



Red Line Regional Rail

North Corridor: Mooresville to Charlotte

FREQUENTLY ASKED QUESTIONS

Q: What is the Red Line Task Force?

A: The Red Line Task Force is a standing committee established by the Metropolitan Transit Commission in June 2010 to focus on finding alternative means to finance and advance the proposed LYNX Red Line Commuter Rail Project. The Task Force members include:

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

Q: Where are the proposed stations for the Red Line Regional Rail?

A: There are 10 proposed stations along this phase of the Red Line. The stations are: Charlotte Gateway Station, Derita, Harris and Eastfield in Charlotte; Hambright, downtown Huntersville and Sam Furr in Huntersville; downtown Cornelius; downtown Davidson; and Mt. Mourne in Mooresville.

Q: What will the project cost and how will it be funded?

A: The proposed project in the Red Line Regional Rail Financial Plan is estimated to cost \$452 million. The total capital and operating and maintenance cost is proposed to be funded through a partnership of the State of North Carolina (25%), Charlotte Area Transit System (25%) and the seven North Corridor jurisdictions (50%).

Q: When will the line begin operation?

A: Based on the Financial Plan assumptions, operations will begin for the Red Line in 2017.

Q: How frequently will the train run?

A: The anticipated schedule is every half-hour during the morning and afternoon peak hours and hourly during mid-day, non-peak hours. Travel time between Davidson and Charlotte will take approximately 35 minutes. The train will take approximately 40 minutes to travel between Mt. Mourne and Charlotte.

Q: Will my taxes go up to pay for the Red Line Regional Rail?

A: The proposed funding for the project includes two primary sources of local revenue: tax increment financing and special assessment districts. Tax increment financing (TIF) is a public service tool utilized to generate revenue for a specific purpose - generally public infrastructure improvements. The improvements encourage new development and investment, and a portion of the incremental taxable value from the development is captured to support the new infrastructure. TIF is not a “new” tax and does not have any impact on current property tax rates. A special assessment district would add an additional assessment to only those properties in a designated benefit district that are revenue generating - retail, office, industrial, etc. A majority of these property owners would need to sign a petition to create the special assessment district. The Red Line benefit districts would include only those properties located near rail stations that would receive a direct benefit from the rail improvement.

Q: Will riders and goods travel on the same train?

A: No. Riders and goods will not travel on the same trains. Passenger trains would have exclusive rights to the tracks during peak hours and freight trains will utilize the line around the passenger rail service schedule.

Q: How will bus service be integrated into the line?

A: Each station will include bus drop-off facilities for feeder bus routes connecting with the Red Line. The current 77x service will adjust to serve the areas immediately adjacent to I-77. The Village Rider service will operate as a local feeder service bringing passengers to and from the stations.

Q: Where can I get more information?

A: Information on the Red Line Task Force is currently available online at www.ridetransit.org under About, Boards & Committees, Red Line Task Force or [here](#). For additional information on the Red Line Regional Rail Project, contact John Woods, Chair of the Red Line Task Force, using the contact information at the bottom of this page. The Red Line Regional Rail Project will have a new website available beginning in early 2012.