CapMetro

Strategic Plan 2030 & Transit Plan 2035

Transportation Growth & Future Contract Opportunities

"Ride Your Biz on CapMetro"

What you will learn



- Future vision of CapMetro
- Capital projects for consideration
- Potential locations for transit growth
- Where to find Strategic Plan 2030 and Transit Plan 2035
- Best Practices to support CapMetro and your company

These plans are subject to change at the discretion of the organization.

Transit Plan 2035

- Central Texas region is experiencing rapid growth both in the urban core and surrounding communities; with the region's population and employment projected to increase approximately 130% over the next 20 years.
  - This has resulted in rising housing costs and job decentralization; leading residents to live in areas that are unserved or underserved by transit.
- **Proposed Red Line Improvements & Expansions (Next 5 to 10+ years)**
  - North Burnet/Uptown Station opening near the Domain
  - Double tracking improvements at Plaza Saltillo
  - I-35 Rail Bridge
  - Potential Infill Stations

Strategic Plan 2030

Future Vision of CapMetro

- Adopting more technology-forward approaches to improving both user experience and support infrastructure.
  - Integrating features that enhance safety, environmental sustainability, and overall customer satisfaction.
  - Thoughtfully piloting new technologies and learning from the experiences of peer agencies.
- Improve reliability by addressing supply chain challenges and fleet maintenance.
- Improve security and safety by using various security technologies.
- Improve both internal and customer-facing technology
- Proactively and effectively communicate with the public about CapMetro's performance.
- Streamlining and automating our processes for managing our hiring, finance, and accounting.
- Continue to track accident-related incidents,
- Fare and Service Studies

[Strategic Plan 2030 – CapMetro]

Transit Plan 2035

Capital Projects for Consideration

Park & Rides

Facilities that provide parking spaces for commuters to park their personal vehicles and transfer to transit services for the remainder of their trip.



Transit Priority & Pedestrian Street Improvements

Infrastructure upgrades that improve service reliability and safety through measures such as bus lanes, signal priority, crosswalks, and sidewalk enhancements.



Station Improvements

Upgrades to major transit stations that enhance comfort, accessibility, and connectivity for riders transferring between light rail and bus services.



Stop Bay/Layover Facility Expansions

On-street enhancements that expand bus stop capacity — such as lengthened curbs or added berths — to accommodate more buses and improve passenger boarding and operational efficiencies.



Transit Centers

Off-street hubs where multiple bus routes connect, providing passenger amenities such as shelters, seating, and real-time information displays.



Operations & Maintenance Yards

Facilities where transit vehicles are stored, serviced, and maintained to support daily operations and ensure system reliability.



Transit-Oriented Development

Mixed-use, medium-to-high density development adjacent to transit infrastructure that increase ridership, improve access and connectivity.

