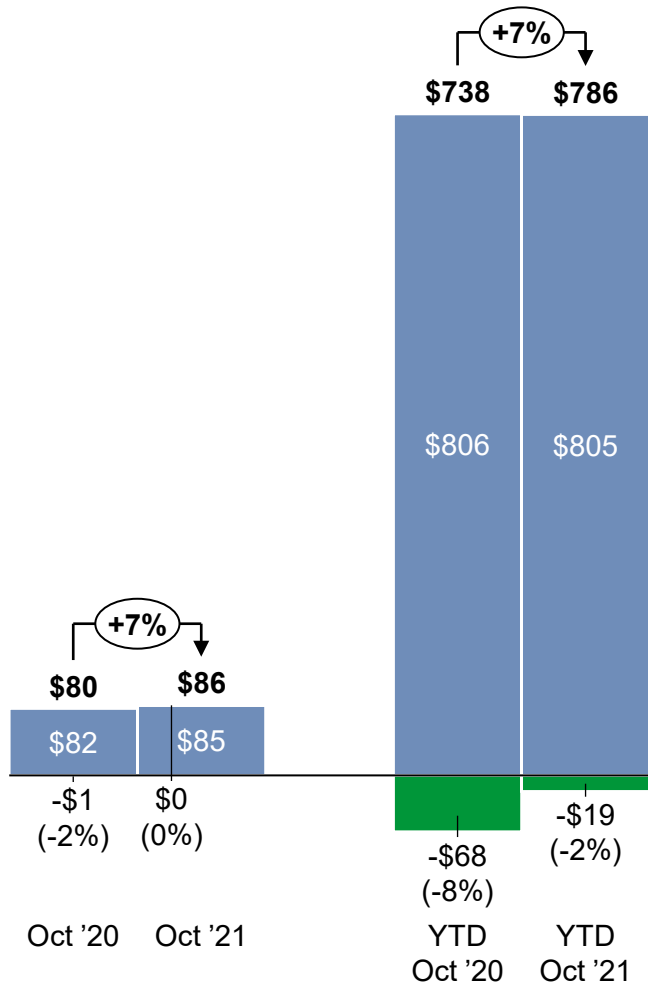


All Agencies – Non-Reimbursable Overtime Variance

October 2021 and Mid-Year Forecast vs. variance
\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

