

A DECADE ORGANIZING FOR MAJORITY BLACK DETROIT!

DETROIT People's PLATFORM

detroitpeoplesplatform.org

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Vol. 23 - MLK Day 2023 NEWS

Every year Detroit People's Platform NEWS recognizes Dr. Martin Luther King Jr. Day by considering the state of the city of Detroit in relationship to the action-backed vision of Rev. Dr. King. This year, as we move to celebrate the first 10 years of DPP and are called again to organize for the future of Majority Black Detroit, we are reflecting on the importance of principled, justice-seeking Black leadership.

This issue covers the injustice of I-375 project, the new 'District Detroit' community benefits process, the ongoing struggle to fund and implement Right to Counsel, the fight for bus service that

meets the needs of Detroit's disability community and how industrial projects like the AMC HQ and Stellantis' Detroit Assembly Complex are using our tax dollars to increase pollution in our neighborhoods.

This year, with this heightened level of injustice in the nation's largest majority Black city, Detroit People's Platform invite Detroiters to join us on Saturday, June 3rd as we return to Marygrove for our 10 Year Gathering. There we will continue our 'nettlesome task' of organizing with our neighbors to build and wield power for better outcomes for majority Black Detroit.

"Our nettlesome task is to discover how to organize our strength into compelling power so that government cannot elude our demands. We must develop, from strength, a situation in which the government finds it wise and prudent to collaborate with us."

~Dr. Martin Luther King, Jr.
from Where Do We Go
From Here Chaos or
Community?



EGLE FINALIZES ENFORCEMENT AGAINST STELLANTIS

In December 2022, the Michigan Department of Environment, Great Lakes and Energy (EGLE) finalized the enforcement action against Stellantis for the multiple violations that have occurred since production began on the new Jeep Grand Cherokee. This also brings the repairs necessary to install a second regenerative thermal oxidizer. Detroit People's Platform recognize the tireless efforts of residents get these needed repairs. Justice for Beniteau still hold strong to their original demand for funds for **home repair or voluntary relocation**.

"What will it take for them to find enough respect for us that they actually deal with us honestly." asked Beniteau resident Robert Shobe. "Everything is trickery and public relations. It's time that we got transparency and for them to get things right, which means home repair and/or voluntary relocation for those who have been hurt by these decisions and violations."



PROFILE: CITY VIEW SENIOR TOWERS RESIDENT COUNCIL



In March 2022, after a fire damaged personal property, tenants at City View Senior Towers wanted to talk about their legal rights. What began as a Renter's Rights workshop turned into organizing to improve tenant safety and security, uphold standards, and obtain basic provisions. They formed the **City View Senior Towers Residents Council**. Their collective effort has resulted in establishing regular maintenance procedures, ongoing meetings with the owner, an updated security panel accessible to all tenants, and an on-site security staff. **Detroit People's Platform are honored to support their tenant organizing. WHEN WE ORGANIZE WE WIN!**

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**We're out.**
MAKE SURE TO FOLLOW US ON THESE OTHER SOCIAL MEDIA PLATFORMS


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I-375 PROJECT PLANS TO RESURRECT BLACK BOTTOM WITHOUT RECOGNIZING HISTORICAL INJUSTICE

A project to remove I-375 freeway and replace it with a surface level boulevard is being led by Michigan Department of Transportation (MDOT) in partnership with the City of Detroit. The project includes three phases – study, design, and research.

Proposed Neighborhood and Project Boundaries

Streets: Jefferson, Larned, Gratiot, Lafayette, Fisher 375 Interchange
Neighborhoods likely impacted: Lafayette Park; Eastern Market; McDougal Hunt; Elmwood Park, Brush Park



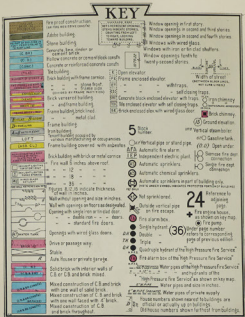
Source: detroitmi.gov/departments/planning-and-development-department/neighborhood-plans/central-design-region/i-375-reconnecting-communities-project

Timeframe

Estimated construction period
2025 - 2027

BLACK BOTTOM, DETROIT (1951)

Historical Map: digital.blackbottomarchives.com/historical-map/



Compiled in 2018 from Sanborn Fire Insurance Maps
Sourced from the Library of Congress
Sanborn Map Company, Vol. 4, 1922 - Nov 1951

Proposed Processes and Governing Structure

- Discussions to remove the freeway have been happening since 2014, some community outreach has happened already
- Civil engineering firm HNTB is the main consultant on the project
- MDOT will lead the freeway removal and replacement portion of the project
- This is federal land. After the freeway is removed, available land will be transferred to the City of Detroit through federal and state of Michigan procedures
- Roughly \$330 Million in federal funding thru the Reconnecting Communities grant and State of Michigan funding is available for the planning and construction of the project through 2027
- A Local Advisory Committee (LAC) is planned to include a large group of community stakeholders and a 5 person decision making executive committee with an appointee from Governor Gretchen Whitmer; Detroit Mayor Mike Duggan; and MDOT Director (pending new appointment by the Governor)
- The project includes a required Community Enhancements Plan with a stated purpose “to acknowledge the historical significance and contributions of the displaced Black Bottom and Paradise Valley communities” *Reference: I-375@detroitmi.gov*

