

FY2024–2025 Quarterly Performance Report

Quarter 3
8.15.2025

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 third quarter of fiscal year (October 1, 2024 through June 30, 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 Grants 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

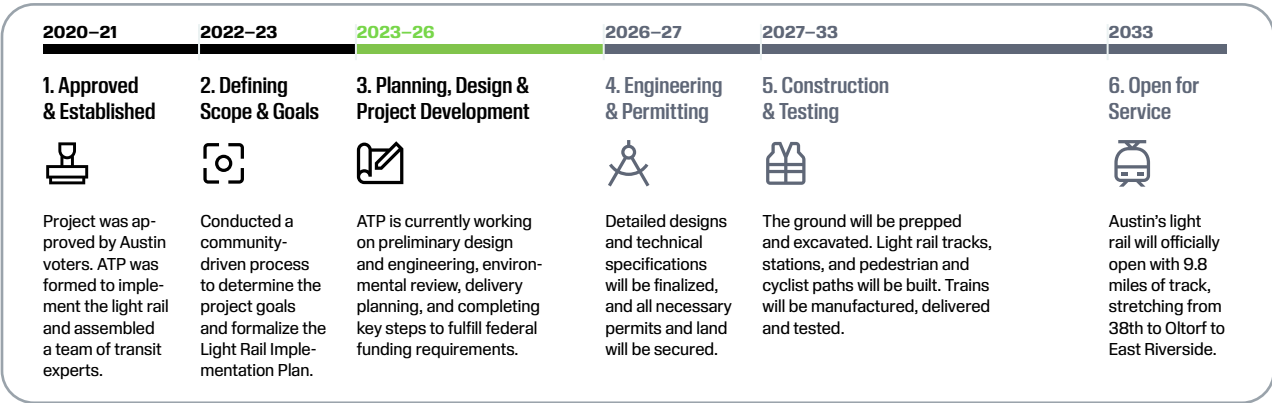
FTA Capital Investment Grants Program New Starts process. Related to local investment, ATP will maintain a reliable reoccurring revenue stream to cover expenses and achieve financial results consistent with the expectations of the organization to include advancing the organization’s bond issuance program.

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

Advancing through the National Environmental Policy Act process and finalizing documents for the Progressive Design-Build (PDB) solicitation for Civil, Rail, Stations and Systems was the focus of third quarter of Fiscal Year 2025.

On June 6, 2025, ATP released the official solicitation for the multibillion-dollar Progressive Design-Build contract that will be awarded early next year in preparation to break ground on Austin Light Rail Phase 1 in 2027.

The partners ATP selects for this contract 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 enhancements. The agreement is expected to extend through the duration of design, construction and service opening, planned for 2033.

To help potential partners prepare strong, informed teams and foster competition, ATP hosted various industry engagements events over the past year. The release of the solicitation is a culmination of a combined years-long effort of various ATP staff members and ATP partners, which was also informed by industry feedback. ATP is using a two-step procurement process that began with the June 5, 2025 release of a Request for Qualifications (RFQ), with responses due by July 10, 2025. Qualified firms will then be invited to participate in a comprehensive Request for Proposals (RFP) process evaluating team experience, approach and pricing elements.

To further facilitate industry collaboration, ATP hosted “Connect and Build: Partnerships for Austin Light Rail” on May 29 focused on the Progressive Design-Build contract opportunity for the Operations and Maintenance facility. This networking event connected prime contractors with small and local businesses interested in participating in the project. Attendees included 103 small and local businesses, with 24 representatives from prime contractors, for a total of 127 attendees.

In parallel, design development continues to move forward across all elements of the project. Preliminary engineering plans will be published in the Final Environmental Impact Statement and will also serve as reference documents for upcoming final design and construction procurements to select the Progressive Design-Builders. 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 May 29.



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.

Revenues Through June 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	175.9
Investment & Other Revenue	21.0	15.3
Total	410.5	408.7

Figures are not audited and subject to change.
1 YTD Actuals include activity from October 1, 2024 through June 30, 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	1.9	0.9
Consulting Services	47.0	12.1	34.9
Engineering Services	24.5	13.2	11.3
Environmental Consulting Services	2.7	1.7	1.0
Real Estate Services	1.4	0	1.4
Total	78.4	28.9	49.5

Figures are not audited and subject to change.
¹ YTD Actuals include activity from October 1, 2024 through June 30, 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 \$22.1 million was expended through June 30, 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	8.5	5.2
Business Support Contracts	22.7	12.7	10.0
Materials & Staff Development	1.2	0.9	0.3
Total	37.6	22.1	15.5

¹ YTD Actuals include activity from October 1, 2024 through June 30, 2025.

Operating Fund Summary

	FY25 BUDGETED	FY25 ACTUAL (Q3)
Beginning Fund Balance	\$217,545,765	\$217,545,765
Revenues		
Prop A Property Tax	\$172,000,000	\$175,904,720
CapMetro ¹	-	-
Investments & Other Income	\$21,000,000	\$15,285,350
Total Revenues	\$193,000,000	\$191,190,070
Total Available Funds	\$410,545,765	\$408,735,835
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	\$10,000,000
Transfer to CapMetro Projects Fund	-	-
Total Expenditures & Transfers	\$30,000,000	\$30,000,000
Reserved for Future Project Needs (Total Available Funds Net Expenditures & Transfers)	\$380,545,765	\$378,735,835
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	FY25 ACTUAL (Q3)
Beginning Fund Balance	\$113,287,944	\$113,287,944
New Appropriations		
Transfer from Operating Fund	\$10,000,000	\$10,000,000
Total New Appropriations	\$10,000,000	\$10,000,000
Total Available Appropriations	\$123,287,944	\$123,287,944
Expenditures		
Professional Services	\$78,380,000	\$28,886,780
Administrative Expenses	\$37,620,000	\$22,176,816
Total Expenditures	\$116,000,000	\$51,063,596
Reserved for Future Project Needs (Total Available Funds Net Expenditures & Transfers)	\$7,287,944	\$72,224,348

Figures are not audited and subject to change.