

RED



LINE

PUBLIC MEETING

October 2024

Sign Up for Project Updates
PublicInput.com/RedLine



Agenda

1. Welcome & Introductions
2. Project History
3. Project Update
4. Current Design Phase
5. Q&A



01

WELCOME & INTRODUCTIONS



02

PROJECT HISTORY



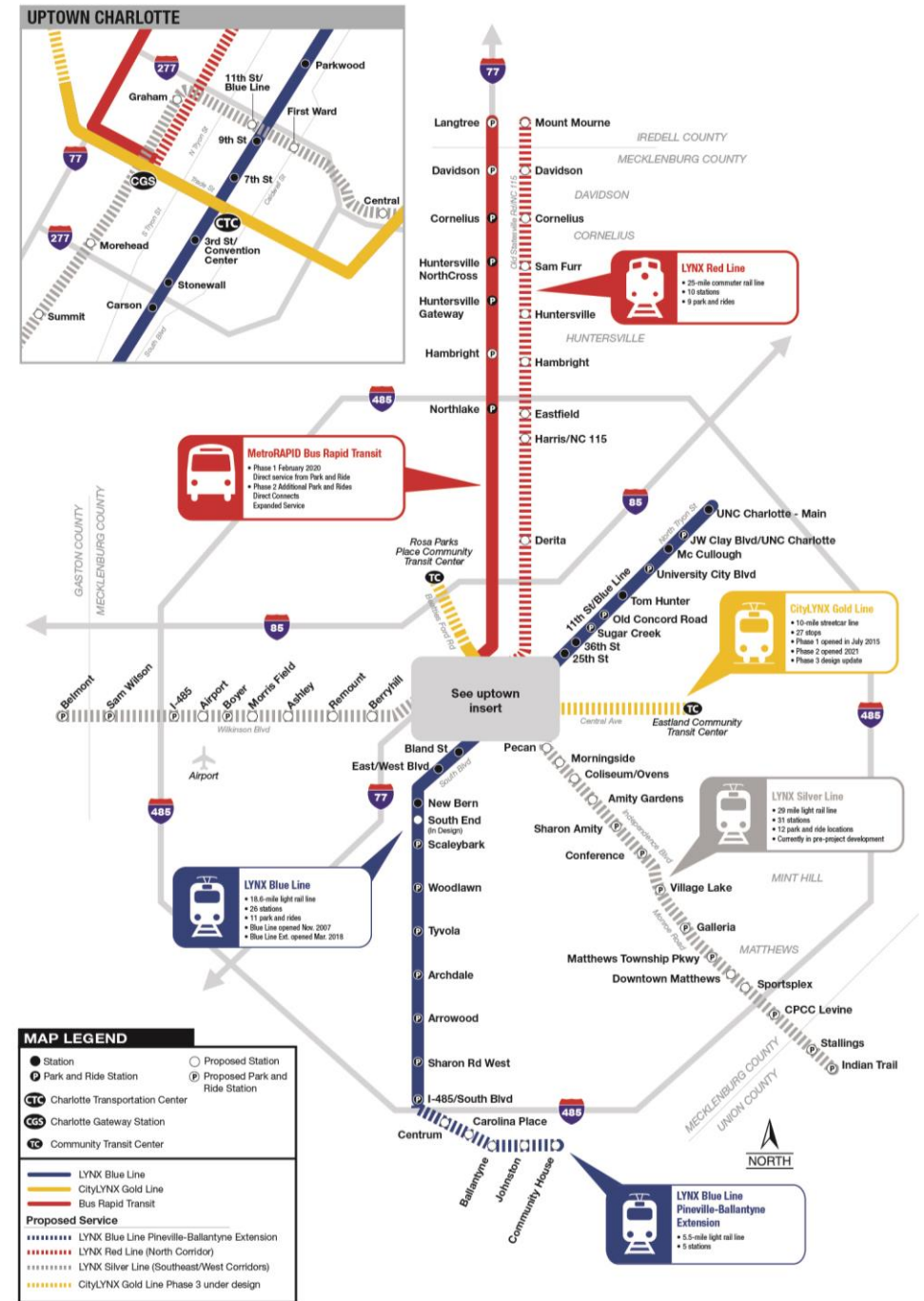
Transit System Plan

Operating

- Blue Line Light Rail - 2007
- Gold Line Phase 1 - 2015
- Blue Line Extension - 2018
- North Corridor Bus Rapid Transit - 2020
- Gold Line Phase 2 - 2021

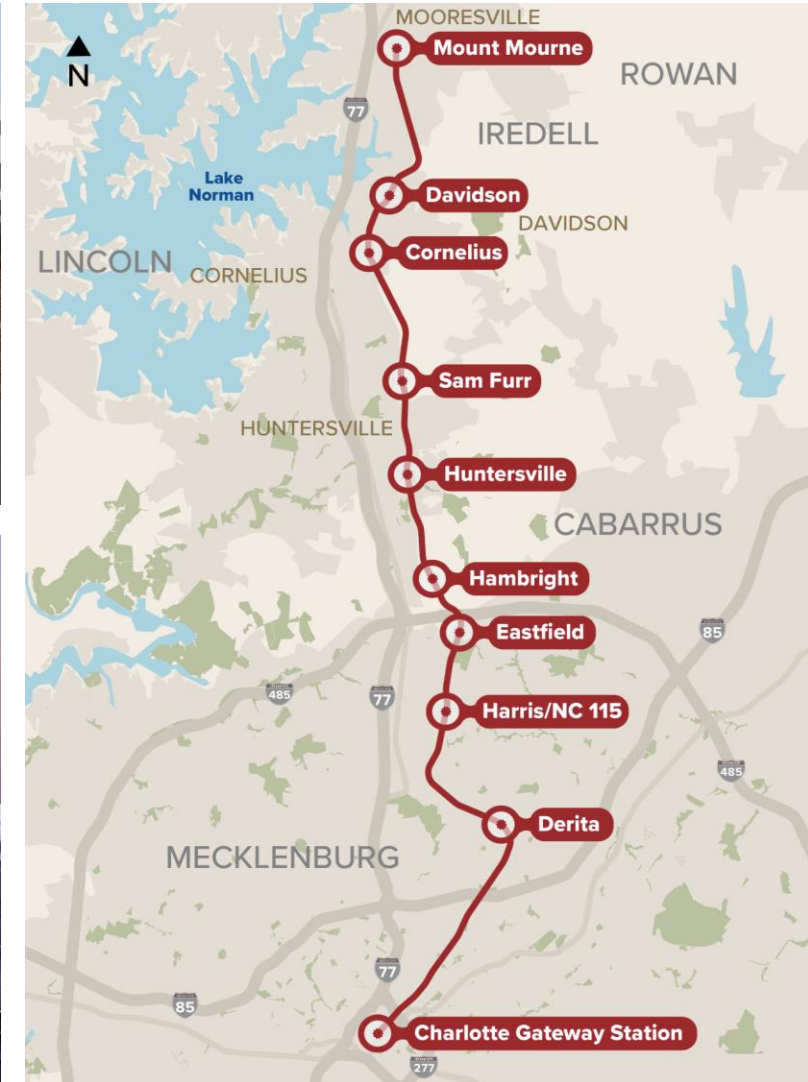
Under Design

- Red Line Commuter Rail
- Silver Line Light Rail
- Gold Line Phase 3



Original Design (2009)

- 25 Miles of track
- 10 Stations:
 - Mount Mourne
 - Davidson
 - Cornelius
 - Sam Furr
 - Huntersville
 - Hambricht
 - Eastfield
 - Harris
 - Derita
 - Charlotte
- Frequency:
 - 16-28 daily trains
 - 30-minute headway during peak
 - Hourly service off-peak





What is the "O" Line?

- The Norfolk Southern (NS) "O" Line is a single-track rail line that runs through Charlotte, Huntersville, Cornelius, Davidson, and Mooresville.
- Currently used for low-volume freight with local customers.





Why Now?

2013

Norfolk Southern passed a new passenger rail policy. Under the new policy's requirements, the Red Line was not feasible.

2023

Norfolk Southern and the City of Charlotte entered good faith discussions about whether a potential transaction of the "O" Line is reasonable at this time.



03

Project Update



Charlotte purchases Red Line tracks

- After extensive negotiations with Norfolk Southern
- Completed September 9, 2024

LOCAL NEWS

Charlotte officially purchases Red Line tracks

Charlotte purchased 22 miles of railroad tracks from Norfolk Southern for \$74 million.



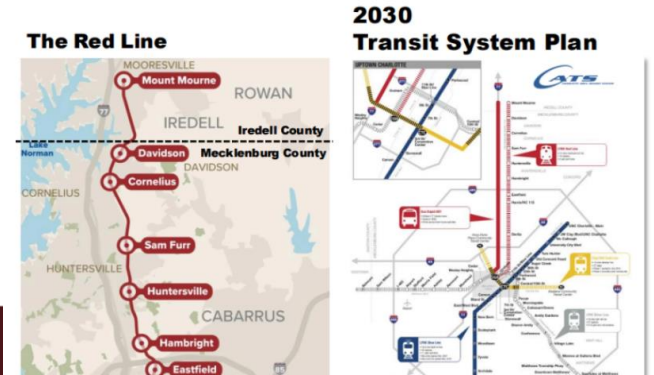
WFAE 90.7 Charlotte 90.3 Hickory 93.7 Southern Pines 106.1 Laurinburg

WFAE On Point

Politics

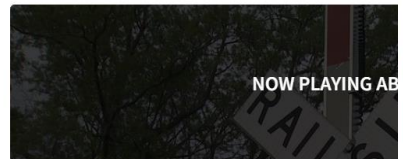
Charlotte to vote on Red Line rail track purchase Sept. 9

WFAE | By Steve Harrison
Published August 14, 2024 at 10:21 AM EDT



LOCAL City of Charlotte purchases Red Line rail

By Eli Brand, wsocvtv.com and Joe Bruno, wsocvtv.com
September 09, 2024 at 3:09 pm EDT



Charlotte City Council approves purchase necessary for Red Line rail

CHARLOTTE — A massive transit plan for Mecklenburg County is becoming a reality. After a vote last week by the Charlotte City Council, the city officially purchased the Red Line on Monday.

It's a plan that's been years in the making, and Channel 9 has tracked the Red Line's progress from its early beginning. Norfolk Southern is offering up the chance to buy the train tracks between Uptown Charlotte and Davidson, or rail line that would serve residents near the Interstate 77 corridor.

TRANSPORTATION

'Monumental step': Charlotte approves Red Line purchase

BY JENNIFER GAMERTSFELDER AND ESTEPHANY ESCOBAR | CHARLOTTE
UPDATED 10:30 AM ET SEP. 04, 2024 | PUBLISHED 9:00 AM ET SEP. 04, 2024

Charlotte City Council approved the purchase of 22 miles of the O-line right-of-way to move forward with the Red Line commuter rail project, which will connect the northern towns of Mecklenburg County to Uptown Charlotte.

Tuesday evening, all council members except for District 6 Representative Tariq Bokhari voted in favor of purchasing the existing line from Norfolk Southern for \$74 million.

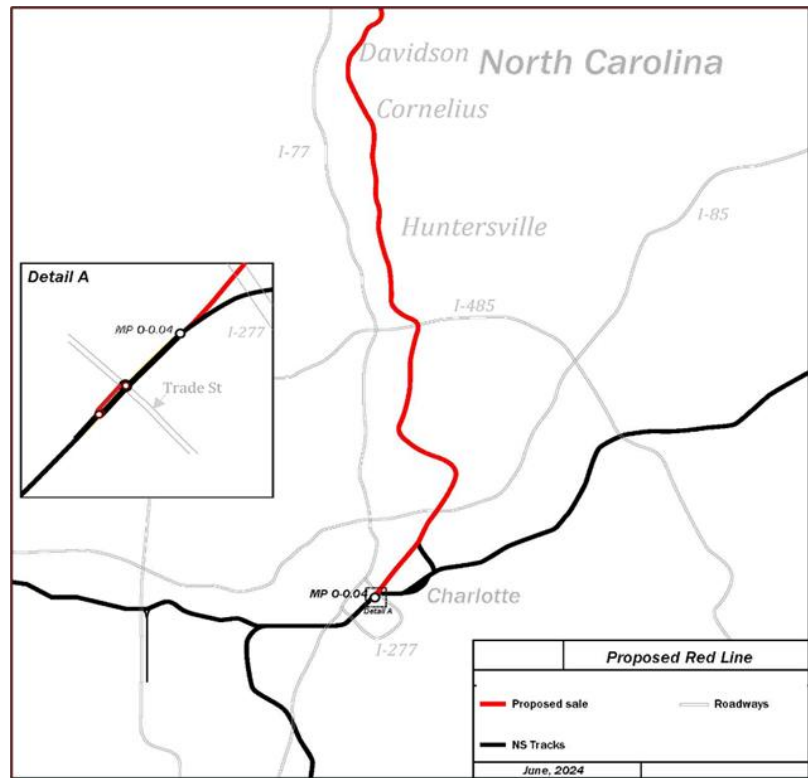
With their vote, the council also approved the \$17 million purchase of 1.6 acres of property for the Charlotte Gateway Station in Uptown Charlotte.

PURCHASE SALE AGREEMENTS

Purchase 1: O-Line Corridor

Purchased a 22-mile rail corridor (primarily a 100-foot wide charter right-of-way) from Charlotte north to Mecklenburg County line.

- **Price: \$74 million**



Purchase 2: Red Line Gateway Station Property

Purchased approximately 1.6 acres adjacent to Gateway Station for a Red Line station and station tracks.

- **Price: \$17 million**



COMPREHENSIVE RAIL AGREEMENT (CRA)

This agreement protects the City and the future Transit Agency's rights to operate commuter rail and defines terms with Norfolk Southern (NS) for shared use of corridor.

Freight Service Rights

NS maintains the right to service customers along the line.

Improvements Necessary for Commuter Rail Operation

To commence commuter operations, the Red Line Commuter Rail Project shall:

- Upgrade track for commuter service
- Build passing tracks necessary to maintain freight service with shared commuter service
- Build an additional track for NS operations near Charlotte Gateway Station.

