



City of San Antonio

Lone Star Rail

Presented by Peter Zanoni,
Deputy City Manager

City Council "B" Session
August 12, 2015

Lone Star Rail

- Passenger rail services between San Antonio and Austin areas
- Viewed as two commuter rail systems with San Marcos being center point
- Utilize existing UPRR track with new freight constructed east of San Antonio



Reduces Riders on IH35

- **10% of riders off IH35 daily**
- **Reduce 18,000 vehicles or 20,000 people daily**



Lone Star Rail District Funding Request

- **An initial \$499,500 from the City in FY 2016 and continual commitments thereafter**
- **36 year funding commitment agreement and a 36 year Transportation Infrastructure Zone agreement**
- **No additional funding in City's FY 2016 proposed budget for LSR**

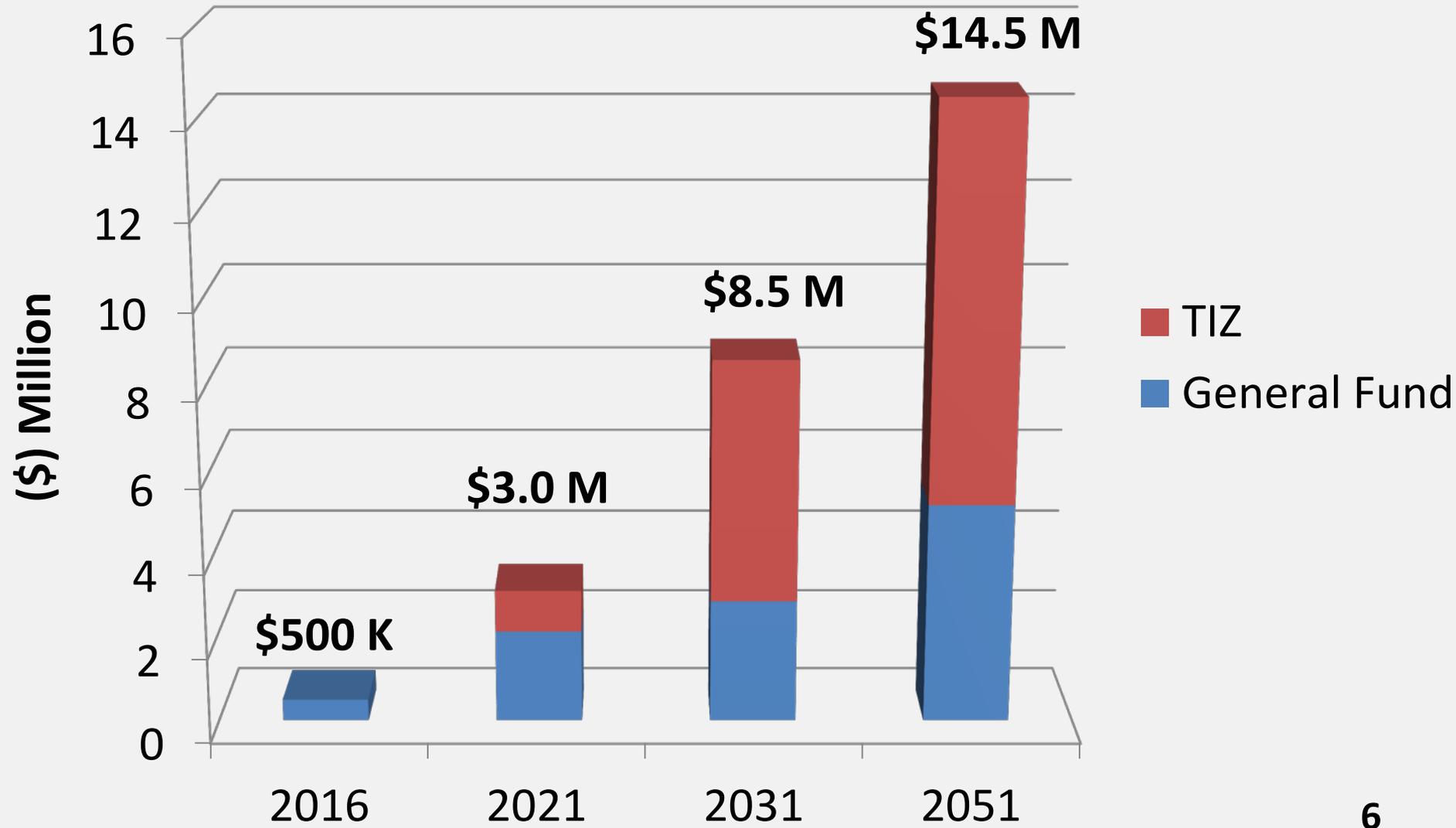


Lone Star Rail District Funding Request

- **FY 2016 City requested contribution to be used by LSR for staffing and consultant services**
- **City's contribution consist of general fund allocation and dedicated property tax revenue from TIZ designated areas around LSR stations**

