

A NEW SOCIAL CONTRACT FOR DETROITERS

In 1967, Dr. King spoke; “There can be no gainsaying of the fact that racism is still alive all over America. Racial injustice is still the Negro’s burden and America’s shame. And we must face the hard fact that many Americans would like to have a nation which is a democracy for white Americans but simultaneously a dictatorship over black Americans. We must face the fact that we still have much to do in the area of race relations.” Dr. King shared these words as part of his explanation of what he called “the three evils”; racism, poverty and war in ‘America’s Chief Moral Dilemma’.

In 2019, in the majority black city of Detroit, as we read Dr. King’s words it is obvious that, even with the great changes 50 years has wrought, many things remain problematic for African Americans. Dr. King calls out many American’s desire for a race-based selective “democratic” process, wherein whites have decision making power, while the black vote and voice is suppressed, silenced or supplanted.

Today, as we survey the economic and political landscape of Detroit we bear witness to the evolution of the racist desire Dr. King addressed. Emergency Management and the Bankruptcy, as intended, dismantled a great deal of black political and economic power.



DETROIT People's PLATFORM

detroitpeoplesplatform.org

Our 15th Issue!

Dr. Martin Luther King Jr. Day Issue

PLATFORM NEWS

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- Now, those power structures have been divided and their control and management distributed to white-led or corporate-influenced authorities, boards and organizations.
- Now, vast amounts of public resources have been stripped from the commons in the form of huge tax abatements and redistributed to wealthy white billionaires.
- Now, money that could have been used to address human rights issues like water shutoffs and affordable housing will be given away for decades to ease the financial burdens developers.

Dr. King stated that in order to address the issues of racism, poverty and war a redistribution of wealth and power is required, but we are moving in the wrong direction. The data indicates that significant and persistent inequities exist

in Detroit’s majority black population. Until we implement public policies that reflect an intentional strategy to achieve racial equity across all social and economic indicators, the inequities will continue.

To that end, this year and moving forward, we will organize and advocate for **A New Social Contract for Detroiters**.
- CONTINUED PG. 2



THIS SPRING
We are excited that Catherine Albisa, cofounder of NESRI will be joining us in Detroit for training around A New Social Contract. Stay Tuned for details!

WHAT IS THE DETROIT PEOPLE’S PLATFORM?



Detroit People’s Platform has been able to move forward a great deal of work over the last 5 years. While the ability and tenacity of our leadership and team members has been a vital aspect of our success, the organizational commitment to agreed upon principles, disciplined participation in process-driven strategies, dedication to cultivating trust and strong relationships with community and allies have been invaluable.

What We Do
The work of Detroit People’s Platform launched from relationships and discussions around race and equity with Social Service providers, their constituents and residents in nearby neighborhoods. We support efforts to organize and build community power in order to achieve systemic and transformational change for the good of long term Detroiters.
- CONTINUED PG. 2



THE TEAM: LINDA CAMPBELL, KEA MATHIS, AMINA KIRK, RENARD MONCZUNSKI

WHAT IS THE DETROIT PEOPLE'S PLATFORM?

- CONTINUED FROM COVER

We Center Race

While intersectionality is important in building an equitable future for our children, we center our work in the reality that Detroit is the nations largest majority black city and demand that our elected officials and those who have taken the reigns of Detroit implement policies that reflect that reality.

Who We Are

Current Detroit People's Platform is organized by a core team with support from volunteers, allies and coalition members. The core team maintain relationships with and support community groups, often represent DPP in coalition work and facilitate leadership groups. These relationships drive our community engagement, public outreach/media efforts, organizing and issue-based advocacy.



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PUBLIC OUTREACH AND MEDIA

Public Outreach/ Media

Our public outreach/ media efforts are created in support of these relationships and strives to

be accessible to everyone. Issue-based 'one sheets' are frequently updated and this paper, the Platform NEWS is published 3 times a year. Our online social media, web page and smartphone app are updated based on our print materials. We maintain email and phone networks for our calls to action and advisory alerts.