Maintenance & Dispatching

Before commuter rail service, NS will maintain corridor and dispatch. After commuter rail service, Transit Agency will maintain corridor with dispatching provided by either NS or Transit Agency.

Option to Extend into Iredell County

- This option can/will be assigned to Transit Agency and **only exercised with approval by Iredell and Mooresville.**
- Options include either a **purchase or an operating agreement**, which must be mutually agreed upon by Norfolk Southern.

05

CURRENT DESIGN PHASE



Project Scope



Updated design and
Uptown Alignment



Station Locations



Cost Estimate



Public Involvement
and Stakeholder
Coordination



Vehicle Maintenance
Facility



Vehicle Technology



Service Frequency



15% Design by
Early-2025

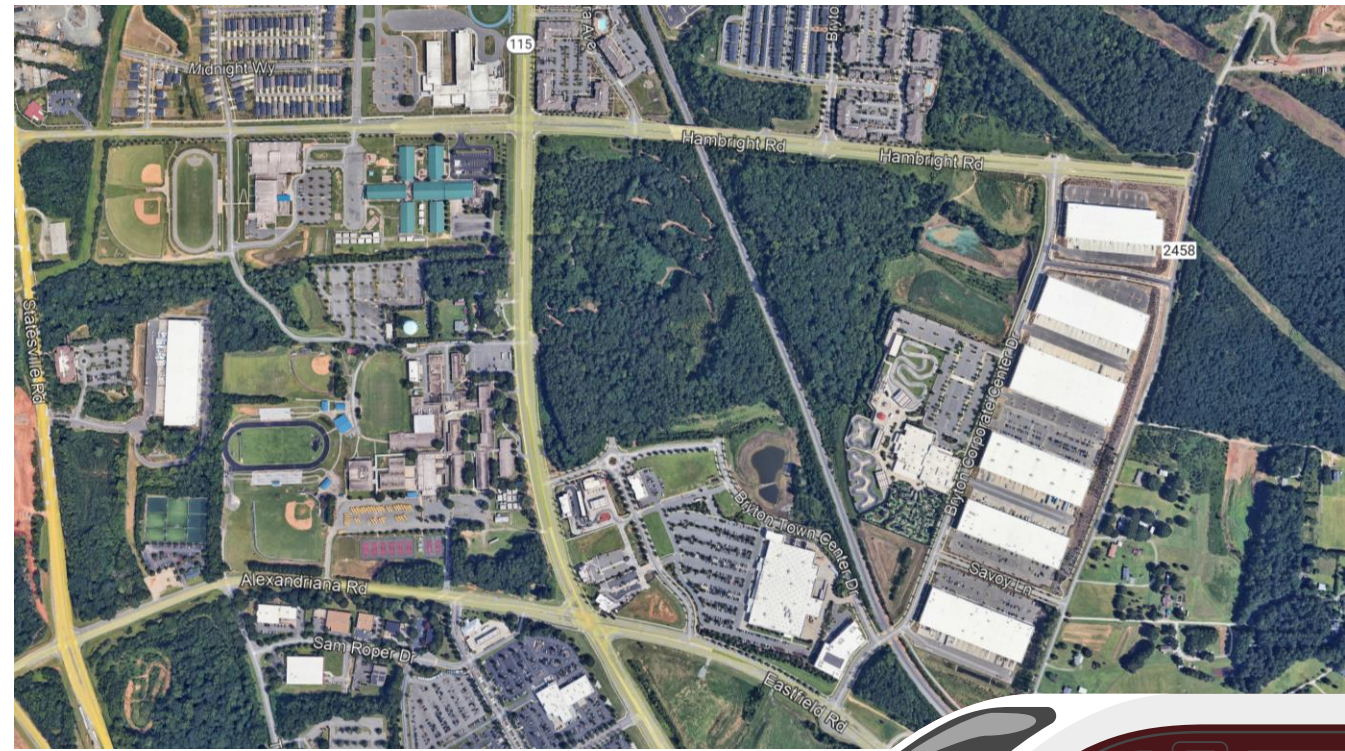


Changes in the Corridor – Station Area Land Use

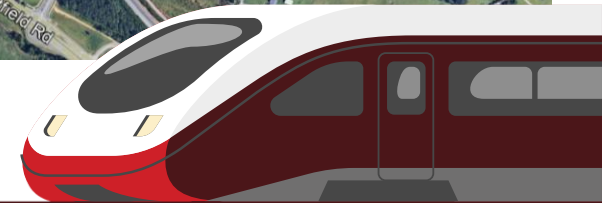
Hambricht Station Area (Bryton Development)



2009



2023

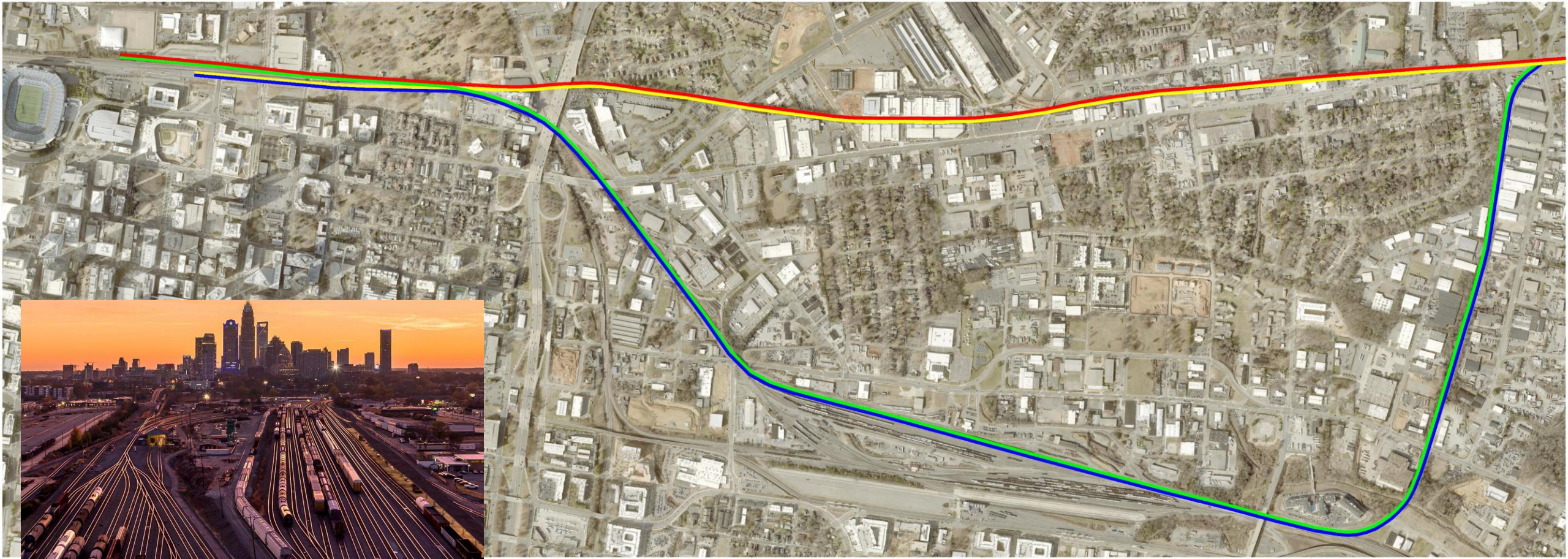


Changes in the Corridor – New Development

Camp North End



Changes in the Corridor – Uptown Alignment



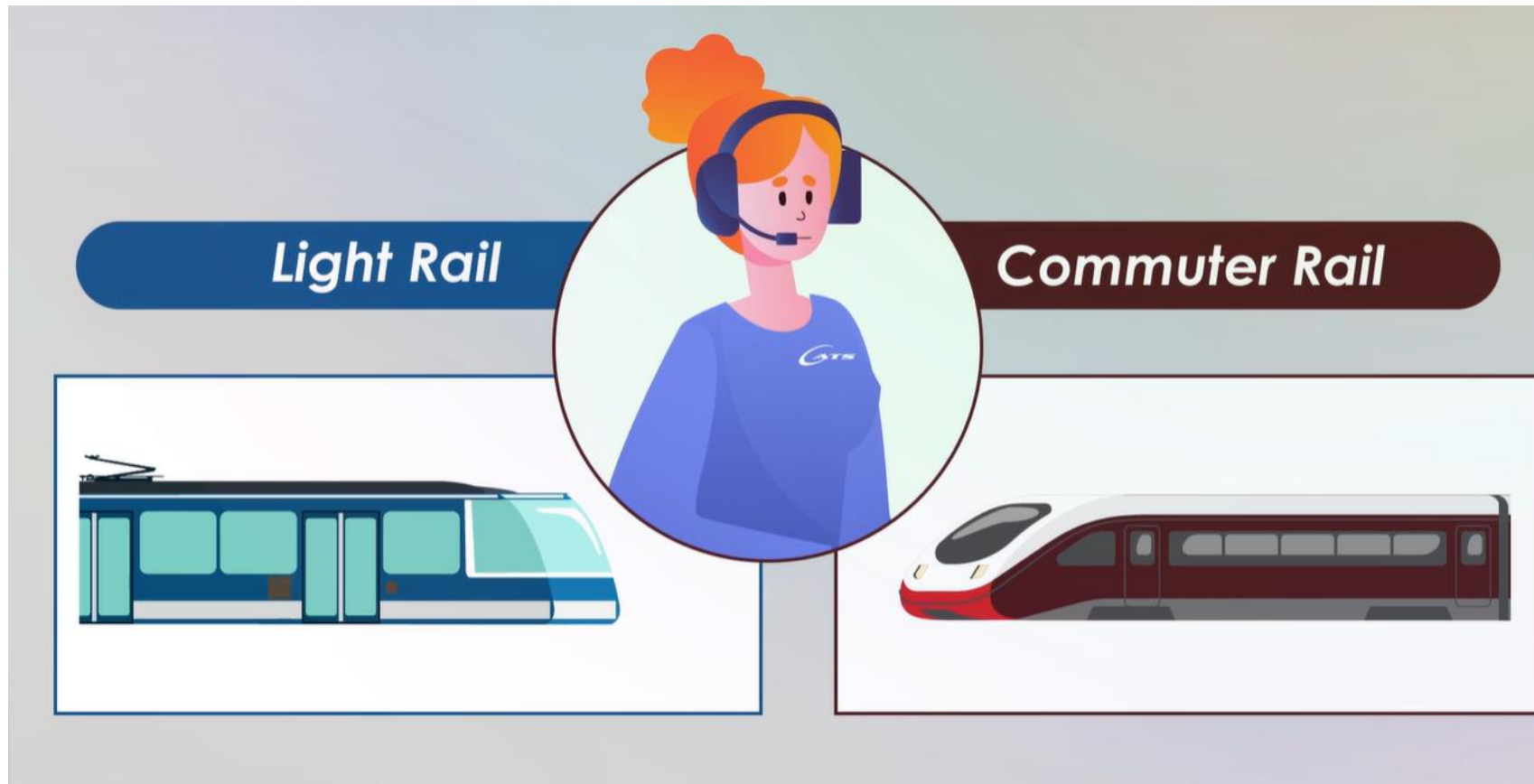


Charlotte Gateway Station

- Connections to Gold Line, Silver Line, Red Line, Amtrak, Greyhound, local and express buses, and rideshare
- Access to entertainment and sports venues
- Phase 1 – Infrastructure
 - Construction completed in October 2022.
- Phase 2 – Master Developer
 - Transit hub, residential, commercial, retail, and transportation infrastructure.



