

**DETROIT CHARTER REVISION COMMISSION**  
**PROPOSAL/ISSUE REVIEW SUMMARY**

**ISSUE NUMBER:** GDS 77

**ISSUE CATEGORY:** Government Department & Services

**SOURCE:** Patty Fedewa, Bd. Member,  
Transportation Riders United, Letter,  
12/17/10

**RELATED CHARTER SECTIONS:** §9-509 (Parking Fines)

**RELEVANT ORDINANCE SECTION:**

**RELEVANT LAW(S):**

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**ISSUE/PROPOSAL STATEMENT:** Designate parking fine revenue for exclusive use by Transportation department.

**Sec. 9-509 Parking Fines.**

The city Council shall by ordinance, adopt a schedule of fines and penalties for parking violations **that shall be used for the operation of the Department of Transportation.**

**RATIONALE:** “Please note that the proposed changes to the introductory statement are similar to those of city council, but includes the phrase “regional authority” for clarity, and anticipate that both the Mayor and City Council would have agreed to Detroit participation in a regional transportation system, joint operating agreement or regional authority. It is TRU’s intent that the Department of Transportation retain maximum flexibility in how it cooperates with other entities to form a viable partnership for the delivery of efficient, effective rapid transit in the City and throughout the Region.

Section three has been expanded to provide DDOT more independence. Currently, DPW installs DDOT’s signage and bus shelters and other the general services department has provided security guards for the Rosa Parks Transit Center. Oftentimes, these other departments do not understand the purposes or the importance of DDOT’s facilities. DDOT needs to have control over its own facilities in order to provide the best, most efficient service to the City.

Similarly, DDOT needs to be able to manage its own employees who understand transit rather than be subject to the bumping that requires DDOT to accept employees with incompatible skills. This provision would permit DDOT to establish its own civil service process, making it more compliant with Section 117.4f(a) of the Home Rule Cities Act. This section provides after the acquisition of a public transportation utility: is acquired, “a system of civil service for the selection and retention of its employees shall be established.”

DDOT also needs control over the City’s Parking Violations Bureau. Parking and transit policies need to be coordinated in order for both to be effective. Both transit and car storage operations within the City are key components of an effective transportation system. “- *Transportation Riders United, Letter, dated December 17, 2010.*

**ANALYSIS:**

**DISPOSITION/COMMISSION ACTION:**

**NOTES:**