

# All agencies – Non-Reimbursable Overtime Variance

## May 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

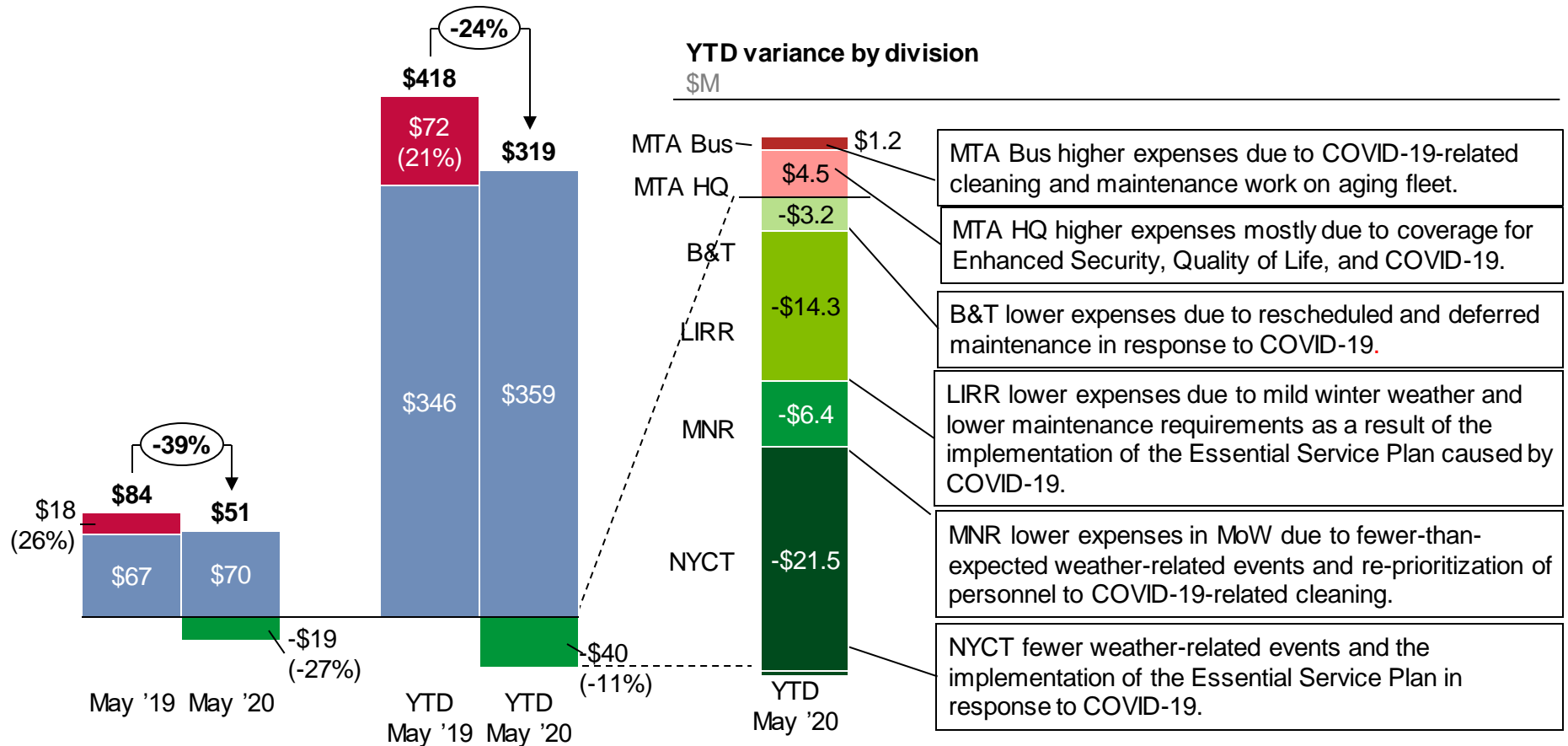
Annual budget: \$852M

## Overview

- For the month, costs were less than budget by \$19M, or 27% due to the implementation of the Essential Service Plan in response to COVID-19 at NYCT, the LIRR, and MNR and the reversal of Capital Track costs at NYCT.
- The favorable YTD variance mainly reflects fewer weather-related events, and the impact of the pandemic on MTA service and maintenance assumptions at NYCT, the LIRR, MNR, and B&T, partially offset by higher Enhanced Security and Quality of Life costs at MTAHQ, as well as COVID-related cleaning, including sanitizing, and maintenance work on fleet at MTA Bus.

