

POVERTY SOLUTIONS ENGAGEMENT SERIES

# THE ROAD OUT OF POVERTY:

A TRANSPORTATION AND  
ECONOMIC MOBILITY SYMPOSIUM

**MARCH 15, 2018**

2<sup>ND</sup> FLOOR, MICHIGAN LEAGUE | 1-5 PM

#TRANSPORTATIONEQUITY

Co-sponsored by the **Detroit School Series** and  
the **University of Michigan Urban Collaboratory**

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# THE ROAD OUT OF POVERTY:

## A TRANSPORTATION AND ECONOMIC MOBILITY SYMPOSIUM

The relationship between transportation and economic mobility seems obvious; if people can't get where they need to go — whether it's school, work, healthcare, or an office for social services — they'll be worse off. Indeed, evidence corroborates that claim, demonstrating a strong link between economic mobility and transportation. Investments in housing don't affect employment unless coupled with access to transportation, as demonstrated by work evaluating Moving to Opportunity. In a study by the Rudin Center for Transportation, researchers found that areas with the least access to public transportation also had the lowest incomes and highest rates of unemployment.

Today's symposium draws from Poverty Solutions' interdisciplinary approach to solving deeply entrenched social problems. We've included voices tackling rural, suburban, and urban challenges as well as the local, state, and federal levels of government. The goal is to both hone in on some of the major barriers to accessing transportation, and to identify potential solutions.



### KEYNOTE SPEAKER



#### **ANTHONY FOXX**

17th United States Department of Transportation Secretary, 2013-2017

Anthony Renard Foxx served as the United States Secretary of Transportation from 2013 to 2017, confirmed with a 100-0 vote. At the agency, he developed the Obama Administration's first surface transportation bill, navigated technological changes like drones and autonomous vehicles, and developed the Smart City Challenge. He placed nearly \$30 billion in discretionary federal grants around the country, giving rise to a national pipeline of projects now poised to seek innovative financing.

Since leaving the DOT, Foxx has started a new joint venture with the Related Companies, Related Infrastructure. Prior to joining the U.S. Department of Transportation, Foxx served as Charlotte's 54th and youngest mayor. Foxx is a lawyer and has practiced in a variety of governmental and private roles. Foxx currently commutes between Chevy Chase, Maryland and New York City but still calls North Carolina home.

## TODAY'S AGENDA

**1:00-2:20 PM – KEYNOTE ADDRESS – LEAGUE BALLROOM**

**ANTHONY FOXX**

17th United States Department of Transportation Secretary, 2013-2017

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**2:20-2:30 PM – TRANSITION TO BREAKOUT SESSIONS**

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**2:30-3:50 PM – BREAKOUT SESSIONS**

**BREAKOUT SESSION 1 – ROOM D, 3RD FLOOR**

License to Drive—How Legal Structures Impact Mobility

**BREAKOUT SESSION 2 – KOESSLER ROOM, 3RD FLOOR**

Getting to Work and School— Barriers to Meeting Basic Mobility Needs

**BREAKOUT SESSION 3 – ROOM 4, 1ST FLOOR**

The Future of Transportation—Engineering Systems to Enhance Equity

**BREAKOUT SESSION 4 – MICHIGAN ROOM, 2ND FLOOR**

Transportation Security—Measurement Tools to Understand Needs  
(Panel Co-Sponsored by the Detroit School Series)

**BREAKOUT SESSION 5 – KALAMAZOO ROOM, 2ND FLOOR**

Accessibilty Across County Lines—Regional Approaches to Transportation Barriers

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**3:50-4:00 PM – TRANSITION TO ADVOCACY PANEL**

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**4:00-4:30 PM – ADVOCACY LIGHTNING PANEL – MICHIGAN ROOM, 2ND FLOOR**

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**4:30-5:00 PM – CLOSING RECEPTION – CONCOURSE**

## BREAKOUT SESSIONS

SESSION 1:

**LICENSE TO DRIVE**

HOW LEGAL STRUCTURES IMPACT MOBILITY

When resources are scarce, not paying a small fee or fine like a parking ticket can quickly escalate to driver's license suspension. Small fees and fines can also quickly amount to major debt and deprive drivers of the ability to travel. This panel will highlight how our courts can disproportionately punish low-income drivers and strategies to address the issue.

