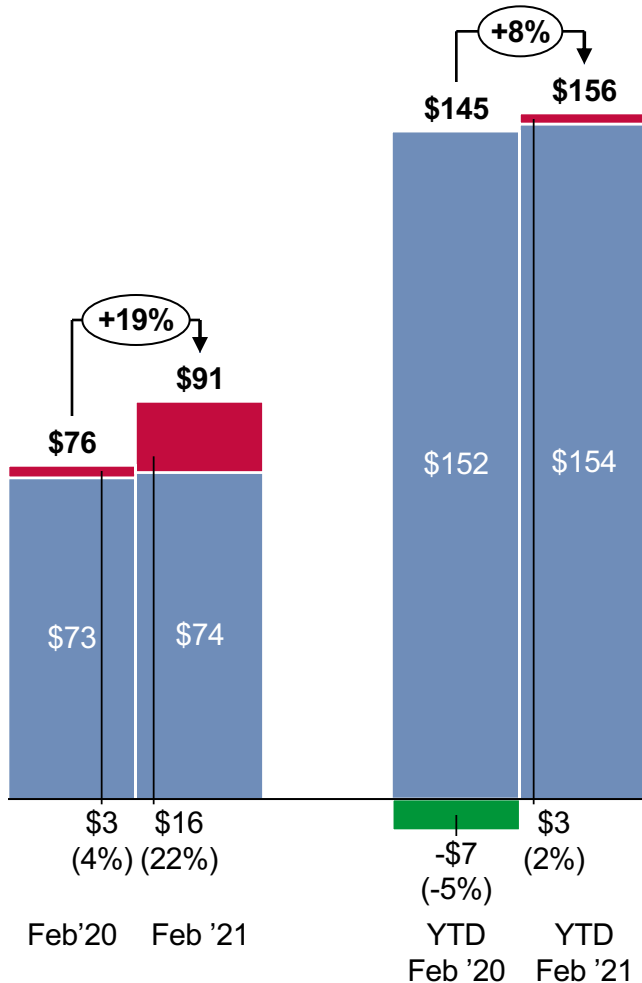


# All Agencies – Non-Reimbursable Overtime Variance

February 2021 and Adopted Budget vs. variance  
\$M

- Favorable
- Unfavorable
- Adopted Budget

2021 Adopted Budget: \$917M

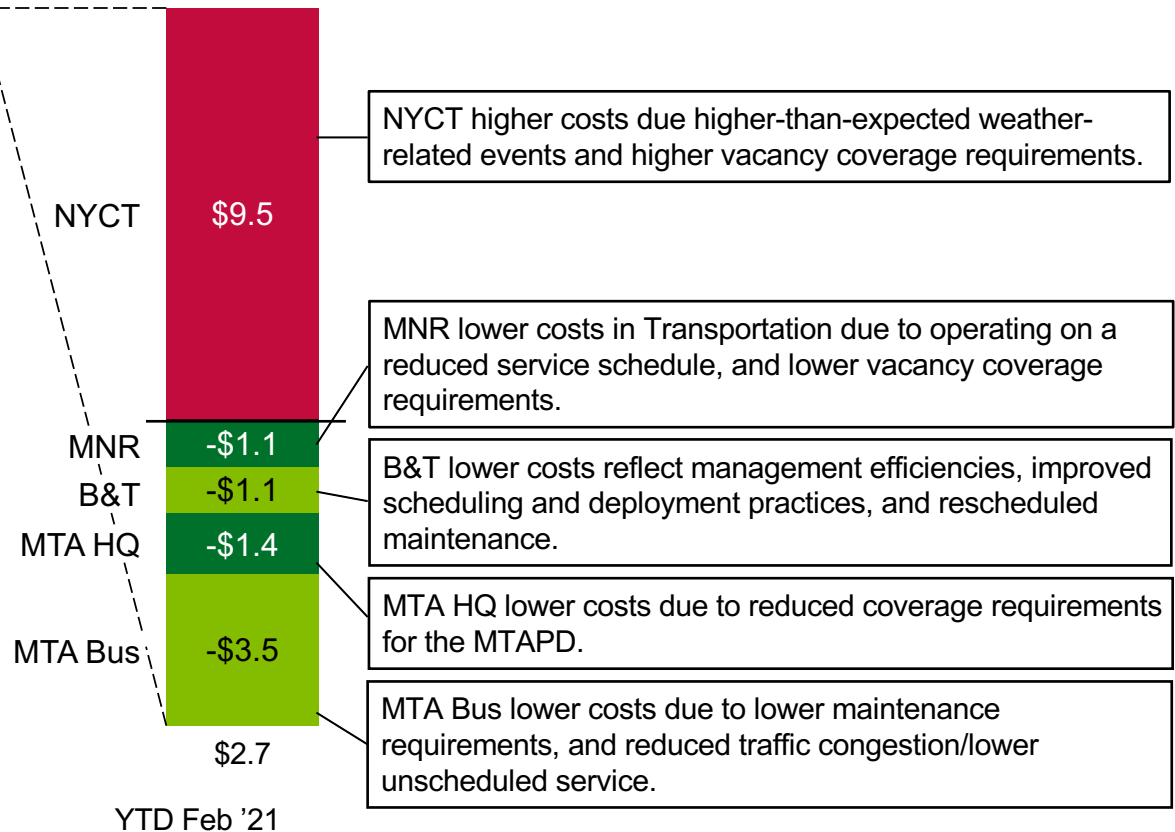


## Overview

- February was unfavorable to Budget by \$16M or 22%, mainly driven by the impact of adverse winter weather, and vacancy/absentee coverage at NYCT and the LIRR, partially offset by lower requirements at MTA Bus (maintenance and reduced traffic congestion), and MTA HQ (lower deployment coverage for MTAPD).
- February YTD was unfavorable by \$3M or 2% and reflects Agency variances noted immediately below.

