



MEMORANDUM

TO: Mayor and Council Members

CC: Marc A. Ott, City Manager
Greg Canally, Deputy Chief Financial Officer
Ed Van Eenoo, Deputy Chief Financial Officer

FROM: Elaine Hart, Chief Financial Officer *Elaine Hart*

DATE: March 15, 2013

SUBJECT: Response to Resolution 20130131-030
Proposed Lone Star Rail District's Rail Service

On January 31, 2013 the City Council directed the City Manager to prepare a report on the proposed Lone Star Rail District's (LSRD) LSTAR rail service within 45 days of adopting Resolution 20130131-030 (copy attached). The report was, at a minimum, to include:

- Description of LSRD's LSTAR service and its potential role in a Central Texas rail system and consequences for Austin, including its likely relationship to/with the City's proposed Urban Rail line; and
- Outline of LSRD's proposal for tax increment financing districts in Austin and Travis County to fund LSTAR service; and
- Draft timeline for analysis of LSRD's tax increment financing proposal and its conformance with Austin's current and proposed Financial Policies related to tax increment financing; and
- Draft timeline for action steps necessary for City Council consideration and potential establishment of the proposed LSTAR service tax increment financing districts by July 1st of this year; and
- Initial draft of an interlocal agreement between the City of Austin, LSRD and other local government jurisdictions that could implement the proposed LSTAR service tax increment financing districts; and
- Assessment of the potential for benefited private property owner participation in rail funding, including through a special district such as a public improvement district or municipal management district.

In addition, the City Manager was directed to coordinate the development of this report and drafting of LSRD's interlocal agreement with Travis County, Austin Community College District, and Capital Metropolitan Transportation Authority, in accordance with the City's approved TIF policy and in the timelines noted above. This memo and related attachment serve as a response to Resolution 20130131-030. I am available to answer any questions you may have.

Response to IFC 20130131-030
Proposed Lone Star Rail District's (LSRD) Rail Service
March 15, 2013

Description of LSTAR service and its potential role in a Central Texas rail system and consequences for the City of Austin, including its likely relationship to/with the City's proposed Urban Rail line:

The Lone Star Rail District (LSRD) is an independent public agency focused solely on its mission of providing regional passenger rail service to Central and South Texas along the Austin/San Antonio corridor. Authorized by the Texas Legislature in 1997, the cities of Austin and San Antonio and Travis and Bexar counties voted to create LSRD in December 2002. Its adopted name of Austin-San Antonio Inter-municipal Commuter Rail District was changed to Lone Star Rail District in 2009. LSRD's governing statute authorizes the district to "acquire, construct, develop, own, operate, and maintain" passenger rail facilities and services.

The Lone Star Rail District, with its partner Union Pacific, is engaged in joint operations planning for a 120-mile commuter and regional LSTAR passenger rail service between Georgetown-Austin-San Antonio with up to potentially 19 stations in five counties, providing fast and convenient service within reach of more than 3 million people. LSTAR will serve as the regional and commuter rail spine for the Central Texas Regional High-Capacity Transit System Vision developed by the Capital Area Metropolitan Planning Organization (CAMPO) Transit Working Group (TWG). LSTAR plans to provide 75-minute express, midday, and evening Austin-San Antonio service with up to 12 round trips per day for seven days a week at its initial service level (expanding to 32 round trips per day at full service). With seven and possibly nine Austin/Travis County stations, LSTAR will add much needed, congestion-proof transportation network capacity into downtown Austin, the employment and cultural core of Central Texas.

LSTAR will implement population growth management strategies established by both Imagine Austin and the CAMPO 2035 Plan, linking multiple local and regional activity centers, directly supporting a compact and connected community. LSTAR station areas in Austin will provide significant economic development opportunities – from redevelopment of under-utilized properties to accelerated and intensified development of planned growth centers (like Seaholm and Domain). This economic activity will add to the tax base of the City and other local jurisdictions, providing not only additional general revenue, but also support for LSTAR's construction and/or operations and maintenance, if LSTAR's requested tax increment financing districts are approved.

