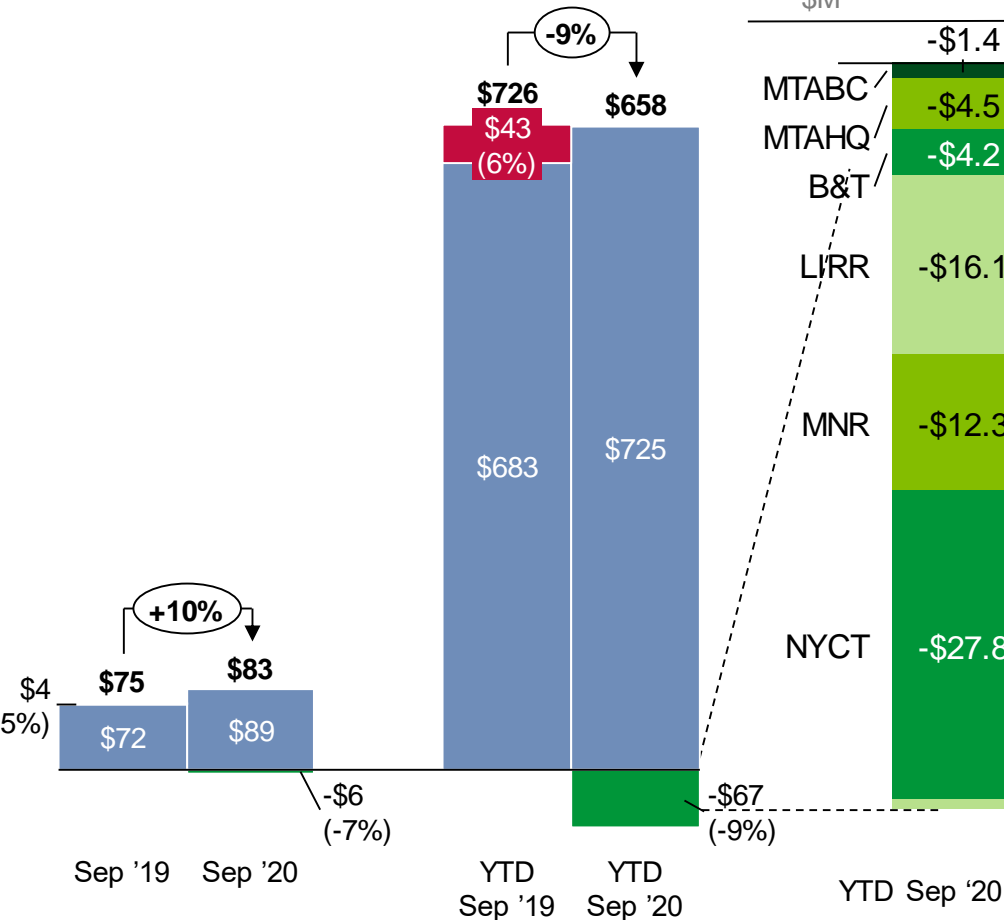


All Agencies – Non-Reimbursable Overtime Variance

Sep 2020 and YTD forecast vs. variance
\$M

- Favorable
- Unfavorable
- Forecast

Annual forecast: \$992M

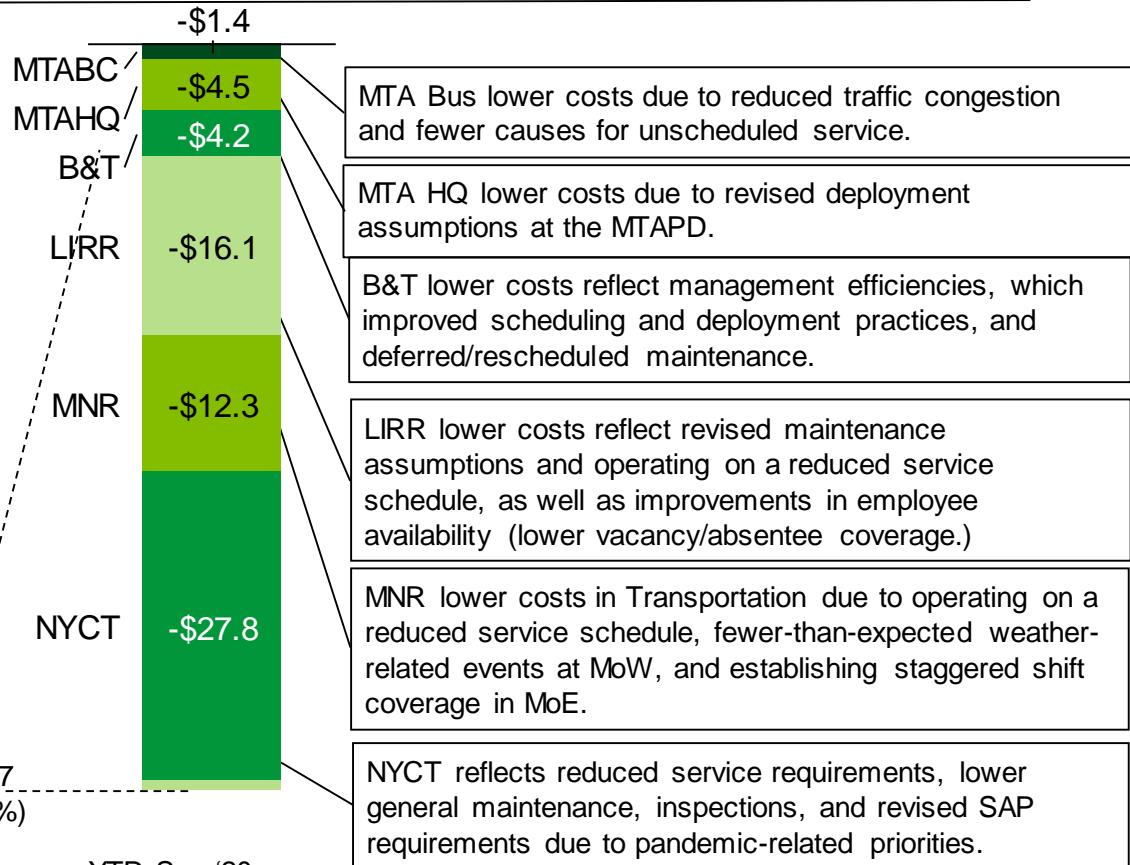


Overview

- September was favorable to forecast by \$6M, or 7%, driven by lower requirements at the LIRR (for programmatic maintenance and favorable weather), MNR (for train and engine crews), B&T (due to management efficiencies), and MTA HQ (lower coverage costs), partially