

City of Detroit


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DENZEL ANTON MCCAMPBELL COUNCIL MEMBER, DISTRICT 7

MEMORANDUM

TO: Ron Brundidge, Director
Department of Public Works

THRU: Council President James Tate

FROM: Council Member Denzel Anton McCampbell 

DATE: March 26, 2026

RE: FY27 Budget Hearing Follow Up – Department of Public Works

Thank you again for your time and for the presentation during the recent hearing. We appreciate the Department's willingness to walk through current operations and respond to council questions. As a follow-up, I have a few additional questions so I can better understand some of the issues discussed on the record and areas that may come up in future policy discussions.

- 1) DPW's mission statement references "essential environmental and infrastructure services" and a "safe and clean environment." Can you describe how the department specifically defines equity in service delivery, and what mechanisms exist to ensure that historically disinvested, predominantly in neighborhoods on the east and west sides receive the same quality and frequency of services as more recently the city core?
- 2) DPW serves 673 miles of major streets and 1,875 miles of local streets. What data does the department collect on pavement quality by council district, and can you provide a breakdown of which districts have the worst road conditions and how FY 2027 spending will address those disparities?
- 3) Total DPW positions are dropping from 522.25 FTE in FY 2026 to 485.84 FTE in FY 2027, a net loss of 36.41 positions. Which positions are being eliminated, and what is the racial and gender breakdown of the workers most likely to be affected by these cuts? How can we bring services in-house with cuts to FTEs?
 - a. What is the current starting salary for entry-level, service forward positions? How do these wages compare to comparable positions in the private sector, surrounding cities, Wayne County and other surrounding counties, and the state of Michigan, and to the living wage for a family of four in Detroit?
- 4) General Fund expenditures for DPW are proposed at \$3.42 million in FY 2027, a slight decrease from \$3.46 million in FY 2026. The General Fund supports only two cost centers: General Inspection (\$1.97M) and Public Works Administration (\$1.45M). Why is DPW's General Fund footprint so small relative to its overall \$212 million budget, and

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what are the implications for Council’s ability to exercise oversight over the vast majority of DPW spending that flows through restricted funds?

- 5) Total DPW revenues increase from \$195.5 million to \$235.55 million, but this is substantially driven by a jump in Contributions & Transfers from \$17.07 million to \$46.62 million. Where are these transfers coming from, and what fund sources are feeding them? Are any of these one-time transfers that will not recur in FY 2028?
- 6) How does DPW address illegal dumping, which disproportionately affects vacant-lot-heavy neighborhoods that are predominantly Black and low-income? The budget lists “To Be Collected” for the number of illegal dumping sites cleared. Without baseline data, how is the department budgeting for this activity, and what resources are dedicated to enforcement and prevention versus just cleanup?
- 7) What is DPW’s language access plan for communicating with residents who have limited English proficiency, including Spanish-speaking, Arabic-speaking, French-speaking, and Bangladeshi communities? Are service complaints, schedules, and recycling information available in multiple languages?
- 8) DPW had \$99,914 in ARPA (American Rescue Plan Act) expenditures in FY 2025 for Public Works Administration. Now that ARPA funds are exhausted, what activities or positions were ARPA-funded, and have they been absorbed into ongoing operating funds or eliminated?
- 9) With the Mayor added the backlog of the 6,300 residential sidewalk repairs into the FY 2027, what is the timeline and projection to complete all 6,300 requests within one year? Is there a prioritization matrix that accounts for ADA compliance, proximity to schools serving predominantly low-income children, senior population density, and historical underinvestment?
- 10) Given the heavy industrial truck traffic on major corridors in District 7, along with Districts 4 and 6, that disproportionately damages road surfaces, creates safety hazards for pedestrians, and contributes to poor air quality in residential areas adjacent to these corridors, has DPW scoped or estimated the cost of conducting a comprehensive truck traffic study for District 7 specifically, and for the city as a whole? If not, would the department commit to developing a cost estimate for both a district-level and citywide truck traffic study, and can you identify which existing budget lines—whether in the Transportation Planning cost center (193825, budgeted at \$6.9 million), City Engineers (193830, budgeted at \$9.36 million), or DPW Grants (191111)—could fund such a study, or whether federal or state grant opportunities through MDOT or FHWA could offset the cost?
- 11) As the department rolls out public waste and recycling containers along commercial corridors and at bus stops, how many containers does DPW anticipate placing in District 7, and what is the criteria or methodology the department is using to determine which commercial corridors and bus stop locations receive containers?

Please do not hesitate to contact my office if you have any questions. Thank you.

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Cc: Honorable Detroit City Council
Louise Jones, City Clerk's Office
Malik Washington, Director of City Government Affairs