Impacts associated with existing I-375

- I-375 roadways and bridges are deteriorating, subject to weather disruptions (i.e. flooding) and will require significant public investment to maintain
- Urban freeways are a health threat to Black Detroiters, contributing to our vulnerability to heart disease, respiratory illnesses, and more
- Ongoing public investment would be more effectively used to make investments in Detroit Department of Transportation (DDOT) and other public transit/transportation options that promote healthy urban life rather than continued I-375 improvements

Detroit People’s Platform (DPP’s) Position Statement on I-375 Project and Reparative Justice

- DPP believes that the injustice of displacing tens of thousands of Black Detroiters, homeowners, thriving businesses, and cultural institutions for the highway’s construction needs to be remedied in parallel with the absence of Black Detroiters in major downtown development today
- Data that outlines the long-term economic and social impact of the I-375 highway disruption must inform the project and drive decision making around reparative action for the displaced historical Black neighborhoods
- Meaningful public engagement must be a key part of deciding reclaimed land uses. Holding elected officials accountable to a transparent and democratic process will be critical
- Opportunities for Black Detroiters to benefit from construction activity and the use and ownership of land after the freeway is removed must be prioritized to adequately acknowledge the historic wrong of destroying Black Bottom and Paradise Valley
- The City of Detroit and DDOT must be proactive about mitigating the impacts of major construction on key bus routes and essential bus riders. Safer streets and enhanced accessibility must be embedded in the actual design process.

Further, DPP believes that land reclaimed from the I-375 freeway can:

- Establish community land ownership opportunities and truly affordable housing options
- Facilitate the development and siting of Black owned business formations
- Advance economic development that supports the priorities of Black Detroiters
- Support the historical and reimagined cultural presence destroyed by the I-375 urban renewal project

The injustice of displacing tens of thousands of Black Detroiters, homeowners, thriving businesses, and cultural institutions for the highway’s construction needs to be remedied in parallel with the absence of Black Detroiters in major downtown development today.

Follow Detroit People’s Platform in the coming months for information and ways to become involved in the fight for I-375 Project Reparative Justice.



NORTHPOINT'S AMC HQ PROJECT

District 7 residents are still seeking commitments from **Northpoint Development** to ensure environmental justice around the AMC project where construction operations will add ~868 diesel trucks and ~1,294 passenger cars to this community per day for two years or more. The community is asking for Northpoint Development to provide:

“Funding for programming to support the installation of HVAC filters and HVAC system replacements and upgrades to improve indoor air quality and filter out pollutants in homes of residents who live in “High Exposure Zones around the project.” and “To support the most at-risk residents, design the program to include window upgrades and replacements for all homes with window air infiltration leaks.”

On 6/20/22, 6/28/22, 8/1/22, and 8/22/22,9/30/22, and 10/18/22 AMC Impacted residents sent letters to the City of Detroit, the Detroit Economic Growth Corporation (DEGC), Northpoint Development, and the Michigan Strategic Fund Board respectively asking to secure: A comprehensive, environmental, health impact assessment and report; and use the information provided in the environmental and health assessment(s) to guide requirements for off-site mitigation and ultimately ensure environmental justice.

When Northpoint failed to provide an environmental and health impact analysis, residents completed research independently, using as much data at their disposal to outline the appropriate environmental mitigations for AMC (based on the extent and magnitude of the proposed industrial construction operations) in one of District 7’s most health-vulnerable residential communities.

Diesel pollution has disproportionate impacts for Detroiters, with Detroit’s air quality being rated one of the dirtiest in the nation by the American Lung Association in 2021 and 2022. Furthermore, **the State of Michigan has no laws to protect its residents from hazardous diesel pollution.** More than 100 AMC Impacted residents have signed petitions demanding that AMC/Northpoint Developers provide funding for HVAC system filters, system upgrades, and window seals for homes located in High Exposure Zones.

So far, both Councilwoman Mary Waters and the District 7 Community Advisory Council have committed to uplifting resident demands at AMC. But they need your help to make these demands heard at City Hall.