While LSTAR will provide the regional and commuter rail spine for the Central Texas Regional High-Capacity Transit System Vision, the City's Urban Rail will provide local circulation and last-mile connections, in addition to adding network capacity into and out of the core. These complementary and mutually beneficial services enhance each other's mobility benefits. Urban Rail will allow LSTAR, as well as the MetroRail Red Line, to extend throughout the core, while the long-haul lines greatly extend the reach of Urban Rail's core service. The 'One System' approach towards regional high-capacity transit means that these services can operate seamlessly and passengers will be able to move easily throughout the system, using a single fare, schedule, and map.

Lone Star Rail District's proposal for tax increment financing districts in the City of Austin and Travis County to fund the LSTAR service:

LSRD is a Texas local government entity created pursuant to Article 6550c-1, revised statutes, as amended. As authorized in the Texas Transportation Code, Chapter 173, Sec. 173.256 (D), LSRD may establish one or more **Tax Infrastructure Zones (TIZ)** and seek an interlocal agreement with the local government(s) to pay LSRD their future tax increment revenue on property located in the TIZ. This is similar to tax increment financing tools currently available to local governments.

Authorization for tax increment financing tools for local governments is outlined in the Texas Tax Code, Title 3. Local Taxation, Subtitle B. Special Property Tax Provisions, Chapter 311 Tax Increment Financing Act. Under this authorization, the City of Austin has established four **Tax Increment Financing (TIF) districts** or **Tax Increment Reinvestment Zones (TIRZ)** including Downtown/CSC, Mueller Redevelopment, Waller Creek Tunnel Project, and Seaholm Redevelopment Project. Reinvestment zones are commonly referred to as either a TIF or a TIRZ.

As an alternative to a **Tax Infrastructure Zones (TIZ)**, LSRD proposes establishing **TIF districts** at planned rail stations in the City of Austin, Travis County, and Hays County. TIZ or TIF districts currently being considered by LSRD are listed in the following table:

County	Station locations being considered for tax increment zones
Travis	McNeil Junction
Travis	Parmer Lane
Travis	Braker Lane/Domain (potentially extended to include two possible locations for one station)
Travis	Anderson Lane
Travis	35th Street/MOPAC (including private development of Camp Hubbard property adjacent and beyond 1/2 mile station radius)
Travis	Downtown Austin (limited to a 1/4 mile radius)
Travis	Slaughter Lane
Hays	City of Buda (potentially adding proposed adjacent TIF areas beyond ½ mile radius)
Hays	City of Kyle (potentially extended to include two possible locations for one station)
Hays	City of San Marcos (potentially extended to add existing TIF areas adjacent and beyond ½ mile radius)

Other potential tax increment zone locations include the cities of Georgetown (1), Round Rock (1), New Braunfels (1), Schertz (1), and San Antonio (5) bringing the total to 19 potential stations.

Under each of the available tax increment financing tools (TIZ or TIF), LSRD proposes that the local government sets aside its future property tax revenue derived from these tax increment zones to fund LSTAR's ongoing operations and maintenance, not capital projects.

At this time, LSRD has not provided a comprehensive project and financial plan detailing both its operating and capital plan for LSTAR rail service which is a prerequisite for evaluating LSRD's TIF proposal and terms for an interlocal agreement.

LSRD is projecting to obtain one-third of its operations and maintenance funding from Austin/Travis County, one-third from San Antonio/Bexar County, and the remaining one-third from the smaller cities and counties. LSRD has indicated that a local funding commitment is needed for their application for Federal grants and to solicit public-private financing options. Again, a funding plan for LSRD's capital infrastructure costs with anticipated dates for rail service operation has not been provided to the City.