Commuter Rail vs. Light Rail



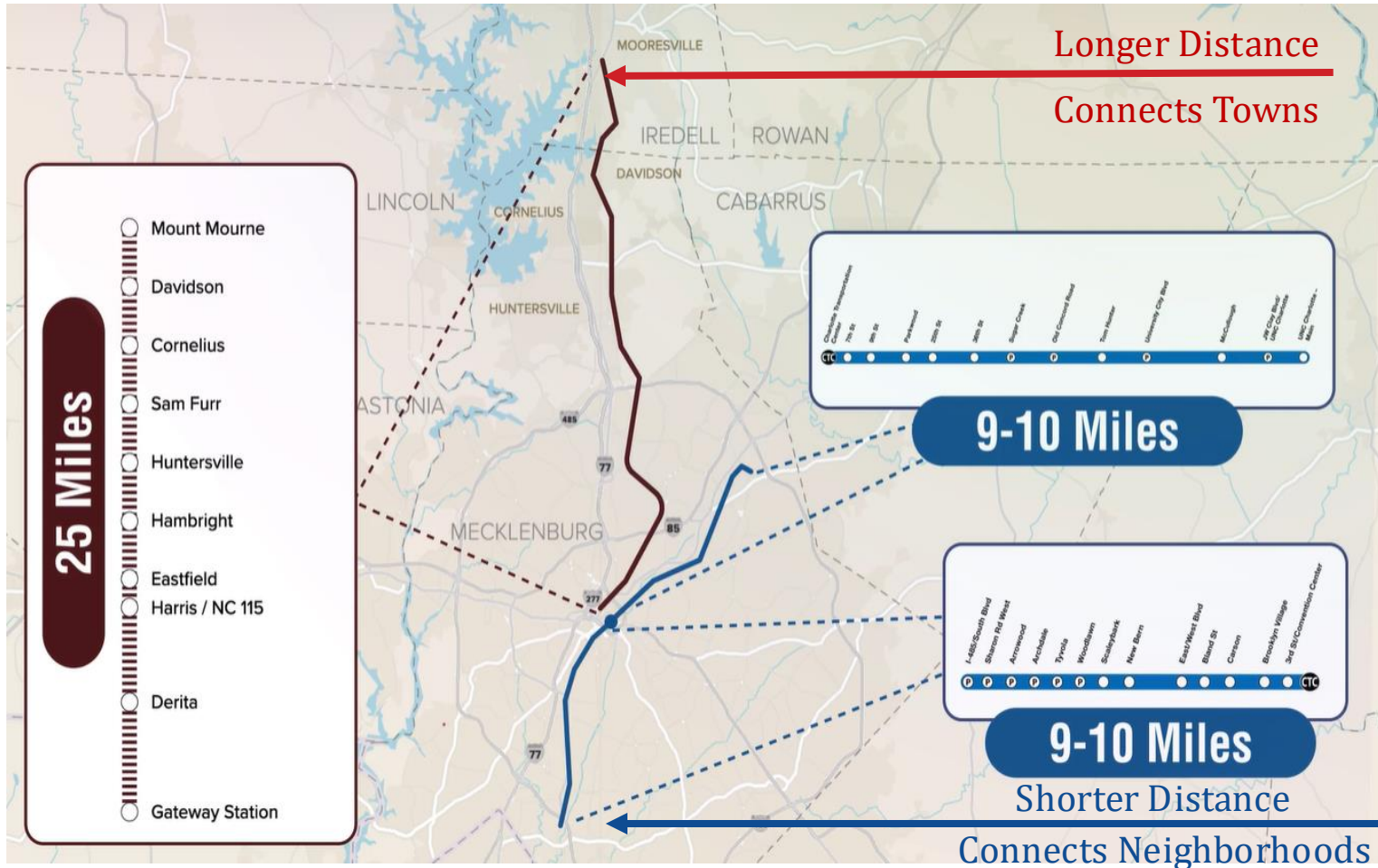
Scan the QR Code
to watch video



or go to Project Resources at
charlottenc.gov/CATS/Red-Line



Commuter Rail vs. Light Rail



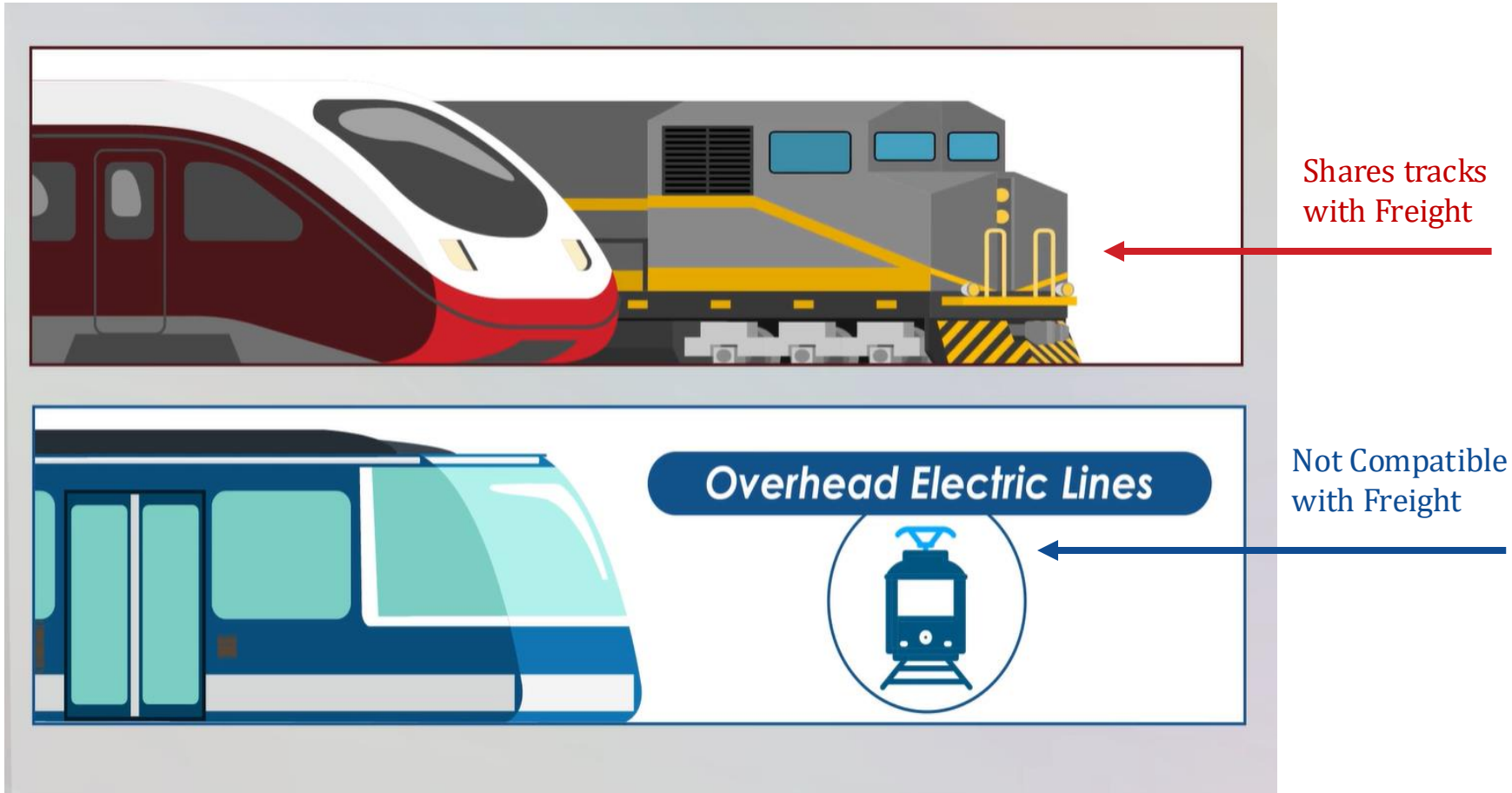
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Commuter Rail vs. Light Rail



Scan the QR Code to watch video



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Vehicle Technology

An early decision point is to select the most appropriate vehicle type:



Locomotive with coaches
*traditional train engine pulling
coach cars*



Multiple unit trainset
*each car has its own engine and can
run independently or connected*

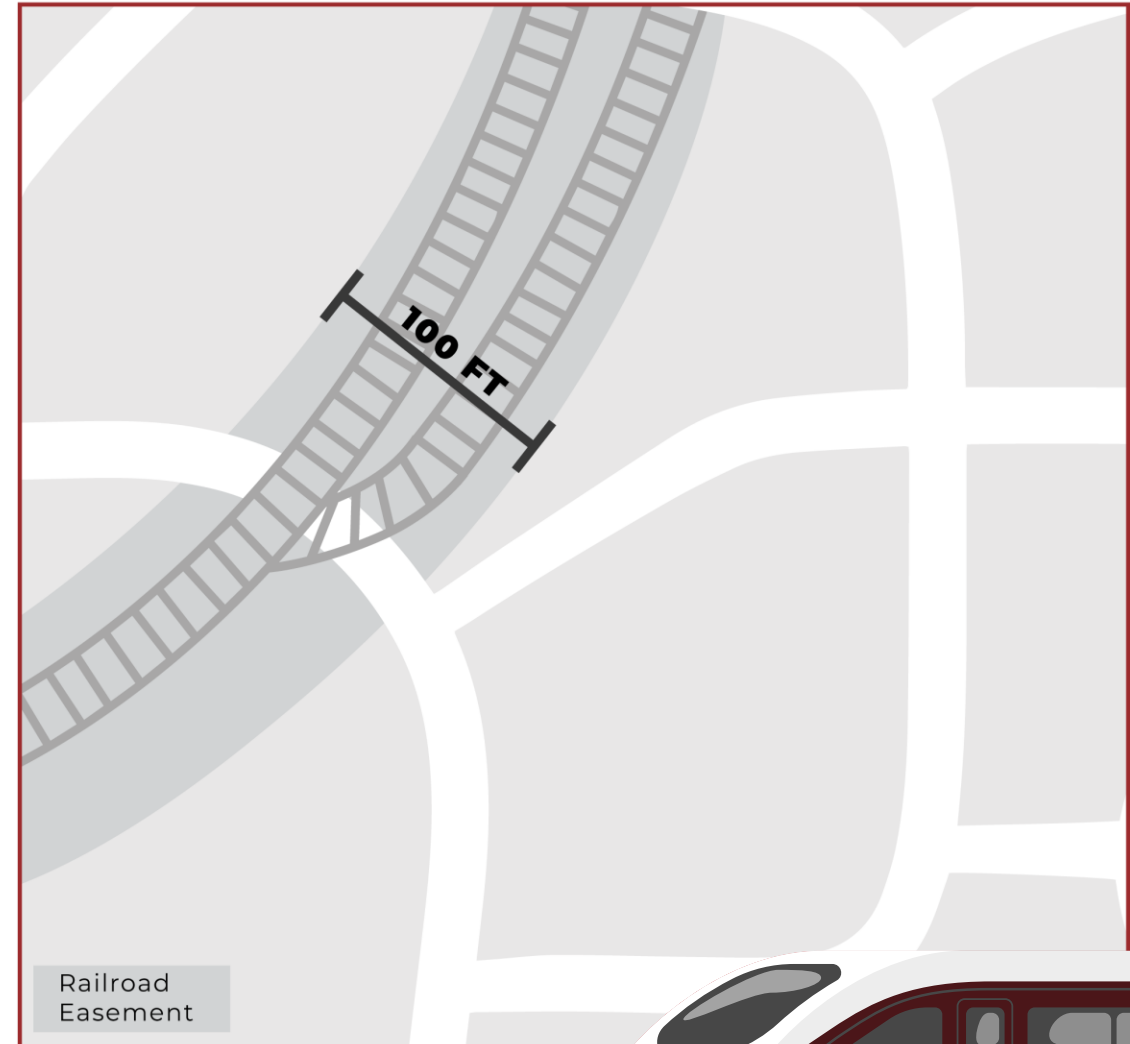
Evaluation factors:

- Ridership
- Service frequency and trip times
- Emission requirements
- Station quantity, spacing, and platforms
- Signaling
- Track type, class and limits
- Bridge limits and vehicle clearances
- Compatible with freight traffic
- Fuel type (diesel, biodiesel, electric battery or hydrogen)



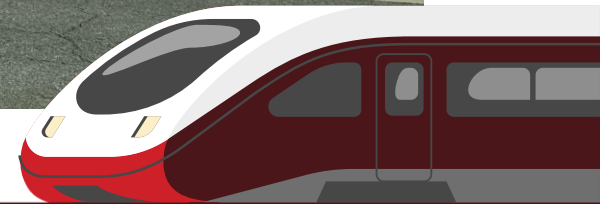
Tracks and Right of Way

- Norfolk Southern has a 100-foot wide railroad easement from Charlotte to Mooresville.
- Currently a single-track line with existing areas of double track for passing sidings.
- The tracks would be upgraded for the commuter rail service.
- Collaborating with Norfolk Southern on where additional passing sidings would be needed to maintain freight service to local customers and to improve commuter rail service.

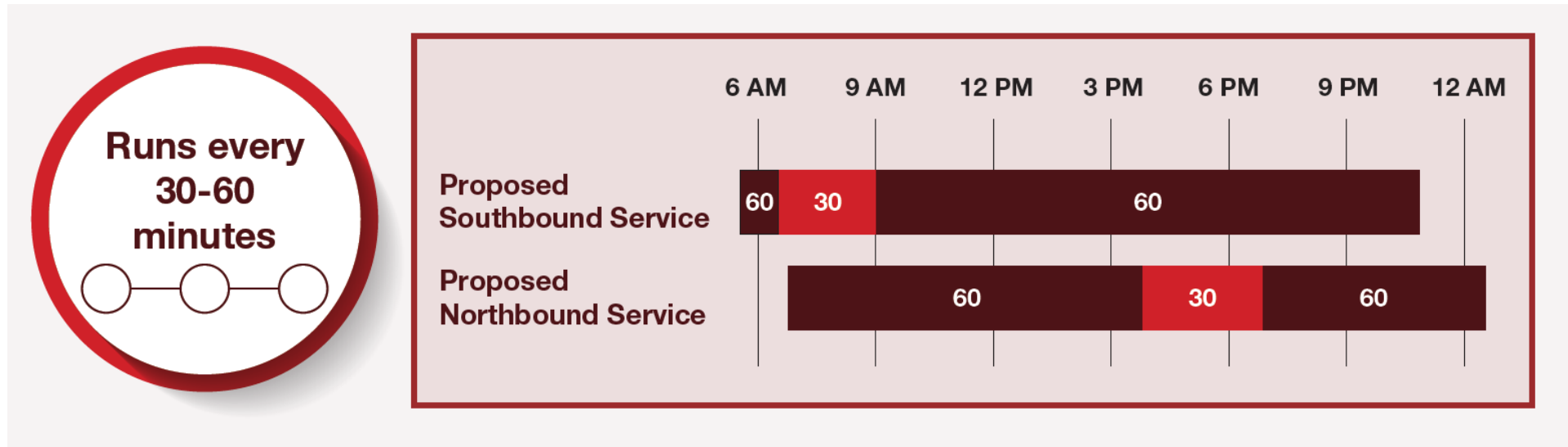


Grade Crossings

- Project Team is assessing grade crossings to see what's changed.
- Grade crossing protections will be evaluated with the stakeholders and railroad.
- At a minimum protection for public road crossings will include gates and flashing lights.



