

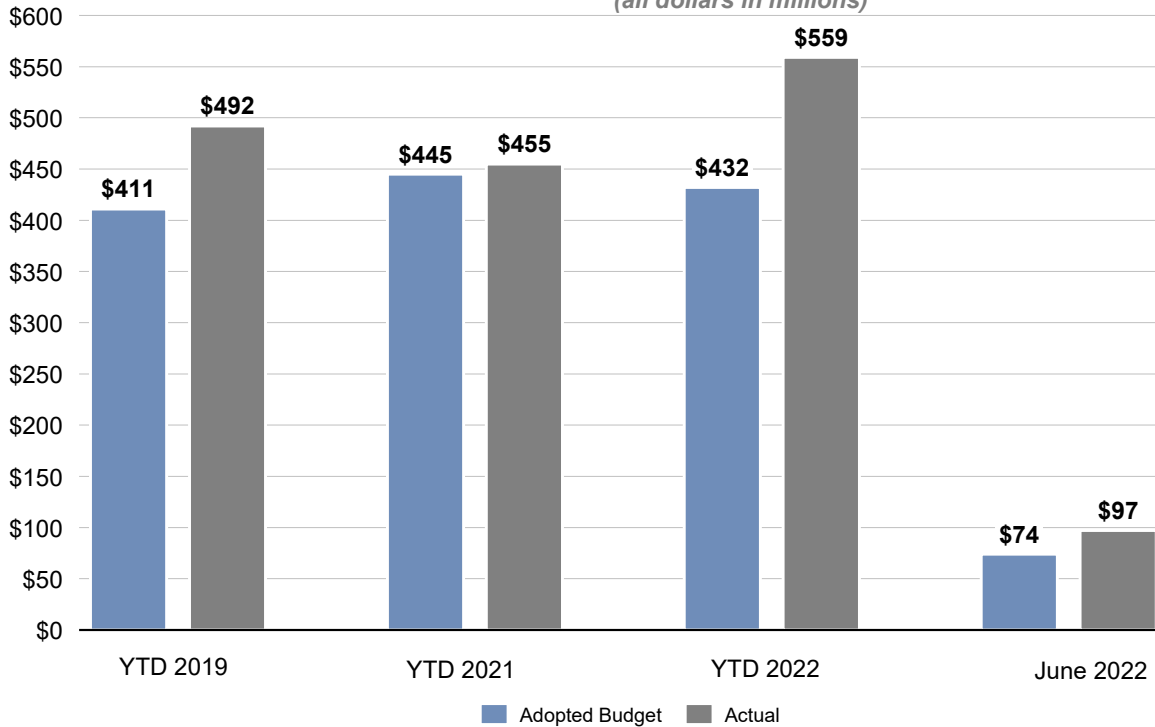
All Agencies – Non-Reimbursable Overtime

Overview

- Increase of \$104M vs June YTD 2021 was due to increases of \$68M at NYCT, \$16M at MNR, \$11M at the LIRR, \$5M at B&T, \$3M at MTA Bus and \$1M at MTA HQ.
- Increase of \$67M vs June YTD 2019 was due to increases of \$50M at NYCT, \$7M at MTA Bus, \$6M at MNR, \$5M at MTA HQ and \$1M at the LIRR, partially offset by a decrease of \$2M at B&T.
- Overspend of \$127M vs June YTD 2022 Adopted Budget was due to overruns of \$120M at NYCT, \$8M at MNR, and \$2M at MTA HQ, partially offset by underruns of \$2M B&T and \$1M at both the LIRR and MTA Bus.
- Overspend of \$23M vs Adopted Budget for the month of June was mainly due to overruns of \$22M overrun at NYCT, and \$3M at MNR, partially offset by an underrun of \$1M at the LIRR.

Non-Reimbursable Overtime – YTD June Variance

(all dollars in millions)



Note: June actuals are preliminary estimates and may require subsequent revision due to impacts of Kronos timekeeping system outage.

Source: Adopted Budget. GL actuals for actual overtime spending.

Agency Detail

- **NYCT:** \$365M spent YTD and \$120M unfavorable, primarily due to higher vacancy/absentee coverage, and severe weather response.
- **LIRR:** \$70M spent YTD and \$1M favorable, mainly due to less overtime required for train service and maintenance, partially offset by higher vacancy/absentee coverage.
- **MNR:** \$53M spent YTD and \$8M unfavorable, mainly reflecting the March 2022 service increase and adjustments due to the Kronos system outage.
- **MTA Bus:** \$45M spent YTD and \$1M favorable, mainly due to lower maintenance and cleaning/sanitizing requirements, and reduced traffic congestion/lower unscheduled service.
- **MTA HQ:** \$13M spent YTD and \$2M unfavorable, reflecting increased MTA PD vacancy/absentee coverage.
- **B&T:** \$11M spent YTD and \$2M favorable, reflecting management efficiencies, and improved scheduling and deployment practices.
- **SIR:** \$2M spent YTD and \$0.3M unfavorable, largely due to higher vacancy/absentee coverage.

