

**RED LINE TASK FORCE**  
**Meeting Summary**  
**August 24, 2011**  
**DISCUSSION SUMMARY**

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**MEMBERS:** Mayor John Woods, Mayor of Davidson, Chair  
Mayor Jill Swain, Mayor of Huntersville  
Mayor Jeff Tarte, Mayor of Cornelius  
Bill Thunberg, Mooresville Representative  
Carroll Gray, Lake Norman Transportation Commission (Absent)  
Iredell County Representative (Vacant)  
Commissioner Harold Cogdell, Jr., Mecklenburg County, Vice Chair (Absent)  
Mayor Anthony Foxx, Mayor of Charlotte (Absent)

**CATS**

**STAFF:** Carolyn Flowers, CEO, Director of Public Transit  
John Muth, Deputy Director for Development  
Dee Pereira, CFO, Assistant Director of Public Transit  
Eric Hershberger, Budget Manager  
Brian Nadolny, North Corridor Project Manager  
David McDonald, Transit Planning Manager  
John Joye, Senior Assistant CATS Attorney  
Jean Leier, Manager of Public and Community Relations

**OTHERS:** Jack Flaherty, NCDOT  
Jim Schumacher, Assistant City Manager  
Bill Coxe, Huntersville Transportation Planner  
Greg Ferguson, Huntersville Town Manager  
Anthony Roberts, Cornelius Town Manager  
Mark Briggs, Parsons Brinckerhoff  
Paul Morris, Greenleaf Strategies  
Leamon Brice, Davidson Town Manager  
Erskine Smith, Town of Mooresville  
Dana Fenton, Intergovernmental Relations Mgr., City of Charlotte  
Tracy Montross, Assistant to the Charlotte Mayor  
Zack Gordon, Town of Huntersville  
Lou Raymond, Lake Norman Citizen  
Penny Traywick, CATS Office Assistant

Meeting time 4:00 p.m. – 5:00 p.m.

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- I. **Call to Order**  
The meeting was called to order by the Chair at 4:00 p.m.
  
- II. **Approval of July 27, 2011 meeting summary**  
The meeting summary was approved.

### **III. Information Items**

Paul Morris gave a presentation of Greenleaf Strategies/Parson Brinkerhoff's suggestions for successfully obtaining funding for the project. Mr. Morris proposed provisional principles to be approved by the task force. The Red Line Task Force approved the following policy recommendations giving direction to Greenleaf Strategies to move forward with the project. Based on these principles, the task force would look for approval of the policy recommendations at the MTC.

- Pursue the Red Line Commuter Rail project as a regional economic development initiative designed to maximize land and infrastructure assets.
- Pursue a dual-benefit project strategy to maximize the integration and efficient movement of both goods (freight) and people (transit) through an integrated rail and road transportation system.
- Establish a unified district administered through a Joint Powers Authority to provide regional benefit and allocation.
- State to take a leadership role in the Red Line Rail project to maximize success of the project, and establish precedent for effective implementation elsewhere in the State. This would include the State's taking a lead role in negotiating directly with Norfolk Southern Railroad.

Mr. Morris also discussed the following in his presentation:

- There are many successful precedents for similar projects across the country. A list of these is included in the attached presentation.
- The Norfolk Southern rail line, currently the major north/south freight route, provides locations for industrial development and can enhance the economic development of the region providing jobs and a strong regional economic position.
- There is tremendous potential for substantial freight movement in the southeast US, particularly between Atlanta and Charlotte. Short-line routes such as the Red Line are preferred by the Class 1 railroads because they provide multiple freight village links for more flexibility.  
The project can be a model for the development of other corridors in the long term regional transit development plan, and an opportunity for this region to take a lead position in regional economic development.
- The project provides long term opportunities for connections to the north.

### **IV. Discussion**

Mayor Tarte reported that both Secretary LaHood and Speaker Tillis have characterized the project as one of the few economic engines in the region for the near future.

Mayor Tarte suggested the possibility of creating a freight-oriented industrial park in Iredell County to maximize freight development in the area served by the Red Line, and allow Norfolk Southern to interline with other carriers.

Mayor Swain pointed out that the existing roadway network, i.e., I-85, I-77, and I-485, provides the potential for other regions to interconnect with the rail line maximizing regional economic development and additional opportunities for funding.

Even though Mr. Morris has been appointed to the position of NCDOT Deputy Secretary for Transit he assured the Task Force he will continue his work on this project.

**V. Action Items**

-Resolve how to inform local legislators, candidates, counties, the State, media and others in October 2011. Economic Development group to coordinate meeting. Details to be determined.

-Mr. Morris will present a full picture of the financial plan to the task force in mid-November.

-An interactive summit will be scheduled for mid-December that will include all interested committees, towns and parties.

-Presentation of the local financing plan in the Fall of 2011 to be presented to the MTC.

-Presentation of the final plan to the MTC for approval January 2012.

-Adoption of the Red Line Rail plan at all municipal levels in the 1st and 2nd quarter of 2012.

-Final plan with all approvals completed by June 30, 2013.

**VI. Adjourn**

The meeting was adjourned at 5:15 p.m.

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NEXT RED LINE TASK FORCE MEETING: WEDNESDAY, SEPT 28<sup>TH</sup> AT 4:00 P.M. IN CONFERENCE ROOM #266

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**RED LINE TASK FORCE**  
**MEETING ATTENDEES**

August 24, 2011

<u>Print Name</u>	<u>Organization</u>	<u>Email</u>
Lon Raymond	Lake Norman Ctzen	lraymond2@yahoo.com
Josco Waddi	Doris	jwaddi@ci.charlotte.nc.us
Paul Thierberg	Monterey	PTTHIERBERG@GMAIL.COM
Jeff Tade	cornelius	MTADE@CORNELIUS.ORG
Anthony Roberts	"	aroberts@cornelius.org
Greg Ferguson	Huntersville	gferguson@huntersville.org
MARK ISIGLAS	PTB	buggsm@pbworld.com
Isaac Flannery	NCAT	IFLANNERY@NCAT.GOV
Henry Traquitt	CATS	ptraywick@ci.charlotte.nc.us
Joni Muth	CAT3	jmuth@ci.charlotte.nc.us
CAROLYN FLOWERS	CATC	
Dee Pucio	CATS	
Paul Morris	Greentleaf Strategies	
Brian Neddolny	CATS	

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**MEETING ATTENDEES**

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<u>Print Name</u>	<u>Organization</u>	<u>Email</u>
Bill Cove	Huntersville	bcove@huntersville.org
Esther Smith	Town of Mooresville	esmith@ci.mooresville.nc.us
Alex Guerinio	Charlotte Finca	aguerino@charlottenc.gov
John Jaye	CATS Aty	Joye@ci.charlotte.nc.us
David McDonald	CATS	DMcDonald@charlotte.nc.gov
Dan Fenton	CARD	dfenton@charlottenc.gov
Tracy Montross	Charlotte Mayors Office	trmontr@charlottenc.gov
Jon Schenacher	City Manager's Office	
Jean-Luc	CATS	jleier@charlottenc.gov
Eric Hershberger	CATS	ehershberger@charlottenc.gov
LEAMON BRICE	DAVIDSON	lprice@ci.davidson.nc.us
Vick Swans	Huntersville	
Zack Gordon	Huntersville	