Proposed Service Frequency



- Peak times for 30-minute service
- Off-peak times for 60-minute service
- Weekend Service and Special Events
- About 42 Trips per day (21 in each direction)
- Approximately 45-48 Minutes from Mount Mourne to Charlotte Gateway Station
- Approximately 41-44 Minutes from Davidson to Charlotte Gateway Station



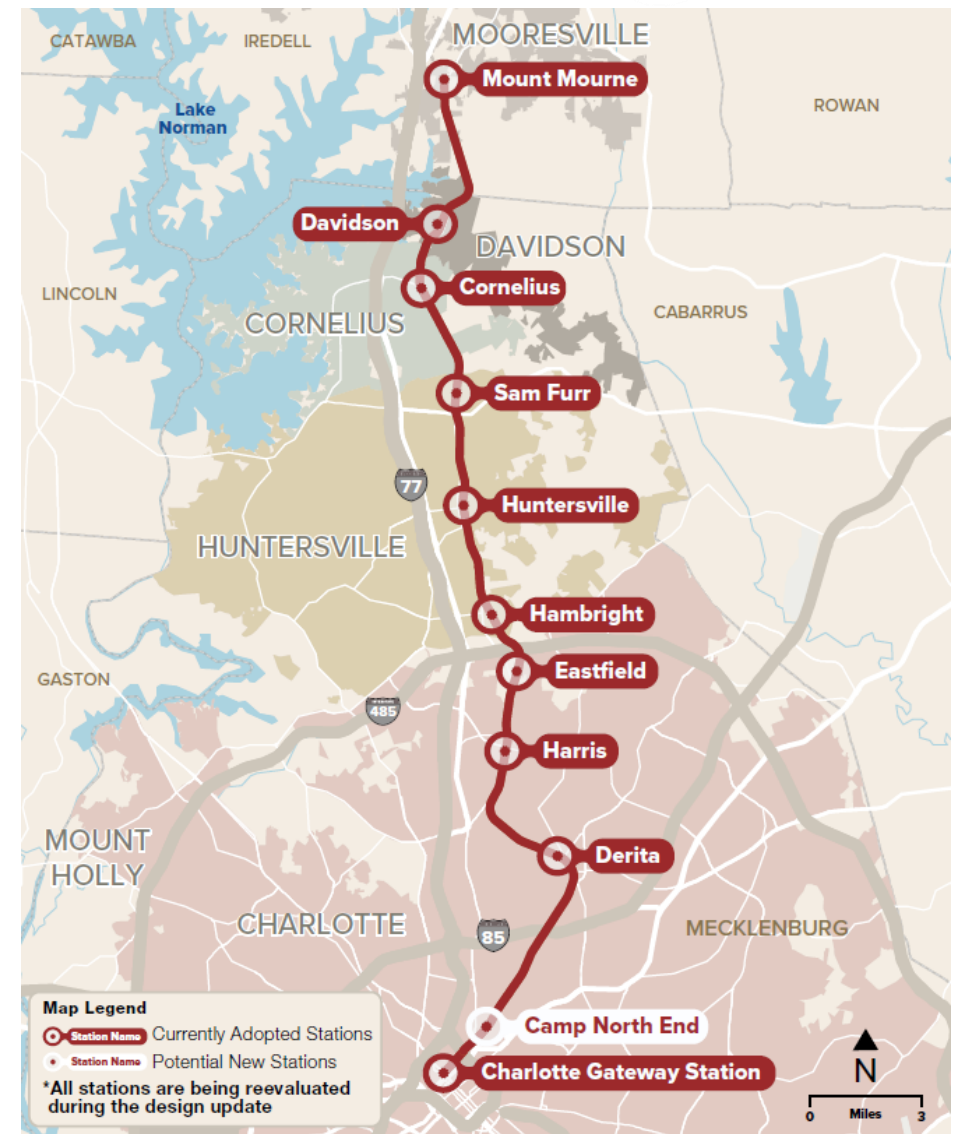
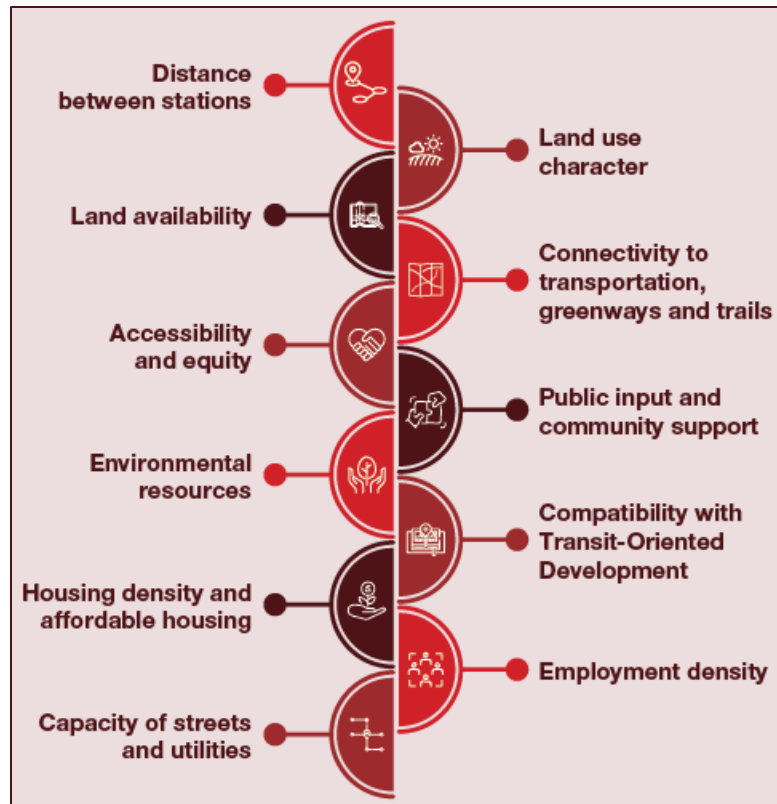
Vehicle Maintenance Facility (VMF)

- The location identified in the original design is no longer feasible.
- Currently assessing potential locations throughout the corridor
- Incorporate building design into existing community character.



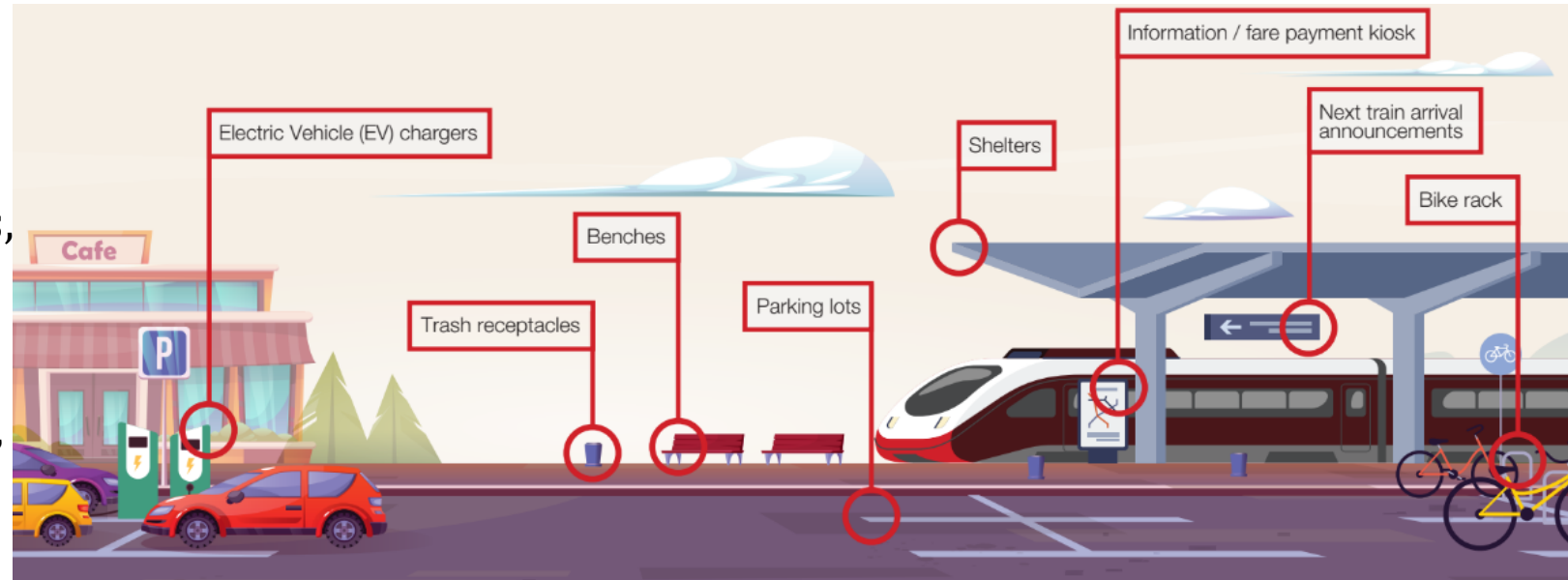
Station Location Evaluation

The previously identified station locations are being re-evaluated. In collaboration with the Towns, we are considering:



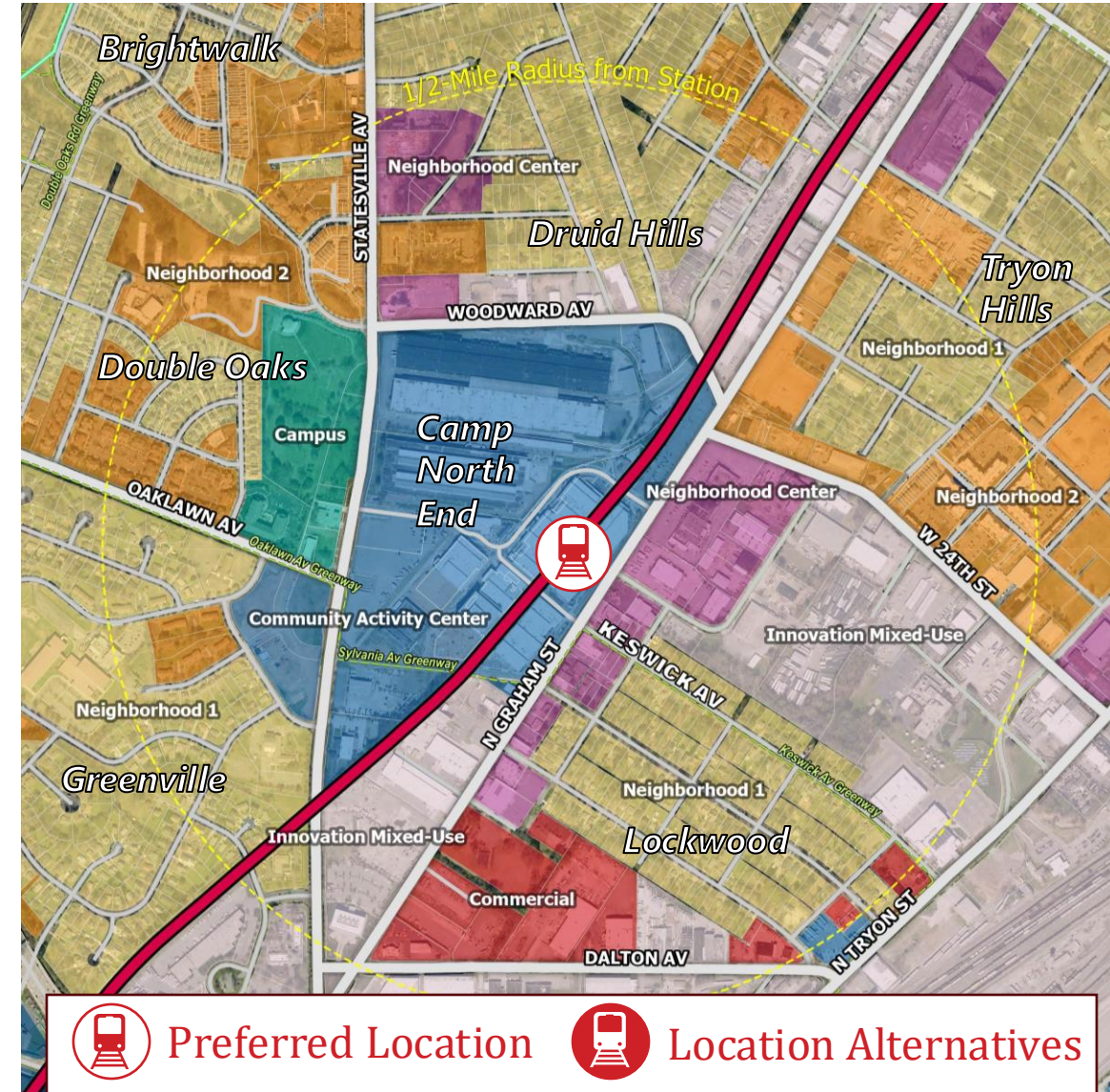
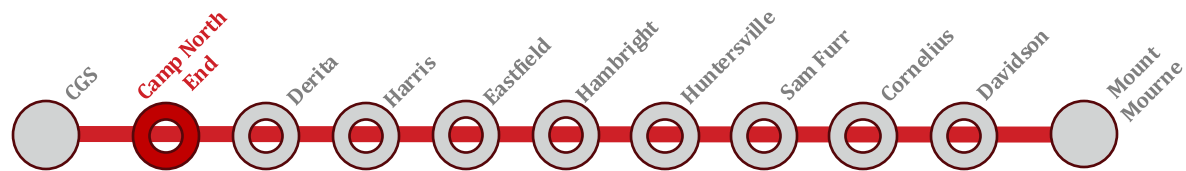
Mobility Hubs

- Designated spaces to connect residents with several transit options for first/last mile connections
- Transit options can include local bus service, rail service, park and rides, rideshare, electric scooters and bikes, and access to greenways
- Amenities can include Electric Vehicle (EV) charging stations, Wi-Fi, bike racks and greenspaces.
- Collaborating with the Seam Trail



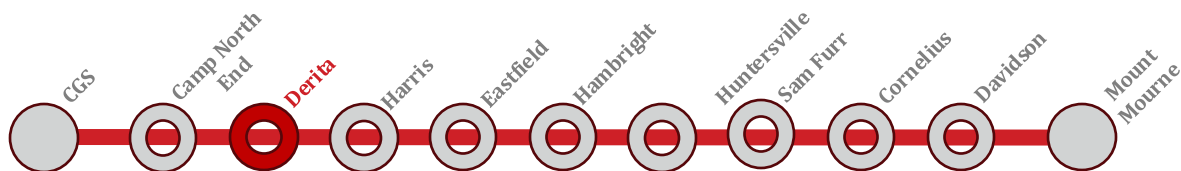
Camp North End

- Not in the Original Design; analyzing as a possible alternative
- Significant current and future development potential
- Convenient & equidistant location to serve Greenville, Lockwood, Double Oaks, Tryon Hills and Druid Hills



