

PROPOSED CONCEPTS PENDING COMMUNITY FEEDBACK, BOARD APPROVAL AND SERVICE CHANGE PROCESS

NOTE: This list displays the draft 10-year vision for CapMetro's services. Proposed near-term implementation steps (i.e., 0-5 years) are documented in the Change Description column. Information related to frequency and span represent service levels of the 10-year network.

Route	Feedback Tool Location	Proposed Change	Proposed Service Type (With Light Rail)	Change Description	Weekday Frequency (Minutes)		Weekday Span		Saturday Frequency (Minutes)		Saturday Span		Sunday Frequency (Minutes)		Sunday Span	
					Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing	Proposed Typical	Existing Typical	Proposed	Existing
1-N. Lamar/S. Congress	Southwest, Central, Northwest	Realigned	Local	0 to 5 Years: No proposed changes. 5+ Years: Proposed alignment would change to integrate with light rail operating on Guadalupe Street. Options include maintaining the existing alignment and providing underlying service to light rail, or terminating it key destinations after overlapping gateway with light rail. In this option, the service would terminate near UT from the north and near Congress Avenue Station downtown from the south.	No Change	30	No Change	4:45AM-11:30PM	No Change	30	5:00AM-11:00PM	4:45AM-11:00PM	No Change	30	6:00AM-11:00PM	5:45AM-10:00PM
2-Rosewood/Cesar Chavez	Central, Southeast	Extended	Local - Weekday High Frequency	0 to 5 Years: Route proposed extend on Springdale Road, connecting the Eastside Bus Plaza to the new Oak Hill Transit Station to create a bi-directional loop service. 5+ Years: No proposed changes.	No Change	15	No Change	5:00AM-12:15AM	No Change	30	No Change	6:00AM-11:45PM	No Change	30	No Change	6:00AM-10:45PM
3-Burnet/Menchaca	Northwest, Central, Southwest	Realigned	Local	0 to 5 Years: No proposed changes. 5+ Years: Mirror proposed realignment north of US 183 to maintain J.J. Pate Research Campus coverage in response to Route 466 discontinuation and Route 302 extension. Northbound service on Burnet Road proposed to turn left on Road Greenhery Trail, right on Exposition Way, and left on W Braker Lane to serve Gateway. Southbound service proposed to use the same alignment. In addition, the proposed alignment would change to integrate with light rail operating on Guadalupe Street. Options include maintaining the existing alignment and providing underlying service to light rail, or terminating at key destinations after overlapping gateway with light rail. In this option, the service would terminate near UT from the north and near Congress Avenue Station downtown from the south.	No Change	30	No Change	5:00AM-11:45PM	No Change	30	No Change	6:00AM-11:20PM	No Change	30	6:00AM-11:20PM	5:45AM-10:30PM
4-7th Street	Central, Southeast	No Change	Local - Weekday High Frequency	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	15	No Change	5:00AM-12:15AM	No Change	30	No Change	6:00AM-12:00AM	No Change	30	No Change	6:00AM-11:00PM
5-Woodrow/East 12th	Central, Northwest, Northeast	Discontinued (Refer to Route 18 and Route 3)	--	0 to 5 Years: Route proposed to be replaced by Route 18 and Route 30, both of which proposed to incorporate existing portions of the current Route 5 alignment. 5+ Years: N/A.	--	30	--	4:30AM-11:00PM	--	30	--	6:00AM-10:30PM	--	30	--	5:45AM-10:00PM
7-Duval (Route Name Changed)	Central, Southeast	Realigned (Refer to Route 300 and Route 331)	Local - High Frequency Route	0 to 5 Years: No proposed changes. 5+ Years: The route will be split to integrate with light rail. The service will maintain the current north alignment which will terminate downtown near Republic Square. The southern portion of the existing Route 7 from Burton/Old to William Center/Bull Springs will be combined with the current northern portion of Route 300, which will retain the route number 300 (See Route 300).	No Change	15	No Change	4:15AM-11:45	No Change	15	No Change	5:45AM-12:00AM	30	15	6:00AM-11:00PM	5:45AM-10:30PM
8-Bull Creek/Lake Austin	Central, Northwest	New Route and Frequency (Refer to Route 18 and Route 30)	Local - Weekday High Frequency	0 to 5 Years: The new route proposed to initially provide 30-minute typical frequency service and span from Route 18 and Route 30 realignments. 5+ Years: The service proposed to improve to 15-minute peak frequency on weekdays, with 30-minute peak service on Saturday and Sunday. The frequency increase would be possible with the coordination of Route 61 and Route 683. The route proposed to maintain the current coverage provided by the north portion of Route 30, as well as Route 661, from Northcross to downtown, with a slight realignment between Northland Drive and W 42nd Street where the new route proposed to use Mojar. Instead of Hancock Drive and East Creek Road. The route proposed to travel bi-directionally to Brookdale Apartments on Lake Austin Boulevard to maintain service currently provided by Route 18 and Route 683.	15	--	5:00AM-12:00AM	--	30	--	6:00AM-12:00PM	--	30	--	6:00AM-11:00PM	--
10-South 1st/Red River	Central, Southwest, Northeast	No Change	Local - High Frequency Route	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	15	No Change	4:15AM-11:30PM	No Change	15	No Change	5:45AM-11:30PM	No Change	15	No Change	5:45AM-10:30PM
18-Woodrow/M.K. (Route Name Changed)	Central, Northeast	Realigned (Refer to Route 5, Route 6, and Route 30)	Local	0 to 5 Years: The route proposed to be restructured to incorporate the current portion of Route 5 extending from downtown along N Lamar Boulevard, Woodrow Avenue, and W Anderson Lane to serve the current Northcross terminus, and would extend the current east portion of Route 18 to the new Expo Center Park and Ride by traveling east of US 183 to Martin Luther King Boulevard/PM 969, and traveling bi-directionally on Decker Lane, Hog Eye Road, Loyola Lane, and Decker Lane to the new Park and Ride facility. The east extension of the route would cover portions of current Route 237. 5+ Years: No proposed changes.	No Change	30	No Change	5:00AM-11:30PM	No Change	30	No Change	6:00AM-11:30PM	No Change	30	No Change	6:00AM-10:30PM
