

METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
2019 Final Estimate vs. Preliminary Actuals
December 2019

The attached table presents consolidated results of overtime followed by an overtime legend.

For detailed overtime results please refer to the Agency reports located in the financial reporting sections of Agency operating committee agendas.

Below is a summary of the major consolidated variances for December 2019 (year-to-date).

2019 OVERTIME REPORTING - PRELIMINARY DECEMBER RESULTS (NON-REMBURSABLE)

Year-to-Date

Total overtime was (\$1.3M), or (0.1%), unfavorable to the Final Estimate.

Programmatic/Routine Maintenance was (\$8.1M) unfavorable, reflecting 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 and a reclassification adjustment of retroactive-pay at MTA Bus (\$6.0M); expedited repairs and maintenance initiatives to signals, power stations, car equipment, infrastructure and station maintenance at NYCT (\$5.6M); and higher Reliability Centered Maintenance (RCM) and rolling stock running repair work at MNR (\$3.1M). Partially offsetting these results were favorable variances of \$6.0M at the LIRR and \$0.7M at B&T due to lower maintenance requirements.

Vacancy/Absentee Coverage was (\$6.5M) unfavorable and mostly attributable to higher coverage required for bus dispatchers, bus maintainers, and Rapid Transit Operations (RTO) tower operators at NYCT (\$4.0M); higher coverage in Maintenance of Equipment, Customer Service, and Maintenance of Way at MNR (\$1.4M); and higher requirements at MTA Bus (\$1.2M).

Other was (\$1.0M) unfavorable and mainly due to higher wage rates at the LIRR (\$1.8M); and retroactive wage adjustments at MNR (\$1.6M). Partially offsetting these results was a favorable variance of \$1.7M at NYCT due to the timing of reimbursable expenses.

Safety/Security/Law Enforcement was (\$0.6M) unfavorable, reflecting continued Homeless Outreach initiatives handled by the MTA Police Department (MTAPD) at MTAHQ (\$1.1M), partially offset by lower coverage requirements at B&T \$0.6M.

Weather Emergencies were \$9.2M favorable due mostly to fewer weather-related events at NYCT \$5.1M, and the LIRR \$4.0M.

Scheduled Service was \$3.1M favorable, reflecting lower relief day coverage than expected at MNR \$2.3M, NYCT \$1.7M and B&T \$1.0M, partially offset by the impact of increased running-time caused by traffic congestion at MTA Bus (\$1.6M).

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Unscheduled Service was \$3.0M favorable caused mainly by lower running-time, other service support, and backfill coverage at NYCT \$1.8M, and lower requirements at the LIRR \$1.0M.

YTD REIMBURSABLE

Reimbursable Overtime exceeded the forecast by (\$7.7M), largely due to higher Main Line Third Track Expansion, East Side Access, Annual Track Program, Jamaica capacity improvements, signal replacement and the Accabonac Bridge Replacement at the LIRR (\$10.3M); and the Cyclical Track Program at MNR (\$0.9M). These results were partially offset by favorable variances of \$3.4M at NYCT mainly due to lower-than-projected capital services support, and lower usage of a Federal grant at MTAHQ \$0.8M.