



Online Survey Results

Summary



WEST VIRGINIA STATE FREIGHT PLAN



August 2023

Tech Memo

West Virginia State Freight Plan

Online Survey Results

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date

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1.0 INTRODUCTION

In March 2023, the West Virginia Department of Transportation (WVDOT) prepared a statewide freight survey to determine the needs, strengths, weaknesses, and trajectory of the current freight system. This survey was sent to local officials and stakeholders across the state to receive feedback. An online mapping tool was also shared with stakeholders to facilitate comments for specific locations and areas.

The survey included 6 sections with a total of 42 multiple-choice, write-in, and ranking questions. The actual survey questions are listed in **Appendix A**. The number of questions per survey section are listed below.

- Section 1: Industry Affiliation (3 questions)
- Section 2: Existing System Performance (4 questions)
- Section 3: System Improvement (9 questions)
- Section 4: Performance Measurement (19 questions)
- Section 5: Future Performance (4 questions)
- Section 6: Organization and Contact (3 questions)

2.0 SURVEY PARTICIPANTS

Thirteen stakeholder responses representing various affiliations and organizations within the West Virginia freight industry were recorded. Respondents were able to select multiple affiliations and declare their represented organization. The survey responses are provided in detail in **Appendix B**.

2.1 Entity Affiliation

The thirteen survey responses were affiliated with the following entity types (number of responses per entity are in parentheses):

- | | |
|--|--------------------------------|
| • Distribution (1) | • Other: Citizen (1) |
| • Economic Development Authority (2) | • Other: Engineering (1) |
| • Freight Carrier: Over the Road (2) | • Public Sector/Government (3) |
| • Manufacturing (4) | • Shipping/Receiving (2) |
| • Metropolitan Planning Organization /
Regional Transportation Planning Agency
(2) | |

2.2 Represented Organizations

The thirteen survey responses were affiliated with the following organizations (number of responses per entity are in parentheses):

- Belomar Regional Council (1)
- Kingsford Manufacturing Company (1)
- Mineral County Development Authority (1)
- Monongalia County (1)
- Mid-Ohio Valley Regional Council (1)
- Sogefi USA, Inc (1)
- Webster County Economic Development Authority (1)
- WVA Manufacturing, LLC (1)
- WVDOT GIS (1)
- Other: Not disclosed (4)

3.0 SURVEY TRENDS

Review of the survey responses revealed several key challenges, trends of performance perception, and future needs—which are discussed in the following sections. Overall, freight transportation in West Virginia relies heavily on the roadway network. The survey participants indicated highways or local roadways are a key mode for freight transportation in West Virginia. One hundred percent of the thirteen survey participants rely on either highways or local roadways for freight transportation and 46 percent (6 participants) rely on both highways and local roadways for freight transportation. Other key modes used for freight transportation include ports indicated by 54 percent (7 participants) and rail indicated by 38 percent (5 participants).

When asked why these freight transportation modes are preferred, over 60 percent (8 participants) emphasized the availability of a mode as an important reason for their selected choice and 31 percent (4 participants) highlighted cost as a decisive factor. Infrastructure capacity emerged as another significant consideration influencing mode preference as it was included by 38 percent (5 participants). The least popular reasons cited for modal preference were multimodal connections, sustainability, and topographical challenges.

