



BOARD/COMMISSION RECOMMENDATION

Urban Transportation Commission

Recommendation Number 20251007-006: CapMetro Transit Plan 2035

WHEREAS, CapMetro's Transit Plan 2035 serves as the agency's roadmap and vision for the next 5 to 10 years of transit development in Central Texas, updating its long-term service plan to align with regional growth, emerging travel patterns, and the implementation of Project Connect;

WHEREAS, the draft plan recommends aligning the current bus network with travel patterns, preparing for high-capacity transit integration with Austin Light Rail, and expanding Pickup zones to provide better east-west and first-mile/last-mile connections across the region;

WHEREAS, the plan was informed by extensive community engagement—including over 8,100 survey responses, focus groups, and Customer Care Reports—which consistently emphasized the need for increased frequency, improved connectivity, greater reliability, and expanded service hours across the transit system;

WHEREAS, stagnant sales tax growth has limited traditional opportunities for service expansions and underscored the need for a fiscally responsible approach to network revisions;

WHEREAS, CapMetro's Existing Conditions Report found the areas with the highest concentration of "transit ridership include Downtown Austin, the University of Texas (UT), East Riverside, South Congress Ave., South 1st St. and North Lamar Blvd;" and

WHEREAS, the Urban Transportation Commission (UTC) recognizes that Transit Plan 2035 represents not a service change but a framework for future policy and investment decisions, subject to continued refinement through CapMetro's standard service change process and additional public engagement;

NOW, THEREFORE, BE IT RESOLVED, that the UTC recommends that CapMetro continue studying two options through 2030 for 801/803 alignment: running through downtown on San Jacinto/Trinity or funneling into light rail service, including assessing which options provide the best service for transit-dependent individuals near North Lamar and South Congress beyond the light rail route, ensuring any alignment provides short and reliable transfers for light-rail riders

continuing onto the 801 or 803, and studying the feasibility of transit enhancements on San Jacinto beyond MLK Jr Blvd to ensure the roadway can handle additional bus capacity;

BE IT FURTHER RESOLVED, that in the Northwest Area, the UTC recommends that Transit Plan 2035 be amended to offset the removal of the route 466 with additional neighborhood service connecting major residential centers to the Domain, Uptown ATX, and other employment centers through a new or expanded Pickup Service, neighborhood circulator, or other service;

BE IT FURTHER RESOLVED, that the UTC recommends CapMetro work with the City of Austin and other public safety partners to create and implement a public safety improvement plan for the Westgate Transit Center, to create a safer and more pleasant transfer experience for customers before the 815 Metro Rapid begins service;

BE IT FURTHER RESOLVED, that in the Southeast Area, the UTC recommends that Transit Plan 2035 be amended to include in the long-term plan that upon the initiation of light rail service, the 20 should be replaced with an express connection to the airport from either Pleasant Valley Station or Yellow Jacket Station, with frequencies that match the Light Rail timetable, to minimize duplicity and ensure easy transfers from the Light Rail to the Airport;

BE IT FURTHER RESOLVED, that in the Southeast Area, the UTC recommends that the 5-10 Year Network be amended to include an express connection to the airport from either Pleasant Valley Station or Yellow Jacket Station, with frequencies that match the Light Rail timetable, and further study eliminating the duplicative local 20 service to fund the express connection;

BE IT FURTHER RESOLVED, that in the Central Area, the UTC recommends that Transit Plan 2035 be amended to include the Project Connect Gold Line Metro Rapid from Republic Square to ACC Highland in the 5-10 Year Future Network, with service beginning before 2033 at the latest;

BE IT FURTHER RESOLVED, that the UTC recommends that CapMetro continue to pursue and prioritize funding and grant opportunities for Red Line grade separation at Crestview Station, and that Transit Plan 2035 be amended to include 15-minute peak frequencies on the Red Line upon the completion of the Red Line grade separation project; and

BE IT FURTHER RESOLVED that the UTC recommends that if any Red Line infill station is included in Transit Plan 2035, CapMetro ensure that any future infill station has the potential for equitable transit-oriented development (eTOD) and can connect to local bus routes (i.e., 10, 350, 7, 335); and

BE IT FURTHER RESOLVED, the UTC recommends that CapMetro work with local school districts to make arrangements or changes to bus routes in response to school closures or consolidations that may have network effects on transit use.

Motioned by: Vice-Chair Schumacher

Seconded by: Chair Somers

Date of Approval: 10/7/2025

Record of the vote: 8-0

Attest: Spencer Schumacher
(Staff or board member can sign)