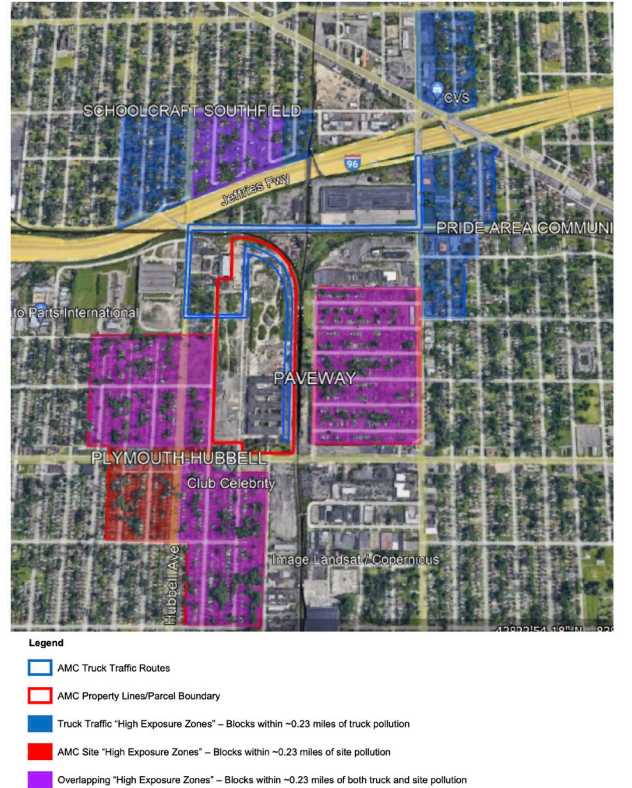
Support your neighbors at AMC by contacting our elected representatives to demand environmental justice for families, children, seniors, and health vulnerable residents who live around the project:

- Call D7 **Council Member Fred Durhal**. Demand HVAC system air filters for homes in High Exposure Zones **313-224-2151**
Call **Council Member At-Large Coleman Young II**. Demand HVAC system air filters for homes in High Exposure Zones **313-224-4248**
- Call **Council Member At-Large Mary Waters** to ask that she keep her commitment to securing air filters for homes in High-Exposure Zones **313-628-2363**
- Contact the **District 7 Community Advisory Council (CAC)** and attend their meetings – the last Thursday of each month at 6pm at DABO – to ask that they keep their written commitment to uplift and advocate for environmental justice concerns at AMC.
- Send an email to **amcimpacted@gmail.com** to get more information or to demand air filters and environmental justice for residents who live in high exposure zones.

“Residents in High-Exposure Zones need funding from Northpoint Development for programming to support the installation of high efficiency furnace filters, HVAC system filters, and/or HVAC system upgrades to improve indoor air quality and filter out pollutants from houses located in “High Exposure Zones.

Residents also ask that Northpoint Development support the most at-risk residents by designing the air filtration program to include window upgrades and replacements for all homes with window holes or air infiltration leaks.”

DO YOU LIVE IN A “HIGH EXPOSURE” (POLLUTION) ZONE FROM THE AMC REDEVELOPMENT?
Homes in “High-Exposure Zones” are located within 0.23 miles from the diesel truck routes or the AMC site.
Homes in **RED “High-Exposure Zones”** will be most impacted by pollution from site operations after construction.
Homes in **BLUE “High-Exposure Zones”** will be most impacted by pollution from trucks during construction.
Homes in **PURPLE “High-Exposure Zones”** will be most impacted by both truck and site pollution.



SMELL THAT?
TELL **EGL**

There has been an increase in industrial development - **REINDUSTRIALIZATION** across the city. This increase has prompted concerns about the cumulative health impact of toxic emissions, waste storage and disposal on Detroiters. **If you smell something, say something and complain.**

Point a phone camera here ^ to **COMPLAIN** **1-800-292-4706**

More than 100 AMC Impacted residents have signed petitions demanding that AMC/ Northpoint Developers provide funding for HVAC system filters, system upgrades, and window seals for homes located in High Exposure Zones.

DISABILITY JUSTICE ACTIVISTS RESIST TRANSDEV CONTRACT FOR PARATRANSIT



Early in 2022, members of the Transit Justice Team, Warriors on Wheels (WOW) and other transit advocates and activists successfully organized and won budget increases for the Detroit Department of Transportation (DDOT) fixed-line bus service and paratransit service. Fixed-line service refers to DDOT's regular bus service in contrast to paratransit, which is a specialized and federally funded bus service for individuals with disabilities that cannot use the regular bus service. Paratransit, like fixed-line bus service, charges a fare for all trips but is requested in advance and has vehicles that are designed to accommodate people with a variety of disabilities. Paratransit is a federally funded public service, like regular bus service, but DDOT has contracted out paratransit services for years to a French based company named Transdev.

Transdev overall had complete control over the administration and operation of DDOT paratransit services for several years, including subcontracting with Metro Lift and other transportation companies, processing the thousands of complaints filed by disabled riders against them for unreliable services and lack of response to customer needs.

In November 2022 - the City of Detroit – Office of Contracting and Procurement proposed a new 5-year contract with Transdev operating 70% of paratransit rides and People's Express managing the remaining 30% of paratransit rides. The contract would extend Transdev service until 2027 along with People's Express, with Transdev receiving over \$50 million and People's Express at over \$15 million. However, Warriors on Wheels (WOW) and The National Federation of the Blind opposed the contract and called on city council to renegotiate terms and not include Transdev in the contract. On November 22nd, the deadline and last day of city council before recess, council members debated and eventually voted NO on Transdev contract renewal.

