

2025 Annual Management Report

December 2025

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Introduction

Letter from Austin Transit Partnership Board Chair

Dear Community Partners,

2025 was a year of exceptional accomplishments for Austin Transit Partnership (ATP) and Project Connect partners overall. Project Connect continues to highlight direct outcomes from the city's unprecedented investment in transit – and in Austin's future. Collectively, we are advancing the delivery of a connected transit system that will transform how we move around Austin and will be a catalyst for thousands of jobs in Texas.

Recognizing the Project Connect partnership's headlining efforts this year in expanding mobility options for our community, the joint leadership advancing the Project Connect investments was honored to receive the 2025 Community Advancement Network Transformation Impact Award. This award presented to ATP, City of Austin and CapMetro underscores the impact of working together to invest in our community and the benefits of transit projects that offer the ability to connect to key destinations that are important to our daily lives.

The WTS Heart of Texas Chapter, whose mission is to advance women in the transportation industry, named ATP its 2024 Employer of the Year. The award acknowledges ATP's commitment to employee professional development and continued education of the steadfast professionals delivering light rail to Austin.

Presenting the 2025 Annual Management Report and the outcomes of the community's investment in Project Connect is an important mile marker each year. I am incredibly proud of the work taking place across the Project Connect partnership. Our work could not be achieved without the direct involvement of our community members and growing stakeholders, whose engagement continues to shape the future of transit in Austin.

On behalf of the ATP Board of Directors, we are eager to continue our strong collaboration with the community in the coming year as we work alongside our partners to advance this investment in our future.



A handwritten signature in black ink, appearing to read "Veronica Castro de Barrera".

Veronica Castro de Barrera

ATP Chair, Community Director

ATP Board of Directors



Veronica Castro de Barrera

ATP Chair, Community Director



Kirk Watson

ATP Vice Chair, Austin City Council, Mayor



Juan Garza

Community Director



Kammy Horne

Community Director



Jeffrey Travillion

CapMetro Board of Directors, Chair

EX OFFICIOS



Jon Fortune

City of Austin Deputy City Manager



Dottie Watkins

CapMetro President & CEO

Roles & Responsibilities

ATP, the City of Austin, and CapMetro are collaborating through Project Connect, a community-driven program that expands transit choices in the Austin area. The organizations each fulfill unique roles and responsibilities to deliver transit investments approved by voters in 2020.

Austin Transit Partnership

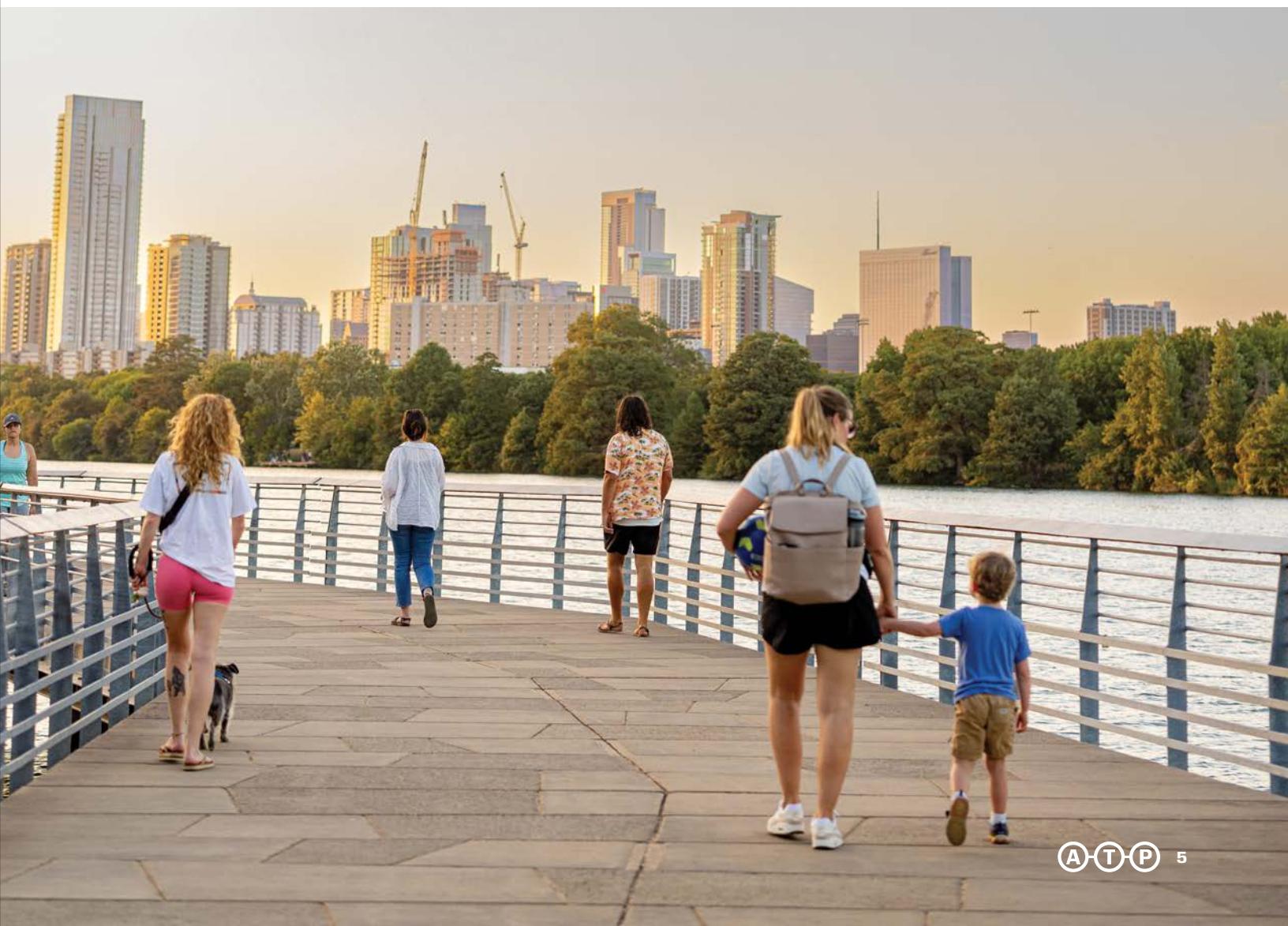
Local government corporation responsible for implementing Project Connect and leading the day-to-day implementation, planning, financing, execution, and oversight of Austin Light Rail.