20-Riverside (Route Name Changed)	Central, Southeast, Northeast	Realigned and Span Improvement (Refer to Route 320)	Local - High Frequency Route	0 to 5 Years: The route proposed to be split, retaining the current portion of Route 20 from UT to Austin-Bergstrom International Airport to provide more direct, high frequency trips to the airport. The northern portion of existing Route 20 is proposed to become new local Route 320, which would provide 15-minute frequency service to the airport. 5+ Years: Span proposed to be improved with service running until 3:00AM seven days a week, and proposed to replace Route 463.	No Change	15	5:00AM-3:00AM	3:45AM-11:30PM	No Change	15	6:00AM-3:00AM	6:00AM-11:30PM	No Change	15	6:00AM-3:00AM	6:00AM-11:30PM
30-Barton Creek/East 12th (Route Name Changed)	Central, Southwest, Northeast	Realigned (Refer to Route 8, 18, and 310)	Local	0 to 5 Years: The route is proposed to be realigned by maintaining the current southern portion of Route 30 connecting Barton Creek Mall to downtown, and would incorporate the current east portion of Route 5 extending from downtown along E 12th Street to the MLK183 neighborhood. Coverage proposed to be removed from Spillane Drive due to low ridership. The route is proposed to extend further east to terminate at East Austin College Pkwy at MLK, adjacent to the US 183 southeast frontage road. 5+ Years: No proposed changes.	No Change	30	No Change	4:45AM-11:15PM	No Change	30	No Change	5:45AM-10:15PM	No Change	30	6:00AM-11:00PM	5:45AM-9:15PM
60-Round Rock Tech Ridge	Northwest	Extended	Local	0 to 5 Years: No proposed changes. 5+ Years: Mirror extension on southern portion of the route to change the current south portion of Route 60 to serve the current terminus at Walnut. The route would extend east and use La Frontera Boulevard and Kouri Avenue to serve La Frontera Village, while still providing service to Walnut.	No Change	60	No Change	6:15AM-7:30PM	--	--	--	--	--	--	--	--
103-Menchaca Flyer	Central, Southwest	Discontinued	--	0 to 5 Years: Route proposed to be discontinued due to low ridership. Service between Tanglewood Village and downtown/UT would be available on Route 3 and Rapid Line 803. 5+ Years: N/A.	--	2 peak AM Trips 1 peak PM Trip	--	6:10AM-7:40AM / 5:10PM	--	--	--	--	--	--	--	--
105-South 5th Flyer	Central, Southwest	Discontinued	--	0 to 5 Years: Route proposed to be discontinued due to low ridership. Service between Westgate and downtown/UT would be available on Route 3, and Rapid Line 803. 5+ Years: N/A.	--	2 peak AM Trips 2 peak PM Trips	--	6:45AM-8:30AM / 4:10PM-6:10PM	--	--	--	--	--	--	--	--
111-South Mopac Flyer	Central, Southwest	Discontinued	--	0 to 5 Years: Route proposed to be discontinued due to low ridership. 5+ Years: N/A.	--	2 peak AM Trips 2 peak PM Trips	--	6:30AM-8:00AM / 4:30PM-6:10PM	--	--	--	--	--	--	--	--
135-Dell Limited	Southwest, Northeast	Discontinued	--	0 to 5 Years: Route proposed to be discontinued due to low ridership. Service between central east Austin and Tech Ridge would be available via the CapMetro Red Line and transfers to the 320 or 325. 5+ Years: N/A.	--	2 peak AM Trips 2 peak PM Trips	--	5:10AM-6:40AM / 6:15PM-7:15PM	--	--	--	--	--	--	--	--
142-Metric Flyer	Northwest, Central	Discontinued	--	0 to 5 Years: Route proposed to be discontinued due to low ridership. Service from the Walnut Creek area to downtown would still be available through the CapMetro Red Line or Rapid 801 and 803. 5+ Years: N/A.	--	2 peak AM Trips 2 peak PM Trips	--	6:11AM-7:42AM / 4:10PM-5:40PM	--	--	--	--	--	--	--	--
162-Round Rock Tech Ridge Limited	Northwest	Realigned	Local	0 to 5 Years: No proposed changes. 5+ Years: Mirror extension on northern portion of the route to change the current north terminal from Walnut to La Frontera Village. The route would extend east along SH 45 and use La Frontera Boulevard and Kouri Avenue to serve La Frontera Village, while still providing service to Walnut.	No Change	60	No Change	6:15AM-7:15PM	--	--	--	--	--	--	--	--
171-Oak Hill Flyer	Central, Southwest	Discontinued	--	0 to 5 Years: Route proposed to be discontinued due to low ridership. Service between Oak Hill and St. David's Medical Center (Central) would be available on Route 310 and Rapid Line 803. 5+ Years: N/A.	--	3 peak AM Trips 3 peak PM Trips	--	6:00AM-7:15AM / 3:40PM-5:24PM	--	--	--	--	--	--	--	--
201-Southpark Meadows	Southwest, Southeast	No Change	Local	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	30	No Change	6:00AM-9:30PM	No Change	30	No Change	7:30AM-7:30PM	No Change	30	No Change	6:00AM-7:30PM
211-Cameron	Northeast	New	Local	0 to 5 Years: N/A. 5+ Years: The new route proposed to connect Norwood Transit Center and Tech Ridge by traveling bi-directionally using Decker Road and E Howard Lane, providing service to several high-density corridors in Northeast Austin. The route proposed to serve as a starter line for the proposed Cameron/Decker/Rapid Line from the Project Connect program of projects.	30	--	5:00AM-11:00PM	--	30	--	6:00AM-11:00PM	--	30	--	6:00AM-11:00PM	--
214-Northwest Feeder	Northwest	Realigned	Local	0 to 5 Years: Mirror proposed route adjustment removing the outboard segment on S Lakehrie Boulevard from Pecan Park Boulevard to N Lake Creek Parkway. The route is proposed to operate bi-directionally on Pecan Park Boulevard, Lakehrie Mall Drive, and N Lake Creek Parkway. 5+ Years: No proposed changes.	No Change	60	No Change	5:15AM-9:00PM	--	--	--	--	--	--	--	--
217-Montopolis Feeder	Southeast	Realigned and Frequency Decrease (Refer to Route 228 and Route 310)	Local	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be realigned to operate bi-directionally on Vargas Road to directly serve Alton Elementary School and maintain service to Esperanza Community. The route is proposed to change the southern terminus from ACCO Boulevard to serve the Towne Square/Tyco Office. The route would then take a left on US 183 before taking a left on Montopolis Drive to serve the VA Clinic. The route would turn right on Metric Road, right on Metro Center Drive, and left on US 183 to reach the new northern terminus at Eastside Bus Plaza. Service proposed to be added on Sundays.	60	30	No Change	4:45AM-12:15AM	60	30	6:00AM-11:00PM	6:00AM-12:00PM	60	30	6:00AM-11:00PM	6:00AM-12:00PM
