

CapMetro

TRANSIT PLAN 2035

EXECUTIVE SUMMARY



OCTOBER 2025

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What is Transit Plan 2035?

Introduction

Transit Plan 2035 is CapMetro's community and data driven roadmap for transit service over the next 5 to 10 years. The plan focuses on **where** service operates, **when** it runs and **how often** it is provided.

Transit Plan 2035 leverages the successful implementation of Cap Remap in June 2018, a system redesign which modernized CapMetro's services by designing more user friendly routes and significantly expanding the high-frequency network. Rather than redesigning the network, Transit Plan 2035 builds off its momentum, optimizing and updating the network to serve quickly changing markets and customer needs.

Recommendations included in Transit Plan 2035 provide a roadmap for service development over the next 10 years and align with major operational and capital milestones. The plan's concepts and timelines will be refined based on available resources, regional coordination and market readiness. Implementation will occur incrementally through CapMetro's standard service change process, which includes additional community engagement and Board approval. Other concepts in this plan requiring additional funding and coordination will be revisited in the next transit plan effort in 2030.

Transit Plan 2035 does not cover other important CapMetro initiatives, such as safety and security, which are being advanced through other efforts like Strategic Plan 2030, adopted in summer 2025. While safety, security and other topics are outside of this plan's scope, they are critical to the plan's success. Because of this, all feedback received during community engagement was documented and shared with appropriate CapMetro staff.

Purpose of the Plan



Update the network to post-pandemic travel patterns and schedules



Plan for a changing fiscal landscape



Explore opportunities for regional expansion



Plan for Austin Light Rail integration

Context of Transit Plan 2035



CapMetro’s fixed route bus ridership grew pre-pandemic, declined less than peers and is now recovering faster.



Transit Plan 2035 supports CapMetro initiatives aiming to rebuild core service focusing on efficiency, safety and security to regain ridership and support future regional expansion, while staying flexible within financial and political realities.

Prior to the pandemic, Austin was one of just seven cities in the nation experiencing increasing transit ridership, largely due to the region’s rapidly growing population. Through the pandemic, CapMetro’s ridership declined less and rebounded faster than peer agencies and national averages. Transit Plan 2035 will continue the trend of growing ridership through strategic investments, adapting the network for a changing region and fiscal landscape.

Transit Plan 2035 builds upon Austin’s recent history of multimodal transportation initiatives to capitalize on growth and realize mode shift. Significant programs, such as City of Austin Bonds, Cap Remap, Austin Strategic Mobility Plan (ASMP) and Project Connect, represent commitments made by the community to develop a safer, more resilient transportation system. As travel demand finally exceeds previous records set in 2019, continuing the push towards walking, bicycling and transit is more important than ever.

Recent Multimodal Initiatives in Central Texas



Transit Plan 2035 Vision and Goals

The plan is guided by three core goals developed through community engagement, collaboration with internal CapMetro stakeholders, Board direction and technical analysis. These goals ensure the plan reflects both community priorities and real-world travel behavior.



Develop a community and data-driven plan that prioritizes those with the highest need



Balance transit needs with available resources and funding across the region

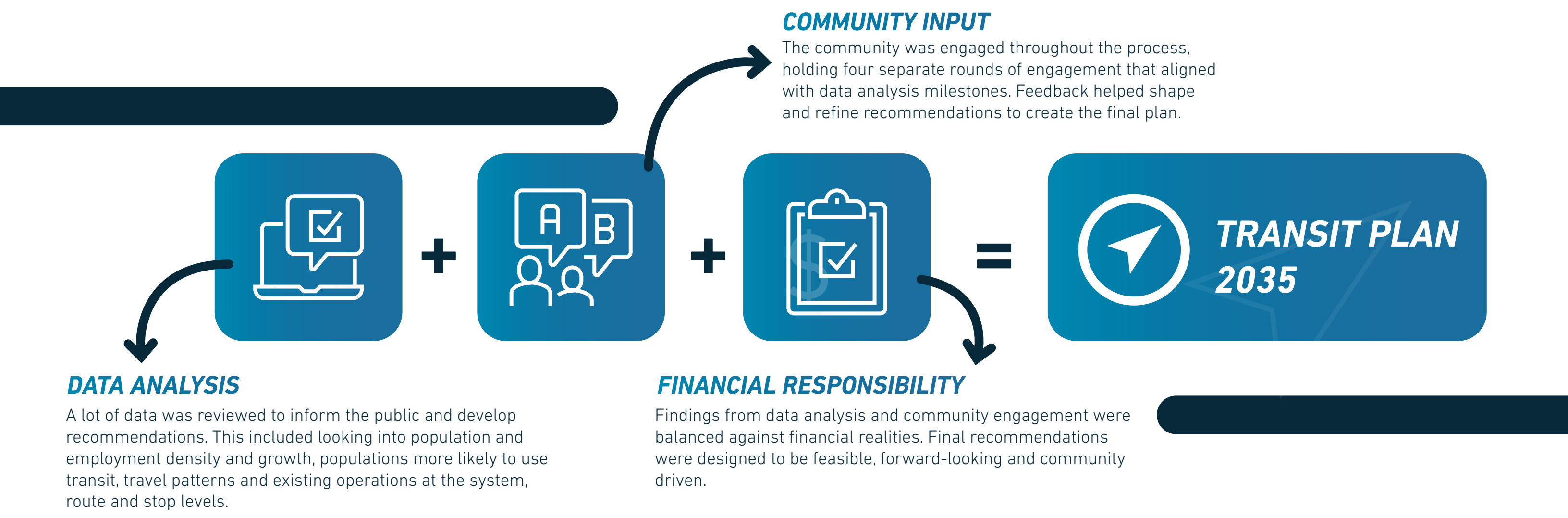


Design a multimodal network that connects people to jobs, services and activity centers

The vision of Transit Plan 2035 is to create a public transit system that serves communities throughout Central Texas, is financially and environmentally sustainable, enhances connectivity, supports economic growth and ensures safe and equitable access to opportunity. This vision reflects CapMetro’s commitment to delivering a network that meets the evolving needs of a growing and diverse Central Texas.

Plan Process

Transit Plan 2035 is the result of a process that took place over the course of 18 months. This included detailed technical analysis, multiple rounds of community and stakeholder engagement and collaboration across regional stakeholders and various teams within CapMetro. CapMetro used community input to vet data analysis findings and create an ideal network, which was then reviewed against available financial resources. This resulted in a final preferred network that will grow ridership, help people get to where they need to go and can be implemented over the next decade.





Driven by Engagement

Engagement Program Background

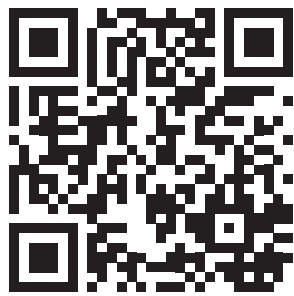
Transit Plan 2035 was built on feedback from over 10,000 Central Texas residents, CapMetro staff and regional stakeholders to ensure recommended changes reflect the vision and need of those who use and operate the services. In spring 2024, CapMetro developed five engagement program goals to guide the planning and execution of engagement throughout the plan process. Goals were used to track the success of engagement methods and identify areas for improvement.

Engagement Program Goals

- 1 Comprehensive & Actionable Feedback
- 2 Equity, Inclusion & Accessibility
- 3 Targeted & Inclusive Outreach
- 4 Community Connection, Trust & Transparency
- 5 Efficient & Scalable Engagement

The engagement program was designed to ensure communities that have been historically underrepresented were prioritized in CapMetro’s regional planning efforts, and consisted of four rounds, each tied to key engagement aims:

- Round 1:** Gathering input on the community’s transit needs and vision.
- Round 2:** Involving the community on initial engagement and existing conditions findings.
- Round 3:** Gathering feedback on draft recommendations to make revisions and create a final preferred network that best meets the community’s needs.
- Round 4:** Informing the community on the changes made and next steps following Board adoption.



Online engagement summaries provide more detail on key findings from each round of engagement. Scan the QR code to visit the site and learn more!

Scan QR Code!

Engagement Program Strategies

The engagement program was driven by a variety of agency best practices and built upon CapMetro’s previous engagement successes. The combination of in-person and virtual methods allowed CapMetro to increase awareness of Transit Plan 2035, tailor events to targeted audiences and hard to reach customers and ensure that the public had equitable access to Transit Plan 2035 engagement events and information.



Community Connectors

To connect with hard-to-reach communities, CapMetro selected a group of paid community members to act as a link between CapMetro and their local communities. These Community Connectors supported CapMetro by organizing and conducting outreach, distributing project information and supporting in-person engagement events.



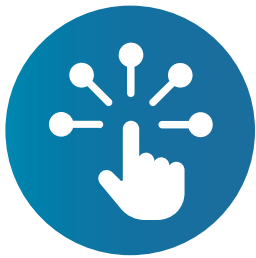
Public Meetings

CapMetro designed public meetings that shared space with active nodes around Austin and offered rewards and incentives to public participants for their attention and feedback. During these events, the public participated in and learned about the planning process, and provided important feedback on needs, opportunities and recommendations.



