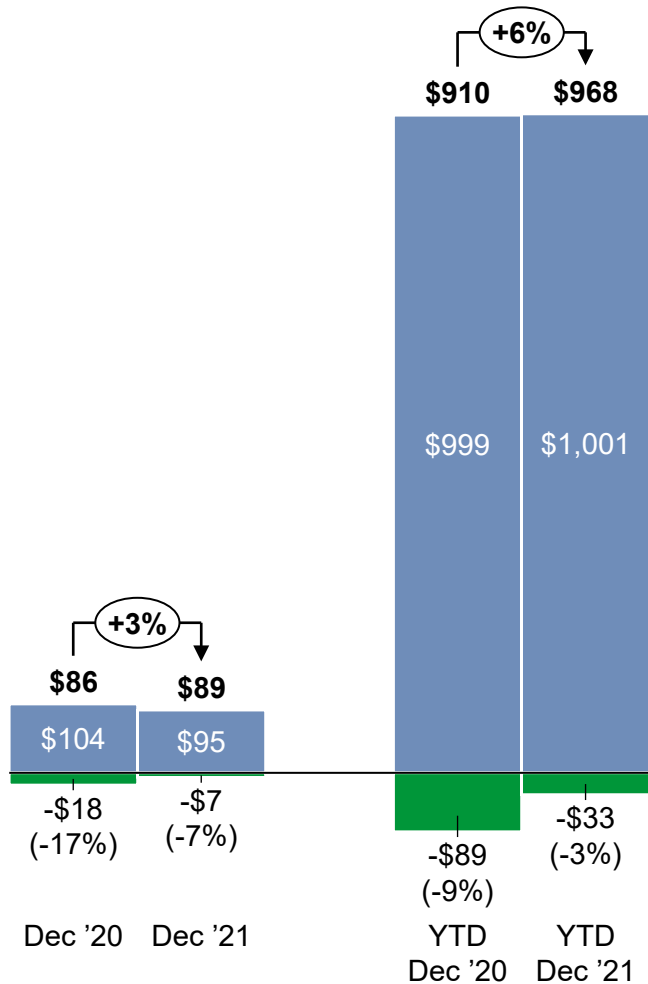


All Agencies – Non-Reimbursable Overtime Variance

December 2021 and November Forecast vs. variance
\$M

- Favorable
- Unfavorable
- November Forecast

November Forecast: \$1,001M

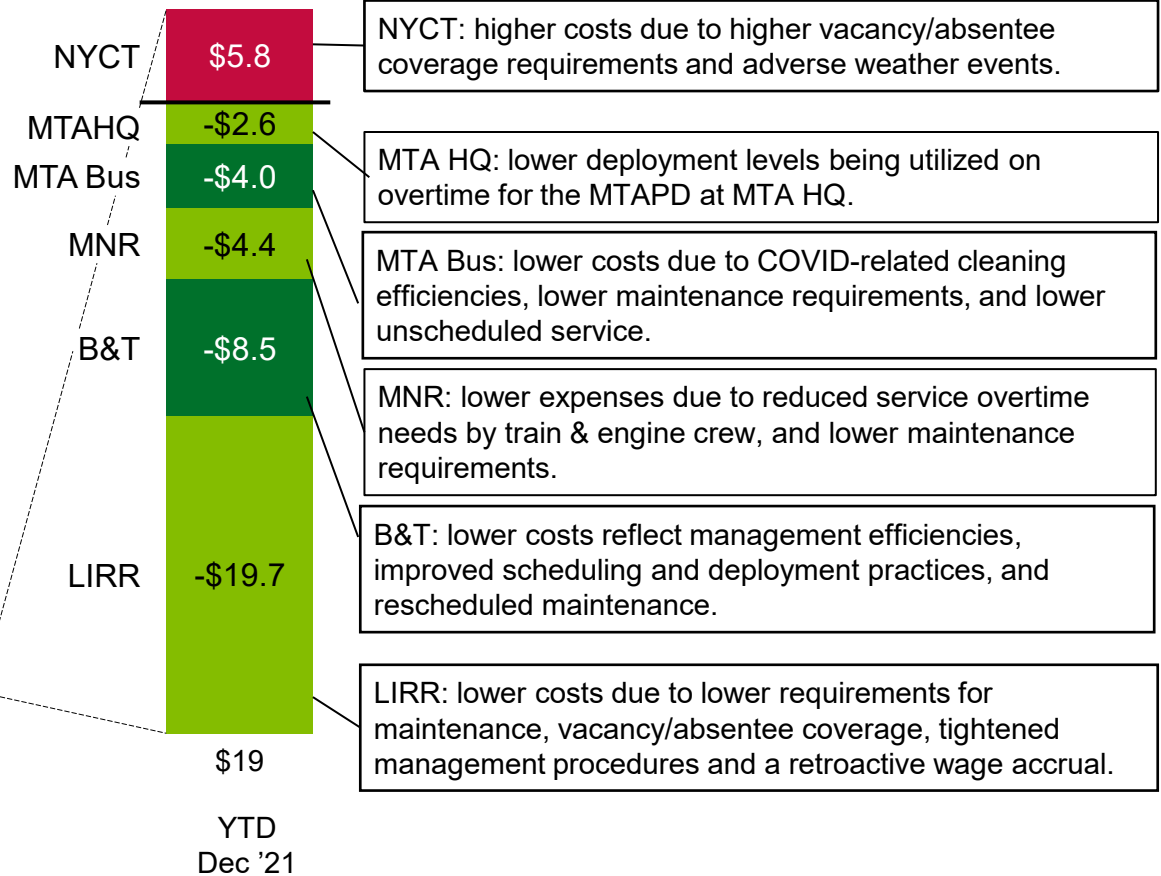


