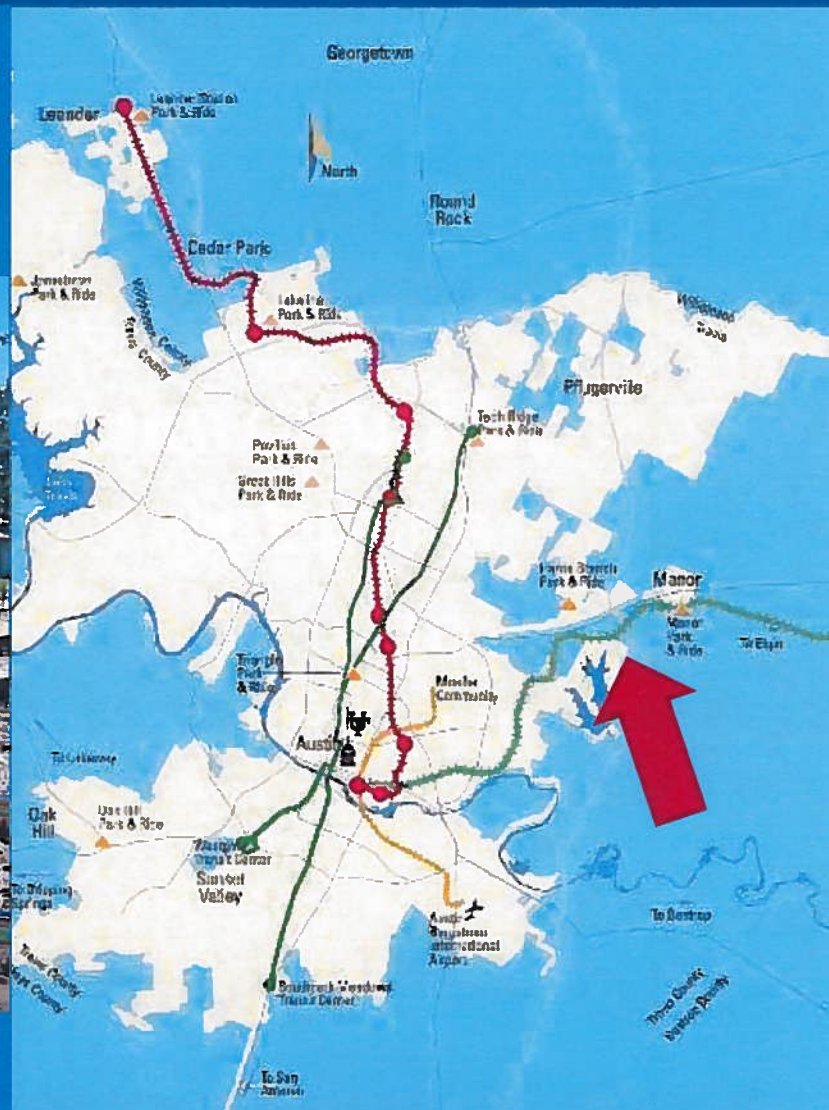


# Capital MetroRail Green Line

28-mile route on existing  
Capital Metro tracks



*Union Depot, Elgin*



# Austin-Manor-Elgin Passenger Rail Statement of Purpose\*

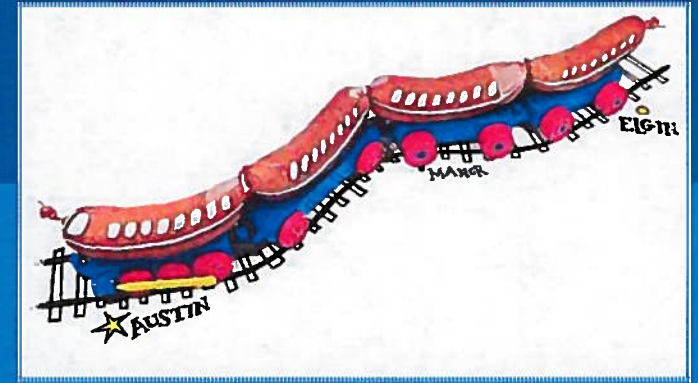
- 1 *Develop and operate passenger rail in the East Austin area to provide transportation choices, improve mobility, enhance the environment and move towards the regional vision for growth.*

\*From 2008 Austin-Manor-Elgin Transit Corridor Study

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# Actions to Date



- Capital Metro acquired rail line (1986)
- Elgin purchased 80 acres on line for future TOD (2007)
- Capital Metro acquired 45 acres in corridor for possible TOD & rail maintenance facility (2006)
- Active commitment to land use coordination by Elgin & City of Austin
- Sustainable Places pilot project evaluated potential TOD along Green Line corridor
- TxDOT Austin-Houston Rail Study included this corridor in analysis
- Included in Project Connect System Plan (2012)

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# Proposed Initial Service Concept\*

- The Green Line will connect Elgin, Manor, Decker Lake and downtown Austin
- Eight stations; 28 miles
- Weekday service with 20-minute frequency during peak periods\*\*



\*From 2008 Austin-Manor-Elgin Transit Corridor Study

\*\*This was the initial concept, more current estimates are included in the 2015 cost estimates

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# EARLY DRAFT Projected Ridership\*

- 7,000 -12,000 daily riders in 2030
- 1.8 M – 3.1 M annual riders in 2030

\* Ridership estimates from 2008 Green Line study and assumed 20-minute peak period service