Pop-up Events

CapMetro hosted pop-up events to spread plan awareness and advertise engagement events. This approach met with the community where they are, making it easier for those who might not attend formal meetings to participate.



Digital Engagement

A Transit Plan 2035 web page was developed to serve as a central hub for information, giving the community a chance to learn about and get involved with the plan. The web page included features such as surveys, interactive comment maps, a mailing list and a resources section with documentation of engagement findings and data analysis.



Communications Tools

To support in-person engagement, CapMetro used a range of communication tools to share updates on the plan, raise awareness and encourage involvement. Clear messages and talking points were developed and dispersed via social media (Facebook, X, Instagram), traditional media (print and online news outlets) and marketing materials (fact sheets, flyers, handouts).



Focus Groups

Focus groups were held to allow for deeper discussions on Transit Plan 2035 topics. Participants included community leaders, business groups, social service agencies, organizations representing current or potential transit customers, CapMetro staff and regional stakeholders.

Where did we go?

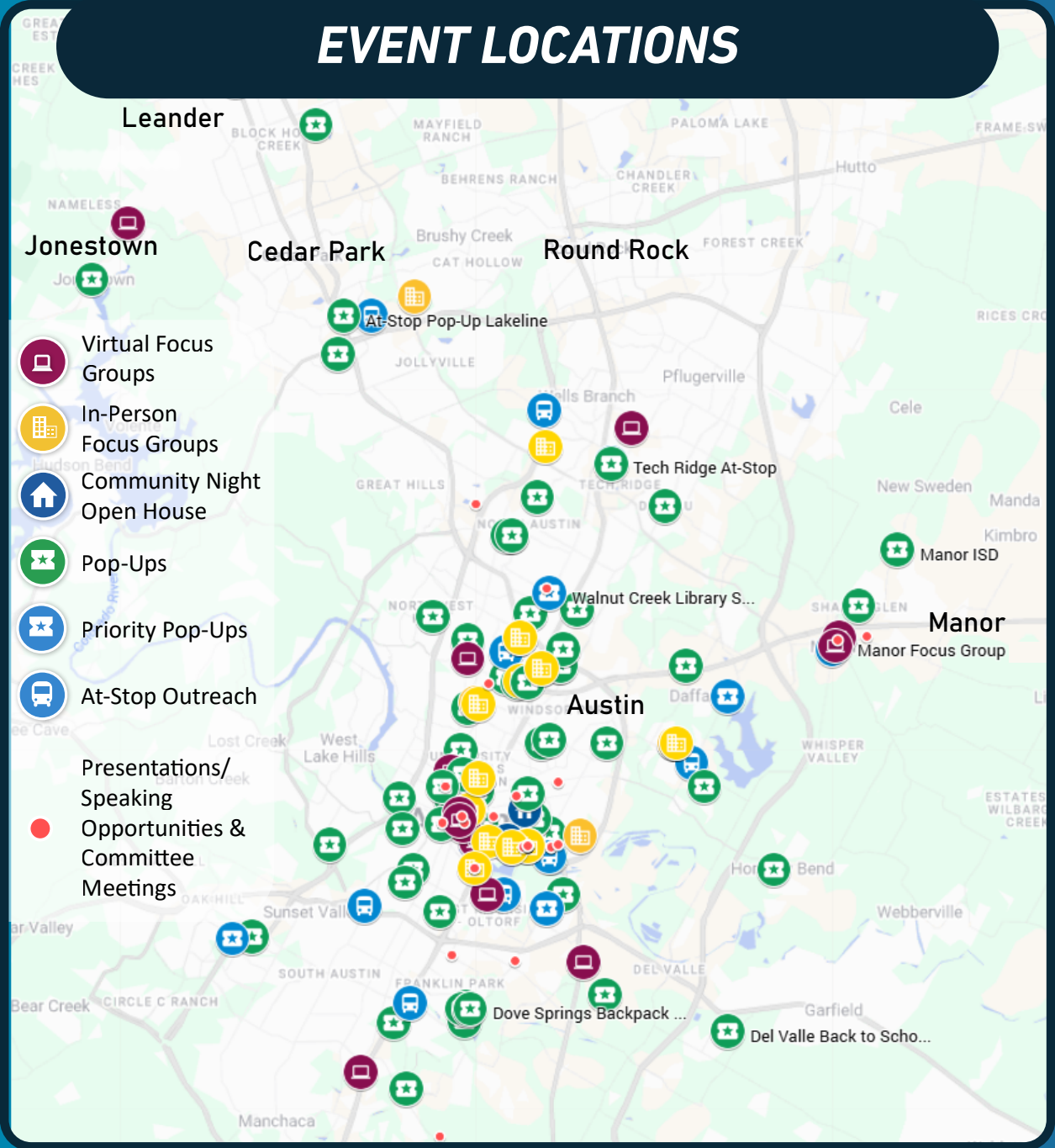
The project team completed a community assessment to identify underserved and historically underrepresented communities based on demographic and socioeconomic data for the Central Texas region. While engagement was planned to capture input from across the Central Texas region, community assessment areas were given additional consideration to ensure event programming was based on an equitable approach and achieved Goals 1 and 2 of the engagement program.

In addition to in-person events like focus groups and open houses, the engagement team also conducted virtual events to ensure those who could not attend planned in-person events had a chance to be heard.

Creative Engagement Spotlight: Transit Land Board Game

As part of the community engagement process, CapMetro developed an interactive board game called *Transit Land* to help the public explore the tradeoffs involved in designing a transit system. Participants were given a limited budget and asked to build their own network, deciding how to balance priorities like frequency, coverage and accessibility.

The game turned complex planning concepts — such as how funding levels and service choices affect the overall network — into a fun, hands-on activity that encouraged discussion and collaboration. By making technical topics more approachable, *Transit Land* helped community members better understand the challenges of transit planning and share their own priorities for the system’s future.



Engagement Takeaways

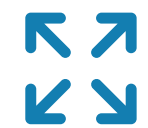
Fall 2024 Visioning

CapMetro met with the public to understand their vision for transit over the next decade, and what could be done to improve the network in the near-term.



Connectivity Needs

Strong call for better access to destinations not currently served, more seamless transfers and direct routes to shorten travel times.



Service Frequency & Span

Insufficient frequency and limited service hours (especially on the Red Line) are major barriers; public requests include more buses at peak times, earlier/later hours and weekend service.



Affordability & Access to Opportunity

Over half of respondents earn under \$75,000, underscoring the importance of affordable transit that reduces economic burdens, especially for underserved populations.



Accessibility & Safety

Barriers include distance from stops, lack of first/last-mile options, and safety concerns at stops and on vehicles.

Summer/Fall 2025 Draft Network

CapMetro shared the draft network with the public to obtain input to help refine and develop the final preferred network.



Positive Feedback

Over 60% of comments were neutral or positive, praising increased frequency, extended or realigned routes for better east/west coverage and expanded airport service.



Areas to Improve

Concerns focused on discontinued service and gaps in Southwest and Northeast Austin, with calls for more frequency and extended hours on busy Local routes. Integration with Austin Light Rail raised worries about increased transfers.



Strong In-Person Support

Community support grew during in-person events where CapMetro shared fiscal context, phased approaches and detailed route changes. Focus groups enabled deeper discussions, resulting in network revisions.



Safety Still Top of Mind

While not in the plan's scope, customers continued to highlight the need for safety improvements at stops and on vehicles.

Engagement by the Numbers



MEETINGS & GROUP SESSIONS

FOCUS GROUPS

34 Focus Group Sessions

453 Focus Group Attendees

OPEN HOUSE & VIRTUAL WEBINAR

3 Open Houses **2** Virtual Webinars

530+ Attendees



COMMUNITY CONNECTORS

COMMUNITY CONNECTORS

1.3K+ Hours Spent in their Communities **65** Events Organized & Attended **6.3k+** Community Members Reached



COMMUNITY EVENTS

POP-UP EVENTS

75 Pop-Up Events

6.1K+ People Engaged

AT-STOP OUTREACH

44 Hours Spent at Transit Stops

1,200 Customers Reached In-Person



WEBPAGE & EMAILS

WEBSITE

18k+ Views

10k+ Participants

OUTREACH BY EMAIL

32k+ Total Recipients

CAPMETRO ALERTS

103k+ Total Recipients



SURVEY & PUBLIC INPUT

8.5k Total Surveys

8.4k+ Total Comments



COMMUNITY PRESENTATIONS

ADDITIONAL OUTREACH

41 Presentations, Speeches and Committee Meetings



Key Findings from Existing Conditions





Overview of the Analysis

The existing conditions analysis provides a snapshot view of how CapMetro’s system was performing between summer and fall 2024. The goal of the analysis was to establish where transit was performing well, and where improvements could be made to adapt to the region’s changing needs.

The existing conditions analysis was composed of three analyses: a review of the study area & regional trends, a market analysis and a service analysis. The components of each analysis are described on the right. Findings from each of these efforts were combined with results from CapMetro’s initial round of engagement to provide a foundation for Transit Plan 2035’s draft recommendations, which were presented to the community in summer 2025.