Coalition Work

Detroit People's Platform is the institutional anchor for the Equitable Detroit Coalition, the city-wide CBA Coalition and the Housing Trust Fund Coalition. There are plans to reconvene of the Community Land Trust Coalition. We are also active members in the People's Water Board Coalition focusing on public health and water shutoffs. We build relationships statewide through our active participation in the Economic Justice Alliance of Michigan and We the People of Michigan.

Can I Join The People's Platform?

If you are interested in becoming a member of Detroit People's Platform or volunteering please email join@detroitpeoplesplatform.org or call the Platform Hotline, 313.338.9396, and leave a voicemail.



Political Power



Economic Power



A New Social Contract for Detroit - CONTINUED FROM COVER

In May of 2018, National Economic and Social Rights Initiative NESRI (www.nesri.org), launched a campaign for A New Social Contract. Their intersectional approach to address inequity and injustice offers community-centered solutions and tools, many advanced by DPP and our allies.

NESRI's A New Social Contract integrates:

PUBLIC GOODS FOR ALL

Tools/Solutions: Universal Social Insurance and Free Public Services and a Just Tax Policy

OUR RELATIONSHIP WITH LAND

Tools/Solutions: Green Energy Democracy and Community Control of Land and Housing

HOW WE LABOR

Tools/Solutions: Worker-Driven Enforcement Models and Cooperatives

FINANCING DIGNITY

Tools/Solutions: Finance for Social Change and Public and Postal Banking

FROM EXCLUSION TO EQUITY AND PARTICIPATION

Tools/Solutions: Restorative Justice and People-Centered Democracy

In 2019, Detroit People's Platform will also integrate the Just Transition Principles into our Housing and Equitable Development work:

Climate Justice Alliance - Just Transition Principles

A Just Transition moves us toward Buen Vivir - Buen Vivir means that we can live well without living better at the expense of others.

A Just Transition creates Meaningful Work

A Just Transition upholds Self Determination

A Just Transition equitably redistributes Resources and Power

A Just Transition requires Regenerative Ecological Economics

A Just Transition retains Culture and Tradition

A Just Transition embodies Local, Regional, National and International Solidarity

A Just Transition must be liberatory and transformative.

A Just Transition builds What We Need Now

source: climatejusticealliance.org/just-transition/



THE FUTURE OF TRANSPORTATION IS A SHARE RACE A

In 2018, bus riders in Detroit were introduced to a variety of shared-mobility services like the MoGo bike-share program and two shared e-scooter companies, Bird and Lime. During the summer, the Detroit Department of Transportation (DDOT) offered bus riders a 30-day trial pass for access to MoGo bicycles. Also, Mayor Duggan created the Office of Mobility Innovation and introduced a four-year Strategic Plan for Transportation which outlines the city's priorities for public transportation, bicycle lanes, safety, and shared mobility. Recently in December 2018, City Council granted Ford Motor Company nearly \$250 million of tax support to rebuild the Michigan Central Train Depot, which will become an autonomous, "self-driving," mobility research center.

What exactly is "shared mobility," and who will benefit or be excluded from these new services and platforms?

Shared mobility is a set of transportation services that are private or public and can be requested via an on-demand app by passengers that own a smartphone. These services include shared bikes, ride-hailing services like Lyft and Uber, e-scooter companies like Bird and Lime, shuttle-bus services that carry about 20 people or less, and car-sharing services like Zipcar and Maven that allow an individual to rent a car for a set amount of time. Eventually, shared-mobility will include on-demand self-driving, "autonomous" vehicles.

Shared mobility may not be beneficial or accessible to everyone. Those who are likely to access shared mobility services are typically younger individuals who are affluent, own a smartphone, have access to a credit or debit-card attached to a bank account. Shared mobility does not typically include individuals and families that do not have a smartphone, a debit or credit card, are seniors, disabled, individuals who do not have bank accounts or live on low or fixed incomes.