## YTD variance by division

\$M



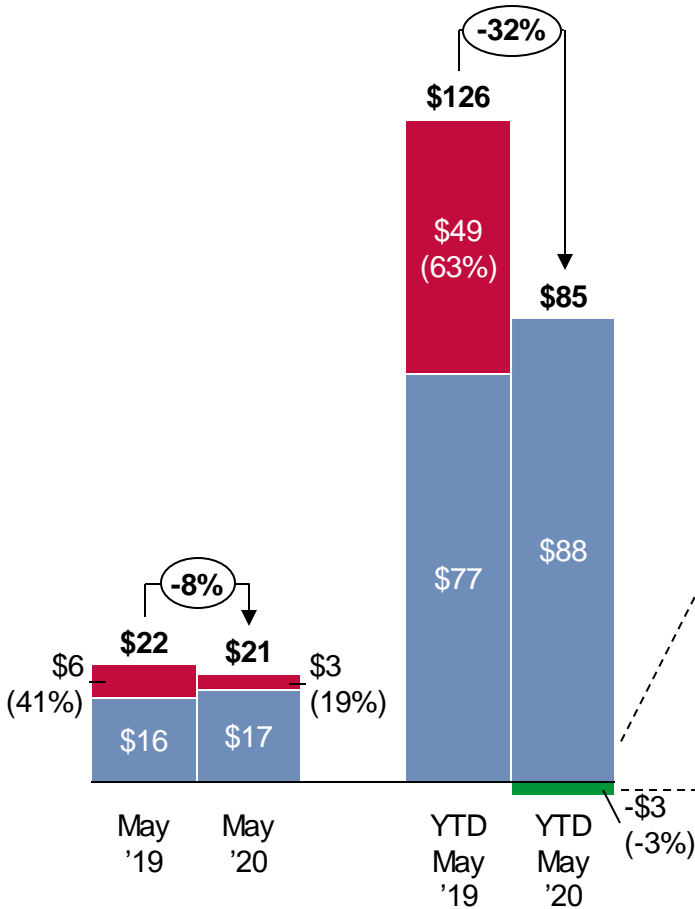
# All agencies – Reimbursable Overtime Variance