Study Area & Regional Trends

Developing the study area and providing an overview of demographic, socioeconomic and travel trends in Central Texas

Identification of Study Area Boundaries

Reviewing CapMetro's Service Area & Member City geographies to develop study area boundaries

Demographics & Land Use

Summarizing demographics, employment and land use within the study area

Subarea Analysis & Travel Patterns

Analyzing demographic, ridership and travel patterns for areas of interest



Market Analysis

Assessing the current transit market by identifying locations that support transit, new activity centers and existing gaps in service

Transit Propensity

Producing a quantitative index to identify existing transit demand potential

Unmet Demand

Identifying potential areas of future ridership growth

Gaps Assessment

Identifying areas without frequent service, but with a series of major market metrics



Service Analysis

Evaluating existing CapMetro service performance trends and analyses at the system, service and route levels

Performance Trends

Reviewing CapMetro's operational data alongside national and peer agency trends

Reliability and On-Time Performance

Analyzing reliability, customer transfer behavior and high ridership activity centers

Fixed Route Performance Analysis

Assessing individual route productivity based on ridership, alignment complexity and operational efficiency

Access & Pickup Service Assessments

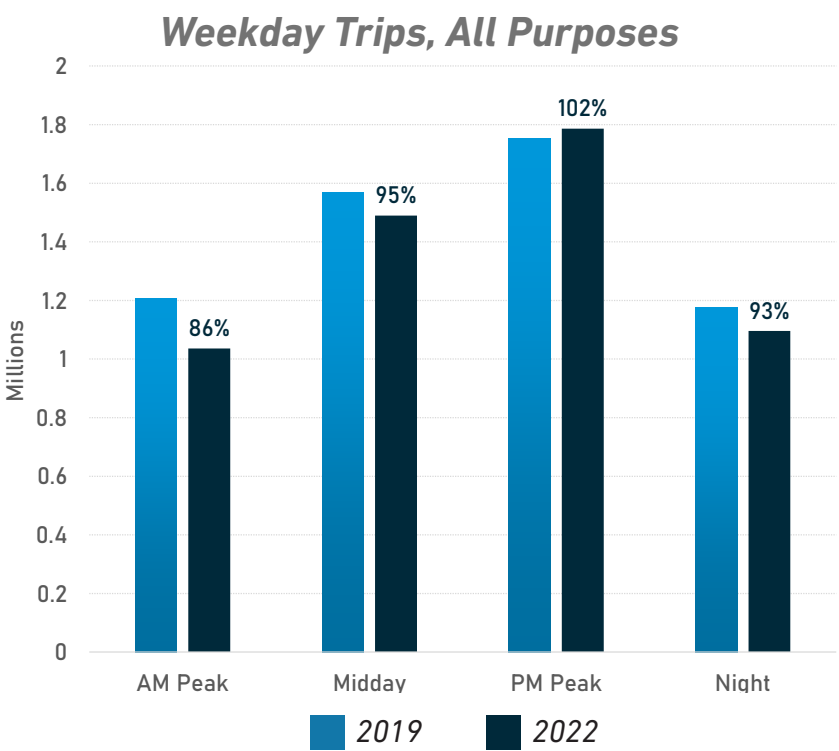
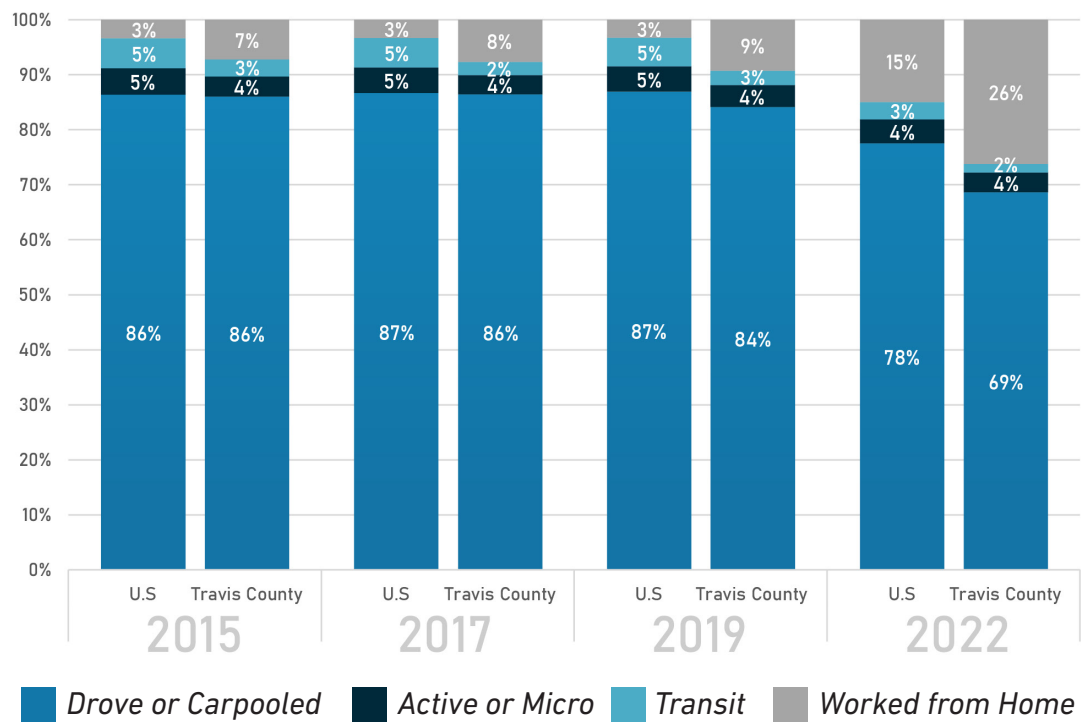
Reviewing cost-effectiveness, coverage and user characteristics of on-demand and paratransit services

Shifting Travel Patterns

Travel patterns are one of the most important factors in shaping how transit service is designed. Understanding when, where and how people travel helps CapMetro plan a network that meets demand and makes efficient use of resources. By tracking changes in trip volumes and destinations, CapMetro can adjust service to ensure that buses, rail and on-demand options remain reliable and relevant as Central Texas grows and evolves.

One of the most significant changes since 2019 has been the rapid rise of teleworking in Central Texas, which has outpaced national trends. This shift has reduced long commutes to major job centers like downtown Austin and the University of Texas and contributed to more short, local trips within neighborhoods and surrounding communities.

Commutes and Teleworking
USA and Travis County Compared 2015 – 2022



The impact of teleworking can also be seen in the changing shape of travel throughout the course of the day. Since 2019, morning commutes have decreased by nearly 15%, but afternoon travel between 3 p.m. and 7 p.m. has grown. This reflects a new regional commuting pattern with more flexible schedules and greater teleworking that decreases morning commutes to traditional centers like downtown Austin and the University of Texas. The increase in travel seen in the p.m. peak is indicative of a rise in shorter trips to nearby neighborhoods and activity centers. Together, these trends point towards a growing demand for transit to make neighborhood connections, with service spread more evenly throughout the day, as opposed to traditional transit networks that focus more exclusively on downtown-bound commuters in morning and evening peaks.

Travel Patterns Fast Facts



Traditional commute trips have declined, especially in the morning rush hour.



Midday, weekend and short trips close to home have increased, suggesting more distributed travel across the day and week.



Teleworking has surged and while growth has slowed, it is not a passing fad.



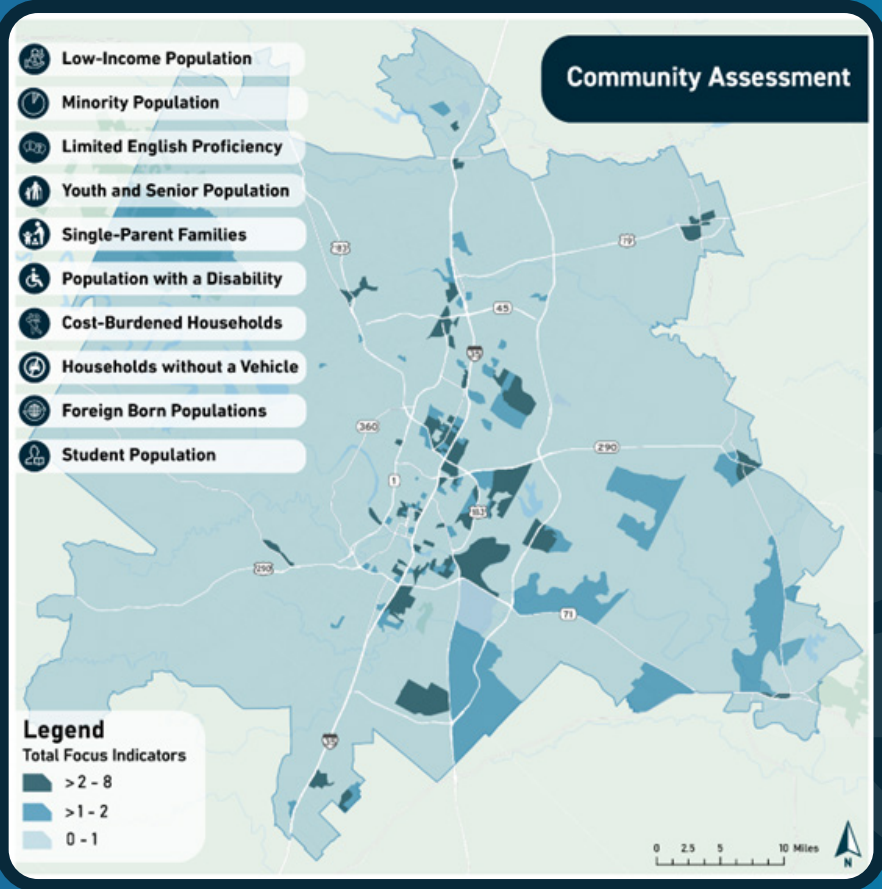
Long-distance, downtown-based travel has decreased, while local trips have increased.



