

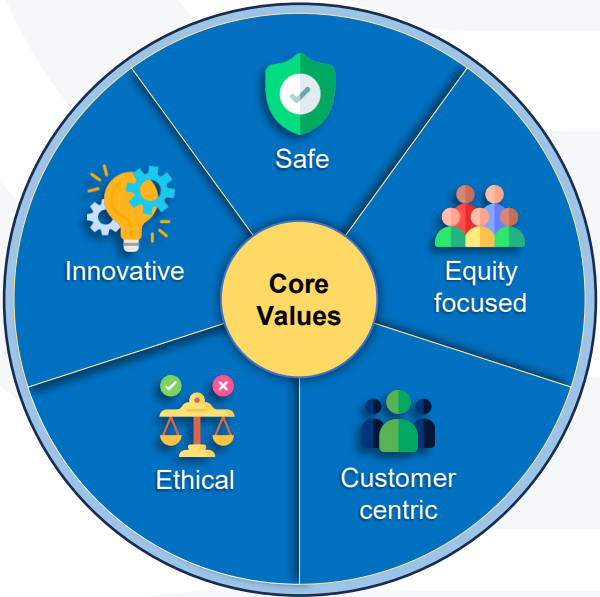
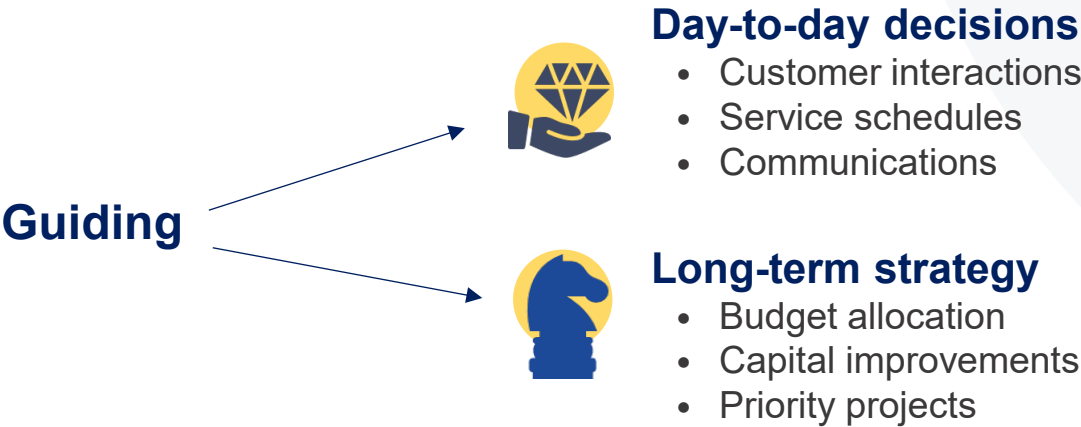
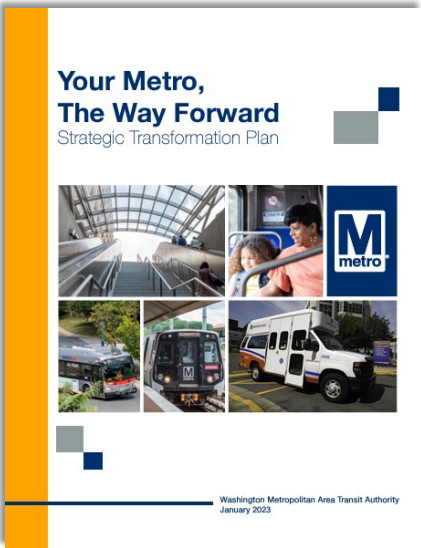
# FY2025 Mid-Year Financial Update

Finance and Capital Committee



# Your Metro, the Way Forward

FY2025 Mid-Year Financial Update



## Goals — Our priorities to achieve the vision



### Objectives of Sustainability Goal

**Financial Sustainability** | Ensure efficient and responsible management of expenses to steward public investment and advance our Strategic Transformation Plan (STP) financial sustainability goal.

