



Catch it.

LONE STAR RAIL DISTRICT

Lone Star Regional Rail Project - Update

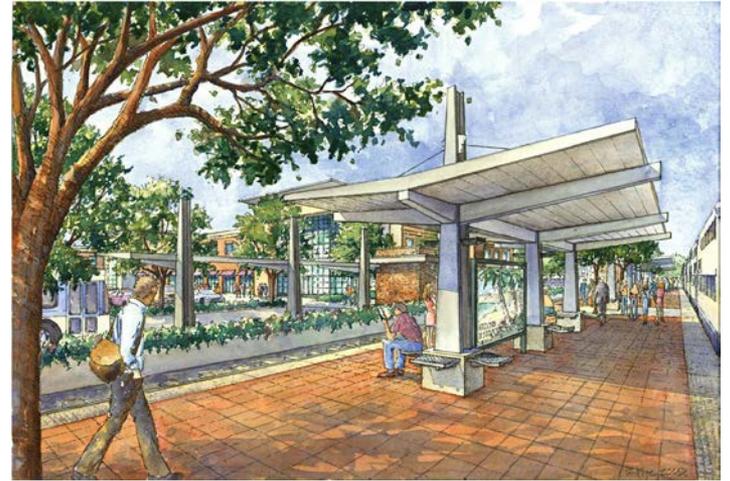
Joseph Black – Rail Director, Lone Star Rail District

December 8, 2015

Lone Star Regional Rail Project - Update

➤ Presentation

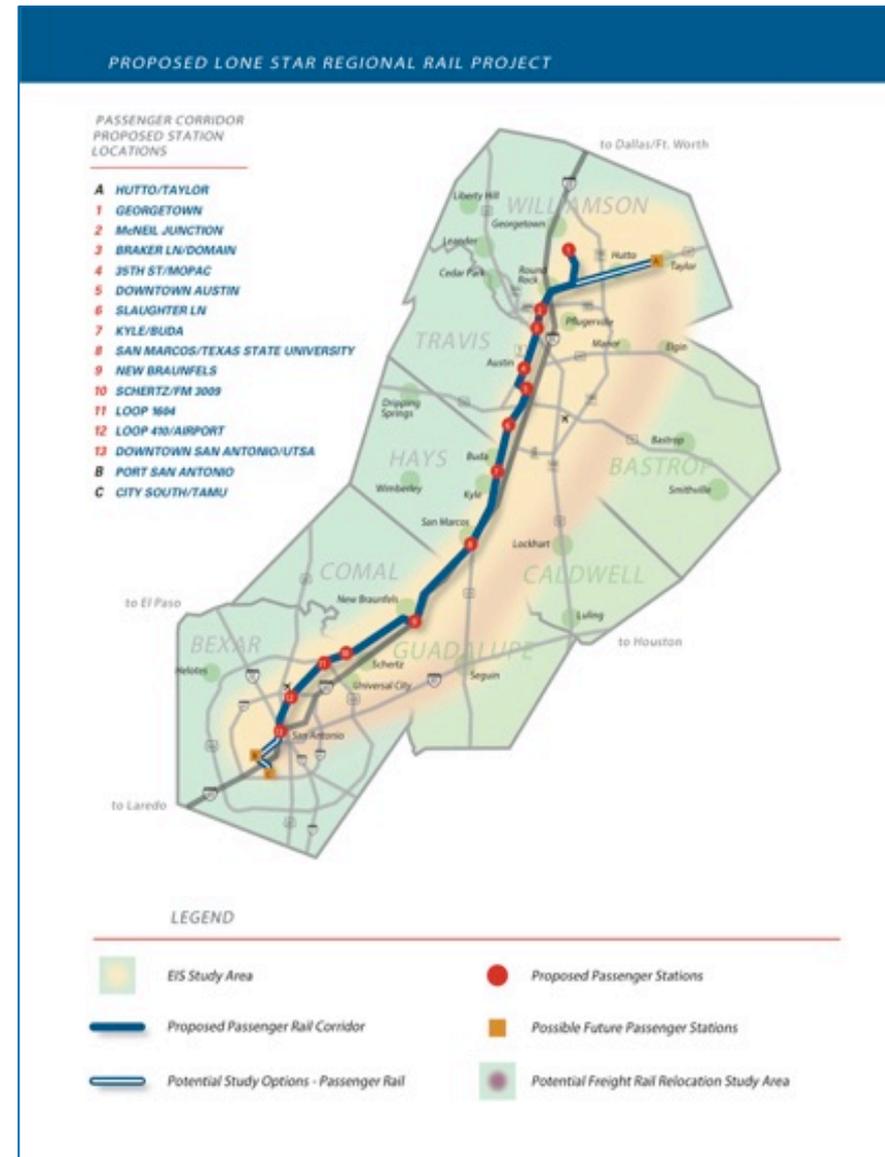
- Connectivity/Mobility
- Lone Star Regional Rail Project
- Funding



