



To: Austin Transit Partnership Board of Directors
From: Diane Siler, Interim Chief Financial Officer
Date: December 20, 2022
Subject: FY23 Quarterly Performance Report as of June 30, 2022

Attached is the Austin Transit Partnership's (ATP) quarterly performance report through June 30, 2022. As a reminder, the FY22 budget approved on September 15, 2021 was for a twelve-month period beginning October 1, 2021, so the time period elapsed represents the first three quarters of this full fiscal year.

As ATP's budget evolves and grows, the content of the quarterly updates will adjust accordingly. If there is additional financial information that you would be interested in receiving, please let me know.

xc: Greg Canally, Interim Executive Director

AUSTIN TRANSIT PARTNERSHIP

FY22 Quarterly Performance Report as of June 30, 2022



Contents

- FY22 Quarterly Performance Report as of June 30, 2022
 - Revenue Budget vs. Actual
 - Operating Budget vs. Actual
 - Transit-Supportive Anti-Displacement Investments Budget vs. Actual
 - Capital Projects Budget vs. Actual
- ATP Contract Status Report – 3rd Quarter FY 2022
- June 30, 2022 Quarterly Investment Report

FY22 Quarterly Performance Report as of June 30, 2022

About the Austin Transit Partnership (ATP) and Project Connect

The Austin Transit Partnership (ATP) is an independent local government corporation with the authority and resources to design, construct, and implement Project Connect. Project Connect is a transformative public transit program that will bring many firsts to Austin. The program, adopted by voters in November 2020, is designed to increase connectivity to more neighborhoods in the Austin metro area and will make Austin one of the most equitable, sustainable, and innovative areas of the country.

The FY22 annual budget reflects a full twelve-month fiscal year from October 1, 2021 through September 30, 2022, and includes budgets for revenue, operating expenditures, and capital expenditures. Within the operating budget are administrative expenses and transfers to the City of Austin and Capital Metro for project support, as well as a transfer to the City of Austin for Transit-Supportive Anti-Displacement Investments. Capital expenditures include the light rail, MetroRapid, Red Line, and other Project Connect transit projects. These budgets are described in more detail in the sections that follow as well as year-to-date (YTD) actual spending for the first three quarters of the fiscal year (October 1, 2021 through June 30, 2022).

Figure 1: FY22 Approved Revenue Budget by Category

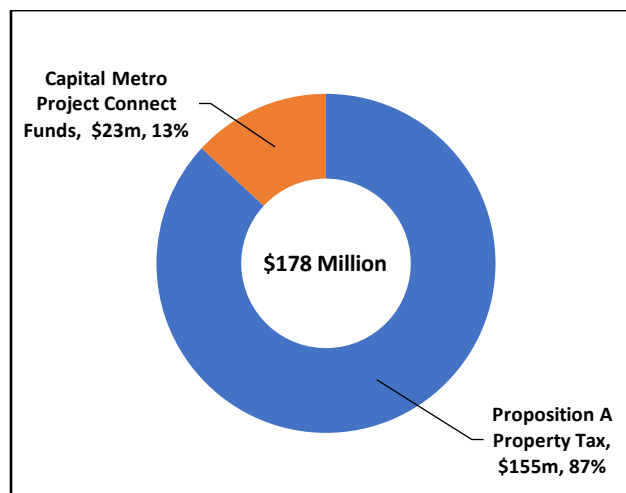
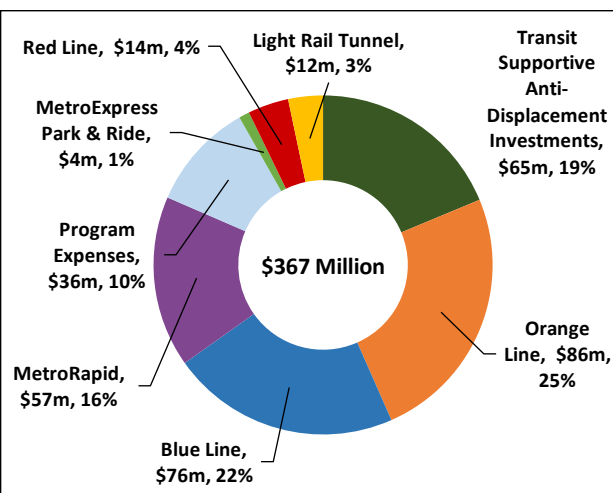


