Speak Out Now at BART  (7/15/19)

Big ___ Is Watching

The new “guillotine” fare gates installed at Richmond brought along another feature – remote monitoring from Lakeside. Imagine a BART manager paid 6-figures watching the Richmond station through many camera angles.

What is being monitored? Certainly not just the fare gates, but the frontline workers in the station. If BART believes that “hardening” the stations will mean there is no need for agents in the booths, they just don’t know how the system works.

They Just Don’t Care

The lack of scrub crews throughout the District is clear. Stations will not get cleaned enough by just having Days and Swings mop more.

Mopping a lot is extremely taxing on System Service Workers’ bodies and does not even get the job done. Truly cleaning the yellow and the “hotspots” (the parts of the stations used as public restrooms due to the lack of restrooms available elsewhere) takes heavy equipment: pressure washers and high temperature steamers (the “Hotsy”). Every Service Worker knows a coworker who blew out their shoulders while mopping.

This is nothing new to management; they just don’t care.

The C55 Closure: A Mess!!

Last month management arranged the shutdown of a segment of track at C55. And as all things at BART, it turned into an amazing mess – although Lakeside wants us to believe it was a success.

Most of us know how to see through the lies of management. When big achievements are promised, the opposite must be true. Sure enough, supplies were not in place and coordination between departments was not smooth enough.

It’s just a regular mismanagement and marketing trick coming from Lakeside.

Don’t Count On This

Governor Newsom appointed Harriet Richardson as the first BART Inspector General. As the former city auditor in Palo Alto and other cities, she knows the world of finance.

Will she examine the management structures at Lakeside? Will she explore where the millions of dollars that flow through the system go?

Steve Glazer, Sacramento’s main “blame the BART workers for everything” guy is a supporter of this. It’s clear we shouldn't get our hopes up.

Dept. of Labor?

Alexander Acosta, the head of the DOL (Department of Labor), recently “stepped down.” It wasn't because of his failure to fight for a real living wage for workers. It wasn't because he didn't stand up against PEPRA.

He had to leave because he protected Jeffrey Epstein, the wealthy sex offender and pedophile. When Acosta was a U.S. Prosecutor overseeing Epstein's prosecution, he agreed to let Epstein serve 13 months in a county jail instead of a life sentence for his sex crimes. And Epstein could leave jail everyday to go to his office!

There can be little question who the DOL really represents when people like this are at its head.

PEPRA Questions

People have a lot of questions about this PEPRA “side-letter” that is up for a vote. This would move the language into the contract.

What's the rush? Why aren't there written explanations of the consequences of this proposal? How is the designation of a “Classic Employee” determined? What year?

From the AC Transit website: “All employees hired on or after January 1, 2016, will be in the District's Tier II pension plan covered by the Public Employees' Pension Reform Act of 2013 (PEPRA). As such, he/she may be required to contribute 6% or more of annual income towards the cost of his/hers District pension.”

The French Yellow Vest Movement

Join us for a discussion with a participant in the nationwide workers’ movement fighting for a better life.

– Thursday, July 25 @ 7pm – Berkeley City College, 2050 Center St., Berkeley –