# FY2025 Q2 YTD Operating Results

# FY2025 Q2 YTD Results Favorable to Budget for Revenue

FY2025 Q2 YTD Operating Results

(\$ in millions)	Budget	Actual	Var \$*	Var %
Passenger Revenue	\$192.3	\$214.6	\$22.3	11.6%
Non-Passenger Revenue	\$48.0	\$63.0	\$14.9	31.0%
<b>Total Revenue</b>	<b>\$240.3</b>	<b>\$277.5</b>	<b>\$37.2</b>	<b>15.5%</b>
Personnel	\$855.0	\$888.7	(\$33.7)	(3.9%)
Non-Personnel	\$356.6	\$351.4	\$5.2	1.5%
<b>Total Expenses</b>	<b>\$1,211.6</b>	<b>\$1,240.1</b>	<b>(\$28.5)</b>	<b>(2.4%)</b>
<b>Gross Subsidy</b>	<b>\$971.3</b>	<b>\$962.6</b>	<b>\$8.7</b>	<b>0.9%</b>

Favorable / (Unfavorable)

All figures exclude reimbursables

\* Positive numbers denote favorable variance to budget; negative numbers denote unfavorable variance to budget

Note: Amounts may not sum due to independent rounding

## Passenger Revenue

Passenger Revenue was favorable to budget due to higher paid ridership on Rail (up 15%) but offset by slightly lower revenue on bus and MetroAccess

## Non-Passenger Revenue

Non-Passenger revenue was favorable to budget due mainly to higher-than-expected parking revenue and investment income.

## Personnel Expenses

Salaries, wages, and related fringe benefits were unfavorable due to the timing of the preventive maintenance transfer offset by vacancy levels

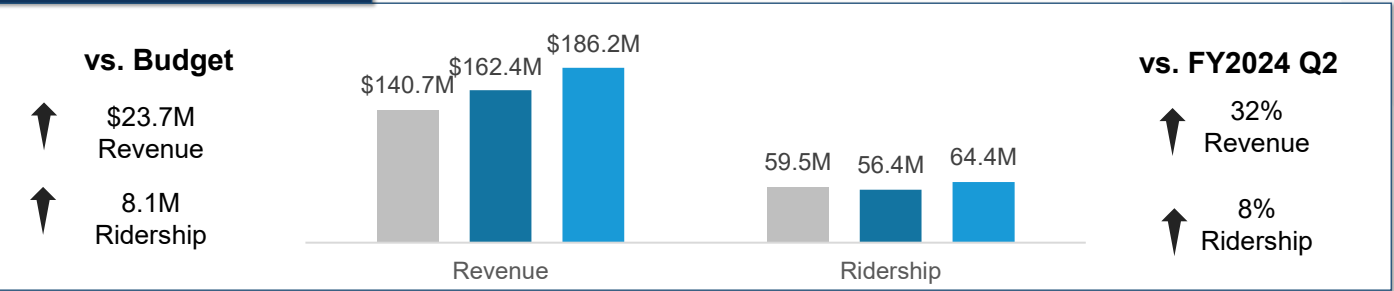
## Non-Personnel Expenses

Non-personnel expenses were generally favorable due to lower fuel and miscellaneous expenses, but offset by slightly higher services, paratransit, materials and supplies, utilities and propulsion power expenses

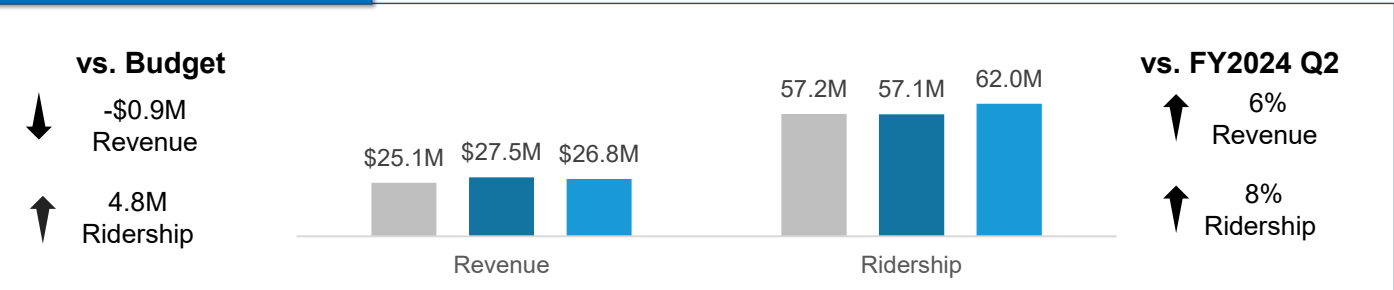
# FY2025 Q2 YTD Results – Ridership and Revenue Favorable to Budget and Prior Year