LONE STAR RAIL DISTRICT

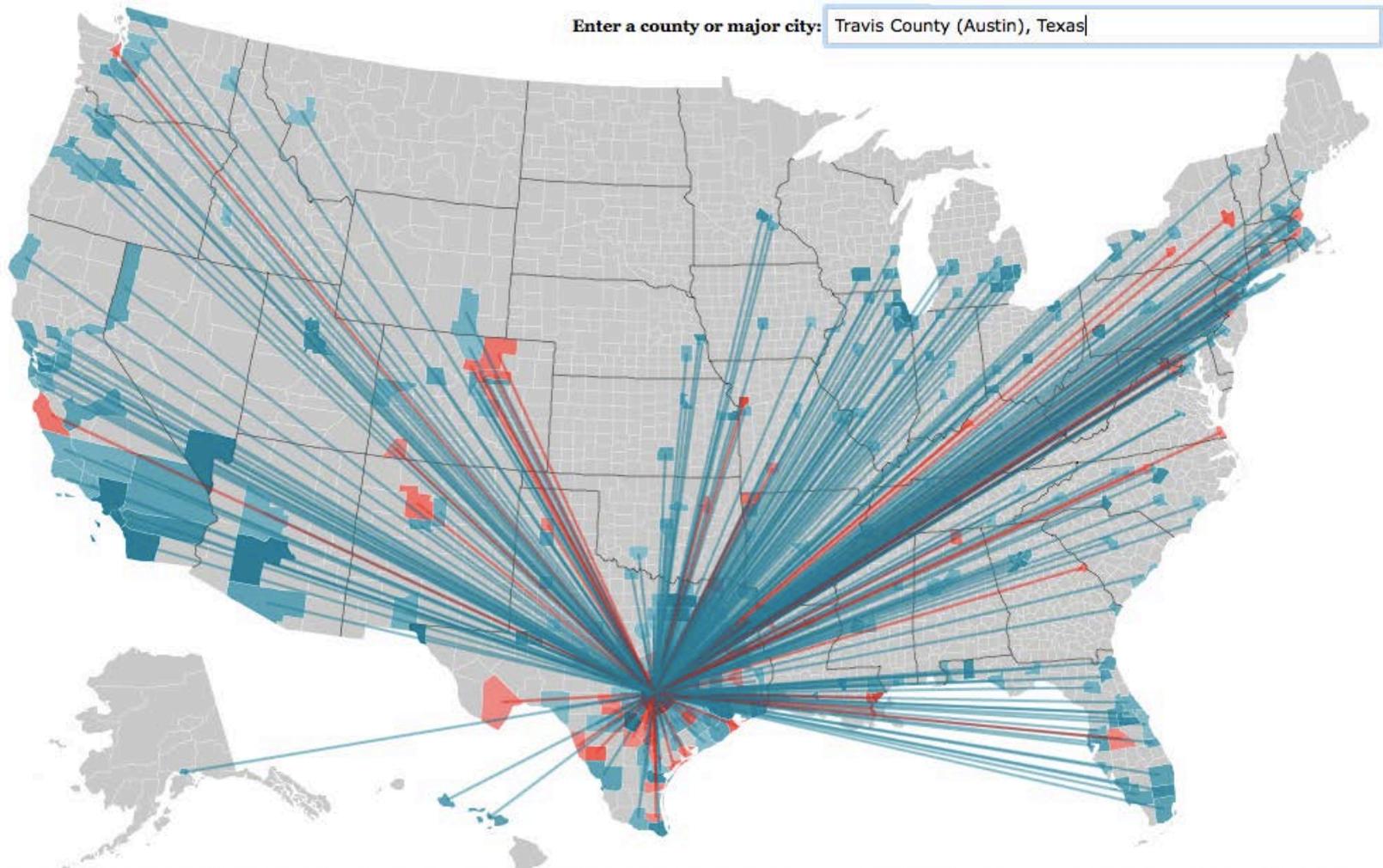
District Members

- **Member Cities:**
Georgetown, Austin, San Marcos, New Braunfels, Schertz, San Antonio
- **Member Counties:**
Williamson, Travis, Hays, Bexar, Bastrop, Caldwell
- **Member Transit Agencies:**
Capital Metro, CARTS, VIA, ART
- **Member MPOs:**
CAMPO, AAMPO
- **Other Member Entities:**
Austin Community College District
- **Region's Board Representation:**
23 members representing the political leadership and business community of Central/South Texas, plus "at large" members appointed by the TxTC.



LONE STAR RAIL DISTRICT

Lone Star Regional Rail – Connectivity/Mobility



Source: [Internal Revenue Service Tax Stats](#). The data presented here only include people represented as an exemption on an income tax return. Years represent filing seasons, which for most people end on April 15, but they include returns received as late as the end of September. For best results, please use FireFox, Chrome, Safari, or Internet Explorer 9.

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Lone Star Regional Rail – Connectivity/Mobility



Highway expansion capability is limited

- TxDOT funding is limited, though growing
- Rights of way established in 1950-1970s
- Capital Area MPO data: 12-14 additional lanes needed by 2035

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Lone Star Regional Rail – Connectivity/Mobility



LSTAR passenger trains can provide equivalent of 2 to 8 additional highway lanes to the region's transportation system from Williamson to Bexar County

LONE STAR RAIL DISTRICT

How Does the LSRRP Effort Fill a Central Texas Need?

Passenger Rail

- LSTAR is Regional Rail - hybrid of commuter & intercity rail
- Originally 16 stations at full service (up to 24 with split stations service)
- 32 round trips a day at full service
- 118 miles of passenger rail; San Antonio north to Georgetown



