Lone Star Rail District established to develop passenger rail service between Georgetown and San Antonio.

Central Texas voters signal support for Capital Metro’s All Systems Go! Long Range Transit Plan, approving a referendum for the MetroRail Red Line with 62% in favor.

A significant step in the development of regional rail, Texas voters approve the creation of the Texas Rail Relocation and Improvement Fund in a statewide election with 54% approval.

Capital Metro proposes a streetcar connecting downtown Austin, UT and the Mueller redevelopment.

City of Austin, Capital Metro and Lone Star Rail partner to study a regional, high-capacity hub at the Seaholm redevelopment in downtown Austin.

Central Texas transportation agencies form the Transit Working Group, a committee of regional leaders focused on evaluating high-capacity transit projects.

Building upon Capital Metro’s 2006 streetcar proposal, City of Austin planners introduce an “Urban Rail” plan with additional connections to the Seaholm redevelopment and Austin-Bergstrom International Airport.

The Transit Working Group endorses the “Urban Rail” plan for inclusion in Central Texas’ 2035 transportation plan. (CAMPO 2035 Plan)

Lone Star Rail District and Union Pacific agree to study a new freight rail line east of Austin, potentially allowing existing freight lines to be used for passenger rail service between San Antonio and Georgetown.
Elected and appointed leaders on the regional transportation planning board (CAMPO) approve the 2035 transportation plan. A hallmark of the plan is connecting Central Texas’ cities and emerging activity centers with high-capacity transit.

Capital MetroRail operations begin, connecting Leander and multiple Austin destinations, with reliable, high-capacity transit.

The Central Texas Regional Mobility Authority initiates the MoPac Improvement Project, which considers express lanes that could allow for high-capacity transit service.

CAMPO, Capital Metro, the City of Austin and Lone Star Rail begin an unprecedented level of regional collaboration by launching Project Connect, a regional, high-capacity transit system planning effort.

The Transit Working Group reconvenes to advise the Project Connect planning effort.

Regional transportation agencies begin study of improvements for IH-35 in the Austin area, including express lanes that could allow for high-capacity transit.

Austin City Council adopts the Imagine Austin Comprehensive Plan, a long-range plan for Austin’s development, which calls for increased high-capacity transit.

Capital Metro breaks ground on the first two MetroRapid lines, which will offer a new, premium, high-capacity transit option for central Texas.

The Transit Working Group and Project Connect team endorse a Regional Transit Vision which calls for a high-capacity transit system connecting Central Texans to the places we live, work, learn and play.

Capital Metro launches Project Connect: North Corridor to develop detailed recommendations for high-capacity transit solutions in the corridor connecting Georgetown, Round Rock, Pflugerville and downtown Austin.

The American Public Transit Association (APTA) conducts a peer review of Project Connect and Urban Rail.

Capital Metro and the City of Austin partner to hire an Urban Rail project director to coordinate joint planning activities.

Project Connect partners finalize proposals for high-capacity transit connecting the North Corridor and central Austin destinations.

The Mobility Authority begins construction of MoPac Improvement Project.

Two MetroRapid lines open, providing premium, high-capacity transit service on two of the densest travel corridors in central Texas.

MoPac express lanes open, providing the opportunity for high-capacity transit (express buses in express lanes) on one of Texas’ most congested corridors.