Presently, shared mobility services are not held to the same federal safety regulations for children and are not subject to Title VI of the Civil Rights Act of 1964 that legally compels local transit departments to adopt policies that prevent racial discrimination, provide transit service to low-income working individuals and families, and offer services to individuals who speak English as a second-language, or do not speak English at all. In addition, the American Disabilities Act of 1990 protects disabled

OF ATION JUSTICE: D MOBILITY, AND EQUITY

individuals from discrimination in public transit services, yet it is unclear if shared mobility companies are subject to the law, even if they use public funding to provide a service. For example, Lyft has a program with DDOT to provide late-night bus service either to or from a bus riders' stop to their destination along Woodward Ave. But we are not clear if these new services will provide the same level of rider protections as DDOT bus riders are assured.

It is a fact that mobility services like Uber have been cited for racial discrimination, often rejecting passengers that are perceptively African-American.
Source: A Framework for Equity and Mobility by TransForm
transformca.org/transform-report/framework-equity-new-mobility

The expansion of shared mobility is concerning because of the potential to shift public funding from much needed public buses and disrupt critical transportation services.

Public transportation services, like DDOT are subject to Title VI and regulations that protect individuals with disabilities, ensures reliable bus service and para-transit service for elderly residents, and low-income workers and residents who are essential bus riders and rely on public transit to access healthcare, education, and work. Policies that ensure racial equity, accessibility, and inclusivity must be included in shared mobility services. It is critical that shared mobility does not replace and therefore jeopardize access to fixed-line bus routes with the potential to eliminate bus and paratransit to areas in the city that do not have adequate or reliable bus service.

Shared mobility is not a replacement for a publicly owned and governed transit system that is fully funded and designed to meet the transit needs of Detroiters who are essential riders.



LIVING INTO OUR RIGHT TO THE CITY: A COMPREHENSIVE HOUSING PLAN

The Mayor's prescription for neighborhood development is highlighted in the recently announced Strategic Neighborhood Fund that regrettably, promises more of what we have witness in the current revitalization plan. "We applied the tools that drove the development in downtown and midtown and put them into neighborhoods, and now we're expanding that to seven more areas across the city."

The original Strategic Neighborhood Fund Communities included West Village, the Vernor Hwy Corridor and the Livernois/McNichols Corridor.

If the downtown/midtown model is any indication, the Strategic Neighborhood Fund will drive and leverage development that serves primarily the needs of corporate and real estate developers inside of a few select neighborhoods. And, based on the rising rents and property cost that are occurring in downtown/midtown and neighborhoods like Island View. This development strategy will serve to further push out current and long time residents.

Affordable housing as the cornerstone to a just and sustainable strategy for Detroit's revitalization

A comprehensive housing plan is essential to the long-term viability of any large city and Detroit is no exception.

A comprehensive housing plan can create a pathway for successful long-term economic development that will benefit current and future residents in a variety of neighborhoods across the city. A comprehensive housing plan can meet the housing needs of residents across income and class and more importantly would include options for the city's most vulnerable residents - those with households incomes below \$35K annually. Ideally residents are able to

access housing options in mixed income neighborhoods that is high quality and located near public transit options and commercial corridors.

Prioritizing stable housing for the most vulnerable may seem counter intuitive - especially in a city that has become obsessed with the notion that attracting high income earners and driving up property values is the path to the city's survival and success. By prioritizing the housing needs of low income and working class Detroit households, policy makers and planners acknowledge that those households represent the bedrock of the urban core. They form the basis of a reliable workforce; populate neighborhood schools; patronize parks, museums and libraries; drive local and small business economies and contribute to a vibrant culture. It's this energy and diversity that makes the city and the urban core a desirable place to live. The current economic development model and revitalization strategy further segregates Detroit around class and race and undermines this powerful vision.

