

# All Agencies – Non-Reimbursable Overtime Variance

December 2020 and November Forecast vs. variance  
\$M

- Favorable
- Unfavorable
- November Forecast

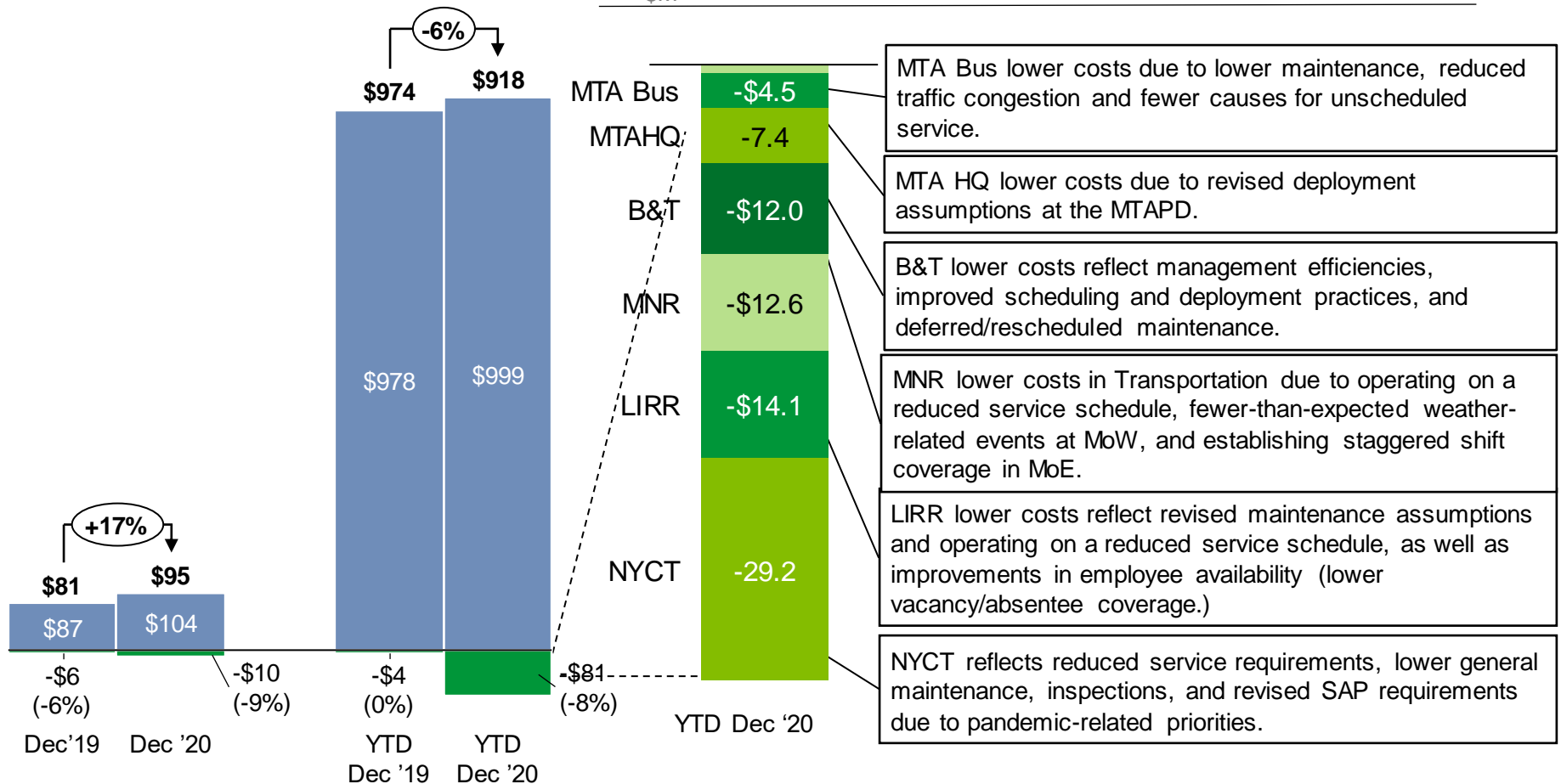
November Forecast: \$999M

## Overview

- December YTD was favorable by \$81M or 9% and reflects Agency variances noted immediately below.

