

# All Agencies – Non-Reimbursable Overtime Variance

## July 2020 and YTD forecast vs. variance

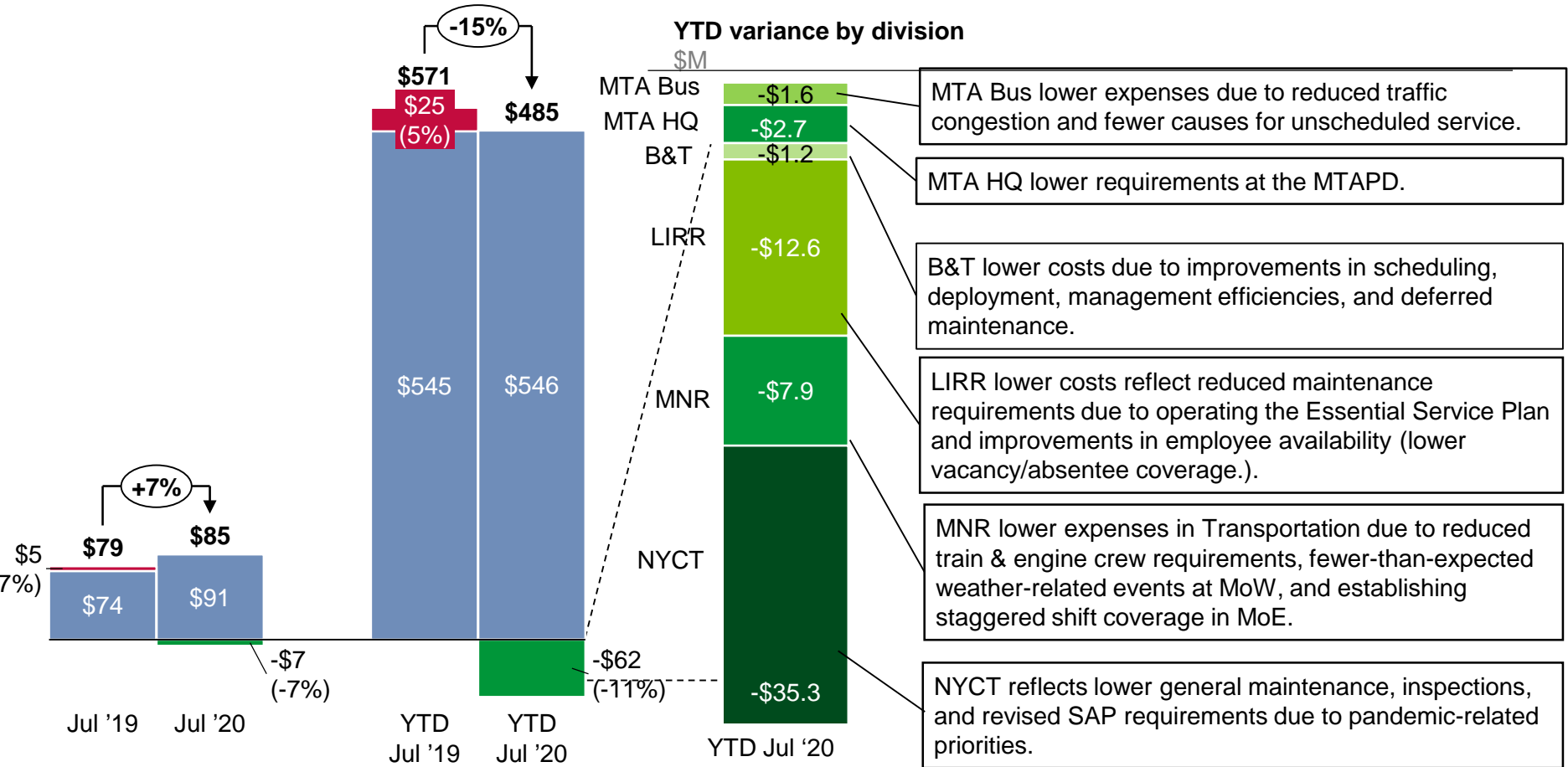
\$M

- Favorable
- Unfavorable
- Forecast

Annual forecast: \$992M

### Overview

- July was below forecast by \$7M, or 7%, primarily at MNR (for train and engine crews), LIRR (for programmatic maintenance and vacancy/absentee coverage) and B&T (due to lower requirements).
