# All Agencies – Non-Reimbursable Overtime Variance

Overview

immediately below.

### December 2020 and November Forecast vs.

### variance

\$M

Favorable

\$81

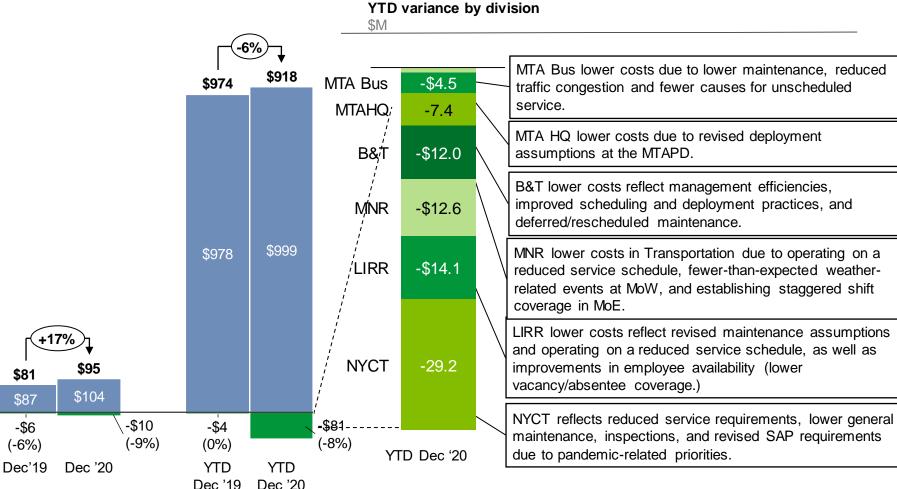
\$87

-\$6

(-6%)

November Forecast: \$999M

Unfavorable November Forecast



December YTD was favorable by \$81M or 9% and reflects Agency variances noted

Source: November Forecast. GL actuals for actual overtime spending.

## All Agencies – Reimbursable Overtime Variance

December 2020 and November Forecast vs. Overview variance YTD costs were \$13M or 6%, above forecast, and reflect Agency variances \$M noted immediately below. Favorable November Forecast: \$204M Unfavorable November Forecast YTD variance by division -23% \$M \$284 \$13.2 \$7 SIR \$1.2 (3%) MTA HQ higher primarily due to coverage \$218 requirements for the MTAPD, which is partially funded MTAHQ \$1.5 \$13 by the Transit Security Grant Program. (6%) LIRR \$1.9 LIRR higher mainly due to more Third Track Main Line Expansion flagging requirements. MNR \$3.3 MNR higher due to MTA and Connecticut capital \$277 project activity. \$204 NYCT -19% \$5.9 NYCT mainly reflects higher vacancy coverage requirements. \$17 \$1 \$13 \$20 (7%) -\$3 /Dec '19 Dec '20 -\$0.5 YTD YTD B&T (-17%) Dec '19 Dec '20 YTD Dec '20

### **All Agencies – Total Overtime Variance**

November Forecast: \$1,204M

·10%

Overview

December 2020 and November Forecast vs. variance

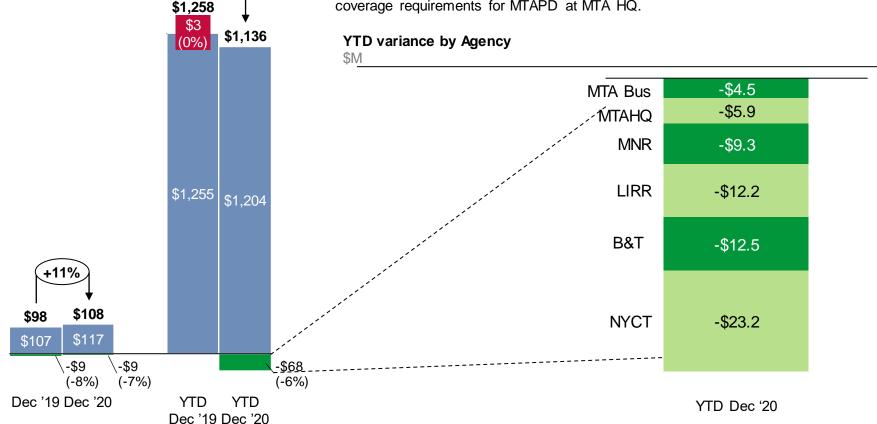
\$M

Favorable

Unfavorable

November Forecast

- YTD December costs were \$68M or 6% below the November Forecast.
  Major drivers of the favorable non-reimbursable YTD variance, including lower general maintenance, inspections, and SAP requirements at NYCT; lower requirements at B&T; lower maintenance requirements and vacancy/absentee coverage at the LIRR; favorable weather, staggered shifts, and revised T&E crew requirements at MNR; revised MTAPD deployment assumptions at MTAHQ; and lower maintenance, less traffic congestion and
- Unfavorable reimbursable YTD variance resulted from higher vacancy coverage requirements at NYCT; higher capital project activity at MNR and the LIRR; and higher coverage requirements for MTAPD at MTA HQ.



unscheduled service at MTA Bus.