City of Austin

Supports traffic operations, real estate acquisition, utility relocation, and permitting. Administers transit-supportive, anti-displacement initiatives and programs through a funding agreement with ATP.

CapMetro

Oversees daily transit operations in Austin and delivers CapMetro Rail, CapMetro Rapid, Express, Pickup and Park & Rides.



Letter from ATP Chief Executive Officer

The 2025 Annual Management Report highlights achievements as we continue to implement Austin Light Rail and advance Project Connect investments for Austin.

Austin Light Rail is progressing through the Capital Investment Grants New Starts program in partnership with the Federal Transit Administration (FTA). This includes the recent announcement of a “medium-high” rating in the Federal Annual Funding Recommendation Report – the strongest overall grade FTA assigned for Fiscal Year 2026. Our collaboration with the FTA and community has been instrumental in our work to reach this important milestone.

In September, ATP approved its Fiscal Year 2025-26 budget to fund programs administered by CapMetro and the City of Austin. This includes \$20 million for ongoing investment in anti-displacement activities administered by the City – representing a total of \$160 million in appropriations for these important community initiatives. The budget also includes a \$55 million spending plan for CapMetro component projects.

ATP continues to prioritize organizational readiness with the steady execution of solicitations critical for the construction of light rail. This includes our work this year that sets the stage for the successful onboarding of partners that will help shape and build nearly every aspect of the system including the transitway, tracks, systems, stations, bridges, traffic signals, utilities, drainage structures and streetscape.

I am proud of the work we accomplished this year as a community. I want to thank the Project Connect leadership for their tireless efforts to support new transit infrastructure for Austin.

Sincerely,



Greg Canally

Chief Executive Officer



Austin Transit Partnership

What is Light Rail?

- It is an electric-powered train system found in many major metropolitan areas with stations spaced roughly one-half mile to a mile apart.
- Generally operates within existing streets in a rail-only “lane” and will run every 5-10 minutes. Traffic signals will be programmed to facilitate the travel of the train through existing intersections.
- Integrates with cars, buses, trains and other modes — giving people more choices when navigating between the core and the larger metro area.

We want Austinites to love light rail. But before they can love it, they need to understand it. This year ATP launched the **Y'all Aboard** public awareness campaign to educate Austinites about light rail and celebrate the people, places, and culture along the line. Follow ATP on social media to learn more.

Y'all Aboard

yallaboard.org

How will it benefit Austin?

New Options to Get Places



The line will integrate with cars, buses, trains, and other modes — giving people more choices when navigating between the core and the larger metro area.

Easy, Reliable & Frequent



Light rail will have its own dedicated railway, intuitive directions, and run every 5-10 minutes — making it highly dependable and easy to use.

Reduced Travel Times



The line will allow riders to zip through the heart of Austin without having to sit in traffic — significantly reducing travel times to key destinations.

Nature-forward Design



Shade trees, Texas plants and new walk and bike paths will be integrated throughout the design of the line, creating more people-friendly spaces.

An Engine for Jobs



Light rail will create 10,000 jobs as a key part of city mobility improvements. It will also create access to 200K+ jobs when operational.

Keeps Austin Livable



The line will help keep our city accessible for working people by connecting to affordable housing and reducing commuting costs.

