

# FREIGHT MOBILITY PLAN

## *Scoping Process Open House*

### Frequently Asked Questions

**Q: What is the Greater Charlotte Bi-State Region Freight Mobility Plan?**

A: The Greater Charlotte Bi-State Region's freight transportation system is an extraordinary resource for the promotion of commerce, the creation of jobs, and the improvement of the quality of life of our residents. The Freight Mobility Plan will focus on the collective opportunities and challenges of truck, rail, and air freight modes. It will provide a framework for integrating freight mobility considerations into the regional and local planning process across transportation, land use, and economic development agencies. The Plan will address the process, information, and tools that decision-makers and planners need for effectively addressing freight mobility issues.

**Q: What is the Greater Charlotte Bi-State Region Freight Mobility Plan Scoping Process?**

A: To assure that the full range of issues is addressed and significant issues are identified, a citizen and stakeholder-driven input process is being conducted in two phases. Phase One will garner input from a wide range of stakeholders on the process, issues, and goals to be addressed in the scope for the development of the coordinated Regional Freight Mobility Plan. Phase Two will identify funding and develop a Freight Mobility Plan based on feedback collected during the Phase One scoping effort.

**Q: Who is developing the plan?**

A: The transportation planning agencies in the 14-county Bi-state region have joined together to conduct a comprehensive evaluation of the freight system. Centralina Council of Governments, located in Charlotte, and Catawba Regional Council of Governments, located in Rock Hill, are coordinating the effort on behalf of these agencies. A consulting firm will be hired to actually develop the plan, with oversight from the Councils of Governments and area stakeholders.

**Q: What areas are included in the study?**

A: The study area includes 14 counties in the Bi-State Region. These counties include Anson, Cabarrus, Cleveland, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly, and Union Counties in North Carolina and Chester, Lancaster, Union, and York Counties in South Carolina.

**Q: What is the timeline for the scoping process?**

A: Open houses will be held on January 30 and February 8 to solicit input. Follow-up open houses will be held on April 17 in Charlotte and April 18 in Rock Hill, to review and prioritize issues and recommendations identified at the first round of open houses.

**Q: Do we need to attend all four open houses?**

A: No, although we hope you can attend an open house to provide input on January 30 or February 8, and then confirm what was said at the second round of open houses on April 17 and 18. The open houses conducted in North Carolina and South Carolina will be similar in nature and are designed to gather input from interested parties in both states.

**Q: How will the public be involved in the process?**

A: The public has an important role in the process, particularly during scoping, by providing input on what issues should be addressed and in commenting on the findings as the project evolves. The public can participate by attending public meetings, completing surveys, and submitting comments.

**Q: Why doesn't each state/county undertake its own Freight Plan?**

A: Freight movement does not respect jurisdictional boundaries, and almost always involves more than one transportation agency. Land use and economic development policies and initiatives also affect freight movement. For this reason, addressing freight issues requires the coordination of numerous local and regional entities. Statewide and local area plans specific to transportation, economic development, or land use do exist, but a regional plan will allow for a broader look at issues and identify opportunities to jointly address problems of regional significance.

**Q: Who will make final decisions on plan recommendations?**

A: Each state's transportation department and/or local planning agencies may use data from the study to decide which recommended improvements may be implemented in their respective states. The decisions, however, will be made based on knowledge collected on a regional level.

**Q: When and how will the plan recommendations be implemented?**

A: Phase One of the process is only designed to aid in development of the project scope. When funding is identified, then Phase Two will include the completion of a Regional Plan. The exact timeframe or process for implementing any one recommendation included in the Plan will be a locally-made decision and will depend on the affected organization or community.

**Q: How will this plan benefit me?**

A: The study will benefit both public and private entities by assessing the need for, and feasibility of, a broad range of options to better facilitate the movement of goods. When completed, the study will help pinpoint problems and identify strategies to meet the continued growth in freight traffic in the region.

**Q: How can I submit feedback about the process?**

A: Comments and feedback can be made by completing a survey, filling out a comment sheet at any scheduled open house, or emailing your comments to [freightmobilityplan@centralina.org](mailto:freightmobilityplan@centralina.org).