

**Austin Transit Partnership**

# **FY2025–2026 Quarterly Performance Report**

**Quarter 1  
02.17.2026**



# 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 17, 2025, ATP’s Board of Directors approved the FY 2025–26 Budget. This annual budget reflects a twelve-month fiscal year from October 1, 2025 through September 30, 2026, 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 first quarter of fiscal year (October 1, 2025 through December 31, 2025).

Reach out to [input@atptx.org](mailto:input@atptx.org) to request information included in quarterly reports.

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



# FY 2026 Priority Outcomes

The FY26 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.

## Federal Process

ATP will continue to prepare preliminary engineering design as required for the Federal Transit Administration (FTA) Capital Investment Grants (CIG) application process and compile project-wide requirements and reference materials for construction contractor onboarding. A key guidepost for work in FY26 Q1 was to complete the Final EIS and Record of Decision (ROD) which was released on January 16, 2026.

## PDB Readiness and Organizational Performance

ATP will continue to advance its project delivery plan, progressing three major solicitations: Construction contractors for Civils, Rail, Stations and Systems (LRT), Operations and Maintenance Facility (OMF), and Light Rail Vehicles, with the scheduled award for all three solicitations expected during FY26. ATP will expand operational readiness efforts to successfully onboard construction and light rail vehicle contractors by establishing processes, procedures, and structures for project governance, management, and execution.

## Financial Sustainability

ATP continues to advance its federal funding strategy, receiving notification of Grant eligibility from 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 financing program.

## Community Partnerships

Guiding ATP’s work is community-focused outreach supported by the Board and the ATP team to increase connection and collaboration with stakeholders. The goal being to strengthen relationships with property owners and tenants along the Austin Light Rail alignment. An essential part of ATP’s work in FY26 will be expanding education about Austin Light Rail through the Y’all Aboard public awareness campaign. The campaign is designed to build upon public outreach and educate the public about the key benefits and features of Austin Light Rail.

2020–21	2022–23	2023–26	2026–27	2027–33	2033
<b>1. Approved &amp; Established</b>  Project was approved by Austin voters. ATP was formed to implement the light rail and assembled a team of transit experts.	<b>2. Defining Scope &amp; Goals</b>  Conducted a community-driven process to determine the project goals and formalize the Light Rail Implementation Plan.	<b>3. Planning, Design &amp; Project Development</b>  ATP is currently working on preliminary design and engineering, environmental review, delivery planning, and completing key steps to fulfill federal funding requirements.	<b>4. Engineering &amp; Permitting</b>  Detailed designs and technical specifications will be finalized, and all necessary permits and land will be secured.	<b>5. Construction &amp; Testing</b>  The ground will be prepped and excavated. Light rail tracks, stations, and pedestrian and cyclist paths will be built. Trains will be manufactured, delivered and tested.	<b>6. Open for Service</b>  Austin's light rail will officially open with 9.8 miles of track, stretching from 38th to Oltorf to East Riverside.

# Austin Light Rail Project Update

During the first quarter of Fiscal Year 2026, ATP’s efforts were primarily focused on the following fronts: finalizing the Final Environmental Impact Statement (Final EIS) to ensure sufficient time for FTA review and issuance of the Record of Decision within the required two-year window, preparing the organization for the onboarding of the design and construction teams that will advance the project into delivery and ongoing design coordination as part of the partner review process for preliminary engineering.

A comprehensive work session took place at the November Board meeting providing staff the opportunity to review major accomplishments to date and outline the work plan for the upcoming year. With 2025 focused on developing and releasing major procurements to identify partners for the construction of Austin Light Rail, 2026 shifts toward completing those procurements, onboarding selected partners, and mobilizing them to advance the project toward construction. The image below highlights some of the milestones outlined for the next year:

Also in November, the FTA completed, and released, their rating of material previously submitted for the Austin Light Rail Phase 1 project and awarded a “Medium-High” rating in its Annual Report on Funding Recommendations, the strongest rating awarded in the 2026 fiscal year. The rating strengthens ATP’s competitiveness for future federal investment and is reflective of the collaborative work that has taken place with partners across the city as the project advances.

November 2025 ATP Board Meeting



*Contracts to be Awarded in 2026*



### Civils, Rail, Stations, Systems

- Progressive Design-Build
- Q1 2026 Award
- Phase 1: Preconstruction (continuing design and planning)
- Phase 2: Construction



### Operations & Maintenance Facility

- Progressive Design-Build
- Q2 2026 Award
- Phase 1: Preconstruction (continuing design and planning)
- Phase 2: Construction



### Light Rail Vehicles

- Q2 2026 Award
- Supplier selected and begins design coordination with construction teams
- Vehicle design and manufacturing

# 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).

We use interest income to offset administration expenses at ATP. We will continue to work hand in hand with our investment advisor to ensure resources are deployed in accordance with our Investment Policy.

ATP anticipates that future revenue sources will include debt proceeds and grant funding.