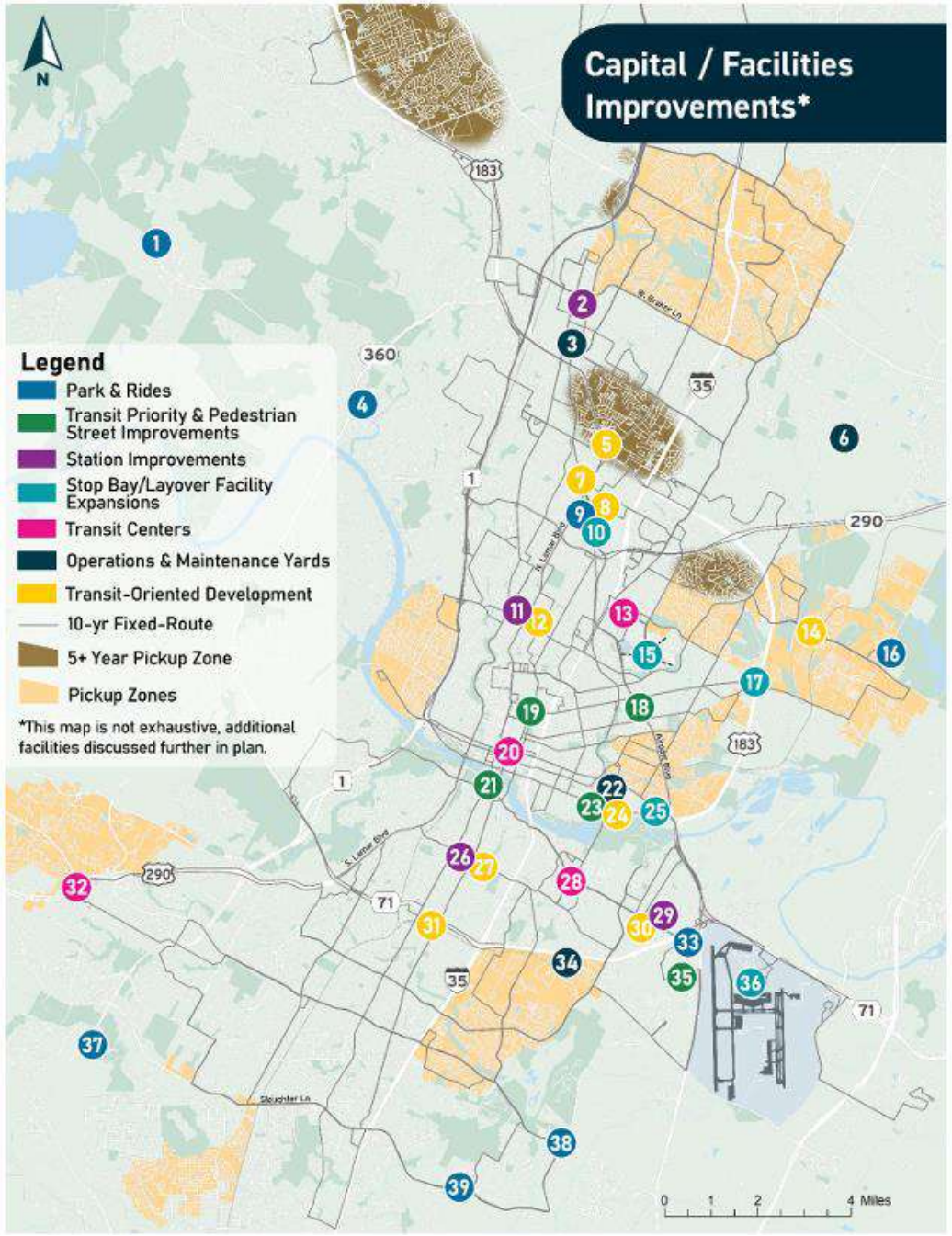


Facility Types for Implementation

Transit Plan 2035

Capital Projects for Consideration (Cont.)

Capital & Facilities Improvements for Implementation



Transit Plan 2035

Capital Projects for Consideration (Cont.)

Map #	Facility / Improvement	Status	Outlook	Notes
		Park & Rides		
1	Four Points P&R	Preferred	10+	Project Connect identified
4	Loop 360 P&R	**Required**	10+	Project Connect identified
9	Highland P&R	**Required**	5+	Project Connect identified
16	Expo Center P&R	**Required**	0 – 5	Under construction
33	Metrocenter P&R	**Required**	10+	Project Connect identified
37	South Mopac P&R	**Required**	10+	Project Connect identified
38	Mckinney Falls P&R	**Required**	10+	Project Connect identified
39	Goodnight Ranch P&R	**Required**	0 – 5	Under construction
		Transit Priority and Pedestrian Street Improvements		
18	Airport Blvd. Transit Priority	Preferred	5+	Reliability improvements for key transit corridor due to increased service
19	San Jac & Trinity Transit Priority at UT	**Required**	5+	For 801/803 East Parallel operations with LRT
21	S. 1st Street Transit Priority	**Required**	0 – 5	Reliability improvements for key transit corridor
23	E. Cesar Chavez/Pleasant Valley Street Infrastructure	**Required**	0 – 5	Roadway/intersection improvements to support bus turning movements
35	VA Clinic Stop/Pedestrian Improvements	**Required**	0 – 5	Improvements to stop and pedestrian crossing on Metropolis Drive
		Station Improvements		
2	North Burnet/Uptown Station/P&R	**Required**	0 – 5	Under construction
11	38th Street Station Improvements	**Required**	5+	LRT end-of-line bus operations; potential P&R
26	Oltorf Station Improvements	**Required**	5+	LRT end-of-line bus operations; potential P&R
29	Yellow Jacket Station	**Required**	5+	Key transfer location with LRT
		Stop Bay/Layover Facility Expansions		
10	Expanded Highland Infrastructure	**Required**	5+	Spacing for three additional peak hour buses
15	Expand Mueller Infrastructure	**Required**	0 – 5	Spacing for six to seven additional peak hour buses

Capital & Facilities Improvements for Implementation

Transit Plan 2035

Capital Projects for Consideration (Cont.)

