

1 [Supporting Organizing Efforts by Workers Employed by Commuter Shuttle Services]

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3 **Resolution supporting organizing efforts by workers employed by commuter shuttle**
4 **services, such as Chariot, in the City and County of San Francisco.**

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6 WHEREAS, Inadequate investment in public transportation has led in part to a large
7 growth in private bus services in the City and County of San Francisco and the Bay Area in
8 recent years; and

9 WHEREAS, Chariot was founded in 2014 to provide commuter shuttle services in San
10 Francisco and has since expanded to Austin and Lake Tahoe with plans to expand to eight
11 additional cities in 2017; and

12 WHEREAS, Ford Motor Company, a company with a long history of positive labor
13 relations, purchased Chariot in 2016; and

14 WHEREAS, Chariot operates small passenger vans along 11 routes in San Francisco
15 neighborhoods, following public transit routes operated by the San Francisco Municipal
16 Transportation Agency (SFMTA) and allegedly uses SFMTA's publicly-owned infrastructure,
17 including bus stops, white zones, and yellow zones; and

18 WHEREAS, In March 2015, the Board of Supervisors passed a unanimous resolution
19 calling on the SFMTA to establish a policy considering the labor practices of permitted
20 companies under their Commuter Shuttle permit program; and

21 WHEREAS, In November 2015, the SFMTA voted to include a Labor Harmony
22 provision in the permanent Commuter Shuttle Program requiring shuttle companies to have a
23 service disruption plan in place to minimize the effect of disruptions resulting from labor
24 disputes; and

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1 WHEREAS, In 2017, the Commuter Shuttle Program, including the Labor Harmony
2 requirement, was made permanent in a vote by the SFMTA Board of Directors; and

3 WHEREAS, Over 800 bus drivers for Loop Transportation, Compass Transportation,
4 Bauer’s Intelligent Transportation, and WeDriveU have organized with the Teamsters union
5 under the Commuter Shuttle Program and negotiated strong contracts with middle class
6 wages and benefits; and

7 WHEREAS, The Teamsters have a long history of representing shuttle bus drivers,
8 including drivers at San Francisco International Airport and 140 paratransit drivers operating
9 small shuttle buses for TransDev under an agreement with the SFMTA; and

10 WHEREAS, The SFMTA is exploring new regulations to apply to Chariot and other
11 “jitney” bus operations; and

12 WHEREAS, In April 2017, approximately 130 drivers with Chariot, including a large
13 number who live in San Francisco Districts 10 and 11, filed for a representation election with
14 Teamsters Local 665, seeking better wages, benefits, a voice at work and more respect; and

15 WHEREAS, Chariot has hired Littler Mendelson P.C., a law firm that on their web site
16 touts their ability to be “a strong counterpoint to the world’s most powerful labor organizations”
17 and advises employers on “Union Prevention;” and

18 WHEREAS, Chariot has allegedly already begun a counter-campaign to the union
19 organizing effort; now, therefore, be it

20 RESOLVED, That Chariot publicly states its intent to respect the right of Chariot drivers
21 to organize a union free from any interference, intimidation, or retaliation; and, be it

22 FURTHER RESOLVED, That the SFMTA should incorporate a Labor Harmony
23 provision in its permit program for “jitney” and other private bus services; and, be it

24 FURTHER RESOLVED, That Chariot should be denied a permit when the program is
25 adopted if the company’s “union prevention” campaign continues; and, be it

1 FURTHER RESOLVED, That the Board of Supervisors and the SFMTA explore ways
2 to encourage Chariot to immediately cease their “union prevention” campaign.

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