

All agencies – Non-Reimbursable Overtime Variance

March 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

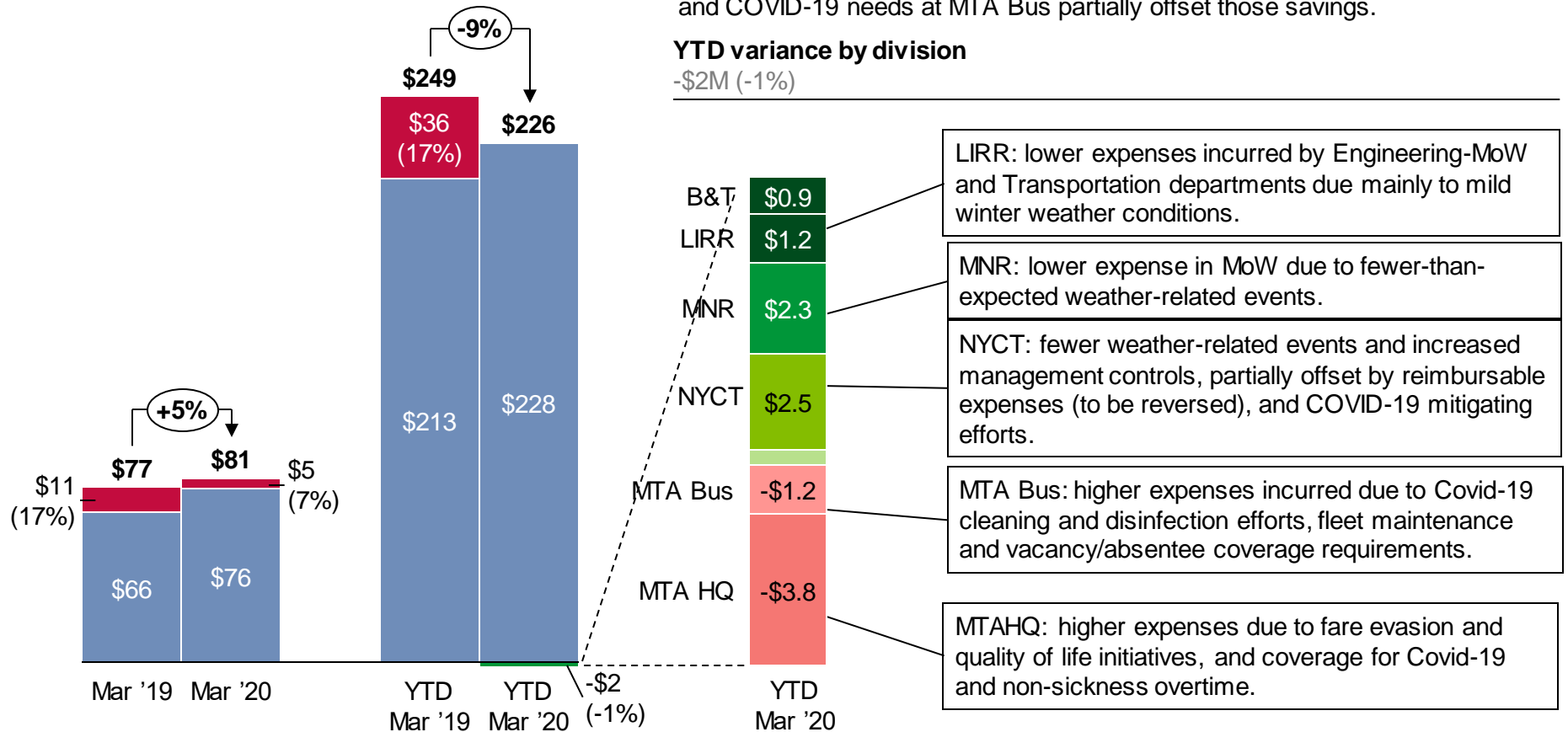
Annual budget: \$852M

Overview

- For the month, costs exceeded the budget by \$5M, or 7% due mainly to capital charges being temporarily expensed to the operating budget and Covid-19 related mitigating efforts at NYCT. Covid-19 related efforts at the LIRR and the MTA PD, including fare evasion and quality of life initiatives also drove costs.
- The favorable YTD variance mainly reflects savings resulting from fewer weather events and improved management controls. The coverage noted for the month for NYCT, the LIRR and MTA PD as well as increased fleet maintenance and COVID-19 needs at MTA Bus partially offset those savings.

