

RED LINE REGIONAL RAIL TASK FORCE
Meeting Summary
October 24, 2012
DISCUSSION SUMMARY

MEMBERS: Mayor John Woods, Mayor of Davidson, Chair
Vacant, Mecklenburg County Representative
Mayor Jeff Tarte, Mayor of Cornelius (absent)
Mayor Jill Swain, Mayor of Huntersville
Mayor Miles Atkins, Town of Mooresville (absent)
Bill Thunberg, Lake Norman Transportation Commission
Mayor Anthony Foxx, Mayor of Charlotte (absent)
Vacant, Iredell County Representative

CATS STAFF: John Muth, Deputy Director for Development
Brian Nadolny, North Corridor Project Manager
Dee Pereira, Chief Financial Officer
John Joye, City Attorney
Azania Herron, Community Relations
Deborah Franklin, UTU
Penny Traywick, Office Assistant

OTHERS: Paul Morris, NCDOT Deputy Secretary for Transit
Paul Worley, NCDOT Rail
Carroll Gray, Lake Norman Transportation Commission
Anthony Roberts, Town of Cornelius
Jack Flaherty, NCDOT Transit
Jonathan Wells, Charlotte Mecklenburg Planning
Mark Briggs, Parsons Brinkerhoff
Matt Gallagher, Gandy Development
Phil Gandy, Gandy Development
Brad Broders, News 14

Meeting time 4:00 pm – 5:00 pm

I. Call to Order

The minutes of the previous meeting were approved.

II. Norfolk Southern

The Red Line Task Force, with support from the North Carolina Department of Transportation (NCDOT) and the Charlotte Area Transit System (CATS), has requested Norfolk Southern Railway (NSR) to conduct a study of the proposed commuter rail “Red Line” concept. The Red Line would use the existing Norfolk Southern O-Line between Charlotte and Mooresville. The study will help determine if and how freight and passenger service could coexist on the O-Line, while still allowing Norfolk Southern to strategically serve their freight traffic needs in the future.

A second technical team meeting was held on October 17, 2012 via conference call, in which the team discussed the draft study agreement and the scope of work needed for this approach. The first phase of the study would include collecting the data assumptions needed to input into the Rail Traffic Controller (RTC) model. Data assumptions include (1) identifying potential “organic” freight growth on the O-Line and the potential shift of all Norfolk Southern through freight movements from the NCR Mainline to an alternative route that includes the O-Line, (2) determining what future intercity passenger services are planned for the NCR Mainline that could possibly cause Norfolk Southern to shift freight traffic to the O-Line, and (3) determining the level of the proposed Red Line service on the O-Line including number of frequencies, proposed station locations and hours of service.

After these assumptions are developed, the consultant will run the RTC model to define what capacity is needed to accomplish the future freight service goal. The team can then determine what additional infrastructure and real estate would be required to achieve this “all-freight” scenario.

After this “all-freight” scenario is run, the consultant can then add the proposed Red Line commuter rail service to the model. This will show how the passenger service impacts the performance of the freight service and can be used to determine what infrastructure improvements are needed to the O-Line to mitigate any disruption to the freight service.

The team plans on building the assumptions and having the approach in place to initiate the study by the end of January. The study and preliminary results are anticipated to be complete within a year after that. When the preliminary report is complete, the team can look at this as a starting point to determine what future scenarios are feasible and attainable.

III. Charlotte Gateway Station

The RFQ for the CGS is on schedule and all responses to the RFQ have been received. A short list of preferred prospective partners was announced on October 5th. These firms will be interviewed on October 25th by the Technical Panel and October 26th by the Stakeholder Group. NCDOT plans to select the preferred partner by November 1st.

IV. Financial Consultant Update

Mark Briggs gave an update of the financial model process. The corridor developers group held a productive meeting earlier that day. The consultant has noted several recommendations for modifications to the financial model during the review process; including removing non-profits from the assessment, changing assessment levels with proximity to the stations, and decreasing the assessment levels for small businesses. After running the model with some of these recommendations, the revenue numbers from the model are down but still work with the overall project goals and assumptions.

V. **Railroad Map**

Major Woods requested a map showing the Norfolk Southern system in this region. Paul Worley provided a map which is attached along with the minutes.

Meeting was adjourned at 4:40 p.m.

The next meeting will be held at 4:00 p.m. on November 28th at Charlotte Mecklenburg Government Center in Conference Room 266.

RED LINE TASK FORCE
MEETING ATTENDEES

October 24, 2012

<u>Print Name</u>	<u>Organization</u>	<u>Email</u>
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Anthony Roberts	Team of Cornelius	aroberts@cornelius.org

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