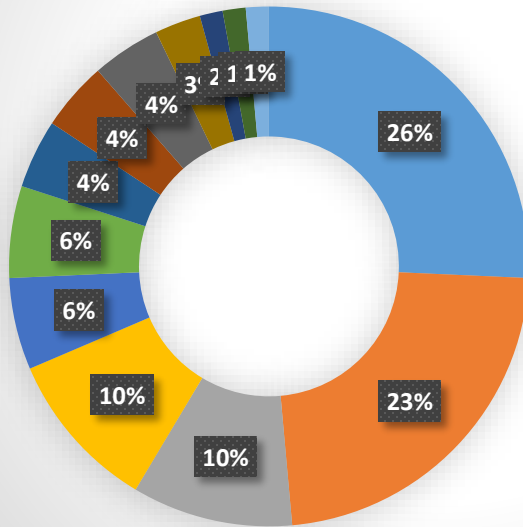


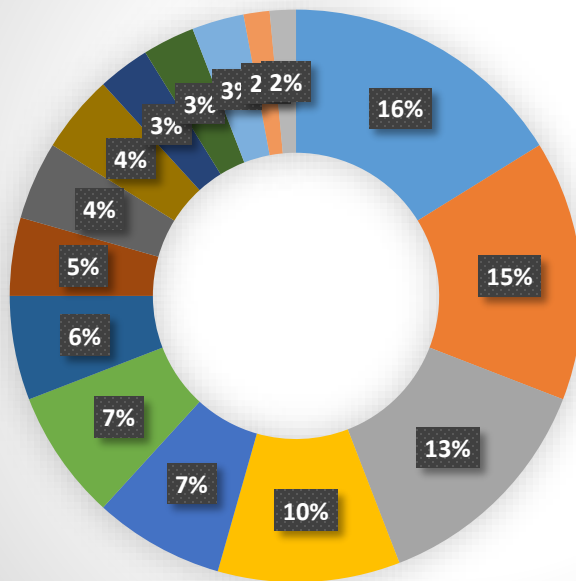
**Question 1: What will be the three largest issues and challenges affecting freight movement in the Greater Charlotte Region in the next five to ten years?**



- Road/Highway Congestion
- Access to infrastructure
- Political/Organization Cooperation
- Road/Rail Capacity
- Government Regulations/Land Use
- Freight Corridor Planning
- Funding
- Infrastructure Deterioration
- Truck Parking/Driver Availability
- Changing Economy
- Population Growth
- Fuel Costs
- Air Quality

Percentage of respondents

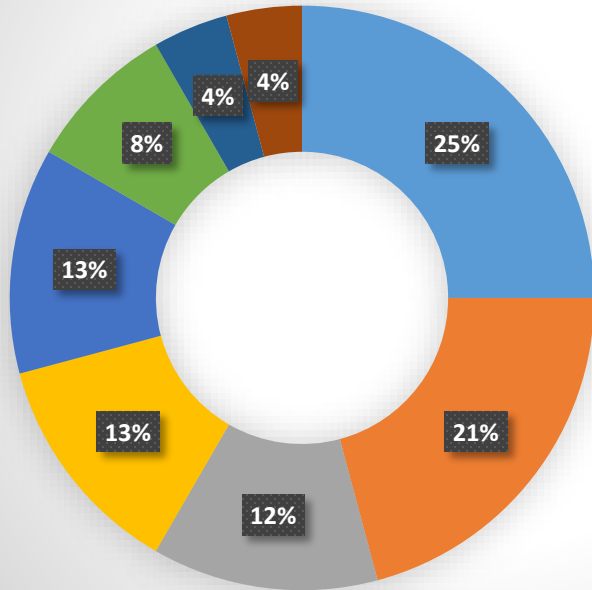
**Question 2: What do you think are the three greatest strengths of the current freight transportation system in the Greater Charlotte Region?**



- International Airport
- Access & Railroad Capacity
- Intermodal Facilities
- Access to Interstates
- Variety of accessible modes
- Region's geographic location
- Business Base
- Access to Ports
- Regional Cooperation
- Regional system of infrastructure modes
- Regional vision for freight transportation
- Logistics Hub
- Access to other markets
- Available capacity in modes
- Growth opportunities

Percentage of respondents

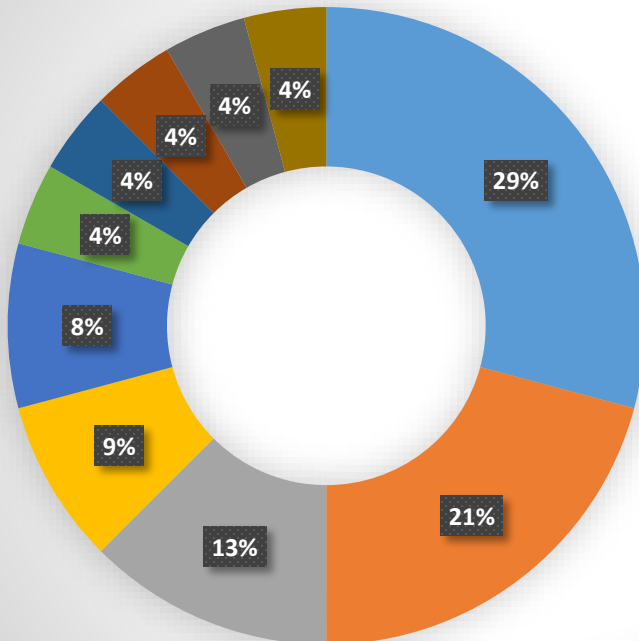
**Question 3: What freight-related issues would be the most important to your organization over the next five to ten years?**