Figure 2: FY22 Approved Expenditure Budget by Category



Revenues

ATP's revenues primarily come from two sources: ATP's share of the City of Austin's ad valorem property tax rate, as approved by the voters with the approval of Proposition A in November 2020, and Capital Metro sales tax revenue (Figure 3). Per the terms of the respective interlocal agreements with the City of Austin and Capital Metro, the first payments of the fiscal year for each entity were due to ATP in April 2022, so are included in this report. Additionally, a small amount of unbudgeted parking and investment interest revenues were received by ATP during the third quarter of FY22.

Figure 3: Revenues by Source through June 30, 2022 (in millions)

Source	Budget	Actuals YTD
Proposition A Property Tax	\$154.8	\$140.8
Capital Metro Project Connect Funds	23.4	11.7
Other Revenue	0.0	0.7
Total	\$178.1	\$153.1

Expenditures

Of the total \$367.2 million annual budget (see Figure 2) a total of \$67.8 million, or 18%, was expended through June 30, 2022 (Figure 4). In summary, \$23.8 million was expended or encumbered for operating expenses, the majority of which funded staff labor costs, administrative office space and legal contracts. The remaining \$44.1 million was expended on Project Connect capital projects, primarily the Light Rail lines and MetroRapid routes. Major project contracts are detailed in Figure 6 and project-specific highlights are described in the Project Connect Performance Updates section.

In June of 2021, the ATP Board approved the negotiation and lease agreements for administrative office space at 203 Colorado Street (5.5-year lease term) and 301 Congress Ave, 10th floor (2-year lease term). The 301 Congress Ave sublease space which is approximately 20,500 square feet has been occupied by ATP, the City of Austin and CapMetro since September 2021 after the negotiation and lease agreement was finalized. As part of the approval in June 2021, the ATP board approved funds for the finish-out of the approximately 32,000 square feet, 203 Colorado space to provide space for staff to be utilized as the Project Connect offices and ATP Board meetings as well as other public meeting space.

Figure 4: Expenditures by Category through June 30, 2022 (in millions)

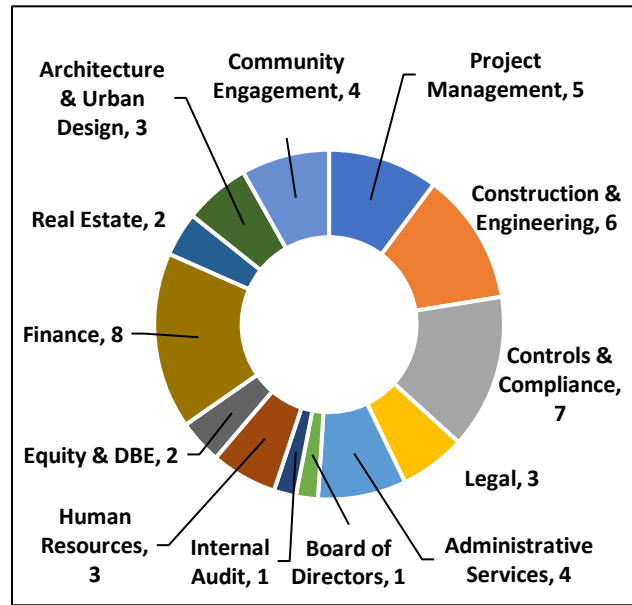
Categories	Budget	Actuals YTD
Orange Line	\$85.7	\$20.7
Blue Line	75.7	16.4
MetroRapid	56.7	5.3
Red Line	13.5	1.6
MetroExpress Park & Ride	3.5	0.0
Design Project Connect Facilities	20.0	0.0
Light Rail Tunnel	11.5	0.0
New Entity in Dynamics AX System	0.0	0.1
Operating Expenses	35.7	23.8
Transit Supportive Anti-Displacement Investments	65.0	0.0
Total	\$367.2	\$67.8