In response, the DDOT Director announced cuts of up to 70% of cuts to para transit service and only prioritize medically necessary trips. The U.S. Department of Transportation even issued a warning in a letter to DDOT to correct the issue and clarified that DDOT cannot limit paratransit rides to medical-trips only and warned DDOT if they did not correct the paratransit issue with city council, they risk the Federal Transit Administration cutting off federal funds to DDOT. Also, riders under the ADA could file lawsuits against the department.

In December, with the threat of federal intervention and penalty, the Mayor eventually invoked executive emergency power to bypass the city council and approve emergency contracts to subcontractors that will provide paratransit under the new paratransit structure administered by DDOT.

The outcome is that full paratransit services will be provided in 2023 with no interruption and cuts and increased public accountability and oversight over service. The subcontractors include Big Star Transit, Checker Cab Company, Delray United Action Council, and Moe Transportation under a 6-month emergency contract. **Transdev is not included nor involved in the new contract.** Thanks to the organizing efforts of Warriors on Wheels, DPP Transit Justice Team, National Federation of the Blind and other disability justice advocates, paratransit riders in Detroit no longer must contend with the disrespect and poor service of Transdev. And more importantly, there is a successful framework and movement for restoring paratransit as a public service, with the goal of full in-house paratransit service provided by DDOT.

Citations
Detroit News: Detroit City Council votes on controversial \$49M paratransit contract
Detroit News: "Detroit's transit for riders with disabilities under fire. Some say they've been left at wrong spots"
WDIV Channel 7: Department of Justice listens to & documents Detroiters' paratransit terrors (wxyz.com)
MSN News: Duggan maintains paratransit services through emergency powers

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**People's
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TRANSIT JUSTICE TEAM

Learn more about DPP
and our transit justice work at
www.detroitpeoplesplatform.org



Full paratransit services will be provided in 2023 with no interruption or cuts, increased public accountability and increased oversight.

TRANSIT JUSTICE TEAM SUCCESSFULLY PASSES THE DDOT BILL OF RIGHTS IN 2022

Transit Justice Team Successfully Passes the DDOT Bill of Rights in 2022
Last year in November 2022, due to years of canvassing, digital organizing efforts, support from community in public comments, and circulation of a digital petition, resulted in the passage of the DDOT (Detroit Department of Transportation) Passenger Bill of Rights. The City Council passed the resolution unanimously. The DDOT Bill of Rights was supported originally as part of a set of progressive policies supported by several council members, including Council President, Mary Sheffield, as a part of her "People's Bills." The Bill of Rights has been sent to the mayor's office and the DDOT Director. We are pleased to report that the DDOT Bill of Rights is now officially city policy!

The Bill of Rights is a part of progressive policies set forth by our campaign to revise the City Charter – Proposal P. The Racial Justice Workgroup, a coalition of organizations, activists, and advocates for racial justice and equity remained committed to supporting policies from Proposal P that are designed to create equity, accountability, and increased participation in city policy decision-

making and returning power to residents. The DDOT Bill of Rights is one major successful part of our organizing efforts to support a just, progressive, and equitable city for Majority Black Detroit.

In 2019, the Transit Justice Team invited essential bus riders to participate in the drafting and ratification process, facilitated by the Transit Justice Team and drafted 11 rights that are now included in the bill of rights – which outline basic expectations and expands upon current City Charter mandate to ensure DDOT provides "safe, convenient, and reliable" public transportation. However, the reliability of bus service has not been a reality for many essential riders across the city.

The DDOT Bill of Rights reflects community demands and increased accountability from our public transit department: policies related to adequate communication of delays in service, detours, and rerouting, equitable fare policies such as the Low Income Fare Program – which will reduce bus fare and passes by 75% for individuals without housing, returning citizens, families and individuals with low incomes, and

veterans – using metrics such as income, housing status, and other qualifications that will allow bus riders struggling to keep up with increasing costs and inflation, to access our transit system. This policy will ensure that DDOT is accountable to essential riders - with increased voice and input in transit decisions, reliable service, adequate and accessible transit facilities, and infrastructure and expectation that one's complaints, concerns and grievances will be addressed in a timely manner, and multilingual publications for individuals that speak English as a second language. These rights are reasonable expectations that are the norm for many cities across the United States but have been long denied to essential riders in Detroit.

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NEXT ROUND FOR THE AFFORDABLE HOUSING TRUST FUND

Detroiters find themselves facing a housing crisis that is likely to worsen in 2023. The lack of quality, affordable and accessible rentals and homeownership options in Detroit neighborhoods reflect the national trend of an affordability crisis. In a city once known for “naturally occurring” affordable housing options and high rates of Black homeownership, our elected leaders and policy makers must adopt innovative policy tools. And Detroiters are thinking more broadly and beyond their individual living situations when they envision housing for themselves and their families.

Detroit residents alongside housing justice activist are calling for an investment of public dollars that goes beyond the typical economic development model that continues to enrich the investor and business class but does little to improve the on the ground living experiences of residents and their families. Residents want greater neighborhood investments that promote direct investment in household health and wellness, housing options that meet the needs of families across generations that are located in environmentally sustainable, diverse and mixed income communities.