Even though there is less travel to downtown and UT than in previous years, these destinations remain the dominant activity and employment centers that anchor the region.

Identifying Needs

Community Assessment

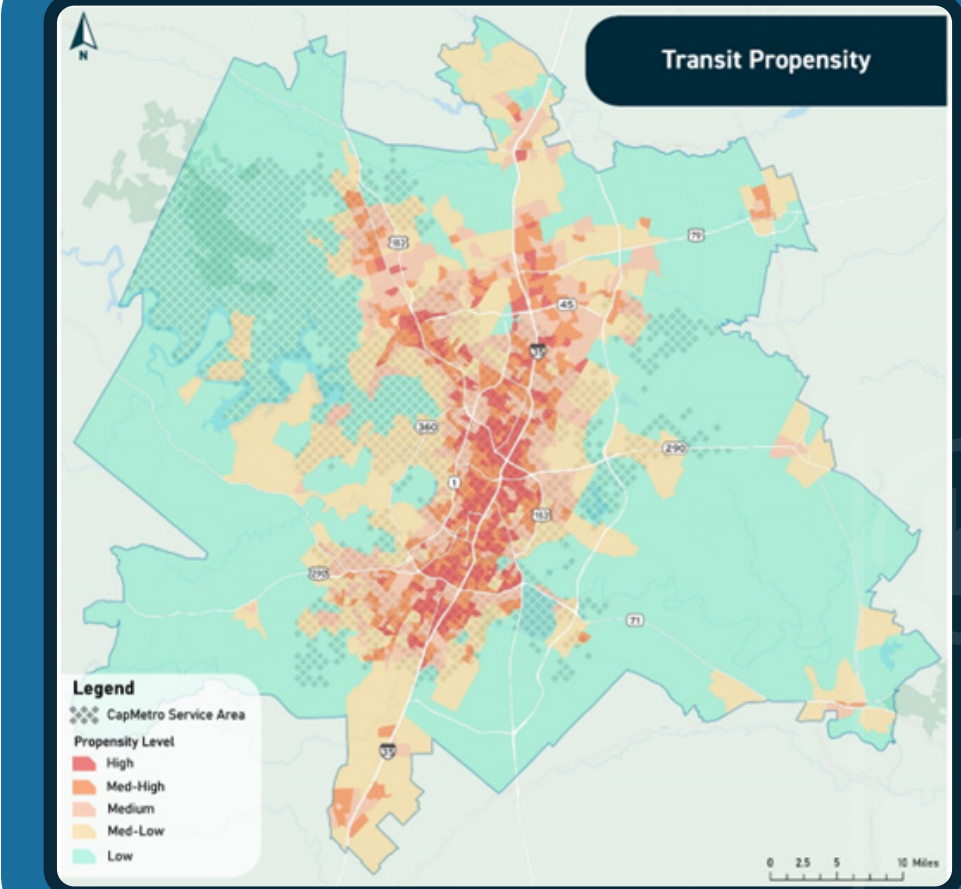


The community assessment displays where those who most need transit live within Central Texas.

The dark blue areas in the map contain high concentrations of groups listed on the left side of the map. These geographies represent the core demographics of CapMetro's customer base.

Public transit is designed to serve everyone, but some groups of people are more likely to use transit regularly. Compared to the general population, frequent transit customers are more likely to live without a personal vehicle, be younger or elderly and identify as foreign-born or a person of color. Identifying where these groups are concentrated helps highlight areas where transit service is most needed.

Transit Propensity



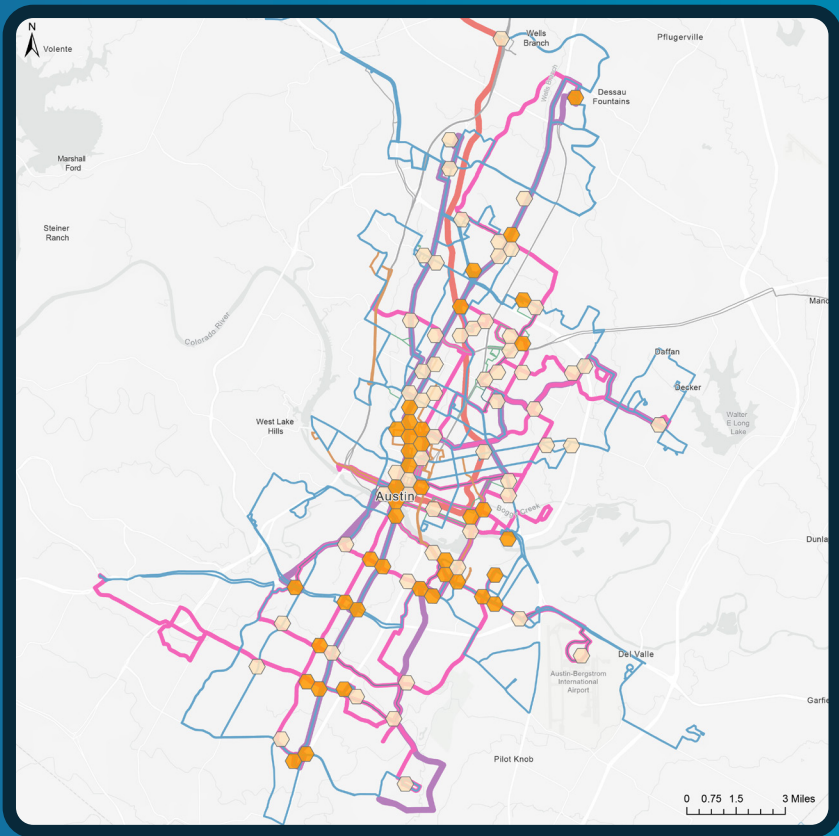
Transit propensity combines the demographic considerations of the community assessment with additional factors like population density, employment density and trip density to provide a single measure of demand for public transit.

The areas in warmer shades of orange and red in the map are the areas where transit is needed most and may be most successful.

Transit propensity was an important measure in shaping the recommendations for Transit Plan 2035. Areas with higher transit propensity were prioritized for service improvements, but in some locations community feedback also revealed where demand exists that the analysis did not fully capture. In one example, the metric showed an area with a low score, but strong community feedback signaled unmet transit need. While transit propensity is a valuable metric, it is one tool of many used to develop the final preferred network.

How Service Performs Today

Ridership Hotspots



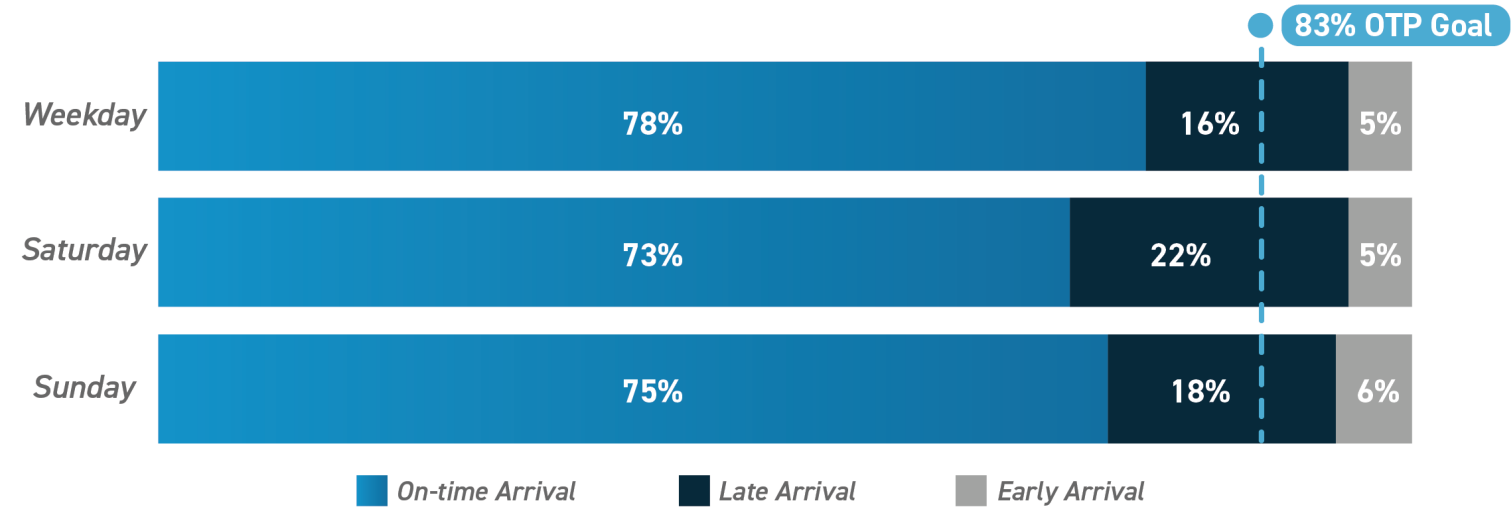
A hotspot is an aggregation of ridership from individual bus stops or rail stations to help identify larger ridership trends. Each hotspot covers 1/8 square mile.