YTD variance by division

-\$2M (-1%)



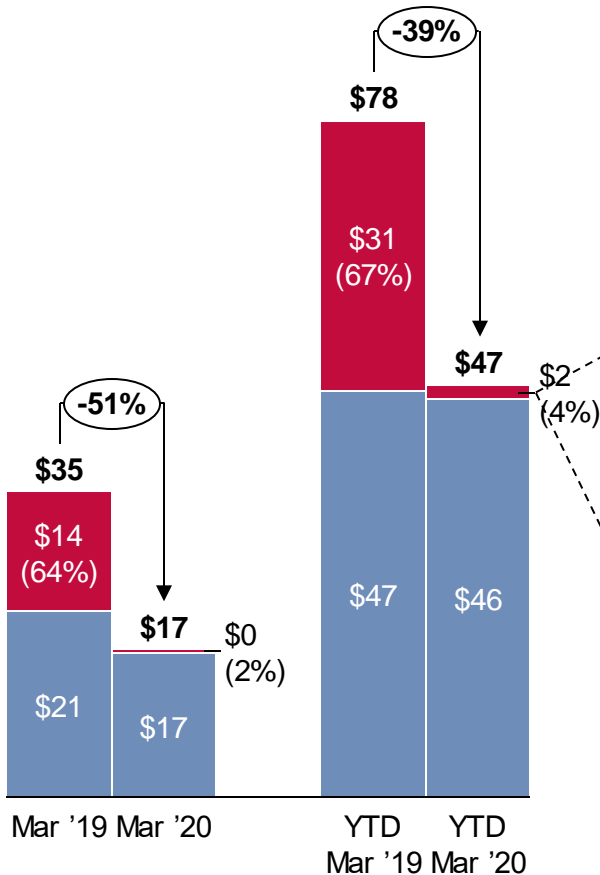
All agencies – Reimbursable Overtime Variance