Presently, Detroit is one of many communities across the county with an Affordable Housing Trust Fund (HTF) designed to address at least in part the vision for a different type of housing development model. The HTF was created by Detroit City Council in 2017 after a three year organizing effort of residents and housing justice activist. The HTF supports housing development for truly affordable housing that is both quality and accessible for single adult residents, households with children, and older youth with needs for supportive housing.

The HTF is funded directly with revenues generated annually from city of Detroit real estate and land sales. Recently DPP led organizing efforts alongside HTF coalition members, residents and service providers to win an important increase in funding for the HTF by City Council. The percent of HTF allocations from the annual sales has increased from 20% net profits to 40% - a huge WIN! So far, the funds have supported truly affordable housing development projects with a contractual agreement for at least 30 years affordability with 70% of investment for households at 30% AMI.

In the coming year, join DPP and the Housing Trust Fund Coalition as we set long term housing goals for the Fund, advocate for additional funding in the coming 2023-2024 city budget; and monitor emerging developments for alignment with the vision of Detroit residents.



DETROIT HOUSING JUSTICE ADVOCATES WIN RIGHT TO COUNSEL (RTC)

In May of 2022, Detroit City Council unanimously approved the Right to Counsel (RTC) ordinance. The ordinance, which provides legal representation to low-income tenants facing eviction, has also been passed in over 15 other US cities and a handful of states. Without a right to counsel, experience shows that it is likely that roughly 3% of Detroit tenants are able to find legal representation in housing court compared to around 85% of landlords.

Detroit’s Right to Counsel is urgently needed and has potential to create lifechanging results for many Detroiters. COVID-era programs, such as CERA rental assistance and the eviction moratorium, have ended. However, Detroit’s eviction problem was approaching crisis levels before the pandemic hit.

Despite City Council’s unanimous approval of the ordinance, the mayoral administration has been slow to rollout the program and provide adequate funding. According to the ordinance passed by Council, the Right to Counsel program was to have been functioning as of October 1, 2022. Most recent press coverage cites a January 1, 2023 start date- three months later than the intended start date. In addition, the program is currently grossly underfunded.

The administration’s failure to quickly rollout and adequately fund the Detroit Right to Counsel fails to recognize the urgency of the moment where thousands of Detroiters including women with children face the life altering act of eviction.

The Stout Firm, which has done financial analyses of Right to Counsel impacts in other US cities, published a study estimating that the Detroit program requires around \$17 million a year to provide adequate legal representation to all qualified tenants in Detroit facing eviction. The administration has budgeted a mere \$6 million of ARPA funding- over the course of the first three years of the program which translates into \$2million annual funding.

Right to Counsel programs have been shown to provide a greater financial return on investment, promote neighborhood stability, and reduce displacement from rapidly changing neighborhoods with escalating rents. The administration’s failure to quickly rollout and adequately fund the Detroit Right to Counsel fails to recognize the urgency of the moment where thousands of Detroiters including women with children face the life altering act of eviction.

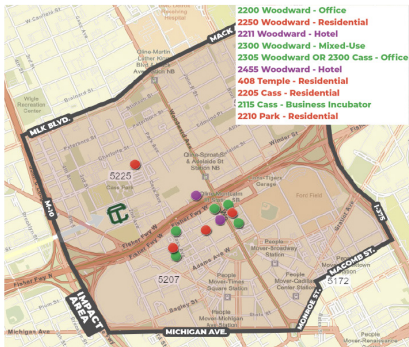
Join Detroit People’s Platform (DPP) housing justice organizers in support of the RTC coalition demand for immediate implementation of the ordinance and full funding.



Majority Black Detroit Talks is a Popular Education Podcast in which Detroit Residents from all walks of life speak on Detroit specific issues that affect themselves and their communities. Our mission is simple; Make the connection between the inequities Majority Black Detroit faces in our day-to-day lives and the elected officials that have the power to make the needed changes in policy.
On Spotify and Anchor!
anchor.fm/mbdtpodcast

THE DISTRICT DETROIT: ANOTHER BAD DEAL?

After years of empty promises and planning (beginning in 2014), the Stephen Ross and Illitch family-led development christened “The District Detroit” will soon begin formally constructing a series of luxury hotels, mixed-use apartments, and office buildings in north Downtown. With a price tag of about \$1.5 billion, it has been billed as a dynamic catalyst in the rejuvenation of Detroit’s economy and physical landscape. However, as we have learned with previous big corporate developments of this kind, **“all that glitters ain’t gold”**.



Source: detroitmi.gov/departments/planning-and-development-department/design-and-development-innovation/community-benefits-ordinance/ongoing-cbo-engagement/district-detroit

First, the District has already sucked up about half a billion dollars in public money with the construction of Little Caesars Arena and the soon to come Detroit Center

for Innovation, anchored by the University of Michigan. With the new proposed builds, the billionaire developers will be seeking even more public money in the form of a \$616 Million in Transformational Brownfield funds. When we factor in the interest on bonds, value of public land, and bonus incentives, public investment for these projects will be well over a billion dollars (and to put it in perspective, that sum is about Detroit’s entire annual general fund).