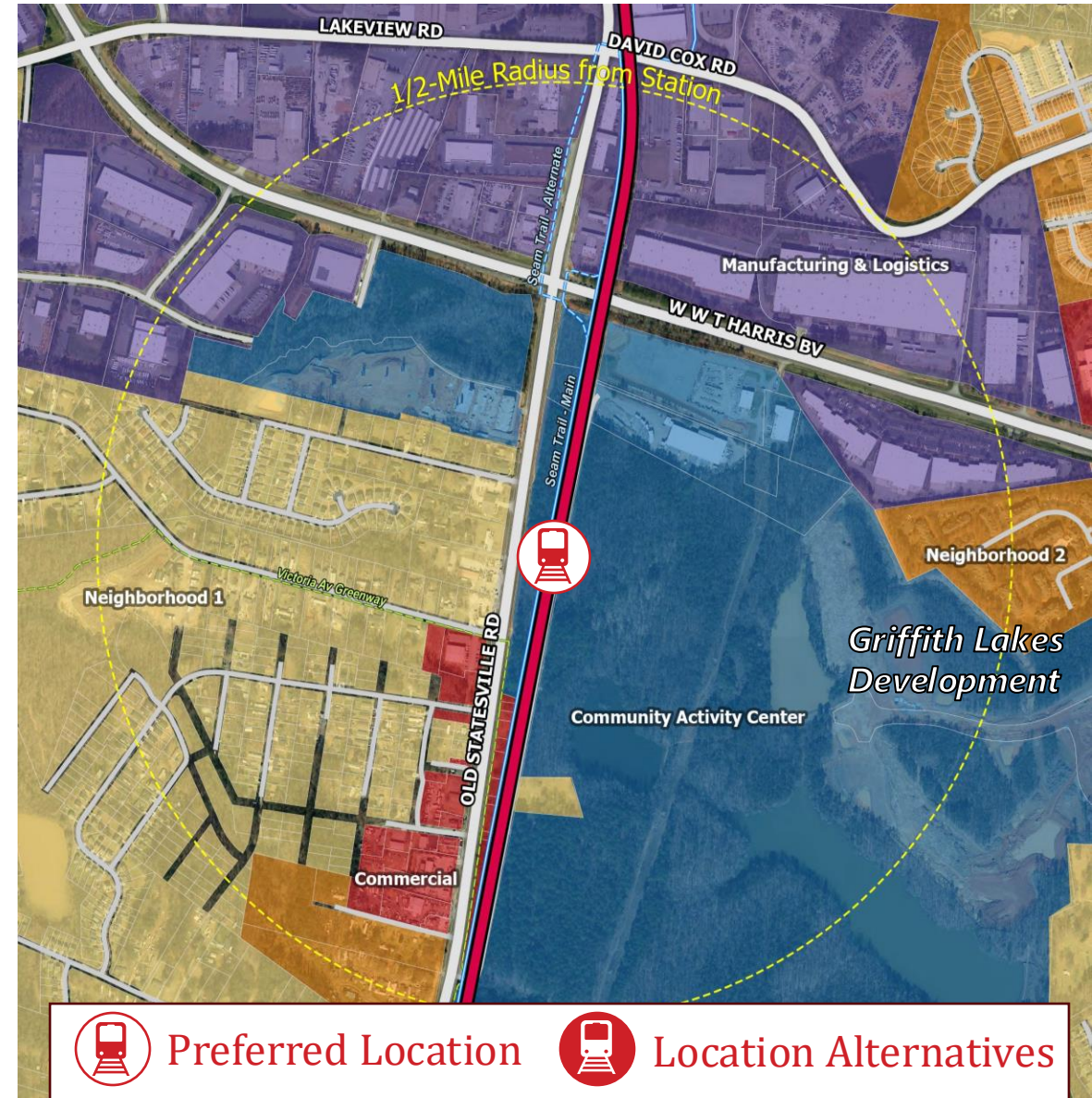
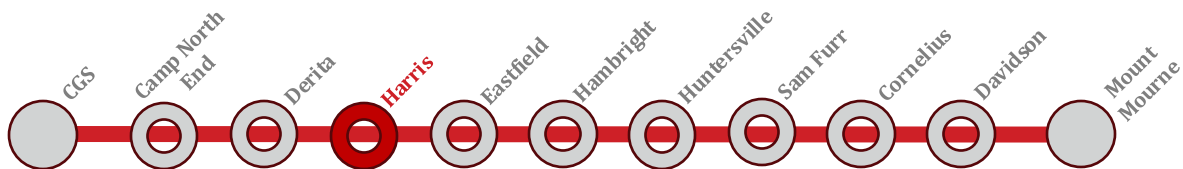
Derita Station

- Original Location north of Nevin Rd
- Analyzing Option south near Sugar Creek Rd and Graham St
 - The Derita Community asked about this location.
 - Requires a slight track shift



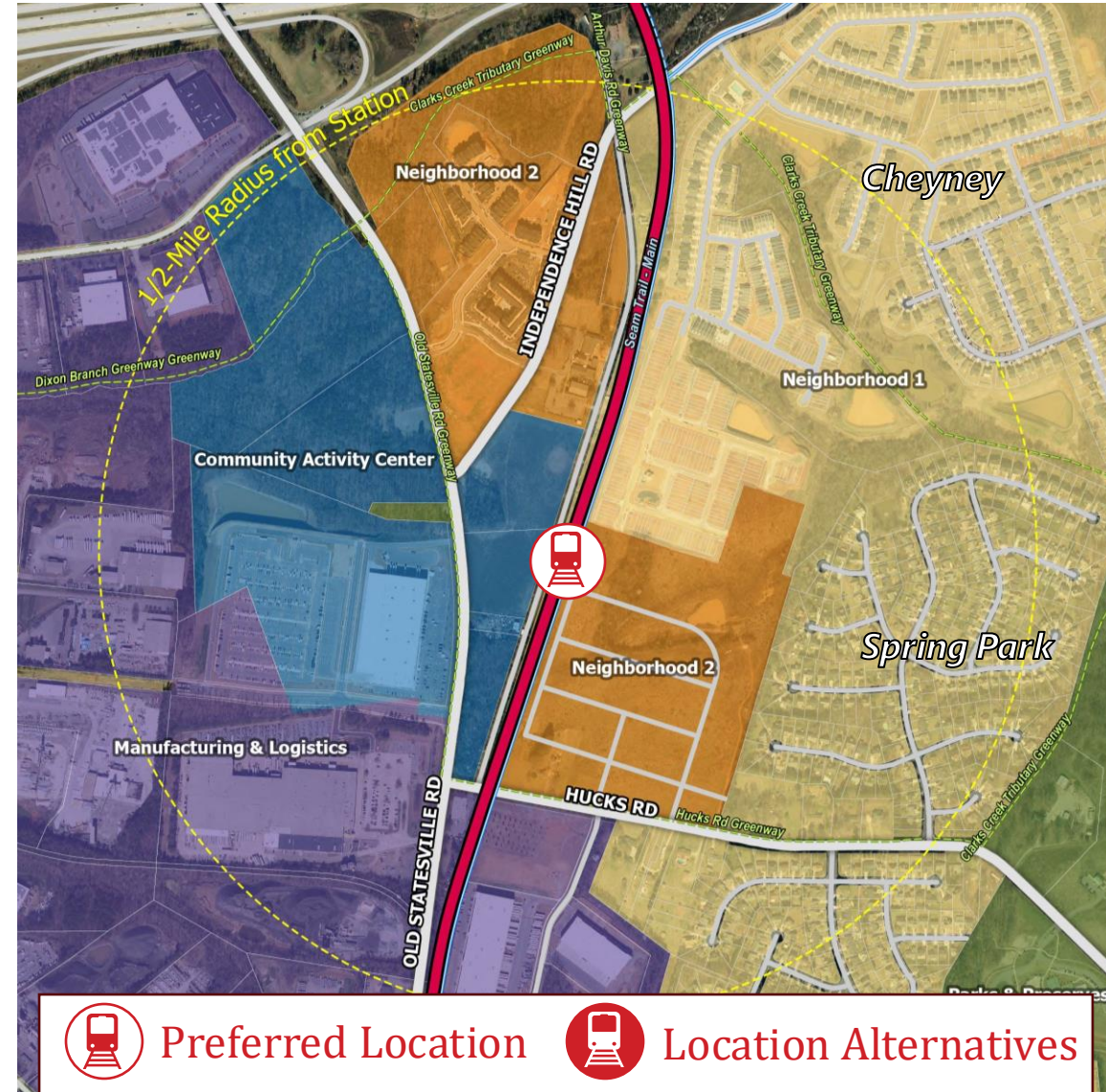
Harris Station

- Preferred Location slightly south of the 2009 original location
 - Ongoing coordination with Griffith Lakes development to the east
 - Developer's Approved Site Plan already anticipates the station location.



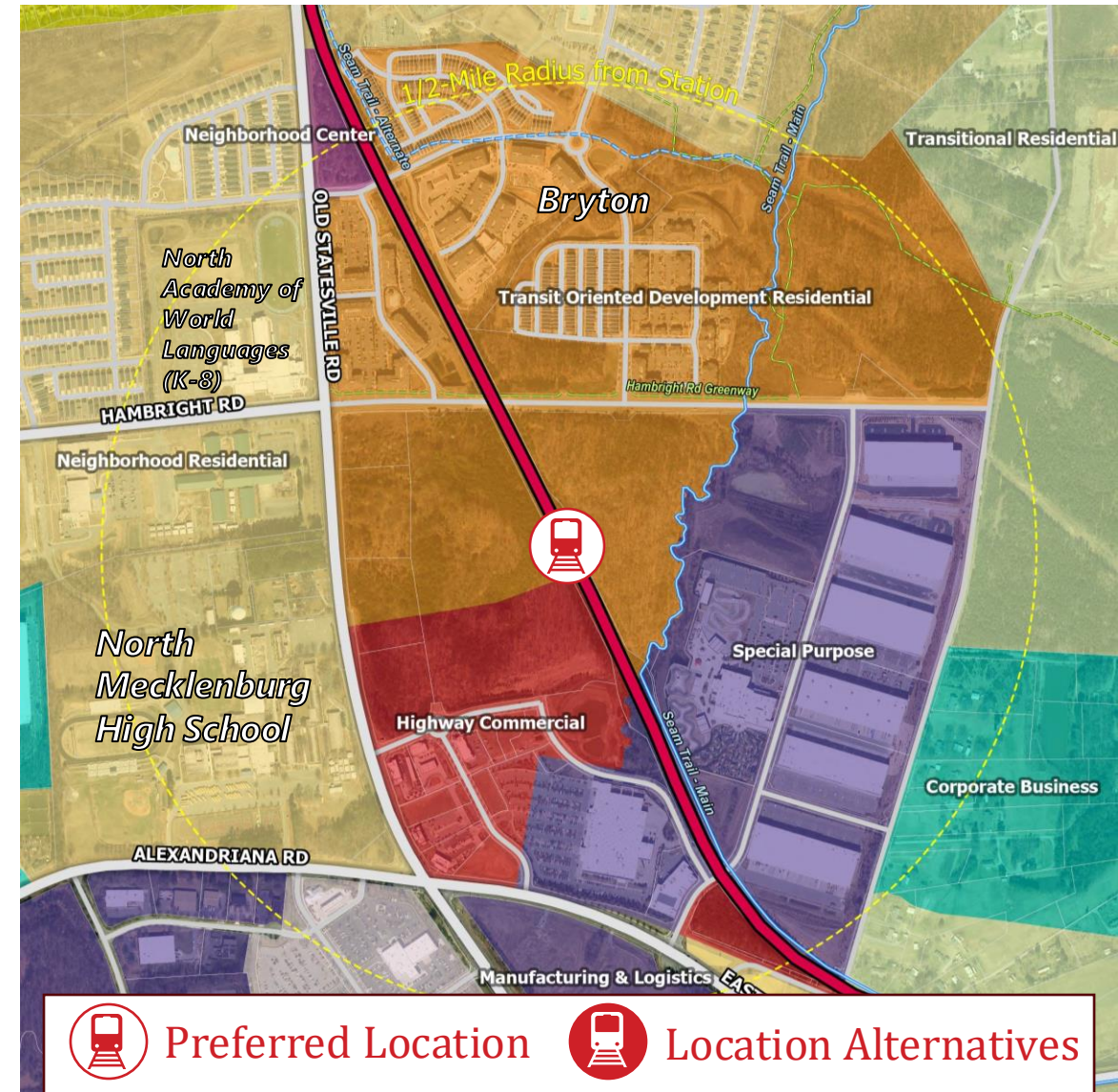
Eastfield Station

- Preferred Location slightly south of the 2009 original location
 - Provides greater connectivity to Statesville Road
 - Potential for Park and Ride with Access from I-485



