

FY2024–2025 Quarterly Performance Report

Quarter 2
5.15.2025

Overview

Austin Transit Partnership is the local government corporation leading the planning, design, construction and implementation of Austin Light Rail. The new light rail system will be an infrastructure improvement unlike any other in Austin’s history and transform how people move around the city.

On September 19, 2024, ATP’s Board of Directors approved the FY 2024–25 Budget. This annual budget reflects a twelve-month fiscal year from

October 1, 2024 through September 30, 2025, and includes budgets for revenue, administrative expenses and capital contracts.

These budgets are described in more detail in the sections that follow as well as year-to-date actual spending through the second quarter of fiscal year (October 1, 2024 through March 31, 2025).

Reach out to input@atptx.org to request information included in quarterly reports.

View from inside the train, crossing Lady Bird Lake. Artist conceptual visualization.



FY 2025 Priority Outcomes

The FY25 Priorities Overview provides an organizational performance framework to highlight the work during the fiscal year. These priorities will inform the department outcomes on the following pages.

Design Development

ATP will continue to advance an integrated approach to Austin Light Rail design to advance the National Environmental Policy Act and Capital Investment Grant application process, as well as to successfully mitigate key project risks (e.g., utility relocations) to maximize available funding and enable successful project delivery. A key guidepost for work in FY25 will be finalizing the Draft Environmental Impact Statement for Austin Light Rail.

Organizational Capacity

The development and execution of ATP’s project delivery and contracting strategy is foundational to the work in FY25. In conjunction with the delivery and contracting strategy, ATP will initiate creation of its long-term staffing model informed by resource planning over the last year.

Financial Sustainability

ATP continues to advance its federal funding strategy by receiving FTA Grant eligibility and notification by the FTA. The organization has entered the Project Development phase of the

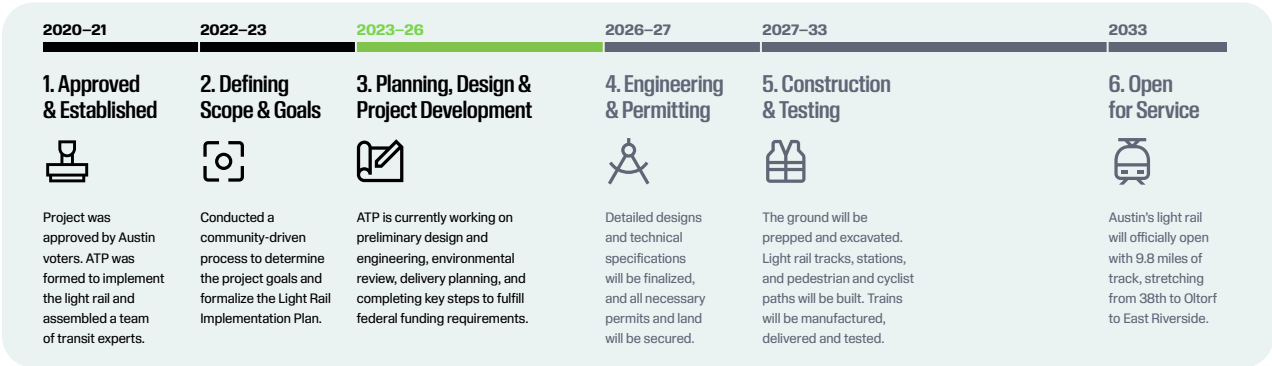
FTA Capital Investment Grants Program New Starts process. Related to local investment, ATP will maintain a reliable reoccurring revenue stream to cover expenses and achieve financial results consistent with the expectations of the organization to include advancing the organization’s bond issuance program.

Board Relations

Uniquely positioned to advance community-informed transit investments, ATP will leverage the Board’s expertise to conduct the organization’s work.

Community Partnerships

Guiding ATP’s work is community-focused outreach supported by the broad ATP team to increase connection and collaboration with stakeholders and strengthen relationships with property owners and tenants along the Austin Light Rail alignment. Strategic investment and resourcing of the organization’s DBE program is a primary objective—including targeted, meaningful outreach with local businesses and Disadvantaged Business Enterprise firms.



Austin Light Rail Project Update

Community partnership and engagement were at the forefront of Austin Transit Partnership's efforts during the second quarter of Fiscal Year 2025.

On January 10, 2025, ATP released the Draft EIS and initiated a 60-day public comment period, exceeding what is required under the National Environmental Policy Act. ATP held four public hearings to update the community on the Austin Light Rail project. These events provided opportunities for community members to review the Draft EIS, explore preliminary design plans, and share feedback on Phase 1 of Austin Light Rail.

During the comment period, ATP engaged over 2,800 community members in person through various outreach activities, including direct transit rider outreach at bus stops, community presentations and events, and the public hearings. Thousands more visited our website and commented on our online platform which provided the same information shared at the public meetings. ATP is reviewing all public comments submitted during this time, which will be responded to in the Final Environmental Impact Statement.