- Reduced congestion
- Increased capacity in the system
- Growth in air cargo
- Better freight mobility
- Integration of land use planning/ED/logistics
- Better access to freight infrastructure
- Funding
- Regional cooperation & coordination

Percentage of respondents

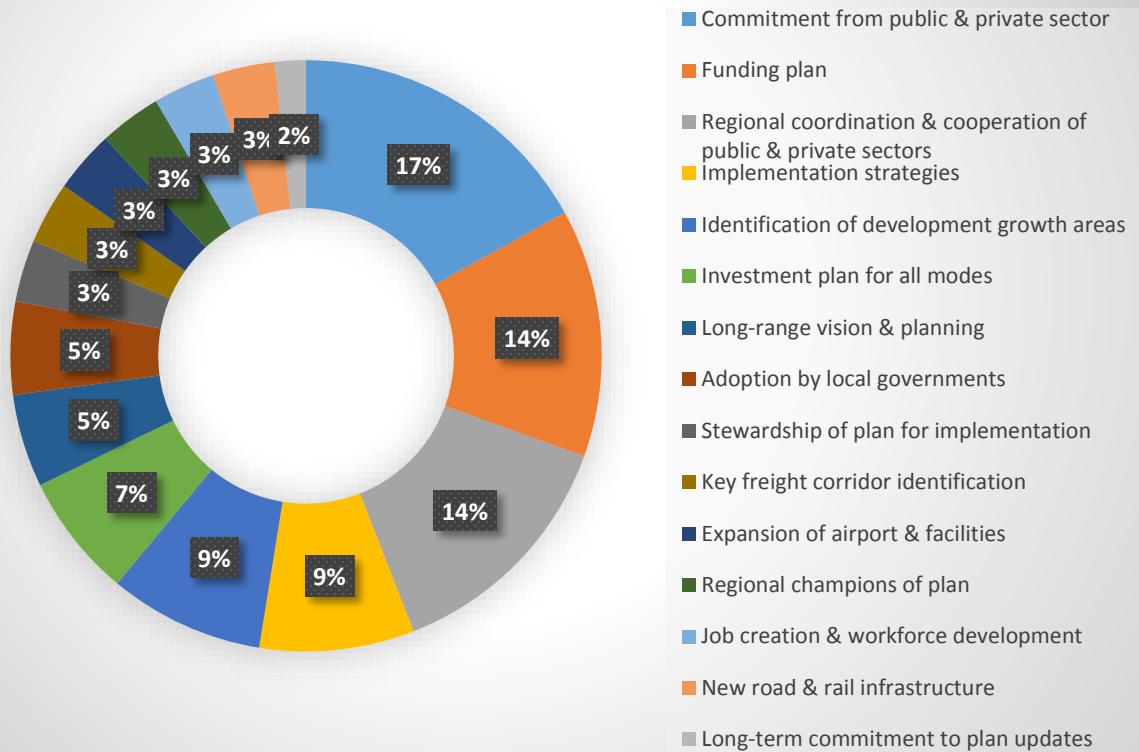
**Question 4: What opportunities exist to support economic growth through freight mobility?**



- Investment in infrastructure
- Location of development
- Freight Corridor development
- Intermodal connections
- Job creation & workforce development
- Presence of private sector in planning process
- Regional collaboration & partnerships
- Access to other markets
- Increased capacity of systems
- Infrastructure connections between rural & urban

Percentage of respondents

**Question 5: What do you think are the three most critical actions or decisions that need to be made for the plan to be successful?**



Percentage of respondents

**Question 6: Are there any specific groups or individuals that you feel should be included in the regional freight planning process?**

- Norfolk Southern
- FHWA, FTA, NCDOT Rail
- Businesses that use freight services
- Land use & transportation planners
- State and federal elected representatives
- American Trucking Association
- Freight & brokerage trade groups
- Supply chain professionals
- 3<sup>rd</sup> Party warehouses
- Logistic experts for major shippers
- Site Selection firms
- Emergency services
- MPOs/RPOs
- Chambers of Commerce
- Colleges/Universities
- Airports
- Ports
- Local Municipalities/Counties
- SC DHEC Bureau of Air Quality staff
- NC Economic Development Corp

**Question 7:** What should we know that we haven't asked?

- What are your worries (issues/concerns)?
- What can you give to this process versus what do you want to get from this process?
- What will be the impact of expansive foreign direct investment coming from expanding international trade?
- What is the plan to preview and get input from the public throughout the region? This is an opportunity to educate the region's residents why freight planning is important.
- How can we include the rural communities in this process for growth?
- What's the status of rail lines that are no longer in use?
- Do railroads plan to reinvest in unused rail lines to move freight?
- What is the general feeling of the employment sector in the freight system in the Charlotte region?
- Relocating congestion creating firms in heavy traffic areas to areas with less congestion is a viable option.
- Locating new firms in less congested areas of the region.
- Would modern or modernized high efficiency engines add a carrot for increased use or route development
- Ask manufacturers looking to locate
- Focus on current needs-not speculated needs.