Austin Light Rail Implementation

This year marked significant accomplishments as ATP continued to advance through the federal funding process, steadily meeting the requirements for the Capital Investment Grants (CIG) New Starts program. ATP kicked off 2025 with public meetings as part of the process and invited community members to forums which provided an important opportunity to share progress about Austin Light Rail. Public outreach throughout the year included meetings where the public could provide input that was used to progress the design and support the completion of federal funding requirements.

In November, the Federal Transit Administration (FTA) signaled its support for the project by giving Austin Light Rail Phase 1 a “Medium-High” rating in its Annual Report to Congress, the strongest rating awarded in the Fiscal Year 2026 cycle. This rating is an important step that allows the project to continue advancing toward federal funding.

One of the requirements to receive federal grant funding at the completion of the Project Development phase is to comply with National Environmental Policy Act (NEPA). ATP is on track to complete the federal environmental review process within the federally prescribed two-year period, which ends in January 2026. The NEPA process will conclude with the publication of a combined Final Environmental Impact Statement/Record of Decision (Final EIS/ROD) in partnership with the FTA.

The public outreach evidenced throughout the year included meetings where the public could review our work and provide input that was used by ATP to progress the design. Our engagement with the public throughout 2025 was foundational to achieving our milestones and informed our work – to include the culmination of Design Goals for Austin Light Rail.



| 2020-21 | 2022-23 | 2023-26 | 2026-27 | 2027-33 | 2033 |
|---|---|---|---|--|---|
| 1. Approved & Established  | 2. Defining Scope & Goals  | 3. Planning, Design & Project Development  | 4. Engineering & Permitting  | 5. Construction & Testing  | 6. Open for Service  |

1. Approved & Established
Austin voters approved funding for a new light rail system. ATP was formed as a team of experts to implement that project.

2. Defining Scope & Goals
Conducted a community-driven process to determine the project goals and formalize the Light Rail Implementation Plan.

3. Planning, Design & Project Development
ATP is currently working on preliminary design and engineering, environmental review, delivery planning, and completing key steps to fulfill federal funding requirements.

4. Engineering & Permitting
Detailed designs and technical specifications will be finalized, and all necessary permits and land will be secured.

5. Construction & Testing
The ground will be prepped and excavated. Light rail tracks, stations, and pedestrian and cyclist paths will be built. Trains will be manufactured, delivered and tested.

6. Open for Service
Austin's light rail will officially open with 9.8 miles of track, stretching from 38th to Oltorf to East Riverside.

Draft EIS Engagement by the Numbers

Methods of Engagement

In-person public meetings

| IN-PERSON MEETINGS | MEETING ATTENDANCE |
|--------------------|--------------------|
| 4 | 617 |

Briefings, presentations, and tabling events

| EVENTS | PEOPLE ENGAGED |
|--------|----------------|
| 31 | 767 |

Physical locations for the printed Draft EIS

| |
|---|
| 6 |
|---|

Notifications and outreach

| AT-STOP OUTREACH ENGAGEMENT | POSTCARDS MAILED | PROJECT EMAIL RECIPIENTS |
|-----------------------------|------------------|--------------------------|
| 1,454 | 38,980 | 5,408 |

Web traffic during the Draft EIS period

| VIEWS | INDIVIDUAL COMMENTERS | NEW EMAIL SUBSCRIBERS |
|-------|-----------------------|-----------------------|
| 6,968 | 550 | 327 |

