



June 2026 Service Changes FAQ

Service Change Overview

What is included in the June 2026 Service Changes?

The proposed June 2026 Service Change is the first major service change CapMetro will deliver as part of our Board-approved Transit Plan 2035 and represents more of the Project Connect program coming to life on the ground. After introducing initial service in February 2025, our Rapid 800 Pleasant Valley and 837 Expo Center lines are proposed to reach their full 10-minute peak frequencies upon completion of the Goodnight Ranch and Expo Center Park and Rides, and upon successful testing this spring. Additionally, several nearby fixed-route bus services are proposed to be realigned to better utilize and support the new Park and Rides and to maintain full frequencies on the Rapid lines. Overall, the proposed service change significantly increases transit connections and opportunities for the community, supports our long-term sustainability commitments, and enhances regional connectivity. To learn more details, please join us at one of our public meetings.

Where do these CapMetro Rapid lines go?

CapMetro Rapid 800 Pleasant Valley provides service from Berkman/Mueller to Goodnight Ranch in southeast Austin, connecting you to places like the Mueller area, ACC Eastview, East Riverside, and Dove Springs. Connections are available to many local fixed-route bus routes, the future Austin Light Rail, and the future Green Line commuter rail.

CapMetro Rapid 837 Expo Center provides service from northeast Austin to downtown, connecting you to places like Colony Park, Berkman/Mueller, East Austin, UT, and downtown at the Republic Square transit hub. At Republic Square, it connects with many CapMetro routes, including CapMetro Rapid 801 and 803. It also connects to the Red Line at Brush Square/Downtown Station and the future Austin Light Rail. Pickup Decker also helps people get to and from the new CapMetro Rapid 837.

Is anything changing about the route of these CapMetro Rapid lines?

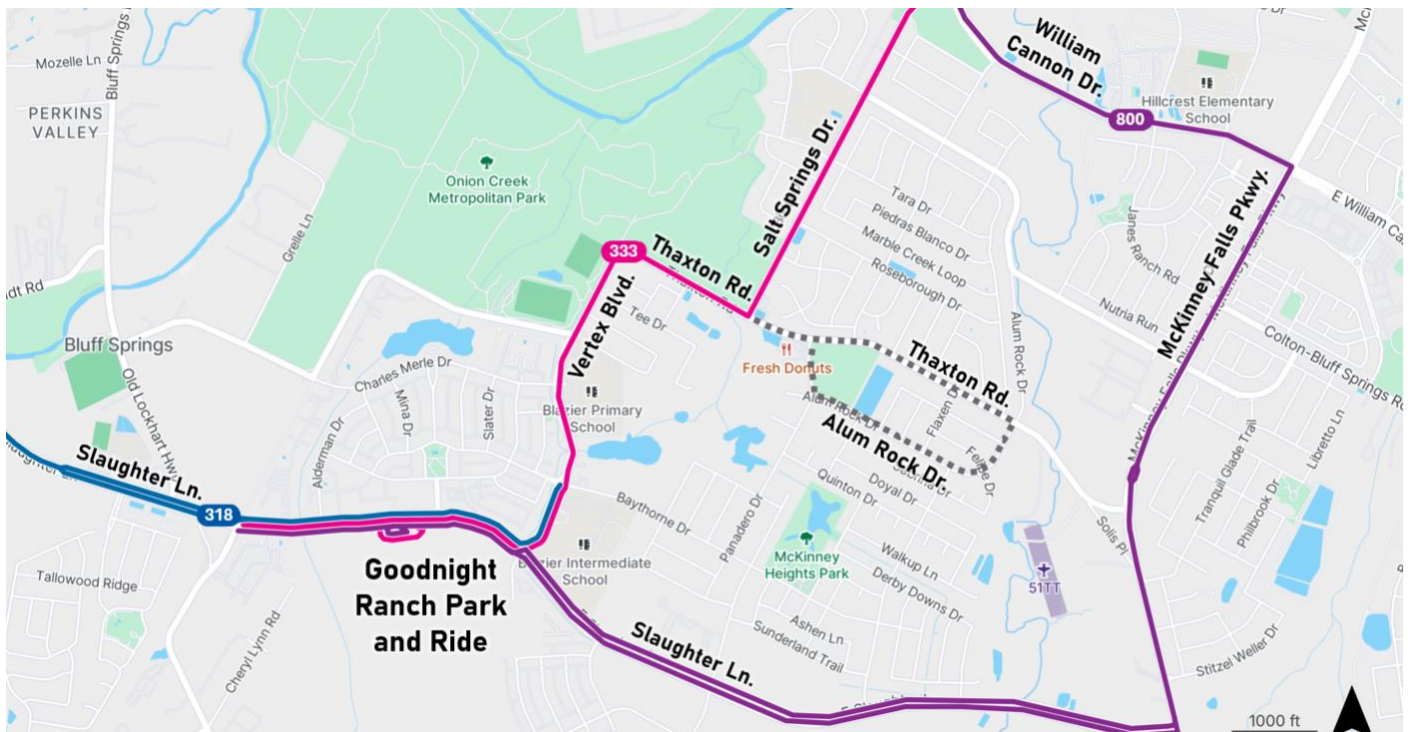
When the service was introduced in February 2025 as a new and important transit connection for the community, some CapMetro Rapid stations and Park and Rides were still under construction. As such, customers utilized temporary endpoints to access the service. With the upcoming completion of the new Park and Rides, the CapMetro Rapid lines will extend into the new facilities, where transfer opportunities will be available:

- **CapMetro Rapid 800 Pleasant Valley:** The endpoint will extend from Vertex/Slaughter to the new Goodnight Ranch Park & Ride on Slaughter Lane, once constructed. Rapid 800 will no longer stop at the Vertex/Slaughter stop.
- **CapMetro Rapid 837 Expo Center:** The end point will extend from Loyola Lane/Decker Lane to the new Expo Center Park & Ride near Decker Lane/Loyola Lane, once constructed. Rapid 837 will no longer stop at the Loyola Lane/Decker Lane stop.

In addition to advancing these facilities, CapMetro has made significant progress this year in completing Rapid stations with lighting, signage, and rider amenities, further strengthening our electrification infrastructure, and adding more zero-emission vehicles to the fleet.

Which services will be available at the Goodnight Ranch Park and Ride?

With the opening of the new Goodnight Ranch Park and Ride, CapMetro proposes to realign nearby routes to establish the facility as a key transit hub in Southeast Austin. The Park and Ride will serve as the new terminus for Rapid 800 Pleasant Valley, Local Route 318 Westgate/Slaughter, and Frequent Route 333 William Cannon. As a result, Routes 318 Westgate/Slaughter and 333 William Cannon will no longer operate along portions of Thaxton Road, Alum Rock Drive, and Panadero Drive. Customers along this segment can connect to services via nearby stops on Salt Springs Drive or Vertex Boulevard. These changes will improve transfer opportunities, enhance the experience for customers and operators, and better align service with feedback from the community and regional partners.



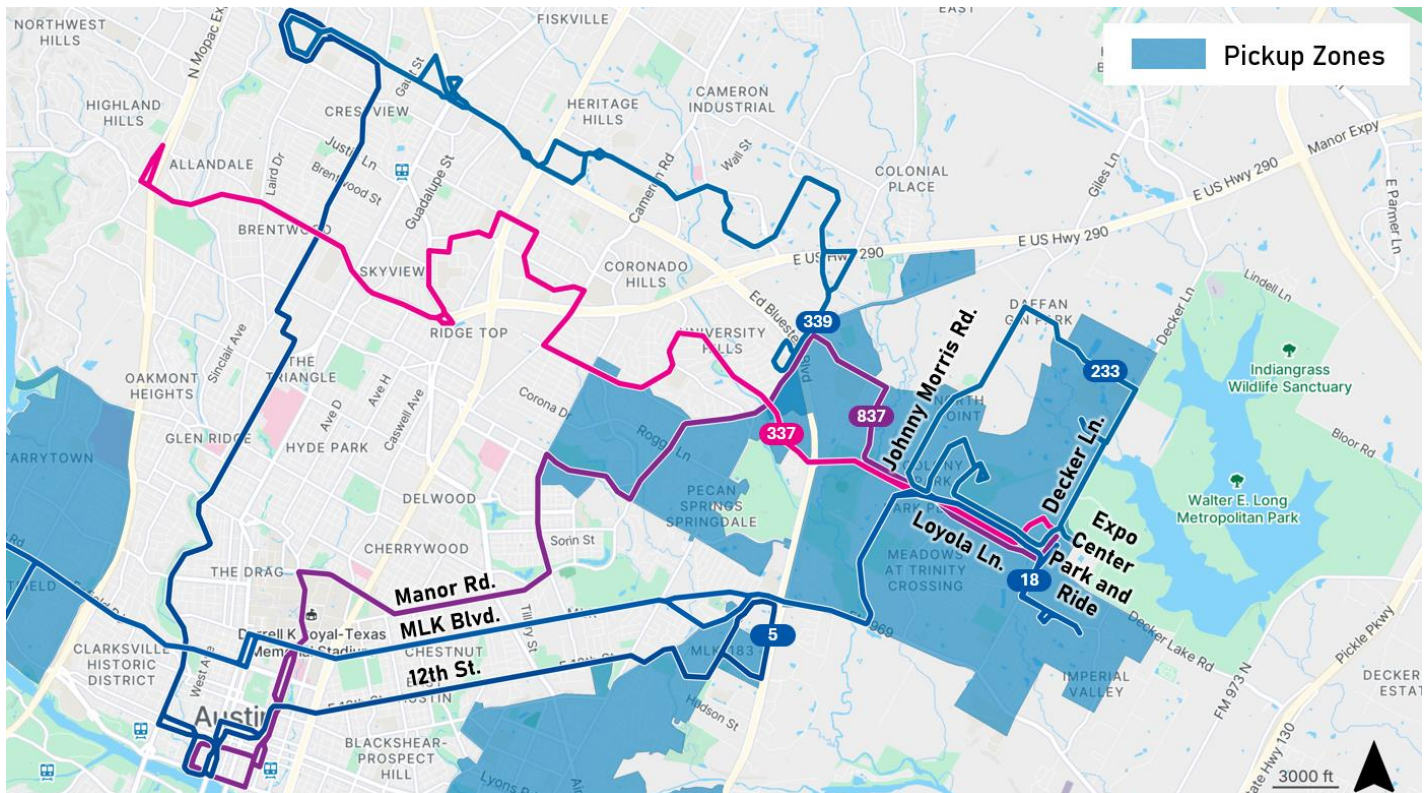
Which services will be available at the Expo Center Park and Ride?