So, what do Detroiters get for a billion dollars?: (*drumroll please*) low-wage jobs and a handful of cramped studio apartments. The developers have boasted about the creation of 6,000 permanent jobs and affordable housing provisions that will set aside 20% of its residential units at 50% AMI. The problem is Detroiters never get the high paying jobs in these deals—they almost always go to white suburbanites. And while providing housing at 50% AMI is better than most (sadly), these units will more than likely be small and not for families with kids, which is the household type that need affordable housing options in Detroit. We suspect that The District’s “affordable housing” is designed for students and the young white professionals who will eventually get the good paying jobs they plan to create, not Detroiters.

Detroiters should get much more in return for their investment and the Community Benefits Ordinance (CBO) is the way to do it. The CBO allows residents to directly negotiate with developers for benefits that create equity in an unjust practice of land commodification. The District development is currently going through the CBO process and has already selected the Neighborhood Advisory Committee (NAC), residents in the impacted area who will represent community interests in the negotiations.

The NAC, as it stands today, does not reflect the community as it is overrepresented by political operatives, developers, and corporate business types. Our fear is that this NAC will align work to serve their own political and business interests, and not the needs of average, everyday community folk like impact area low income seniors, children, and working-class families.

To ensure the delivery of true community benefits, there needs to be some specific racial equity goals associated with the project. To start, an environmental impact study must be conducted during construction as well as post construction. Next, there needs to be a comprehensive plan in place to ensure that as property values spike (and they will), longtime residents are not displaced by rising rents as a result. Lastly, the provisions for affordable housing must reflect the real housing needs of Detroit. That is, a majority of the affordable housing units must be 2- and 3-bedroom apartments that are able to accommodate households with children. The affordable units should also be provided in perpetuity—that being as long as the building is standing.

Residents interested in attending the CBO meetings can do so in person or virtually on every Tuesday at 6pm from January 10th to February 14th. In-person meetings will be held at Cass Technical High School. To attend virtually, sign up at: <https://bit.ly/DistrictDetroitCBO>.

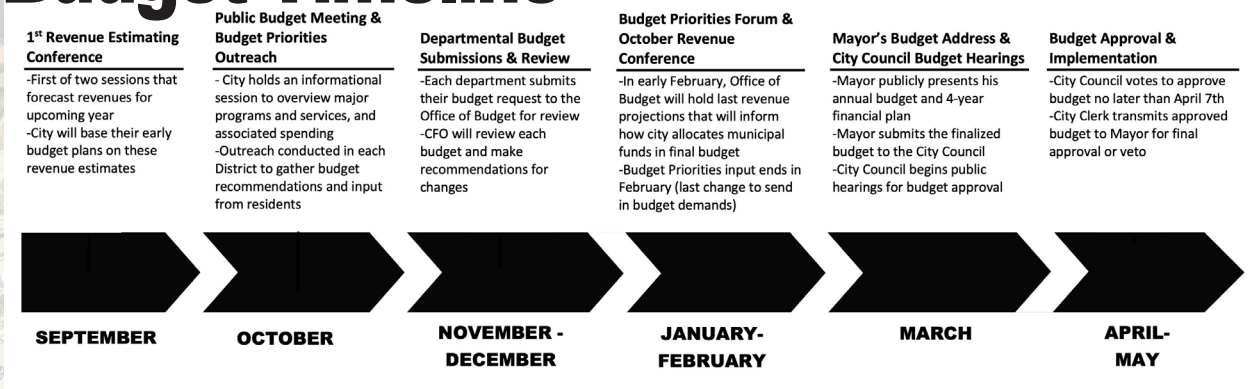
GET INVOLVED: THE PEOPLE’S BUDGET 2024

As the City of Detroit budget process for fiscal year 2023- 2024 comes to a close, community should keep in mind a few important dates and items. First, the city will present its final revenue projections during the February Revenue Estimating Conference in mid-February. This conference establishes how much money the city is allowed to spend on city services and programs allocated in the budget.

During the last conference in September, the city showed strong revenues, which equals to more money for the services and programs Detroiters need. Community should be looking to see if economic performance stays strong in February so we can demand that the revenue gains are allocated to essential public services like transit, truly affordable housing, library services, parks and recreation.

After revenues are established, the city will begin crafting its final budget and closing the community input portion of the budget process. Through the Budget Priorities Outreach Initiative, residents have an opportunity to shape the budget by letting the city know how we want our tax dollars spent.

Budget Timeline



In October, the city held a series of public meetings to collect residents’ input on budget priorities. The data from those meetings clearly show that affordable housing remains a major priority for most city council districts. Since then, residents have sent their budget demands to the city via email. Send your budget recommendations now, while you still can, to yourbudget@detroitmi.gov.

Stand with other residents throughout the city that have demanded more affordable housing and better city services. The budget input phase will close at the end of February.

Once the final budget is complete, the Mayor will present a budget in early March. The mayor’s proposed budget should take into account the revenue estimates along with resident input. That is, the budget should try to meet the stated demands and interests of the community with the expected amount of revenue the city has to work with.

