METROPOLITAN TRANSPORTATION AUTHORITY
Overtime Decomposition Report
Adopted Budget vs. Actuals
January 2020

The attached table presents the 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 January 2020 (year-to-date).

2020 OVERTIME REPORTING - PRELIMINARY JANUARY RESULTS (NON-REIMBURSABLE)

Month

Total overtime was $10.0M, or 12.6%, favorable to the Adopted Budget.

Weather Emergencies was $8.5M favorable, reflecting lower coverage required at NYCT $3.7M, the LIRR $2.8M, and MNR $1.5M.

Programmatic/Routine Maintenance was $1.7M favorable, mainly due to timing at NYCT $3.4M. Partially offsetting this result were unfavorable variances of ($1.2M) at the LIRR due to higher running repairs on rolling stock within the Equipment Department, and the Sperry rail car initiative; and ($0.6M) at MTA bus due to coverage required to support safety maintenance campaigns, as well as additional work for fleet remaining in service beyond their expected 12-year useful life, which contributed to higher costs.

Scheduled Service was $0.7M favorable. Agencies variances were minor.

Vacancy/Absentee Coverage was $0.7M favorable, primarily due to lower coverage required at NYCT $0.8M.

Other was ($0.6M) unfavorable, attributable mostly to timing differences for payroll and calendar cutoff dates at MNR ($1.6M), partially offset by a favorable variance of $1.3M at NYCT due to the timing of reimbursable expenses.

Unscheduled Service was ($0.5M) unfavorable due to higher requirements at NYCT ($0.5M).

REIMBURSABLE

Reimbursable Overtime was favorable to the budget by $0.6M, mainly due to timing at NYCT $2.8M. This result was partially offset by an unfavorable variance of ($1.9M) at the LIRR due to Main Line Third Track expansion and the Annual Track Program.

YTD

Same as month.