a thriving life sciences innovation and commercialization ecosystem.” (<https://www.michiganbusiness.org/industries/medical-device-technology/>)
- The Transportation Innovation Zone provides for Detroiters to be a part of this new opportunity.
- Your support. Your vision for Detroit will help to create a new industry for Detroiters to participate in and to have benefits for themselves and their families.
- Thank you, to my colleagues and Thank You, Madam President.

ANSWER TO THE TIZ QUESTIONS (ANSWERS IN RED)

FROM THE ADMINISTRATION VIA GAIL FULTON

Though the TIZ is a public-private partnership, the public has not been engaged in any meaningful ways.

- There is no information about the TIZ on the City website
 - The use of the term “public” in “public-private partnership” refers to the public sector, or government entities that derive their representative authority to enter into agreements through the consent of the governed secured through regularly scheduled elections, as distinct from private sector owners who are not specifically accountable to the general public.
 - The public hearing for the TIZ was held on November 7th and posted to the City website to notify the public.
 - The TIZ ordinance is necessary to bring the City of Detroit in alignment with the state and private sector partners.
 - The TIZ will get a dedicated page on the City website once the ordinance is passed.
 - The dedicated website will include information on the TIZ boundaries, a link to the TIZ permit application, details on the application review process, a list of any permits awarded, detailed information on those projects, and contact information for handling public feedback and concerns.
- There has not been any community outreach or input with this project.
 - Community engagement began 5 years ago in the proposed TIZ area, starting with the earliest discussion on mobility in the Michigan Central Station Community Benefits Agreement.
 - The Office of Mobility Innovation has spent the last year working with businesses and stakeholders to identify community-based needs primed for innovative solutions. This has included businesses and stakeholders primarily inside and some outside of the proposed TIZ boundaries.
 - This year alone there have been multiple public engagements regarding the TIZ and associated transportation and mobility technologies
 - In February 2022, the Governor, Mayor and Detroit City Council President announced that an agreement to work

- together on a “Transportation Innovation Zone” had been reached at the Michigan Central Train Station.
- In July 2022, OMI hosted a mobility “touch and feel” event providing residents with opportunities to interact with mobility technologies
 - In July 2022, OMI partnered with the Council President’s Office where mobility technology was demonstrated at a “touch and feel” event at Occupy the Corner
 - Also in July 2022, MOGO partnered with Clement Kern Garden for a bike challenge promoting mobility in the proposed TIZ
 - In August 2022, OMI hosted a mobility “touch and feel” event providing residents with opportunities to interact with mobility technologies
 - On September 12th, OMI presented the TIZ ordinance to City Council’s Public Health and Safety Committee
 - On October 10th, the TIZ was presented to the public as part of the Corktown Framework Update
 - On October 29th, it was discussed as part of a survey done at the opening of the first leg of the Joe Louis Greenway between Joy and Warren Ave.
 - On November 7th, OMI provided a full presentation for the public hearing on the TIZ ordinance at the Public Health and Safety Committee
 - On November 9th the TIZ was discussed at a meeting with urban farmers and other potential community partners.
 - On November 14th the East End Corktown Block Club passed a resolution in support of the TIZ.
 - The Office of Mobility Innovation has also worked across internal departments, including the Office of Disability Affairs, to gather valuable input on potential innovation pilots.
- There are no written steps for how the public can provide input or voice concerns prior to new technologies being deployed.
 - Once the TIZ ordinance is passed, the City website will launch a dedicated TIZ page with contact information for handling public feedback and concerns.
 - It is the nature of innovation that we may not know how much engagement is necessary until an innovator/business applies for a permit. Detailed information on awarded pilots will be posted to the City website.

- In addition, the website will include opportunities for residents, businesses, and stakeholders to provide input on mobility challenges to be addressed and/or innovations they would like to see piloted. This input will be leveraged to attract potential solutions from industry and help bring those solutions to Detroit to be piloted.

There are no written protections in place for residents, nor are there metrics to ensure the TIZ is beneficial for residents.

- Will there be public input opportunities before deploying individual innovations?
 - Again, the website will include opportunities for residents, businesses, and stakeholders to provide input on mobility challenges to be addressed and/or innovations they would like to see piloted. This input will be leveraged to attract potential solutions from industry and help bring those solutions to Detroit to be piloted.
- Will the City Council have input before deploying individual innovations? If not, who is in charge of making these decisions and ensuring such innovations are not harmful to residents?
 - Yes, the Office of Mobility Innovation is excited to work with City Council to take full advantage of the opportunities that the TIZ presents to encourage the use of innovation solutions to address Detroit's mobility challenges and needs. However, it should be noted that City Council's authority does not extend to approval of these types of permits.
 - The Office of Mobility Innovation will lead this process and be working directly with multiple other City departments (incl. existing permitting authorities DPW and BSEED) to evaluate permit applications to ensure such innovations will not be harmful to residents. These temporary permits will go through the same scrutiny that currently exists for permitting today, with the only difference being a streamlined process and temporary status.
- How will the public be notified when a new technology is going to be deployed? Are these notifications timely and accessible for all residents, including our disability communities?
 - Again, details of proposed pilots will be posted to the City website for each pilot as permits are awarded.

