

History of the MTA Bus Pensions

June 17, 2024

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In 2005 the City of New York and the MTA started the takeover of the Private Bus Lines (PBL). The 1st depot that was taken over was Liberty Lines on 1/04/2005, New York Bus on 7/01/2005, Command Bus on 12/05/2005, Triboro Coach on 02/20/2006, Queens Surface on 02/27/2005, Green Bus Lines on 01/09/2006, Jamaica Bus on 01/30/2006.

Prior to the takeover dates all the companies came to agreements with the City of New York and the MTA that indemnified the companies for all liabilities including Health Benefits, Pension obligations and all outstanding claims. There also was an agreement between the City of New York and the MTA whereas the City of New York agreed to subsidize the MTA for One Hundred and fifty million (\$150,000,000) yearly for operational purposes (which is included in the New York City Transportation budget). Any monies needed after that are split between the MTA and the City of New York.

Pension Distribution:

The day before each takeover date all remaining Pension money was transferred to the MTA and each company monies was put into separate chapters which eventually was put into one bucket.

Queens Surface, Triboro and Jamaica Bus combined total was \$225 million

Green Bus Lines \$80 million

Eastchester \$66 million

Spring Creek unknown

Yonkers Zero (0)

There were different Pension contribution formulas for these companies.

1. Queens Surface, Triboro and Jamaica Bus had a three to one (3 to 1) match rate. At the time of the takeover the members would contribute \$29.06, and the company would contribute \$93.07.
2. New York Bus members would contribute \$25 per pay period. The company contribution would be determined based upon the performance of the stock market.
3. Green Bus Lines members were paying \$56 per pay period prior to 1996 and after a Court ruling the union local 1179 and the company reached an agreement that members were obligated to contribute to the 401K and the per year of service benefit would be \$75 per year of service.
4. Command Bus had a defined benefit of \$46 per year of service but was increased to \$105 per year of service after agreeing to their 1st contract with the MTA.

The only company that did not turn over any Pension money was Liberty Lines. They were only obligated to pay the members that chose to go to MTA Yonkers depot \$105 per years of service if they met the criteria at the

time of the takeover. When local 100 negotiated the 2019 – 2022 contract they reached an agreement with the MTA for the MTA to make up a \$25 difference for the members who did not meet the criteria

Side notes

Once the MTA took over the Mass Withdrawal Liability was taken away meaning that there was no unfunded liability anymore regarding the Pension.

Over the years the MTA has awarded the members of the ATU unions which had the least that had underfunded pension and put them on the same tier with members that contributed almost 6X what they contributed.

There are currently 45 incumbents

31 from College Point Spring Creek and Baisley Park

Eastchester 5

JFK Far Rockaway 1

Spring Creek 4