Ridership hotspots are found in areas of higher density and transit propensity. The map above displays clusters of ridership in downtown Austin, UT, West Campus, East Riverside and Oltorf neighborhoods, and on the corridors of South 1st Street, South Congress Avenue and North Lamar Boulevard. The routes that serve these areas (Rapid Lines 801 and 803 and Routes 20 and 300) are some of the highest-ridership routes in the system, and each are Frequent or Rapid services. Over 60% of CapMetro’s ridership occurs on Frequent/Rapid services, primarily because they are the most convenient for customers riding direct or transferring.

Since 2020, CapMetro has faced staffing issues impacting operator and vehicle availability, similar to other agencies nationwide. When CapMetro doesn’t have enough buses or operators to run scheduled service, the agency may have to pull resources from Frequent routes, the system’s most productive and popular service. This prevents Local route customers from having to wait an additional hour on 60-minute routes, shifting additional wait time to Frequent route customers who may only have to wait an additional 10 to 15 minutes. This small but significant number of missed trips impacts customers in the system.

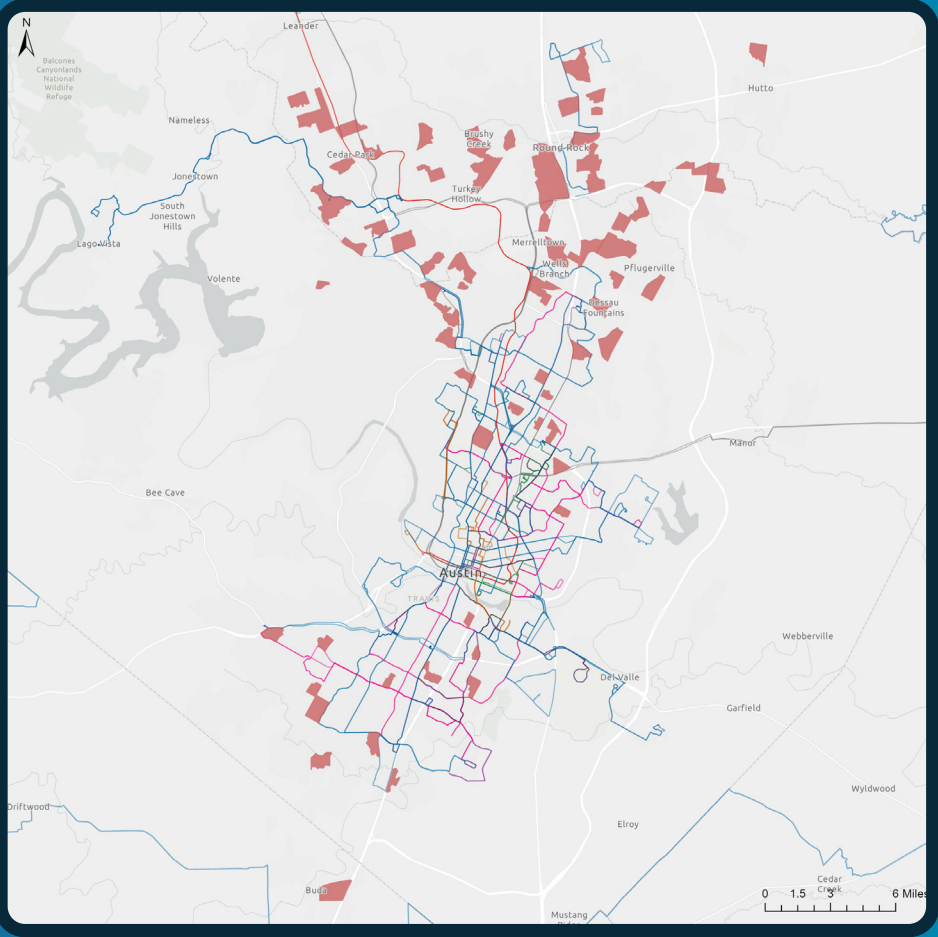
To continue to achieve ridership growth, improving on-time performance (OTP) is the most impactful investment CapMetro can make. CapMetro’s challenge to meet OTP standards is due to a range of factors, many of which, like construction and traffic congestion, are external to the agency. However, there are still many ways CapMetro can make strides towards improving core service reliability through Strategic Plan 2030 initiatives and Transit Plan 2035 recommendations. Some initiatives are already underway, as CapMetro is actively working to hire additional operators and replace aging vehicles to improve service delivery. CapMetro also works on improving OTP daily through cross-departmental coordination, field supervision and service monitoring.

On-Time Performance by Day, April 2024



Unmet Demand

Unmet demand identifies areas with high demand for transit, but low ridership. These areas have high potential for new ridership but need further investigation into why ridership is not reflecting market characteristics.

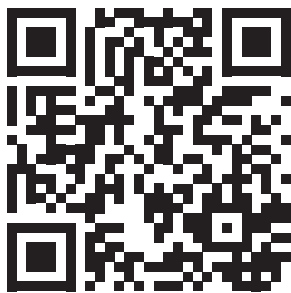


Areas of high unmet demand are spread out, but general clusters include:

- Northwest Austin in Lakeline & McNeil Drive Areas
- Northwest US 183 Corridor
- Wells Branch
- Dessau
- Brodie Lane/W Slaughter Lane

Areas of high unmet demand outside of the CapMetro service area include:

- Pflugerville
- Round Rock
- Cedar Park



The interactive, online Existing Conditions Report provides in-depth walkthroughs of all components reviewed during the existing conditions analysis. Scan the QR code and scroll down to “View the Existing Conditions Virtual Report” to visit the site and learn more!

Scan QR Code!

The transit propensity analysis shows where transit has the potential to work well. By comparing transit propensity with today’s transit ridership, places where existing service isn’t performing as well as expected are identified. This comparison displays unmet demand, or areas where many people are likely to use transit, but current routes or schedules don’t match their needs. Improvements to these areas may mean restructuring routes to more desirable destinations and connections, and/or making improvements to frequency and reliability to attract more riders.



Network Development Approach



Keeping Fiscal Responsibility in Mind

CapMetro is funded primarily through local sales tax dollars. CapMetro receives some support from federal funding and farebox revenue, but these sources make up a small portion of the operating budget. This plan was developed with the ideal transit network in mind first. Concepts were then adapted to fit CapMetro's resource constraints. Factors that limit when or how transit growth can occur include:



Operating Costs are Increasing

Existing services require maintenance and staff, and rising costs require careful planning.



Sales Tax Revenue Growth is Slowing

Our primary funding comes from sales tax, but it's not growing as fast as it used to—this limits how much we can expand our services.



Fare Revenue Only Goes So Far

Fare revenue accounts for a small portion of CapMetro's total operating expenses. CapMetro works to efficiently distribute limited resources.



Building Responsibly Step By Step

We're being financially responsible—every dollar counts, so we aim to propose feasible and reasonable recommendations.



Safety & Reliability First

We are focusing on keeping the system safe and reliable as we responsibly expand it.

Outlook within 5 years Financially Constrained

When Near-term investments that will be implemented in phases through the established service change process

What Cost effective solutions and full frequency on Rapid 800 Pleasant Valley and 837 Expo Center in alignment with Project Connect

Why To improve connectivity & increase ridership

5+ Year Outlook Financially Restrained

When Investments to be implemented alongside Austin Light Rail and in support of regional growth

What Bus network improvements & other proposed growth like Pickup and Rail improvements

Why Aim to support the light rail system & prepare for an expanded network

10+ Year Outlook Financially Unconstrained

When Investments to be considered after light rail implementation

What Future investments that require financial partnerships and thoughtful planning

Why Concepts forged in response to the growing region including remaining Project Connect concepts