- The notifications will comply with the provisions of the COO as applicable.
- In addition, community engagement plans will be created for each pilot in consultation with the Department of Neighborhoods.
- Are there requirements for safety plans for these technologies? If so, who reviews these? How are they shared with the public?
 - Yes, each application is required to provide a detailed safety plan.
 - These safety plans will be reviewed by the same relevant departments that regulate public safety currently.
 - Safety plan summaries will be posted on the City website as part of the detailed information for each project as permits are awarded.
- How will these innovations be monitored?
 - Pilots will be closely monitored through the same departments as today and will include the Office of Mobility Innovation and public feedback. Again, public feedback will be collected via contact information provided on the City website.
- Who can residents contact with any concerns?
 - Again, the dedicated website will include contact information for handling public feedback and concerns.
- Is there a process for revoking permits? If so, what is it?
 - Yes, permits can be revoked immediately by the Chief of Mobility Innovation if it is found that awardees are not in compliance with the terms of their permit.
- Are there any protections in place to prevent surveillance of residents?
 - The City of Detroit has an existing surveillance ordinance. Any permit application will be required to comply with that ordinance, as applicable.
- Is there a maximum number of permits that can be issued?
 - The number of permits issued will be in alignment with the capacity of the Office of Mobility Innovation to monitor and manage.
 - If not, sidewalks and streets can quickly become overcrowded, increasingly confusing, and increasingly dangerous for residents to navigate.

- The Office of Mobility Innovation will work with DPW to track the cumulative use of the right of way and capture and incorporate feedback on crowding and overuse.
- One of the earliest proposed TIZ projects is a baseline study of TIZ right-of-way to track and manage growth and avoid congestion.
- Furthermore, the community can provide direct feedback via the City's website and TIZ page.
- If so, how will permits be prioritized? Who makes those decisions?
 - Permits will be reviewed and considered on a first-come first-serve basis.
 - In the event of duplicate or overlapping solutions, the Office of Mobility Innovation may work with a permit applicant to either deploy those solutions in separate areas within the TIZ or stagger timing of the deployments to avoid conflicts.
- Who is liable for any harm caused by these technologies?
 - The same agencies that are upholding the public trust and ensuring public safety today will be doing the same under the TIZ permits.
 - The underlying insurance and liability considerations will be the same as they are today.
 - Any pilot that veers from its safety plan can and will immediately have its permit revoked.
 - A TIZ permit will not allow unsafe practices and will not shift the liability burden to the city.
 - Furthermore, the city will have regulatory and enforcement authority **only if this legislation passes.**

It is the City's duty and responsibility to ensure and prioritize the safety of all residents above hasty industry expansion with little to no public input, oversight, or accountability. Again, **we urge the Council to postpone taking action on the proposed ordinance amendments unless and until the City:**

1. Meaningfully engages residents with disabilities (including the Disability Task Force and Office of Disability Affairs) and mobility and transit advocates in the amendment process
 - The Office of Mobility Innovation is already working with the Office of Disability Affairs, Transit Riders United, the United Way of Southeast Michigan, Eastern Market, community

farmers, the IBEW, local businesses, and many more to understand and document local mobility related needs and opportunities.

- The TIZ permitting process will create new opportunities to turn feedback from these stakeholders, and others, into mobility pilot projects within the City of Detroit.
2. Provides opportunities for public input during the planning and permitting process, as well as after deployment
 - Again, the dedicated website will include contact information for handling public feedback and concerns.
 - In addition, the website will include opportunities for residents, businesses, and stakeholders to provide input on mobility challenges to be addressed and/or innovations they would like to see piloted. This input will be leveraged to attract potential solutions from industry and help bring those solutions to Detroit to be piloted.
 3. Requires and shares safety plans for each innovation deployed
 - Again, each application is required to provide a detailed safety plan.
 - These safety plans will be reviewed by the same relevant departments that regulate public safety currently.
 - Safety plan summaries will be posted on the City website as part of the detailed information for each project as permits are awarded.
 4. Requires public notifications for each deployment
 - Again, detailed information will be posted to the City website on each project as permits are awarded.
 - The notifications will comply with the provisions of the COO as applicable.
 - In addition, community engagement plans will be created for each pilot in consultation with the Department of Neighborhoods.
 5. Provides a clear and accessible complaint process
 - Again, the dedicated website will include contact information for handling public feedback and concerns.
 6. Requires monitoring, reporting, and a process for revoking permits that pose a danger to residents

- Again, permits can be revoked immediately by the Chief of Mobility Innovation if it is found that awardees are not in compliance with the terms of their permit.
- The Office of Mobility Innovation will be regularly monitoring all active pilots/permits.
- Permits will require a regular reporting process between the awardee and the Office of Mobility Innovation to ensure the awardee is complying with all conditions of the permit.