Map #	Facility / Improvement	Status	Outlook	Notes
17	Turnaround at East Austin College Prep	Required	0 – 5	Lease or infrastructure to support Route 30 terminus/turnaround
25	Expand Shady Lane Infrastructure	Required	5+	Spacing for one additional peak hour bus
36	Expand AUS Infrastructure	Required	5+	Spacing for four additional peak hour buses
	Transit Centers			
13	Mueller Transit Center	Preferred	5+	Options for potential on/off street facilities
20	Downtown Transit Center	Required	10+	Key location for connections, transfers, and general operations; further coordination and studies required.
32	Oak Hill Transit Center	Required	5+	For Rapid 815 implementation
28	Pleasant Valley Transit Center	Required	5+	Key transfer location with LRT; spacing for 16 additional peak hour buses
	Operations and Maintenance Yards			
3	North Ops Bus Yard Expansion	Preferred	5+	Future expansion of current facility
6	North Base Demand Response Facility And Central Warehouse	Required	0 – 5	Construction anticipated through 2027
22	2910 TOD & Bus Yard	Preferred	5+	Supports TOD & future operational needs
34	South Base Demand Response Facility	Required	5+	Site acquired with construction schedule pending
	Transit-Oriented Development (TOD)			
5	North Lamar Transit Center TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
7	Crestview Station TOD	Preferred	0 – 5	Development timeline will depend on further coordination and market growth
8	Highland Station TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
12	38th Street Station TOD	Preferred	5+	Development depends on completion and opening of the Austin Light Rail
14	Loyola Lane / Johnny Morris TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
24	2910 East 5th Bus Yard TOD	Preferred	5+	Development timeline will depend on further coordination and market growth
27	Oltorf Station TOD	Preferred	5+	Development depends on completion and opening of the Austin Light Rail
30	Yellow Jacket Station TOD	Preferred	5+	Development depends on completion and opening of the Austin Light Rail
31	South Congress TC TOD	Preferred	5+	Development timeline will depend on further coordination and market growth

Capital & Facilities Improvements for Implementation

Transit Plan 2035

Capital Projects for Consideration (Cont.)

- **Rail Maintenance Facilities**
  - Potential locations: Leander and Manor
- **Trainsets and machinery (i.e., rail wheel turning machine)**
  - To support added service and increase the system's spare ratio, as well as implementing strategic double-tracking in key locations to boost throughput for both freight and passenger rail.
- **Technology upgrades — Enhancements to the Positive Train Control (PTC) system**
  - To improve operating speeds and overall reliability, with I-ETMS software offering the greatest operational benefit. Additional efficiency gains could come from more automated yard operations to streamline train movements.