For each tax increment zone, LSRD proposes the following participation levels and zone sizing (radius from the rail station) from the local taxing authorities to determine their funding contribution for LSRD's rail service operations and maintenance. Participation levels are based on the percentage of new property value increase/growth (above the current property value base) in the tax increment zone. LSRD generally assumed the Federal standard of ½ mile radius from station locations with some exceptions. For example, LSRD has identified an exception for the 35th and MoPac zone going beyond the ½ mile station radius to include private development of Camp Hubbard property and also an exception to limit the Downtown Austin zone to ¼ mile radius.

Participating Local Jurisdiction	% Revenue from Tax Increment New Growth	Tax increment zone Distance from Station Location
Cities	50%	½ mile radius
Counties	50%	½ mile radius
Community College District	50%	½ mile radius

The proposed TIF funding will continue until rail service to the station has been permanently discontinued or until expiration of the TIF interlocal agreement between the participating local taxing authority and LSRD. LSRD is proposing a term that expires forty (40) years after establishment of the TIF interlocal agreement.

Other LSRD proposed TIF provisions are summarized below:

- Exclude existing single family and duplex residential from TIF districts. New single family and duplex residential will be included in TIF districts.
- Undeveloped parcels will provide funding when subdivided or developed.
- Tax exempt parcels will be added if and when developed for private uses.
- TIF participation will honor preexisting economic development agreements; jurisdiction participation in TIF funding will only be for increment available after accommodating preexisting economic development agreement participation and if below 50% of new growth TIF level.

This concludes a summary of some key elements of LSRD's proposal for tax increment financing to fund its LSTAR service operations. At this time, the City has not performed a detailed analysis of LSRD's TIF proposal or the market and financial studies on which it

should be based. As noted earlier, LSRD has not provided its comprehensive financial plan (operating and capital) for their LSTAR project to the City for evaluation, which has been our past practice when entering into an agreement of this type (e.g., Mueller Redevelopment). Additionally, the City has not yet communicated with other jurisdictions about potential TIF proposals LSRD may have submitted to them. A discussion of a draft timeline for analysis of LSRD's proposal and outline of steps for establishing tax increment financing districts follows.

Draft timeline for analysis of Lone Star Rail District's tax increment financing proposal and its conformance with the City of Austin's current and proposed Financial Policies related to tax increment financing. AND

Draft timeline for the action steps necessary for City Council consideration and potential establishment of the proposed LSTAR service tax increment financing districts by July 1st of this year.

In addition to Council's Resolution on LSRD's TIF proposal, another related Council Resolution 20130131-032 (copy attached) directed the City Manager to develop recommendations for a Tax Increment Financing (TIF) Policy that ensures consistent consideration of proposals, transparency and accountability, as well as the financial viability and efficiency of such arrangements and report these recommendations to Council by May 15, 2013. This work will include a review of the City's current TIF Financial Policy, research on other Texas government's TIF policies, identification of TIF best practices and recommendations for TIF policy changes. At this time, creating a timeline for the establishment of any new TIFs within the City should be delayed until this policy evaluation and briefing occurs.

After the TIF policy evaluation, it will be important to look at the City's - and our regional partners' - transit needs collectively. Project Connect is an effort hosted by CAMPO to develop a regional high capacity transit vision for the Central Texas Region. The City of Austin, Capital Metro, and LSRD have partnered with CAMPO to develop this vision. Project Connect efforts are vetted through a CAMPO subcommittee known as the Transit Working Group (TWG), chaired by Mayor Leffingwell.

The TWG has recently been working on broad financial plans for the Project Connect regional transit needs. The TWG's discussions will be important to understanding what the other local governments are willing to support in terms of infrastructure and funding. LSRD is an integral piece of the regional transit needs being reviewed by TWG.

Once LSRD has provided its comprehensive financial plan (operating and capital) and the current market and financial studies on which its TIF proposal is based, the City can begin a detailed analysis of LSRD's TIF proposal. This will also involve more detailed discussions on the interlocal agreement between the City and LSRD.