## YTD variance by division

\$M



NYCT higher costs due higher-than-expected weather-related events and higher vacancy coverage requirements.

MNR lower costs in Transportation due to operating on a reduced service schedule, and lower vacancy coverage requirements.

B&T lower costs reflect management efficiencies, improved scheduling and deployment practices, and rescheduled maintenance.

MTA HQ lower costs due to reduced coverage requirements for the MTAPD.

MTA Bus lower costs due to lower maintenance requirements, and reduced traffic congestion/lower unscheduled service.

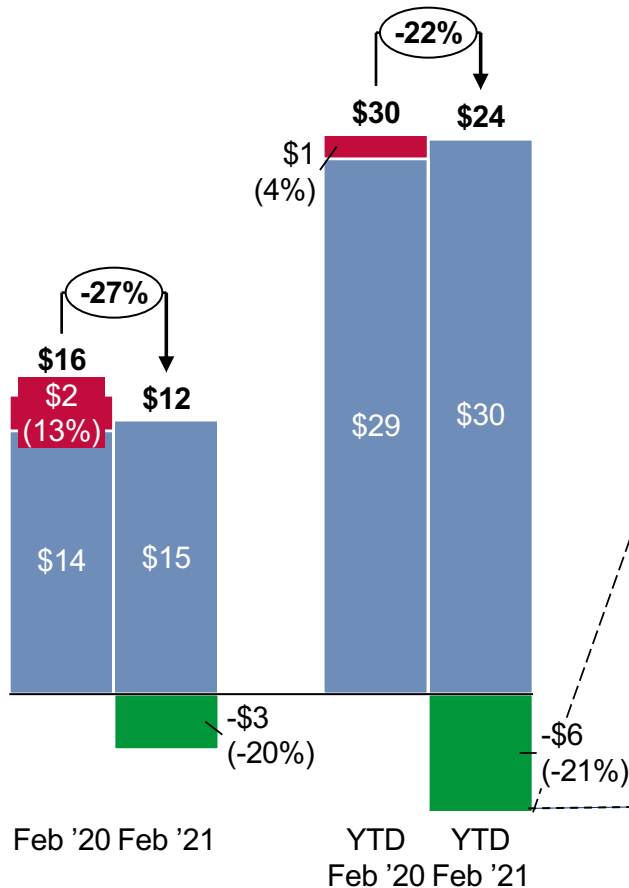
# All Agencies – Reimbursable Overtime Variance