Transit Plan 2035

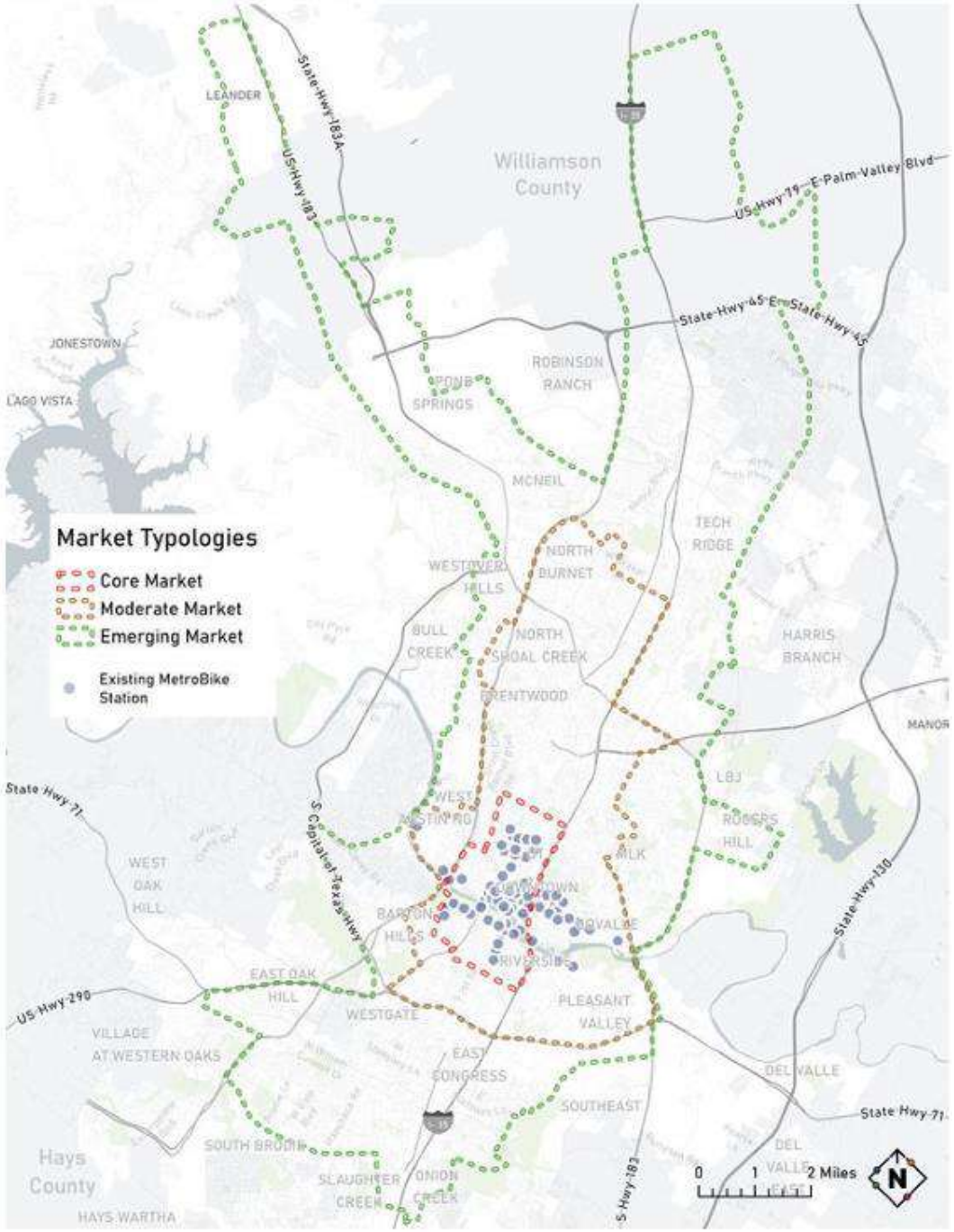
Capital Projects for Consideration (Cont.)

- **Non-Revenue Maintenance Facility**
  - Establish a dedicated non-revenue maintenance facility to centralize these functions, improve efficiency and free up space and staff time within existing bus maintenance operations to better support the growing revenue fleet.
- **Transit Signal Priority (TSP)**
  - CapMetro is planning targeted street improvements to help buses move more reliably and reduce delay at congested intersections. This includes expanding TSP to all signalized intersections along applicable routes, using a first-come, first-served approach that gives buses additional “green time” when needed.
- **Fleet**
  - Replace buses approaching end of useful life
  - Transition to 40’ and 45’ buses, phasing out 35’ and 60’ buses

Transit Plan 2035

Capital Projects for Consideration (Cont.)

- **Bikeshare**
  - Expansion of bikeshare service
  - Image shows Bikeshare Market Typologies



Transit Plan 2035

Capital Projects for Consideration (Cont.)