We believe good city planning requires long-term, people-centered planning that protects our most vulnerable while at the same time creating a built environment that is both sustainable and reflective of resident needs. A comprehensive housing plan will help to prevent real estate cycles of extreme boom and extreme bust, by ensuring that a prosperous future is being planned for all residents of the city in every neighborhood, rather than allowing profit-driven developers to determine the neighborhoods that win and the neighborhoods that loose based on their bottom line.

A local resident stated it amply: "Detroiters welcome others to join us in building neighborhoods together - not creating new spaces that exclude most of us."



More Bad News for Detroiters

Monday December 10th, the Mayor announced \$35 Million slated for only 7 Detroit Neighborhoods.

In the absence of a Comprehensive Housing Plan and sufficient funding for the community-led Housing Trust Fund, the Mayor's Affordable Housing Leverage Fund will not address skyrocketing rents and the city's housing crisis.

sources: <https://www.craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund>
[detroit.curbed.com/2018/12/6/18129233/detroit-rent-income-report-largest-increases?fbclid=IwAR3Enl0q4GUwDnDixeu-hoKLz2P9cmEV73eKr-3WDTda2_yK-KnR0jw](https://www.craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund)

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Profiles in Corporate Welfare, sources:
LCA: [craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund](https://www.craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund)
little-caesars-arena-construction-cost-8629-million
Gilbert: [forbes.com/profile/daniel-gilbert/#d6dc7d571283](https://www.craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund)
Platform: [craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund](https://www.craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund)
NEWS/160529957/owners-of-fisher-kahn-buildings-look-to-develop-underserved-areas?fbclid=IwAR2bIPxhoalDVQKAitn0NKA6sodF8Vbnzb05I9B0aLYEgfuY4WAbnQ3bkzU
Ford: [en.wikipedia.org/wiki/Ford_Motor_Company](https://www.craigslist.com/real-estate/seven-companies-kick-5-million-each-toward-neighborhood-fund)

The Strategic Neighborhood Fund creates inequity between areas that receive funding and those that do not.

PROFILES IN CORPORATE WELFARE

BEDROCK/GILBERT

GILBERT'S NET WORTH IS \$6.5 BILLION. Synonymous with Corporate Welfare, Dan Gilbert's portfolio and influence in Detroit continues to grow. In late 2017 Bedrock broke ground on the "Q-Scraper", a high-end, high-rise on the old Hudson's site that will benefit from tax incentives and tax capture for 30 years. Gilbert received nearly 3/4 of a billion dollars in tax subsidies for this project alone!

FORD MOTOR CO.

