



Georgetown Coalition for Workers' Rights [REDACTED]

Following up on the Petition

1 message

Joseph Ferrara [REDACTED]

Wed, Sep 24, 2025 at 9:39 AM

To: "Georgetown.Coalition.for.Worker.Rights Organization" [REDACTED]

Cc: David Green [REDACTED]

Dear Georgetown Coalition for Worker Rights (GCWR),

Thank you for sharing your petition regarding the Georgetown University Transportation Shuttle (GUTS).

I discussed the petition with our Chief Operating Officer, Dave Green, who understands that the Advisory Committee on Business Practices (ACBP) is examining this proposal.

After reviewing the petition, Dave shared with me a letter to GCWR, which I copy below.

Thank you for your engagement on this issue.

Thank you,

Joe Ferrara

Senior Vice President and Chief of Staff

To: Georgetown Coalition for Worker Rights

From: Dave Green, Chief Operating Officer

Date: September 24, 2025

Thank you for sharing your petition regarding the Georgetown University Transportation Shuttle (GUTS). I know there was a recent Advisory Committee on Business Practices (ACBP) meeting and that a follow-up meeting is being scheduled. I will plan to attend the follow-up ACBP meeting to describe the objectives for the work that is underway, provide additional context to clarify any misunderstandings, and explain our engagement on this issue, both in the past and going forward. Let me provide now an overview of what I will discuss at the ACBP meeting:

[1] I want to be clear that we are not eliminating our GUTS transportation system.

- This is an essential service for Georgetown, providing two million rides annually for the Georgetown and MedStar communities as well as campus visitors. We are committed to continuing to provide transportation services. And we know that safe, efficient, and reliable transportation is foundational in supporting the critical work of our students, faculty, and staff.

[2] There have been recent changes to public transportation options in the Washington, DC, region, specifically around the Hilltop Campus neighborhood, as well as our growing Capitol Campus.

- In response, we have brought renewed focus to the routes we offer, the timetables we have in place, and the ways in which we support the movement of our community members around the city.

[3] We know this change directly affects 19 University-employed GUTS drivers represented by 1199SEIU.

- Given this, we have first worked directly with these drivers and 1199SEIU, as our belief is that the employees directly impacted deserve to be among the first of our community members to understand that we are working towards a change that will impact their roles with the University.
- In that spirit, I understand that bus drivers were invited to the recent ACBP meeting and I would welcome their presence at the follow-up meeting.
- In our engagement to date, we are working to take into account the feedback we have received.
- We have done similar work before – including our recent energy partnership with Engie – and as in that process, we are now working to ensure that affected employees are treated fairly and respectfully as we manage this transition.
- Georgetown is committed to ensuring that any current employees impacted by this transition receive employment with comparable compensation and benefits, unless they accept another position with the University.
- The University is also committed to continue benefits through the Tuition Assistance Program for 5 years for impacted employees and 10 years for their dependents.

[4] Our guiding principle is to provide the most efficient, reliable and safest transportation solution for our community.

- To that end, we have been exploring how GUTS is operated, both on a day-to-day basis as well as on a long-term basis.
- Historically, the University has directly managed the transportation system and the fleet associated with supporting GUTS, with support from a third party provider.
- We believe at this time that our best course of action is to partner fully with a third-party provider whose primary focus is on leading and managing bus systems.
- This is an industry that requires true expertise – something we believe is not a core business of a university, especially in a complex metropolitan area like Washington, DC.
- Over the last few years, we have begun to partner with an external entity to supplement what we were able to do on our own. Currently, the University directly operates and maintains 65% of buses in the GUTS fleet, while this third-party operates and maintains the remainder of the fleet. Through this experience, we have been able to see firsthand some of the benefits of an external partnership – from the quality of buses available to how those buses are maintained.
- We are not unique in this experience – other DC institutions such as George Washington University and Howard University have also moved to a third-party model.

[5] We have also taken into account other external factors.

- We take seriously our responsibility to carefully manage the tuition dollars paid by students and their families.
- We are experiencing a time of uncertainty and unpredictability in the relationship between higher education and the federal government, and this is putting serious financial pressure on the University.
- Local regulations are also a factor, including the DC law that requires that transportation fleets convert to 50% zero-emissions vehicles by 2030 and 100% by 2045. The third-party we seek to work with will bring resources and expertise to meeting these goals.

We value engagement on this issue and remain committed to transparency, fairness, and care for our community as this process moves forward. Thank you.