RESOLUTION #2399

SUBJECT: Concerns About Privatization of WMATA Services

WHEREAS: In exchange for providing $154 million annually to the Washington Metropolitan Area Transit Authority (WMATA) for State of Good Repair needs, the Virginia General Assembly imposed a 3% cap on increases to WMATA’s annual operating budget;

WHEREAS: WMATA’s management has used, or is considering using, a variety of strategies to reduce annual operating costs, including privatizing the operations at the Cinder Bed Road Bus Garage, and is considering privatizing the operations of the Metrorail Silver Line;

WHEREAS: WMATA’s private operator and the union have been unable to agree to a labor contract;

WHEREAS: Employees at the Cinder Bed Road Bus Garage have been on strike for more than 45 days;

WHEREAS: This disruption of service has created significant hardships for transit riders in Northern Virginia; and

WHEREAS: The Northern Virginia Transportation Commission hereby expresses concern about the two-tier wage and benefit structure that has been created by WMATA’s decision to contract out the operations of the Cinder Bed Road Bus Garage and how it has resulted in service disruptions.

NOW, THEREFORE, BE IT RESOLVED that the Northern Virginia Transportation Commission urges WMATA management to take a more active role in resolving the labor dispute at the Cinder Bed Road Bus Garage so that bus service can be restored to passengers as quickly as possible.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC urges WMATA to evaluate the effect of a two-tier wage and benefit structure between its own employees and a contractor’s employees in current and future contracting decisions.

NOW, THEREFORE, BE IT FURTHER RESOLVED that NVTC requests that WMATA seek other strategies to reduce costs to limit its annual operating subsidy increase to 3%.

Approved this 5th day of December 2019.

Matthew F. Letourneau
Chairman

Sharon Bulova
Secretary-Treasurer