The upcoming Expo Center Park and Ride will serve as a major connection point for Northeast Austin, bringing together several routes and on-demand Pickup service to improve transfers and connectivity, and better align routes with travel patterns and community feedback. CapMetro is proposing to realign nearby fixed-route bus services so the facility functions as both a transit hub and a key link for riders traveling throughout the region.

Specifically, Rapid 837 Expo Center, Frequent Route 337 Koenig/Colony Park, Local Route 18 MLK, and Local Route 233 Decker/Daffan will extend into and terminate at the Park and Ride. The extension of Route 18 MLK will replace Route 237 Northeast Feeder as well as the southern portion of Route 339 Tuscany with more frequent coverage along all existing roads. As a result, Route 339 will shorten to terminate at the Springdale Shopping Center and combine with existing Route 323 Anderson to create an improved crosstown connection in Northeast Austin.

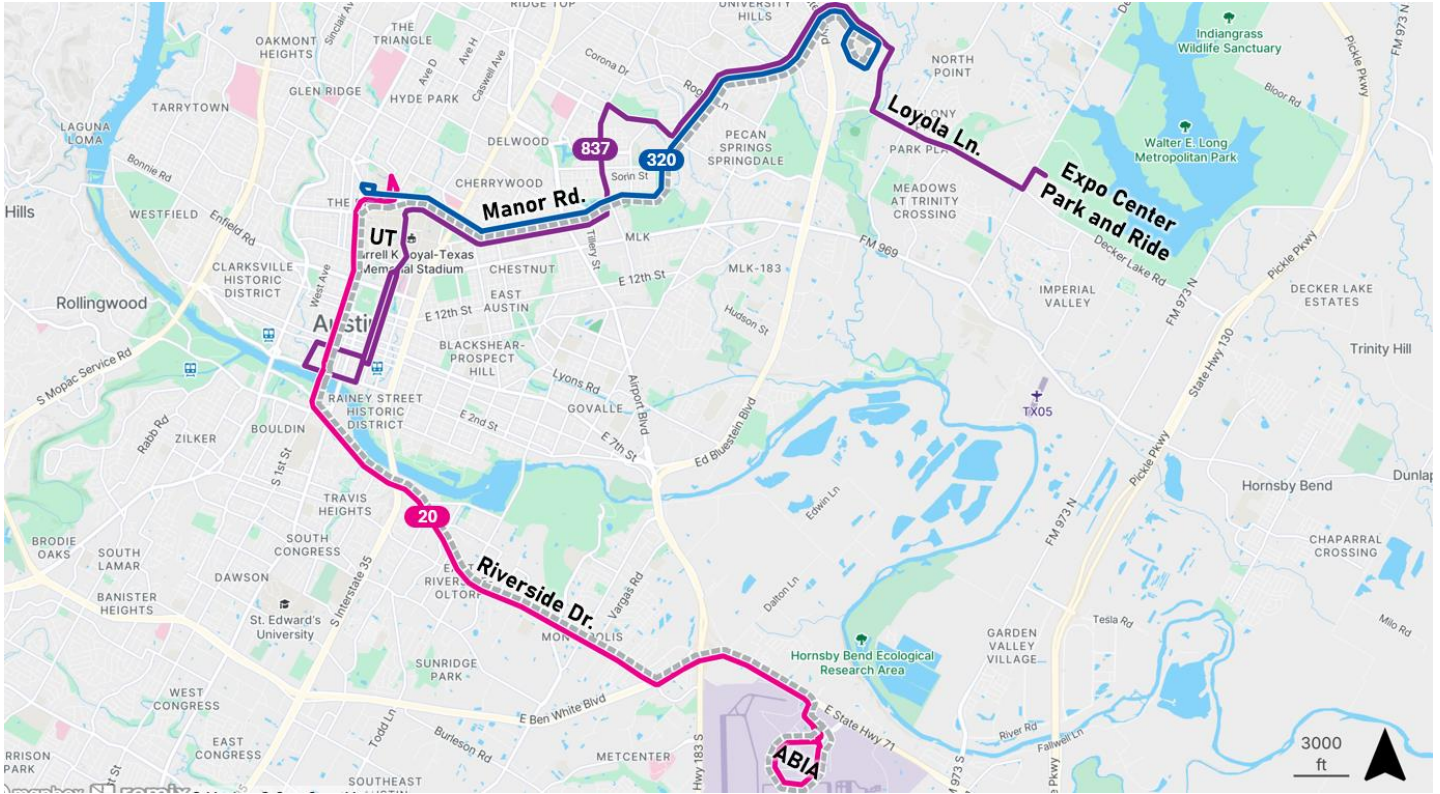


With Pickup Decker and Rapid 837 Expo Center providing similar coverage, Route 233 Decker/Daffan will be modified to operate only east of Johnny Morris Road, creating a neighborhood clockwise circulator with increased frequency. CapMetro is exploring whether this resource-neutral frequency improvement increases ridership along the route, as ridership has declined since the introduction of Pickup Decker. If ridership continues to decline, CapMetro may consider eliminating this route; any such elimination would require additional community engagement. Lastly, Route 5 Woodrow/East 12th will turn around via Techni Center instead of transitioning into a different route (currently interlining with Routes 237 and 339). Overall, all impacted routes will have improved connections and transfers, with service levels maintained or increased (no frequency decreases or coverage gaps).



What is changing with Route 20 Manor Road/Riverside, and why?