In February, ATP issued a Request for Information to gather industry input on the draft solicitation and contract documents for the final design and construction of Phase 1. This multibillion-dollar contract encompasses key project components such as the transitway, tracks, systems, stations, bridges, traffic signals, utilities, drainage infrastructure, and streetscape enhancements. Early industry engagement is intended to foster competition and help potential partners prepare

strong, informed teams. The RFI comment period closed on March 19 ahead of the anticipated Request for Qualifications expected in June.

To further facilitate industry collaboration, ATP hosted "Connect and Build: Partnerships for Austin Light Rail" on February 26. This networking event connected prime contractors with small businesses and Disadvantaged Business Enterprise firms interested in participating in the project. Overall, 189 attendees, 115 businesses (including prime contractors) and 49 DBE firms attended the event.

In parallel, design development continues to move forward across all elements of the project. Preliminary engineering plans will be published in the Final EIS and will also serve as reference documents for upcoming final design and construction procurements. These plans will be continuously refined to meet design standards and criteria while minimizing environmental, property and community impacts.

Attendees from the Connect and Build event on February 26.



ATP Revenues

Our annual revenues come primarily from the portion of the City of Austin's ad valorem property tax rate, associated with the approval of Proposition A in November 2020. Prop A-committed revenue, along with investment and other revenues and unspent prior year fund balances, comprise ATP's total available funds (see right).

Interest income is on track to meet the amount budgeted for FY25. ATP will continue to work hand in hand with our investment advisor to ensure resources are deployed in accordance with our Investment Policy.

Source	FY25 Budget	YTD Actuals ¹
Balance from Prior Year	217.5	217.5
Proposition A Voter-Approved Revenue	172.0	174.2
Investment & Other Revenue	21.0	9.5
Total	410.5	401.2

Figures are not audited and subject to change.
1 YTD Actuals include activity from October 1, 2024 through March 31, 2025.

Aerial view near Pleasant Valley station. Artist conceptual visualization.



ATP Expenditures

A capital budget funds the total cost of acquiring or constructing an agency asset, including design, bidding, project management, right-of-way acquisition, construction and administrative expenses. Unlike the operating budget, which appropriates funding annually, capital budget funds are available until expended, typically over multiple years.

Professional Services Cost by Activity (in Millions)¹

Source	FY25 Budget	YTD Actuals	Remaining Budget
Architecture & Design Services	2.8	2.2	0.6
Consulting Services	47.0	5.6	41.4
Engineering Services	24.5	6.8	17.7
Environmental Consulting Services	2.7	0.9	1.8
Real Estate Services	1.4	0.3	1.1
Total	78.4	15.8	62.6

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1 YTD Actuals include activity from October 1, 2024 through March 31, 2025.

Roadside view near Pleasant Valley station. Artist conceptual visualization.



ATP Expenditures

To reduce the complexity for tracking administrative expenses as ATP is in the process of constructing the light rail project, and consistent with budgeting practices, administrative expenses continue to be charged to the Light Rail Capital Project Fund. A total of \$14.5 million was expended through March 31, 2025 (see below) 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; as well as materials and staff development expenses.

Administrative Expenses (in Millions)

Categories	FY25 Budget	YTD Actuals ¹	Remaining Budget
Personnel	13.7	5.4	8.3
Business Support Contracts	22.7	8.3	14.4
Materials & Staff Development	1.2	0.8	0.4
Total	37.6	14.5	23.1

1 YTD Actuals include activity from October 1, 2024 through March 31, 2025.

Operating Fund Summary

	FY25 BUDGET	FY25 ACTUAL Q2
Beginning Fund Balance	\$217,545,765	\$217,545,765
Revenues		
Prop A Property Tax	\$172,000,000	\$174,092,810
CapMetro ¹	-	-
Investments & Other Income	\$21,000,000	\$9,574,733
Total Revenues	\$193,000,000	\$183,667,543
Total Available Funds	\$410,545,765	\$401,213,308
Expenditure Transfers		
Transfer to Operating Reserve	-	-
Transfer to Anti-Displacement Fund	\$20,000,000	\$20,000,000
Transfer to Light Rail Capital Fund	\$10,000,000	-
Transfer to CapMetro Projects Fund	-	-
Total Expenditures & Transfers	\$30,000,000	\$20,000,000
Reserved for Future Project Needs (Total Available Funds Net Expenditures & Transfers)	\$380,545,765	\$381,213,308
Operating Reserve	\$20,000,000	\$20,000,000

Figures are not audited and subject to change.

1 CapMetro committed revenue will still be utilized for Project Connect projects but will remain with CapMetro.

Light Rail Capital Fund Summary

	FY25 BUDGETED SPEND	FY25 ACTUAL SPEND (Q2)
Beginning Fund Balance	\$113,287,944	\$113,287,944
New Appropriations		
Transfer from Operating Fund	\$10,000,000	-
Total New Appropriations	\$10,000,000	-
Total Available Appropriations	\$123,287,944	\$113,287,944
Expenditures		
Professional Services	\$78,380,000	\$15,847,326
Administrative Expenses	\$37,620,000	\$14,494,539
Total Expenditures	\$116,000,000	\$30,341,865
Reserved for Future Project Needs (Total Available Funds Net Expenditures & Transfers)	\$7,287,944	\$82,946,079

Figures are not audited and subject to change.