228-VA Clinic	Southeast	Realigned and Span	Local	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be realigned to operate bi-directionally between the current Pleasant Valley IEB terminus and Eastside Bus Plaza. Outbound from Pleasant Valley, the adjusted route is proposed to use the existing alignment to reach Burkson Road, but would bypass Montopolis Drive and instead turn left on Midway Lane Parkway to serve the Towne Square/Tyco Office. The route would then take a left on US 183 before taking a left on Montopolis Drive to serve the VA Clinic. The route would turn right on Metric Road, right on Metro Center Drive, and left on US 183 to reach the new northern terminus at Eastside Bus Plaza. Service proposed to be added on Sundays.	No Change	30	5:00AM-11:00PM	6:00AM-7:15PM	No Change	30	6:00AM-11:00PM	7:00AM-9:00PM	30	--	6:00AM-11:00PM	--
233-Decker/Daffin	Northeast	Discontinued (See Pickup Decker, Route 337, & Rapid 837)	--	0 to 5 Years: The route is proposed to be discontinued due to low ridership and existing coverage provided by Decker Pickup, Route 337, and Rapid Line 837. 5+ Years: N/A.	--	60	--	7:00AM-9:30PM	--	60	--	7:00AM-8:30PM	--	60	--	8:00AM-8:30PM
237-Northeast Feeder	Northeast	Discontinued (Refer to Pickup Decker, Route 18, & Rapid Line 837)	--	0 to 5 Years: Route 18 proposed to extend east along PM 969 and Decker Lane to serve Community First and Expo Center Park and Ride, covering portions of existing Route 237. Decker Pickup proposed to provide coverage to customers on Johnny Morris Road, Loyola Lane, and Coburn Loop Drive. CapMetro Rapid Line 837 proposed to also provide service to customers along Loyola Lane. 5+ Years: N/A.	--	60	--	6:45AM-10:15PM	--	60	--	7:00AM-9:30PM	--	60	--	7:45AM-8:00PM
243-Webb Branch	Northwest, Northeast	No Change	Local	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	30	No Change	5:00AM-11:15PM	No Change	30	No Change	6:00AM-10:30PM	No Change	30	No Change	6:00AM-10:30PM
271-Del Valle Feeder	Southeast	Extended & Span	Local	0 to 5 Years: The route proposed to be extended west on E Riverside Drive to serve the Riverside IEB. The route, outbound from the Del Valle High School terminus, proposed to turn right on Trinn Ford Road, right on Elmore Drive, and right on Pleasant Valley Road before turning left on E Riverside Drive to return to Del Valle. 5+ Years: No proposed changes.	No Change	30	5:00AM-11:00PM	5:00AM-8:45PM	30	45	6:00AM-11:00PM	6:00AM-10:00PM	30	45	6:00AM-11:00PM	6:00AM-8:45PM
300-Springdale/Pleasant Valley (Route Name Changed)	Central, Southeast	Realigned (Refer to Route 7, and Route 331)	Local - High Frequency Route	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be split to integrate with light rail and optimize connections between Route 7, Route 331, and Rapid Line 800. The current segment north of E Chofor Street proposed to be combined with current Route 7, and E Chofor Street proposed to be combined with current Route 331. The bi-directional alignment proposed maintains coverage provided by the current Barton Drive portion of Route 7 to create the new Route 331, connecting to Chofor Station and terminating at Pleasant Valley Road.	No Change	15	No Change	4:30AM-11:00PM	No Change	15	No Change	6:00AM-11:00PM	No Change	15	6:00AM-11:00PM	5:45AM-10:00PM
310-Barton Creek/Parker (Route Name Changed)	Southwest, Southeast	Extended and Frequency Improvement	Local - High Frequency Route	0 to 5 Years: The route is proposed to be extended west to terminate at Barton Creek Mall and northeast to Eastside Bus Plaza to create an east-west corridor in South Austin, as well as increased connectivity to East Austin. The route proposed to extend west bi-directionally from South Congress Transit Center using W Ben White Boulevard/US 290 and S Capital of Highway/SH 360 to terminate at Barton Creek Mall. The route would then take a left on its current alignment from E Ben White Boulevard/US 290 to E Riverside Drive. However, this would bypass Grove Boulevard and use Northcross Drive, US 183, and E 7th Street to terminate at Eastside Bus Plaza. 5+ Years: Improve to high-frequency route for Weekday and Saturday service.	15	30	No Change	5:00AM-10:30PM	15	30	6:00AM-12:00AM	6:00AM-10:30PM	No Change	30	6:00AM-11:00PM	5:45AM-10:00PM
311-Stansney	Southwest, Southeast	Weekend Frequency Decrease	Local - Weekday High Frequency	0 to 5 Years: Reduce to 30-minute weekend frequency based on low ridership. 5+ Years: No proposed changes.	No Change	15	No Change	5:00AM-11:45PM	30	20	No Change	5:45AM-11:30PM	30	20	No Change	5:45AM-10:30PM
316-Ben White	Southwest	Discontinued (Refer to Rapid Line 815)	--	0 to 5 Years: The route is proposed to be shortened to Westgate instead of continuing to South Congress Transit Center. 5+ Years: The route proposed to be discontinued and replaced by new Rapid Line 815.	--	30	--	5:15AM-10:45PM	--	30	--	5:00AM-10:45PM	--	30	--	6:15AM-9:30PM
318-Westgate/Slaughter	Southeast, Southwest	Realigned	Local	0 to 5 Years: The route is proposed to be realigned to provide an east-west connector between Oak Hill and the new Goodnight Ranch Park and Ride facility at Bull Springs. Outbound to Oak Hill on West Gate Boulevard, the route proposed to turn left on Davis Lane, right on Brodie Lane, right on Copano Drive, right on LaLita Drive, and left on Convent Hill Road to reach Oak Hill Plaza off US 290. The bi-directional alignment proposed maintains coverage provided by the current Route 332 tripper service to Oak Hill Plaza; however, this would remove service on a low ridership segment of West Gate Boulevard from Davis Lane to W Stationary Lane. The route's eastern terminus proposed to be adjusted from Thorton Place to the Goodnight Ranch Park and Ride facility to optimize connections with Route 333 and Rapid Line 800. 5+ Years: No proposed changes.	No Change	30	No Change	5:00AM-10:30PM	No Change	30	No Change	6:00AM-10:30PM	No Change	30	6:00AM-11:00PM	6:00AM-8:30PM