- **Additional Bus Stop Estimates – Close to 200 Stops in Over 20 Locations**

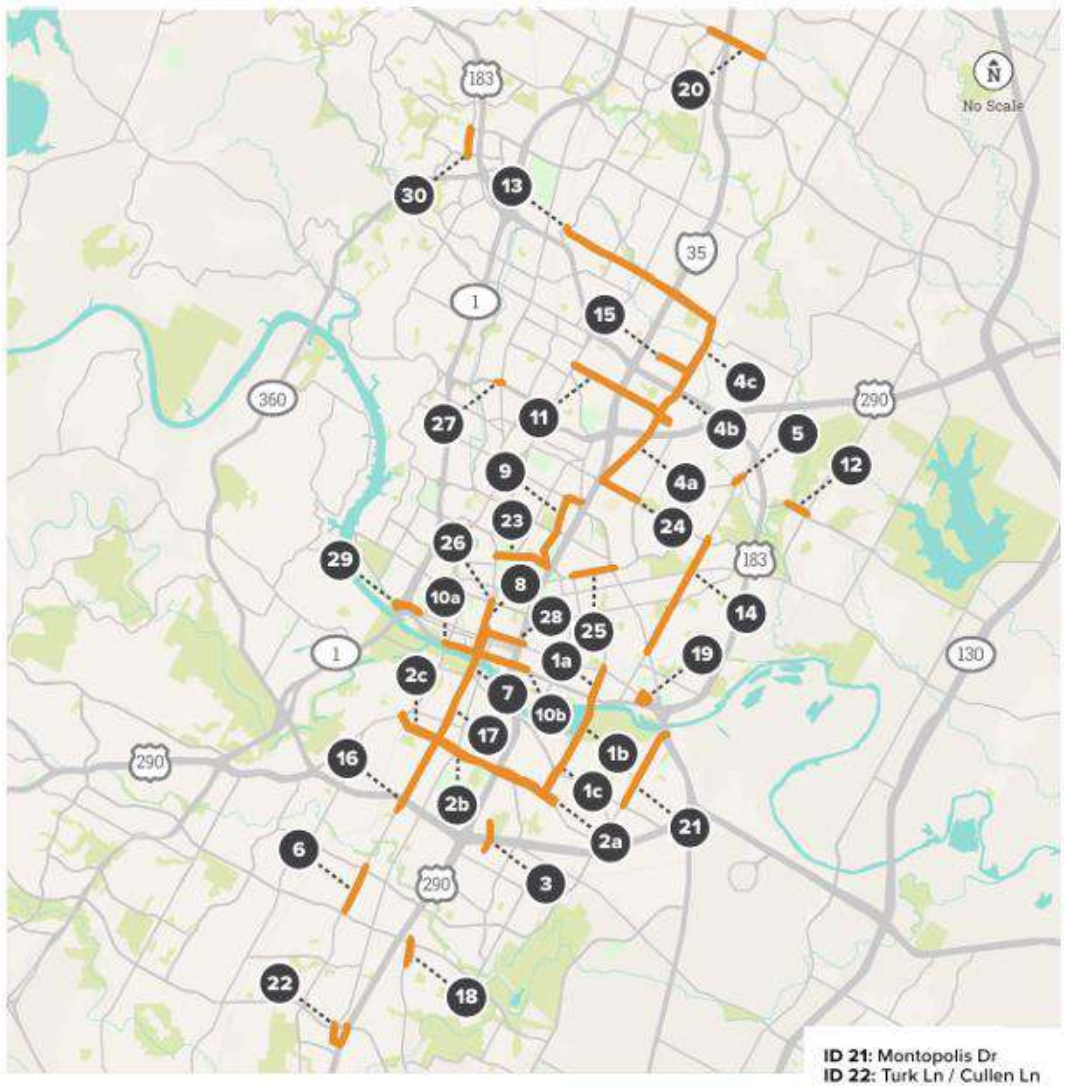
Stop Type	Outlook within 5 Years		5+ Year Outlook		Total
	New Stops	Routes	New Stops	Routes	
Bus Stops	23	2, 30, 217, 324, 392	150	2, 10, 18, 30, 50, 152, 211, 228, 318, 325, 326, 339, 493	**173**
Rapid Stations	1	803	22	801, 803, 815	**23**

**This estimate is meant to provide a high-level understanding of the scale of infrastructure changes related to recommended changes. Transit stop location and configuration are context sensitive and will be further analyzed at the time of implementation of each associated service.*