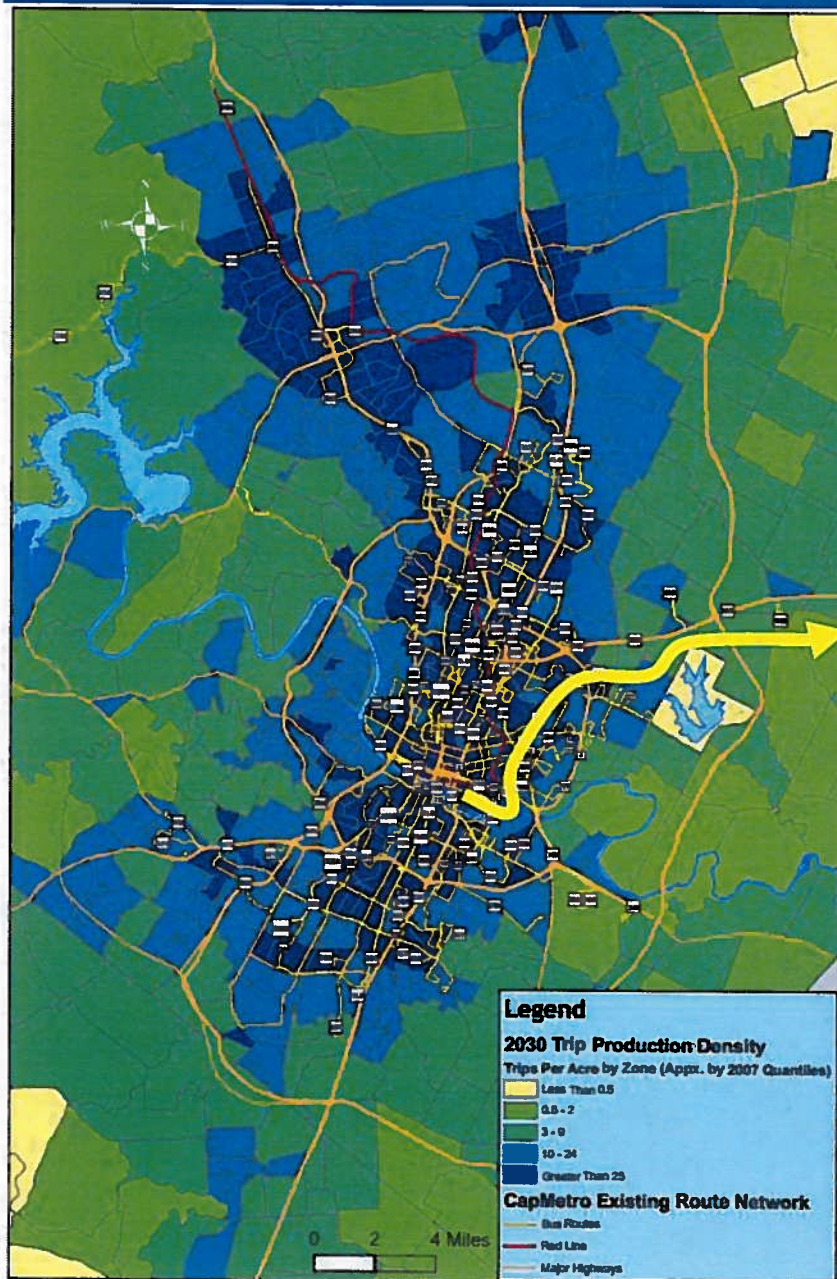
## Green Line Rationale (2008)

- The Green Line supports regional land use plans and the Envision Central Texas vision
- Maximizes existing resources by using Capital Metro owned right-of-way
- Reduces vehicle traffic and provides another transportation option for residents of Elgin, Manor and east Austin who are destined for central Austin
- The Green Line and Highway 290: multimodal corridor that provides access to emerging east Austin, creating new opportunities for job centers, retail, healthcare and education.
- Greater social equity and economic opportunity for the region's highest percentage of low to moderate-income families through access to jobs, educational opportunities, and services in Austin.

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# A Key Question: Will the demand support the line?



- Based on growth projections, alignment (shown by yellow line) extends into lower transit ridership areas north and east of Decker Lake
- This is in contrast to Capital Metro Red Line (as seen on map in red)
- Conclusions:
  - Local jurisdiction action needed to spur transit-supportive development in corridor
  - Doing so will help maximize ridership and improve cost-effectiveness
  - Without transit-supportive development, other corridors merit priority for foreseeable future

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# EARLY DRAFT Projected Costs

- **Capital Cost** **\$360-\$460M\***  
(including 30% contingency)
- **Operations & Maintenance** **\$7M to \$16M\*\***  
(annual)

\* Capital cost estimates originally developed in 2008 dollars, updated to 2015. Actual costs dependent on further engineering and environmental analysis and year of construction among other factors.

\*\* Operations and Maintenance cost estimates originally developed in 2008 dollars, updated to 2015. Actual costs dependent on level of service.

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## Where the Green Line stands as of 2014

- After 2008 study, momentum lapsed as Elgin staffing/leadership and financial conditions changed
- In 2011-12, Sustainable Places Project renewed interest in Elgin
- Included as lower priority project (beyond 2020) within Project Connect plan
- Considered in one of three Project Connect North Corridor alternatives- but not advanced as a result of cost, local priorities and inconsistency relative to project goals and objectives
- Additional stakeholder interest may be emerging

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