## February 2021 and Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

2021 Adopted Budget: \$215M

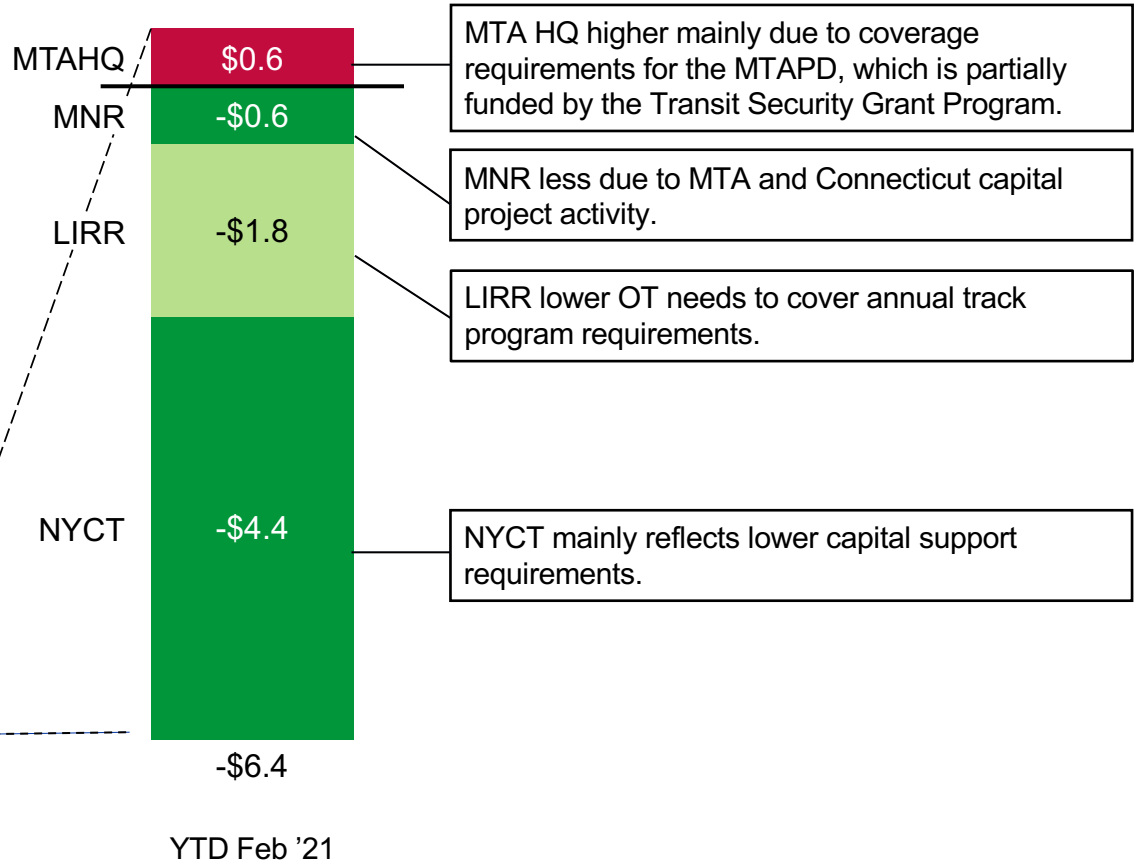


## Overview

- February cost was \$3M or 20.5% below budget due to lower capital support requirements at NYCT, and lower capital project activity at the LIRR.
- YTD costs were \$6M or 21%, below budget, and reflect Agency variances noted immediately below.

## YTD variance by division

\$M



MTA HQ higher mainly due to coverage requirements for the MTAPD, which is partially funded by the Transit Security Grant Program.

MNR less due to MTA and Connecticut capital project activity.

LIRR lower OT needs to cover annual track program requirements.

NYCT mainly reflects lower capital support requirements.