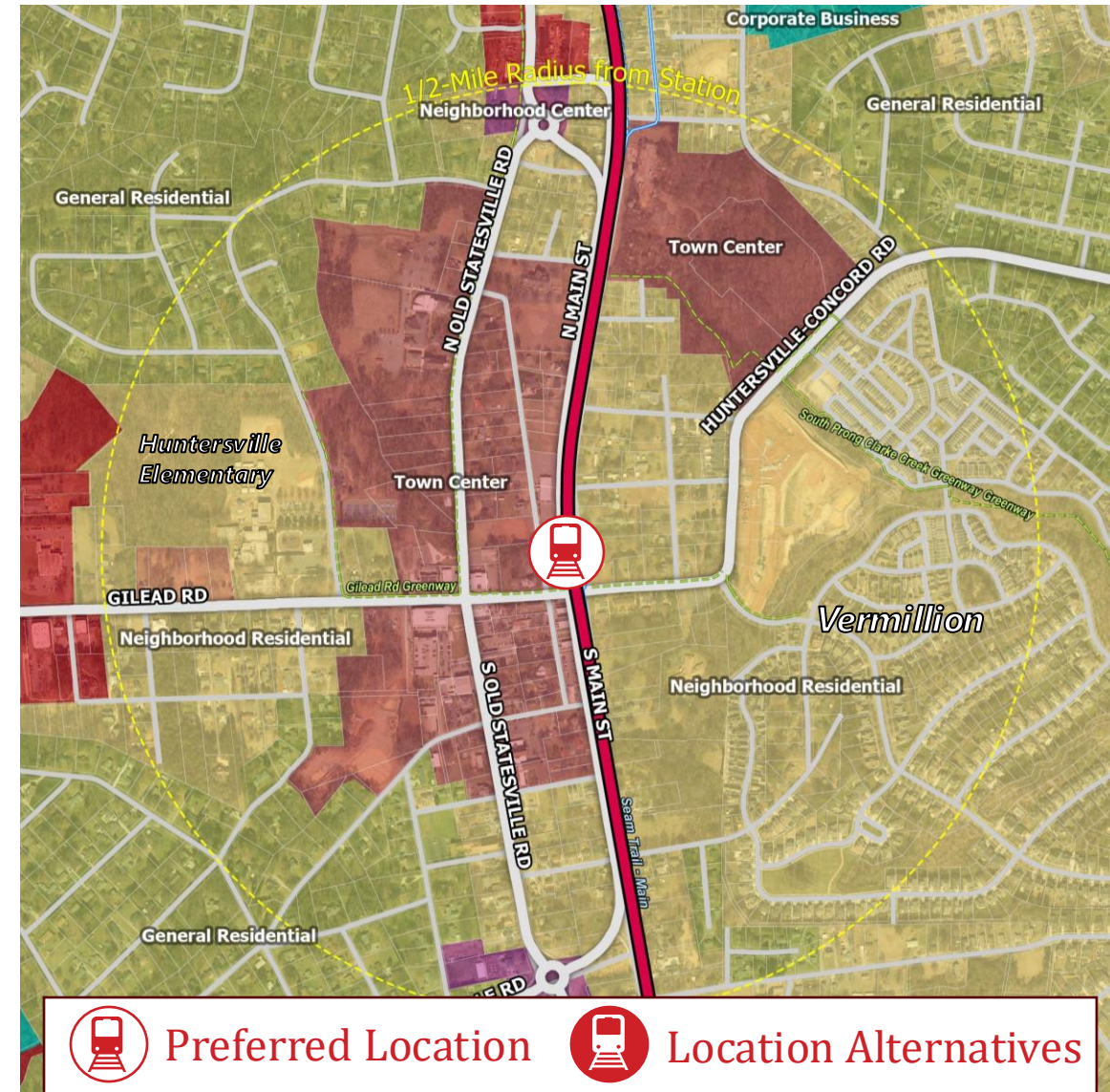
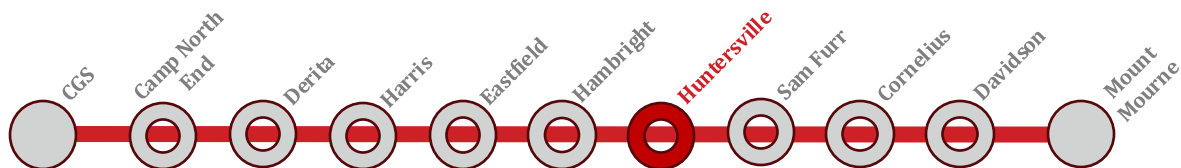
Hambright Station

- Preferred Location similar to the 2009 original location
- Concept maximizes undeveloped land and proximity to shopping
- Improves East/West access locally in future development fabric to access the station
- Improves greenway connections



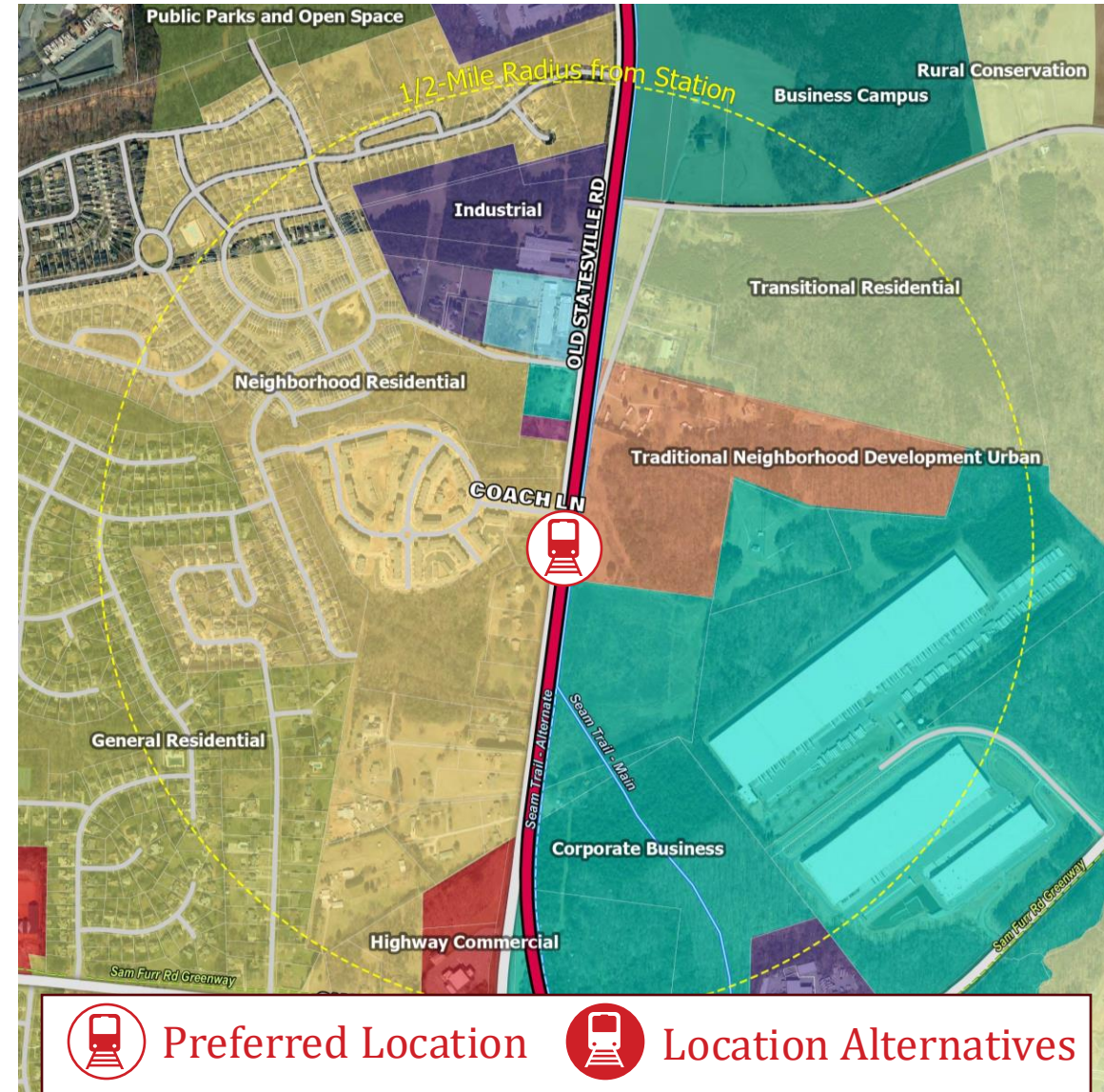
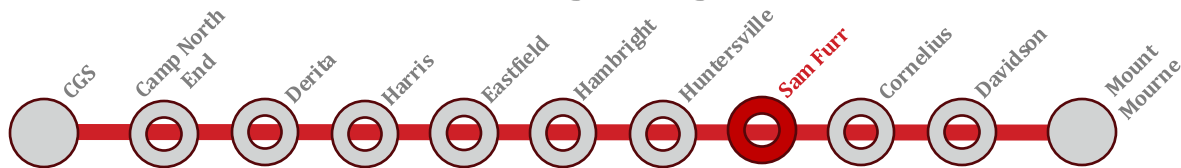
Huntersville Station

- Preferred Location is the Original location
 - Located at the town center
 - Good greenway connectivity
 - Design team is analyzing both sides of the track for the station platform
 - Coordination with the Town on-going



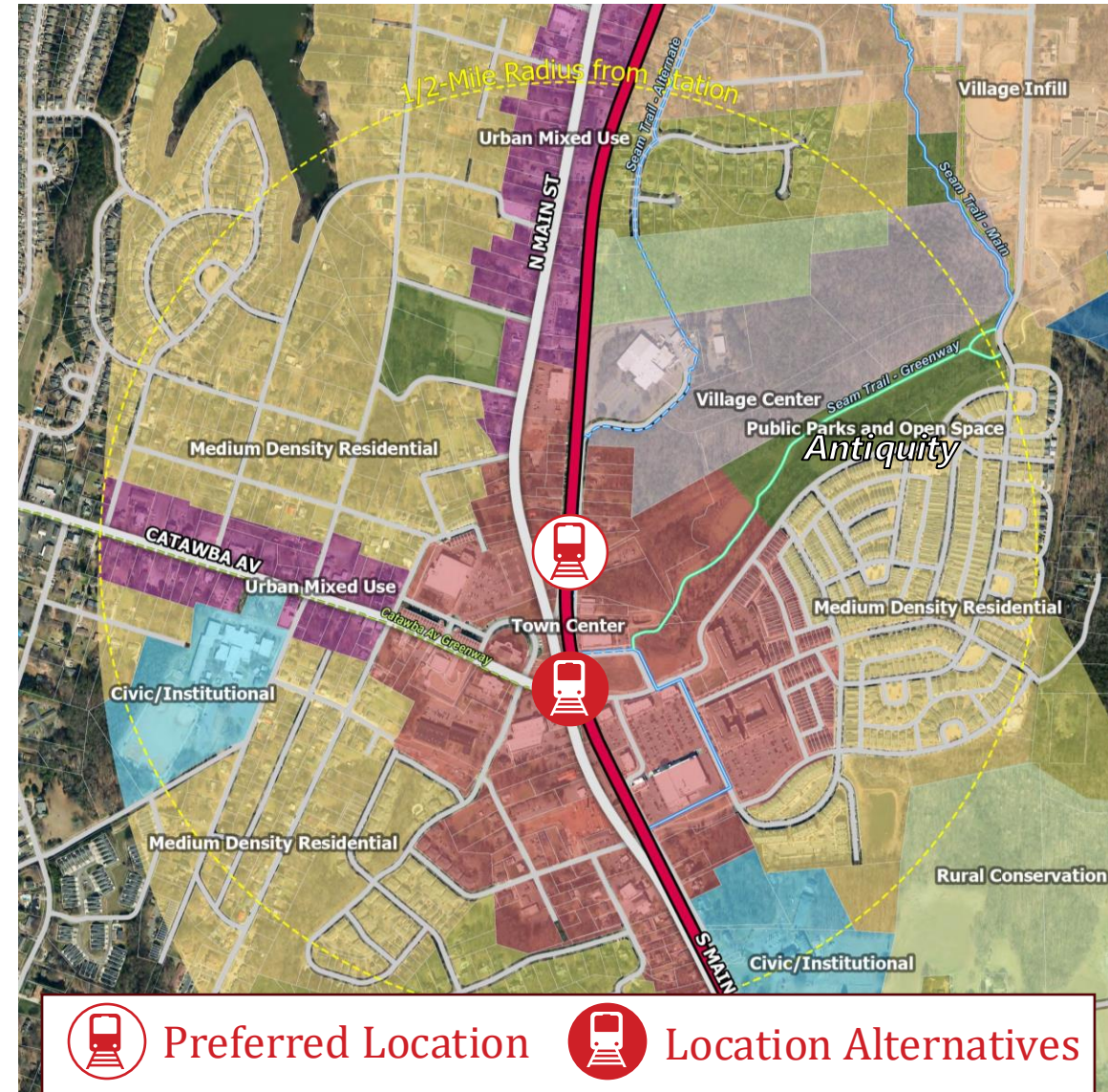
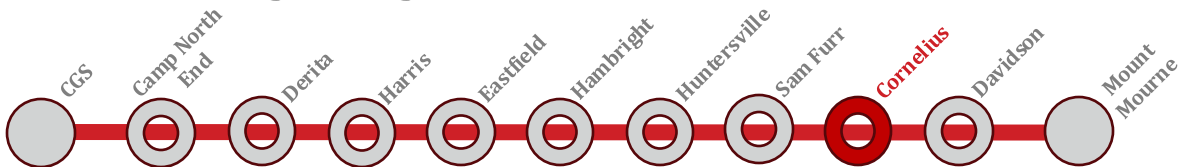
Sam Furr Station

- Location tied to future Sam Furr Bridge
- Future development on east side of tracks
- Platform shifted slightly North from the original location to align with upcoming development and Coach Lane's east/west access
- Coordination with the Town and developer on-going



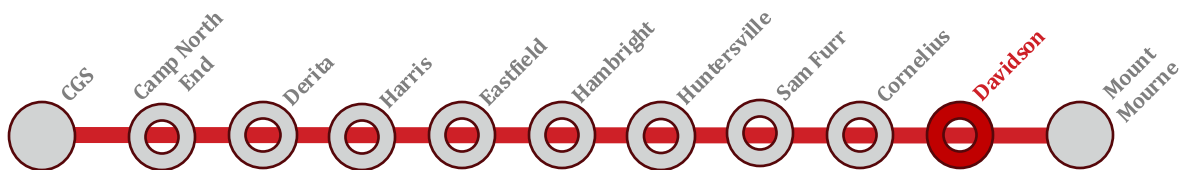
Cornelius Station

- Original Location is where Antiquity has built out
- Preferred Location - North of Catawba Avenue
- Location is part of the current Downtown Master Plan study
- Best location to directly access the Antiquity Greenway
- Coordination with the Town on-going