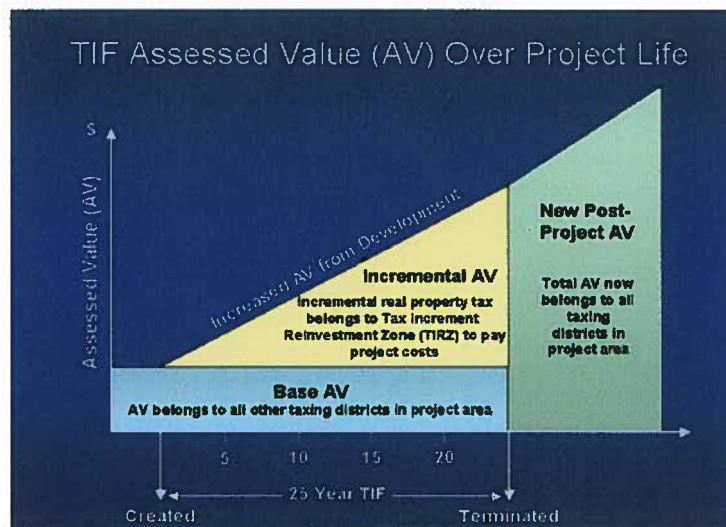
From the City's perspective, we will also be updating the urban rail financial model that we last presented in the spring of 2012. TIFs were evaluated at that time, but ultimately not recommended as one of the financing tools for the City's urban rail project.

In addition to reviewing and assessing LSRD's request, it will also be important to assess the existing five (5) Transit Oriented Development districts (TODs) that were created around Capital Metro Red Line stations. Any overlap of LSRD's proposed TIF zones with existing City TIFs and TODs must be identified. Also, the City Council has directed staff to work with the Texas Facilities Commission on the planning for redevelopment of state property, including the 35th and MoPac sites, which are also a planned LSRD station. Currently, these planning efforts have not yet been initiated, but will need to be considered in reviewing LSRD's proposal as part of our overall TIF and urban rail planning. Finally, the City Council has also directed staff to work on a funding plan, including the potential use of a TIF, as part of the redevelopment of Airport Boulevard and the Highland Mall area, which are currently being studied for implementation of form-based code.

Assessing financing tools and funding strategies or recommendations for the various near-term transit needs that have been identified by Project Connect should occur together with other projects considering TIF funding. In terms of timeline, given the potential for a 2014 City bond election for urban rail, this analysis and any draft funding recommendations would need to be complete by early 2014.

If TIFs are part of the overall funding strategy for any of these transit needs, the City will follow statutes governing tax increment financing included in the Texas Tax Code Title 3, Local Taxation, in Chapter 311 titled "Tax Increment Financing Act". These statutes have governed the creation of the City's four existing tax increment reinvestment zones. Section 311.003 in Chapter 311 covers the procedure for creating a reinvestment zone outlining specific requirements for determining if an area qualifies for tax increment financing.

This following diagram illustrates the core concepts used for the City's existing TIFs. The TIF bonds mature on or before the termination date of the reinvestment zone.



As a reminder, the creation of a TIF and related interlocal agreements is a multi-step process that requires many months. For example, the City sent its Notice of Intent to create TIF #17 (Waller Creek) on April 10, 2007 and approved an ordinance creating the TIF on June

21, 2007. The related interlocal agreement with Travis County for its TIF participation was executed on March 20, 2008, some nine months later. Not until February 2011 was the Final Project Plan and Financing plan put in place as Amendment 1 to the original plan.