ATP Full-time Staffing

ATP Full-time Staffing: As of June 30, 2022, there were 49 employees total, with 9 employees seconded from Capital Metro. Human Resources has put a pause on Time to Fill while Senior Leadership assesses Project Connect Program. Additionally, there are seven temporary staff members assisting the Finance, Human Resources, and Real Estate teams.

Figure 5: Staffing by Department through June 30, 2022

Department	Headcount
Project Management	5
Construction & Engineering	6
Controls & Compliance	7
Legal	3
Administrative Services	4
Board of Directors	1
Human Resources	3
Equity & DBE	2
Finance	8
Real Estate	2
Architecture & Urban Design	3
Community Engagement	4
Internal Audit	1
Total ATP Full-time Staff	49



Major Project Contracts

Major project-specific contracts are detailed in Figure 6. The expenditures shown vary from the total project expenditures due to timing, payer, and data inclusion variances. The Major Project Contracts table includes all billed invoices during the service period whereas this quarterly report includes expenditures based on date paid within the three-month period. Since payments lag the provision of services, the quarterly report is generally one month behind the contract report. Also, the quarterly report contains all of the payments made for the project while the Major Project Contracts table only contains a subset, albeit a large portion, of the total expenditures. Finally, the Major Project Contracts table includes all payments made to the vendor regardless of which party is responsible for the expense. ATP’s quarterly report includes only the portions of the payments to the vendors for which it is responsible.

Major administrative contract information is available in the ATP Contract Status Report attached to this performance report.

Figure 6: Major Project Contracts (in millions)

Reflects service dates that work was performed

Contract	Apr	May	Jun	Q3	Description
HDR	\$2.9	\$2.7	\$3.1	\$8.7	Program Management, Facilities Master Plan, e-Builder implementation, Architecture support, MetroRapid Project Management, facilities support
AECOM	0.7	0.4	0.3	1.4	Project Management, FTA Planning & Coordination, Additional Planning Support, Environmental Documentation, Preliminary Engineering, Stakeholder & Public Engagement for Orange Line
HNTB	0.8	0.6	0.4	1.8	Project Management, FTA Planning & Coordination, Additional Planning to Support Entry to Engineering, Environmental Documentation, Preliminary Design, Public Engagement for Blue Line

Project Connect Performance Updates

In the third quarter of FY22, several Project Connect projects reached major milestones in development:

- Light Rail Projects – The backbone of Project Connect is a light rail system consisting of two primary lines. The initial investment of the Orange Line would start at the North Lamar Transit Center, travel south through downtown and along South Congress to Stassney Lane. The Blue Line will travel from downtown, through Travis Heights, and east on Riverside Drive to Austin-Bergstrom International Airport. During the third quarter of FY22:
 - Both lines advanced towards 30% design plans and coordination with TXDOT, City of Austin, and other stakeholders.
 - Ongoing preparation of technical reports that analyze potential impacts on the natural and human environment continued to be developed.
 - Regular community workshops and meetings to provide input on the design of the corridors were held. The last of the initial series was held on subway stations. Ongoing meetings with the community will continue this fall.
- MetroRapid – Project Connect includes four new MetroRapid routes. During the third quarter of FY22:
 - Three station areas were constructed along the Expo MetroRapid line, including bus pad and platform flatwork.
 - A task order was developed for three more station areas along the Pleasant Valley MetroRapid line. Two of these stations are under construction.
 - An interlocal agreement on betterments along the MetroRapid projects was approved by the CapMetro Board and Austin City Council.
- Red Line Improvements – Enhancements to the Red Line will include additional track to increase capacity and safety as well as new stations, including a station at Q2 Stadium that will open in 2023. During the third quarter of FY22:
 - The 60% design platform foundations for McKalla Station (package 1 of 3) was completed.
 - Design packages 2 & 3 for 60% design are in progress.