FY2025 Q2 YTD Operating Results

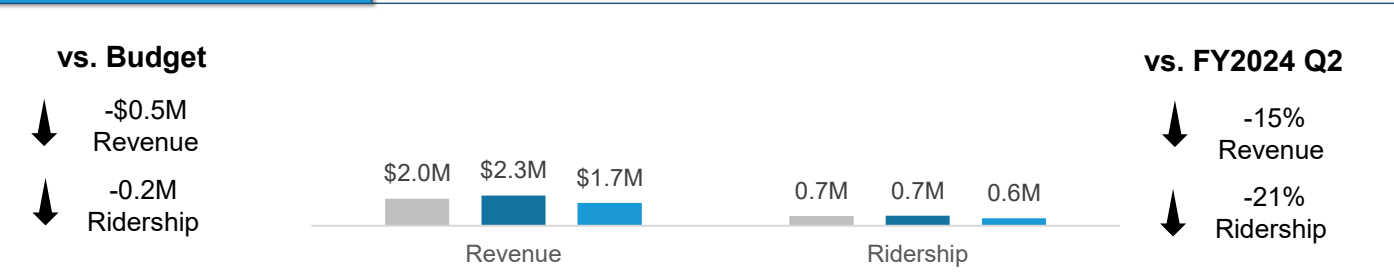
## FY2025 Q2 YTD Metrorail



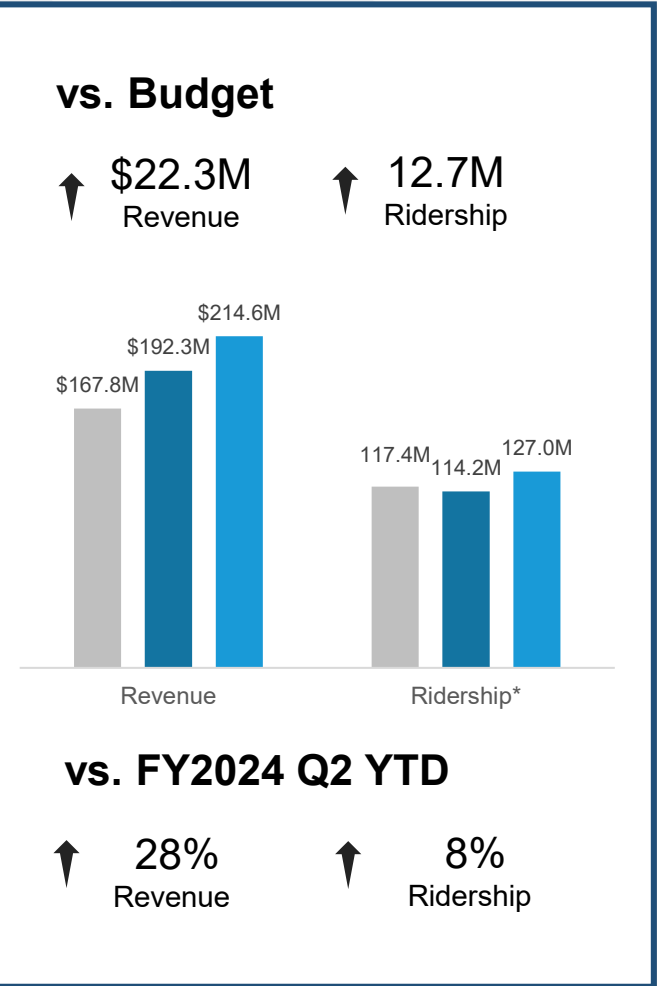
## FY2025 Q2 YTD Metrobus



## FY2025 Q2 YTD MetroAccess



## FY2025 Q2 YTD Total



■ FY2024 Q2 Actuals ■ FY2025 Q2 Budget ■ FY2025 Q2 Actuals

Amounts may not sum due to independent rounding

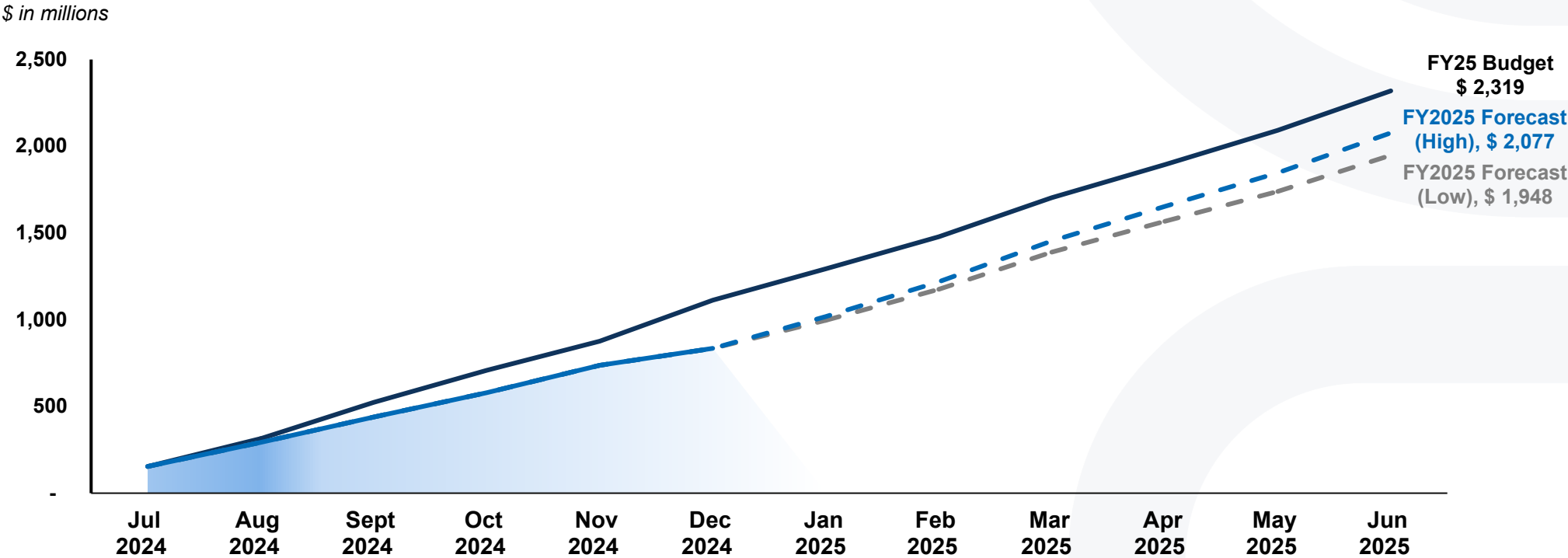


# FY2025 Q2 YTD Capital Results

# FY2025 Capital Forecast vs. Budget

FY2025 Q2 YTD Capital Results

- December YTD capital expenditures were \$278M under budget for the same period
- FY2025 December full year forecast is \$242M under budget



# Q2 Year-to-date Capital Expenditures

FY2025 Q2 YTD Capital Results

- Market conditions and schedule delays of select projects have slowed capital expenditures during the first half of the fiscal year
- Preventive maintenance transfers to the capital budget will increase during the second half of the fiscal year, the total amount is still projected to be less than budgeted

<b>Capital Investments</b> <small>(\$ in Millions)</small>	<b>FY2025 Budget December YTD</b>	<b>FY2025 Expenditure December YTD</b>
<b>Railcar</b>	\$191.3	\$74.7
<b>Rail Systems</b>	\$194.9	\$172.0
<b>Track and Structures Rehabilitation</b>	\$153.2	\$107.8
<b>Stations and Passenger Facilities</b>	\$185.2	\$194.1
<b>Bus and Paratransit</b>	\$240.0	\$143.7
<b>Business Support</b>	\$148.3	\$142.6
<b>Total Capital Programs</b>	<b>\$1,113.0</b>	<b>\$834.9</b>



# Capital Expenditure Focus for the Second Half of FY2025

FY2025 Q2 YTD Capital Results

Capital Program/Projects	Progress Highlights
Track Rehabilitation	Completed two major shutdowns (summer shutdown from Takoma to Glenmont stations and winter shutdown from Foggy Bottom to Federal Center); plan 33 Rail Service Adjustments events for the remaining of the year.