## May 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$215M

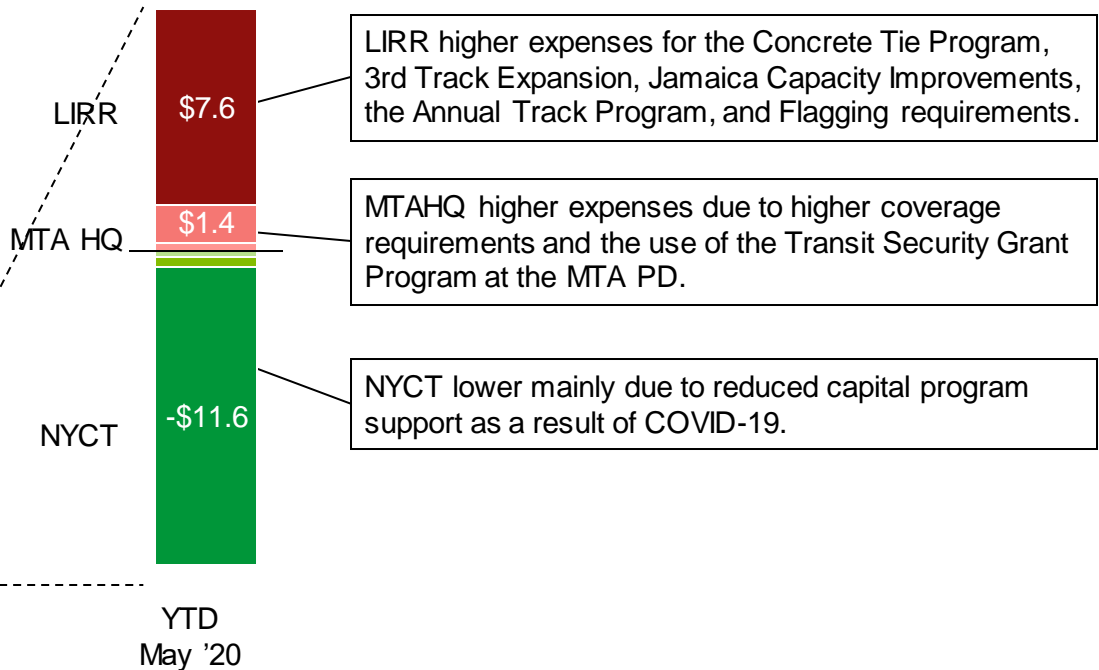


## Overview

- For the month, costs exceeded the budget by \$3M or 19%, due mainly to higher Concrete Tie Program costs at the LIRR.
- YTD overtime costs were \$3M or 3% below budget.
- The main driver of the YTD favorable variance was due to revised capital project activity and support caused by the pandemic at NYCT. This was partially offset by higher requirements for concrete ties, 3<sup>rd</sup> Track Expansion, Jamaica Capacity Improvements and the Annual Track Program at the LIRR, and higher coverage requirements for the MTA PD at MTAHQ.

## YTD variance by division

\$M



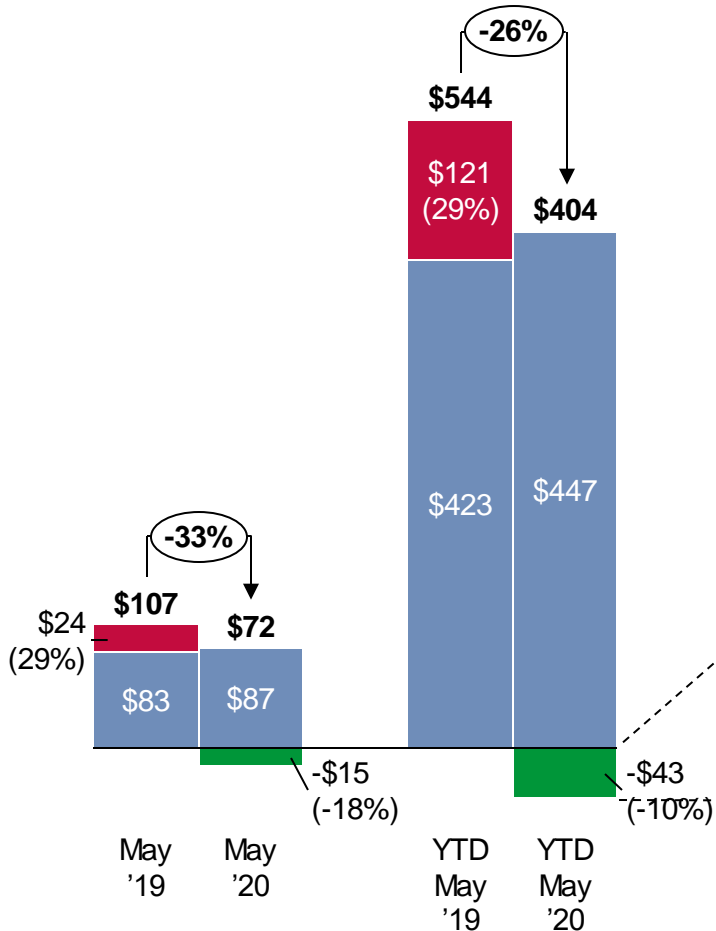
# All agencies – Total Overtime Variance

## May 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$1,067M



## Overview

- For the month and YTD overtime was below budget by \$15M, or 18% and \$43M or 10%, respectively.
- The major drivers of the favorable non-reimbursable YTD variance were fewer weather-related events and the impact of the pandemic on MTA service and maintenance assumptions across the NYCT, the LIRR, MNR, and B&T, partially offset by higher Enhanced Security and Quality of Life costs at MTAHQ, as well as COVID-related cleaning, including sanitizing, and maintenance work on fleet at MTA Bus.
- The main driver of the favorable reimbursable YTD variance was due to revised capital project activity and capital support as a result of the pandemic. This was partially offset by higher expenses for concrete ties, 3rd Track Expansion, Jamaica Capacity Improvements and the Annual Track Program at the LIRR, and higher coverage requirements for MTA PD at MTAHQ.

## YTD variance by division

\$M