LONE STAR RAIL DISTRICT

Environmental Impact Statement (EIS) Process



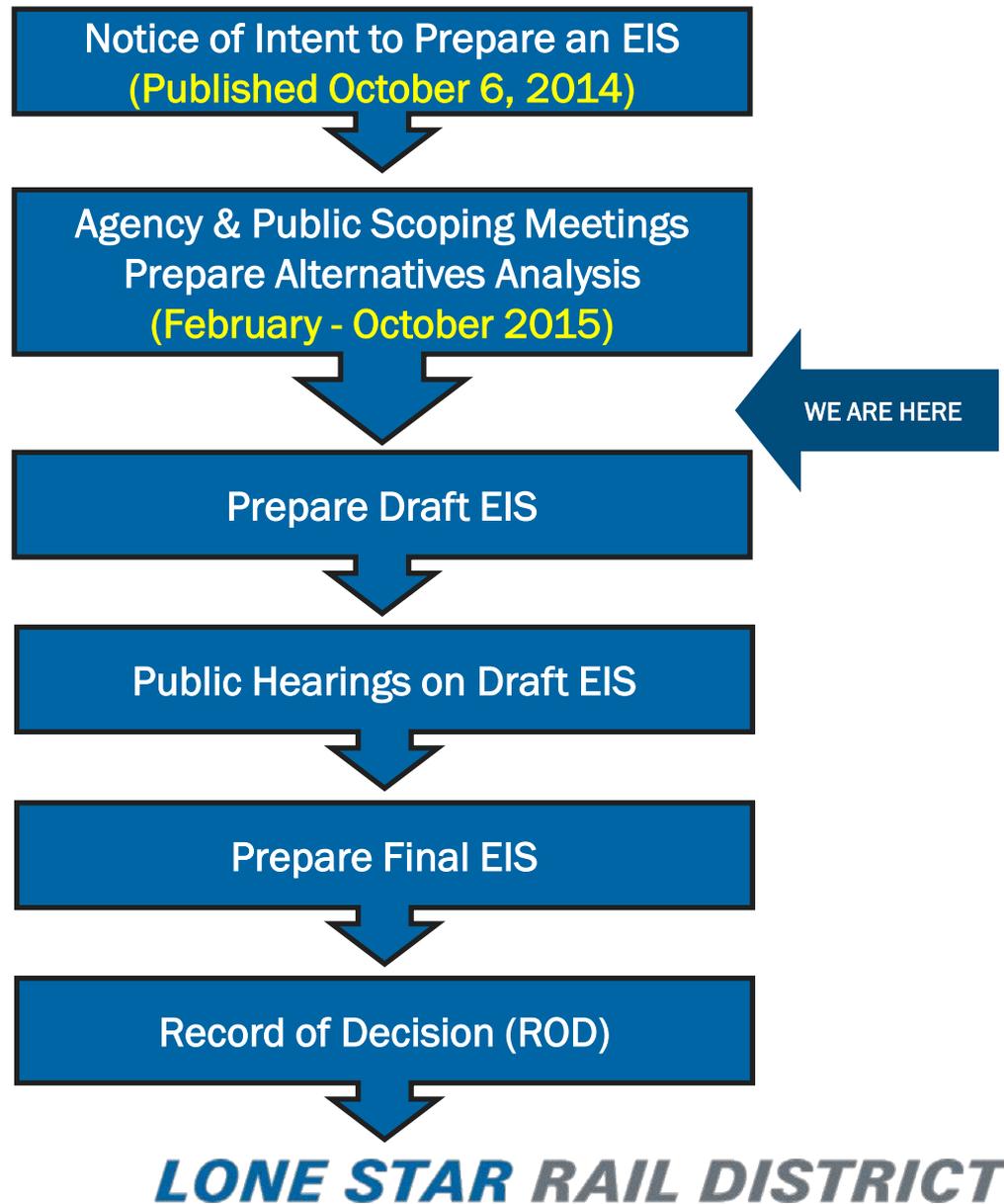
- National Environmental Policy Act (NEPA) requires an Environmental Impact Statement (EIS) to assess project alternatives
 - LSTAR Service and New East Freight Line
- NEPA environmental impact categories
 - Threatened or endangered species impacts
 - Air & water quality impacts
 - Historic & cultural sites impacts
 - Social & economic community impacts
 - Cost-benefit analysis
 - ...
- **Environmental Justice** considerations of NEPA assess human health, economic, and social impacts on minority and low-income populations.

- LSRD has initiated an EIS for the passenger line and new freight line
- Process will take approximately 3 years with results expected Summer 2017