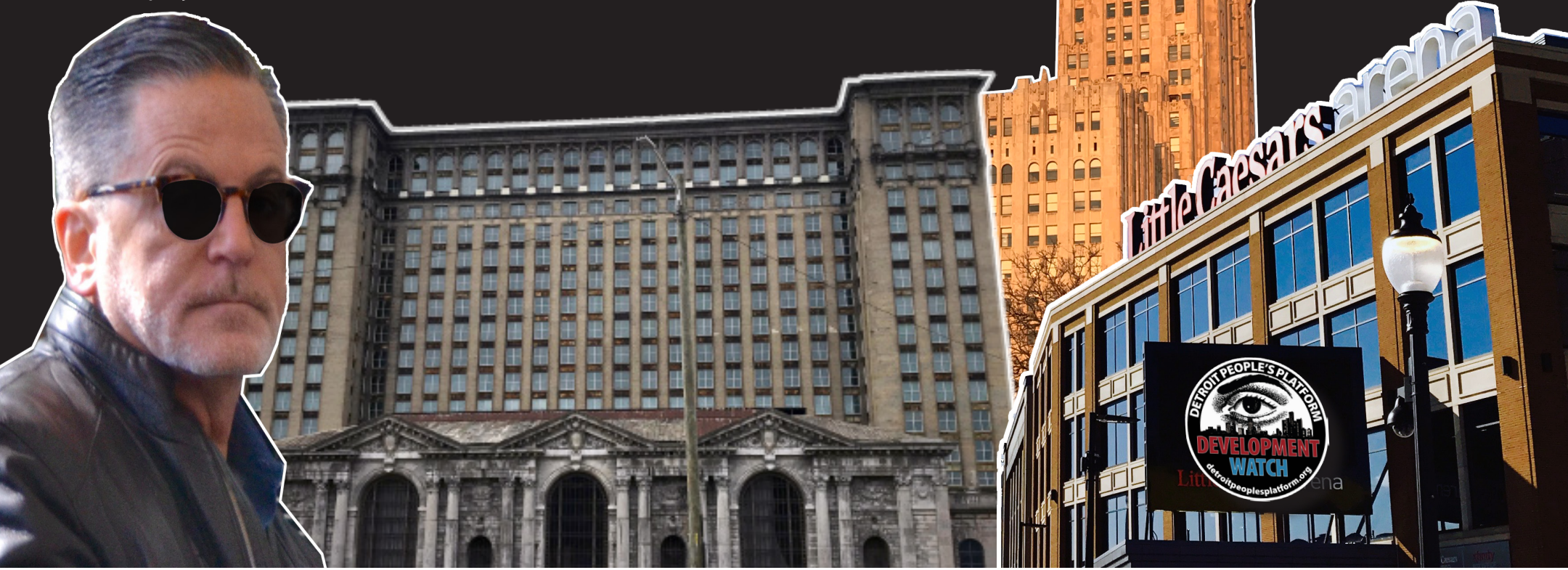
FORD'S GLOBAL REVENUES IN 2017 WERE \$156.7 BILLION. Ford Motor Co. promotes their reputation as a socially responsible corporation. They claim they want to be a good corporate neighbor but they only agreed to invest \$10 Million in community. Ford can voluntarily enter into a REAL community benefit agreement with the community at any time.

THE PLATFORM

THE PLATFORM HAS HUNDREDS OF MILLIONS OF DOLLARS IN PROJECTS IN VARYING STAGES OF COMPLETION. "The Platform" is a multi-site development project with locations across the city. They are also grabbing a great deal of public tax incentives to subsidize high-end housing that most Detroiters can't afford, like their "Cass and York" project.

OLYMPIA/ILITCH

PUBLIC FINANCING FOR LCA TOTALED \$324.1 MILLION. For the amount of tax incentives that went into Little Caesars Arena one would think that Olympia would improve nearby neighborhoods, but they have turned it into a large parking lot for people who don't live in the city.



WHAT TO WATCH FOR AT DETROIT CITY CHARTER COMMISSION MEETINGS

As of this printing there have been two public meetings of the new Detroit City Charter Commission. The meetings have been well attended by community members who have been vocal about their concern over external influence on the commission. The commission is currently determining how to organize themselves and developing the process to go about the important work of revising our city's "constitution."

- Watch for preference for proposals from corporate interest.
- Watch the process for submitting proposals. Demand transparency!
- Watch for efforts to thwart the commissions independence.
- Watch for efforts to muzzle the voice of community through paternalistic rules and sanctions.



The Detroit City Charter Commission
January 2019

Community Benefits Update CITY COUNCIL IS CONSIDERING CHANGES TO DETROIT'S CBO

Equitable Detroit Coalition has organized around the "RECOMMENDATIONS FOR AMENDMENTS Detroit Community Benefits Ordinance" Report published last year. The amendment process will be centered in the Planning and Economic Development Committee headed by Council Member James Tate. This is the same committee where the community benefits ordinance that would become Proposal A was stalled for nearly two years.

Highlighted amendments that EDC will be fighting for:

- Having more Neighborhood Advisory Council (NAC) members chosen by community rather than politicians.
- Demanding NAC members disclose conflict of interest/effort.
- That the Community Benefits Agreement created by the process be legally binding.
- That the current \$75 million threshold be lowered.

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