

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Overtime Decomposition Report**  
**Mid-Year Forecast vs. Actuals**  
**November 2019**

The accompanying table presents the consolidated results of overtime followed by an overtime legend, and below is a summary of the major variances. For detailed overtime results, please refer to the Agency reports located in the financial reporting sections of Agency operating committee agendas.

**November 2019 Overtime Reporting - Preliminary Results**

**Month – Non-Reimbursable**

Total overtime was unfavorable to the Mid-Year Forecast by (\$4.9M), or (6.5%).

*Programmatic/Routine Maintenance* was (\$8.0M) unfavorable mainly due to expedited repairs and maintenance initiatives to track, signals, power stations and infrastructure at NYCT (\$8.4M); and coverage required to support new bus security and safety maintenance campaigns, as well as additional shop work for fleet remaining in service beyond their expected 10-year useful life at MTA Bus (\$1.1M). These results were partially offset by a favorable variance of \$1.2M at the LIRR due to lower maintenance requirements within Engineering.

*Unscheduled Service* was (\$1.5M) unfavorable and due mainly to increased running-time, unplanned service support and higher backfill coverage requirements at NYCT (\$1.9M), partially offset by a favorable variance of \$0.5M at the LIRR.

*Safety/Security/Law Enforcement* was (\$1.5M) unfavorable, reflecting intensified efforts to crack-down on fare evasion occurring in subways and buses, and increased background investigations and quality of life initiatives handled by the MTA Police Department (MTAPD) at MTAHQ (\$1.5M).

*Vacancy/Absentee Coverage* was \$2.3M favorable and mainly reflects greater vacancy savings and the impact of a misallocation of expenses, which has since been corrected in the November Forecast, at NYCT \$2.4M.

*Weather Emergencies* were favorable by \$2.0M, mostly due to fewer weather-related events than expected at the LIRR \$1.6M.

*Other* was \$1.6M favorable, reflecting the overall impact of the timing of reimbursable expenses at NYCT and MNR, \$1.4M and \$0.7M, respectively.

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**Month - Reimbursable**

*Reimbursable Overtime* exceeded the Mid-Year Forecast by (\$10.1M), reflecting vacancy and absenteeism coverage required to support the SAP and other capital support requirements at NYCT (\$5.2M); higher requirements for Main Line Third Track, Accabonac Bridge Replacement, East Side Access, East Rail Yard, and Jamaica Capacity Improvement at the LIRR (\$2.7M); and the transfer of Super Storm Sandy infrastructure restoration projects expenses to reimbursable projects, and higher requirements for the Connecticut Track Program, Turnouts, and the Mainline High-Speed Interlocking Project at MNR (\$2.2M).

**YTD – Non-Reimbursable**

Total overtime was (\$62.3M) or (7.5%) unfavorable to the Mid-Year Forecast, with overspending occurring mainly at NYCT, MTA Bus and MTAHQ.

*Programmatic/Routine Maintenance* was (\$48.3M) unfavorable, reflecting mainly SAP-related work, and the continuance of factors noted for the month at NYCT (\$45.2M) and MTA Bus (\$7.0M). Also contributing to the overspending were higher coverage requirements for Reliability Centered Maintenance (RCM) and rolling stock running repairs at MNR (\$2.9M). These results were partially offset by a favorable variance of \$6.3M at the LIRR due to revised assumptions for rolling stock maintenance, including M3 work; B&T was \$0.5M favorable.

*Unscheduled Service* was (\$18.0M) unfavorable, caused mainly by higher running-time, unplanned service support and backfill coverage at NYCT (\$19.3M); and increased traffic congestion at MTA Bus (\$0.5M). The LIRR was \$1.8M favorable.

*Safety/Security/Law Enforcement* was (\$6.1M) unfavorable, mainly due to ongoing efforts that were also highlighted for the month at MTAHQ (\$6.3M).

*Other* was (\$4.5M) unfavorable, reflecting differences between payroll and calendar cutoff dates, and Retroactive Wage Adjustment (RWA) payments at MNR (\$2.8M); overall higher wages at the LIRR (\$1.9M); and timing-related differences between payroll and calendar cutoff dates at B&T (\$0.6M).

*Weather Emergencies* were favorable by \$5.9M, mostly due to fewer weather-related events at the LIRR \$2.2M; NYCT \$1.9M; MNR \$1.0M; and MTA Bus \$0.7M.

*Vacancy/Absentee Coverage* was \$5.8M favorable and mainly reflects the misallocation of expenses at NYCT \$9.2M. This result was partially offset by higher coverage requirements at MTA Bus (\$1.4M), MNR (\$1.2M), and MTAHQ (\$0.9M).

*Scheduled Service* was \$3.1M favorable, reflecting lower relief day coverage than expected at MNR, NYCT and B&T by \$4.0M, \$2.5M and \$0.6M, respectively. These variances were partially offset by increased running-time caused by traffic congestion at MTA Bus (\$3.5M), and higher

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holiday coverage and train crew requirements within the Transportation Department at the LIRR (\$0.6M).

**YTD – Reimbursable**

*Reimbursable Overtime* exceeded the Mid-Year Forecast by (\$66.5M), reflecting the continuance of factors noted for the month at NYCT (\$48.4M); higher requirements for the Annual Track Program, Main Line Third Track, East Rail Yard, Signal Replacement, Positive Train Control, Jamaica Capacity Improvements, East Side Access (ESA), and Atlantic Drainage Improvements at the LIRR (\$16.0M); the Cyclical Track Program and Harlem Wayside Communications & Signal Projects at MNR (\$1.1M); and increased MTA Police coverage at MTAHQ (\$0.6M).