LONE STAR RAIL DISTRICT

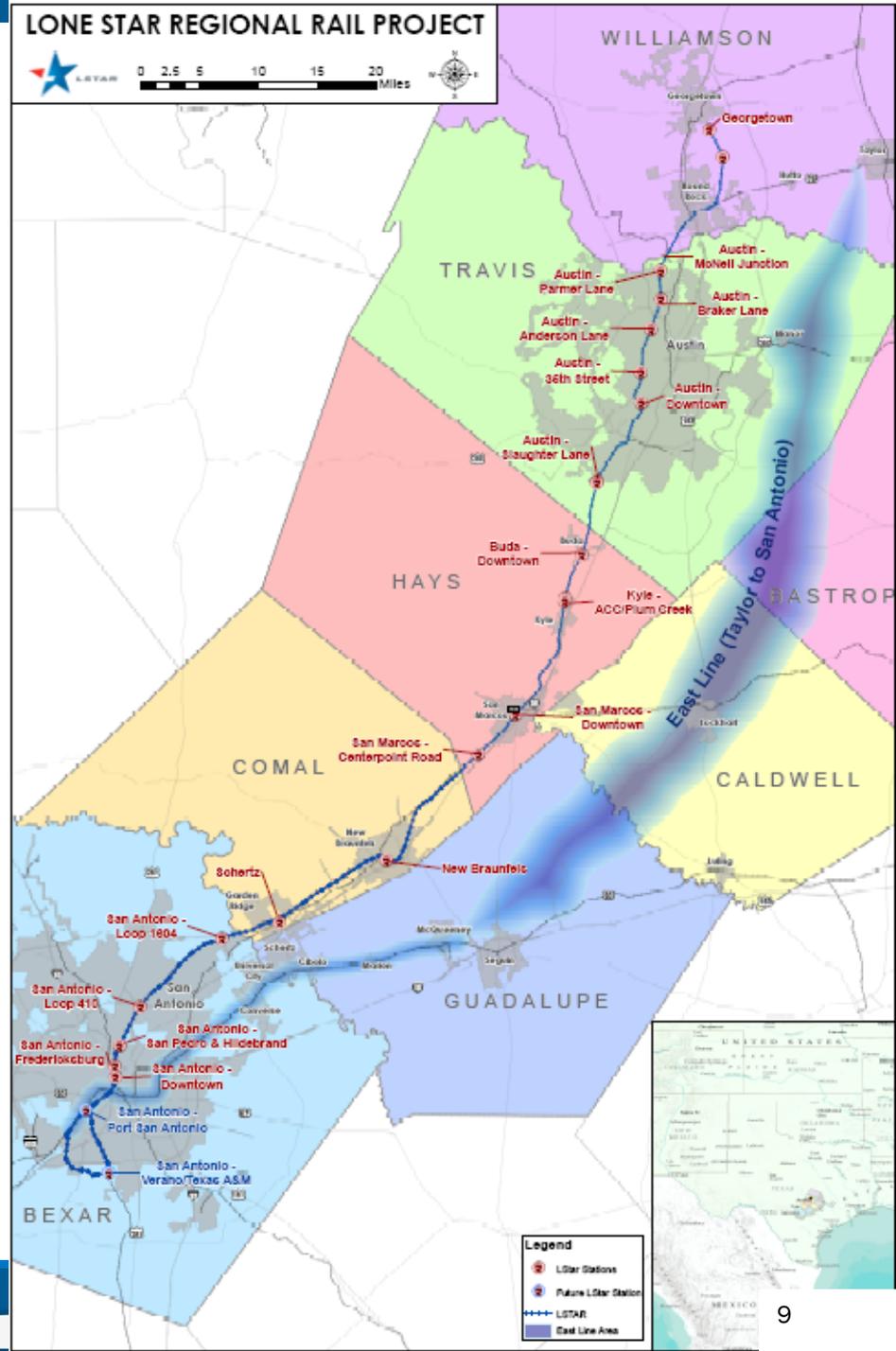
Environmental Impact Statement Timeline

- LSTAR has initiated an EIS for the LSTAR passenger line and the East Line
- Process will take approximately 3 years with results expected Summer 2017