Revenue Budget vs. Actual

For the Months Ending June 30, 2022

Revenue	YTD Actuals Jun-2022	Approved Budget FY-2022	Remaining Budget	% of Budget
Proposition A Property Tax	140,753,396	154,781,877	14,028,481	90.94%
Capital Metro Project Connect Funds	11,682,835	23,365,670	11,682,835	50.00%
Other Revenue	651,463	-	(651,463)	0.00%
Total	\$153,087,694	\$178,147,547	\$25,059,853	85.93%



Operating Budget vs. Actual

For the Months Ending June 30, 2022

Expenses	YTD Actuals Jun-2022	Approved Budget FY-2022	Remaining Budget	% of Budget
Salaries & Wages	4,529,545	7,483,975	2,954,430	60.52%
Fringe Benefits	911,958	3,174,327	2,262,369	28.73%
Services	8,220,898	8,419,468	198,570	97.64%
Supplies & Materials	11,648	85,500	73,852	13.62%
Utilities	56,396	87,560	31,164	64.41%
Casualty & Liability	3,397	-	(3,397)	0.00%
Tax Expense	57,941	-	(57,941)	0.00%
Purchased Transportation	-	2,219,117	2,219,117	0.00%
Miscellaneous	111,569	823,300	711,736	13.55%
Leases & Rentals	6,813,024	6,309,030	(503,994)	107.99%
Other Reconciling Items	-	253,000	253,000	0.00%
Contingency Reserve	-	1,000,000	1,000,000	0.00%
Shared Services - CMTA	2,056,961	3,396,288	1,339,327	60.56%
City of Austin Support	999,701	2,426,717	1,427,016	41.20%
Total Expenses	\$23,772,227	\$35,678,282	\$11,906,060	66.63%



Transit-Supportive Anti-Displacement Investments Budget vs. Actual

For the Months Ending June 30, 2022

Expenses	YTD Actuals Jun-2022	Approved Budget FY-2022	Remaining Budget	% of Budget
Transit Supportive Anti-Displacement Investments	-	65,000,000	65,000,000	0.00%
Total	\$0	\$65,000,000	\$65,000,000	0.00%



Capital Projects Budget vs. Actual

For the Months Ending June 30, 2022

Projects	YTD Actuals	Approved Budget	Remaining	%
	Jun-2022	FY-2022	Budget	of Budget
Project Connect - Orange Line	20,666,971	85,650,000	64,983,029	24.13%
Project Connect - Blue Line	16,364,746	75,650,000	59,285,254	21.63%
MetroRapid Pleasant Valley	1,516,727	15,350,000	13,833,273	9.88%
MetroRapid Expo Center	2,057,705	12,350,000	10,292,295	16.66%
Design Project Connect Facilities	-	20,000,000	20,000,000	0.00%
McKalla-MLS RedLine Station	1,601,461	13,500,000	11,898,539	11.86%
Light Rail Tunnel	-	11,500,000	11,500,000	0.00%
MetroRapid Gold Line	456,068	11,000,000	10,543,932	4.15%
MetroRapid Menchaca-South Lamar	639,921	6,000,000	5,360,079	10.67%
MR P&R Expo and PV and End of Line Charging	622,772	6,000,000	5,377,228	10.38%
MR P&R Menchaca/S Lamar & Gold Line and End of Line Charging	56,258	6,000,000	5,943,742	0.94%
MetroExpress Park & Ride	21,455	3,500,000	3,478,545	0.61%
Neighborhood Circulators	2,291	-	(\$2,291)	0.00%
Red Line – Lakeline-Leander Siding	2,152	-	(\$2,152)	0.00%
New Entity in Dynamics AX System	62,595	-	(\$62,595)	0.00%
Total	\$44,071,122	\$266,500,000	\$222,428,878	16.54%