MODERATED BY: **H. Luke Shaefer**, Director, Poverty Solutions, Associate Professor of Public Policy and Social Work



**J.J. Prescott**, Professor of Law, Co-Director of Empirical Legal Studies Center and the Program in Law and Economics, U-M Law School

Prescott's research interests revolve around criminal law, sentencing law and reform, employment law, and the dynamics of civil litigation, particularly settlement. He is the principal investigator for the U-M Online Court Project, which uses technology to help people facing warrants, fines, and minor charges resolve their disputes with the

government and courts online and without the need of an attorney. Prescott is a member of the working group for Access to Justice and Fairness for the National Task Force on Fines, Fees, and Bail Practices.



**Phil Telfeyan**, Executive Director, Equal Justice Under Law

Telfeyan began Equal Justice Under Law in 2014 with the goal of ending inequality in our justice system. Telfeyan has helped build the organization into an aggressive agent of legal reform, fighting to end America's money bail system, pushing for an end to the war on drugs, striving to limit excessive collateral consequences of criminal convictions, and advocating on behalf of those experiencing poverty. Prior to founding Equal Justice Under Law, Telfeyan served as a trial attorney in the Civil Rights Division of the United States Department of Justice.



**Chad Livengood**, Senior Reporter, *Crain's Detroit Business*

Livengood is a senior reporter at *Crain's Detroit Business* covering Detroit on the rise and public affairs. He previously spent five years as a political reporter for *The Detroit News*, covering state government, the Detroit bankruptcy, and the 2016 presidential election. Livengood also had worked at newspapers in Wilmington, Delaware; Springfield, Missouri; and Jackson, Michigan. He is a 2005 graduate of Central

Michigan University's journalism program where he met his eventual wife, Amanda. They have a daughter.

## SESSION 2:

**GETTING TO WORK AND SCHOOL**

## BARRIERS TO MEETING BASIC MOBILITY NEEDS

Research has shown that education and having a job are two key drivers of economic mobility. Transportation is a critical consideration in either reducing or reinforcing socioeconomic inequalities. Panelists will discuss the ways transportation access impacts economic mobility and will explore strategies to support people getting where they need to go.

MODERATED BY: **Josh Rivera**, Project Manager, Poverty Solutions



**Joe Grengs**, Chair and Associate Professor of Urban and Regional Planning, U-M Taubman College of Architecture and Urban Planning

Joe Grengs is chair and associate professor in Urban and Regional Planning at the University of Michigan. His research examines social equity in transportation and land-use planning, and argues for prioritizing transportation investments that improve access to essential destinations for poor people and other disadvantaged travelers.



**Teresa Gillotti**, Housing and Infrastructure Manager, Washtenaw County Office of Community and Economic Development (OCED)

Teresa Gillotti has spent over three years working for the Washtenaw County OCED focusing on expanding affordable housing tools for local municipalities, and supporting the joint Washtenaw County and City of Ann Arbor One Community: Advancing Racial Equity initiative. Prior to working at the County she worked at the City of Ypsilanti and at

the Genesee Institute, part of the Genesee County Land Bank in Flint. She has a BA from Marquette University, and a master's degree in Urban and Regional Planning from the University of Wisconsin-Madison.



**Kristin Blagg**, Education Policy Program Research Associate, Urban Institute

Kristin Blagg is a research associate in the Education Policy Program at the Urban Institute. Her research focuses on K-12 and postsecondary education. Blagg has conducted studies on student transportation and school choice, student loans, and the role of information in higher education. She holds a BA in government from Harvard University, an

MSEd from Hunter College, and an MPP from Georgetown University.



**Ryan Buck**, Director, Washtenaw Area Transportation Study

Buck graduated from Eastern Michigan University in 2002 with a B.A. in Urban and Regional Planning. Ryan joined WATS in 2003, and was appointed Director in 2013. At WATS, Ryan has been exposed to all facets of local transportation planning and involved in the development of four Long Range Transportation Plans for Washtenaw County. In 2006, Buck led the effort for a countywide non-motorized plan which resulted in policy changes and an increased focus on multi-modal investments.

## SESSION 3:

**THE FUTURE OF TRANSPORTATION**

## ENGINEERING SYSTEMS TO ENHANCE EQUITY

Engineering transportation systems that promote economic mobility is a critical piece in the transportation equity conversation. Proper design helps to ensure that transportation innovations distribute their benefits across all income levels. Panelists will discuss promising engineering solutions, from gathering public input to bringing resources to where low-income individuals live to solving the first-mile last-mile challenge.

MODERATED BY: **Curt Wolf**, Managing Director, Urban Collaboratory



**Tierra Bills**, Assistant Professor of Civil and Environmental Engineering U-M College of Engineering; Postdoctoral Scholar Michigan Society of Fellows

Bills' interests center on using new and innovative data sources to model and understand individual-level impacts/benefits from current and emerging transportation policies and systems, with respect to equity, environmental, and economic efficiency. Bills aims to

connect academic research to public decision making to improve transportation and other civil systems. Her work focuses on informing transportation and policy improvements which are best for all segments of society today, as well as for future generations.