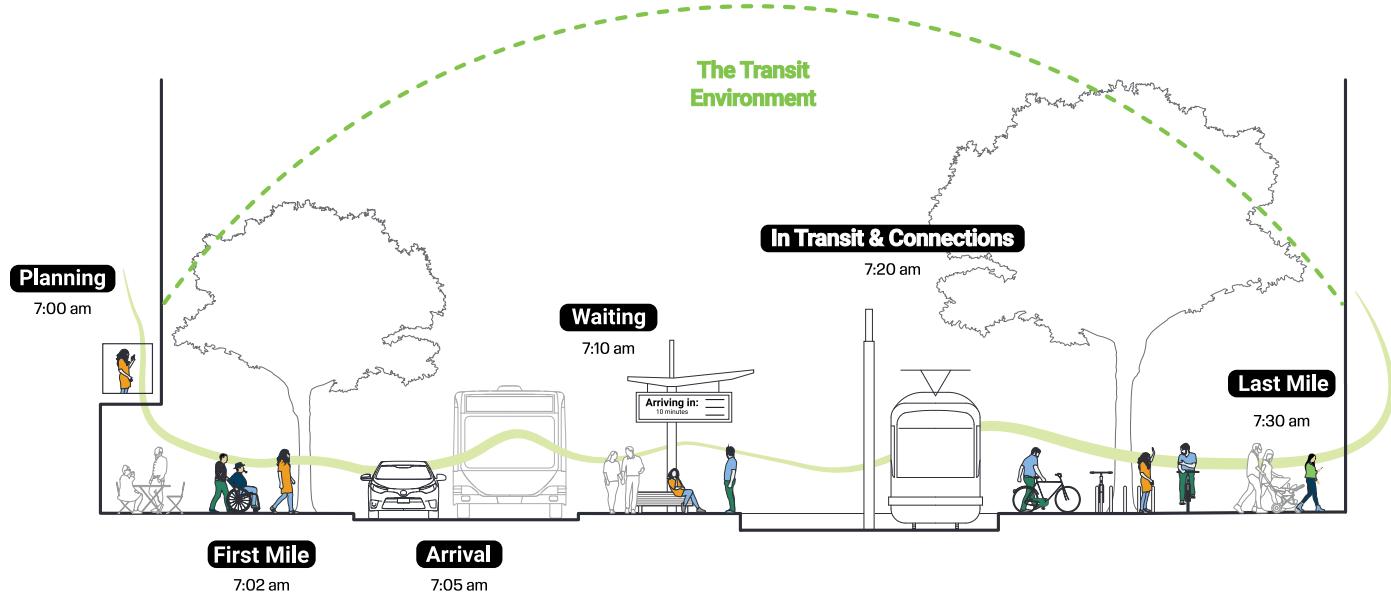


Design Goals

In May, ATP presented guidelines to the community that provide an innovative approach to designing the Austin Light Rail around performance-based goals, rather than prescribing solutions that dictate specific materials, components, or construction methods.

Austin Light Rail will connect to five framing goals and will consider each of the goals as design continues as well as through future construction of Austin Light Rail:

- **User Experience:** No matter your ability or confidence level, light rail is designed to ensure ease of use.
- **The Outdoors:** Austin Light Rail will offer a new way to navigate Austin, connecting people to the city's greenways and trails.
- **Culture:** Austin Light Rail will reinforce and enhance neighborhood character, fostering safer, more active public spaces.
- **Place:** Austin Light Rail will be a memorable system that responds to neighborhoods by balancing uniformity with local character.
- **Legacy:** By prioritizing high-quality materials, long-term durability, and operational efficiency, the light rail can keep up with the growth of the city while maintaining a reliable and efficient transit network.



First/Last Mile

What is the experience of people moving through public places?

Arriving

What is the experience of arriving at transit areas?

Waiting

What is the experience of people waiting for transit?

Austin Light Rail will be designed as a holistic transit environment to frame the user experience around people-centered, performance-based outcomes.

Project Delivery

This year marked important accomplishments in readying the organization for construction with the release of major procurement opportunities to advance the project. These included the:

- Request for Proposal (RFP) for the final design and construction of the Civils, Rail, Stations, and Systems of Austin Light Rail Phase 1 invited previously qualified teams to share their approach to building the system.
- RFP for the Operations and Maintenance Facility (OMF), which will house light rail operations once service begins.
- RFP for the Light Rail Vehicles.

These contracts are expected to be awarded in 2026.

Key to the accomplishments in 2025 was the work in partnership with the City of Austin to revamp the permitting process related to and in preparation for Austin Light Rail construction. Recognizing the importance of permitting to reduce risks for major infrastructure projects, ATP collaborated with the City of Austin to reform the permitting process for public infrastructure. The collaboration sets the stage for deploying a best practice model that can shorten review timelines to save time – an important factor to keep the project on schedule and on budget.



| Civils/Rail/Stations/Systems | Operations & Maintenance Facility | Light Rail Vehicles |
|--|---------------------------------------|-------------------------|
| ✓ RFI: February 2025 | ✓ RFI: April 2025 | ✓ RFI: May 2025 |
| ✓ Connect and Build Event February 2025 | ✓ Connect &Build Event: May 2025 | ✓ RFP: Fall 2025 |
| ✓ RFQ: June 2025 | ✓ RFQ: August 2025 | |
| ✓ RFP: August 2025 | ✓ RFP: October 2025 | |
| Q1–Q2 2025 → Industry Review & Engagement | Q2–Q4 2025 → Staggered RFQs & RFPs | 2026 Contract Awards |

Meeting People Where They Are

Over the past year, the ATP team provided insights and knowledge locally and across the country. These forums have offered opportunities to share our progress with local, state and federal partners, the business community, and broad stakeholders across Austin. For more information about our engagement, visit www.atptx.org/resources/board-briefs/ to review our regular status reports.





City of Austin

City of Austin Supports Project Connect Implementation

The City of Austin's role in the Project Connect program cuts across multiple departments and supports both of our program partners, ATP and CapMetro. In 2025, Austin Project Connect staff members coordinated City review of Austin Light Rail materials, supported implementation of new Project Connect-funded bus service, and began the development of streetscape regulations along the light rail alignment.