March 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$215M

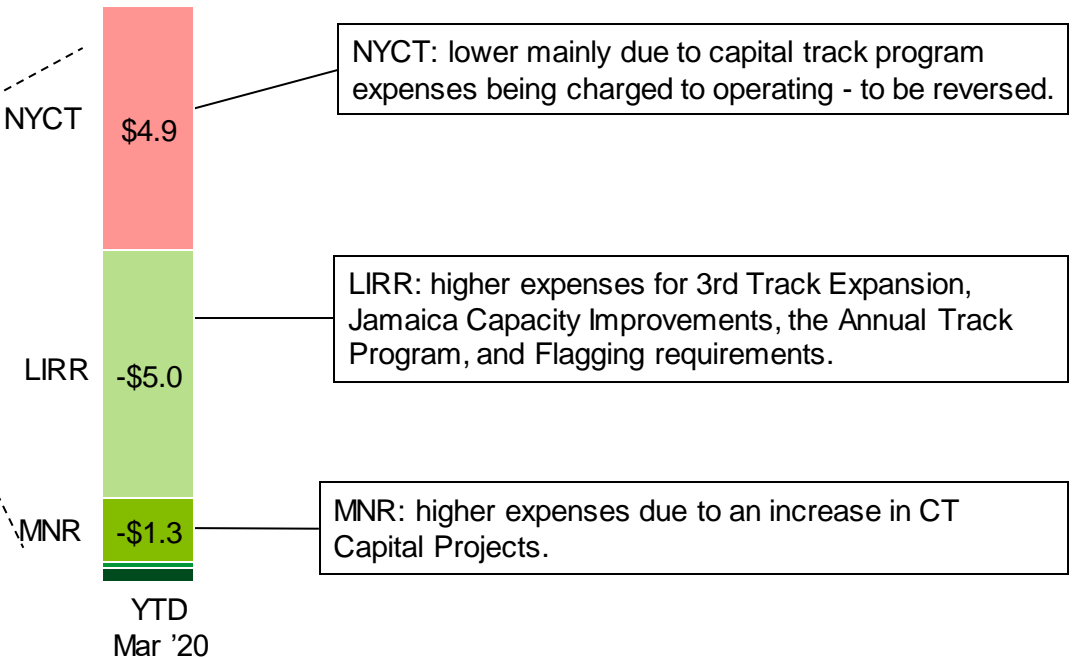


Overview

- For both the month and YTD, overtime exceeded the budget by \$0.4M or 2.0% and \$2M or 4%, respectively.
- The major YTD drivers of the unfavorable variance include higher requirements for 3rd Track Expansion, Jamaica Capacity Improvements, and the Annual Track Program at the LIRR; and higher requirements for CT capital program work at MNR. This was partially offset by lower expenses at NYCT due to expensing capital track program costs to the operating budget - to be reversed.

YTD variance by division

\$2M (4%)



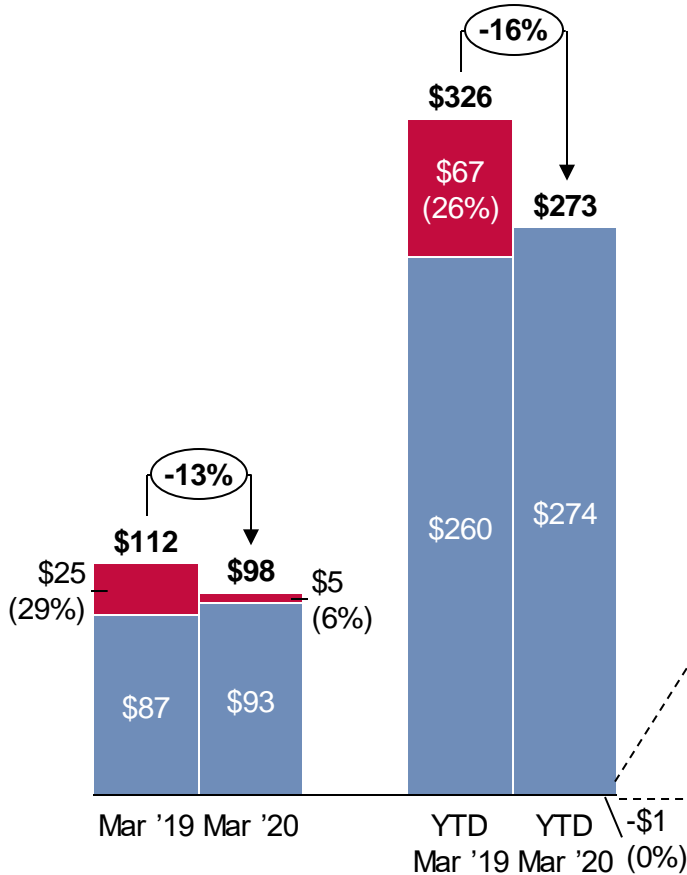
All agencies – Total Overtime Variance

March 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual budget: \$1,067M



Overview

- For the Month, overtime was \$5M or 6% above Budget, and -\$0.5M or -0.2% below Budget YTD.
- The major drivers of the favorable non-reimbursable YTD variance were due to mild winter weather and management actions across the Agencies, partially offset by higher expenses at MTAHQ due mainly to coverage necessitated by COVID-19, and fare evasion and quality of life initiatives at the MTA PD; and additional Covid-19 cleaning and disinfection efforts, and fleet maintenance at MTA Bus.
- The major drivers of the unfavorable reimbursable YTD overtime were higher requirements for 3rd Track Expansion, Jamaica Capacity Improvements, and the Annual Track Program at the LIRR. This was partially offset by capital track expenses that were recorded as operating expenses at NYCT, which will be reversed.

YTD variance by division

-\$0.5M (-0.2%)