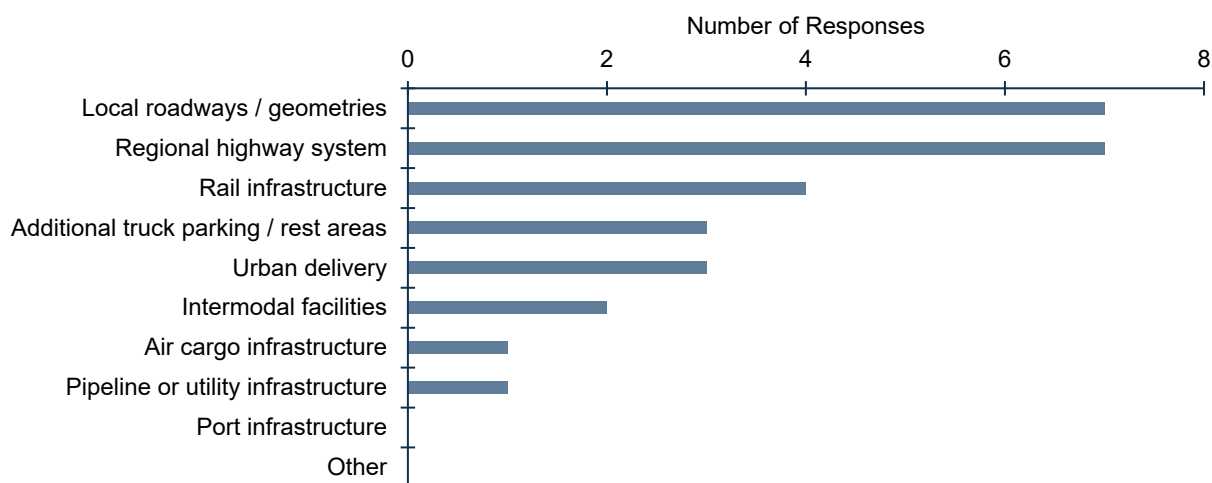
3.1 Key Challenges

A significant concern among survey respondents are the challenges and barriers affecting their businesses due to transportation or utility infrastructure. Sixty percent (8 participants) cited transportation or utility infrastructure as significant concerns. This finding demonstrates the importance of addressing transportation and utility infrastructure through the implementation of the Freight Plan. By tackling the limitations and shortcomings in infrastructure, businesses can significantly enhance their operational efficiency and productivity.

Complementary to current freight use of the survey participants, many of the responses emphasized that the condition of highways and roads has the most substantial impact on both them and their organizations. This observation directly correlates with the high percentage of participants relying on highways and local roadways for their organization's transportation needs.

When asked to prioritize improvements in the freight and logistics transport system, participants were given the option to choose up to three areas of focus, as depicted in Figure 1. Notably, the two primary areas identified for desired enhancements were the Regional Highway Systems and Local Roadways/Geometries. Participants specifically highlighted the urgent need for improved maintenance of highways and local roadways. These responses expressed the desire to address highway infrastructure upkeep to ensure a more efficient and reliable freight highway network.

Figure 1. Primary Freight and Logistics Areas for Improvements



If you could improve the freight/logistics transport system in West Virginia in regard to transportation modes, what would you focus on?

Open-ended questions revealed that participants expressed diverse motivations for advocating highway improvement, aligning with the objectives of their respective organizations. One respondent emphasized the pressing need for enhanced road conditions in their local area to prioritize safety concerns. Several participants prioritized economic growth and industrial advancement as key drivers behind their support for highway improvements. Notably, one participant lamented the negative impact on their business resulting from limited access to highways.

An additional concern related to highways was the shortage of truck parking facilities and rest stops across the state. Most survey participants identified specific areas where the addition of truck parking would benefit their organizations. These preferred locations were predominantly situated along interstates and highways.

The participants who provided specific locations where additional parking would be beneficial represented various affiliations within the freight industry. These included the Economic Development Authority, Public Sector/Government, Engineering, MPO/RPO (Metropolitan Planning Organization/Regional Planning Organization), Manufacturing, and Citizens. This diverse representation indicates that the need for more truck parking facilities is a shared concern across different sectors involved in the freight industry. It highlights the importance of addressing these issues to improve the efficiency and effectiveness of the freight network in West Virginia.

Furthermore, a fundamental issue raised by stakeholders in the survey was the detachment of the current West Virginia freight system from the national network. This deficiency in connectivity, encompassing interstates, railroads, ports, and other vital components, restricts companies' access to other regions within

the state or across the country. Consequently, this sense of disconnection hinders the ability of organizations to establish more trade connections and engage in broader economic exchanges.