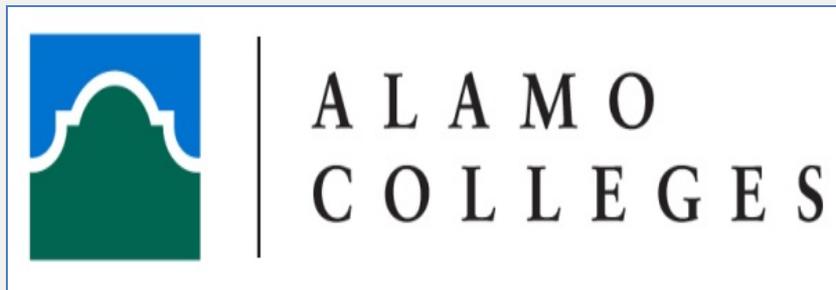


City of San Antonio Contribution (4 Points in Time)

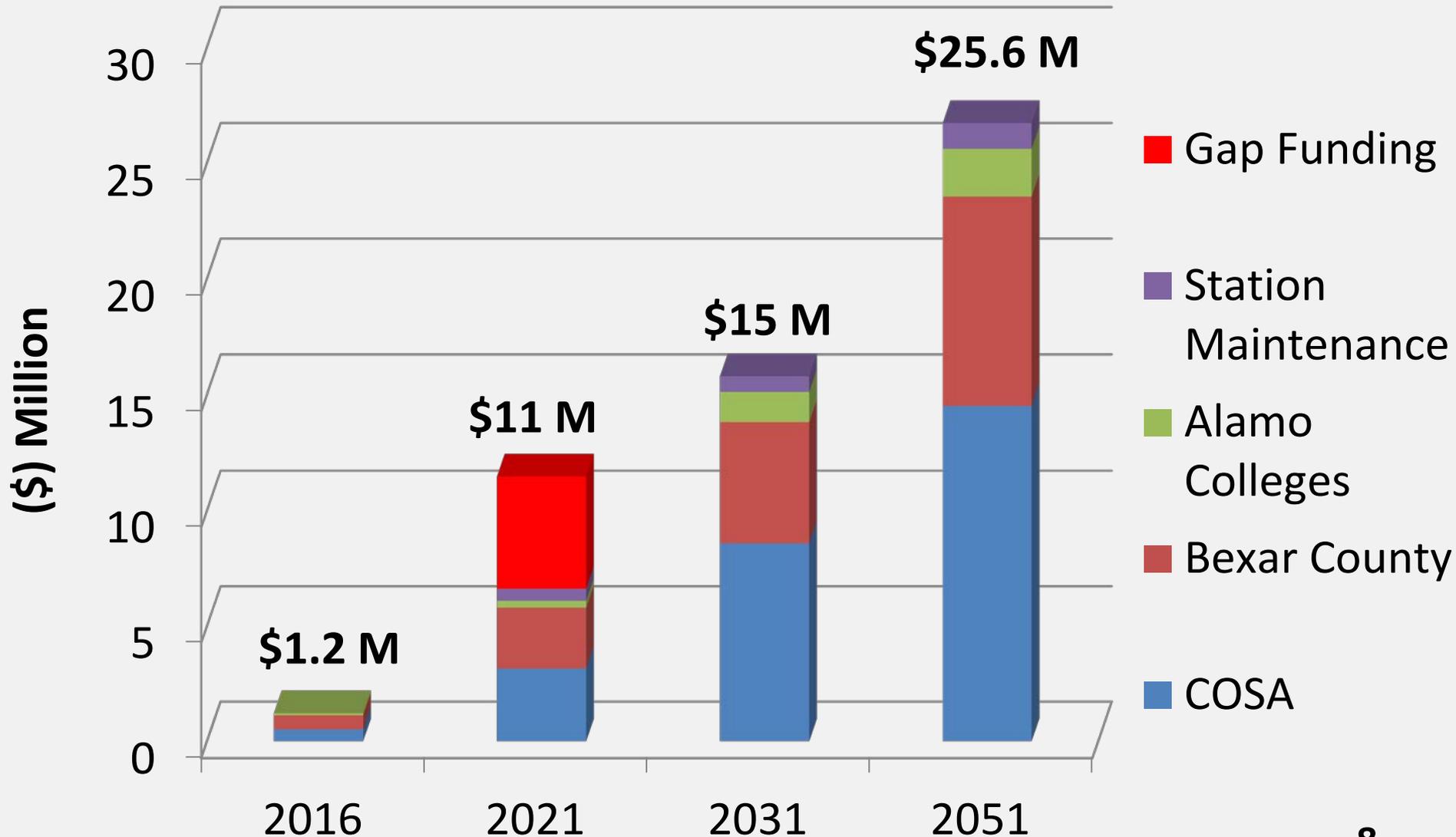


Funding Request from San Antonio Region

- **LSR also requesting funding from Bexar County and Alamo Colleges**
- **Current LSR 36 year funding plan has financial gap/ supplemental funding need of \$44 million**
- **LSR 36 year funding plan has no identified funding for maintenance of San Antonio stations totaling \$24 million over 30 years**



