



## Advisory Neighborhood Commission 1C

PO Box 21009, NW, Washington, DC 20009

[www.anc1c.org](http://www.anc1c.org)

Representing Adams Morgan

### Commissioners:

Amir Irani (1C01)

December 11, 2019

Bridget Pooley (1C02)

Ted Guthrie (1C03)

Paul Wiedefeld

WMATA General Manager

John V. Zottoli (1C04)

600 5th St. NW

Damiana Dendy (1C05)

Washington, DC 20001

Michaela Wright (1C06)

**sent by attachment to email to [pwiedefeld@WMATA.com](mailto:pwiedefeld@WMATA.com)**

Japer Bowles (1C07)

Re: Strike by ATU Local 689

Amanda Fox Perry (1C08)

Dear Chair Hill:

At a duly-noticed public meeting held on December 4, 2019, with a quorum present, ANC 1C passed the attached resolution regarding the strike by ATU Local 689 by a vote of 6-0-0.

Please advise if anything further is necessary.

Ted Guthrie

Chair, ANC 1C

## **Resolution in Support of ATU Local 689 Transdev Striking Workers**

Whereas, Cinder Bed Road (CBR) is a WMATA bus garage with about 130 workers that was opened in late 2018 where WMATA did not allow their own employees to work, instead choosing to privatize the operations and maintenance of the facility by contracting to Transdev, a French multinational corporation;

Whereas, Transdev now operates and maintains around 5% of MetroBus;

Whereas, on November 15, 2018, CBR workers voted to join the Amalgamated Transit Union Local 689 (ATU 689) and negotiations between Transdev and ATU began in February 2019;

Whereas, bus operators at CBR make \$14 per hour less than WMATA bus operators, but drive the same routes, on the same roads, in the same buses that WMATA operators used to drive;

Whereas, Transdev has forced ATU Local 689 members to drive dangerous buses, and subcontracts its maintenance work because they cannot hire enough mechanics to keep buses safe;

Whereas, workers at CBR have a \$6,000 deductible for their health insurance;

Whereas, CBR workers cannot afford to live in the areas they serve;

Whereas, CBR management routinely and arbitrarily changes people's schedules;

Whereas, Transdev's lead negotiator said the biggest mistake she ever made was not joining the ATU Local 589 (Boston MBTA) pension plan while she was eligible which was followed by Transdev saying they would not offer their workers a pension;

Whereas, management at CBR has routinely targeted union activists for retaliation and illegally took photos/videos of workers while they were on a picket line;

Whereas, during the week of October 28, Transdev sued the ATU claiming that the workers illegally stopped buses and intended to hold the union liable for the damages;

Whereas, WMATA has tried to claim that they have no responsibility for the behavior of their contractor and will not allow passengers to call into the WMATA complaint line about Transdev routes. Transdev does not operate its own customer service line;

Whereas, Transdev has repeatedly committed unfair labor practices including illegal surveillance and intimidation and have abandoned the negotiating table, making it impossible for workers to bargain for the fair contract they deserve;

Whereas, CBR workers proudly stood together and unanimously voted to authorize a strike in August 2019 which represents the fourth approved strike authorization in the DC region (DASH, PRTC, Challenger, & Transdev) since May;

Whereas, CBR workers have been on strike since October 24, 2019, for a fair contract and for fair public transit;

Whereas, transit workers are fed up with being used as pawns for austerity minded politicians that want to "cut-costs" on the backs of workers and riders;

Whereas, if current Transdev employees were WMATA employees, all CBR employees would receive a \$12 per hour raise, a pension, and good healthcare;

Whereas, the privatization of any part of WMATA's operations or maintenance is a threat to workers in the DMV area, their ability to pay for the cost of living, transportation and healthcare, and continued privatization will hit the most vulnerable in our communities the hardest;

Therefore, be it resolved that ANC 1C urges WMATA to cancel its contract with Transdev and bring the CBR facility back in house, or demand that Transdev give WMATA's contracted workers the same pay and benefits received by bus drivers directly employed by WMATA.