Using the Chapter 311 requirements to establish TIFs is a proven and transparent process. Some of the required steps include:

- Complete a “but-for” test. That is, “but-for” the TIF assistance, economic development or redevelopment at the proposed level would not occur solely through private investment in the reasonably foreseeable future.
- Prepare preliminary plans for development and reinvestment zone financing demonstrating the new economic value and community benefits.
- Written Notice of Intent to create a reinvestment zone and both the preliminary plans for development and reinvestment zone financing are sent to local taxing units along with a Notice of a Public Hearing on the proposed zone and a request that representatives meet with the City.
- City meets with other local taxing units in the reinvestment zone and makes a formal presentation on the reinvestment zone.
- Publish Notice of Public Hearing on reinvestment zone creation in a newspaper having general circulation in the municipality or county not later than the seventh day before the date of the hearing.
- Conduct public hearing on creation of reinvestment zone.
- Subsequent to the public hearing, City may approve an ordinance designating an area as a reinvestment zone for TIF purposes.
- Create and appoint Board of Directors for reinvestment zone.
- Board of Directors for the reinvestment zone prepares a project plan and reinvestment zone financing plan as consistent as possible with the City’s preliminary plan; then approves these plans.
- Then the project plan and reinvestment zone financing plan must be approved by ordinance by the City creating the reinvestment zone.
- Overlying taxing units then decide upon participation level or percentage of their tax increment they will dedicate to the reinvestment zone.
- Approve Interlocal Agreements between participating local taxing units.
- Notification of Travis County Appraisal District (TCAD) which signals TCAD to create a distinct TIF “unit” in its systems, thus allowing for future notifications and reporting on TIF values.

The Texas Tax Code places several restrictions on the creation of a reinvestment zone for tax increment financing which must be addressed in the financing plan.

- No more than 10 percent of the property within the reinvestment zone (excluding publicly-owned property) may be used for residential purposes.
- A reinvestment zone may not contain property that cumulatively would exceed 15 percent of the City’s total appraised property value and its industrial districts.
- A city may not create a reinvestment zone or change the boundaries of an existing zone if the zone would contain more than 15 percent of the total appraised value of real property taxable by a county or school district.

Initial draft of an interlocal agreement between the City of Austin, Lone Star Rail District and other local government jurisdictions that could implement the Lone Star Rail District's proposed LSTAR service tax increment finance districts:

The Council's resolution directed the City Manager to coordinate drafting of LSTAR's service interlocal agreement with several other local government units including Travis County, Austin Community College District, and the Capital Metropolitan Transportation Authority.

While we can provide a list of general deal points to be included in the draft LSTAR's service interlocal agreement, an estimated time for completion of these collaborative efforts to finalize this agreement cannot be made at this time. A similar effort by the City of Dallas was completed over a number of years.

The City of Dallas approved its first TIF District focused on multi-station transit-oriented development (TOD) in December 2008. Creation of the TIF followed a four-year collaboration between the City of Dallas, Dallas Area Rapid Transit (DART), Southern Methodist University, Prescott Realty Group and various Lancaster Corridor stakeholders, including Veterans Hospital, the Urban League and Icon Partners.

Our recommendation, as noted earlier, is to first conduct an overall analysis of financing tools and present draft funding strategies and recommendations by early 2014. After that, we will begin the task of creating any financing agreements, whether with the Federal government or any local jurisdiction.

Assessment of potential for benefited private property owner participation in rail funding, including through a special district such as a public improvement district or municipal management district:

An assessment of potential for benefited private property owner participation in rail funding will require a consulting study which could not be completed within the allotted 45 day timeframe. These special district financing mechanisms would be included in the comprehensive financial analysis which would be presented in early 2014. At that time, we would present next steps/timeline for the creation of any special districts, if recommended.

Summary:

LSRD should provide up-to-date market and financial studies on which its TIF proposal is based as well as its comprehensive financial plan (operating and capital) for providing LSTAR rail service. These are a pre-requisite for the City's evaluation of the potential creation of a TIF for funding support of LSTAR rail service. Once a TIF mechanism is determined to be the appropriate funding source, coordination with other local taxing authorities and negotiation of an interlocal agreement can begin.