Overview

- December YTD was favorable by \$33M or 3% and reflects Agency variances noted immediately below.

YTD variance by division

\$M



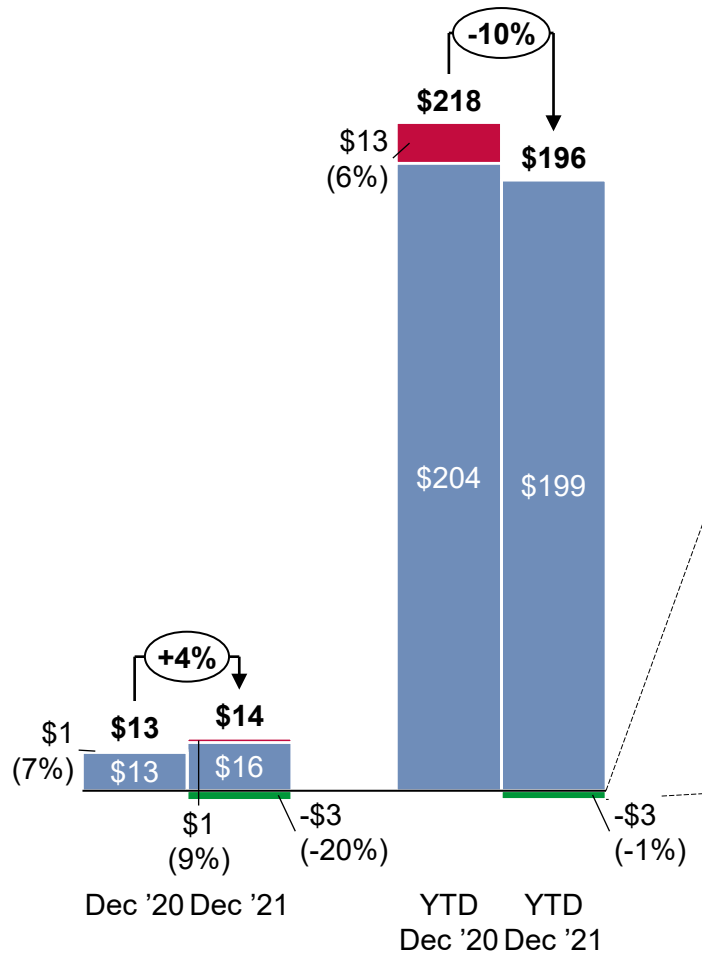
All Agencies – Reimbursable Overtime Variance