In the past, the Mayor’s proposed budget has not done this. Community should show up during the early March public meeting when the Mayor presents his proposed budget to city council to hold the Mayor and City Council accountable and make sure the budget is what the people asked for—the **People’s Budget**.

Send your budget recommendations now, while you still can, to yourbudget@detroitmi.gov

Join the Budget Justice Team!



HOW THE CALL FOR RACIAL SOLIDARITY COLLIDES WITH RACIAL JUSTICE IN MAJORITY BLACK DETROIT.

In 2022 majority Black Detroit received the announcement of what is described by the Mayor as the city's largest equity development project in history. The reference is to the \$134 million dollar Fisher Lofts redevelopment project targeting the near century old and long abandoned Fisher Body Plant on Hastings Street. Detroit Black developers Greg Jackson and Richard Hosey are cited as the lead developers with an out of pocket investment in the deal of roughly \$15million dollars. Both Hosey and Jackson describe the Fisher Project as a unique opportunity to show case their skills and prove their ability to carry off a multi million dollar deal – \$134 million deal that is eligible for roughly \$55 million in public tax support. The two believe that if successful, this deal potentially opens the door to other Black developers for projects of this scope and investment.

The development project cost and the public investment qualify it as a Tier 1 Project meaning it would qualify for a community benefit agreement negotiation process with the Neighborhood Advisory Council (NAC).

Throughout the sometimes tense NAC negotiations, NAC members were reminded that the Fisher Project was indeed a unique opportunity to further the goals of the Detroit's majority Black community through supporting this Black male led project.

The call for racial solidarity in promotion of the Fisher Body Plant 21 luxury housing development project rings hollow when measured against the growing hardships and exclusions that many Detroiters continue to experience in the so called Detroit recovery. Essentially, Detroiters are being asked to support the investment of millions of dollars in public tax support into a private luxury housing development that does little to address the critical need for truly affordable housing. The average monthly rent that aligns with the Detroit city median income is somewhere between \$550 - \$700; yet the rents proposed for the Fisher Project range from \$1200 – \$1600 - two to three times what the average Detroit household can afford.

Although the call for public investment for the Fisher Project in no way compares to that of the recently announced Detroit District Project led by Ilitch and Stephen Ross, where hundreds of millions of dollars in public tax support are invested, what the Fisher and the District Project have in common is maximizing investor profits while delivering minimal public benefits. You need only examine who has actually benefitted from the past decade of Detroit's so called recovery fueled by more than a billion dollars in public investment. A recent report lays it out pretty clearly, economic gains among white Detroiters at roughly 60% compared to that of an 8 % increase among Black Detroiters.

Historically, calls for racial solidarity occur alongside related social movement work focused on responding to a real or perceived racial injustice that undermines our survival as Black people. The calls cry out for accountability and remedy from unjust systems of oppression and the structures that reinforce them.

Our ancestors and the current group of Black activist march, protest, advocate, vote, risk imprisonment, physical harm and in extreme cases death, to advance the collective racial and economic justice gains for Blacks across the nation and Detroit – not the narrow economic gains of the Black investor class. The Black investor class who for the most part in Detroit distance themselves from the support of transformative policies that majority Black Detroiters champion including mandated community benefit agreements, water affordability, anti surveillance policies, living wages and benefits, broader investments in affordable housing and expanded environmental protections.

We do not begrudge the Hosey and Jackson development team for their efforts to play in the major league of real estate speculation. If they have the heart, the skills and the money to make it work for them it is their choice in this capitalist system. Our objection to allying racial solidarity alongside this form of economic development is the interplay between this profit driven and unjust model and how it is promoted as community and economic development for the rest of us.

Further, this model fails in both imagination and relevance in what a 21st century multi racial, diverse, thriving and sustainable community should look like. In the place of a touchstone for racial solidarity, ironically, the Fisher Project plans for a Detroit that looks pretty much like the Detroit of the mid 20th century with all of the attending racial disparities while tragically using our tax monies to accomplish this dystopian goal.

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Detroit Delegation

In 2023, for the first time in decades, Democrats will run both the Senate and the House of Representatives in Michigan. Visit detroitpeoplesplatform.org/maps to find your districts.

Michigan Senate

- 1st Senate District
Senator Erika Geiss
SenEGeiss@senate.michigan.gov
517-373-7800
- 2nd Senate District
Senator Sylvia Santana
SenSSantana@senate.michigan.gov
517-373-0990
- 3rd Senate District
Senator Stephanie Chang
SenSChang@senate.michigan.gov
517-373-7346
- 6th Senate District
Senator Mary Cavanagh
SenMCCavanagh@senate.michigan.gov
517-373-7748
- 7th Senate District
Senator Jeremy Moss
SenJMoss@senate.michigan.gov
517-373-7888
- 8th Senate District
Senator Mallory McMorro
SenMMcMorrow@senate.michigan.gov
517-373-2523
- 10th Senate District
Senator Paul Wojno
SenPWojno@senate.michigan.gov
517-373-8360
- 11th Senate District
Senator Veronica Klinefelt
SenVKlinefelt@senate.michigan.gov
517-373-7670