offset by higher requirements at NYCT (vacancy backfill, availability and Subways overnight closure supervision).
- Favorable YTD variance of \$67M, or 9%, reflects Agency variances noted immediately below.

YTD variance by division

\$M



All Agencies – Reimbursable Overtime Variance

Sep 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Forecast

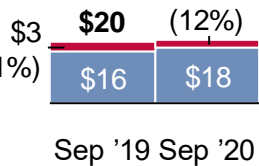
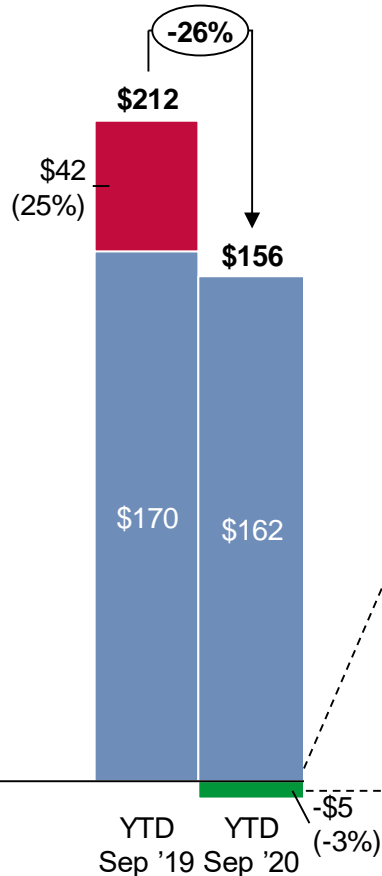
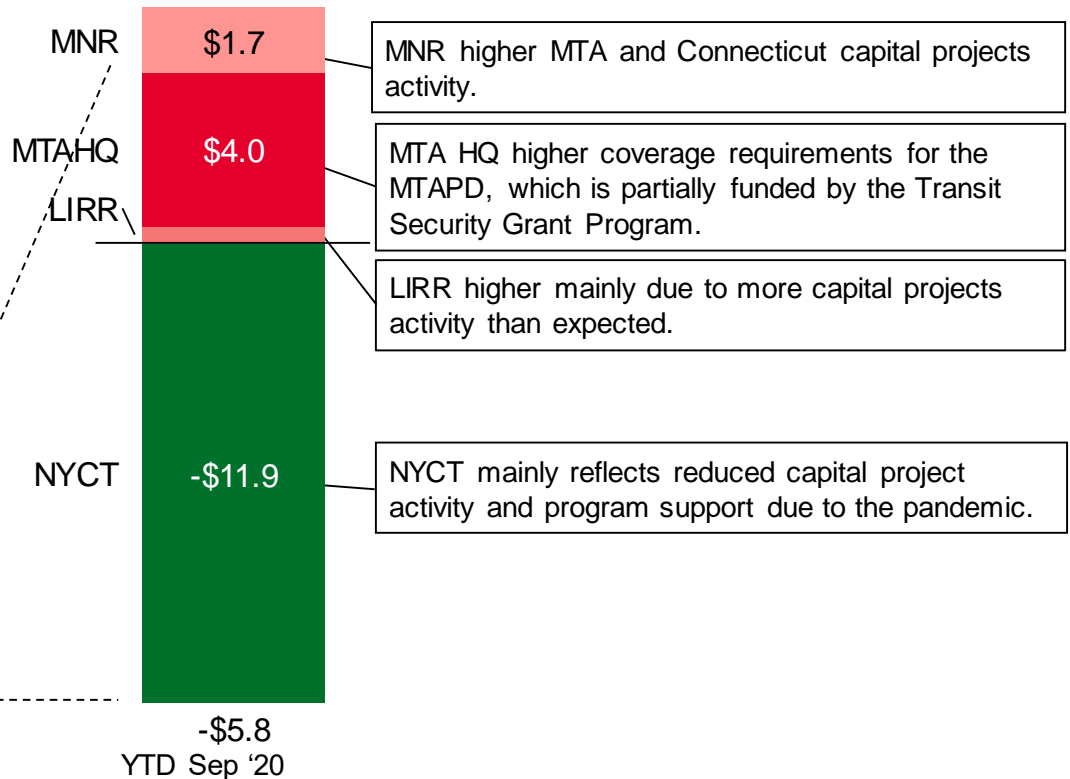
Annual forecast: \$217M

