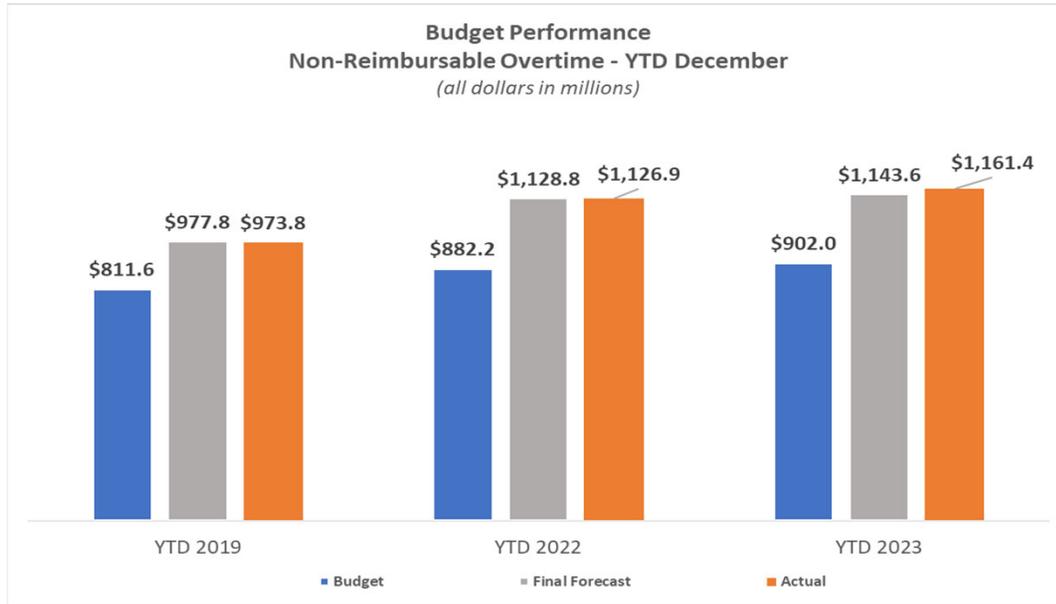


ALL AGENCIES

THE BIG PICTURE

- YTD December overspend of \$18M, 2% vs 2023 November Forecast, was due to increases of \$17M at NYCT, \$11M at MNR, \$2M at B&T, and \$1M at MTA HQ, partially offset by decreases of \$10M at MTA Bus, \$2M at the LIRR, and \$1M at SIR.
- YTD December overtime was 19% higher vs. YTD 2019, and 3% higher vs YTD 2022.
- December overspend of \$6M, 7% vs. the 2023 November Forecast, was due to increases of \$7M at MNR, \$5M at B&T, and \$1M at NYCT, partially offset by decreases of \$3M at both MTA Bus and the LIRR.



NON-REIMBURSABLE OVERTIME

Agency Detail

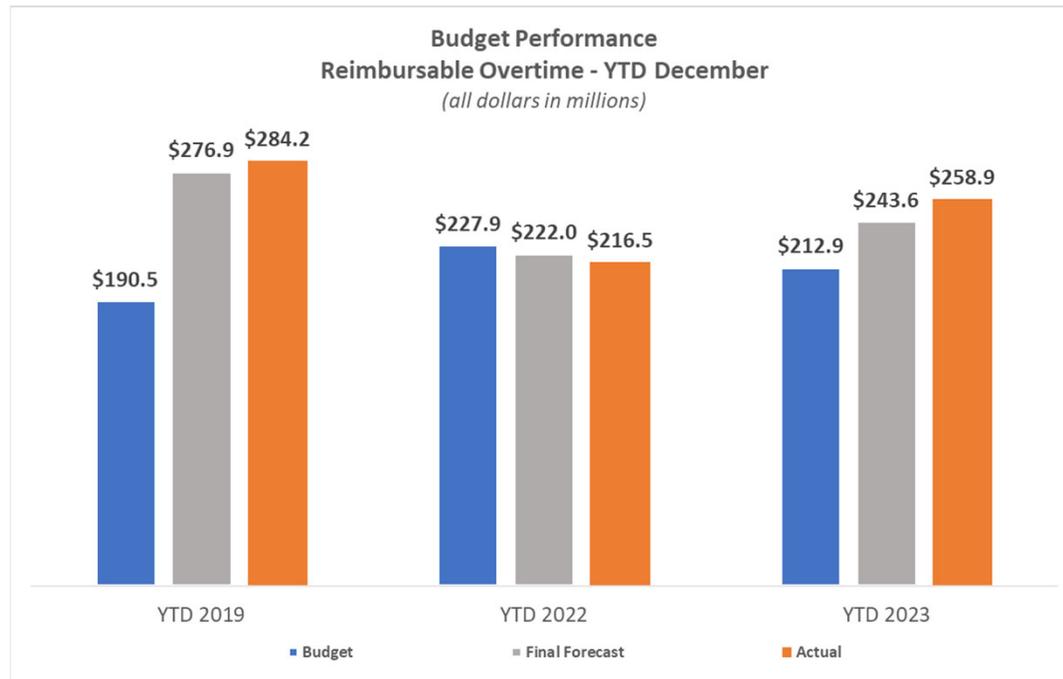
- **NYCT:** \$733M spent YTD and \$17M unfavorable, primarily due to higher vacancy/absentee coverage.
- **LIRR:** \$171M spent YTD and \$2M favorable, mainly due to lower weather-related requirements, and unscheduled service requirements.
- **MNR:** \$106M spent YTD and \$11M unfavorable, mainly reflecting higher programmatic maintenance, scheduled service needs, weather-related requirements, and vacancy coverage requirements.
- **MTA Bus:** \$91M spent YTD and \$10M favorable, mainly due to lower maintenance requirements and service requirements.
- **MTA HQ:** \$30M spent YTD and \$1M unfavorable, reflecting higher MTA PD subway system coverage.
- **B&T:** \$28M spent YTD and \$2M unfavorable, reflecting higher vacancy/absentee coverage.
- **SIR:** \$2M spent YTD and \$1M favorable, largely due to reimbursable overhead credits.

ALL AGENCIES

REIMBURSABLE OVERTIME

THE BIG PICTURE

- YTD December overspend of \$15M, 6% vs 2023 November Forecast, was due to increases of \$12M at NYCT, \$2M at both the LIRR and SIR, and \$1M at MTA HQ, partially offset by a decrease of \$2M at MNR.
- YTD December overtime was 9% lower vs. YTD 2019, and 20% higher vs YTD 2022.
- December overspend of \$8M, 50% vs. the 2023 November Forecast, was mostly due to increases of \$8M at NYCT and \$2M at SIR.



Agency Detail

- **NYCT:** \$172M spent YTD and \$12M unfavorable, primarily due to vacancy/absentee coverage and maintenance and service requirements.
- **LIRR:** \$47M spent YTD and \$2M unfavorable compared to forecast, mainly due to the project activity and Transportation flagging costs.
- **MNR:** \$28M spent YTD and \$2M favorable compared to forecast mainly due to lower maintenance of way work and Transportation flagging costs.
- **MTA HQ:** \$7M spent YTD and \$1M unfavorable, mainly reflecting increased MTA PD coverage requirements for the Transportation Security Grant Program (TSP).
- **SIR:** \$3M spent YTD and \$2M unfavorable, mainly reflecting higher vacancy/absentee coverage and reimbursable overhead charges.