Michigan House of Representatives

- Rep. Joe Tate**, Speaker of the House
10th House District
joetate@house.mi.gov
517-373-0857
- Rep. Laurie Pohutsky**, Speaker PT
17th House District
lauriepohutsky@house.mi.gov
517-373-1530
- 1st House District
Rep. Tyrone Carter
tyronecarter@house.mi.gov
517-373-0154
- 3rd House District
Rep. Alabas Farhat
AlabasFarhat@house.mi.gov
517-373-0144
- 4th House District
Rep. Karen Whitsett
karenwhitsett@house.mi.gov
517-373-1008
- 5th House District
Rep. Natalie Price
NataliePrice@house.mi.gov
517-373-0844
- 6th House District
Rep. Regina Weiss
ReginaWeiss@house.mi.gov
517-373-0823
- 7th House District
Rep. Helena Scott
helenascott@house.mi.gov
517-373-2276
- 8th House District
Rep. Mike McFall
MikeMcFall@house.mi.gov
517-373-3815
- 9th House District
Rep. Abraham Aiyash
abrahamaiyash@house.mi.gov
517-373-6990
- 11th House District
Rep. Veronica Paiz
VeronicaPaiz@house.mi.gov
517-373-0849
- 12th House District
Rep. Kimberly L. Edwards
KimberlyEdwards@house.mi.gov
517-373-0852
- 13th House District
Rep. Lori M. Stone
loristone@house.mi.gov
517-373-0845
- 14th House District
Rep. Donavan McKinney
DonavanMcKinney@house.mi.gov
517-373-0140
- 16th House District
Rep. Stephanie A. Young
stephanieyoung@house.mi.gov
517-373-2576

Detroit City Council

- District 5
Mary Sheffield, Council President,
313-224-4505 - @MsMarySheffield
CouncilMemberSheffield@detroitmi.gov
- District 1
James Tate, President Pro Tem
313-224-1027 - @CouncilmanTate
CouncilmemberTate@detroitmi.gov
- District 2
Angela Whitfield-Calloway
CouncilmemberCalloway@detroitmi.gov
313-224-4535
- District 3
Scott Benson
313-224-1198 - @Scottinthe3rd
bensons@detroitmi.gov
- District 4
Latisha Johnson
313-224-4841 - @ElectLatisha
CMLatisha.Johnson@detroitmi.gov
- District 6
Gabriela Santiago-Romero
313-224-2450 - @gabysantiromero
CouncilmemberGabriela@detroitmi.gov
- District 7
Fred Durhal III
313-224-2151 - @FDurhal3
Fred.Durhal@detroitmi.gov
- Mary Waters**, At-Large
313-224-1245 - @MaryWaters4Det
Mary.Waters@detroitmi.gov
- Coleman A. Young II**, At Large
313-224-4248 - @colemanyoun
Coleman.Young@detroitmi.gov

2023 Contact List

As part of our Vote+Plus Campaign we encourage all Detroiters to engage with their elected officials and hold them accountable.



A DECADE OF DETROIT People's PLATFORM 10 YEAR GATHERING

CELEBRATE A
DECADE OF
DETROIT PEOPLE'S
PLATFORM AND
ORGANIZE FOR
THE FUTURE OF
MAJORITY BLACK
DETROIT.

SATURDAY
JUNE 3
2023

MARYGROVE
CONSERVANCY
8425 MCNICHOLS



The **Detroit People's Platform** (DPP) is building a Detroit where race and the priorities of majority Black Detroit are centered. Our work advances racial and economic justice in the nation's largest black majority city by organizing with community residents and community leaders to build grassroots power and transform systems and structures that make real the vision for a more racially just Detroit. **We Value:**

Community Leadership

- Investing in and centering community leadership with leadership development
- Lifting up organizing and public policy agenda driven by those rooted in the lived experience

Adaptability/Responsiveness

- Remaining connected to our communities by adapting DPP's strategies in order to reflect the needs and priorities of majority Black Detroiters

Relationships/Accountability

- Relationships based on values alignment and community accountability

Centering Blackness

- Highlighting the cultural and psychological benefits of living in a majority Black city and seeing this value reflected back to us through our elected officials
- Grounded and guided by principles of racial justice
- Supporting Black and POC leadership
- Guided by principles of Black liberation and striving to embrace principles of solidarity with movements led by Black people and POC
- Against White Supremacy

We act in Solidarity

We center Black communities in Detroit because we believe that confronting anti-Black racism is the pathway to dismantling systemic racism that affects us all. We are committed to participating in multiracial campaigns and coalitions that align with our values and seek to address long standing inequities and injustices that impact the Black community. In doing so, we take the time to find commonalities and connections across different communities and issues, and we lend support to anti-racism and anti-white supremacy efforts and initiatives. We are also committed to leading with an intention to build long-term relationships with our partners, and to building an internal practice of reflection and evaluation that ensures our full and meaningful participation in multiracial coalitions and campaigns over time.



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