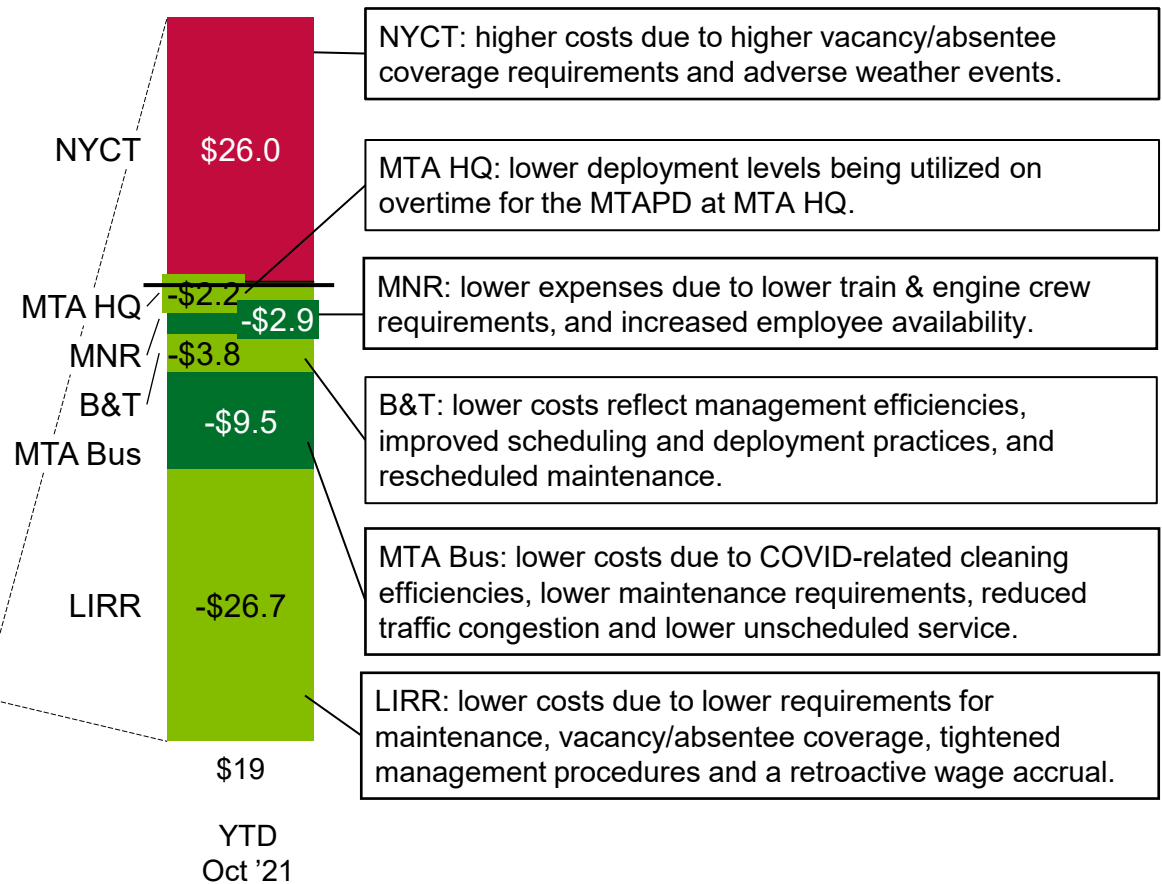
2021 Mid-Year Forecast: \$986M



Overview

- October was \$0.2M or 0.3% above Forecast, reflecting higher vacancy coverage and maintenance requirements at NYCT, largely offset by lower maintenance requirements and vacancy/absentee coverage, and management actions at the LIRR; lower maintenance requirements and reduced traffic congestion at MTA Bus; reduced coverage requirements for MTAPD at MTAHQ; and management efficiencies, improved scheduling and deployment practices, and rescheduled maintenance at B&T.
- October YTD was favorable to Forecast by \$19M, or 2%, and reflects Agency variances noted immediately below.

\$M



NYCT: higher costs due to higher vacancy/absentee coverage requirements and adverse weather events.

MTA HQ: lower deployment levels being utilized on overtime for the MTAPD at MTA HQ.

MNR: lower expenses due to lower train & engine crew requirements, and increased employee availability.

B&T: lower costs reflect management efficiencies, improved scheduling and deployment practices, and rescheduled maintenance.

MTA Bus: lower costs due to COVID-related cleaning efficiencies, lower maintenance requirements, reduced traffic congestion and lower unscheduled service.

LIRR: lower costs due to lower requirements for maintenance, vacancy/absentee coverage, tightened management procedures and a retroactive wage accrual.