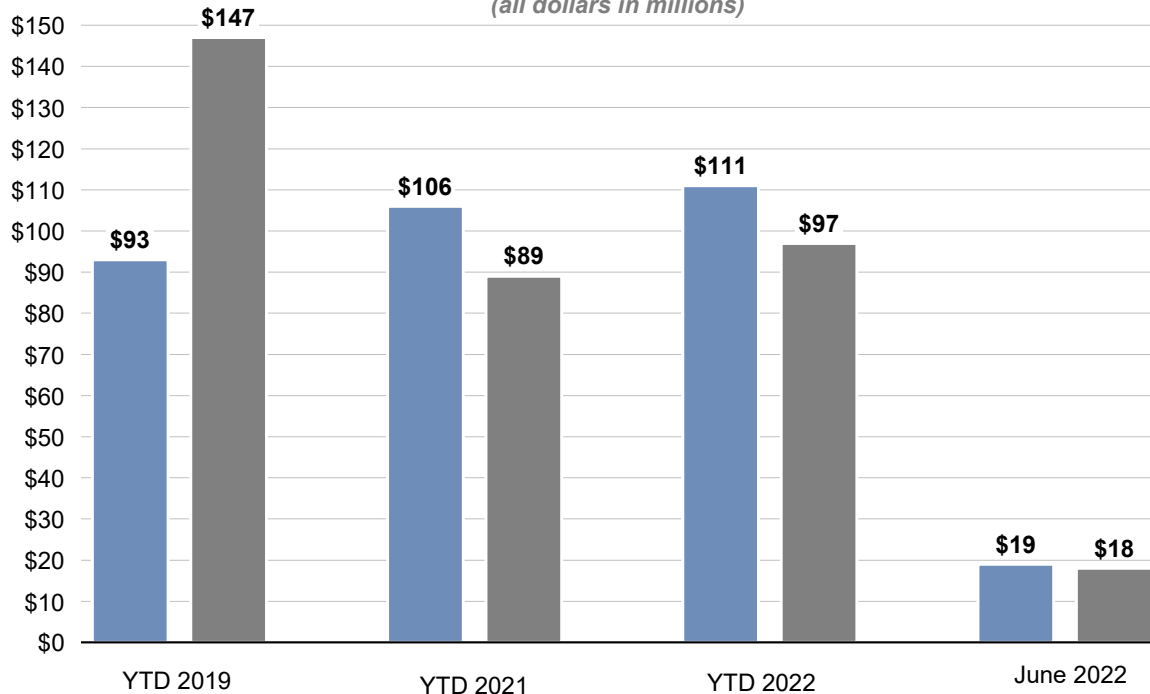
All Agencies – Reimbursable Overtime

Overview

- Increase of \$8M vs June YTD 2021 was due to increases of \$7M at NYCT, and \$2M at the LIRR. Other Agency variances were minor.
- Decrease of \$51M vs June YTD 2019 was due to decreases of \$49M at NYCT, and \$1M at both MNR and the LIRR, partially offset by an increase of \$1M at MTA HQ. Other Agency variances were minor.
- Underspend of \$14M vs June YTD 2022 Adopted Budget was due to underruns of \$6M at MNR, \$5M at NYCT, and \$4M at the LIRR, partially offset by an overrun of \$2M at MTA HQ. Other Agency variances were minor.
- Underspend of \$2M vs Adopted Budget for the month of June was mainly due to underruns of \$3M at the LIRR and \$1M at the MNR, partially offset by an overrun of \$2M at NYCT. Other Agency variances were minor.

Reimbursable Overtime – YTD June Variance

(all dollars in millions)



Note: June actuals are preliminary estimates and may require subsequent revision due to impacts of Kronos timekeeping system outage.

Source: Adopted Budget. GL actuals for actual overtime spending.

■ Adopted Budget ■ Actual

Agency Detail

- **NYCT:** \$55M spent YTD and \$5M favorable, reflecting capital project delays due to vacancies and COVID.
- **LIRR:** \$25M spent YTD and \$4M favorable, due to lower than planned capital project activity.
- **MNR:** \$13M spent YTD and \$6M favorable, reflecting lower than planned capital project activity and adjustments due to the Kronos system outage.
- **MTA HQ:** \$3M spent YTD and \$2M unfavorable, due to higher MTA PD deployment levels being utilized on overtime.
- **All Other:** MTA Bus, SIR, and B&T reimbursable results were minor.