## Revenues Through December 31, 2025 (in Millions)

Source	FY26 Budget	YTD Actuals <sup>1</sup>
Proposition A Voter-Approved Revenue	185.0	0.0
Investment & Other Revenue	18.0	4.1
<b>Total</b>	<b>203.0</b>	<b>4.1</b>

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

*Aerial view near Pleasant Valley station. Artist conceptual visualization.*



# ATP Capital Expenditures

A Capital Budget is a plan of proposed projects or investments for fixed assets (primarily infrastructure) and the means of financing them. Services budgeted within the Light Rail Capital Fund under Professional Services include the following: 1) staff augmentation delivered under the Delivery Partner contract for subject matter expertise in areas that include project management, project controls, quality and safety management, and design management; 2) Engineering and Design services provided through the on-call engineering/planning contracts and anticipated costs for certain aspects of the Phase 1A work effort that will be completed by the final design/construction contractor teams that will be onboarded in FY26 and; 3) professional service fees for pre right-of-way acquisition activities.

### Professional Services Cost by Activity (in Millions)<sup>1</sup>

Source	FY26 Budget	YTD Actuals	Remaining Budget
Program Management	30.0	2.3	27.7
Engineering Services	42.0	0.5	41.5
Real Estate Services	5.0	0.1	4.9
<b>Total</b>	<b>77.0</b>	<b>2.9</b>	<b>74.1</b>

Figures are not audited and subject to change.  
<sup>1</sup> YTD Actuals include activity from October 1, 2025 through December 31, 2025.

# ATP Administrative 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 \$5.2 million was expended through December 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)

Source	FY26 Budget	YTD Actuals <sup>1</sup>	Remaining Budget
Personnel	14.5	2.6	11.9
Business Support Contracts	25.8	2.4	23.4
Materials & Staff Development	1.3	0.2	1.1
<b>Total</b>	<b>41.6</b>	<b>5.2</b>	<b>36.4</b>

<sup>1</sup> YTD Actuals include activity from October 1, 2024 through December 31, 2025.

# All Department Breakdowns

## Department Expenses (in Millions)

	PERSONNEL	BUSINESS SUPPORT CONTRACTS	MATERIALS & STAFF DEVELOPMENT
<b>FY26 Budget</b>	<b>\$14,523,850</b>	<b>\$25,821,700</b>	<b>\$1,324,450</b>
<b>Departments</b>			
Planning, Community and Federal Programs	\$436,872	\$30,833	\$9,563
Design and Construction	\$440,710	\$8	\$2,756
Architecture and Urban Design	\$150,684	-	\$4,501
Financial Services	\$369,901	\$555,627	\$61,546
Business and Legal Affairs	\$1,103,017	\$1,799,546	\$92,279
Internal Audit	\$93,380	-	\$1,164
<b>Total Remaining Balance</b>	<b>\$11,929,286</b>	<b>\$23,435,686</b>	<b>\$1,152,641</b>

<sup>1</sup> YTD Actuals include activity from October 1, 2024 through December 31, 2025.

# Operating Fund Summary

	FY26 BUDGETED SPEND	YTD ACTUAL SPEND
<b>Beginning Fund Balance</b>	<b>\$381,733,730</b>	<b>\$381,733,730</b>
<b>Revenue</b>		
Prop A Property Tax	\$185,000,000	-
Investments & Other Income	\$18,000,000	\$4,118,675
<b>Total Revenues</b>	<b>\$203,000,000</b>	<b>\$4,118,675</b>
<b>Total Available Funds</b>	<b>\$584,733,730</b>	<b>\$385,852,405</b>
<b>Expenditure Transfers</b>		
Transfer to Operating Reserve	-	-
Transfer to Anti-Displacement Fund	\$20,000,000	-
Transfer to Light Rail Capital Fund	\$56,000,000	-
Transfer to CapMetro Projects Fund	\$54,300,000	-
<b>Total Expenditures &amp; Transfers</b>	<b>\$130,300,000</b>	<b>-</b>
<b>Reserved for Future Project Needs (Total Available Funds Net Expenditures &amp; Transfers)</b>	<b>\$454,433,730</b>	<b>\$385,852,405</b>
<b>Operating Reserve</b>	<b>\$20,000,000</b>	<b>\$20,000,000</b>

Figures are not audited and subject to change.

# Austin Light Rail Capital Fund Summary

	FY26 BUDGETED SPEND	YTD ACTUAL SPEND
<b>Beginning Fund Balance</b>	<b>\$63,030,210</b>	<b>\$63,030,210</b>
<b>New Appropriations</b>		
Transfer from Operating Fund	\$56,000,000	-
<b>Total New Appropriations</b>	<b>\$56,000,000</b>	<b>-</b>
<b>Total Available Appropriations</b>	<b>\$119,030,210</b>	<b>\$63,030,210</b>
<b>Expenditures</b>		
Professional Services Contracts	\$77,000,000	\$2,863,550
Salary and Benefits	\$41,670,000	\$5,152,386
<b>Total Expenditures</b>	<b>\$118,670,000</b>	<b>\$8,015,936</b>
<b>Reserved for Future Project Needs</b> (Total Available Funds Net Expenditures & Transfers)	<b>\$360,210</b>	<b>\$55,014,274</b>

Figures are not audited and subject to change.