With Rapid 837 Expo Center achieving full 10-minute frequency, Route 20 Manor Road/Riverside will be split into two separate routes at the University of Texas. The southern portion (along Riverside Drive to the airport) will remain a high-frequency route, and the northern portion (along Manor Road to Colony Park) will become an underlying Local route for the overlapping Rapid 837 Expo Center service. This aligns with how Route 1 North Lamar/South Congress and 3 Burnet/Menchaca operate as underlying Local routes, with the overlapping Rapid 801 North Lamar/South Congress and Rapid 803 Burnet/South Lamar, respectively. The underlying Local routes focus on lower-frequency coverage with more stops, while the Rapid routes prioritize speed and travel times with fewer stops.



Timeline

When will this service change take place?

If approved, the June 2026 Service Changes will start on Sunday, June 7, 2026, upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring. If concerns arise during service and operations testing, CapMetro may adjust the implementation timeline, at its discretion, to ensure customer reliability and safety. All associated changes will be delivered as a single package.

Why did these CapMetro Rapid lines start with an initial level of service, instead of this full level of service?

These lines began in February 2025, leveraging the resources and infrastructure available to create new and important transit connections for the community and support our sustainability goals. As we've increased our resources and built more infrastructure, these lines are now proposed to achieve their full 10-minute peak frequencies this June (upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring).

Service Levels

How often will the CapMetro Rapid lines operate? Will this change in the future?

Anticipated in June 2026, the CapMetro Rapid lines will provide 10-minute peak frequencies on weekdays. The improved frequency and hours of operation will be:



Service Day	Time of day	Frequency
Weekday	5 a.m. – 7 a.m.	15 min
	7 a.m. – 6 p.m.	10 min
	6 p.m. – 11:30 p.m.	15 min
	11:30 p.m. – 12:30 a.m.	20 min
Saturday	6 a.m. – 8 a.m.	20 min
	8 a.m. – 8 p.m.	15 min
	8 p.m. – 12 a.m.	20 min
Sunday	6 a.m. – 9 a.m.	20 min
	9 a.m. – 7 p.m.	15 min
	7 p.m. – 11:30 p.m.	30 min

Sustainability

Will the CapMetro Rapid lines operate with zero-emission vehicles? How will this impact pollution and traffic in my neighborhood?