320-Manor Road (Route Name Changed)	Central, Northeast	Realigned and Frequency and Span decreases (Refer to Route 25)	Local	0 to 5 Years: The route proposed to be split, retaining the current portion of Route 20 from UT to LBJ High School to provide local underlying service to Rapid Line 837. The route, outbound from UT along Manor Road, would turn left on Bertram Drive, right on E 51st Street, and left on Manor Road to align with Rapid Line 837. The portion of Manor Road from Berkman Drive to E 51st Street would be covered by service to current Route 25. The route would terminate at the Manor Road, and use Crystalbrook Drive rather than Turnbush Drive to make the turnaround. 5+ Years: No proposed changes.	30	15	5:00AM-11:00PM	3:45AM-11:30PM	30	15	6:00AM-11:00PM	6:00AM-11:30PM	30	15	No Change	6:00AM-11:30PM
322-Chicon/Cherrywood	Central, Southeast	Discontinued (Refer to Route 370 and Route 453)	--	0 to 5 Years: Service proposed to be replaced by new Route 370 which maintains coverage on Chicon Street from E Cesar Chavez Street to E Martin Luther King Jr. Boulevard, and realigned Route 453 which maintains coverage to the RLU Health Center and other East Austin activity centers. The replacement would remove coverage on a low ridership segment of Cherrywood Road from Manor Road to E 38th and US Street.	--	30	--	5:00AM-10:30PM	--	30	--	6:00AM-10:30PM	--	30	--	6:00AM-9:30PM
323-Anderson	Northeast, Northwest	Discontinued (Refer to Route 339)	--	0 to 5 Years: The route proposed to be combined with Route 339 to create an east-west connector through North Austin. The route would maintain its current west terminus at Northcross, and would terminate at Springdale Shopping Center to the east. Outbound from Norwood Transit Center towards Springdale Shopping Center on larger Drive, the route proposed to be streamlined by removing the Tuscany Business Park deviation by turning right on Cross Park Drive to use US 290 to connect to Springdale Road. 5+ Years: No proposed changes.	--	30	--	5:00AM-10:30PM	--	30	--	6:00AM-10:30PM	--	30	--	6:00AM-9:30PM
324-Gaughan/O'Han	Central, Northwest	Realigned	Local	0 to 5 Years: Mirror proposed realignment in response to completed roadway project; the route will continue to travel on Meams Meadow Boulevard from Parkfield Drive to Rolland Drive, removing the current deviation using Parkfield Drive and Rolland Drive near Oak Creek and Neighborhood Park. The route would also be realigned to its west terminus, using Foster Road, Rockwood Lane, W Anderson Lane, and Northcross Drive to turnaround and continue on Burnet Road. 5+ Years: No proposed changes.	No Change	30	No Change	4:45AM-11:00PM	No Change	30	No Change	6:00AM-10:45PM	No Change	30	6:00AM-11:00PM	6:00AM-9:45PM
325-Metric (Route Name Changed)	Northwest	Realigned and Frequency Decrease (Refer to Route 320)	Local	0 to 5 Years: No proposed changes. 5+ Years: The route proposed to become a local service and would be realigned, with its southern terminus becoming North Lane Transit Center and its northern terminus remaining at Tech Ridge. Outbound from North Lane Transit Center on N Lamar Boulevard, the route would turn left on Payton Glen Road, right on Parkfield Drive, left on Rolland Drive, and right on Metric Boulevard to maintain the existing Route 325 Metric Boulevard coverage from Rolland Drive to Cedar Bend Drive. The route would then take a left on Cedar Bend Drive to serve St. David's North Medical Center, and will use Mojar Frontage Road to turn right on W Palmer Lane to serve the N.E.B. The route would then travel east on W Palmer Lane before taking a left on N Lamar Boulevard to connect to Tech Ridge. The realignment removes service from low ridership segments on Metric Boulevard.	30	15	5:00AM-11:00PM	5:00AM-11:00PM	No Change	30	6:00AM-11:00PM	6:00AM-11:30PM	No Change	30	No Change	6:00AM-10:45PM
326-Rundberg	Northeast, Northwest	New Route (Refer to Route 325)	Local - High Frequency Route	0 to 5 Years: No proposed changes. 5+ Years: The new route is proposed to replace current Route 325 east-west coverage with a high-frequency route extending east from Norwood Transit Center to Gateway where it would provide coverage in response to the realignment of Route 863 that removes service on W Braker Lane and Burnet Road. The route would maintain the existing Route 325 alignment from Norwood Transit Center to Metric Boulevard/Rolland Drive, but would then turn left to Rolland Drive, right on Burnet Road, left on W Braker Lane, and then use Mojar Frontage Road to access Gateway. The route would use Great Hill Trail, Jollyville Road, W Braker Lane, and Burnet Boulevard to serve gateway before heading back to Norwood Transit Center using the same route alignment.	15	--	5:00AM-12:00AM	--	15	--	6:00AM-12:00AM	--	15	--	6:00AM-11:00PM	--
331-Ohof	Southwest, Southeast	New Route (Refer to Route 300)	Local - High Frequency Route	0 to 5 Years: No proposed changes. 5+ Years: The new route proposed to be the current southeast-west portion of the existing Route 300, and would incorporate the current Barton Drive portion of Route 7 to connect to Ohof Station and terminate at Pleasant Valley Road. Route 300 and Rapid Line 800 would maintain coverage along E Chofor Street and S Pleasant Valley Road.	15	--	5:00AM-12:00AM	--	No Change	15	6:00AM-12:00AM	6:00AM-11:00PM	No Change	15	6:00AM-11:00PM	5:45AM-10:00PM
333-William Cannon	Southwest, Southeast	Realigned	Local - Weekday High Frequency	0 to 5 Years: The route is proposed to be realigned to extend its western terminus south from Thorton Place to the new Goodnight Ranch Park and Ride facility to optimize connections with Route 318 and Rapid Line 800. The route would remove its tripper service to Oak Hill, to be covered by the realigned Route 318, making the Shups at Arbor Trails its western terminus. 5+ Years: No proposed changes.	No Change	15	No Change	5:00AM-11:30PM	No Change	30	No Change	6:00AM-11:45PM	No Change	30	No Change	6:00AM-10:45PM