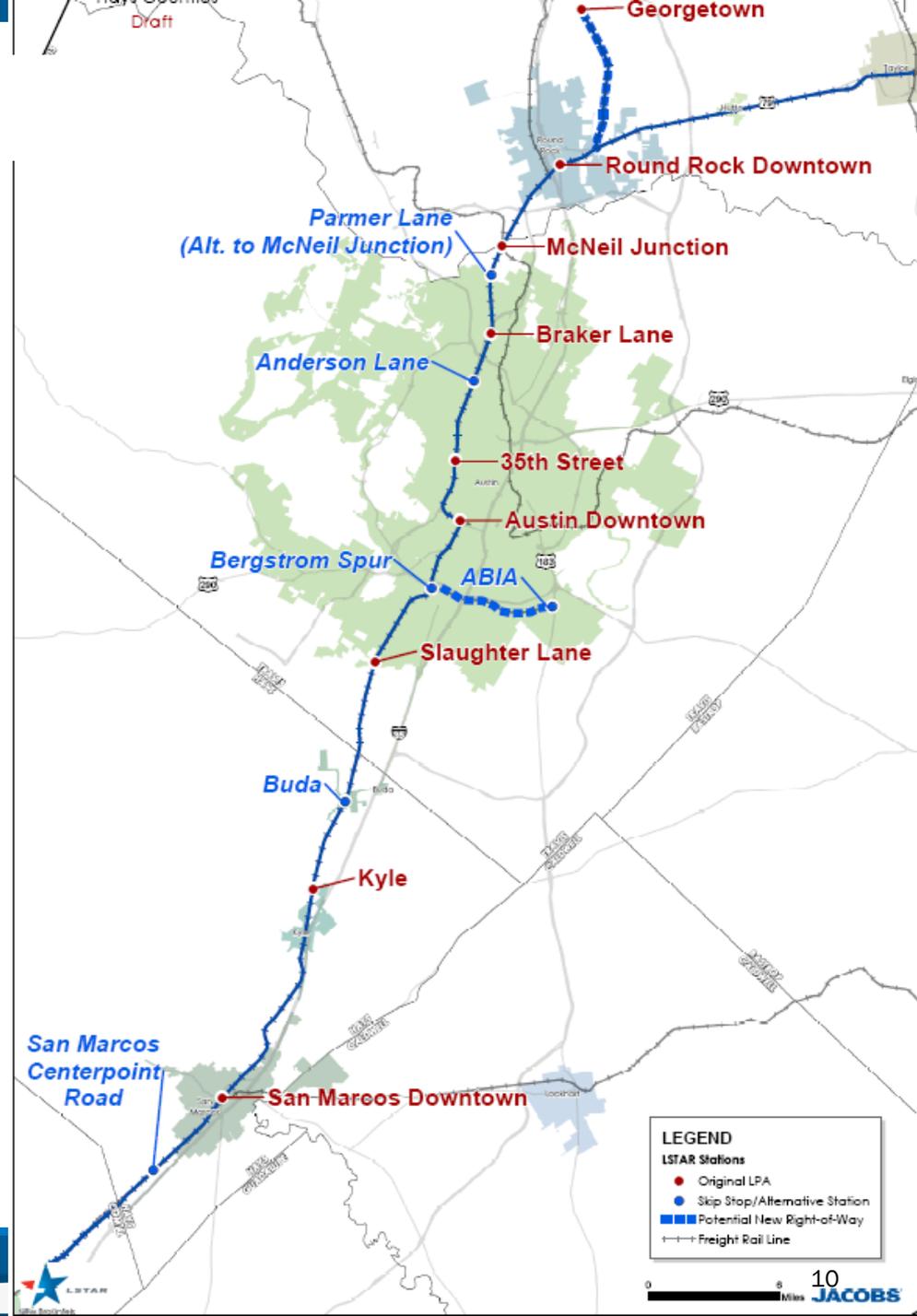
LSTAR – Proposed Stations

- Georgetown (1)
- Round Rock (TBD)
- Austin (7)
- Buda (1)
- Kyle (1)
- San Marcos (2)
- New Braunfels (1)
- Schertz (1)
- San Antonio Stations (7)



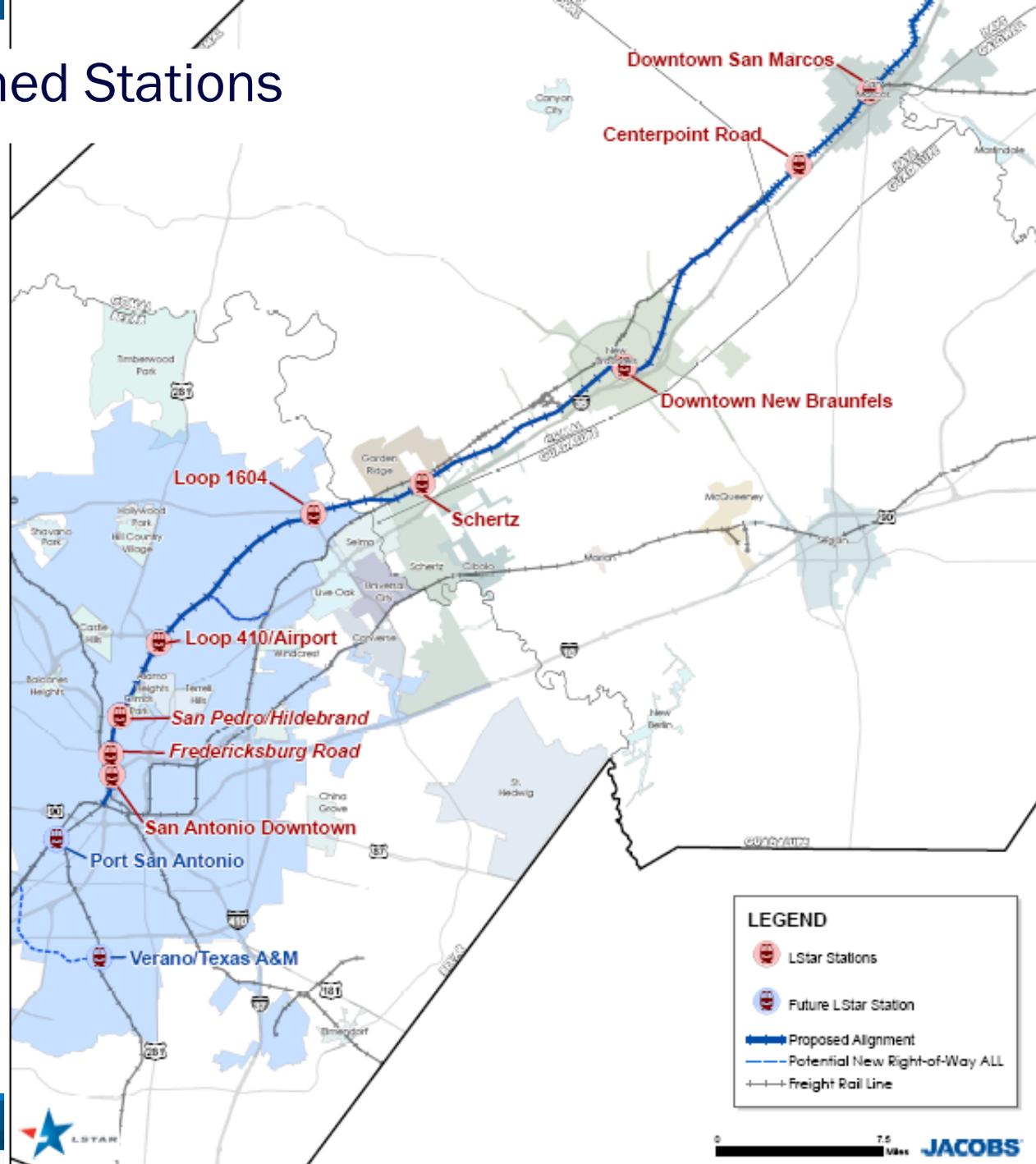
Austin Ridershed Stations

- Georgetown (1)
- Round Rock (TBD)
- Austin (7)
- Buda (1)
- Kyle (1)
- San Marcos (2)



San Antonio Ridershed Stations

- **San Marcos (2)**
 - Downtown San Marcos/TSU
 - Centerpoint Rd.
- **New Braunfels (1)**
- **Schertz (1)**
- **San Antonio (5-7)**
 - Loop 1604
 - Loop 410/Airport
 - San Pedro/Hildebrand
 - Fredericksburg Rd.
 - Downtown San Antonio/UTSA
 - Port San Antonio
 - Texas A&M San Antonio