Once the charging infrastructure is in place, anticipated for June 2026, the CapMetro Rapid lines will operate with additional zero-emission vehicles to support our sustainability commitment. Providing high-quality transit services is the most environmentally friendly thing our community can do. It can help reduce the number of cars and traffic on the road, thereby reducing pollution. The second step we can take is to make the transit as clean as possible.

Is charging available for personal electric vehicles?

No, there are no personal vehicle charging locations provided at the new Park and Ride locations. Charging infrastructure is reserved for CapMetro buses to ensure high-quality, reliable service.

How many spots are there for parking at the Park and Rides?

The Goodnight Ranch Park and Ride in Southeast Austin will feature 64 parking spaces, bike and scooter parking, a bathroom facility for operators, and four charging bays for electric buses. The Expo Center Park and Ride in Northeast Austin will feature 159 parking spaces and eight charging bays for electric buses. We are thrilled about enhancing regional connectivity through these facilities and expanded transit options.

Stops and Stations

What makes a CapMetro Rapid station different from a regular bus stop?

The CapMetro Rapid lines feature newly designed stations with lighting, signage, weather protection panels, and other amenities. The new stations are also partially grant-funded and will include elevated platforms for easier boarding and better accessibility.

How were bike lanes and bus lanes handled at CapMetro Rapid stations?

The City of Austin and CapMetro collaborate to improve bicycle and pedestrian safety and support public transportation. Bike infrastructure is added to stations, when possible, to make it easier and safer to switch between biking and transit. This helps reduce car use and support a healthier, connected transportation system.



For instance, the City of Austin and CapMetro partnered to install bus lanes and bike facilities on Trinity Street and San Jacinto Boulevard to improve transit speed and enhance bicycle and pedestrian safety. These changes are helping more than 10 bus routes run more smoothly, reliably, and faster, while also supporting bike and pedestrian travel.

Funding & Fares

How are the new CapMetro Rapid lines being funded?

CapMetro received \$65.60 million from the Federal Transit Authority Small Starts Grant Program for the new CapMetro Rapid lines and is using \$35.64 million from local Project Connect funds to complete the project. This program helps implement innovative and cost-effective transit projects across the US.

How much does it cost to ride the new CapMetro Rapid lines?

CapMetro Rapid fare is the same price as local CapMetro fare. Standard fare is \$1.25 for one trip and \$2.50 for a service day. Read more about CapMetro fares here: <https://www.capmetro.org/fares>

Community

Will this service change affect some communities more than others?

This service change is increasing service on Rapid 800 Pleasant Valley and 837 Expo Center, and proposing realignments and frequency changes to several adjacent routes. This is a major service change, and we must do a Title VI service equity analysis before the routes are in service. The completed Title VI analysis, completed in January 2026, showed no disparate impact or disproportionate burden. The service will benefit minority and low-income customers and those who frequent the East Austin community. Throughout the Project Connect and Transit Plan planning process, assessing impacts to the community was a key consideration.

Is CapMetro Rapid 837 Expo Center different than the discontinued Route 37?

CapMetro Rapid 837 Expo Center is similar to the old Route 37, but it goes more directly downtown. The name "Rapid 837" was given as an honor to Route 37.

How is CapMetro engaging the community?

Upcoming engagement efforts for the proposed June 2026 Service Changes build upon extensive outreach and feedback gathered during the development of the voter-approved [Project Connect System Plan](#) and Board-approved [Transit Plan 2035](#). The proposed June 2026 Service Changes process includes a robust community engagement plan that involves notifying key stakeholders and the broader community and soliciting input from potentially affected interests. Community engagement began on February 4, 2026, and input will also be solicited from CapMetro's Advisory Committees, customers, member cities, school communities, operators, among others. Email engage@capmetro.org or attend one of our public meetings: Virtual Public Meeting on Thursday, February 26th at 6 pm and In-Person Public Meeting on Tuesday, March 3rd from 5-7pm at the University Hills Public Library. As part of our commitment to public involvement, the community will have an additional opportunity to engage by submitting formal comments on the proposed service changes at a scheduled public hearing on Wednesday, March 11, 2026 at 12 pm at the CapMetro 2910 E. 5th Street.