335-35th/38th Street	Central, Northeast	Realigned (Refer to Route 320 and Rapid Line 837)	Local	0 to 5 Years: The route is proposed to be realigned to deviate into Hancock Center using Red River Street in response to the discontinuation of Route 345. The route would also be adjusted to serve the current terminus at E 51st Street to maintain coverage in response to Route 320 providing underlying local service to Rapid Line 837 on Berkman Drive. The route would use E 51st Street to terminate at its existing eastern terminus in Mueller. 5+ Years: No proposed changes.	No Change	30	No Change	5:00AM-11:15PM	No Change	30	No Change	6:00AM-11:30PM	No Change	30	No Change	6:00AM-10:30PM
337-Koenig/Colony Park	Central, Northeast	Realigned	Local - Weekday High Frequency	0 to 5 Years: The route is proposed to be adjusted to serve the new Expo Center Park and Ride facility. 5+ Years: No proposed changes.	No Change	15	No Change	4:30AM-10:30PM	No Change	30	No Change	5:00AM-10:30PM	No Change	30	6:00AM-11:00PM	6:00AM-9:30PM

339-Anderson/Springdale (Route Name Changed)	Northeast, Northwest	Realigned and Frequency Improvement (Refer to Routes 18, 330, Decker Pickup & Rapid Line 837)	Local	0 to 5 Years: The route is proposed to be combined with Route 323 to create a larger east-west connector in north/northeast Austin. The route would incorporate Route 323 making north/south to new western terminus, and would terminate at Tarranell. MLK in the southeast. Service removed from Johnny Morris Road would be covered by Decker Pickup. Outbound from Northwest Transit Center towards Tarranell. MLK on Exchange Drive, the route would be streamlined by removing the Tuscany Business Park deviation by turning right on Cross Park Drive to use US 380 to connect to Springdale Road. 5+ Years: No proposed changes.	30	60	No Change	6:15AM-10:15PM	30	60	6:00AM-11:00PM	6:00AM-6:00PM	30	60	6:00AM-11:00PM	6:15AM-9:15PM
345-46th Street	Central	Discontinued (Refer to Route 335)	--	0 to 5 Years: The route is proposed to be discontinued due to low ridership. East-west connectivity and access to Hancock Center would be provided by Route 335. 5+ Years: N/A	--	30	--	5:00AM-10:45PM	--	30	--	6:00AM-10:45PM	--	30	--	6:00AM-9:45PM
350-Airport Blvd.	Northwest, Southwest, Southeast	Extended and Frequency Improvement	Local - High Frequency Route	0 to 5 Years: The route is proposed to be improved to 15-minute frequency on all days of the week while maintaining the current alignment. 5+ Years: The route's southern terminus is proposed to be changed from ACC Riverside to Austin Bergstrom International Airport to create a high frequency, one-seat ride from North Lamar Transit Center to the airport. The extended route would bypass the ACC Riverside deviation which would be covered by the realigned High Frequency Route 310, to reduce customers' need to transfer from Route 360 to Route 20 to reach the airport.	15	30	5:00AM-12:00AM	5:00AM-10:30PM	15	30	6:00AM-12:00AM	6:00AM-10:30PM	15	30	6:00AM-11:00PM	6:00AM-9:30PM
375-Speedway/Riverside	Central, Southeast	New Route	Local - Weekday High Frequency	0 to 5 Years: No proposed changes. 5+ Years: The new route is proposed to create a north/south connector between the Triangle and Pleasant Valley/Riverside. The route would combine Route 686 and the portion of current Route 322 on Chicon Street from E Cesar Chavez Street to Manor Road. The route would consolidate UT Shuttle Routes 670, 671, and 672 to provide students with consistent high frequency service on weekdays.	15	--	5:00AM-12:00AM	--	30	--	6:00AM-12:00AM	--	30	--	6:00AM-11:00PM	--
383-Research	Northwest	Realigned	Local	0 to 5 Years: No proposed changes. With Light Rail: The route is proposed to be adjusted to provide more direct service from Phawor Park and Ride and North Lamar Transit Center. The route would continue to serve Gateway, however, service would be removed along Greer Hills Trail, Sonenake Boulevard, Mopac Frontage Road, W Butler Lane, and Burnet Road. These corridors will be served by new frequent Route 326.	No Change	30	No Change	6:00AM-11:00PM	No Change	30	No Change	6:00AM-10:30PM	No Change	30	6:00AM-11:00PM	6:00AM-10:00PM
392-Braker/Domin (Route Name Changed)	Northwest	Extended	Local	0 to 5 Years: The route is proposed to extend east on W Braker Lane and turn right on Domain Drive, and right on Palm Way to serve the new Broadmoor Station. The route would operate bi-directionally covering service provided by current Route 486. 5+ Years: No proposed changes.	No Change	30	No Change	5:15AM-11:15PM	No Change	30	No Change	6:15AM-11:00PM	No Change	30	No Change	6:15AM-10:30PM
466-MLK/University of Texas	Central, Southeast, Northeast	No Change	Local - Connector	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	30	No Change	6:30AM-7:00PM	--	--	--	--	--	--	--	--
466-Kramer/Domin	Central, Northwest	Discontinued (Refer to Pickup Walnut Creek, Route 3 & Route 352)	--	0 to 5 Years: The route is proposed to be replaced by portions of several routes. Route 3 would be realigned to cover JJ Pickle Research Campus on Road Elementary Trail and Exploration Way. Route 362 would be realigned to provide service in the Domain along Domain Drive. Walnut Creek Pickup would provide service to customers along Gray Farms Lane and Metric Boulevard. Rapid Line 803 would provide service on Burnet Road. 5+ Years: N/A	--	30	--	6:15AM-7:15PM	--	--	--	--	--	--	--	--
481-Night Owl North Lamar	Central, Northwest	Discontinued (Refer to Rapid Line 801)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be replaced by the Rapid Line 801 span improvement.	--	20-25	--	12:15AM-4:00AM	--	30-40	--	12:00AM-4:00AM	--	--	--	--
483-Night Owl Riverside	Central, Southeast	Discontinued (Refer to Route 30)	--	0 to 5 Years: The route is proposed to be extended west to continue on E Riverside Drive, terminating at Austin Bergstrom International Airport. The route would serve as a starter line to the light rail service. 5+ Years: The route is proposed to be replaced by Route 20 which would improve its span to provide late night service to the airport.	--	40	--	12:00AM-3:15AM	--	40	--	12:15AM-3:15AM	--	--	--	--
