

drivers, escorts and mechanics; and

Whereas, Bus companies who win bids must hire from this list in order of seniority and maintain the workers' wages and pensions even if moving between bus companies; and

Whereas, In 2013, under the Bloomberg Administration, new Requests for Bids (RFB) went out for bus companies and did not include the EPP; and

Whereas, Bus drivers and matrons went on strike in early 2013 over this issue but returned to work without a settlement; and

Whereas, When contracts were awarded under the new bids a number of employees lost their jobs; and

Whereas, In December of 2013, Local 1181 voted not to accept a new scaled down contract from the City's largest school bus contractor, Atlantic Express, which then subsequently announced it was going out of business; and

Whereas, Additionally, according to Local 1181, the removal of EPP from school busing contracts could create a deficiency in pension funds for current and retired workers due to a loss of contributions; and

Whereas, Furthermore, the International Brotherhood of Teamsters Local 553, which represents a portion of New York City's school bus workers, similarly supports restoration of the EPP; and

Whereas, School buses transport some of the City's youngest and most vulnerable students and should have the most experienced and professional employees available; and

Whereas, Numerous parents and workers believe that those providing these transport services should be treated fairly and in accordance with established employee protections provisions; now, therefore, be it

Resolved, That the Council of the City of New York calls Resolution calling upon the New York City Department of Education (DOE) to include the Employee Protection Provisions (EPP) in all current and future school bus contracts.

8/13/15
JP/JA