Highlights of our year's work include:

The Equitable Transit-Oriented Development (ETOD) team continued their work to amend regulations around land use and transportation policy. The goal is to better align the two and position Austin to maximize the benefits of the Project Connect program.

The team brought vision plans for the North Lamar and South Congress Transit Centers through City Council adoption in the spring. The plans cover the areas within $\frac{1}{2}$ -mile of the two CapMetro-owned transit centers, which serve as transfer stations for several of Austin's busiest bus routes but sit adjacent to highways and car-centric land uses. This proximity to highways significantly reduces residents' ability to access the facilities without driving. The vision plans provide a roadmap for breathing new life into the two properties and the neighborhoods immediately surrounding them. The goal is to ensure that is done in a way that benefits current residents, supports existing and future transit services, and creates affordable housing opportunities.

Staff and City leadership also helped coordinate Council approval of a planned unit development (PUD) at 200 East Riverside Drive. The agreement made sure to include space for right-of-way and related infrastructure for the future Waterfront Station, contributed by the developer and property owner for the benefit of Austin Light Rail.



The City also participated in a variety of NEPA and design-related reviews throughout 2025, involving 11 City departments and dozens of subject matter experts. These reviews covered a diverse array of components including early utilities and light rail design, Operations and Maintenance Facility design, light rail streetscape design, City-requested project betterments, and collaboration on mitigation commitments resulting from the NEPA impacts analysis.

We also collaborated with our partners through Council adoption of two interlocal agreements (ILA) that advance the Project Connect program, one with CapMetro and the other with ATP:

- The ILA with CapMetro will improve transit reliability and efficiency throughout Austin. The Transit Signal Priority ILA involved a partnership between the transit agency and Austin Transportation & Public Works.
- The second ILA laid out the roles, responsibilities, and duties for both the City and ATP when it comes to acquisition of real estate in support of Austin Light Rail.



A secondary effect of Austin Light Rail on the city will be how Austin's roads, sidewalks, and related infrastructure are reconfigured by the new transit service. Austin Project Connect staff members are developing street design standards (called the Project Connect Design Criteria) along the light rail alignment in partnership with ATP and other City teams, including staff from Development Services, Planning, Transportation & Public Works, and the City Arborist's Office.

That will be just one of many efforts that will advance in 2026. In the new year, our Displacement Prevention team will continue working with the Community Advisory Committee to identify priorities for how to direct use of the \$300 million in Project Connect anti-displacement funding for the next three years.

Look out for more forward-looking initiatives designed to increase housing options, grow transit ridership, and support the implementation of Austin Light Rail.

CapMetro

APTA Mobility Conference & International Roadeo

CapMetro hosted the APTA Mobility Conference and International Roadeo in April 2025. The event had record-setting attendance with over 2200 attendees from around the world and truly showed them a warm Texas welcome. There were specially curated tours of CapMetro services and facilities, a beautifully executed Roadeo event, energetic welcoming groups at the airport and hotels, CapMetro staff shined and made a big impact on our visitors. CapMetro was also out representing at many presentations and panels across the conference.

- CapMetro hosted APTA Mobility Conference and International Roadeo
- Record-setting attendance from around the world
- Tours, sessions and the Roadeo event testing operators skills on an obstacle course



Park & Rides: Expo Center and Goodnight Ranch

Expo Center: CapMetro continues construction on the Expo Center Park & Ride, which will serve Rapid Route 837 and other Northeast Austin routes. As part of Project Connect, this Park and Ride will have capacity for 140 parking spaces and provide end-of-line charging for electric buses. Construction began in March 2024 and is anticipated to be completed by 2026.



Goodnight Ranch: CapMetro began construction on the Goodnight Ranch Park & Ride in June 2024, which will service Rapid Route 800 and other routes in Southeast Austin. As part of Project Connect, this Park & Ride will have capacity for 65 parking spaces and include charging for electric buses. Construction is anticipated to be completed by 2026.



- Construction continues on 2 park & rides: Expo Center & Goodnight Ranch
- 140 parking spaces at Expo Center
- 65 parking spaces at Goodnight Ranch
- Construction for both park & rides expected to be complete by 2026

North Operations Electric Canopy

CapMetro continued construction of the North Operations (NorthOps) Electric Canopy project, implementing Phase 1 of the project with Phase 2 completing in early 2026. The Electric Canopy provides direct charging to CapMetro's fleet of electric buses through both plug-in and overhead pantograph technology. The project is a major investment into CapMetro's goal of being carbon neutral by 2040 with chargers capable of charging up to 160 buses and generating 6,000,000 kwh of solar power.