December 2021 and November Forecast vs. variance

\$M

- Favorable
- Unfavorable
- November Forecast

November Forecast: \$199M

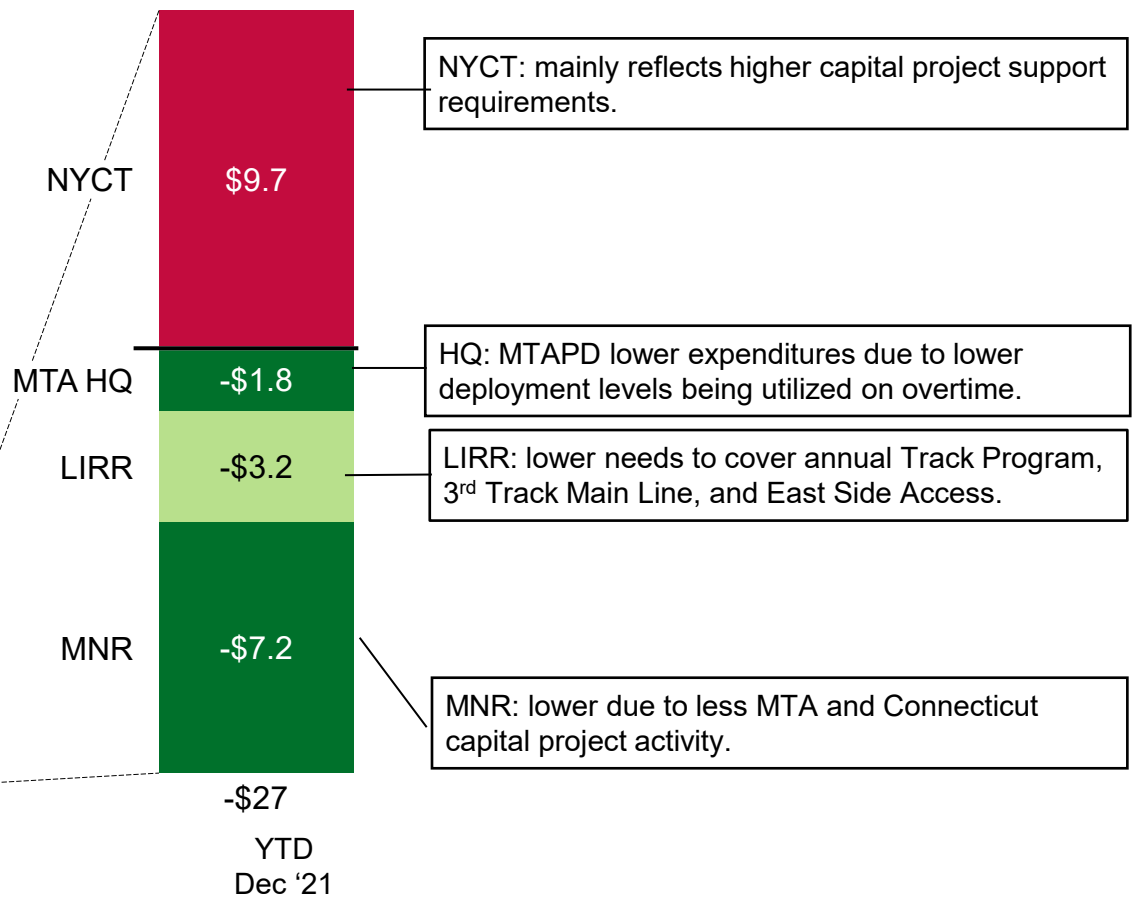


Overview

- YTD costs were \$3M or 1%, below Forecast, and reflect Agency variances noted immediately below.

YTD variance by division

\$M



All Agencies – Total Overtime Variance

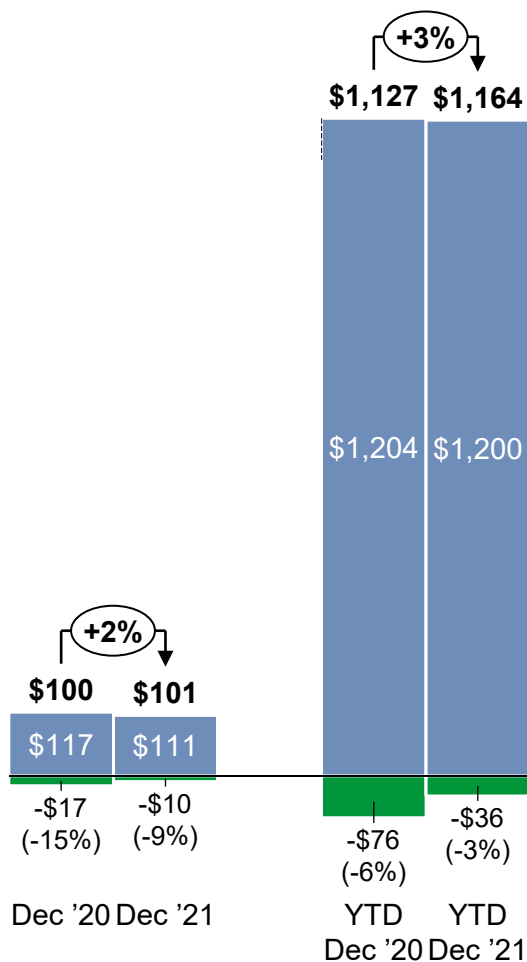
Overview

December 2021 and November Forecast vs. variance

\$M

- Favorable
- Unfavorable
- November Forecast

November Forecast: \$1,200M



- YTD December costs were \$36M below Forecast.
- Major drivers of the favorable non-reimbursable YTD variance include lower requirements for maintenance, vacancy/absentee coverage, tightened management procedures, and a retroactive wage accrual at the LIRR; managerial efficiencies and rescheduled maintenance at B&T; lower T&E crew requirements at MNR; lower maintenance requirements, and lower unscheduled service at MTA Bus; and, reduced coverage requirements for the MTAPD at MTA HQ, partially offset by higher vacancy/absentee coverage requirements and adverse weather at NYCT.
- The favorable reimbursable YTD variance results from less capital project activity at MNR and the LIRR, and less MTAPD coverage requirements at MTAHQ, partially offset by higher capital project support requirements at NYCT.

YTD variance by Agency

\$M