## YTD variance by division

\$M



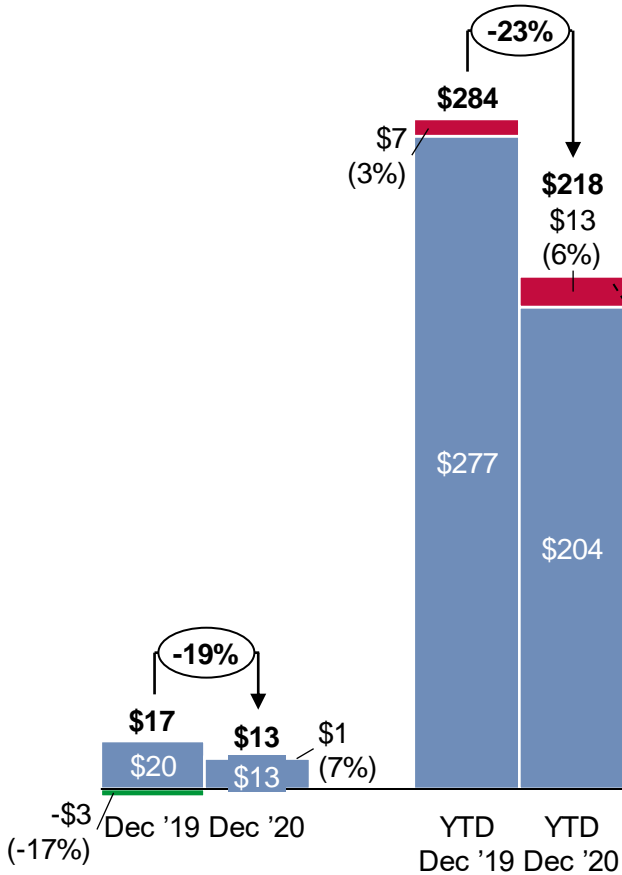
# All Agencies – Reimbursable Overtime Variance