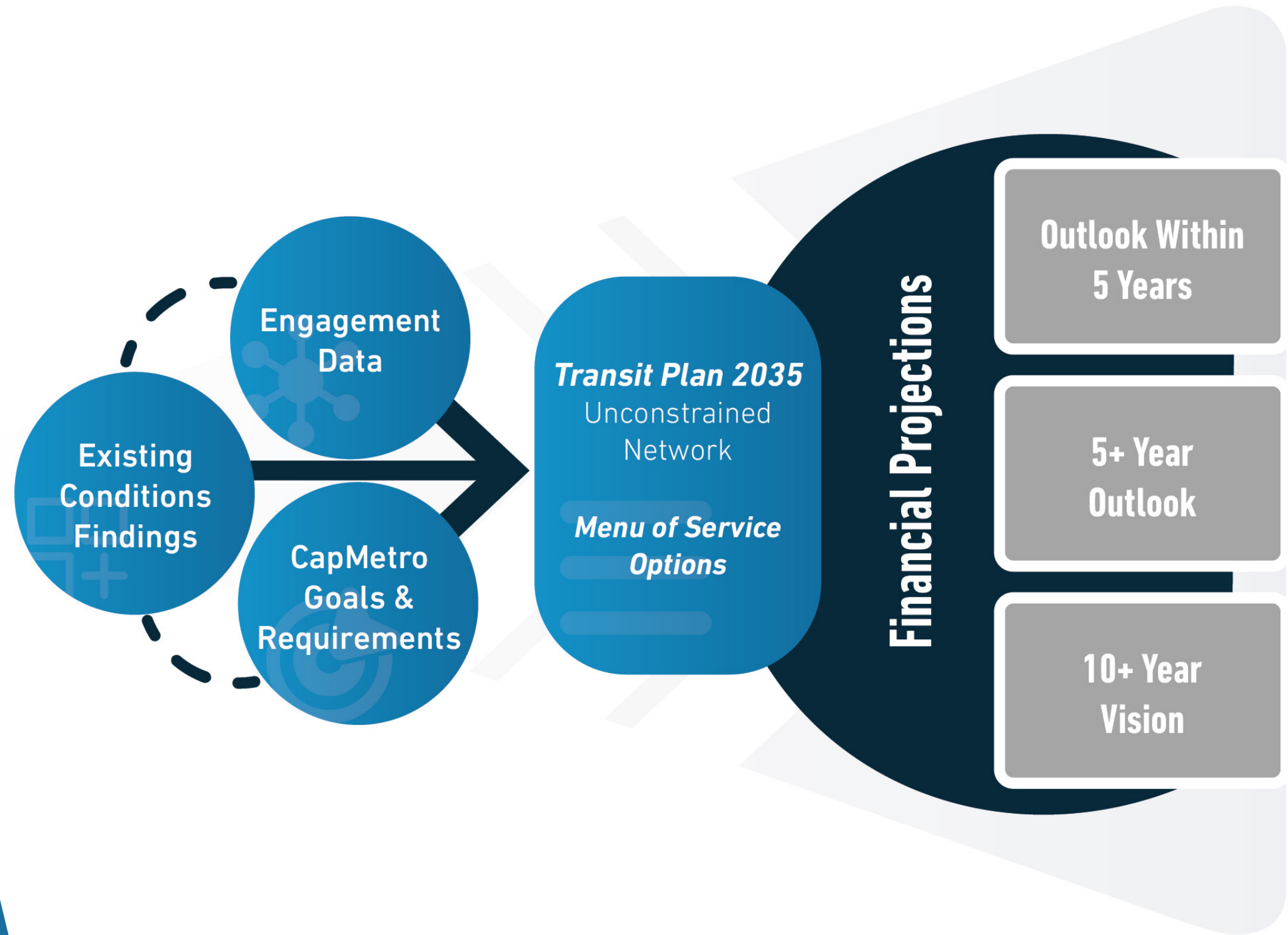
To ensure CapMetro maximizes available resources, the final preferred network was organized into three phases, including a financially constrained outlook within 5 years to increase ridership and connectivity; a financially restrained 5+ year outlook to plan for improvements to accompany Austin Light Rail and regional growth; and a financially unconstrained 10+ year outlook to build towards a more connected Central Texas.

Developing the Draft Network

To shape the draft network, CapMetro combined insights from the existing conditions analysis with what was heard during Round 1 of community engagement. Analytical tools and engagement findings provided a clear picture of both the system’s strengths and community priorities. Using this information, staff and stakeholders held workshops to design and test numerous route options. The result was a “menu” of service choices that combined data-driven analysis with public feedback, which then served as the foundation for building a financially constrained network.

Using financial revenue projections to budget responsibly for the next 10 years and beyond, initial concepts were selected and modified to create draft networks for two phases: the Outlook within 5 Years and the 5+ Year Outlook.

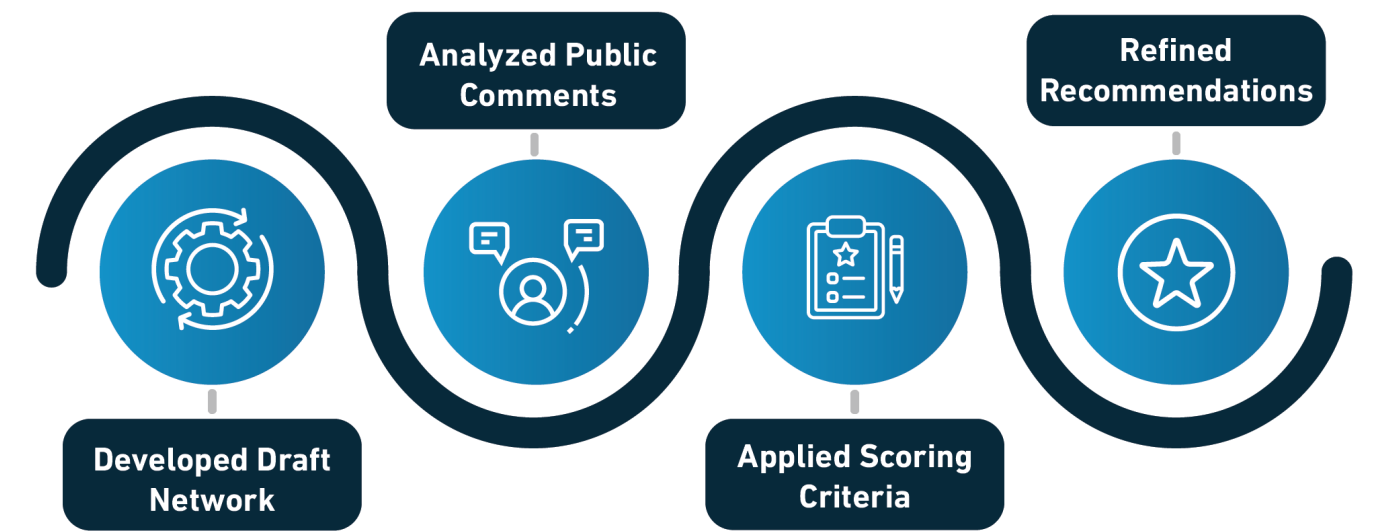
Projects that will require additional market development, stakeholder coordination, or funding that could not be included in either of these phases were placed within the 10+ Year Vision list.



Incorporating Community Feedback on the Draft Network

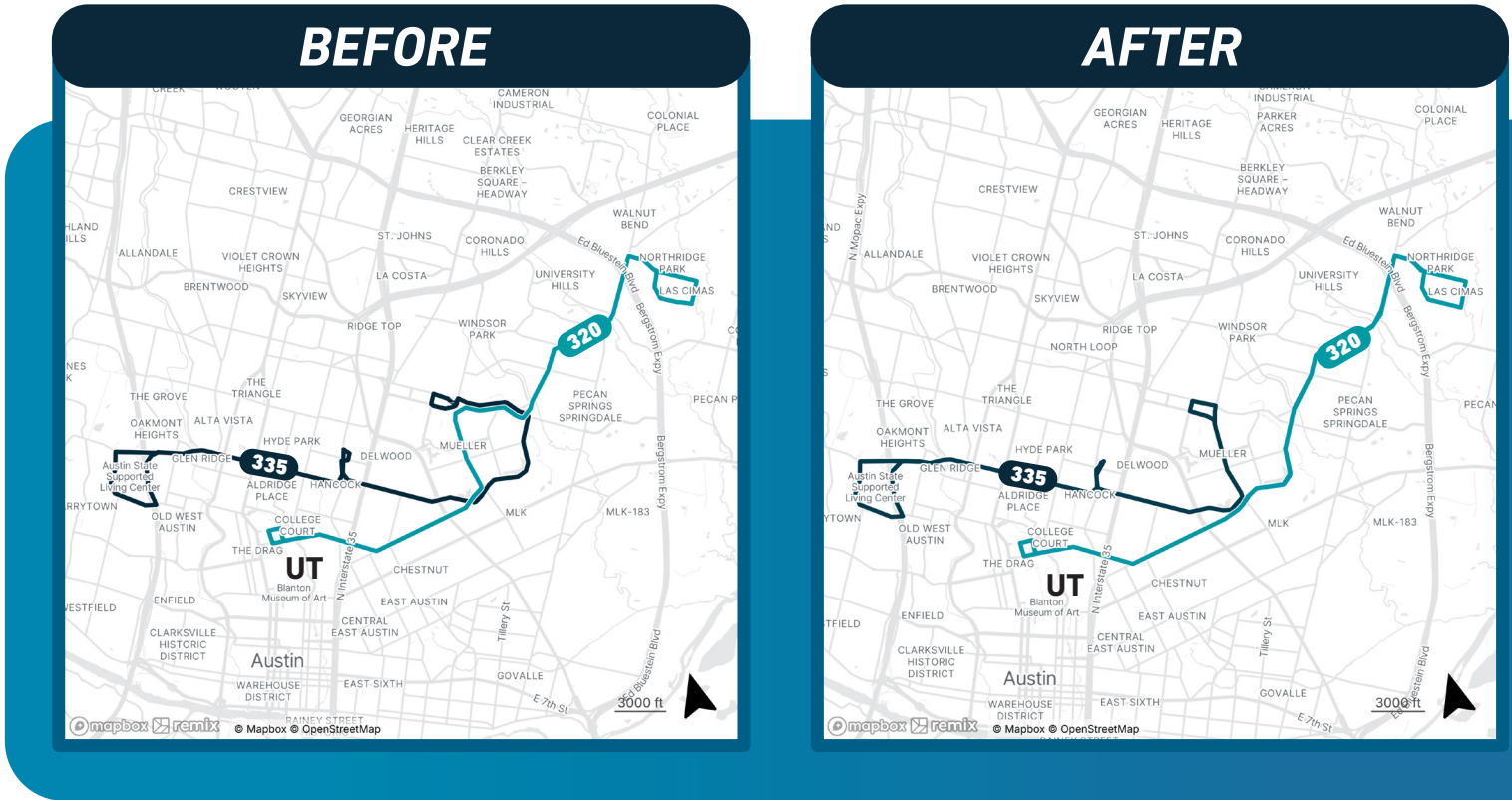
With the draft network developed, CapMetro presented recommendations to the public during a second round of public engagement in summer 2025 to gather feedback. During this round of engagement CapMetro reached over 1,200 members of the community and conducted over 30 focus groups to host in-depth discussions tailored to each audience’s needs. Comments collected were sorted, analyzed and used to score routes to prioritize revisions to the draft network.