To: Austin Transit Partnership Board of Directors
From: Vicky L. Redrick, Director of Procurement
Date: August 17, 2022
Subject: ATP Contract Status Report – 3rd QTR FY 2022

Under ATP’s authority to finance, design, engineer, construct, implement, and to contract with CMTA to operate and maintain the new Project Connect assets. ATP as an independent organization, will guide the Project Connect investment with transparency and accountability throughout the program. As such, ATP continues to move Project Connect forward as we build the foundation for future solicitations and build out the future transit network of the Austin region. Following is the status of all ATP active contracts:

3rd QTR ATP Contract Status

Project	Contractor	Board Amount Authorized	Total Task Orders Issued	Awarded Task Order Value	Invoiced Amount	% Spent
On Call Legal Services	Various On Call Legal Firms	\$23,000,000	23	\$4,130,000 <i>*See table below for breakout</i>	\$512,557	12.41%
Commercial, Risk and Project Advisory Services	Ernst & Young Infrastructure Advisors, LLP	\$17,000,000	2	\$4,737,957	\$415,412	8.77%

**ON CALL LEGAL SERVICES
 POOL OF ATTORNEY FIRMS WITH VARIOUS SPECIALIZED SERVICES**

Current Efforts – The firms were awarded task orders under the contract in December 2022. The awards were based on the scope of services awarded to the pool of firms and the estimated work needed for FY 2022. The task orders are time and materials/level of efforts and are invoiced based on billable hours. ATP has awarded a total of 23 task orders based on scope of services for the applicable firms. The scope of services for On Call Legal Services are as follows:

- Scope 1- General Counsel Services
- Scope 2 - Litigation: General
- Scope 3 - Employment/Labor Law
- Scope 4 - Public Procurement and Alternative Project Delivery
- Scope 5 - Real Estate and Eminent Domain
- Scope 6 - Public Transportation Law (Federal and State)
- Scope 7 - Finance and Tax Law for Texas Local Government Corporations
- Scope 8 - Intellectual Property

The current contract values for each of the awarded firms is listed below:

*On Call Legal Services - Summary	
Board Authorized Amount	Remaining Amount
\$23,000,000.00	\$18,870,000.00
Name of Firm	Current Contact Value
Greenburg Traurig LLP	\$60,000.00
Winstead PC	\$560,000.00
Husch Blackwell	\$335,000.00
Kaplan Kirsch and Rockwell	\$100,000.00
Orrick Herrington & Sutcliffe	\$50,000.00
McCall Parkhurst & Horton, LLP	\$50,000.00
Dubois Bryant & Campbell	\$250,000.00
Hyatte O Simmons Attorney & Counselor	\$250,000.00
Hunton Andrews Kurth Hogan Lovellis US LLP	\$600,000.00
Ashurst, LLP	\$500,000.00
Nossaman, LLP	\$875,000.00
Mayer Brown, LLP	\$500,000.00
Total Awarded	\$4,130,000.00

**COMMERCIAL, RISK and PROJECT DELIVERY ADVISORY SERVICES
ERNST & YOUNG INFRASTRUCTURE ADVISORS, LLC (EYIA)**

Current Efforts – EYIA was given notice to proceed on **Task Order 01: Scenario Planning** on February 23, 2022. Consultant will lead an effort, in collaboration with ATP staff and other consultants, for ATP to develop a series of scenarios for Light Rail investments and develop a working financial model. The period of performance is 6 months from date of notice to proceed. The task order value is \$2,326,751.