Total San Antonio Area Contribution



Funding Split

Area

San Antonio

Austin

“Small” Cities

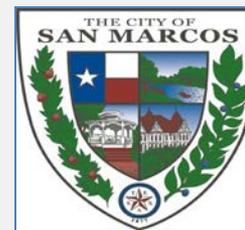
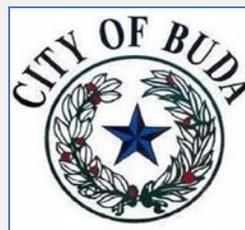
Georgetown, Round Rock, Buda, Kyle, San Marcos, New Braunfels, and Schertz

Funding Split

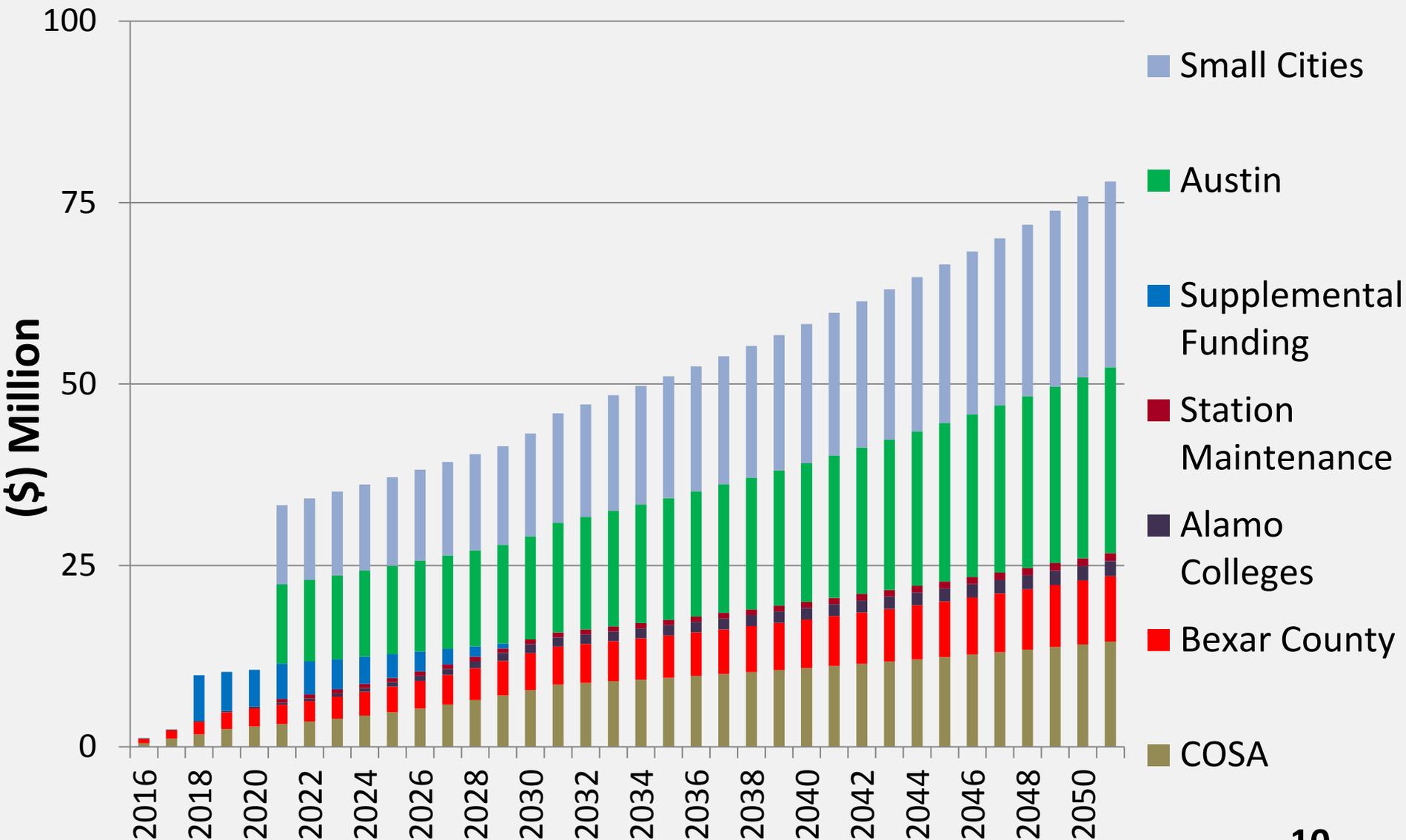
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Lone Star Rail Total Annual Projected Funding