The process used to sort, analyze and respond to public feedback is summarized below. This process led to post-engagement updates to 40% of the draft network. The maps on the right provide one example of a change made as a direct result of feedback received.



Flipbooks provide detailed information on proposed changes for all CapMetro Bus, Rail and Pickup services included in Transit Plan 2035. Scan the QR code to visit the site and learn more!

Scan QR Code!

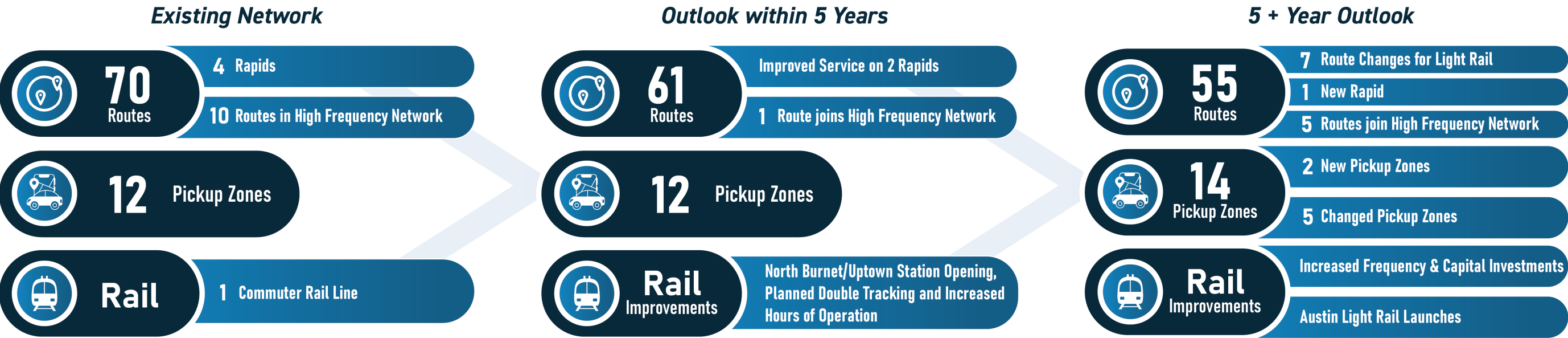


Route 320 was originally proposed to provide underlying service to the Rapid Line 837, which travels through Mueller on Berkman Drive. Route 335 is an East-West local route that had service rounding the Mueller neighborhood via Manor Road. Customers using Route 320 were more interested in faster connections between the route’s termini, and those using Route 335 were more interested in neighborhood connectivity along the route, being able to travel to activity centers within Mueller. Switching the Berkman/Manor alignment of these two routes addressed the concerns of customers on both routes.

Can this route continue on Manor instead of detouring through Mueller? Also, for people not boarding or alighting within Mueller, having an option with more direct routing that stays on Manor could provide faster service.

I have a comment about Route 335- It seems like the end by Mueller should be a small one-way loop- That way the bus can pick up people on Manor Rd while also still traveling through the heart of the Mueller neighborhood and providing stops immediately outside the businesses and apartment complexes.

The Preferred Transit Plan 2035 Network



Outlook within 5 Years

Within the next five years, CapMetro is focused on growing ridership, helping more people get where they need to go, and specifically, making changes associated with bringing the new Rapid Lines—800 Pleasant Valley and 837 Expo Center—to their full frequency in alignment with Project Connect. This includes the opening of two new Park & Rides at Goodnight Ranch and Expo Center. This phase is financially constrained, meaning recommendations align with the agency’s available resources over the next five years. Through responsible budgeting in this phase, CapMetro can focus on improvements to core operations and customer experience, improving reliability and security of existing services.

5+ Year Outlook

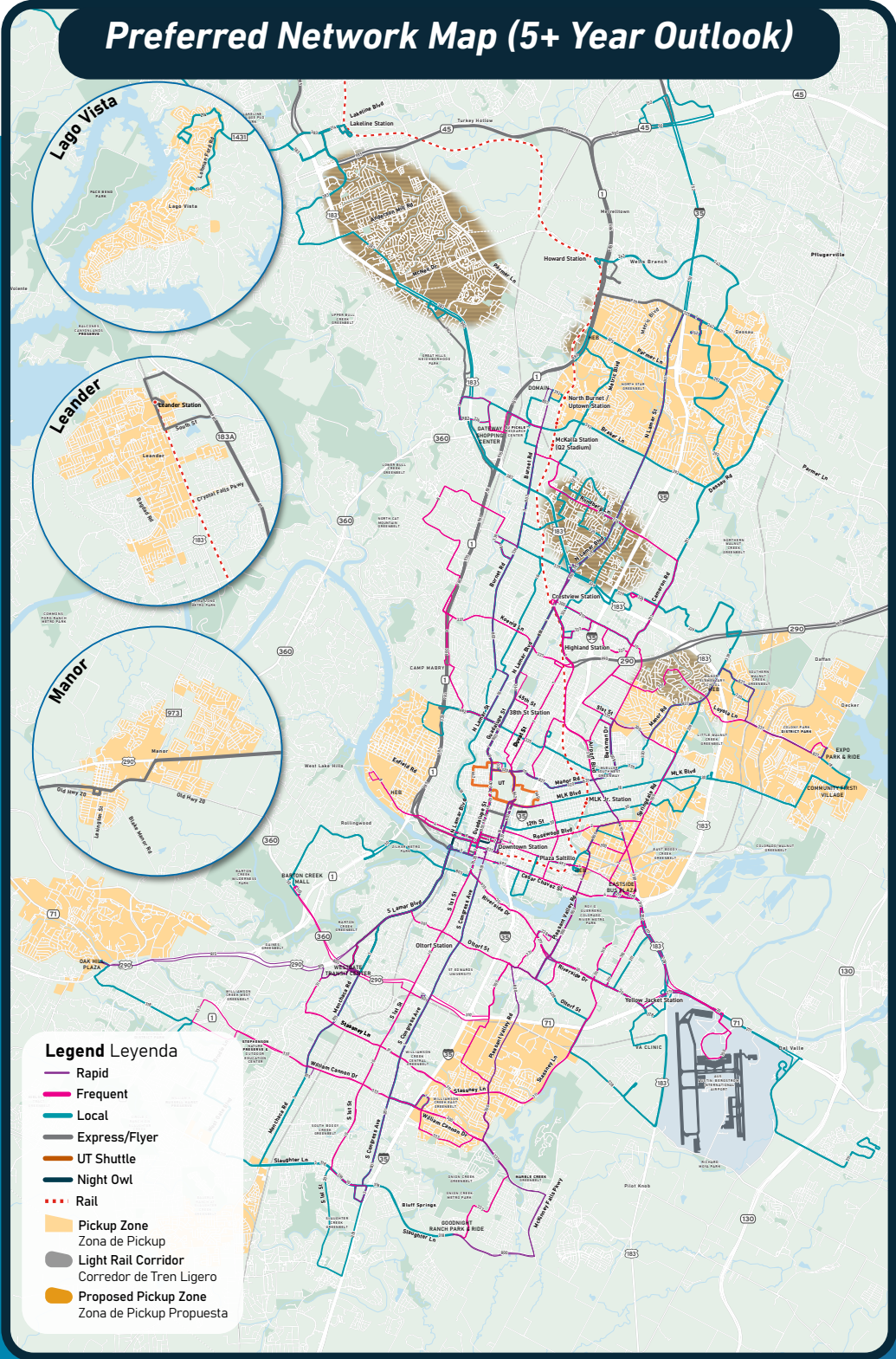
The next phase, occurring in the 5 to 10 year timeframe, includes plans for future growth and includes changes to CapMetro’s bus network to complement and integrate with the new Austin Light Rail service in central Austin. As the operator of all of Austin’s modes of public transportation including Austin Light Rail, CapMetro is committed to creating a highly connected network that maximizes transit usage allowing Austin to meet the ambitious mode split goals set in the Austin Strategic Mobility Plan. This phase is financially restrained, meaning CapMetro is prioritizing projects based on need, however, implementation of all projects included will still require additional funding outside of CapMetro’s current revenue projections. Some of the proposals will require coordination with CapMetro’s partners such as Member Cities, Austin Transit Partnership, the University of Texas and Travis County, among others.