- Charging canopy at CapMetro's NorthOps facility
- Includes pantograph and plug-in chargers
- Capable of charging up to 160 buses and generating 6M kwh of solar power
- Investment in reaching carbon neutrality by 2040



Transit Plan 2035

CapMetro Board of Directors approved Transit Plan 2035 in October

2025. CapMetro's Transit Plan 2035 is a blueprint for the future of public transportation in Central Texas. It includes a comprehensive evaluation of the transit system and changes to how people travel in the region. CapMetro's community engagement team spoke with over 10,000 community members about Transit Plan 2035, where feedback from each period contributed to shaping different aspects of the plan and offered various ways to hear the community's ideas through community workshops, at-stop events, open houses (virtual and in-person), focus groups, surveys, and more. The approved plan will be implemented in phases over the next 10 years, and beyond.

- Outlines strategies to update transit services
- Upgrade infrastructure
- Better meet riders' needs over the next 5 to 10 years
- Lays groundwork to make the updated transit system a reality



North Burnet/Uptown Station

CapMetro and Brandywine Realty Trust began construction in 2025 on the newest commuter rail station, North Burnet/Uptown Station. The new station along the Red Line corridor is located within the 66-acre Uptown ATX development in the growing North Burnet corridor, just north of the existing Kramer Station.

Key features include:

- Two double-length platforms to accommodate high-capacity service
- Over a half mile of double track to support operational reliability
- Pedestrian and bike friendly pathways to support multimodal access
- Connections to local bus routes for integrated transit options
- 200 shared parking spaces for customers
- Various safety and security enhancements, including lighting and surveillance



The station is being constructed through a public-private partnership between CapMetro and Brandywine Realty Trust. Brandywine is contributing the land, coordinating the infrastructure, planning and providing investment, while CapMetro is delivering the regional mobility framework and the operational infrastructure to ensure long-term transit accessibility.

- CapMetro constructing new North Burnet/Uptown station on Red Line
- Constructed through a public-private partnership
- New bus, pedestrian and bike connections to the station

CapMetro 40th Anniversary

CapMetro celebrated its 40th anniversary on July 1, 2025. Austin voters approved an initiative that created CapMetro in January 1985, and it launched service later that year with local, express and paratransit routes. In its first decade, the agency introduced UT Shuttle service, 100 new buses, and a vanpool program, while becoming one of the first transit systems in the country to achieve 100% wheelchair accessibility.

In the decades since, CapMetro has added commuter rail between Leander and Downtown Austin, launched Central Texas' first bus rapid transit lines, and introduced neighborhood circulators called Pickup. Today, CapMetro supports more than 70,000 weekday trips across the Central Texas region and looks to expand even more through two major initiatives, Transit Plan 2035 and Project Connect.

To commemorate CapMetro's 40th anniversary, the City of Austin, Travis County, and the State of Texas all issued proclamations marking July 1, 2025, as "CapMetro Day."

CapMetro



Workforce Development Update

Coordination has continued among Workforce Solutions, Austin Community College, ATP, CapMetro, the City of Austin, as well as other partnering entities to ensure there is local, skilled talent ready and available to take on jobs in the industry as the system expands.

This partnership culminated with the creation of the Austin Infrastructure Academy, a public-private partnership that connects local residents to high-demand, high-wage careers in mobility and infrastructure, Austin's fastest-growing sector. The Academy delivers critical training and support for career advancement in construction, operations, skilled trades, and frontline mobility roles. Through collaboration with the Academy, partners can co-develop tailored training pathways, sponsor aspiring professionals, and recruit from a pipeline of locally trained, job-ready talent.

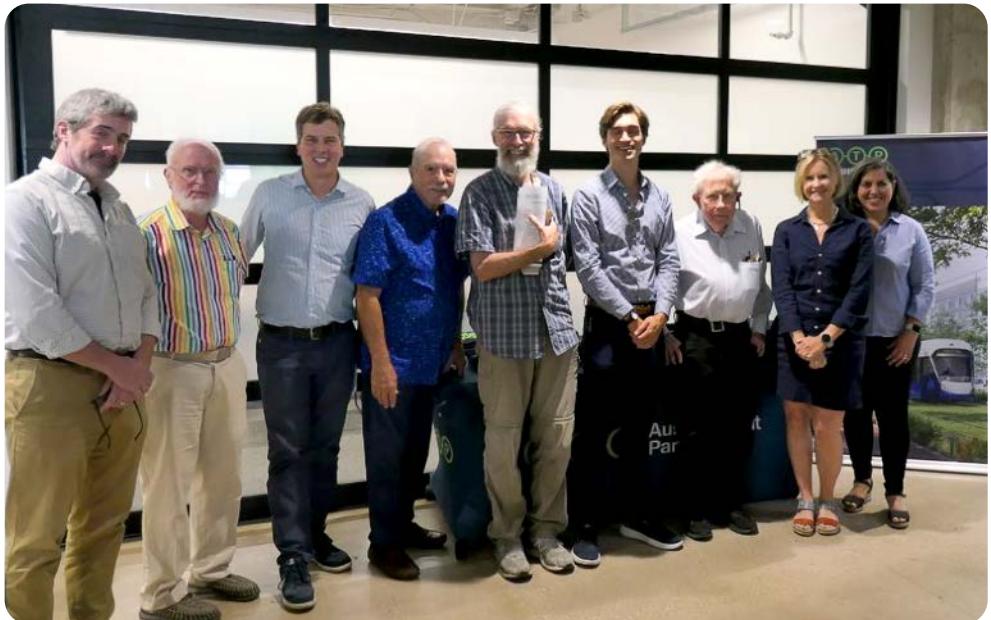
Another milestone achievement this year was the successful launch of the facility at Austin Community College's Southeast Travis County campus. This center will work to advance the skills of current trade professionals and provide opportunities for career transition for individuals seeking new opportunities in these high-demand fields to build essential infrastructure in Austin to include Austin Light Rail.