Transit Plan 2035

Current and ongoing projects

TIER Projects Past and Ongoing Projects



ID 1a: Pleasant Valley Rd
ID 1b: Pleasant Valley Rd
ID 1c: Pleasant Valley Rd
ID 2a: Oltorf St
ID 2b: Oltorf St
ID 2c: Oltorf St
ID 3: Woodward St
ID 4a: Cameron Rd
ID 4b: Cameron Rd
ID 4c: Cameron Rd
ID 5: Manor Rd
ID 6: S 1st St
ID 7: S 1st St
ID 8: Guadalupe St
ID 9: Red River St / 45th St
ID 10a: Cesar Chavez St
ID 10b: Cesar Chavez St
ID 11: St Johns Ave
ID 12: Loyola Ln
ID 13: Rundberg Ln
ID 14: Springdale Rd
ID 15: Rutherford Ln
ID 16: S 1st St
ID 17: S 1st St
ID 18: Bluff Springs Rd
ID 19: 7th St / Shady Ln
ID 20: Howard Ln
ID 21: Montopolis Dr
ID 22: Turk Ln / Cullen Ln
ID 23: Dean Keeton St
ID 24: 51st St
ID 25: Manor Rd
ID 26: Lavaca St
ID 27: Allendale Rd
ID 28: 7th St
ID 29: Veterans Dr / Lake Austin Blvd / 5th St
ID 30: Jollyville Rd

Transit Plan 2035

10+ Year Vision List

CapMetro Service Type	Future Investment	Source of Recommendation	New Alignment	New Service	Description
Bus	Route 243 Extension to Pavilion Park & Ride	Transit Plan 2035	⊙		Westward extension via Howard Ln. to Pavilion Park & Ride
	Route 350 Extension to Rundberg	Transit Plan 2035	⊙		North extension from North Lamar Transit Center to the Rundberg Ln. HEB
	51st St. Local Route	Transit Plan 2035		⊙	Local route covering portions of discontinued Route 345, primarily along 45th St. and 51st St.
	Lakeline/Round Rock Local Route	Transit Plan 2035		⊙	Local route connecting Round Rock to Lakeline via RM 620
	Slaughter Local Route	Transit Plan 2035		⊙	Local route operating on Slaughter Ln. between Oak Hill and Easton Park
	Sunset Valley/Brodie/Manchaca Local Route	Transit Plan 2035		⊙	Local route from Westgate Transit Center to San Leanna via Brodie Ln., Slaughter Ln. and Menchaca Rd.
Express	East Express	Project Connect		⊙	Commuter service from Elgin to Downtown Austin via primarily US 290
	Four Points Express	Project Connect		⊙	Commuter service from Four Points to Downtown Austin via primarily Ranch Rd 2222 and MoPac
	Manor/Expo Flyer	Transit Plan 2035		⊙	Peak only service connecting Manor to future Green Line Station and Expo Center Park & Ride
	North Express	Project Connect		⊙	Commuter service from Georgetown/Round Rock to Downtown Austin via primarily I-35 and MoPac
	Northeast Express	Project Connect		⊙	Commuter service from Hutto/Pflugerville to Downtown Austin via primarily SH 45 and MoPac
	Northwest Express	Project Connect		⊙	Commuter service from Leander/Lakeline Blvd. to Downtown Austin via primarily US 183 and MoPac
	South Central Express	Project Connect		⊙	Commuter service from San Marcos/Buda to Downtown Austin via primarily I-35
	South Express	Project Connect		⊙	Commuter service from Lockhart/Easton Park to Downtown Austin via primarily US 183
	Southeast Express	Project Connect		⊙	Commuter service from Bastrop/Del Valle to Downtown Austin via primarily SH 71
	Southwest Express Circle C	Project Connect		⊙	Commuter service from Wildflower Center to Downtown Austin and UT via primarily MoPac
	Southwest Express Oak Hill	Project Connect		⊙	Commuter service from Oak Hill to Downtown Austin and UT via primarily MoPac
Pickup	Project Connect Pickup service zones	Project Connect		⊙	Pickup service zones that operate in key geographies inside CapMetro's service area
Rail	Green Line Phases 1-3	Project Connect		⊙	CapMetro rail from Downtown Austin to Colony Park, second extension to Manor, and third extension to Elgin
	Red Line Expanded Connectivity	Transit Plan 2035		⊙	Potential infill stations (subject to further analysis and feedback) and introduction of Sunday service
Rapid	Cameron/Dessau CapMetro Rapid	Project Connect		⊙	Rapid service between Tech Ridge and Highland along primarily Dessau Rd. in Northeast Austin
	Crosstown 7th St. Lake Austin CapMetro Rapid	Project Connect		⊙	Rapid service connecting Westfield and the Eastside Bus Plaza along primarily Lake Austin Blvd. and 7th St.
	Gold Line CapMetro Rapid	Project Connect		⊙	Rapid service connecting Highland and Downtown Austin along primarily Airport Blvd., Red River St. and Trinity St.
	Oak Hill / Menchaca CapMetro Rapid Extension	Project Connect	⊙		South extension of Rapid 815 along Menchaca Rd. from William Cannon Dr. to Slaughter Ln.
	MLK CapMetro Rapid	Project Connect		⊙	Rapid service connecting Expo Center and Westfield through Downtown Austin along primarily FM 969 and MLK Jr. Blvd.
	Parmer CapMetro Rapid	Project Connect		⊙	Rapid service connecting Manor and Lakeline Blvd. along primarily Parmer Ln.