LSTAR Estimated Capital Costs

| <u>LSRD Planning Targets</u> | <u>Base</u> |
|------------------------------|---------------------|
| Psgr. Improvements | \$ 800 mil. |
| East Line | <u>\$ 1.60 bil.</u> |
| Totals | \$ 2.40 bil. |

- Local jurisdictions **NOT** asked to fund major capital costs
- Capital Expenses covered over time with a combination of:
 - Federal Grants & Loans (40%-60%)
 - State Rail Relocation/Other Funds (20%-30%)
 - Private Investment & Other (15%-40%)



LONE STAR RAIL DISTRICT

LSTAR Local Funding Concepts

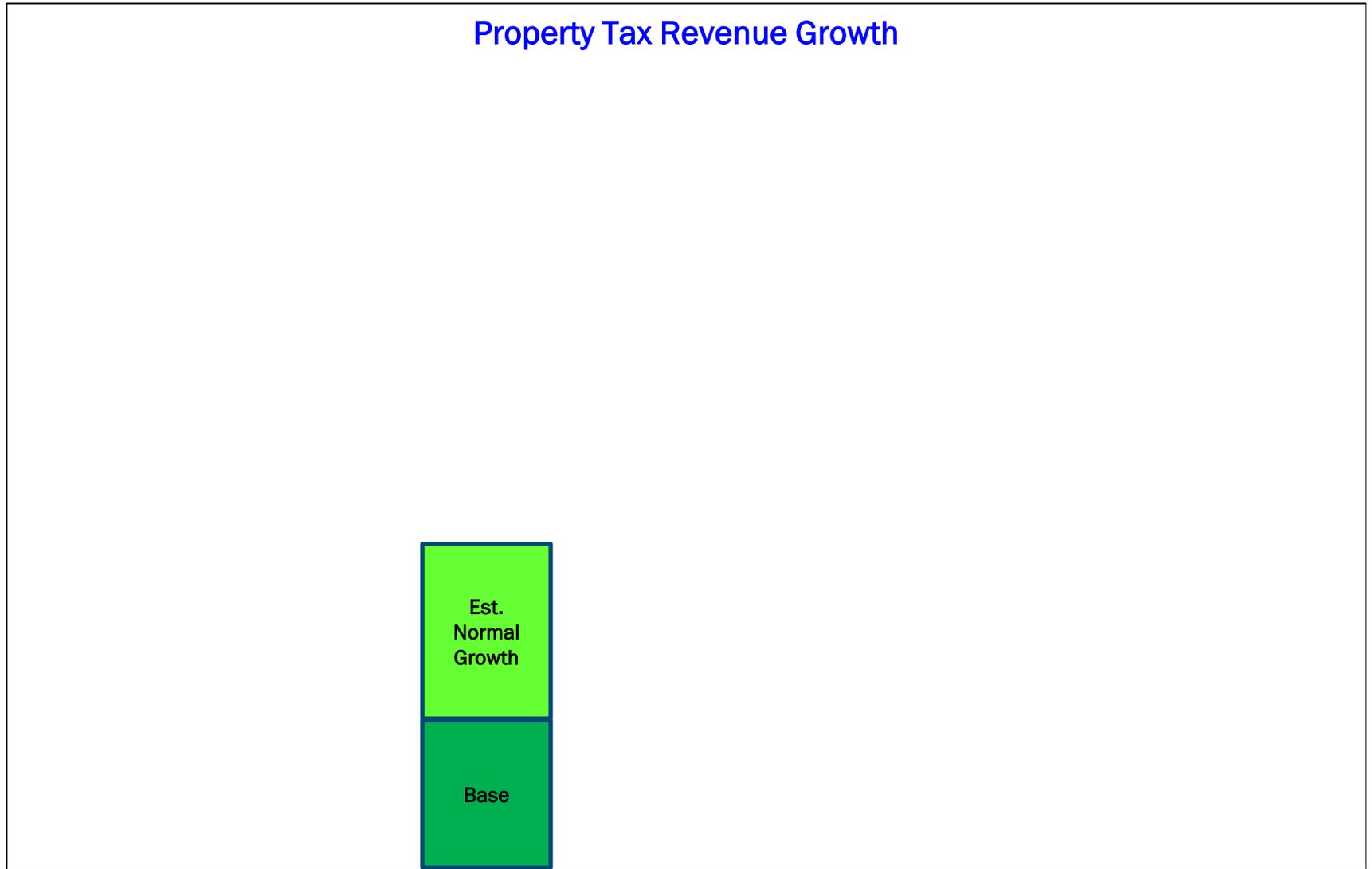
Funding Approach:

- **Local funding primarily established through interlocal agreement**
 - Transportation Infrastructure Zone (TIZ) around each LSTAR station
 - Funding approach is focused on supporting rail service O&M
- **No City , County or VIA debt**
- **No added tax or fee on station area properties**
- **No tax increase on station area properties or City /County residents**