Task Order 02: 30% Cost Estimate for the Orange Line and Blue Line was executed on April 22, 2022. Consultant will prepare an independent 30% Opinion of Probable Cost (OPCC) for the Blue Line and Orange Line light rail, facilities projects based on the 30% design plans and/or schematics in some cases. The purpose of this estimate is to provide an independent analysis of the light rail projects to support ATP’s development of a reasonable cost estimate for all phases of the two-line sections. The period of performance on this task is through July 31, 2022. The task order value is \$2,411,206.

Memorandum



Date: August 22, 2022

To: Austin Transit Partnership ("ATP") Board of Directors ("Board"): Veronica Castro de Barrera (Chair), Mayor Steve Adler, Jeffrey Travillion, Tony Elkins, Gina Fiandaca, and Dottie Watkins.

Subject: June 30, 2022 Quarterly Investment Report

Austin Transit Partnership's Investment Policy, in accordance with the Texas Public Funds Investment Act (the "Public Funds Investment Act"), requires that the Board and Executive Director receive quarterly investment reports. The purpose of this Quarterly Investment Report is to provide a means for Board Members and staff to regularly review and monitor ATP's investment position, and to demonstrate compliance with ATP's Investment Policy and the Public Funds Investment Act.

Following the Board's approval of ATP's Investment Policy and the authorization to invest in the TexasCLASS and Texpool Local Government Investment Pools ("LGIPs"), accounts were created with the respective agencies and money was deposited. The two LGIPs each have a Governmental Fund, which consists of primarily government securities, and a Prime Fund, which consists of a mix of governmental securities, commercial paper, and variable rate notes. At the end of the quarter ended June 30, 2022, 43% of ATP's investment portfolio was held in a Governmental Funds and 57% was held in a Prime Funds. For the quarter ended June 30, 2022, ATP's investment portfolio yielded \$501,620.23 in interest earnings for the period.

The individual portfolios were in compliance with the relevant provisions of the Public Funds Investment Act and the investment strategies outlined in Section 4 of ATP's Investment Policy.

Please let me know if you need additional information.

