

All Agencies – Non-Reimbursable Overtime Variance

June 2021 and Adopted Budget vs. variance
\$M

- Favorable
- Unfavorable
- Adopted Budget

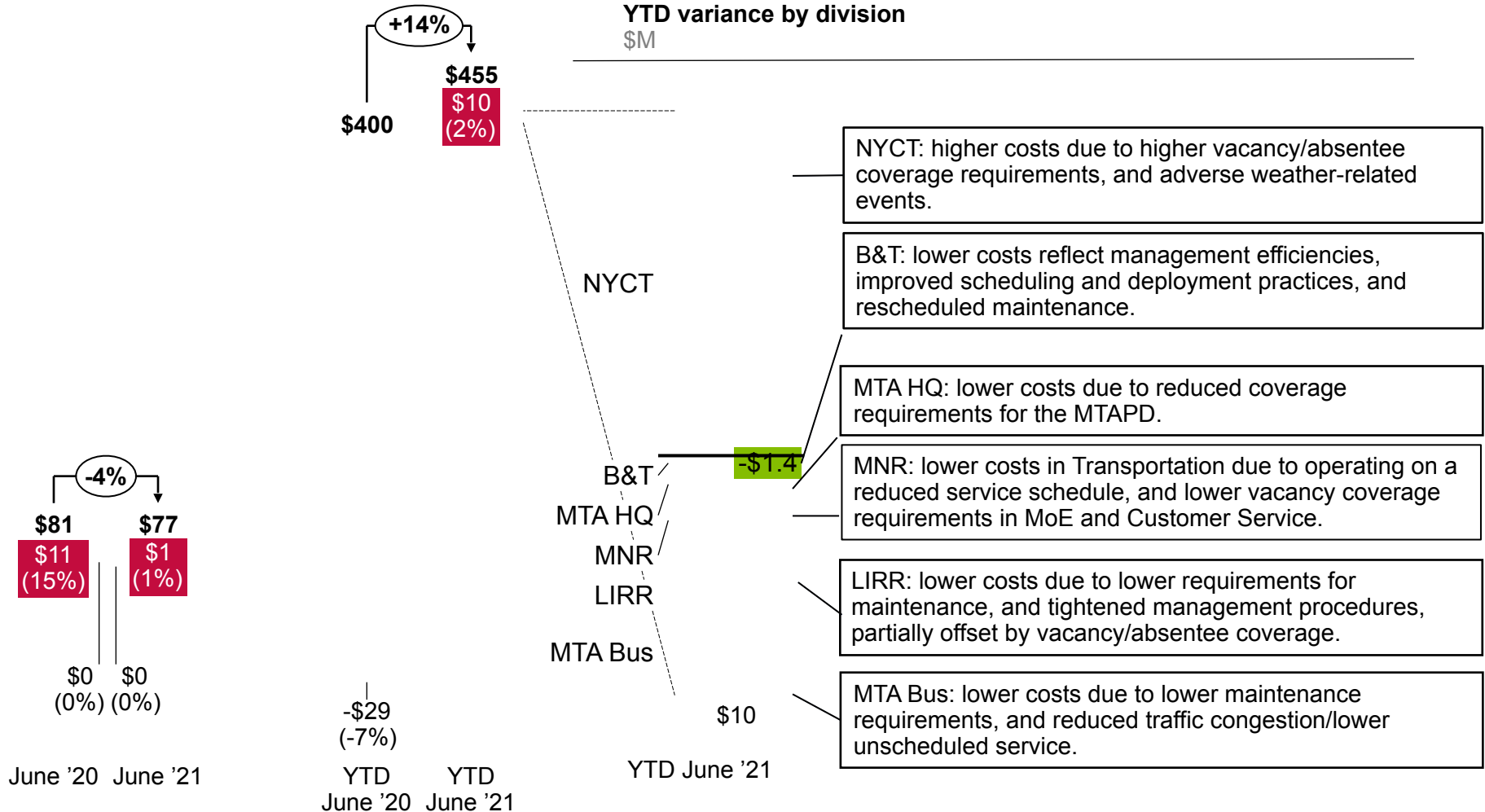
2021 Adopted Budget: \$917M

Overview

- June was unfavorable to Budget by \$1M or 1%, largely due to higher vacancy coverage at NYCT, partially offset by lower maintenance requirements and reduced traffic congestion at MTA Bus, and lower maintenance and revised T&E crew requirements at the LIRR.
- June YTD was unfavorable by \$10M or 2% and reflects Agency variances noted immediately below.

YTD variance by division

\$M

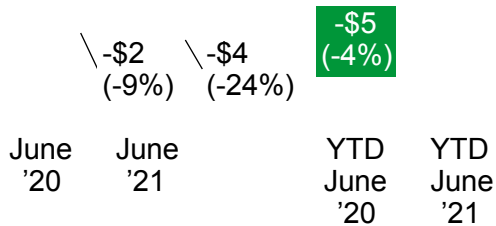


All Agencies – Reimbursable Overtime Variance

June 2021 and Adopted Budget vs. variance \$M

- Favorable
- Unfavorable
- Adopted Budget

2021 Adopted Budget: \$215M



Overview

- June cost was \$4M or 24% below Budget due to lower capital support requirements at NYCT, and lower capital project activity at the LIRR.
- YTD costs were \$17M or 16%, below Budget, and reflect Agency variances noted immediately below.

YTD variance by division

\$M

MTAHQ
 MNR
 LIRR
 NYCT

MTA HQ: higher mainly due to coverage requirements for the MTAPD, which is partially funded by the Transit Security Grant Program.

MNR: lower due to less MTA and Connecticut capital project activity.

LIRR: lower needs to cover annual track program, 3rd Track Main Line, and Jamaica Capacity Improvements projects.

NYCT: mainly reflects lower capital support requirements.

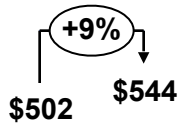
All Agencies – Total Overtime Variance

Overview

June 2021 and Adopted Budget vs. variance \$M

- Favorable
- Unfavorable
- Adopted Budget

Adopted Budget: \$1,132M



- YTD June costs were \$3M below Budget.
- Major drivers of the unfavorable non-reimbursable YTD variance include higher vacancy/absentee coverage requirements and higher-than-expected weather-related events at NYCT, partially offset by lower maintenance requirements, and reduced traffic congestion/lower unscheduled service at MTA Bus; lower requirements for maintenance, and tightened management procedures at the LIRR; revised T&E crew requirements at MNR; revised MTAPD deployment assumptions at MTA HQ; and managerial efficiencies and rescheduled maintenance at B&T.
- The favorable reimbursable YTD variance results from lower capital support requirements at NYCT, and less capital project activity at the LIRR and MNR, partially offset by higher coverage requirements for MTAPD at MTA HQ.

YTD variance by Agency

\$M