LSTAR Local Funding Concepts

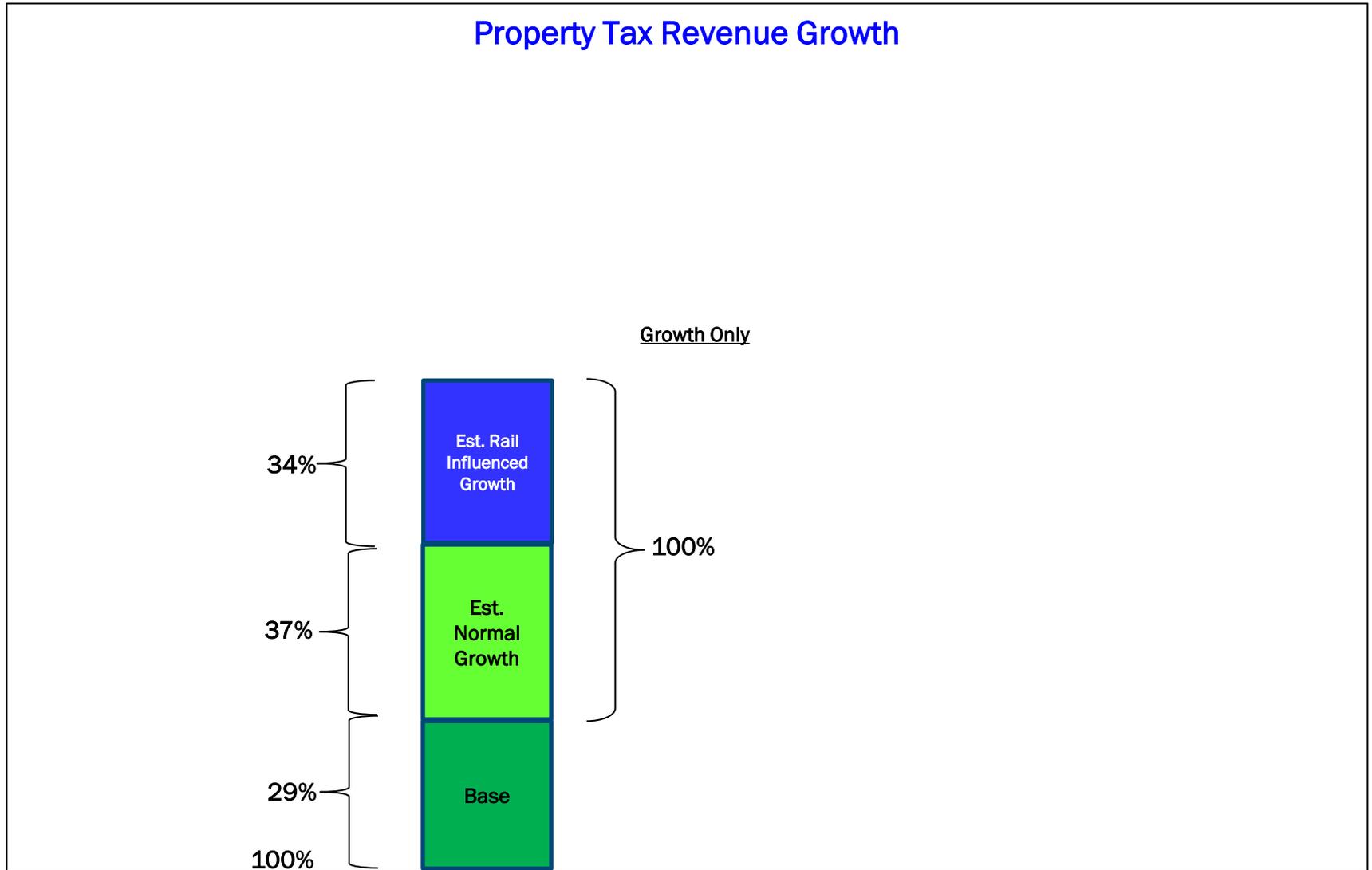
1. **Transportation Infrastructure Zones (TIZ):**
 - a. New growth property tax from within $\frac{1}{2}$ mile of station (50% or estimated rail influenced growth if higher)
 - Requesting 50% as final participation level
 - Add equivalent of new growth sales tax at same 50%
 - a. In-kind contribution of
 - Station O&M - maintenance, utilities, security, etc.
 - Station Site – When available and appropriate for LSRD use
 - b. Other Provisions:
 - Exclude existing single family and duplex residential
 - Tax exempt parcels added when privately developed
 - Honor preexisting economic development agreements
2. **City retains funds in special account until LSRD meets performance measure**
 - If measure not met, City may dissolve TIZ and use funds