3.2 Performance Importance

Survey participants were asked to rank a series of items based on their perceived importance to the short-term success and overall performance of the freight network. They were given a scale of 1 to 5, with one indicating the lowest importance and five indicating the highest.

In terms of the short-term success of the freight and logistics economy in West Virginia, government investment in infrastructure such as roads, bridges, rail, ports, etc., ranked the highest with an average rating of 4.54. Workforce access and development were also considered important, receiving an average rating of 3.92.

When examining the overall performance of the freight network, the impact on the economy emerged as the most significant factor, receiving an average rating of 4.38. On the other hand, security for operators and cargo had the lowest importance according to stakeholders, with an average rating of 3.00. The impact on the environment was also perceived as relatively low, with an average rating of 3.08.

The findings indicate that stakeholders prioritize economic benefits, particularly in terms of job creation and pricing. There was unanimous consensus among stakeholders that investments should be made to expand the West Virginia freight system, which was further reinforced by responses to other survey questions.

3.3 Future Needs

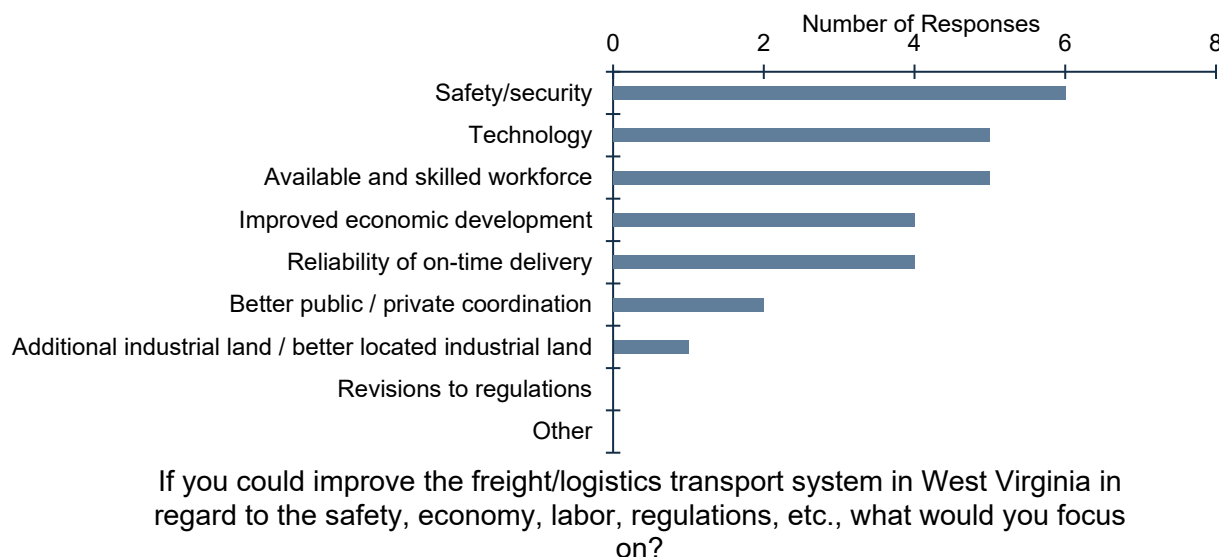
Survey participants highlighted specific concerns to be addressed. Table 1 compiles the survey results for challenges and needs by freight transportation mode.

Table 1. Challenges and Needs by Mode

Industry	Needs	Challenges
Highway	Travel Time Reliability Truck Mobility and Parking Road Expansion	Congestion Transportation and Utility Infrastructure Availability of Workers
Rail	Better Access to Railroads	Transportation and Utility Infrastructure Insufficient Capacity and Workers
Waterborne/Ports	Reliable Travel Times	Congestions and Delays
Pipeline	Better Coordination of Resources	Safety and Security
Aviation	Aviation Expansion	Length of Runways Available Technology
Local Roadways	Better Roadway Maintenance Travel Time Reliability	Congestion Transportation and Utility Infrastructure

Survey participants identified improvements they would like to see included in the West Virginia Freight Plan moving forward to help improve their organization and the freight system. There was a variation in answers to these questions, with no pronounced consensus (see Figure 2).

