



**To:** Austin Transit Partnership Board of Directors  
**From:** Jamie Atkinson, Financial Services Manager  
**Date:** August 7, 2023  
**Subject:** FY23 Quarterly Performance Report as of March 31, 2023

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Attached is the Austin Transit Partnership's (ATP) quarterly performance report through March 31, 2023. As a reminder, the FY23 budget approved on September 21, 2022 was for a twelve-month period beginning October 1, 2022, so the time period elapsed represents the first half of the fiscal year. Due to workload requirements and data issues resulting from the implementation of a new enterprise resource planning (ERP) system, this combined report will replace the regularly scheduled first and second quarterly report.

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, Executive Director

# AUSTIN TRANSIT PARTNERSHIP

**FY23 Quarterly Performance Report as of March 31, 2023**

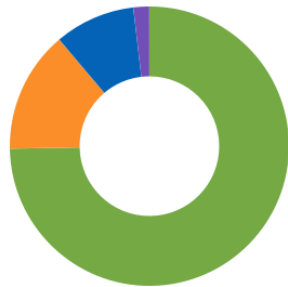


## About the Austin Transit Partnership (ATP) and Project Connect

Austin Transit Partnership was created by the City of Austin and CapMetro as an independent, local government corporation dedicated to delivering Austin’s first light rail project. Formed as a requirement of the City’s November 2020 Proposition A tax rate election, ATP is accountable for the financing, design, construction, and overall implementation of Project Connect. Our charge is to deliver on the voters’ transit vision in partnership with the community, in a way that embeds equity, sustainability, and transparency as overarching priorities. ATP is committed to meeting voters’ goals and honoring Austin’s values.

The FY23 annual budget reflects a twelve-month fiscal year from October 1, 2022 through September 30, 2023, and includes budgets for revenue, administrative expenses, capital expenditures, and reimbursements to the City of Austin for Transit-Supportive Anti-Displacement Investments. These budgets are described in more detail in the sections that follow as well as year-to-date (YTD) actual spending for the first half of the fiscal year (October 1, 2022 through March 31, 2023).

**Figure 1: FY23 Budgeted Total Available Funds (millions)**



- Prop A Property Tax **\$159.0**
- CapMetro Contributions **\$30.0**
- Prior Year Fund Balance **\$19.9**
- Investment & Other Income **\$3.9**

**Figure 2: FY23 Budgeted Total Expenditures (millions)**



- Administrative Expenses **\$35.6**
- Transfer to Anti-Displacement Fund **\$35.0**
- Transfer to Operating Reserve **\$20.0**
- Transfer to Capital Fund **\$10.7**

## Revenues

ATP’s annual 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 CapMetro Project Connect Funds. These revenues, combined with a small amount of investment and other revenues and unspent prior year fund balances, comprise ATP’s total available funds (Figure 3). Revenues collected year to date include property tax receipts collected from October 1 through January 31, which is the bulk of the year’s tax receipts. Remaining tax revenues will be remitted to ATP in July and November.

**Figure 3: Revenues through March 31, 2023 (in millions)**

Source	FY23 Budget	YTD Actuals
Balance from Prior Year	\$19.9	\$64.2
Proposition A Voter-Approved Revenue	159.0	136.0
CapMetro Project Connect Funds	30.0	0.0
Other Revenue	3.9	5.8
<b>Total</b>	<b>\$212.8</b>	<b>\$206.0</b>

\*YTD Actuals include all expenditures from October 1, 2022 to the time-period of this report.

### ***Administrative Expenses***

A total of \$10.5 million was expended through March 31, 2023 (Figure 4) for administrative expenses, which funded staff labor costs, including salaries, taxes, and fringe benefits; business support contracts, including legal contracts, financial advisory services, administrative office space, and reimbursements to the City of Austin and CapMetro for project support; and materials and other expenses, which includes staff development, travel and training costs, software and office supplies.

**Figure 4: Administrative Expenses through March 31, 2023 (in millions)**

Categories	FY23 Budget	YTD Actuals	Remaining Budget
Personnel	\$11.8	\$3.8	\$8.0
Business Support Contracts	21.9	5.5	16.4
Materials & Other	1.9	1.2	0.7
<b>Total</b>	<b>\$35.6</b>	<b>\$10.5</b>	<b>\$25.0</b>

\*YTD Actuals include all expenditures from October 1, 2022 to the time-period of this report.

### ***Transit-Supportive Anti-Displacement Investments***

The funding approved on November 3, 2020 via Proposition A included \$300 million to prevent transportation investment-related displacement and ensure people of different incomes can benefit from the transportation investment. Per an interlocal agreement (ILA) between ATP and the City of Austin, funds will be provided to the City on a reimbursement basis to administer and implement the Project Connect Anti-Displacement Programs. The City will use the funds:

- To acquire real property for transit supportive development that will preserve and/ or increase the amount of affordable housing proximate to the transit corridors, or
- For financing tools and other anti-displacement strategies related to the implementation of Project Connect.

ATP appropriated \$100 million in its first three years and will appropriate another \$200 million over the next ten years. Due to the timing of the expenditures, funds allocated to the program may not be entirely consumed in the same fiscal year. The remaining unspent funds will be reserved in the Anti-Displacement Investments Fund for future needs.