LSTAR Local Funding – O&M Funding



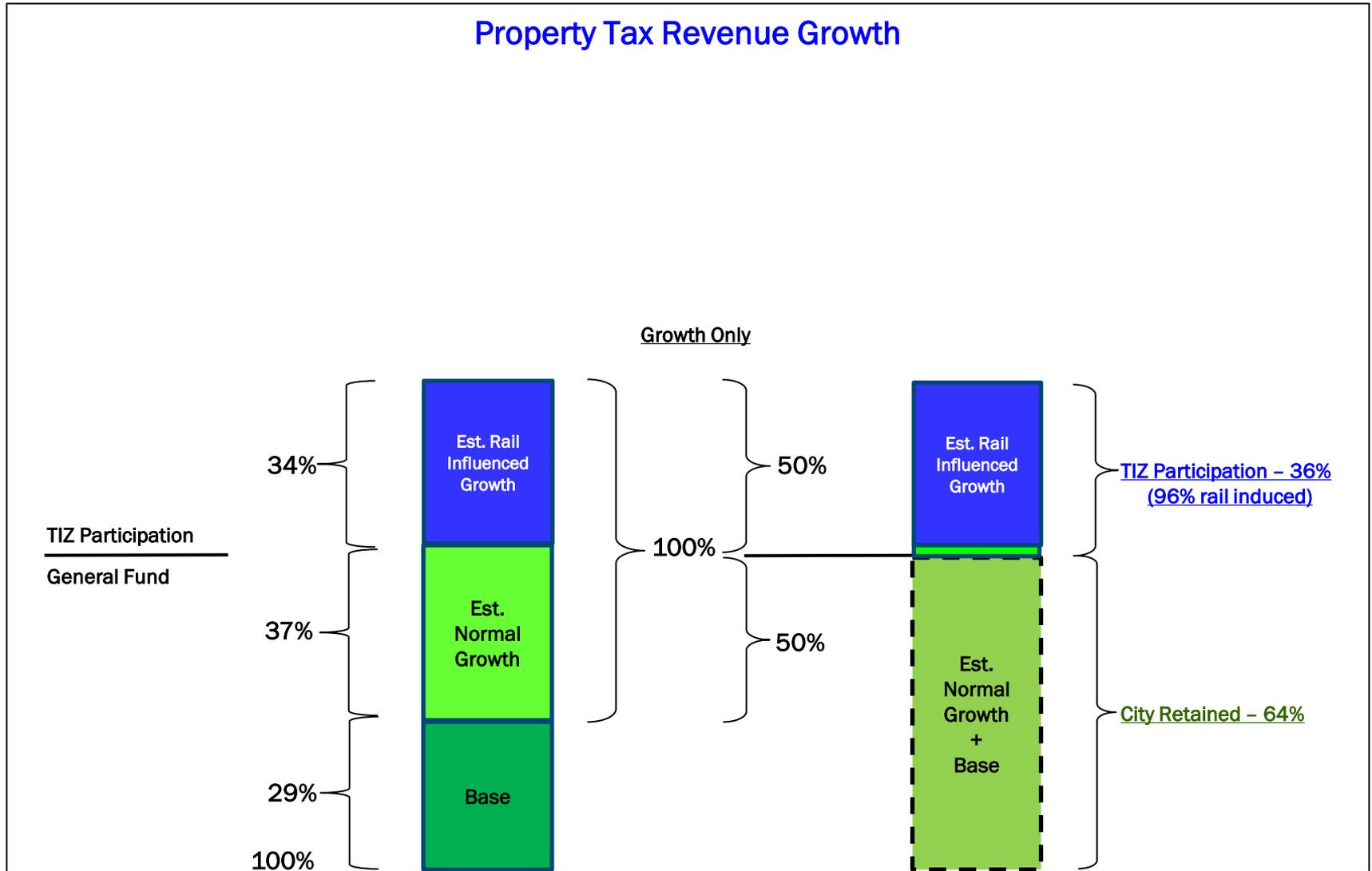
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LSTAR Local Funding – O&M Funding



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LSTAR Local Funding – O&M Funding



LONE STAR RAIL DISTRICT

Next Steps

- **Local Funding Agreement Estimated Timetable**

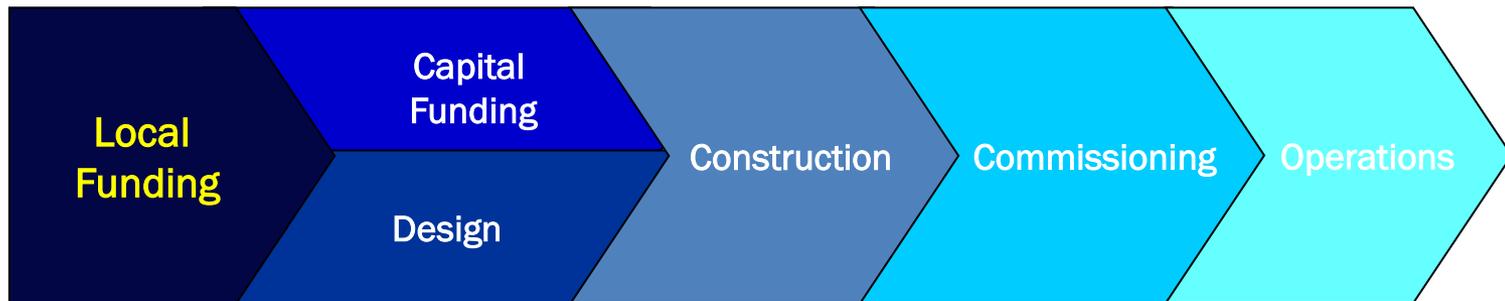
- **San Marcos** agreement Dec. 2013
- **Austin** agreement Dec. 2013
- **ACC** agreement Dec. 2014
- **New Braunfels** agreement Nov. 2015

- **Georgetown** consider agreement Dec. 2015
- **Schertz** consider agreement Nov. 2015
- **Buda** Consider agreement Nov.-Dec. 2015

- **San Antonio, Bexar Co. & VIA Budgets** Sept. 2015
- **San Antonio & Bexar Co. Agreements** Nov.-Dec. 2015
- **VIA Joint Operations Agreement** Nov.-Dec. 2015

Next Steps – Project Timeline

Local funding is the **gateway** to capital funding from public and private sources.



Timing

- New development influenced by rail opportunity
- Initiates value capture from land speculation, zoning and other entitlements

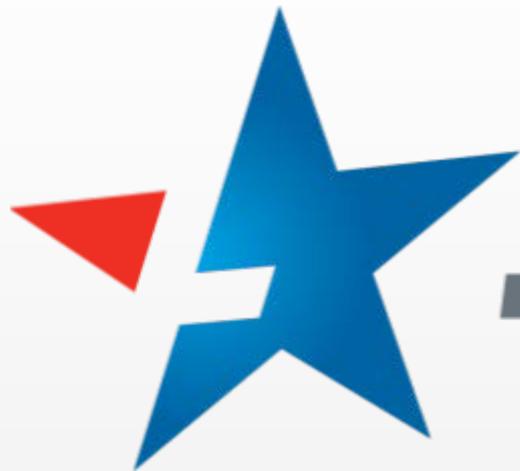
LSRD – Contact Information

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