

# Golden Gate Bridge

May 1, 2012

It is my understanding that Golden Gate Bridge Manager Kary Witt, at the most recent Golden Gate Bridge Highway & Transportation District Board Meeting, failed to defend the Golden Gate Bridge painters against my assertions that the Golden Gate Bridge painters are overpaid, inadequately qualified and many lacked a minimal work ethic. Kary Witt chose instead to assign blame to the Union's Apprenticeship Training Program for supposedly having been the entity responsible for training the Golden Gate Bridge painters. I am not sure if Kary Witt told the Bridge Directors a lie or if he is really that ignorant on the subject, but either way, as a Painters' Union officer knowledgeable about the Union's Apprenticeship Training Program, let me shed some light on the facts.

There are approximately thirty-four painters currently working on the Golden Gate Bridge under Bridge Manager Kary Witt's direction. Only about half of them went through the Union's Apprenticeship Training Program. It is also important to note that our Apprenticeship Training Program is split into two integral components, quarterly apprenticeship classes and continuous on-the-job training. Each apprentice goes through four years of training which includes four weeks per year of training within actual apprenticeship classes and approximately forty-four weeks per year of on-the-job training with their employer. When you understand the fact that the Golden Gate Bridge Highway and Transportation District was responsible for over 90% of their apprentices training, it puts Kary Witt's excuse in a different light.

It is plain to see that the District was actually responsible for over 90% of their apprentices' training and 100% responsible for the training of all their other Golden Gate Bridge painters who did not serve an apprenticeship. You might also be interested to know that many of the certifications earned by the Golden Gate Bridge apprentices who did go through the Union's Apprenticeship Training Program have been allowed to expire under Bridge Manager Kary Witt's oversight. So let's get this straight, Kary Witt was responsible for 100% of the training for roughly half of the painters currently working on the Golden Gate Bridge and 90% responsible for the training of the other half that served an apprenticeship, yet Kary Witt blames the Union's Apprenticeship Training Program for his failure to adequately train the painters who work under his direction. Kary Witt's feeble attempt to blame itself is testimony as to the qualifications of the Golden Gate Bridge painters as he fails to defend their qualifications and instead blames others for their lack thereof.

While Kary Witt assigns blame in an effort to avoid accountability for his poor performance and oversight as the Golden Gate Bridge Manager, the health, safety and financial interests of the public and the bridge workers themselves continues to be put at risk. How much longer will this unacceptable situation be allowed to continue? While we wait for an answer to this question, our bridge toll, ferry and bus fare is being wasted, and our Bridge, our land and our water continues to be contaminated with lead by Golden Gate Bridge painters. Shame on Kary Witt and shame on the Golden Gate Bridge Highway & Transportation District for allowing this.

Written by,

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