RESOLUTION NO. 20130131-030 - City Council Agenda Item 30 - January 31, 2013

Approve a resolution directing the City Manager to coordinate with Travis County and Austin Community College District and prepare a report for Council within 45 days on the proposed Lone Star rail service and interlocal agreement. (Notes: SPONSOR: Mayor Lee Leffingwell, Co-sponsor 1: Mayor Pro Tem Sheryl Cole, Co-sponsor 2: Council Member Mike Martinez)

RESOLUTION NO. 20130131-030

WHEREAS, the City of Austin has authorized the City Manager to develop a plan for the potential development of an Urban Rail system for consideration in a future bond elections; and

WHEREAS, an Urban Rail system will be most successful in meeting the needs of the residents and visitors of the City of Austin if its planning, development and operation is coordinated with, and integrated into a larger network of high capacity transit in Central Texas; and

WHEREAS, the Capital Area Metropolitan Planning Organization has reconvened its Transit Working Group to consider the potential system design, organization and funding of high capacity transit in Central Texas through 2040; and

WHEREAS, the City of Austin, in support of the City Council's authorization and the Transit Working Group effort, is participating in the Project Connect regional high capacity transit planning effort with the Capital Area Metropolitan Planning Organization, Capital Metropolitan Transportation Authority and the Lone Star Rail District; and

WHEREAS, the Transit Working Group, supported by the Project Connect effort, has adopted a "Vision" plan for high capacity transit in Central Texas that confirms the roles of the Urban Rail, Capital Metro's MetroRail and Lone Star Rail District's LSTAR service in forming a single rail system in Central Texas; and

RESOLUTION NO. 20130131-030, continued

WHEREAS, the regional high capacity "Vision" plan calls for the LSTAR service to provide a key commuter link that can connect eight Central Texas cities including the City of Austin; and

WHEREAS, both the Project Connect draft funding plan and draft LSTAR funding plan call for the use of tax increment financing (TIF) to support the operation of the LSTAR service; and

WHEREAS, a comprehensive Tax Increment Financing policy is currently being developed for approval by Council; and

WHEREAS, the Texas Legislature authorized tax increment financing as a funding source for rail services offered by the Lone Star Rail District;
NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to prepare a report to be delivered to the City Council within 45 days of the adoption of this resolution on the proposed LSTAR rail service that includes the following at a minimum:

- Description of the LSTAR service and its potential role in a Central Texas rail system and consequences for the City of Austin, including its likely relationship to/with the City's proposed Urban Rail line; and
- An outline of the Lone Star Rail District's proposal for tax increment financing districts in the City of Austin and Travis County to fund the LSTAR service; and
- A draft timeline for analysis of The Lone Star Rail District's tax increment financing proposal and its conformance with the City of

RESOLUTION NO. 20130131-030, continued

Austin's current and proposed Financial Policies related to tax increment financing; and

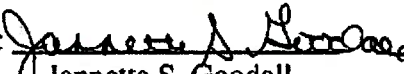
- A draft timeline for the action steps necessary for City Council consideration and potential establishment of the proposed LSTAR service tax increment financing districts by July 1st of this year; and
- An initial draft of an interlocal agreement between the City of Austin, Lone Star Rail District and other local government jurisdictions that could implement the Lone Star Rail District's proposed LSTAR service tax increment finance districts; and
- An assessment of the potential for benefited private property owner participation in rail funding, including through a special district such as a public improvement district or municipal management district.

BE IT FURTHER RESOLVED:

The City Manager will, in accordance with approved City TIF policy and in the timeframe described above, coordinate the development of the report and drafting of the LSTAR service interlocal agreement with Travis County, Austin Community College District, and Capital Metropolitan Transportation Authority.