**Pascal Van Hentenryck**, Seth Bonder Collegiate Professor of Industrial and Operations Engineering, Michigan Engineering

Van Hentenryck is core faculty in the Michigan Institute for Data Science. He leads the RITMO project, which aims to use computational and data science for transforming accessibility and mobility for entire segments of the population. He is particularly interested in designing and deploying new mobility solutions that can transform access to

jobs, healthcare, schools, and high-quality super-markets. The RITMO team engages with about 50 faculty, staff, and students on all aspects of mobility, across engineering, social sciences, the Medical School, and urban planning and architecture.



**Geoffrey Thün**, Associate Professor of Architecture and Associate Dean for Research and Creative Practice, U-M Taubman College of Architecture and Urban Planning; Co-Director at Urban Collaboratory

At U-M, Thün teaches design studios, courses in urban systems, site operations, and material systems. He is a founding partner in the research-based practice RVTR. He holds an M.UD from the University of Toronto, and a Professional BArch and BES from the University of

Waterloo. Thün's work ranges in scale from that of the regional territory and the city, to high performance buildings, to full-scale prototype-based work exploring responsive and kinetic envelopes that mediate energy, atmosphere, and social space.

## SESSION 4:

**TRANSPORTATION SECURITY**

## MEASUREMENT TOOLS TO UNDERSTAND NEEDS

Understanding the barriers to reliable transportation is a critical first step in supporting low-income commuters. Reliable measurement tools that give voice to those most in need have the potential to inform real-world strategies and practices, particularly when utilized by key stakeholders who serve to benefit from transportation equity. Panelists will offer research methods and results for better defining transportation challenges; address issues such as economic inequality, racism, and suburban sprawl; and propose strategies for using research to inform transportation design.

MODERATED BY: **Rob Pfaff**, Co-Organizer, Detroit School Series



**Alexandra K. Murphy**, Assistant Professor in Sociology, Faculty Associate of the Population Studies Center, U-M LSA; Institute for Social Research

Murphy's research uses ethnographic methods to examine how poverty and inequality are experienced, structured, and reproduced across and within multiple domains of social life including neighborhoods, social networks, and the state. One line of research

investigates the new suburban poverty. Another line of research examines the causes and consequences of transportation insecurity.



**Rachel Tronstein**, Board Chair, New Detroit; President, Gardner-White Furniture

Rachel Tronstein is the President of Gardner-White Furniture, a Michigan-based family-owned and operated furniture retailer since 1912. Gardner-White is a team of innovators and has been the first to do many things within the industry. Tronstein is the fourth generation at Gardner-White, working alongside both of her parents.

Tronstein returned to Michigan in 2012, having previously worked in clean energy at the U.S. Department of Energy and Clinton Global Initiative. Tronstein has an MSc from the London School of Economics and a BA from the University of Michigan.



**Shirley Stancato**, President and CEO, New Detroit

New Detroit is Southeastern Michigan's leadership coalition devoted solely to race relations, serving as an essential forum for discussion and advocacy for racial equity. Under Stancato's leadership, New Detroit has developed and launched a series of initiatives to further its mission to provide solutions to promote racial equity in the region. Prior to joining New Detroit, Stancato enjoyed a long career at what

is now Chase Bank, where she became senior vice president. Stancato earned bachelor's and master's degrees from Wayne State University and an honorary Doctor of Laws degree from the University of Michigan.

## SESSION 5:

**ACCESSIBILITY ACROSS COUNTY LINES**

## REGIONAL APPROACHES TO TRANSPORTATION BARRIERS

Regional transportation gives people access to jobs, healthcare, schools, and other critical services that aren't distributed equally across regional lines. However, building regional transportation systems requires broader coordination and cooperation across municipal lines. Major questions include: Who pays? Who decides that it should happen? How is it implemented? This panel highlights regional transit systems across rural, urban, and suburban geographies in Michigan and seeks to answer these questions.

MODERATED BY: **Joel Batterman**, Coordinator, Motor City Freedom Riders



**Edgar H. Benning**, General Manager and CEO, Flint Mass Transportation Authority

Edgar Benning is General Manager/CEO of the Mass Transportation Authority in Flint, MI, a \$40 million public corporation serving Genesee County with six million passengers annually. Benning has served in the public transportation sector in various leadership positions for 37 years and remains actively involved with local

planning and development boards and many community groups. Benning is the past president of the Michigan Public Transit Association and holds an MPA from Central Michigan University and a BBA from Northwood University.