Transit Plan 2035

Resource Library Available in Transit Plan 2035 with Links

CapMetro Transit Plan 2035

Links above and in previous slide can be found in Transit Plan 2035

Best Practices

Plan or Identify and Communicate to Avoid	Vendors should Plan or Identify and Communicate w/CapMetro
Schedule overruns	• Possible scope or design changes you foresee during the solicitation process to reduce or avoid potential project modifications during the contract (Through Q&A Process and encourage attendance at pre-bids) • External stakeholders (i.e., community orgs., elected officials, etc.) challenges impacting project operations • Delayed staff and resource deployment that can impact CapMetro operations • Anticipate and disclose possible cost overruns
Missing tasks & timelines	• Underestimated timelines and resource demands • Downstream delivery delays (i.e., staff and resources) impacting the project • Follow contract procedures on change orders and submit requests with cost and schedule impact analysis • Written authorization required before commencing work outside of the scope except in case of emergencies.
Unexpected conditions and assumptions	• Unexpected conditions such as economic-related (e.g., inflation) or health crisis-related (e.g., COVID), etc.
Quality & Safety Concerns	• Quality and Safety issues that could impact workers or the project

Best Practices

Plan or Identify and Communicate to Avoid	Vendors should Plan or Identify and Communicate w/CapMetro
Untimely payments	• Submission of timely invoice requests with supporting documentation to justify payment to included but no limited to: ○ Certified payroll with invoice or payment application, ○ Progress reports, ○ Month schedules, ○ etc. (outlined in contract)
Misalignment between milestones & funding	• Internal budget issues and determine internal funding adjustments that could impact CapMetro milestones
Issues impacting financial & schedule forecasting	• Any internal asset deployment or tasks impacting CapMetro operations
Issues impacting operational capacity & structure	• How your company will plan and execute the project as scoped (e.g., quality issues)
Penalties for not meeting contract/project requirements & expectations	• **Thoroughly review ALL solicitation and project requirements and expectations with staff and subcontractors (i.e., scope, exhibits, Division 01 specifications in the contract *(if included)*, and Terms & Conditions)**

Contacts & Resources

CapMetro's Vendor Guide: https://www.capmetro.org/vendors **PlanetBids** https://pbsystem.planetbids.com/portal/39494/help (818) 992-1771, available between 9am and 7pm CST Procure-help@capmetro.org Phone: 512-389-7460	**Small Business Programs & Vendor Sourcing** **Email:** SBPC@capmetro.org **Link:** https://www.capmetro.org/dbe Small Business Program Survey ***– For New Vendors***
Interested in Public Meetings? • Public Involvement • Board Meetings • Community Engagement • Customer Advisory Committees	**How to connect with CapMetro?** **Website:** www.capmetro.org **Twitter:** @CapMetroATX **Instagram:** @capmetroatx **Facebook:** CapMetro **YouTube:** CapMetro **LinkedIn:** CapMetro

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Thank you!