# All Agencies – Total Overtime Variance

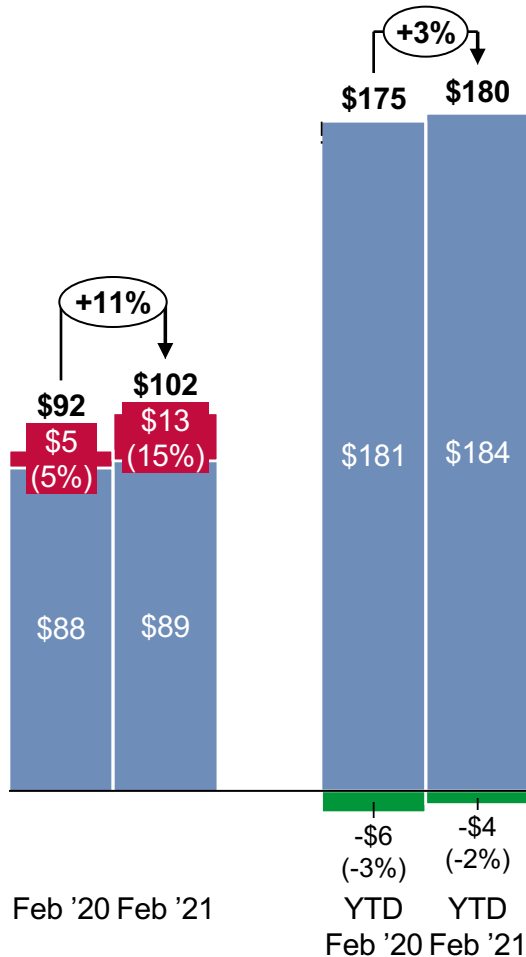
## Overview

### February 2021 and Adopted Budget vs. variance

\$M

- Favorable
- Unfavorable
- Adopted Budget

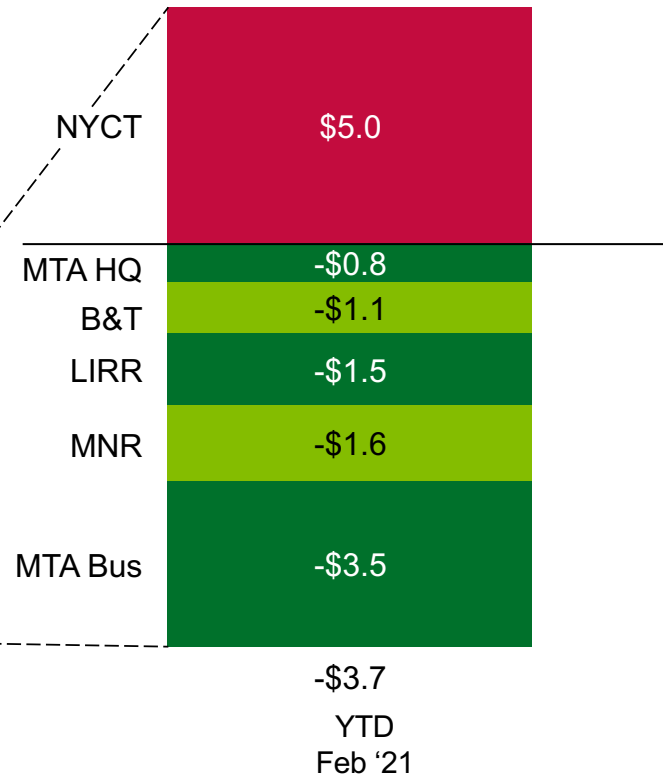
Adopted Budget: \$1,132M



- YTD February costs were \$4M or 2% below the Adopted Budget.
- Major drivers of the unfavorable non-reimbursable YTD variance include higher-than-expected weather-related events and higher vacancy/absentee coverage requirements, partially offset by lower maintenance requirements, and reduced traffic congestion/lower unscheduled service at MTA Bus; revised MTAPD deployment assumptions at MTAHQ; lower requirements and managerial efficiencies at B&T; and revised T&E crew requirements at MNR.
- The favorable reimbursable YTD variance results from lower capital support at NYCT; less capital project activity at MNR and the LIRR; partially offset by higher coverage requirements for MTAPD at MTA HQ.

### YTD variance by Agency

\$M



Source: Adopted Budget GL actuals for actual overtime spending.