



EPP UPDATE
January 2, 2018



To our members:

Last Friday, the New York City Department of Education (DOE) released requests for bids (RFB) for contracts with school bus employers that were signed in 2013 and due to expire this coming June.

We are reviewing and assessing the pertinent language in the new bids. While there are many operational, legal and administrative details yet to be worked out and questions to be answered, it appears that the bids contain language directed to our needs. That is good news. Local 1181 supports all steps to correct the immense damage done to the school bus industry and the public by Mayor Bloomberg's actions.

This development shows that our nonstop efforts over the last 5 years are, at last, starting to pay off. As we have said repeatedly throughout this struggle, if we stay united, show solidarity and keep the pressure on, we will succeed.

We've attached for your information an article from Politico regarding the bid. As we get more information, we will, of course, let you know immediately. This is a good start to the new year.

In solidarity,

**Michael Cordiello, President/Business Agent
ATU Local 1181-1061 and the Executive Board**

POLITICO ARTICLE 12.29.2017

The majority of the city's busing contracts — about 60 percent — extend back to 1979. The other 40 percent were settled after the 2013 bus strike, which crippled the schools for weeks.

The city Department of Education released requests for bids for school bus contracts Friday.

The first round of re-bidding will cover some contracts that were settled by former Mayor Michael Bloomberg in 2013 and are set to expire in June. Other contracts will expire in 2019. The city currently buses about 150,000 students on 8,200 different bus routes every day; 60 vendors provide the 9,300 buses needed to transport those children.

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The requests for bids will cover about 1,300 routes. Education officials said the department will roll out re-bidding in phases because of the enormous scale of the entire re-bidding process.

The new contracts will officially restore a series of bus driver protections known as EPPs that were eliminated by Bloomberg, ultimately leading to the strike. Those protections will mostly benefit more experienced bus drivers.

As public advocate, now-Mayor Bill de Blasio vowed to reintroduce EPPs. His administration has sought to boost wage and benefit protections for senior bus drivers in several ways, including the introduction of a controversial grant program that subsidizes more experienced bus drivers. Some budget watchdogs and City Council members have said the grant amounts to an intrusion by the city into collective bargaining agreements.

Now, with the re-bidding process, the city is trying another strategy to reinstate those protections. Although they both deal with employee protections, the grant program is different from the re-bidding.

Education officials say the re-bidding process will encourage competition, incentivize contractors to use low-emission or no-emission buses and facilitate upgrades to existing buses.

The city's busing routes have grown by nearly 20 percent in the last five years.

"This is the right decision for New York City kids and families who rely on school buses and school bus staff every day," Devora Kaye, a spokeswoman for the Department of Education, said in a statement. "We're opening up our bus contracts to competition while ensuring we have the most experienced, highest-quality bus drivers and attendants looking after our kids."