Benefits of the Preferred Network

Transit Plan 2035's final preferred network is more than a plan, it's a roadmap for how CapMetro will expand opportunity, grow ridership and make transit a larger part of everyday life in Central Texas. This network was not created in a vacuum, but was based on the solid foundation of industry leading analysis that was vetted by more than 10,000 community members. Initial recommendations were carefully revised to cater to what the community said it needs. The plan is phased & cost effective, supporting CapMetro's goals for the next 10 years. The resulting 10-year preferred network provides a wealth of benefits to the community and positions CapMetro to be a leader in shaping Central Texas mobility for the next decade and beyond.

-  **Increasing total service provided over the next 10 years**
-  **Expanding Frequent & Rapid bus services from 14 to 20 routes**
-  **Connecting new communities to the Frequent route network**
-  **Increasing access to residents with the greatest need**

-  Increased service to the airport
-  Transition UT Shuttles to Frequent routes
-  Easy-to-navigate Night Owl network
-  Aligned service to travel patterns with more east-west connections
-  Overall increase in CapMetro Access coverage
-  Integrating services with Austin Light Rail
-  Enhanced Red Line frequencies & span
-  New & expanded CapMetro Pickup zones



The 10+ Year Vision

Transit Plan 2035 is carefully preparing for the future by budgeting responsibly. Not every project that CapMetro is working towards could be included within the 10-year preferred network without additional funding. This list of investments will serve as a guide for how the agency will spend funds that become available for capital investment, as markets develop and supportive infrastructure is built.

Project Connect, when it was passed enthusiastically by voters in 2020, identified a vision for transit in Central Texas and that vision remains on the horizon. Transit Plan 2035 has identified additional recommendations that, invested in over time, will strengthen the state of the system. CapMetro will continue to seek funds and partnerships to deliver on these promises



**Local Bus Adjustments
and Additional Routes**



**Additional Red Line
Improvements**



Express Bus Services



**Green Line
Commuter Rail**



Pickup Service Zones



**CapMetro Rapid Adjustments
and Additional Services**



Implementing the Vision

Service Implementation Plan

CapMetro develops transit plans with implementation in mind. Many critical services that exist today are the product of prior transit plan efforts, such as the Red Line, Rapid 801 and 803 and Project Connect elements such as McKalla Station.

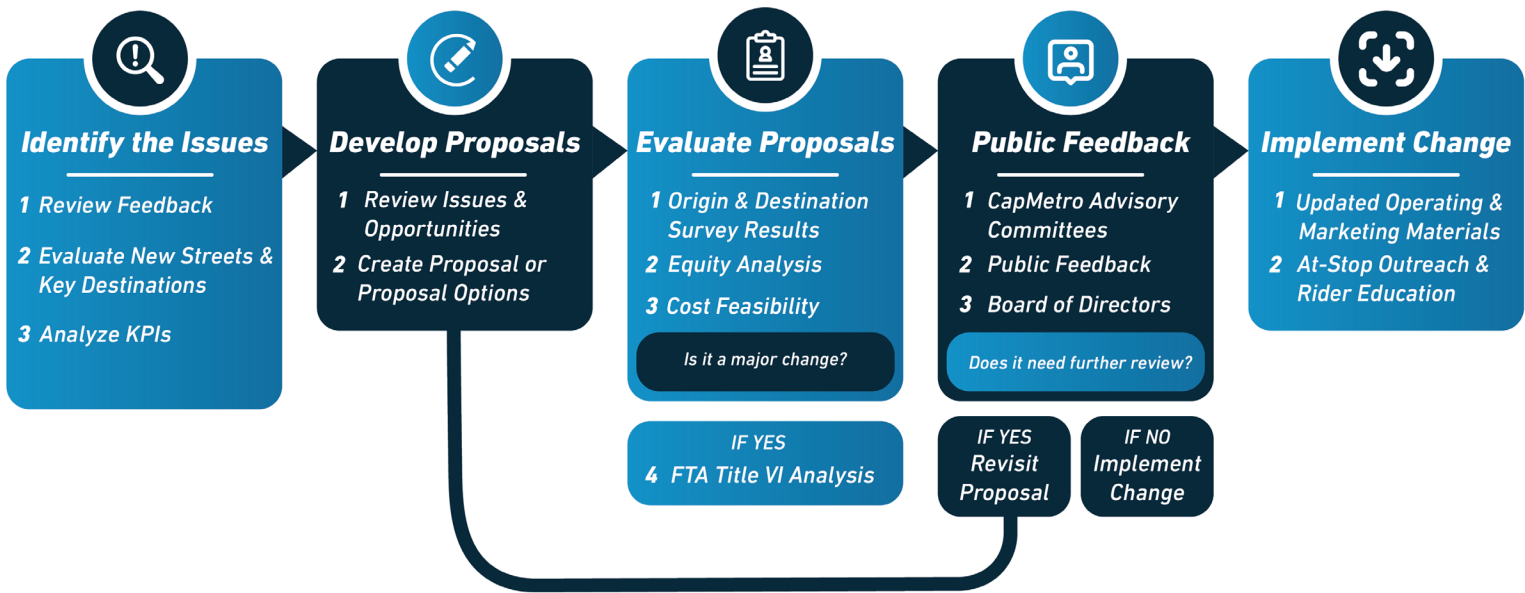
Each phase of Transit Plan 2035 will be implemented through the established service change process, including potential for refinement based on new insights about travel patterns and community input. The service change process also includes a public engagement effort that provides detailed information regarding proposed changes to specific routes and potential customer impact.

While Transit Plan 2035 focuses on recommendations for Bus, Rail and Pickup, CapMetro is aware that future service changes may impact some CapMetro Access customers. CapMetro remains committed to engaging potentially affected Access customers and collaborating with partners to explore options in advance of potential changes.

As the system grows, a variety of investments are required to support and accommodate these changes. For instance, a new route may require new bus stops, coordination with jurisdictional partners for sidewalk improvements and additional buses. CapMetro is developing an implementation plan that will identify required investments and operational details to implement the Transit Plan 2035 recommendations. It will also explore preferred investments, that, while not essential, would enhance implementation and improve service delivery. By identifying these investments early, CapMetro can proactively and sustainably prepare for the future, and continue to successfully collaborate with Austin Transit Partnership, the City of Austin and other regional stakeholders on implementation strategies.



Service Change Process



Implementation Strategies

Implementing Transit Plan 2035 will be a phased effort, with recommendations organized into five-year phases to guide near- and long-term improvements. Successful implementation also depends on the facilities that support these services, as identified in the graphic to the right. Transit service often requires space beyond the street itself — for example, layover areas where operators can take breaks, turnarounds where vehicles cannot loop through the street grid, off-street transit centers with enough space for the amount of service and demand and well-designed transfer points that give customers a seamless experience when moving between buses, rail and Pickup. The implementation strategies consider both service improvements and the complementary facilities needed to deliver them effectively.



Above is an overview of Transit Plan 2035 implementation strategies and their potential timeline. These strategies provide a high-level roadmap for future service improvements, and identify high-level requirements and preferences for successful plan implementation. These strategies help CapMetro plan proactively, align with regional partners and support funding opportunities. Final outcomes will depend on available resources, budget decisions and ongoing coordination with Austin Transit Partnership, the City of Austin and regional partners.



Conclusion

The Big Picture

The recommendations in Transit Plan 2035 provide a roadmap for how CapMetro's services can evolve over the next decade. The plan's concepts and timelines will be refined based on available resources, regional coordination and market readiness. Implementation will take place step-by-step through CapMetro's regular service change process, with each change shaped by additional community engagement and Board approval. Concepts requiring further coordination or new funding will be re-evaluated in future transit planning efforts.

This plan also positions CapMetro to adapt to and complement other major projects underway across Central Texas. As the region invests in transformative efforts like the I-35 Capital Express Project, the Convention Center redevelopment and the launch of Austin Light Rail, Transit Plan 2035 ensures that bus, rail and on-demand services are aligned to connect seamlessly with these investments and meet new travel patterns as they emerge.

The full plan document provides additional detail that will be used to pursue funding opportunities, including federal grants, that can bring many of the recommended projects to fruition. By aligning vision with funding strategies, CapMetro can maximize resources and expand mobility options for the region.

Ultimately, Transit Plan 2035 builds on the successes of the past decade to modernize the transit system for the future. It responds to changing markets, supports dynamic Central Texas communities and continues to grow transit's role in creating a more connected, sustainable and equitable region.



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