484-Night Owl South Lamar	Central, Southwest	No Change	Local - Night Owl	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	45	No Change	12:15AM-3:30AM	No Change	30-40	No Change	12:15AM-3:30AM	--	--	--	--
486-Night Owl East 7th/Cameron	Central, Southeast, Northeast	Realigned	Local - Night Owl	0 to 5 Years: The route is proposed to be realigned from the 11th Street and Rosewood Avenue corridors to the 7th Street and E Cesar Chavez Street corridors to better serve Plaza Saltillo and connect to Eastside Blue Plaza before traveling on Shady Lane to reconnect to Airport Boulevard and continue on the current route's alignment then would serve Mueller and terminate at Northwest Transit Center. 5+ Years: No proposed changes.	No Change	40	No Change	12:15AM-3:45AM	No Change	35	No Change	12:15AM-3:30AM	--	--	--	--
486-Night Owl South Congress	Central, Southwest, Southeast	Discontinued (Refer to Rapid Line 801)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be replaced by the Rapid Line 801 span improvement.	--	30	--	12:15AM-3:30AM	--	30	--	12:15AM-3:30AM	--	--	--	--
490-HEB Shuttle	Central, Southeast	Discontinued (Refer to Route 370 and Route 493)	--	0 to 5 Years: The route is proposed to be extended west into downtown on E Cesar Chavez Street and would turn right on Bracco Street, left on E. 6th Street, and left on Congress Avenue before returning on E Cesar Chavez Street, providing better connectivity between downtown and East Riverside/Pleasant Valley. 5+ Years: The route is proposed to be replaced by the southern portion of Route 370 along S Pleasant Valley Road and Route 493 which would be realigned to provide coverage to Lakeside Apartments.	--	30-35	--	1:30PM-3:30PM (Week) 10:15AM-1:00PM (Thurs)	--	--	--	--	--	--	--	--
491-Alandale	Central, Northwest	No Change	Local - Connector	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	--	--	--	--	No Change	60	No Change	9:00M-3:00PM	--	--	--	--
492-Delwood	Central, Northeast	No Change	Local - Connector	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	60	No Change	9:00AM-3:45PM (Friday)	--	--	--	--	--	--	--	--
493-Eastview	Central, Southeast	Realigned and Span Increase (Refer to Route 322 and Route 490)	Local	0 to 5 Years: The route is proposed to be extended east into downtown on E Cesar Chavez Street and would use Bracco Street and Congress Avenue to serve downtown before returning to East Austin using E Cesar Chavez Street. 5+ Years: The route is proposed to become a local service, operating 60-minute frequencies seven days a week. The route would be extended west into downtown on E Cesar Chavez Street and turn right on Bracco Street, left on E. 6th Street, and left on Congress Avenue before returning on E Cesar Chavez Street, providing better connectivity between downtown and Eastview. The route would maintain coverage to Lakeside Apartments and HEB Health Center previously provided by Route 322 and Route 490, while moving service off Walker Street to Canal Street to move north/south through East Austin.	No Change	60	5:00AM-11:00PM (weekdays)	9:00AM-2:30PM (Monday)	60	--	6:00AM-11:00PM	--	60	--	6:00AM-11:00PM	--
550-Rail Line	Rail	Span, Frequency, and Operational Improvements	Rail	0 to 5 Years: Span is proposed to be extended into the evening on weekdays (to 9:00 p.m.) and into the morning on Saturdays (starting at 6:00 a.m.). Positive Train Control (PTC) and routine tracking improvements (i.e., Plaza Saltillo) would be implemented to increase efficiency and reliability. Broadband Station is proposed to open to provide additional connectivity. 5+ Years: Weekly and Saturday frequencies are proposed to be increased to 30 minutes for more consistent and accessible service throughout the day. Further double tracking improvements, alongside the 135 rail bridge, would be implemented.	30	Varies (30-60+)	5:45AM-9:20PM	9:45AM-7:30PM	30	37	8:00AM-12:30AM	10:00AM-12:30AM	No Service	No Service	No Service	No Service
640-Forty Acres	UT	No Change	Local - UT Shuttle	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	10	No Change	7:00AM-11:30PM	--	--	--	--	No Change	30	No Change	3:00PM-10:00PM
642-West Campus/UT	UT	No Change	Local - UT Shuttle	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	8-12	No Change	7:00AM-11:30PM	--	--	--	--	No Change	30	No Change	3:00PM-10:00PM
656-Intramural Fields/UT	UT	Discontinued (Refer to Route 370)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be consolidated with the new frequent Route 370.	--	8-20	--	7:00AM-11:30PM	--	--	--	--	--	50	--	3:00PM-10:00PM
661-Far West/UT	UT	Discontinued (Refer to Route 8)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be consolidated with the new frequent Route 8.	--	8-20	--	7:00AM-11:30PM	--	--	--	--	--	50	--	3:00PM-10:00PM
663-Lake Austin/UT	UT	Discontinued (Refer to Route 8)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be consolidated with the new frequent Route 8.	--	15-20	--	7:00AM-11:30PM	--	--	--	--	--	45	--	3:00PM-10:00PM
670-Crossing Place	UT	Discontinued (Refer to Route 370)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be consolidated with the new frequent Route 370.	--	8-20	--	7:00AM-11:30PM	--	--	--	--	--	45	--	3:00PM-10:00PM
671-North Riverside	UT	Discontinued (Refer to Route 370)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be consolidated with the new frequent Route 370.	--	12-16	--	7:00AM-11:30PM	--	--	--	--	--	50	--	3:00PM-10:00PM
672-Lakeshore	UT	Discontinued (Refer to Route 370)	--	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be consolidated with the new frequent Route 370.	--	15-22	--	7:00AM-11:30PM	--	--	--	--	--	50	--	3:00PM-10:00PM
800-Pleasant Valley	Southeast, Northeast	Improved Frequency and Span	Rapid	0 to 5 Years: The line is proposed to be extended from its temporary southern terminus at Valley to the new Goodnight Ranch Park and Ride facility, providing connectivity to the realigned Routes 318 and 333. Frequency and span are proposed to be improved to full service levels. 5+ Years: No proposed changes.	10-15	20	5:00AM-3:00AM	5:00AM-12:00AM	15	20	6:00AM-3:00AM	6:00AM-11:30PM	15	20	6:00AM-3:00AM	6:00AM-11:00PM
