



As Phase Two of SafeTrack Begins, Local Businesses Implore DC Council to Dump Restrictive Scheduling Legislation

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WASHINGTON, D.C. – On Saturday June 18, Metro will begin phase two of their year-long SafeTrack project to repair and rebuild sections of problematic rail-line throughout the DC metropolitan area, which *The Washington Post* has warned will deliver [“a schedule that guarantees headaches for hundreds of thousands of riders who use the system daily.”](#) Phase two consists of a 16-day shutdown of sections of the Orange, Blue and Silver lines, and [“will likely have a bigger impact on D.C. roadways”](#) and will certainly disrupt the region’s ability to conduct business as usual. The DC Jobs and Growth Partnership, a group of local businesses and concerned citizens committed to local job creation, is calling on the DC Council to reject proposed legislation that they say would further inconvenience workers and disrupt operations of businesses in the district.

“Metro hasn’t even completed phase one and already our employees are feeling the pressure of increased and uncertain commute times, if the council goes forward with restrictive scheduling it will be a disaster that many businesses may not be able to recover from,” **said Kamal Ali, co-owner of Ben’s Chili Bowl.** “Bottom line, it limits our access to a reliable workforce, which is fundamental for any business owner, small, large, or in between. “

“Whether you ride the train, the bus, or drive, phase two will throw another wrench in your commute. The DC City Council continues to exacerbate the problem by considering legislation that refuses to adapt to the challenges imposed by unpredictable travel times,” said Steven Jumper, a spokesperson for the partnership. “Restrictive scheduling would eliminate flexibility for both employers and employees, making it exceedingly difficult for many in the business community to operate.”

The bill, known as The Hours and Scheduling Stability Act, would require certain district businesses to post work schedules 21 days in advance. Businesses would incur financial penalties for schedule changes made within the 21-day window, making it unlikely that employees would retain the ability they often have today to change or trade shifts based on commuting challenges or other needs. The legislation is set to be marked up in committee on June 23rd.

“We strongly urge the council and Mayor Bowser to reject this legislation and focus their efforts on



making it easier for businesses to operate given the challenges many are facing with SafeTrack," said Jumper.

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[The DC Jobs and Growth Partnership](#) is committed to ensuring DC continues to move forward and preserve an environment that promotes job growth. We believe it is imperative that city leaders understand the impact their policies and legislation will have throughout the city with regards to retail jobs and programs.