



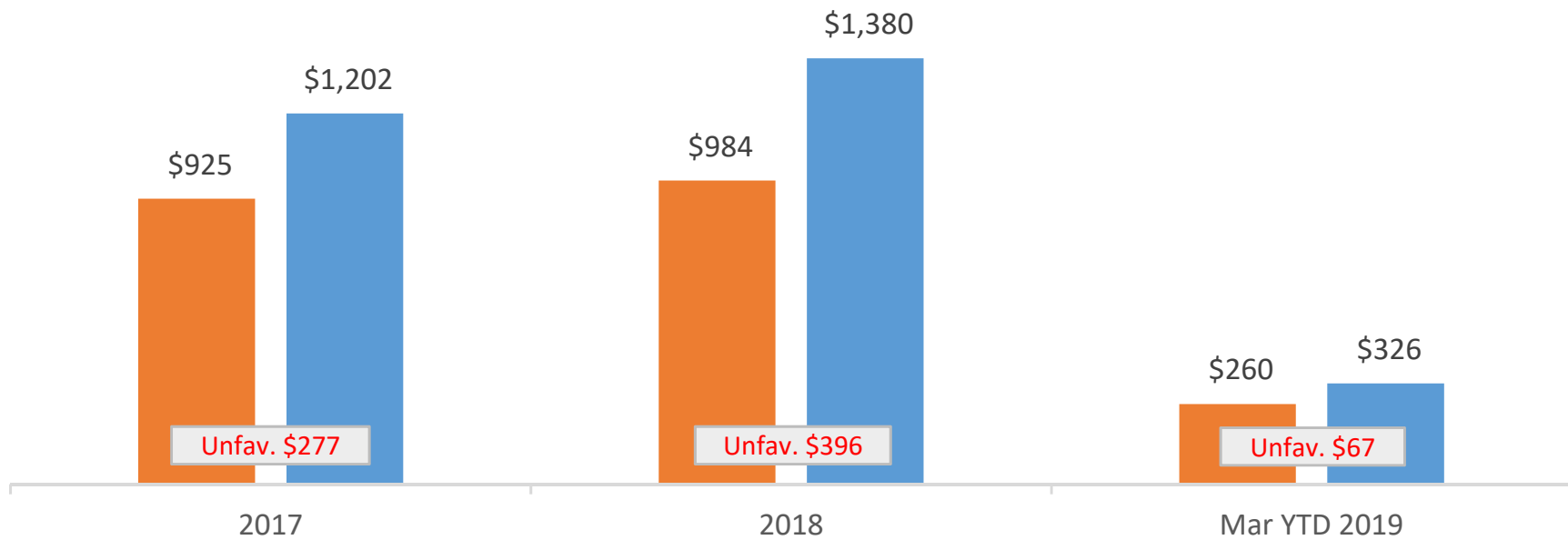
Overtime Spending

**MTA Special Board Meeting
May 10, 2019**



Total Overtime (in millions)

ADOPTED BUDGET ACTUALS





2017 Total Overtime

(in millions)



2017 Overage of \$277 Million - Major Drivers

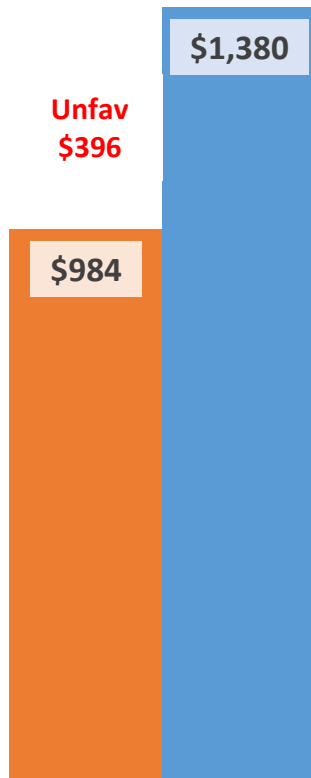
Non-Reimbursable (\$181 million)