- Favorable YTD variance mainly reflects lower general maintenance, inspections, and revised Subway Action Plan requirements at NYCT; lower maintenance and vacancy/absentee coverage at the LIRR; favorable weather, staggered shift coverage, and lower crew needs at MNR; lower MTAPD deployment levels at MTA HQ; less traffic and unscheduled service at MTA Bus; and reduced needs at B&T.



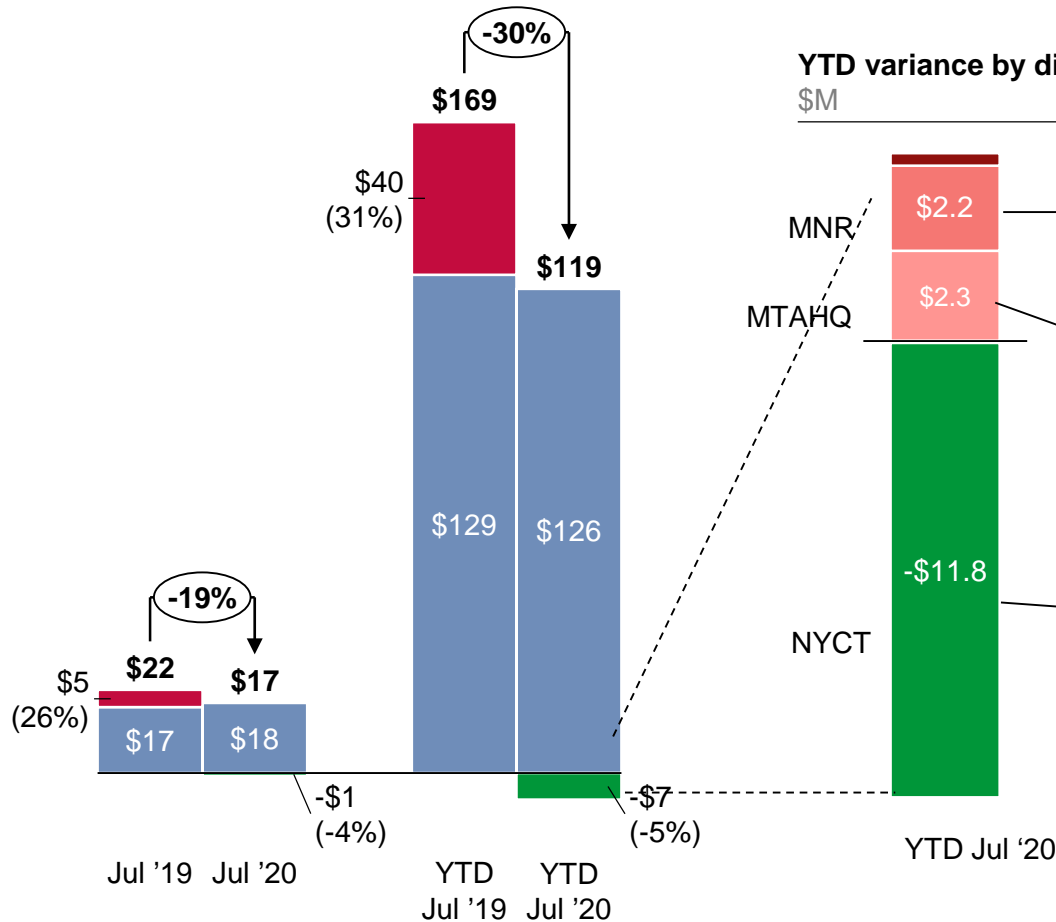
# All Agencies – Reimbursable Overtime Variance