801-N. Lamar/S. Congress	Southwest, Central, Northwest	Realigned and Improved Span (Refer to Routes 481 and Route 483) (short-term alignment pending community feedback)	Rapid	0 to 5 Years: No proposed changes. 5+ Years: Proposed alignment would change to integrate with light rail operating on Guadalupe Street. Options include the Rapid Line 1) operating on a corridor parallel to light rail by turning onto Dean Keeton Street and then on Trinity Street and San Jacinto Boulevard before crossing the river south to continue back to its existing alignment; 2) operating the current alignment with consolidated local stop spacing between UT and downtown to maintain local access on the light rail corridor; and 3) operating the current alignment with consolidated local stop spacing from 38th Street Station to Oltorf Station to maintain access on the light rail corridor. Service span will be improved to provide late night service on the Rapid corridor, which in turn would consolidate current Night Owl Routes 481 and 483.	No Change	10-15	5:00AM-3:00AM	5:00AM-11:30PM	No Change	15	6:00AM-3:00AM	5:30AM-11:15PM	No Change	15	6:00AM-3:00AM	5:30AM-11:30PM
803-Burnet/S. Lamar	Southwest, Central, Northwest	Realigned (Refer to Route 3) (pending community feedback)	Rapid	0 to 5 Years: No proposed changes. With Light Rail: Proposed alignment would change to integrate with light rail operating on Guadalupe Street. Options include the Rapid Line 1) operating on a corridor parallel to light rail by turning onto Dean Keeton Street and then on Trinity Street and San Jacinto Boulevard before crossing the river south to continue back to its existing alignment; 2) operating the current alignment with consolidated local stop spacing between UT and downtown to maintain local access on the light rail corridor; and 3) operating the current alignment with consolidated local stop spacing from 38th Street Station to Oltorf Station to maintain access on the light rail corridor. Line would also remove the deviation to JJ Pickle Research Campus, continuing to operate along Burnet Road, with the Route 3 realignment providing service to the campus.	No Change	10-15	No Change	5:00AM-11:30PM	No Change	15	No Change	6:00AM-11:45PM	No Change	15	No Change	6:00AM-11:45PM
915-Oak Hill/Menchaca	Southwest	Realigned (Refer to Route 315)	Rapid	0 to 5 Years: N/A 5+ Years: The line is proposed to replace the shortened Route 315, extending from Westgate Transit Center south along Menchaca Road to William Cannon Drive. The Oak Hill segment will be extended west to serve ACC Pitkin. The new line would provide a better option from Rapid Line 803.	20	--	5:00AM-12:00AM	--	20	--	6:00AM-11:30PM	--	20 (before 7 PM) 30 (after 7 PM)	--	6:00AM-11:00PM	--
937-Expo Center	Central, Northeast	Span Increase	Rapid	0 to 5 Years: Frequency and span proposed to be improved to full service levels. 5+ Years: No proposed changes.	10-15	20	5:00AM-3:00AM	5:00AM-12:15AM	15	20	6:00AM-3:00AM	6:00AM-11:45PM	15	20	6:00AM-3:00AM	6:00AM-11:15PM
935-Tech Ridge Express	Northeast, Northwest, Central, Southeast	Span Increase	Express	0 to 5 Years: No proposed changes. 5+ Years: Proposed increase in peak trips with potential to increase span	30	30	6:00AM-9:00AM / 3:00PM-7:00PM	6:45AM-7:15AM / 4:45PM-5:15PM	--	--	--	--	--	--	--	--
960-North Mopac Express	Northwest, Central	Span Increase	Express	0 to 5 Years: No proposed changes. 5+ Years: Proposed increase in peak trips with potential to increase span	30	1 peak AM Trip 1 peak PM Trip	6:00AM-9:00AM / 3:00PM-7:00PM	7:00AM / 5:20PM	--	--	--	--	--	--	--	--
962-Pevlon Express	Northwest, Central	Span Increase	Express	0 to 5 Years: No proposed changes. 5+ Years: Proposed increase in peak trips with potential to increase span	30	30	6:00AM-9:00AM / 3:00PM-7:00PM	6:30AM-8:30AM / 3:30PM-6:00PM	--	--	--	--	--	--	--	--
985-Leander/LakeLine Direct	Northwest, Central, Leander	Span Increase	Express	0 to 5 Years: No proposed changes. 5+ Years: Proposed increase in peak trips with potential to increase span	30	30	6:00AM-9:00AM / 3:00PM-7:00PM	5:50AM-9:00AM / 2:30PM-6:00PM	--	--	--	--	--	--	--	--
990-Menor/Elgin Express	Northeast, Central, Elgin, Menor	Realigned, Improved Frequency, and New Span	Express	0 to 5 Years: No proposed changes. 5+ Years: The route is proposed to be adjusted to serve ACC Highland using Airport Boulevard and Guadalupe Street. Potential frequency adjustment proposed to 30-minute peak service and increase in peak trips.	30	60	6:00AM-9:00AM / 3:00PM-7:00PM	5:30AM-7:45AM / 4:00PM-6:30PM	--	--	--	--	--	--	--	--
Pickup Decker	Northeast	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Dessau	Northeast	New Boundary (Refer to Pickup Walnut Creek)	Pickup	0 to 5 Years: No proposed changes. 5+ Years: The Pickup service proposed to be merged with Dessau-Pickup to create one contiguous area for demand-responsive travel, allowing customers to cross I-35 in one ride. The merged zone would include a coverage extension west of Mopac to provide service to the Elysium Grand Apartment complex off Oak Creek Drive.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Dove Springs	Southwest	No Change	Pickup	5+ Years: No proposed changes. With Light Rail: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup East ATX	Southwest, Northeast	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Exposition	Central	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup Lago Vista	Northwest	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup Leander	Northeast	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	6:00AM-7:00PM	6:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Menor	Northeast, Menor	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup North Oak Hill	Southwest	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup Northeast ATX	Southeast	Expanded	Pickup	0 to 5 Years: No proposed changes. 5+ Years: The boundary proposed to expand north to cover University Hills within Benham Drive, US 280 Frontage Road, and Menor Road to provide service to high need populations.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup South Menchaca	Southwest	No Change	Pickup	0 to 5 Years: No proposed changes. 5+ Years: No proposed changes.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	--	--	--	--	--	--