Bus Rehabilitation Program	Rehabilitated 38 buses through January; 42 additional buses to be completed by summer 2025.
Fare Collection Modernization	Initiate key components of the open payment system: Rail is scheduled to go live this spring, bus during the summer, and parking in the fall.
Escalator Replacement	Completed 14 full escalator replacements through January; plan to complete 20 additional escalators replacements by summer 2025
8000-Series Railcars	Expect to complete the preliminary design review phase in Q3; move to the final design review phase by summer 2025, which is a technical review to detect and resolve any identified design issues.
Zero Emissions Bus	Two 40-foot new electric buses were delivered and are currently in operation. Eight additional electric buses expected to be delivered by summer 2025.
Bladensburg Bus Garage Rehabilitation	Shepherd Parkway's compressed natural gas facility was completed in June 2024; the new operations and maintenance building is the primary focus in FY2025, with construction to be completed in summer 2025
Northern Bus Garage Replacement	Structural steel construction began in 2024 and is expected to be completed in summer 2025. Other tasks underway (water proofing, developing perimeter walls and the slab on grade)

# Next Steps

FY2025 Mid-Year Financial Update

- Continue to track and monitor ridership, revenue, and expenses
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- Provide periodic updates to the Board
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- Staff to propose FY2026 Revised Budget at February Board Meeting