## July 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Forecast

Annual forecast: \$217M

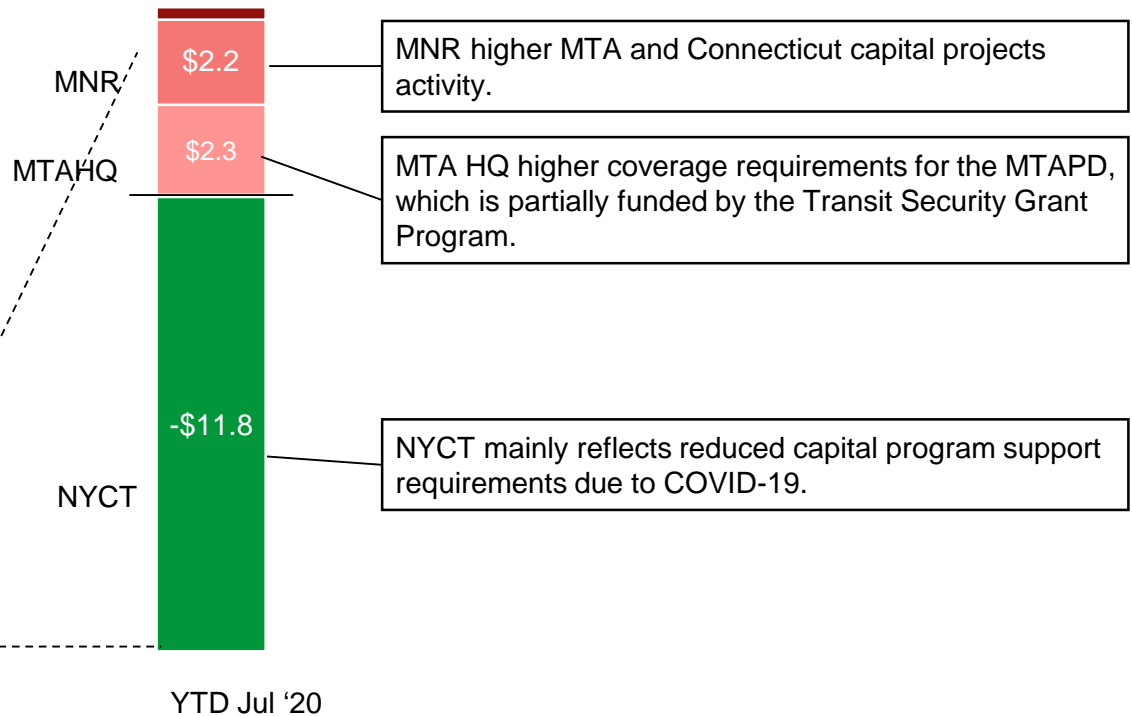


## Overview

- July costs were \$1M or 4% below forecast due mainly to lower capital project requirements at the LIRR, partially offset by higher MTAPD coverage at MTA HQ, which is partially funded by the Transit Security Grant Program.
- YTD costs were \$7M or 5% below forecast and due to lower capital project activity and operating/maintenance work at NYCT, partially offset by higher MTAPD coverage at MTA HQ and capital project activity at MNR.

## YTD variance by division

\$M



MNR higher MTA and Connecticut capital projects activity.

MTA HQ higher coverage requirements for the MTAPD, which is partially funded by the Transit Security Grant Program.

NYCT mainly reflects reduced capital program support requirements due to COVID-19.

# All agencies – Total Overtime Variance

## Overview

### July 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Forecast

Annual forecast: \$1,209M

- July costs were below the forecast by \$8M or 7%, increasing net YTD savings to \$69M.
- Major drivers of the favorable non-reimbursable YTD variance include: lower general maintenance, inspections, and SAP requirements at NYCT; lower maintenance requirements and vacancy/absentee coverage at the LIRR; favorable weather, staggered shift coverage, and revised crew requirements at MNR; less traffic congestion and unscheduled service at MTA Bus; and lower requirements at B&T.
- Favorable reimbursable YTD variance resulted from lower capital project activity and capital support at NYCT. This was partially offset by higher coverage requirements for MTAPD at MTA HQ, and higher capital project activity at MNR.

### YTD variance by Agency

\$M