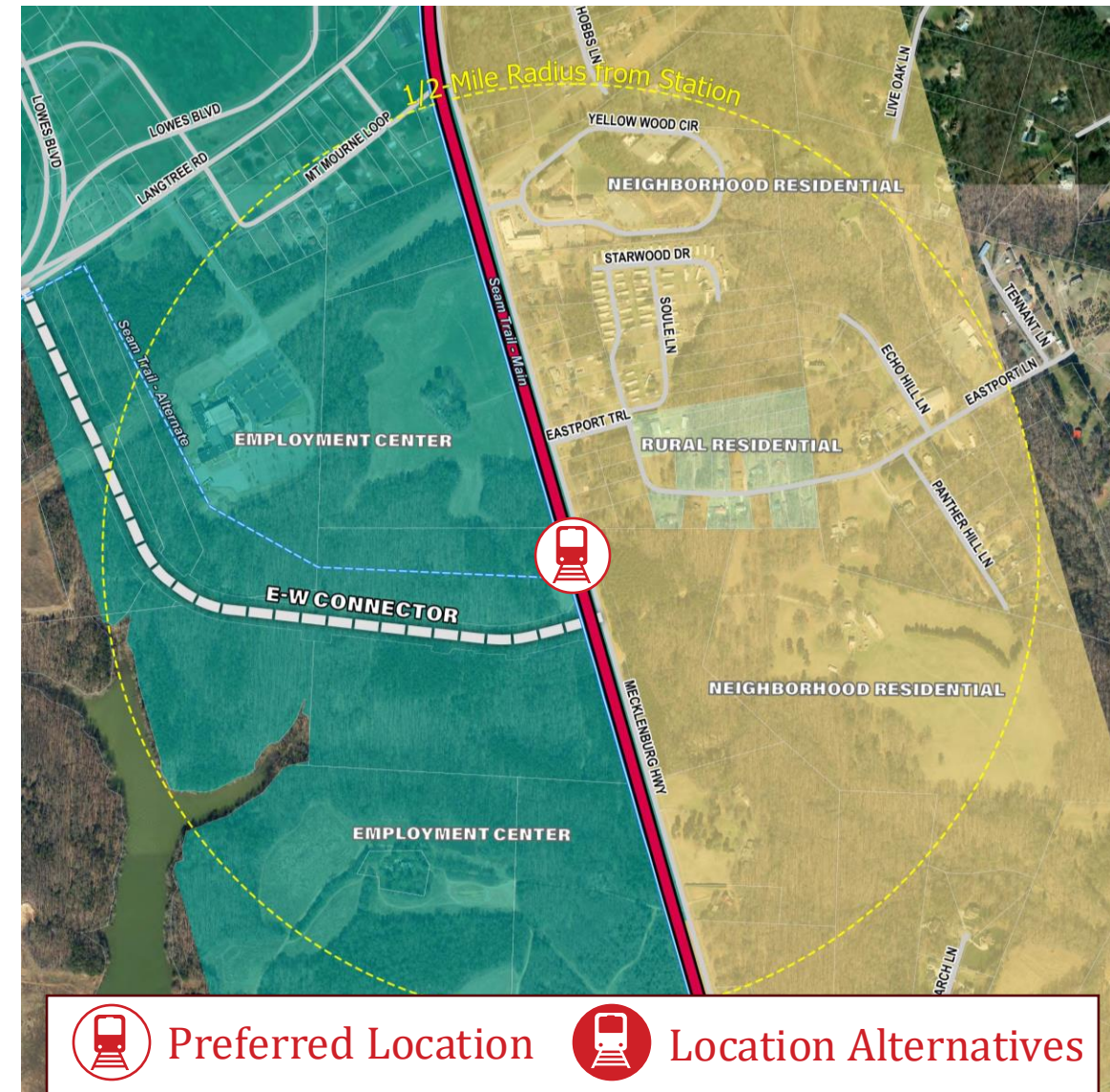
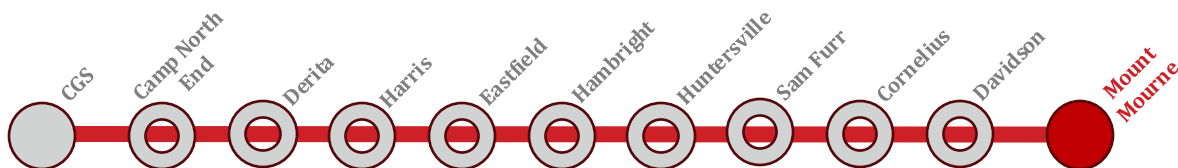
Davidson Station

- Preferred Location
 - On the north side of Griffith Street
 - Additional coordination with Town and community
 - Opportunity for Public Partnership with the Town-owned parcel at the Preferred Location



Mount Mourne Station

- Preferred Location
 - South of 2009 Original Location closer to the future East-West Connector
 - Major development plans along the future roadway
 - Coordination with the Town and the developer on-going



 Preferred Location  Location Alternatives

Virtual Interactive Map

Scan the QR Code to view map



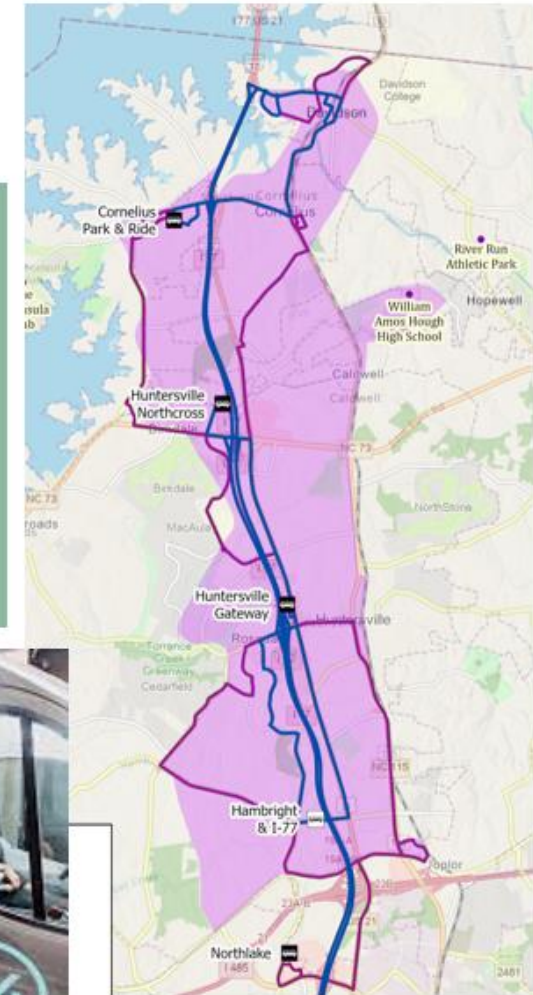
or go to Project Resources at charlottenc.gov/CATS/Red-Line



Micro Transit

What is it?

- ▶ On-demand type of transit service:
 - Provides important first / last mile connections
 - Acts as a feeder service to connect riders to frequent transit routes
 - Operates within a designated zone or boundary
 - Uses smaller transit vehicles



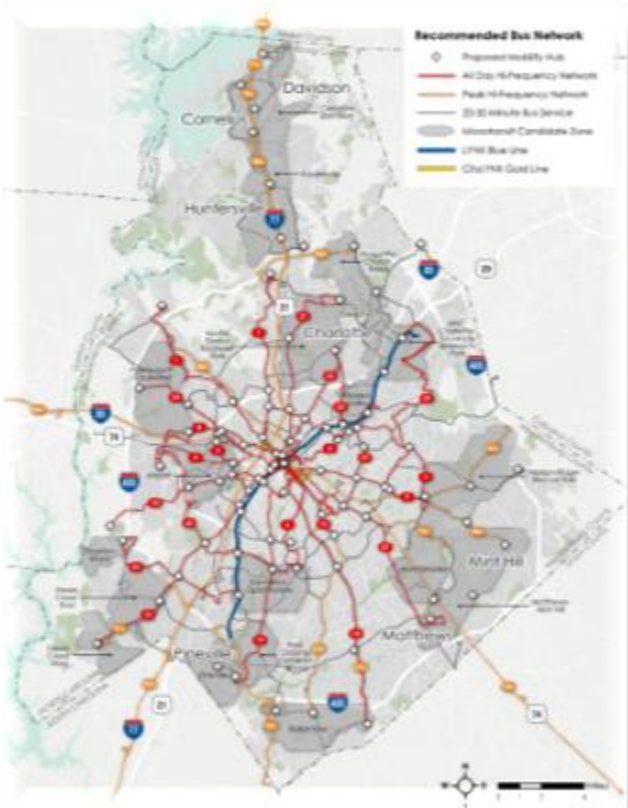
Micro Transit Service Rollout

- ▶ Vendor selection completed
- ▶ Dedicated provider and new booking tool
- ▶ Early 2025 implementation
- ▶ Initial Service Span: **6am-7pm**, 7-days a week
- ▶ Initial Fare: **\$2.20**
- ▶ Wait time no longer than 30 minutes
- ▶ Will initially overlap with existing local bus service
 - ▶ Village Rider 97, 98, 99.
 - ▶ Route 290 Davidson
 - ▶ Routes proposed to be phased out in Summer 2025



Transit System Plan Update

- 1-cent sales tax in Mecklenburg County
- \$19.4 Billion in potential tax revenue over 30 years
- NC General Assembly authorization needed to put on ballot
- Targeting November 2025 ballot measure for Mecklenburg voters
- Starting an update of a fiscally constrained Financial Plan and Implementation Schedule of the Better Bus Plan and the Rapid Transit Corridor System Plan



**Better Bus
Envision My Ride System Plan**

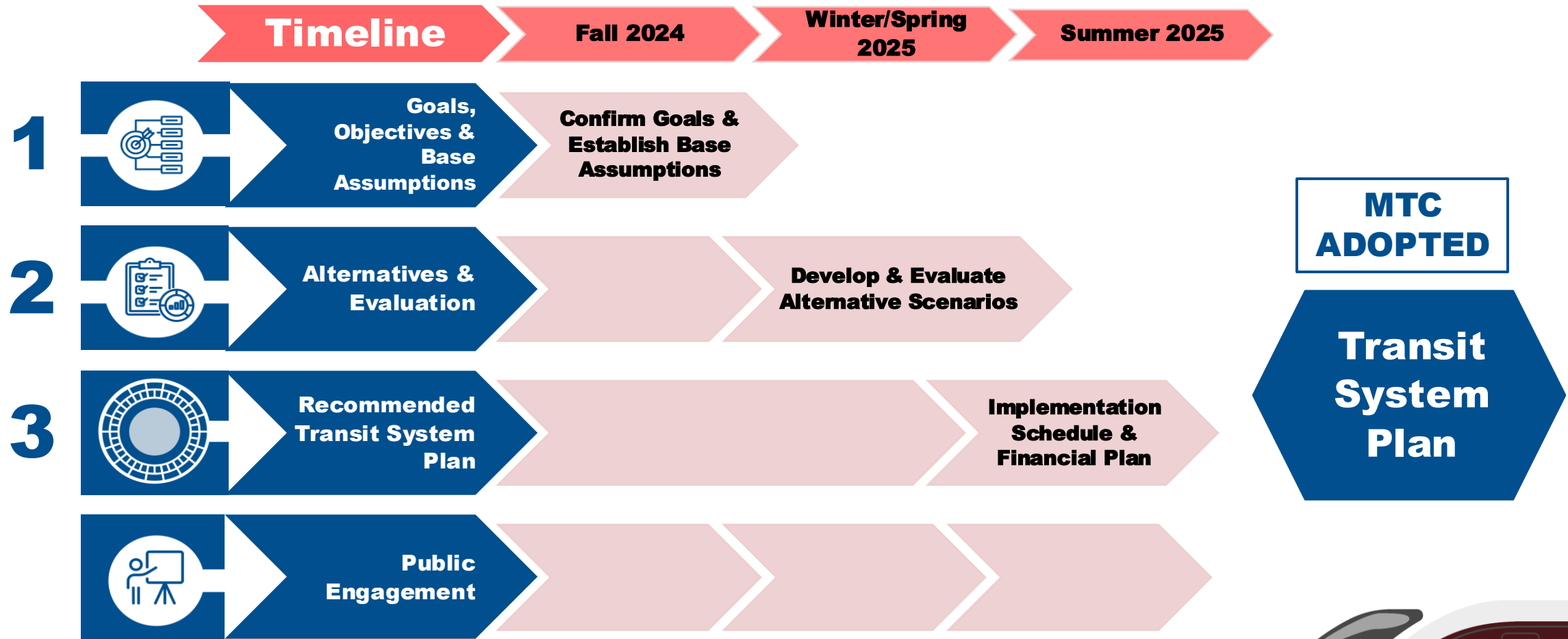
**Rapid Transit
2030 Corridor System Plan**

Updated Transit System Plan

Transit System Plan Update



Overview of Process & Schedule:



Transit System Plan Update



The Path Forward

Local Process

Federal Transit Administration Grant Process

Transportation System Plan

- Mobility package for rail, roads, buses and bikes
- Request additional funding for Mecklenburg County
- State Legislature Authorization and Public Referendum

Project Development

- Approximately 2 years
- Enter Federal Process
- Continue Design to 65%

Construction

- Approximately 3-4 years



Design Update

- Approximately 15 months
- Uptown alignment analysis
- Confirm station locations
- Update operations plan
- Update cost estimate

30% Design & NEPA Process

- Approximately 2 years
- Environmental Document
- Preliminary Design

Project Engineering

- Approximately 1-3 years
- Complete Design
- Acquire Property
- Federal Funding Agreement

Service Begins

**Public Engagement throughout process*



Get Involved!

Submit Comments and Questions:

RedLine@publicinput.com

855-925-2801; Project Code 1752

Charlotte Area Transit System
C/O Mr. Brian Nadolny
600 E. 4th St., 14th Floor
Charlotte, NC 28202



**Subscribe for Project
Updates:**
PublicInput.com/RedLine

Questions?