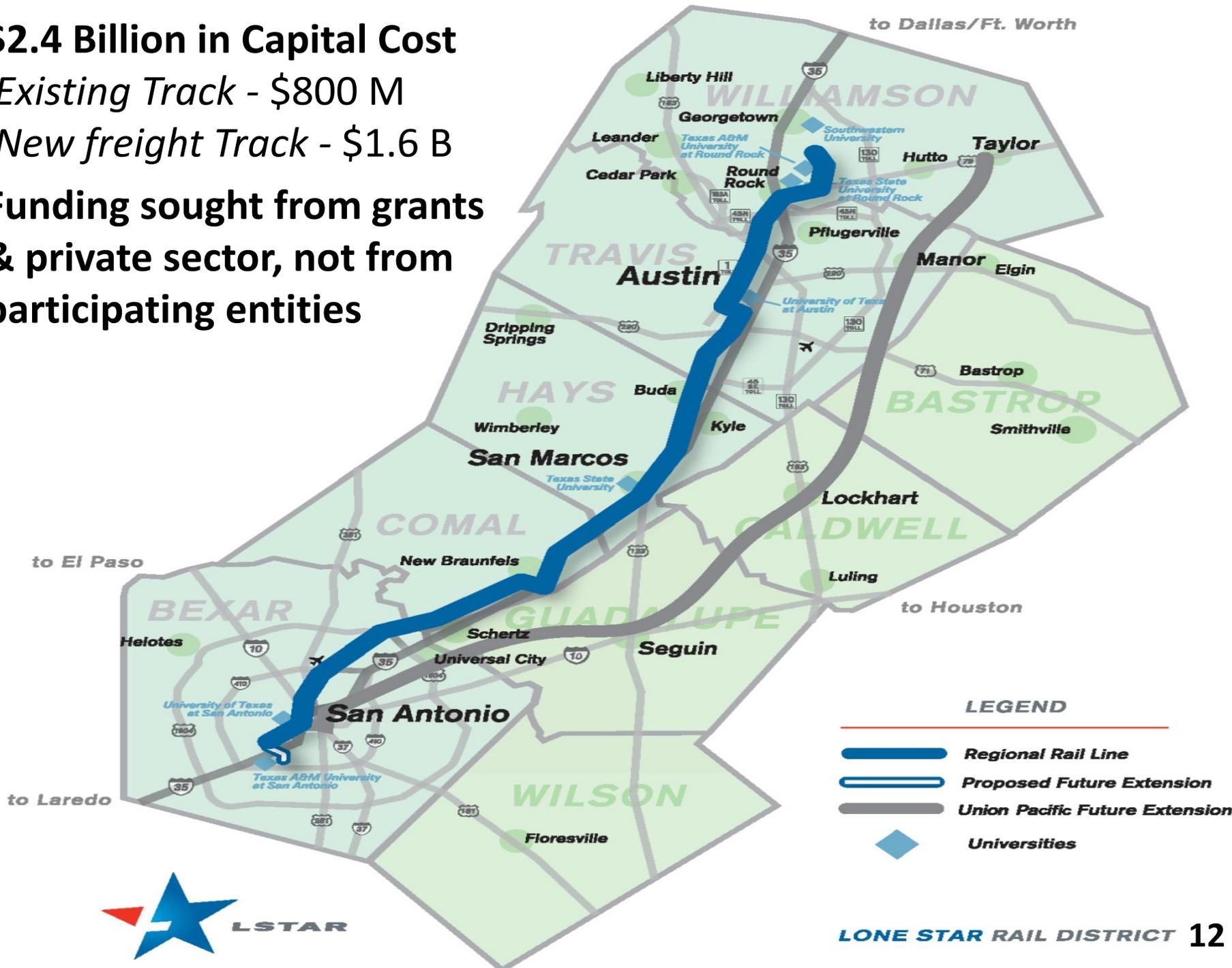
Additional Service/Funding Levels

- **3 levels of service and funding**
 - Initial service
 - Base service level twice as much as Initial service
 - Full service level three time as much as Initial service



- **\$2.4 Billion in Capital Cost**
Existing Track - \$800 M
New freight Track - \$1.6 B

- **Funding sought from grants & private sector, not from participating entities**



LEGEND

- Regional Rail Line**
- Proposed Future Extension**
- Union Pacific Future Extension**
- Universities**

Recommendation

- **\$500,000 in FY 2016 should City Council recommend in City's Budget Amendments Process**
- **Subsequent action outside budget development calendar for funding and TIZ agreements including numerous identified milestones and benchmark goals and including multiple cancelation options should milestones and goals not be met**



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