**Bill Kennis**, Executive Director, Benzie Transportation Authority

Bill Kennis, "born and raised in East Detroit," graduated from Central Michigan University B.S. majoring in Finance, and has an Executive MBA Michigan State University. Kennis' automotive experience taught him statistical analytical skills with which he has continuously improved Benzie Bus — facilitating its recognition for "right-sizing" its fleet with over half of its vehicles burning clean/

inexpensive LP (Liquid Propane), launching inter-county commuter service and was selected as 2017 APTA "Rural Transit of the Year."



**Richard Murphy**, Civic Innovations Program Coordinator, Michigan Municipal League, Former Board Member of the Regional Transit Authority

Richard Murphy is a program coordinator at the Michigan Municipal League. As part of the League's Civic Innovation Labs, he assists communities with new models for transportation and land use planning, placemaking, economic development, and civic technology.

Murphy joined the League in 2014. Previously, he served as city planner in Ypsilanti, programs director for the Michigan Suburbs Alliance, and has represented Washtenaw County on the board of directors of the Regional Transit Authority of Southeast Michigan. He holds degrees in computer engineering and urban planning from the University of Michigan.

## ADVOCACY PANEL

Viewing transportation as an issue of equity means that groups across the state are advocating for change at multiple levels. This “lightning panel” will highlight the key issues and strategies that groups are addressing and offer suggestions for how to get engaged.

Moderated by: **Julia Weinert**, Managing Director, Poverty Solutions



**Alexis Blizman**, Legislative and Policy Director, Ecology Center

Ms. Blizman coordinates legislative strategies and issue campaigns for the Ecology Center, working educate decision-makers on climate and energy issues and local and regional solutions. Ms. Blizman has over 19 years of political and nonprofit experience, having worked on several, state, local and congressional campaigns and has a J.D from George Washington University Law School. She has been

actively engaged the fight to expand public transportation in our region, having run two very successful millage campaigns for the AAATA in 2014 and 2015, and most recently serving as the Washtenaw County Coordinator in the campaign for Regional Transit in 2016.



**Joel Batterman**, Ph.D. Candidate in Urban and Regional Planning; Coordinator, Motor City Freedom Riders

Joel Batterman is the founder and board chair of the Motor City Freedom Riders, an organization of bus riders and allies organizing for expanded public transit in the belief that “transportation is freedom,” and everyone has the right to move. Batterman has worked for MOSES and the United Community Housing Coalition, among other Detroit organizations. He is currently a doctoral student in urban and regional planning at U-M, and lives in Detroit, which poses some interesting commuting challenges.



**Madison McKenzie**, Applied Economics Master’s Candidate; B1G Voting Challenge Graduate Assistant at the Ginsberg Center

Madison McKenzie is originally from Reno, Nevada and is currently a Graduate Intern at the Ginsberg Center. She is an Applied Economics master’s candidate. She is also active in local politics and volunteers with the Alzheimer’s Association.



**Renard Monczunski**, Transit Justice Organizer, Detroit People’s Platform

Renard Monczunski has been an organizer with the Detroit People’s Platform since 2014, starting as a volunteer canvasser for the Community Benefits Agreement Campaign. Currently, Renard facilitates a leadership volunteer group, named the Transit Justice Team, which is comprised of organized bus riders in Detroit.

Renard grew up in a single-father household along with his sister, attended Detroit Public Schools, and earned his diploma from David Mackenzie High School. Renard is a first-generation college graduate and proud alumnus of the University of Michigan, class of 2011, and earned a Bachelor’s Degree in Sociology. He has been involved in progressive campaigns since his youth including work on Citizens United, campaigns for living wages, and universal access to healthcare.

## FREEDOM OF EXPRESSION STATEMENT

Thank you for attending this program. The University of Michigan strives to create a truly open forum, one in which diverse opinions can be expressed and heard.

It is the right of members of the University community, speakers, artists, and other invited guests to express their views and opinions at the University. We will protect the right of individuals to speak or perform, and the rights of those members of the University community who wish to hear and communicate with an invited speaker or artist.

Protesters also have a right to express their opposition to a speaker in appropriate ways, both within the confines of this building and outside the facility. However, protesters must not interfere unduly with communication between a speaker or artist and members of the audience.

If the hosts of this event or University representatives believe that protesters are interfering unduly with a speaker or performer’s freedom of expression, those protesters will be warned. If the warnings are not heeded and the interference continues, then the individuals responsible may be removed from the building.

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