All Agencies – Reimbursable Overtime Variance

October 2021 and Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

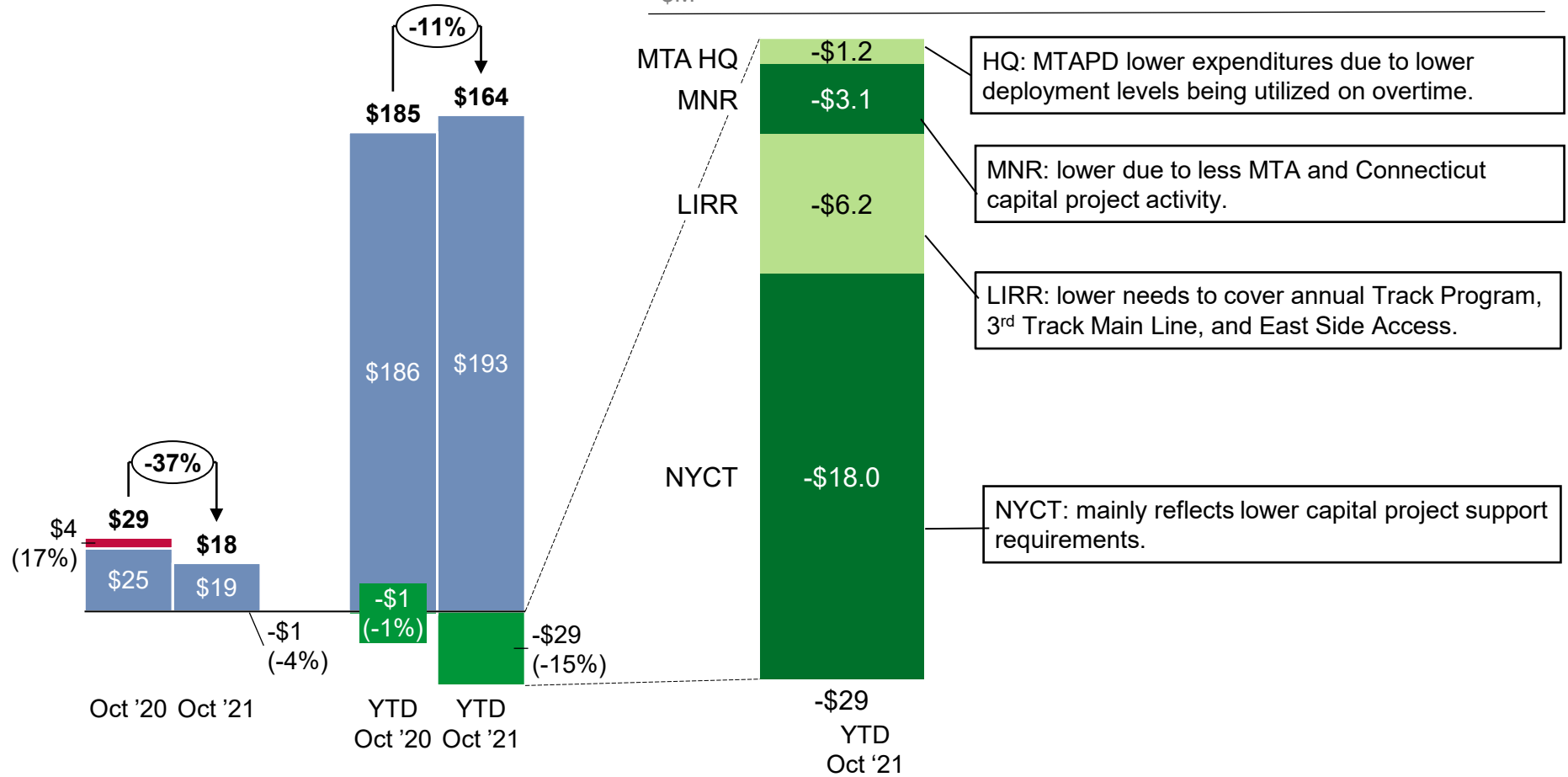
2021 Mid-Year Forecast: \$227M

Overview

- October cost was \$1M or 4% below Forecast due to lower capital support requirements at the LIRR, partially offset by higher requirements at NYCT.
- YTD costs were \$29M or 15%, below Forecast, and reflect Agency variances noted immediately below.

YTD variance by division

\$M



All Agencies – Total Overtime Variance

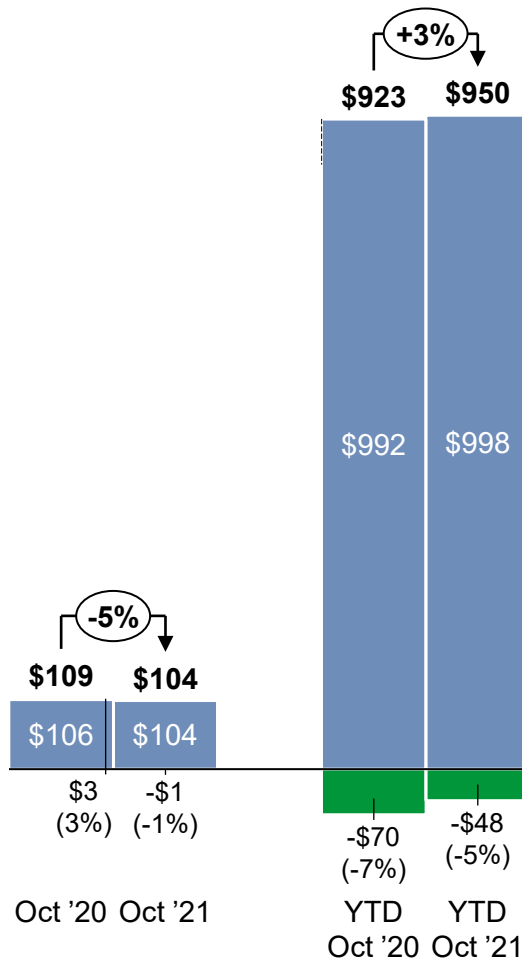
Overview

October 2021 and Mid-Year Forecast vs. variance

\$M

- Favorable
- Unfavorable
- Mid-Year Forecast

Mid-Year Forecast: \$1,213M



- YTD October costs were \$48M below Forecast.
- Major drivers of the favorable non-reimbursable YTD variance include lower requirements for maintenance, vacancy/absentee coverage, tightened management procedures, and a retroactive wage accrual at the LIRR; lower maintenance requirements, and reduced traffic congestion/lower unscheduled service at MTA Bus; lower T&E crew requirements at MNR; managerial efficiencies and rescheduled maintenance at B&T; and reduced coverage requirements for the MTAPD at MTA HQ, partially offset by higher vacancy/absentee coverage requirements and adverse weather at NYCT.
- The favorable reimbursable YTD variance results from lower capital project support requirements at NYCT, less capital project activity at the LIRR and MNR, and less MTAPD coverage requirements at MTAHQ.

YTD variance by Agency

\$M