ADOPTED: January 31, 2013

ATTEST:


Jannette S. Goodall
City Clerk

RESOLUTION NO. 20130131-032 - City Council Agenda Item 32 - January 31, 2013

Approve a resolution directing the City Manager to develop recommendations relating to a Tax Increment Financing Policy that ensures consistent consideration of proposals, transparency and accountability, as well as the financial viability and efficiency of such arrangements and report the recommendations to Council by May 15, 2013. (Notes: SPONSOR: Mayor Pro Tem Sheryl Cole, Co-sponsor 1: Mayor Lee Leffingwell, Co-sponsor 2: Council Member Mike Martinez)

RESOLUTION NO. 20130131-032

WHEREAS, since the introduction of Tax Increment Financing (TIF) in 1951, it has become an increasingly utilized method of public financing by municipalities for redevelopment, environmental remediation, infrastructure and other community-improvement efforts; and

WHEREAS, TIF redevelopment zones can directly connect public investment with the private taxable property value created as has taken place at Mueller, Waller Creek and Seaholm; and

WHEREAS, TIF based proposals are proposed for Urban Rail, Lone Star Rail, an Expansion of the Affordable Housing Trust Fund and other economic development agreements; and

WHEREAS, approved City of Austin Financial Policies require that TIF Zones should be established where revenues will recover the public cost of debt with adequate safety margin and that no more than five percent of the City's tax base will be in TIF zones; and

WHEREAS, approved City of Austin Financial Policies governing TIF based debt issuances include a required coverage ratio of 1.25, limitations on the amount of TIF bonds relative to the city's outstanding general obligation indebtedness, restrictions on use for current expenditures, and bond maturity before termination of a TIF Zone; and

WHEREAS, local experience and national best practices suggest that additional process and parameters are important to clarify early in a project development; and


WHEREAS, every TIF district and development is unique, but consistent public process and financial evaluation can be applied; and

WHEREAS, every TIF district consideration should include an assessment of the potential for benefited private property owner participation in funding, including through a special district such as a public improvement district or municipal management district; **NOW, THEREFORE,**

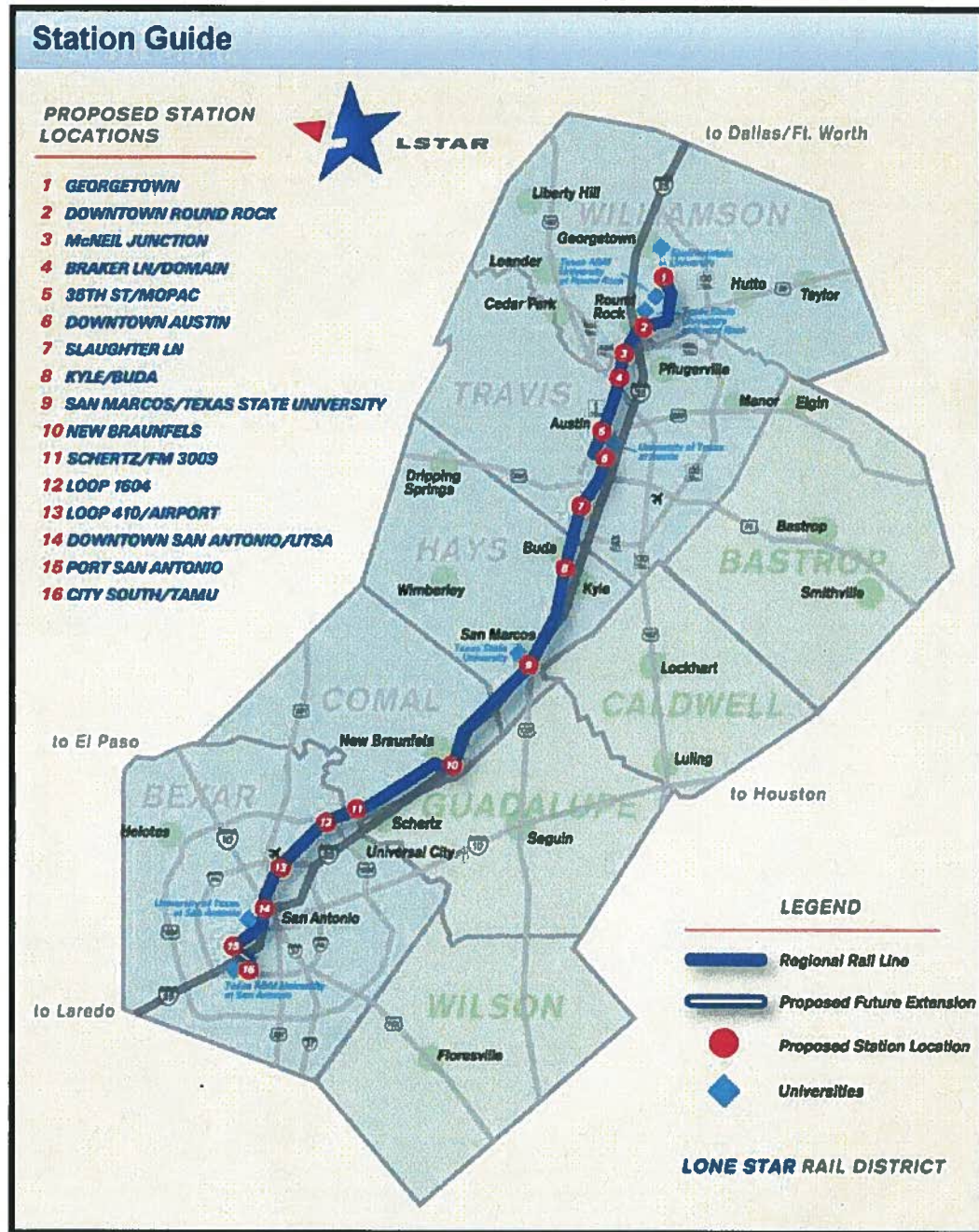
BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