Interagency Partnerships & Coordination

Austin Light Rail Advisory Group

The Austin Light Rail Advisory Group is appointed by the ATP Board and offers important insights to the ATP Board & staff on topics related to the implementation of Austin Light Rail Phase 1. ATP will leverage the professional expertise of the Advisory Group Members—all of whom bring unique perspectives—as the project moves forward in 2026. Learn more about the Advisory Group at www.atptx.org/austin-light-rail-advisory-group/.



Community Advisory Committee

Created through the Joint Powers Agreement, the Community Advisory Committee (CAC) assists the Austin City Council (City Council), Austin Transit Partnership (ATP), and CapMetro in engaging the community and advising on anti-displacement and equity matters related to Project Connect. The CAC also assists the community and City Council to evaluate neighborhood-level anti-displacement strategies.

Appointed by the City Council, ATP, and CapMetro, the CAC advises the three bodies on anti-displacement matters related to Project Connect. The CAC also assists the community and City Council to evaluate neighborhood-level anti-displacement strategies. This year, new members joined the CAC after a joint appointment process concluded in December 2025. Learn more about the CAC at www.projectconnect.com/community-advisory-committee/.

Financial Update

FY25 Revenue & Spending

ATP continues its focus on cost effectiveness and financial stewardship of the contract revenue (Prop A) received from the City of Austin. Unaudited fiscal year-end figures showed revenue exceeding projections by \$4 million and expenses coming in under the Fiscal Year 2025 spend plan. Through effective management of the project, internal and external resources continue to only be activated when necessary. Funds not utilized in Fiscal Year 2025 will strengthen ATP's fund balance and will be utilized for final design and construction costs.

Revenues Through September 30, 2025 (in Millions)

| Source | FY25 budget | YTD Actuals ¹ |
|--------------------------------------|--------------|--------------------------|
| Balance From Prior Year | 217.5 | 217.5 |
| Proposition A Voter-Approved Revenue | 172.0 | 176.0 |
| Investment & Other Revenue | 21.0 | 20.7 |
| Total | 410.5 | 414.2 |

Figures are not audited and subject to change. ¹ YTD Actuals include activity from October 1, 2024 through September 30, 2025.

Light Rail Capital Fund Expenditures

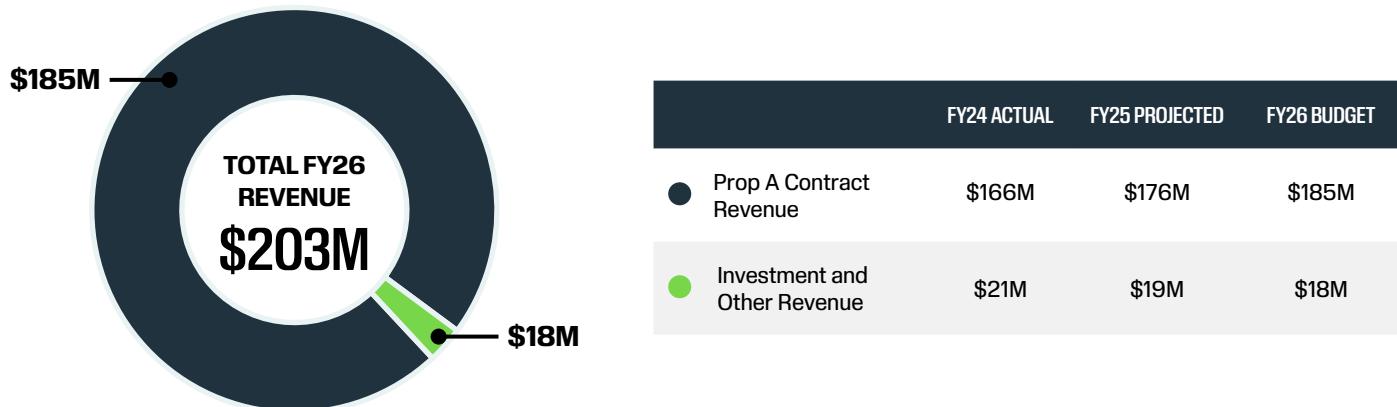
| | FY25 Budget | YTD Actuals * | Remaining Budget |
|-------------------------------|-------------|---------------|------------------|
| Personnel | 13.7 | 11.8 | 1.9 |
| Business Support Contracts | 22.7 | 18.4 | 4.3 |
| Materials & Staff Development | 1.2 | 1.2 | 0 |
| Professional Services | 78.4 | 38.3 | 40.1 |
| Total | 116 | 69.7 | 46.3 |

*FY25 figures are unaudited.

