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MTA PROVIDES DETAILS OF THE "LAST, BEST AND FINAL OFFER" TO BUS AND TRAIN OPERATORS' UNION MEMBERS

(LOS ANGELES) The Metropolitan Transportation Authority (MTA) today decided to share the details of the "Last, Best and Final Offer" directly with the members of the bus and rail operators' union, the United Transportation Union (UTU). The UTU's refusal to accept the MTA's offer earlier today leaves the MTA with no other choice than to approach the members directly.

**READ:
SUMMARY OF
MTA OFFER**

"We are disappointed that the leadership of the UTU has refused to accept this fair and attractive offer," said MTA Chief Executive Officer Julian Burke. "The decision should be in the hands of the employees themselves. The MTA cannot just sit by and let the union leadership hold Los Angeles County hostage."

"This offer is fair and progressive. It protects our workers' wages and benefits, and allows the MTA to make improvements in operations to enhance efficiency and productivity," said MTA Chair Yvonne Brathwaite Burke. "It is obvious to us that the union leadership has not fully comprehended what a great offer this. Whatever the reason, we firmly believe that employees will appreciate how this offer will make their lives better – an offer that is better than the contract they approved three years ago."

This MTA's final offer emerged after more than five months of unsuccessful attempts by MTA negotiators to get the UTU to bargain seriously. The UTU leadership's repeated delays and cancellations of negotiating sessions prohibited any substantive discussions throughout most of the bargaining. In fact, it was not until several weeks into the strike and after several comprehensive package proposals from the MTA that the UTU leadership even offered a written response.

This final MTA offer incorporates elements designed to ensure quick approval from UTU members, including the MTA's agreement to take several of its cost-saving proposals "off the table." The offer includes preserving work rules that guarantee most current scheduling practices. In addition, the offer includes a 10% increase in take-home pay for full-time operators by the end of the three-year contract. Full-time operators already make an average of \$50,000 a year.

In light of the UTU leadership's refusal to accept the offer without taking it directly to its membership, the MTA has released details of the proposal. Highlights of the final MTA proposal include:

- **Increases in Pay & Benefits:** Wage and pension contribution increases that are more than the last contract UTU members approved in 1997 – equaling over 10% in increases in full-time UTU members' take-home pay over three years and 9.3% in take-home pay for all other operators;
- **All Members Profit:** Unlike the previous UTU contract, wage increases apply to all UTU members, including BDOF and part-timers;
- **UTU Job Security Enhanced:** In addition to the financial

benefits offered to UTU members, MTA savings in this offer will allow for long-term job security for UTU members by ensuring the MTA's operating costs remain competitive.

A more comprehensive [summary of the final proposal](#) is attached.

"We believe that our employees will like what we have offered once they get the facts. We want them to talk to their union representatives and encourage the UTU leadership to change its mind and accept the offer. We must get our employees back to work and get the trains and busses rolling again," added CEO Burke.

The MTA has sent a copy of the summary of the contract proposal to UTU members' homes and is posting it on the agency's Web site. Over the next several days, MTA managers will communicate directly with UTU members to ensure that they fully appreciate the benefits being provided. As progress is made, MTA officials will keep the public posted.

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