Bryan Rivera
Treasurer

Cc: Interim Executive Director - Greg Canally



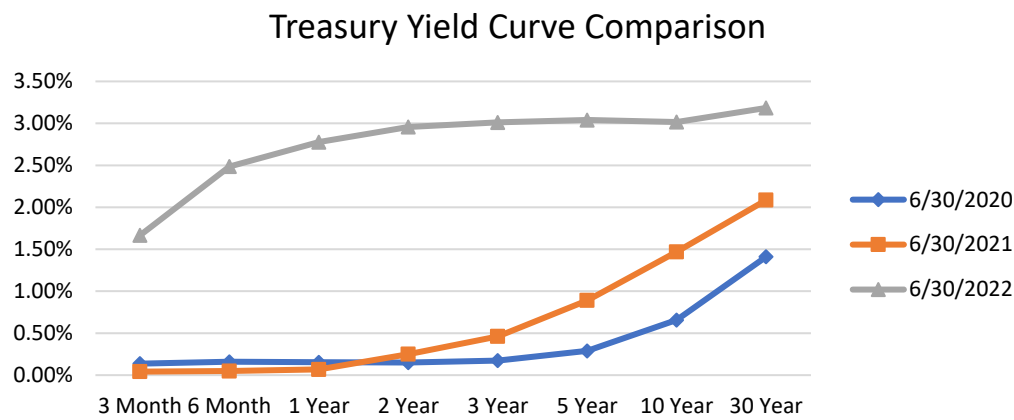
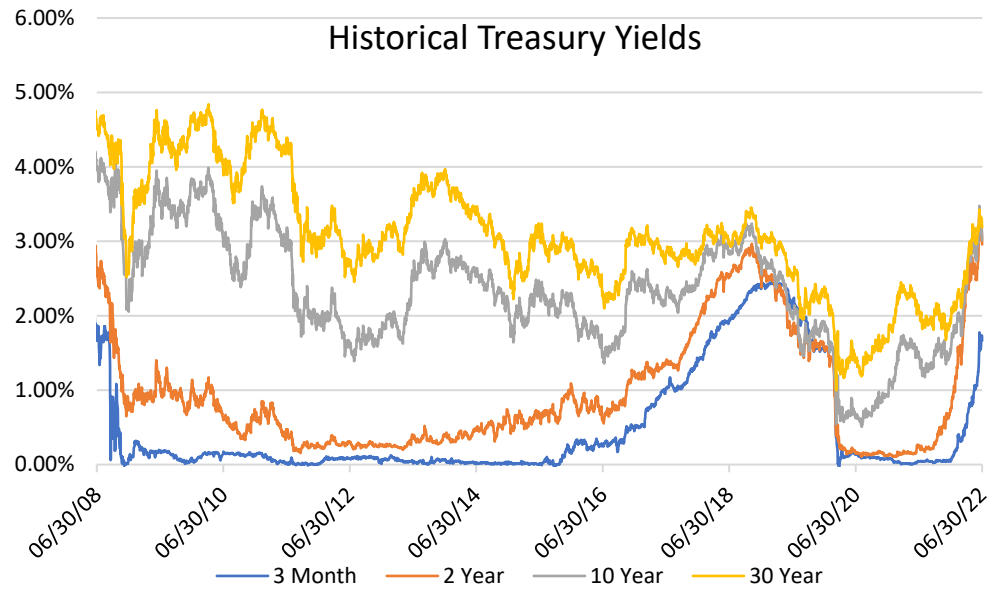
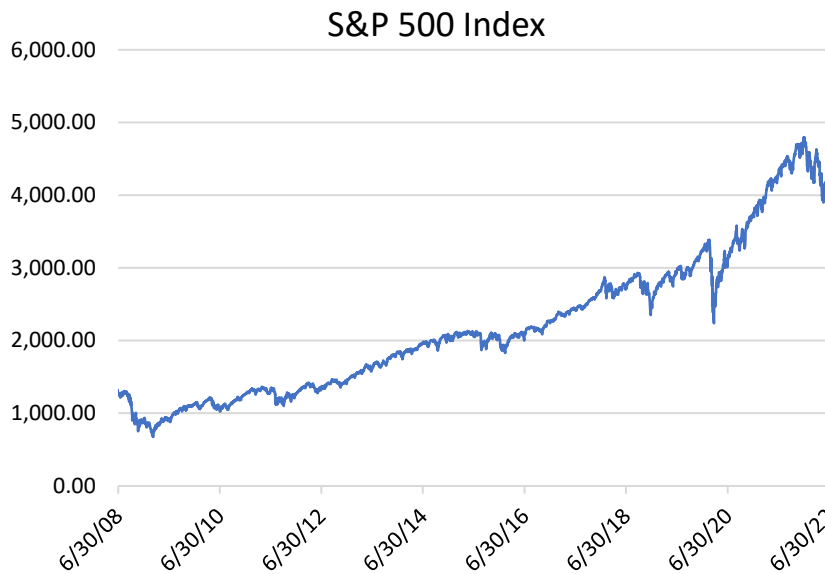
June 30, 2022

Quarterly Investment Report

Economic Summary

Federal Open Markets Committee June 15, 2022 Statement Overview:

- Job gains have been robust in recent months, and the unemployment rate has remained low.
- Inflation remained elevated, reflecting supply and demand imbalances related to the pandemic, higher energy prices, and broader price pressures.
- The invasion of Ukraine by Russia is creating additional upward pressure on inflation and weight on economic activity.
- The Committee decided to raise the target range for the federal funds rate to 1-1/2 to 1-3/4 percent and anticipates ongoing increases in the target range will be appropriate.