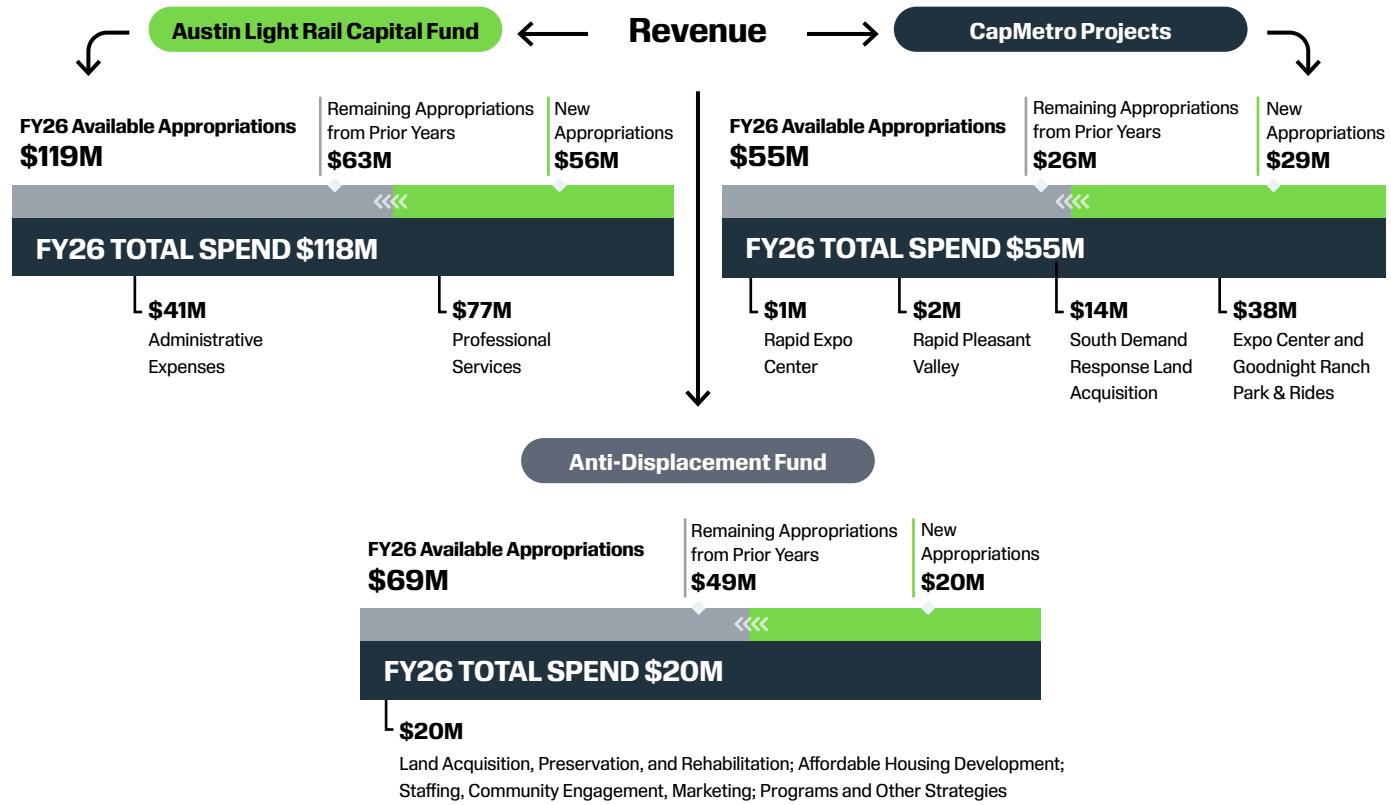
FY2025-26 Budget Highlights

On September 17, the ATP Board of Directors approved the Fiscal Year 2025-26 Budget, which encompasses an appropriation of \$56 million for the Austin Light Rail Capital Fund, a spend plan for the Austin Light Rail Capital Fund totaling \$118 million, a staffing plan that includes 65 full-time equivalent positions, an appropriation of \$20 million for the Anti-Displacement Fund, and an appropriation of \$29 million for the CapMetro Project Fund.

Revenue



Spending





**Austin Transit
Partnership**

Learn more and get
involved at atptx.org