Pickup Walnut creek	Northwest	Expanded	Pickup	0 to 5 Years: No proposed changes. 5+ Years: The Pickup service is proposed to incorporate a coverage extension west of Mopac to provide service to the Elysium Grand Apartment complex off Oak Creek Drive.	No Change	<15 min	7:00AM-7:00PM	7:00AM-7:00PM	--	--	No Change	10:00AM-6:00PM	--	--	--	--
Pickup Lake Creek	Northwest	New Zone	Pickup	0 to 5 Years: No proposed changes. 5+ Years: New zone proposed would be bounded by US 163/Research Boulevard, SH45/RB 550, N Farmer Lane, Ritaia Vista Circle, and Riala Trace Parkway. The zone will be anchored by the McNeil Drive H-E-B.	<15 min	--	7:00AM-7:00PM	--	--	--	10:00AM-6:00PM	--	--	--	--	--
Pickup Georgian Acres	Northwest, Central	New Zone	Pickup	0 to 5 Years: No proposed changes. 5+ Years: New zone proposed would be bounded by I-35, US 183/Research Boulevard, Metric Boulevard, and W Rundberg Lane. The zone would be anchored by the W Rundberg Lane H-E-B.	<15 min	--	7:00AM-7:00PM	--	--	--	10:00AM-6:00PM	--	--	--	--	--

PROPOSED FUTURE (10+ YEAR HORIZON) CONCEPTS REQUIRING FINANCIAL PARTNERSHIPS AND INVESTMENT

NOTE: This list displays concepts estimated to occur 10+ years into the future based on market readiness and available funding.

Future Concept	Service Type	Proposed Via	Description
Route 243 Extension to Pavilion Park & Ride	CapMetro Bus	Transit Plan 2035	Westward Extension of Route 243 through Howard Lane to Pavilion Park and Ride.
Route 350 Extension to Rundberg	CapMetro Bus	Transit Plan 2035	North Expansion of modified Route 350 (serving Austin Bergstrom International Airport) to extend from North Lamar Transit Center to the Rundberg Lane HEB.
51st Street Local Route	CapMetro Bus	Transit Plan 2035	Potential east/west local route covering portions of discontinued Route 345 operating primarily on 45th Street and 51st Street.
Lakeline/Round Rock Local Route	CapMetro Bus	Transit Plan 2035	Potential east/west local route connecting Round Rock to Lakeline via RM 620.
Slaughter Local Route	CapMetro Bus	Transit Plan 2035	Potential east/west local route operating on Slaughter Lane between Oak Hill and Easton Park.
Sunset Valley/Brodie/Manchaca Local Route	CapMetro Bus	Transit Plan 2035	Potential local service from Westgate Transit Center to San Leanna through Sunset Valley and Manchaca via Brodie Lane, Slaughter Lane, Manchaca Road, and FM 1626.
East Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 27 miles from Elgin to Downtown Austin via primarily US 290.
Four Points Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 16 miles from Four Points (Four Points Drive & River Place Boulevard in West Austin) to Downtown Austin via primarily Ranch Rd 2222 and Mopac Expressway.
Manor/Expo Flyer	CapMetro Express	Transit Plan 2035	Potential peak only Flyer service to connect Manor to the future Green Line Station and Expo Center Park and Ride area in Colony Park.
North Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 31 miles from Georgetown and Round Rock to Downtown Austin via primarily I-35 and Mopac Expressway.
Northeast Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 32 miles from Hutto and Pflugerville to Downtown Austin via primarily SH 45 and Mopac Expressway.
Northwest Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 32 miles from Leander and Lakeline Boulevard to Downtown Austin via primarily US 183 and Mopac Expressway.
South Central Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 33 miles from San Marcos and Buda to Downtown Austin via primarily I-35.
South Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 29 miles from Lockhart and Easton Park to Downtown Austin via primarily US 183.
Southeast Express	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 30 miles from Bastrop and Del Valle to Downtown Austin via primarily SH 71.
Southwest Express Circle C	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 13 miles from Wildflower Center to Downtown Austin and UT via primarily Mopac Expressway.
Southwest Express Oak Hill	CapMetro Express	Project Connect	Proposed Project Connect Express service operating for approximately 12 miles from Oak Hill to Downtown Austin and UT via primarily Mopac Expressway.
Pickup Goodnight Ranch	CapMetro Pickup	Project Connect	Proposed Project Connect Pickup zone serving Goodnight Ranch Park and Ride.
Green Line Phases 1-3	CapMetro Rail	Project Connect	CapMetro rail from Downtown Austin to Colony Park, second extension to Elgin, and third extension to Manor
Red Line Improvements	CapMetro Rail	Transit Plan 2035	Start Sunday service to enable more opportunities to travel (proposed service from 8:00AM to 9:00PM). In line with the upcoming Broadmoor Station, thoughtfully explore additional infill stations to connect customers to more of the region.
Cameron/Dessau CapMetro Rapid	CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 10 miles between Tech Ridge and Highland along primarily Dessau Road in Northeast Austin.
Crosstown 7th St Lake Austin CapMetro Rapid	CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 7 miles between Westfield and the Eastside Bus Plaza along primarily Lake Austin Boulevard and 7th Street through Downtown Austin.
Gold Line CapMetro Rapid	CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 6 miles between Highland and Downtown Austin along primarily Airport Boulevard, Red River Street, and Trinity Street.
Manchaca CapMetro Rapid	CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 7 miles between Downtown Austin and William Cannon Drive along primarily Lamar Boulevard and Manchaca Road in South Austin.
MLK CapMetro Rapid	CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 10 miles between the Expo Center and Westfield through Downtown Austin along primarily FM 969, Martin Luther King Jr. Boulevard, and Enfield Road.
Parmer CapMetro Rapid	CapMetro Rapid	Project Connect	Proposed Project Connect Rapid service operating for approximately 18 miles between Manor and Lakeline Boulevard along primarily Parmer Lane.