Austin Transit Partnership
 Portfolio Holdings Overview
 As of 06/30/2022

Portfolio Description	Face Amount	Book Value	Market Value	Accrued Interest	Market Value + Accrued Interest	Unrealized Gain/(Loss)
Operating	292,152,969.72	292,152,969.72	292,152,969.72	0.00	292,152,969.72	0.00
Debt Service	0.00	0.00	0.00	0.00	0.00	0.00
Debt Service Reserve	0.00	0.00	0.00	0.00	0.00	0.00

During the second quarter of Fiscal Year 2022, the investment portfolio yielded \$501,620.23 in interest. The funds are currently split between the TexasCLASS and Texpool Local Government Investment Pools which were approved as authorized investment vehicles at the December 15, 2021 ATP Board Meeting. Throughout the period ATP's net banking activity amounted to \$123,529,320.53 resulting in a cash and cash equivalent ending balance of \$292,202,032. The City of Austin transferred to ATP the first two payments of the 2022 Proposition A Revenue on April 14th and July 20th, respectively, which is the contributing factor to such a large positive net banking activity amount. The ending cash and cash equivalent balance for the quarter ended June 30, 2022 includes the \$65 million reserved for anti-displacement funding due to the City of Austin.

Austin Transit Partnership
 Trade Activity by Portfolio
 As of 06/30/2022

Portfolio Description	Beginning Face Amount	Purchased/Deposited	Matured	Ending Face Amount	Weighted Average Yield to Maturity
-----------------------	-----------------------	---------------------	---------	--------------------	------------------------------------

ATP Operating Portfolio					
No Activity					

** Trade activity excludes local government investment pools*

ATP Debt Service Portfolio					
No Activity					

** Trade activity excludes local government investment pools*

ATP Debt Service Reserve Portfolio					
No Activity					

** Trade activity excludes local government investment pools*

Austin Transit Partnership
Strategy Statement and Compliance by Portfolio
As of 06/30/2022

Strategy Compliance Statement

For the quarter ended June 30, 2022, the portfolios are in compliance with the relevant provisions of the Public Fund Investment Act and the investment strategies adopted in Section 4 of ATP's Investment Policy.

Strategy Statement by Portfolio

Operating Funds

The primary objective of ATP's investment strategy for Operating Funds is to ensure that anticipated cash flows are matched with adequate investment liquidity. The secondary objective of the investment strategy for Operating Funds is to have a diversified portfolio of investments that can weather economic cycles with minimal volatility. To achieve these objectives, the portfolio will be structured either with a laddered or barbell maturity structure coupled with quality short- to medium-term securities. The dollar weighted average maturity of 365 days or less will be calculated using the stated final maturity dates of each security. Securities may not be purchased that have a final stated maturity date which exceeds three years.

Debt Service Funds

The primary objective of ATP's investment strategy for Debt Service Funds shall be to assure adequate investment liquidity to cover debt service obligations on required payment dates. Securities purchased for the benefit of these portfolios shall not have a final maturity date which exceeds the debt service payment date, unless otherwise provided in the documents authorizing the issuance of public securities.

Debt Service Reserve Funds

The primary objectives of ATP's investment strategy for Debt Service Reserve Funds-- consistent with the provisions of the documents authorizing the issuance of public securities--is to preserve principal which serves as security for any ATP debt and to generate a reliable and steady stream of interest income by utilizing securities with a low degree of volatility. For example, the documents authorizing the issuance of public securities may state that a Debt Service Reserve Fund may consist, in addition to or in lieu of money invested in securities, of a letter or line of credit issued by a financial institution, a surety bond issued by an insurance company, or any combination thereof. Securities purchased for the benefit of these portfolios should be high quality and should have short- to medium-term maturities.

Austin Transit Partnership

June 30, 2022

Quarterly Investment Report

For the quarter ended June 30, 2022 the portfolios are in compliance with the relevant provisions of the Public Funds Investment Act and the investment strategies adopted in Section 4 of ATP's Investment Policy.

Interim Executive Director:



Treasurer:

