



**FY2023–2024
QUARTERLY
PERFORMANCE REPORT
3RD QUARTER**

OVERVIEW

In November 2020, Austin voters approved Proposition A to dedicate new revenue to the implementation of Project Connect—a program of transit projects designed to provide transportation alternatives for our community. City of Austin and Capital Metro subsequently created the Austin Transit Partnership and tasked its Board of Directors with overseeing the program.

On September 20, 2023, ATP’s Board of Directors unanimously approved the FY 2023–24 Budget. This annual budget reflects a twelve-month fiscal year from October 1, 2023 through September 30, 2024, 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 for the third quarter of fiscal year (Oct 1 through June 30).

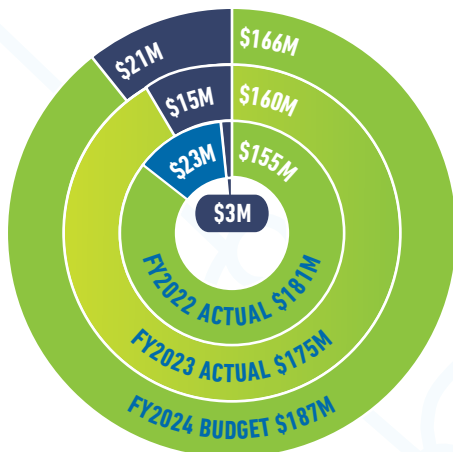
On March 27, 2024, ATP’s Board of Directors approved an additional \$65 million appropriation to the Light Rail Capital Fund to fully fund Project Development, a key requirement for entry into the Project Development phase with the Federal Transit Administration.

As ATP’s budget continues to evolve, quarterly update reports will adjust to accommodate additional financial information requested. Please reach out to input@atptx.org to request information included in quarterly reports.

REVENUE

► BY FUNDING SOURCE

	FY22 ACTUAL	FY23 ACTUAL	FY24 BUDGET
Prop A Property Tax	\$155M	\$160M	\$166M
Investment & Other Revenue	\$3M	\$15M	\$21M
CapMetro Contributions	\$23M	-	-



► FUTURE FUNDING SOURCES

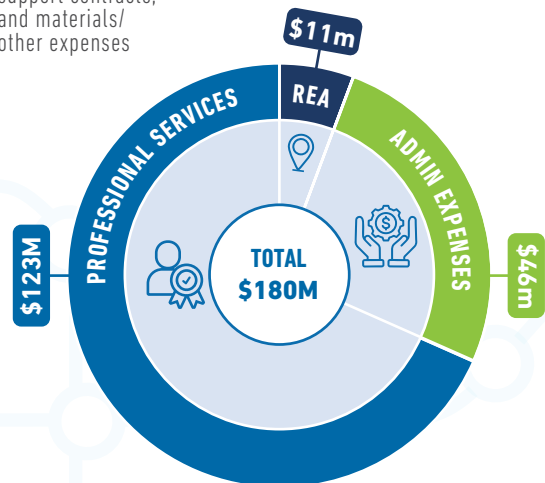
Debt Proceeds **\$0M** Grant Funding **\$0M**

SPENDING

► AUSTIN LIGHT RAIL CAPITAL FUND

\$82M Remaining appropriations from prior years **\$98M** New appropriations

- \$46M** Administrative expenses
Personnel, business support contracts, and materials/ other expenses
- \$11M** Right-of-way & real estate acquisitions
- \$123M** Professional services



¹ FY24 Total Appropriations include the \$65M budget amendment approved on March 27, 2024.

FY 2023–24 PRIORITY OUTCOMES

In FY24, ATP's strategic objectives encompass Federal Process, Design and Community Engagement, with a primary emphasis on solidifying the partnership with the Federal Transit Administration, advancing design and engineering efforts and continuing to engage with the local community. This work will

be completed mainly by leveraging existing resources with HDR, HNTB, AECOM, Ernst & Young Infrastructure Advisors and HUG Joint Venture, which have all been previously approved by the ATP Board.

► FEDERAL PROCESS

FY24 will be primarily focused on continuing to advance the work needed to solidify ATP's partnership with the Federal Transit Administration. This includes the following year-to-date achievements:

- Completing the FTA's required steps for recognition as a federal grant recipient.
- Initiating the environmental analysis required by the National Environmental Policy Act.
- Entering the Capital Investment Grant process to continue the path towards a Full Funding Grant Agreement for Austin Light Rail Phase 1.

► DESIGN

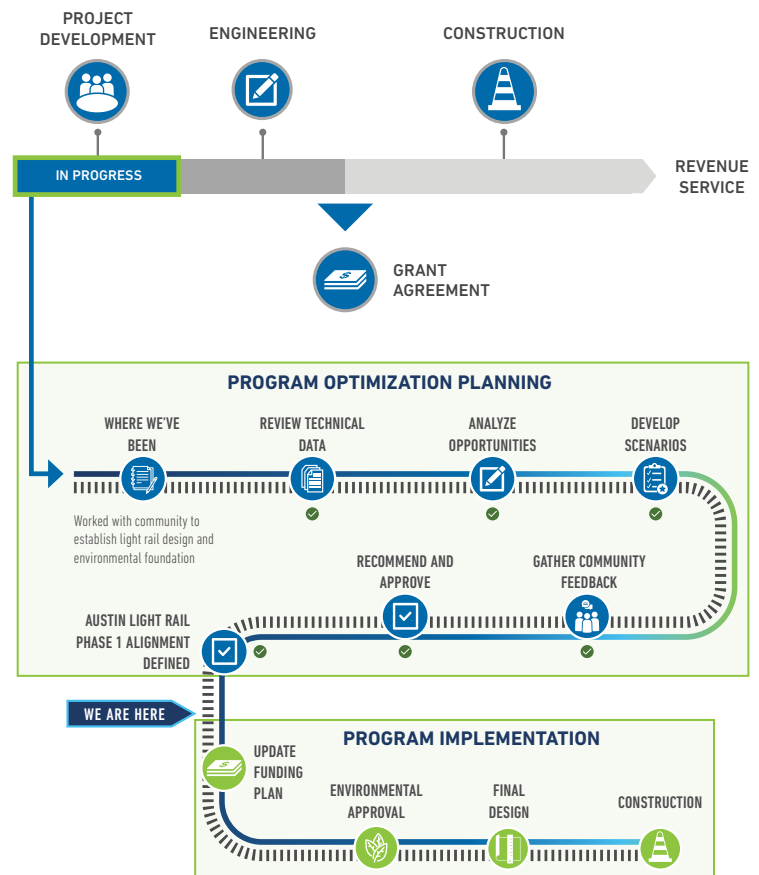
ATP will advance engineering and architectural efforts by leveraging the ATP Board-approved contracts for HDR, AECOM, HNTB, and HUG. This work will inform the environmental analysis and our understanding of project issues and right-of-way requirements.

► ENGAGEMENT

The FY24 Budget also includes new resources to enhance public involvement and community engagement efforts. A key focus by ATP will be to inform design principles with human centered design and user experiences as it relates to the transit environment.

ATP will also be focused on conducting the environmental review process with transparency and opportunities for meaningful input into the process.

FEDERAL CAPITAL INVESTMENT GRANT PROCESS



AUSTIN LIGHT RAIL

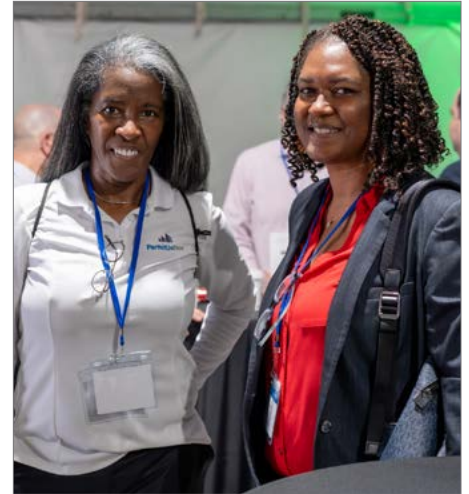
ATP is advancing the process to bring federal investment to the Austin community. Project Development activities, such as early design and environmental studies, are underway. ATP has developed a delivery and contracting framework to prepare for the next phases of design, construction of Austin Light Rail Phase 1, as well as the pursuit of federal funding.

ATP continues to advance engineering design plans to support the Draft Environmental Impact Statement, required under the National Environmental Policy Act, scheduled for release to the community later this fall.

ATP achieved a major milestone in the program when, on April 24, the FTA officially recognized ATP as an active grantee/direct recipient of federal funds. This critical milestone signifies that FTA has determined that ATP has the legal, technical and financial capacity to manage projects and funds through FTA grant programs.

On April 30, ATP hosted Connect & Build: Partnerships for Austin Light Rail, an opportunity for small businesses (including Disadvantaged Business Enterprises, minority and women-owned businesses) to learn how to qualify for the federal DBE program and requirements and opportunities to participate on federally funded projects in Austin and across Texas.

ATP awarded on-call preliminary engineering contracts in May to provide support services needed to progress the initial base design to complete preliminary engineering as required for Project Development. Staff has developed initial task orders focused on advancing design for utility relocations, LRT civil/stations/system, operations and maintenance facility and the bridge over Lady Bird Lake and expect to have all tasks executed to begin work by August. The team has also been developing the guidelines and criteria which will be used by the designers to implement project requirements for engineering, architecture, urban design and sustainability.



Select photos from the DBE training and panel during Connect & Build — April 30, 2024



ATP REVENUES

ATP’s annual revenues come primarily from 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. Prop A-committed revenue, along with investment and other revenues and unspent prior year fund balances, comprise ATP’s total available funds (Figure 3). Monies dedicated by CapMetro for Project Connect will be retained by CapMetro for the components they are responsible for implementing pursuant to the Supplement to the Joint Powers Agreement executed on June 6, 2023. Future revenue sources will include debt proceeds and grant funding.

► **FIGURE 1: REVENUES THROUGH JUNE 30, 2024 (IN MILLIONS)**

SOURCE	FY24 BUDGET	YTD ACTUALS ¹
Balance from Prior Year	\$148.0	\$148.5
Proposition A Voter-Approved Revenue	166.0	166.3
Investment & Other Revenue	21.0	16.8
Total	\$335.0	\$331.0

¹ YTD Actuals include all revenues collected from October 1, 2023 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, construction

and administrative expenses. Unlike the operating budget, which appropriates funding annually, capital budget funds are available until expended, typically over multiple years.

MAJOR PROJECT CONTRACTS

During the quarter, HDR continued to provide support to ATP related to management, oversight and assistance with coordination and execution of the Austin Light Rail Phase 1 project, including the following:

- Submission of the Advanced Draft Environmental Impact Statement to FTA for their review and commenting;
- Finalizing the FTA Ratings and Evaluation Package for submission to FTA in August of 2024; continued the development and coordination of design documents including design criteria, guidelines and standards;
- Assisted in the development of scopes of work for the recently awarded on-call consultants.

► **FIGURE 2: MAJOR PROJECT CONTRACTS AS OF JUNE 30, 2024 (IN MILLIONS)¹**

HDR (PMOR)	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$32.2	–	\$32.1	=	\$0.1
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$32.1	–	\$18.0	=	\$14.1

HDR (NEPA)	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$11.8	–	\$5.9	=	\$5.9
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$5.9	–	\$1.8	=	\$4.1

AECOM	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$3.7*	–	\$3.5	=	\$0.2
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$3.5	–	\$2.2	=	\$1.3

HNTB	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$5.3*	–	\$2.7	=	\$2.6
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$2.7	–	\$2.2	=	\$0.5

EYIA	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$17.0	–	\$12.8	=	\$4.2
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$12.8	–	\$9.3	=	\$3.5

HUG	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$16.7	–	\$15.7	=	\$1.0
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$15.7	–	\$12.3	=	\$3.4

LEGAL SERVICES	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$23.0	–	\$13.2	=	\$9.8
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$13.2	–	\$5.3	=	\$7.9

REAL ESTATE SERVICES	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$6.1	–	\$0.7	=	\$5.4
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$0.6	–	\$0.0	=	\$0.6

MARCOM SERVICES	BOARD AUTHORIZED		COMMITTED (CONTRACT)	=	REMAINING AUTHORIZATION
	\$2.8	–	\$2.8	=	\$0.0
	COMMITTED (CONTRACT)		SPENT TO DATE	=	REMAINING CONTRACT
	\$2.8	–	\$1.0	=	\$1.8

¹ Information current as of June 30, 2024.

* The board authorized a combined total of \$12M for Conceptual Engineering Services that is split between AECOM and HNTB.

During the third quarter, input received from the community during public Scoping meetings and via online comments was compiled and reviewed for consideration in the preparation of the Draft EIS and ongoing design work. A Scoping Summary Report was prepared to document all of the input received, and this report was made available on ATP’s web site in May. Comprehensive environmental analysis of Austin Light Rail Phase 1 was ongoing throughout the quarter, and a preliminary administrative draft of the Environmental Impact Statement was submitted to FTA for review in early June. In addition, multi-disciplinary evaluation of the design options was conducted to support staff recommendations that are anticipated for inclusion in the Draft EIS. The Draft EIS is planned for public review in Fall 2024.

During this period, the HUG team continued to build on their research and design work by collaboratively and iteratively developing draft Architecture and Urban Design Guidelines for all public-facing elements of Austin Light Rail Phase 1, currently under review by ATP and our partners. The guidelines consist of three volumes: the first describing the research and community engagement efforts that led to the Austin Light Rail Phase 1 User Needs and Performance Objectives, the second outlining the People Centered Design Approach and how it shapes guidelines at various scales of user interaction, and the third validating the design guidelines by testing their

applications at selected stations within Austin Light Rail Phase 1.

AECOM and HNTB completed the development of the base design and design options. The team worked with all reviewers to address comments on the design. The team supported the development of the design plans to support the development of the Administrative DEIS.

Throughout the quarter EYIA continued to work with staff on the Request for Qualifications for Delivery Partner services resulting in the release of the solicitation mid-June. EYIA took part in the April 30th Connect & Build: Partnerships For Austin Light Rail forum. The information provided during the session helped firms (more specifically Disadvantaged Business Enterprises) looking to participate in future contracts understand the requirements in place to successfully establish and maintain compliance with overhead rates as it relates to federally funded contracts. Lastly, EYIA has continued to assist ATP in advancing through the Federal Transit Administration’s Capital Investment Grant process.

During this last quarter, Buie supported the April 30th Connect & Build event hosted by ATP. Butler has continued to facilitate a robust creative process to inform brand development for Austin Light Rail Phase 1.

ADMINISTRATIVE EXPENSES

New in FY24, but consistent with budgeting practices for other large capital projects, administrative expenses will now be charged to Capital Projects instead of the Operating Fund to maximize allowable reimbursements from federal partners and grant opportunities. A total of \$19 million expended through June 30 (Figure 3) 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.

► **FIGURE 3: ADMINISTRATIVE EXPENSES THROUGH JUNE 30, 2024 (IN MILLIONS)**

CATEGORIES	FY24 BUDGET	YTD ACTUALS ¹	REMAINING BUDGET
Personnel	\$16.1	\$8.5	\$7.6
Business Support Contracts	27.9	9.2	18.6
Materials & Staff Development	2.0	1.3	0.7
Total	\$46.0	\$19.0	\$26.9

¹ YTD Actuals include all expenditures from October 1, 2023 to the time-period of this report.

OPERATING FUND SUMMARY

FY24 BUDGET VS. YTD ACTUALS

	FY24 BUDGETED SPEND	FY24 ACTUAL SPEND (Q3)
Beginning Fund Balance	\$147,964,834	\$148,545,765
Revenues		
Prop A Property Tax	\$166,000,000	\$166,297,992
CapMetro ¹	-	-
Investments & Other Income	\$21,000,000	\$16,810,187
Total Revenues	\$187,000,000	\$183,108,179
Total Available Funds:	\$334,964,834	\$331,073,013
Expenditures & Transfers		
Administrative Expenses ²	-	-
Transfer to Operating Reserve	-	-
Transfer to Anti-Displacement Fund	\$20,000,000	\$20,000,000
Transfer to Light Rail Capital Fund	\$98,000,000	\$98,000,000
Transfer to CapMetro Projects Fund	-	-
Total Expenditures & Transfers	\$118,000,000	\$118,000,000
Reserved for Future Project Needs (Total Available Funds Net Expenditures & Transfers)	\$216,964,834	\$213,073,013
Operating Reserve	\$20,000,000	\$20,000,000

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

2 To maximize ATP's allowable reimbursements from federal partners and grant opportunities, administrative expenses will be charged to Capital Projects instead of the Operating Fund in FY24.

LIGHT RAIL CAPITAL FUND SUMMARY

FY24 BUDGET VS. YTD ACTUALS

	FY24 BUDGETED SPEND	FY24 ACTUAL SPEND (Q3)
Beginning Fund Balance	\$82,000,000	\$85,847,944
New Appropriations		
Transfer from Operating Fund	\$98,000,000	\$98,000,000
Total New Appropriations	\$98,000,000	\$98,000,000
Total Available Appropriations	\$180,000,000	\$183,847,944
Expenditures		
Professional Services	\$58,000,000	\$22,992,739
Right-of-Way & Real Estate Acquisitions	\$11,000,000	-
Administrative Expenses ¹	\$46,000,000	\$18,952,764
Total Expenditures	\$115,000,000	\$41,945,503
Reserved for Future Project Needs (Total Available Funds Net Expenditures & Transfers)	-	\$141,902,441

¹ To maximize ATP's allowable reimbursements from federal partners and grant opportunities, administrative expenses will be charged to Capital Projects instead of the Operating Fund in FY24.

PORTFOLIO OVERVIEW

Quarterly, the Austin Transit Partnership (the "Entity") prepares an Investment Report in accordance with Chapter 2256 of the Texas Public Funds Investment Act ("PFIA"). The investment portfolio complied with the PFIA and the Entity's approved Investment Policy and Strategy throughout the period. All investment transactions made in the portfolio during this period were made by Hilltop Securities, ATP's Investment Advisor, on behalf of ATP.

In the third quarter of Fiscal Year 2024, the investment portfolio generated \$14.5 million in net income. The investment portfolio contained a mix variety of different US Government and Federal Agency-related securities over a two-year time horizon. ATP, in conjunction with Hilltop Securities, continues to monitor the market and will structure future investment purchases around the cash flow needs of the Entity.

▶ PORTFOLIO SUMMARY

	PRIOR 31 MAR-24	CURRENT 30 JUN-24
Par Value	316,990,847.78	424,652,411.28
Original Cost	314,379,556.98	420,484,705.61
Book Value	315,679,315.74	422,435,899.62
Market Value	315,685,035.28	422,369,482.18
Accrued Interest	1,657,129.75	1,122,825.43
Book Value Plus Accrued	317,336,445.48	423,558,725.05
Market Value Plus Accrued	317,342,165.03	423,492,307.61
Net Unrealized Gain/(Loss)	5,719.54	(66,417.44)

▶ INCOME SUMMARY

CURRENT PERIOD	1 APR-24 TO 30 JUN-24
Interest Income	4,402,328.91
Net Amortization/ Accretion	1,155,891.57
Realized Gain/(Loss)	0.00
Net Income	5,558,220.48

FISCAL YEAR-TO-DATE	1 OCT-23 TO 30 JUN-24
Net Income	14,509,711.70

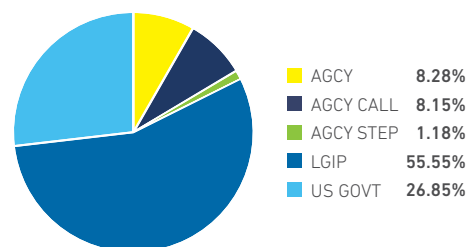
▶ PORTFOLIO CHARACTERISTICS

	PRIOR 31 MAR-24	CURRENT 30 JUN-24
Yield to Maturity	5.316%	5.317%
Yield to Worst	5.316%	5.317%
Days to Final Maturity	99	93
Days to Effective Maturity	99	93
Duration	0.57	0.55

▶ TRANSACTION SUMMARY

TRANSACTION TYPE	QUANTITY	PRINCIPAL	INTEREST	TOTAL AMOUNT	REALIZED GAIN/LOSS
Buy	90,000,000.00	(87,939,128.81)	(312,858.74)	(88,251,987.55)	0.00
Maturity	(45,000,000.00)	45,000,000.00	0.00	45,000,000.00	0.00
Coupon	0.00	0.00	2,038,258.33	2,038,258.33	0.00

▶ ASSET ALLOCATION



Source: Hilltop Securities Portfolio Overview for Austin Transit Partnership, April 1, 2024 - June 30, 2024