## December 2020 and November Forecast vs. variance

\$M

- Favorable
- Unfavorable
- November Forecast

November Forecast: \$204M

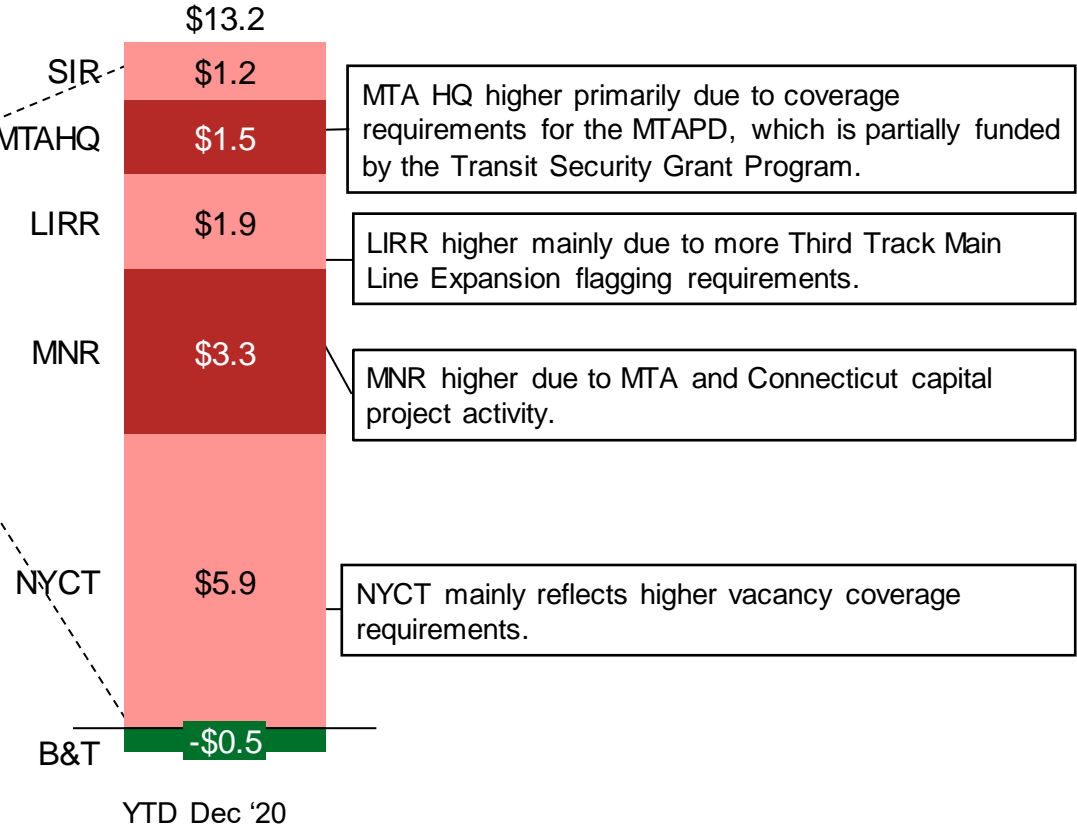


## Overview

- YTD costs were \$13M or 6%, above forecast, and reflect Agency variances noted immediately below.

## YTD variance by division

\$M



# All Agencies – Total Overtime Variance

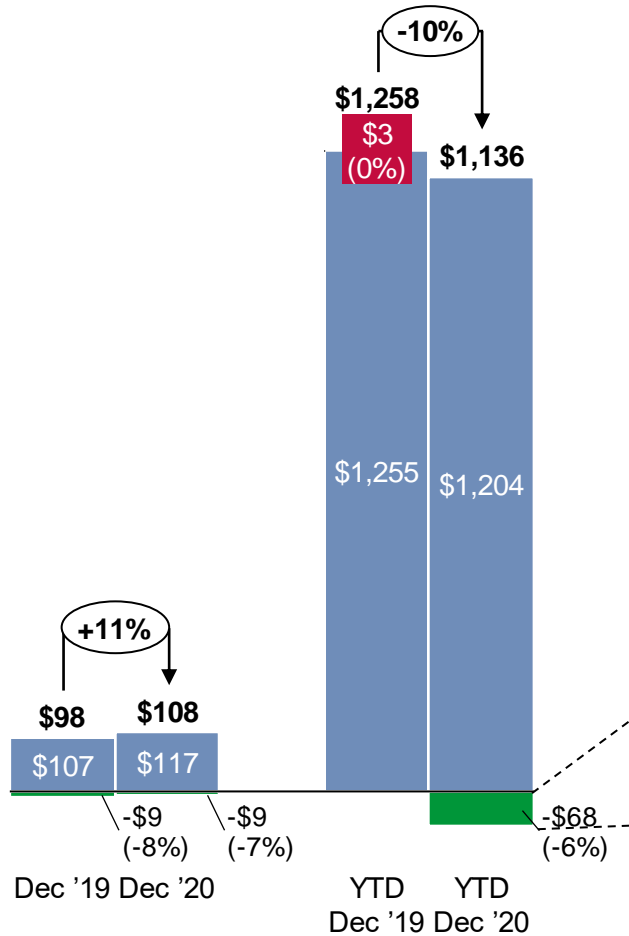
## Overview

### December 2020 and November Forecast vs. variance

\$M

- Favorable
- Unfavorable
- November Forecast

November Forecast: \$1,204M



- YTD December costs were \$68M or 6% below the November Forecast.
- Major drivers of the favorable non-reimbursable YTD variance, including lower general maintenance, inspections, and SAP requirements at NYCT; lower requirements at B&T; lower maintenance requirements and vacancy/absentee coverage at the LIRR; favorable weather, staggered shifts, and revised T&E crew requirements at MNR; revised MTAPD deployment assumptions at MTAHQ; and lower maintenance, less traffic congestion and unscheduled service at MTA Bus.
- Unfavorable reimbursable YTD variance resulted from higher vacancy coverage requirements at NYCT; higher capital project activity at MNR and the LIRR; and higher coverage requirements for MTAPD at MTA HQ.

### YTD variance by Agency

\$M



YTD Dec '20