**Figure 7: ADI Expenditures through March 31, 2023 (in millions)**

Project	Total Appropriations	ITD Actuals	Remaining Appropriations
Anti-Displacement Expenditures	\$100.0	\$8.2	\$91.8
<b>Total</b>	<b>\$100.0</b>	<b>\$8.2</b>	<b>\$91.8</b>

\*ITD Actuals include all expenditures from inception to the time-period of this report.

**Capital Expenditures**

The capital budget funds the total cost of acquiring or constructing an agency asset, including design, bidding, project management, right-of-way acquisition, and construction. Unlike the operating budget, which appropriates funding annually, capital budget funds are available until expended, typically over multiple years. Through March 31, 2023, \$130.5 million was expended on Project Connect capital projects, primarily Light Rail, MetroRapid routes, and McKalla Station. Major project contracts are detailed in Figure 6 and project-specific highlights are described in the Project Connect Performance Updates section.

**Figure 5: Capital Expenditures through March 31, 2023 (in millions)**

Project	Total Appropriations	ITD Actuals	Remaining Appropriations
Light Rail Projects	\$205.1	\$102.5	\$102.5
McKalla-MLS RedLine Station	25.0	10.5	14.5
MetroRapid Expo Center	17.7	8.8	8.9
MetroRapid Pleasant Valley	18.0	6.4	11.6
Other CapMetro Projects	27.6	2.2	25.4
<b>Total</b>	<b>\$293.3</b>	<b>\$130.5</b>	<b>\$162.8</b>

\*ITD Actuals include all expenditures from inception to the time-period of this report.

**Major Project Contracts**

ATP contracts with HDR for project management support, and AECOM and HNTB for advanced conceptual engineering work. These major project-specific contracts are detailed in Figure 6, which includes all billed invoices during the service period.

HDR, as the program manager/owner’s representative for Project Connect, augments ATP staff to successfully manage the program, provide NEPA compliance analysis and documentation, secure Federal Transit Administration funding and work with partner agencies. Tasks include help with scheduling, cost control, cost estimating, technical document review, strategic communications, graphics, video and 3D visualizations, conceptual and preliminary engineering, and alternatives analysis.

**Figure 6: Major Project Contracts (in millions)**

Contract	Q1	Q2	Total	Description
<b>HDR</b>	\$6.2	\$6.6	\$12.7	Program Management, Facilities Master Plan, e-Builder implementation, Architecture support, MetroRapid Project Management, facilities support, FTA Planning & Coordination
<b>AECOM</b>	0.5	1.3	1.8	Project Management, Additional Planning Support, Environmental Documentation, Preliminary Engineering, Stakeholder & Public Engagement
<b>HNTB</b>	2.0	1.8	3.7	Project Management, Additional Planning to Support Entry to Engineering, Environmental Documentation, Preliminary Design, Public Engagement

## *Project Connect Performance Updates*

In the first half of FY23, substantial progress was demonstrated on the development of the Austin Light Rail Implementation Plan, and construction continued on MetroRapid and Red Line improvements.

Light Rail – During the first two quarters of FY2023, the teams were focused on conceptual engineering and coordination to support the development and assessment of options for the light rail implementation plan.

Community dialogue is central to the success of Austin Light Rail. On March 21, 2023, ATP presented five light rail plan options to our community that aligned with the community's values and needs. This launched a six-week engagement process that provided our community opportunities to learn about the light rail project and comment on the options. In partnership with the City of Austin and CapMetro, ATP staff made strides towards reaching priority populations, increasing outreach and education about the Austin Light Rail Implementation Plan, and receiving valuable feedback on the options presented.

MetroRapid – Project Connect includes new Pleasant Valley and Expo Center MetroRapid routes.

CapMetro continued coordination with the City of Austin to advance design, utility clearance, and permitting, issuing stations to contractors for construction as plans are ready. In February, CapMetro communicated that Expo Center and Pleasant Valley routes are now anticipated to open in 2025. This is later than originally estimated 2023 revenue service date due to supply chain delays and the end-of-line charging stations required for the new electric vehicles.

Red Line Improvements – Enhancements to the Red Line include additional track to increase capacity and safety as well as new stations, including McKalla Station at Q2 Stadium that will open in 2024.

Advanced drainage culvert construction was completed for McKalla Station in October 2022. Trackwork construction is ongoing.



# FY 2023 Operating Fund Summary

	2023 Amended Budget	2023 YTD Actuals
<b>Balance from Prior Year</b>	<b>19,855,174</b>	<b>64,195,866</b>
<b>Revenue</b>		
Prop A Property Tax	158,970,567	136,008,838
Capital Metro Contributions	30,000,000	-
Investment & Other Income	3,924,235	5,833,481
<b>Total Revenue</b>	<b>192,894,802</b>	<b>141,842,319</b>
<b>Total Funds Available</b>	<b>212,749,976</b>	<b>206,038,185</b>
<b>Expenditures</b>		
Administrative Expenses	35,552,489	10,504,476
Transfer to Operating Reserve	20,000,000	20,000,000
Transfer to Anti-Displacement Investments Fund	35,000,000	35,000,000
Transfer to Capital	10,703,871	10,703,871
<b>Total Expenditures</b>	<b>101,256,360</b>	<b>76,208,347</b>
<b>Reserved for Future Project Commitments</b>	<b>111,493,616</b>	<b>129,829,838</b>

\*YTD Actuals include all expenditures from October 1, 2022 to the time-period of this report.