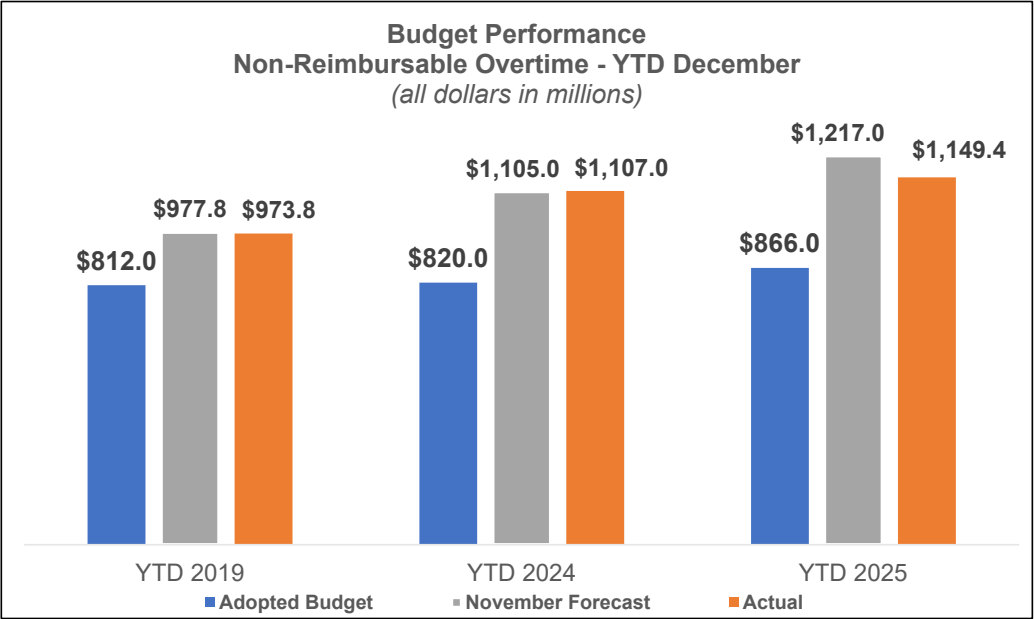


ALL AGENCIES

THE BIG PICTURE

- YTD December underspend of \$67.3M, 5.5% vs 2025 November Forecast, was due to decreases of \$80M at NYCT, partially offset by increases of \$9M at MTA HQ, \$2M at B&T and \$1M at MTA Bus.
- YTD December overtime was 18% higher vs. YTD 2019 and 4% higher vs YTD 2024.
- December underspend of \$56M, 36.9% vs. 2024 November Forecast, was due to decreases of \$61.9M at NYCT and \$0.7M at MNR, partially offset by an increase of \$3M at MTA HQ and \$1M at both LIRR and B&T.



NON-REIMBURSABLE OVERTIME

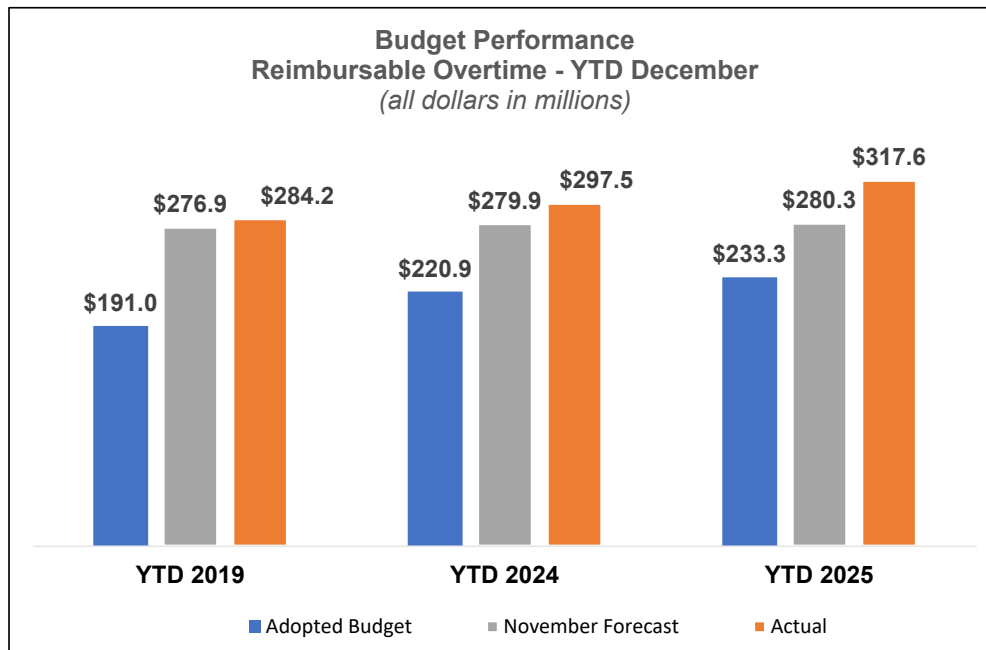
Agency Detail

- **NYCT:** \$729M spent YTD and \$80M favorable, mainly due to lower than projected vacancy/absentee coverage.
- **LIRR:** \$171M spent YTD and \$1M unfavorable, mainly due to more weather emergencies and unscheduled maintenance.
- **MNR:** \$89M spent YTD, essentially on budget, primarily driven by lower programmatic maintenance.
- **MTA Bus:** \$97M spent YTD and \$1M unfavorable, primarily due to maintenance vacancies and absence coverage.
- **MTA HQ:** \$28M spent YTD and \$9M unfavorable, mainly due to MTA PD-related safety/security/law enforcement and vacancy/absentee coverage and MTA IT.
- **B&T:** \$32M spent YTD and \$2M unfavorable, due to higher attrition and vacancy coverage.
- **SIR:** \$4M spent YTD and \$0.4M unfavorable, mainly due to the timing of reimbursable charges.

ALL AGENCIES

THE BIG PICTURE

- YTD December overspend of \$37M, 4.3% vs. 2025 November Forecast, was due to increases of \$27M at NYCT, \$5M at the LIRR, \$4M at MTA HQ and just over \$1M at both SIR and MNR
- YTD December overtime was 12% higher vs. YTD 2019 and 7% higher vs YTD 2024.
- December overspend of \$23M, 41.5% vs. 2025 November Forecast, was due to increases of \$22M at NYCT and \$3M at MTA HQ, with minor underspending at LIRR, MNR and B&T.



REIMBURSABLE OVERTIME

Agency Detail

- **NYCT:** \$217M spent YTD and \$27M unfavorable, primarily due to vacancy/absentee coverage.
- **LIRR:** \$54M spent YTD and \$5M unfavorable, mainly due to higher reimbursable overtime attributed to various capital projects and Transportation flagging needs.
- **MNR:** \$39M spent YTD and \$1M unfavorable mainly due to higher maintenance of way capital work.
- **MTA HQ:** \$4M spent YTD and \$4M unfavorable mainly due to higher spending for direct patrol and fare evasion policing.