The City Manager is directed to report to council by May 15, 2013 with recommendations for a TIF Policy that ensures consistent consideration of proposals, transparency and accountability, as well as the financial viability and efficiency of such arrangements.

ADOPTED: January 31, 2013

ATTEST: 
Jannette S. Goodall
City Clerk

Lone Star Rail District – Station Guide



Lone Star Rail District – Station Guide

- 1 **Georgetown**
Historic seat of Williamson County and home to Southwestern University.
- 2 **Downtown Round Rock**
Convenient to Round Rock's Texas State and Texas A&M campuses.
- 3 **McNeil Junction**
Serving far northern Travis and southern Williamson counties. Connection to Capital Metro's Red Line.
- 4 **Braker Lane/The Domain**
Serving the Domain area and UT-Austin's J.J.Pickle Research Campus.
- 5 **35th Street/MoPac**
Adjoining Camp Mabry, service to Central and West Austin. Connection to the UT shuttle.
- 6 **Downtown Austin**
Near the Seaholm complex, convenient to the Market District, downtown entertainment and the Long Center for the Performing Arts.
- 7 **Slaughter Lane**
Serving South and Southwest Austin, Manchaca and San Leanna.
- 8 **Kyle/Buda**
Between the two communities and serving northeast Hays County.
- 9 **San Marcos/Texas State University**
Easy access to the university, downtown, outlet malls and San Marcos River.
- 10 **New Braunfels**
Downtown, a quick walk from the Comal County courthouse and Landa Park.
- 11 **Schertz/FM 3009**
Centrally located for Schertz, Selma and Garden Ridge.
- 12 **Loop 1604**
Serving Northeast Bexar County; near Rolling Oaks Mall and Retama Park.
- 13 **Loop 410/Airport**
Take the train to the plane in San Antonio; also serving Alamo Heights and Olmos Park.
- 14 **Downtown San Antonio/UTSA**
Serving the heart of the Alamo City, including UTSA-Downtown and medical centers, at the Westside Multimodal Center. Connects to VIA's planned Fredericksburg Road BRT.
- 15 **Port San Antonio**
Serving Southside neighborhoods and employers at the former Kelly AFB.
- 16 **City South/TAMU**
Serving the new Verano neighborhood and Texas A&M University campus.