Overview

- September costs were \$2M or 12% above forecast mainly due to higher capital project requirements at the LIRR, and higher MTAPD coverage at MTA HQ, which is partially funded by FEMA's Transit Security Grant Program.
- YTD costs were \$5M or 3%, below forecast, and reflect Agency variances noted immediately below.

YTD variance by division

\$M



All Agencies – Total Overtime Variance

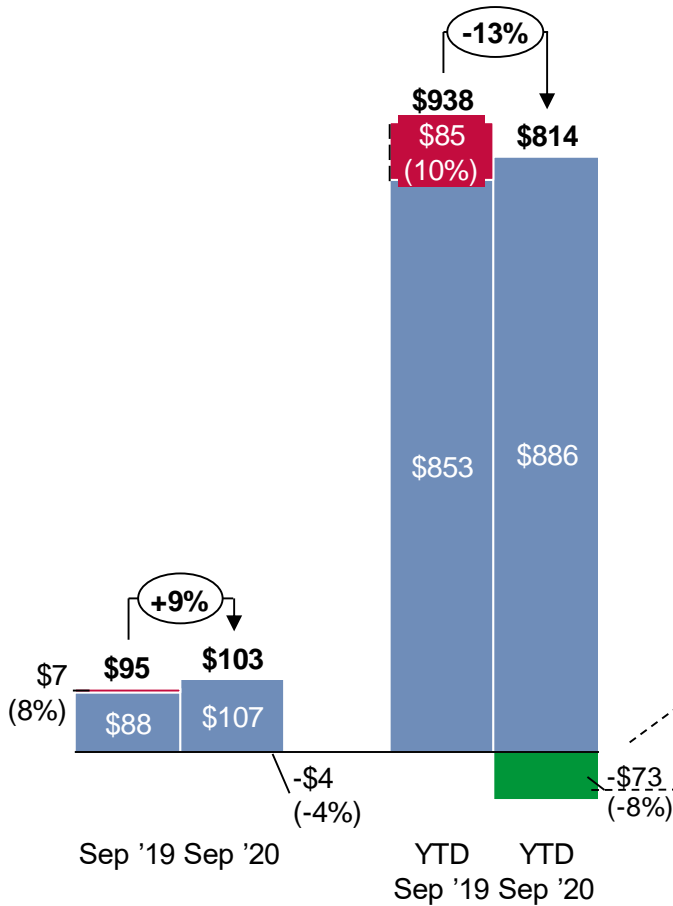
Overview

Sep 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Forecast

Annual forecast: \$1,209M



- September costs were \$4M below forecast, increasing net YTD savings to \$73M.
- Major drivers of the favorable non-reimbursable YTD variance include: lower general maintenance, inspections, and SAP requirements at NYCT; lower maintenance requirements and vacancy/absentee coverage at the LIRR; favorable weather, staggered shifts, and revised crew requirements at MNR; revised MTAPD deployment assumptions at MTAHQ; lower requirements at B&T; and less traffic congestion and unscheduled service at MTA Bus.
- Favorable reimbursable YTD variance resulted solely from lower capital project activity and related support needs at NYCT. This was partially offset by higher coverage requirements for MTAPD at MTA HQ, and higher capital project activity at MNR.

YTD variance by Agency

\$M