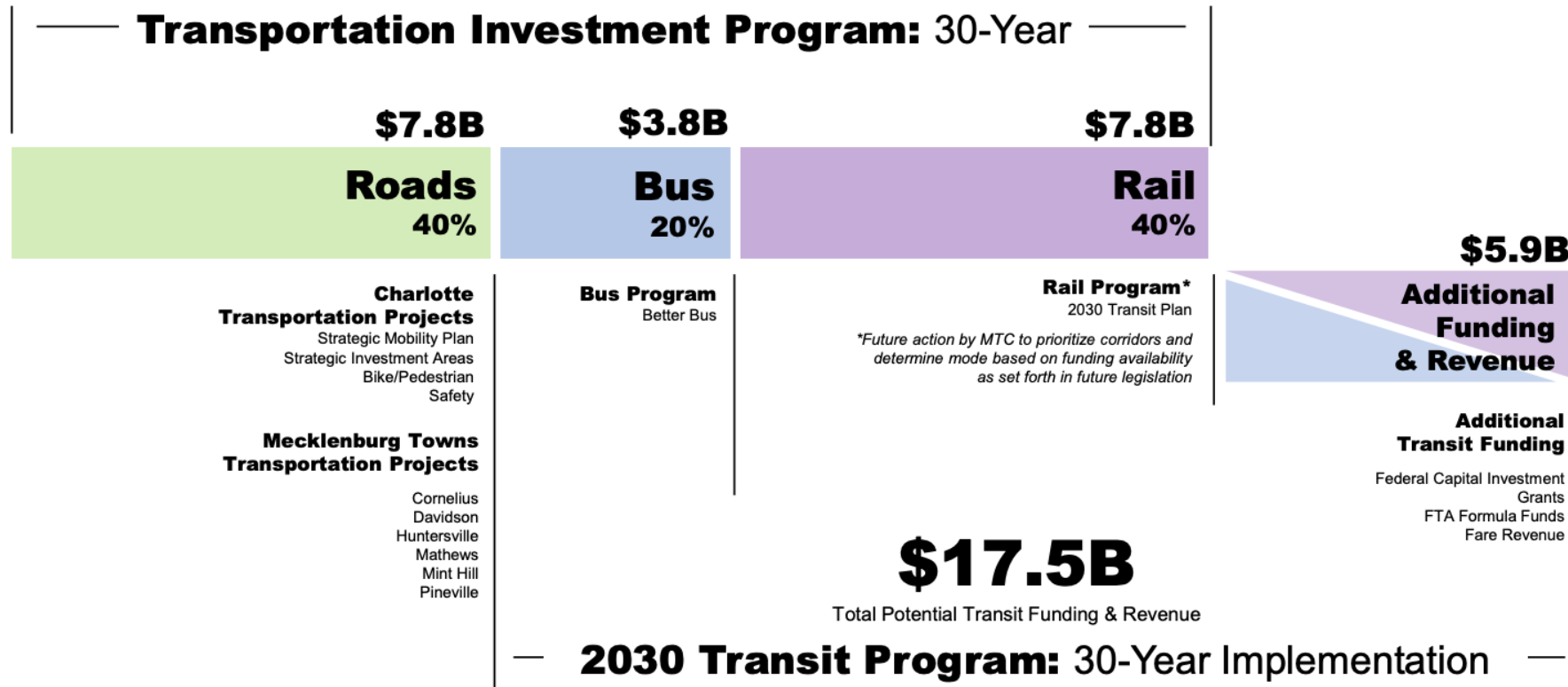
| WINSTON-SALEM 4 | | | | | | | | | | | | |
|------------------------------------|--------------|---|-----|--|---------------------|-------|--------------|---------------------------|--------------------|--------------|--------------------|--------------------|
| WINSTON-SALEM—CHARLOTTE—SOUTHBOUND | | | | | | | | | | | | |
| Miles from Winston-Salem | Station Nos. | TIME TABLE NO. 56 In effect April 24, 1938 | | Minimum Time in min. bet'n Stations | FIRST CLASS | | | | THIRD CLASS | | | |
| | | STATIONS | | | 1 | 13 | 21 | Mixed 15 | 59 | 65 | 69 | 53 |
| | | Lv. | | | Daily | Daily | Daily | Daily | Daily | Mon.Wed.Fri. | Ex. Sun. | Daily |
| 55.0 | O 29 | WY... MOORESVILLE JCT... | 8.2 | 6 10 | 10 38 ¹² | ..... | 3 22 | 6 55 | 2 50 ⁵² | ..... | 12 45 | 1 15 |
| 55.8 | O 28 | MOORESVILLE N | 0.8 | ..... | 10 42 | ..... | 3 25 | 7 00 | 2 55 | ..... | 2 04 ²² | 1 20 ⁵² |
| 59.5 | O 25 | MOUNT MOURNE N | 3.7 | 5 8 | 10 47 | ..... | 3 30 | 7 05 | 3 07 | ..... | 2 12 | A.M. |
| 62.6 | O 22 | W..... DAVIDSON D | 3.1 | 4 6 | 10 52 | ..... | 3 35 | 7 10 | 3 15 | ..... | 2 25 | ..... |
| 64.0 | O 21 | CORNELIUS D | 1.4 | 6 10 | 10 55 | ..... | 3 38 | 7 13 | 3 18 | ..... | 2 35 | ..... |
| 66.7 | O 18 | CALDWELL N | 2.7 | ..... | 10 59 ⁶⁸ | ..... | 3 42 | 7 17 | 3 24 | ..... | 2 45 | ..... |
| 69.4 | O 15 | HUNTERSVILLE D | 2.7 | 4 6 | 11 03 | ..... | 3 46 | 7 21 | 3 30 | ..... | 2 55 | ..... |
| 74.5 | O 10 | CROFT N | 5.1 | 7 10 | 11 10 | ..... | 3 53 | 7 28 | 3 40 | ..... | 3 10 | ..... |
| 78.9 | O 5 | DERITA N | 4.4 | 8 9 | 11 17 | ..... | 3 59 | 7 34 | 3 49 | ..... | 3 20 | ..... |
| 81.5 | ..... | ..... ATANDO JCT. N | 2.6 | 4 6 | 11 23 | ..... | 4 05 | 7 40 | 3 55 | ..... | 3 30 | ..... |
| ..... | ..... | WC... AIR LINE JCT. N | 1.2 | ..... | ..... | ..... | ..... | ..... | 4 05 | ..... | 3 40 | ..... |
| 83.5 | ..... | ..... S.A.L.R.R. CROSS. N | 2.0 | 4 | 11 29 | ..... | 4 10 | 7 45 | ..... | ..... | ..... | ..... |
| 84.3 | 380 | W..... CHARLOTTE N (Trade St.) Ar. | 0.8 | 2 | 11 35 A.M. | ..... | 4 15 P.M. | 7 50 ⁴ P.M. | A.M. | A.M. | P.M. | A.M. |
| | | | | | Daily | Daily | Daily | Daily | Daily | Mon.Wed.Fri. | Ex. Sun. | Daily |
| | | | | | 1 | 13 | 21 | 15 Mixed | 59 | 65 | 69 | 53 |



Draft Legislation: Transportation Revenue

Opportunity for a generational investment in our community

\$19.4B One Cent - Mecklenburg County Sales Tax
30-year Revenue
(based on current tax revenue projections)

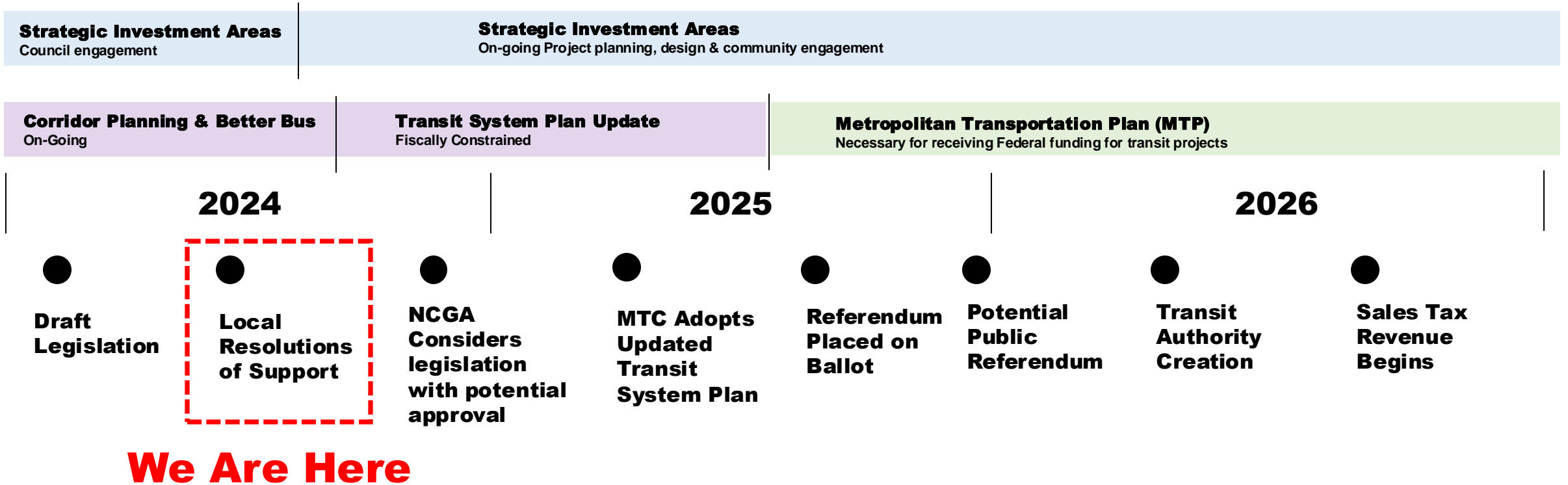


Draft Legislation: Timeline

Opportunity for a generational investment in our community

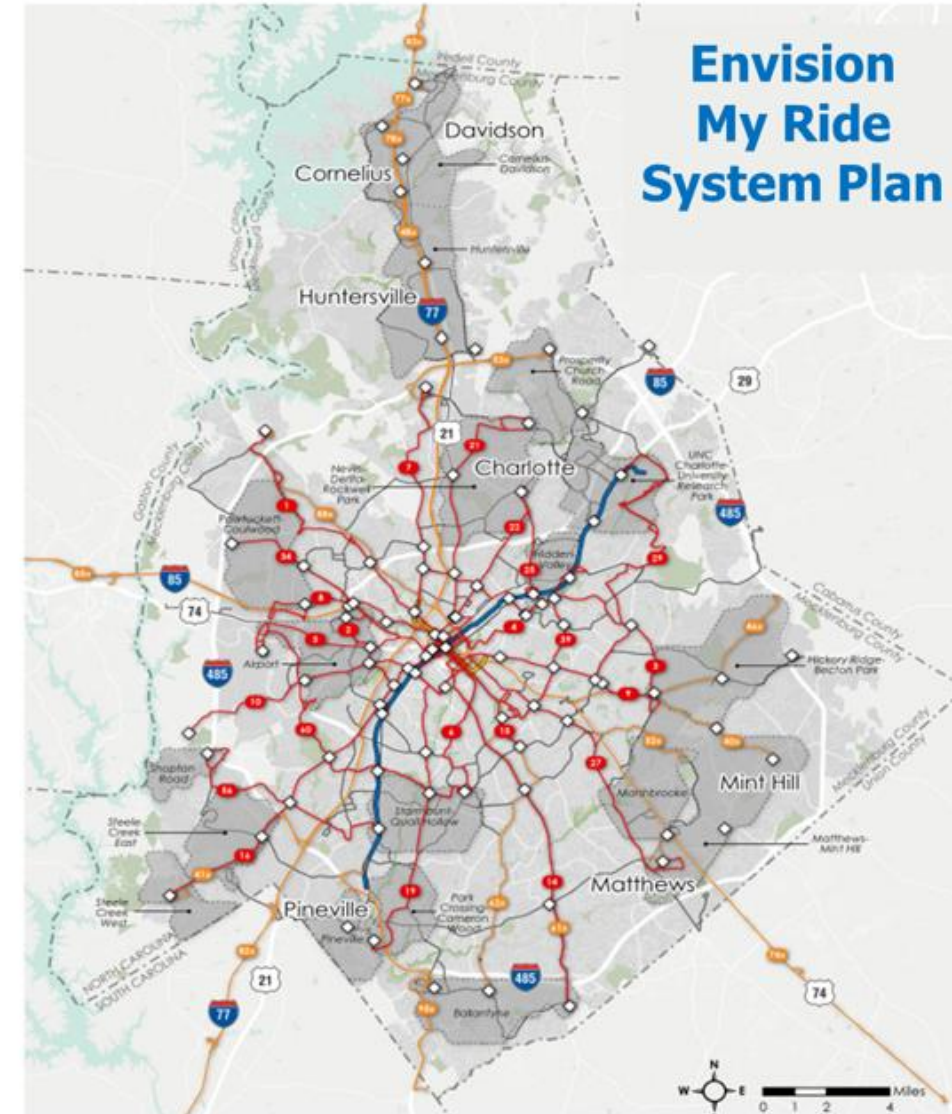
Potential Timeline...

Community Engagement



What is Better Bus?

- Builds upon MTC adopted Envision My Ride
- Comprehensive effort with three overarching goals
 - Improve Operational Efficiency
 - Develop a Service Implementation Strategy
 - Enhance the Customer Experience
- Parallel Efforts
 - Bus Stop Improvements
 - Fare Study
 - Bus Stop Consolidation
 - Micro Transit Roll Out



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Opportunity to bring Vision to Reality

Integrated Approach

We can weave our bus vision with our rapid corridor vision into a **balanced plan** to best serve our customers.

Transparent Process

We will use an **open and inclusive process** to discuss assumptions, trade-offs and opportunities.

Realistic Plan

We will develop a plan that is **implementable** and sustainable over the long-term.

Transit System Plan Update



COMPREHENSIVE RAIL AGREEMENT (CRA)

This agreement protects the City and the future Transit Agency's rights to operate commuter rail and defines terms with Norfolk Southern (NS) for shared use of corridor.

Outline of Key Provisions:

- Assignment & Term of Agreement
- Commuter Rail Service Rights (Transit Agency)
- Freight Service Rights (NS)
- Compensation (for service rights)
- Maintenance & Dispatching
- Liability
- Insurance
- Option to Extend into Iredell County
- Improvements Necessary for Commuter Rail Operation

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To commence commuter operations, the Red Line Commuter Rail Project shall:

- Upgrade track for commuter service
- Build passing tracks necessary to maintain freight service with shared commuter service
- Build an additional track for NS operations near Charlotte Gateway Station.

Maintenance & Dispatching

Before commuter rail service, NS will maintain corridor and dispatch. After commuter rail service, Transit Agency will maintain corridor with dispatching provided by either NS or Transit Agency.

Option to Extend into Iredell County

- This option can/will be assigned to Transit Agency and **only exercised with approval by Iredell and Mooresville.**
- Options include either a **purchase or an operating agreement**, which must be mutually agreed upon by Norfolk Southern.
- Timeframe to exercise option: 3 years to determine purchase or operating agreement, 2 additional years to finalize agreement/purchase.