- **NYCT (\$149 million)** The Subway Action Plan (SAP) was launched in August - after the budget was adopted in the February Financial Plan and contributed (\$46M) to the overage. This included support to accelerated subway car overhauls and conduct targeted car reliability campaigns (\$28M), the water management initiative, i.e., system-wide clearing of track drains (\$5M), and accelerate repair of track defects (\$3M). Non-SAP related track, signals and power maintenance programs mostly in response to the declaration of an emergency in March 2017 (\$45M), vacancy/absentee coverage (\$33M), subway service delays and bus traffic congestion (\$21M), and weather-related coverage (\$5M)
- **MTAHQ (\$13 million)** MTA Police homeless outreach activity (\$2M), backfill (\$2M), special events coverage (\$1M), Amtrak Penn Station coverage (\$1M), heightened alerts (\$1M), two-car patrol coverage (\$1M), and the LIRR alcohol ban (\$1M)
- **LIRR (\$12 million)** Vacancies and lower employee availability in the Maintenance of Equipment Department (\$7M); enhanced maintenance and modification activities in the Right of Way Maintenance Department and support of Penn Station Amtrak state of good repair efforts (\$5M)
- **MTA Bus (\$11 million)** higher running time due to traffic congestion, increased maintenance on aged fleet, shuttle support service, and availability coverage

Reimbursable (\$96 million) – NYCT (\$76M) for coverage mainly necessitated by SAP work; other capital project support requirements, vacancies, and absenteeism; and at the LIRR (\$20M) for Main Line Double-Track work, Hicksville Station Improvements, East Side Access, West Side Yard overbuild, Annual Track Program, and Speonk to Montauk Signal work



2018 Total Overtime (in millions)



2018 Overage of \$396 Million - Major Drivers

Non-Reimbursable (\$272 million)

- **NYCT (\$219 million)** Of this amount, \$105M reflects the impact of an augmented Subway Action Plan for clearing subway drains, remedying track and signal defects, acceleration of the subway car overhaul program, targeted car reliability campaigns, and station cleaning improvements; subway service delays and bus traffic congestion (\$52M); weather-related coverage (\$22M), vacancy/absentee coverage (\$19M), and ongoing maintenance programs (\$17M)
- **LIRR (\$25 million)** Vacancies and lower employee availability in the Maintenance of Equipment and Transportation Departments (\$12M), Forward Initiative, enhanced track inspection and maintenance work, support of Penn Station Amtrak state of good repair efforts (\$6M), and weather-related coverage (\$2M)
- **MTAHQ (\$14 million)** MTA Police deployment for homeless outreach (\$8M), support for subway littering initiative (\$2M), and backfill coverage (\$4M); and MTA IT cybersecurity work (\$1M)
- **MTA Bus (\$10 million)** higher running time due to traffic congestion and retroactive wage agreement payments
- **MNR (\$5 million)** higher weather-related events (\$4M)

Reimbursable (\$124 million) – NYCT (\$91M) includes SAP costs, and for coverage necessitated by vacancies and absenteeism as well as for other capital support requirements; and at the LIRR (\$32M) for Main Line Double-Track work, Hicksville & Wantagh Station Improvements, East Side Access, East Rail Yard, Annual Track Program and Buckram Road Bridge Replacement



2019 March YTD Total Overtime

(in millions)



2019 YTD Overage of \$67 Million - Major Drivers

Non-Reimbursable (\$36 million)

- **NYCT (\$34 million)** \$22M is due to the Subway Action Plan: intensified station deep cleaning efforts (\$8M), track and signal defects and emergency response efforts (\$9M), sealing leaks and clearing track drains (\$2M), train operator support and SMS car equipment work (\$2M); vacancy/absentee coverage (\$7M); non-SAP related signals/power/infrastructure work (\$3M); system-wide safety inspections of escalators and inspections of elevated infrastructure and track structures (\$1M)
- **MTA Bus (\$4 million)** higher running time due to traffic congestion and retroactive wage agreement payments
- **MTAHQ (\$1 million)** MTA Police backfill coverage (\$0.4M), special event coverage (\$0.2M), arrest processing and handling of incidents (\$0.2M)

Reimbursable (\$31 million) is mainly comprised of NYCT (\$25M) for coverage necessitated by vacancies and absenteeism, SAP work and capital support requirements; LIRR (\$4M) for East Side Access, East Rail Yard, Jamaica Capacity, PTC and Mainline Double-Track; and MNR (\$2M) for Harlem/Hudson Interlocking Replacement and Fiber Optic System Infrastructure