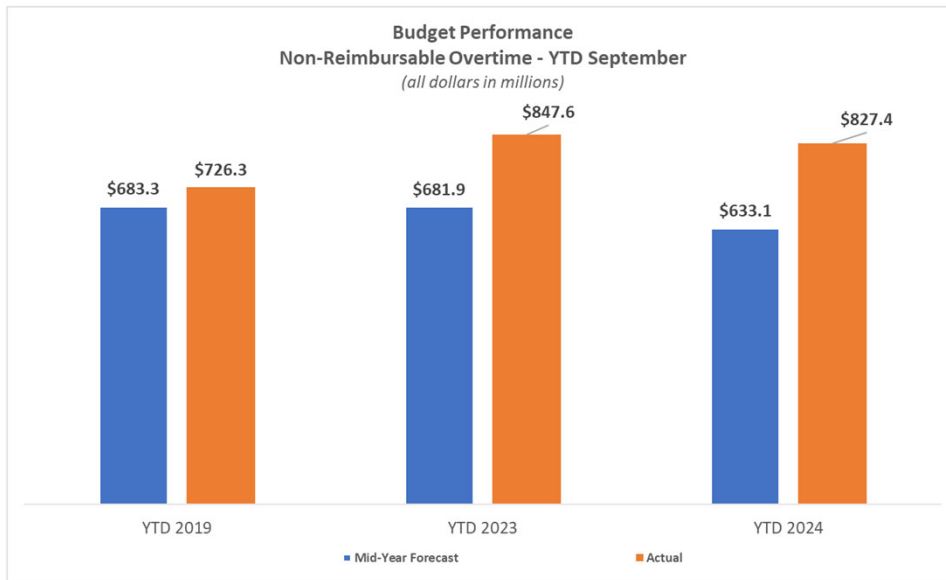


ALL AGENCIES

THE BIG PICTURE

- YTD September overspend of \$194M, 31% vs 2024 Mid-Year Forecast, was due to increases of \$193M at NYCT, \$4M at MNR, \$3M at MTA HQ, and \$2M at the LIRR, partially offset by decreases of \$5M at MTA Bus and \$2M at B&T.
- YTD September overtime was 14% higher vs. YTD 2019 and 2% less vs YTD 2023.
- September overspend of \$19M, 27% vs. 2024 Mid-Year Forecast, was due to increases of \$19M at NYCT and \$2M at the LIRR, partially offset by a decrease of \$2M at MTA Bus.



NON-REIMBURSABLE OVERTIME

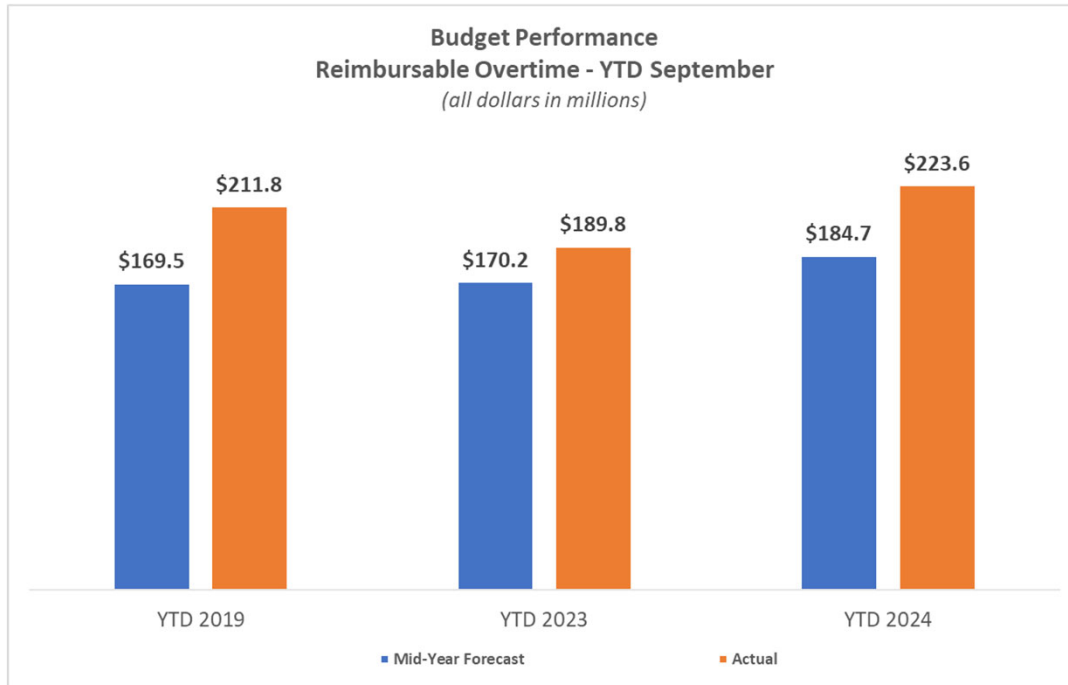
Agency Detail

- **NYCT:** \$515M spent YTD and \$193M unfavorable, primarily due to higher vacancy/absentee coverage and weather-related requirements.
- **LIRR:** \$117M spent YTD and \$2M unfavorable, mainly due to higher programmatic/routine maintenance, vacancy/absentee coverage, weather-related requirements, unscheduled service, and unscheduled maintenance requirements.
- **MNR:** \$76M spent YTD and \$4M unfavorable, mainly reflecting higher programmatic maintenance.
- **MTA Bus:** \$69M spent YTD and \$5M favorable, mainly due to lower scheduled and unscheduled service, and lower programmatic maintenance requirements.
- **MTA HQ:** \$26M spent YTD and \$3M unfavorable, re-alignment between reimbursable and non-reimbursable overtime, and higher safety/security enforcement requirements.
- **B&T:** \$23M spent YTD and \$2M favorable, reflecting management efficiencies and improved scheduling and deployment practices.
- **SIR:** \$3M spent YTD and \$0.1M favorable, mainly due to the timing of reimbursable charges.

ALL AGENCIES

THE BIG PICTURE

- YTD September overspend of \$39M, 21% vs. 2024 Mid-Year Forecast, was due to increases of \$33M at NYCT and \$8M at the LIRR, partially offset by a decrease of \$2M at MNR.
- YTD September overtime was 6% lower vs. YTD 2019, and 18% higher vs YTD 2023.
- September overspend of \$6M, 31% vs. 2024 Mid-Year Forecast, was mostly due to increases of \$5M at NYCT.



REIMBURSABLE OVERTIME

Agency Detail

- **NYCT:** \$156M spent YTD and \$33M unfavorable, primarily due to vacancy/absentee coverage and service requirements.
- **LIRR:** \$41M spent YTD and \$8M unfavorable, mainly due to the capital projects and Transportation flagging.
- **MNR:** \$22M spent YTD and \$2M favorable mainly due to lower Transportation flagging costs.