Figure 2. Improvements in Freight Transport System



As previously mentioned, stakeholders reiterated the importance of safety, improved roadway maintenance, and the establishment of new highways to foster connectivity across different regions of the state. Additionally, survey participants emphasized the need for expanded highways and railways to accommodate the growing demands of the freight system. Survey participants stated that this would allow for more employment opportunities and economic growth.

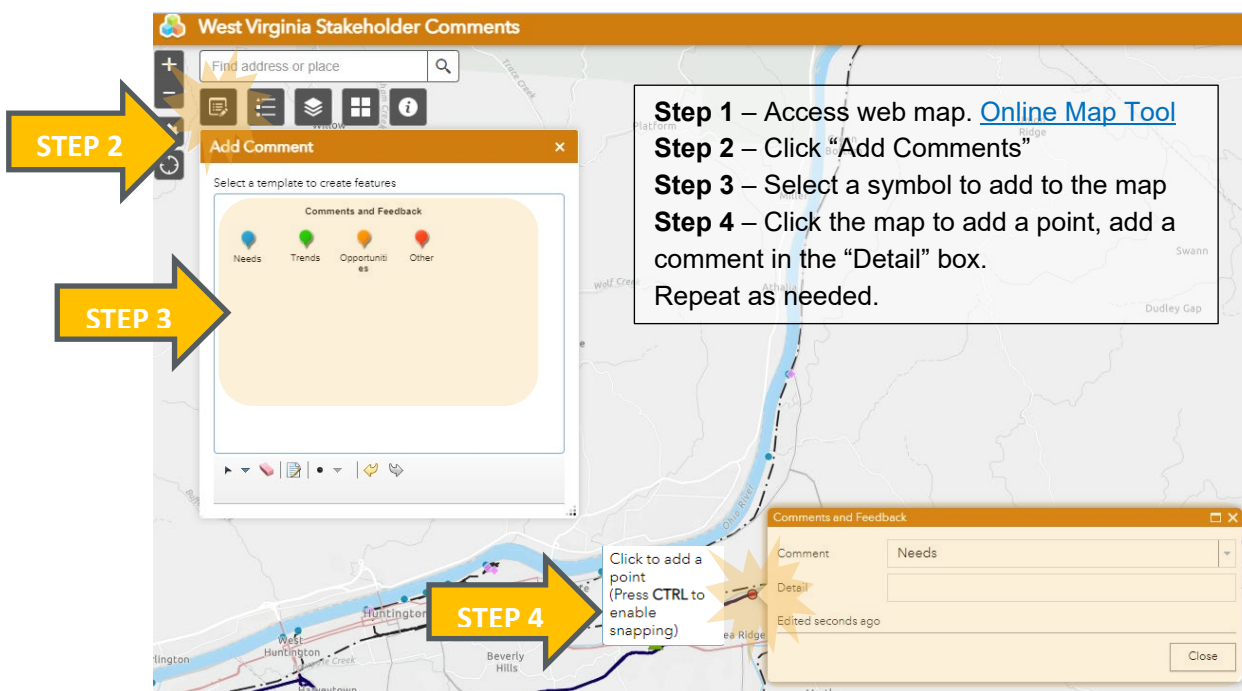
Furthermore, participants expressed a desire for the integration of technology to enhance competitiveness and communication within the freight system. By leveraging technological advancements, organizations can establish a more dependable and efficient system of deliveries and transportation both within and beyond the borders of the state.

4.0 ONLINE MAPPING TOOL

An online mapping tool was shared with stakeholders to facilitate comments for specific locations and areas. The Freight Advisory Committee Members and Other Freight Stakeholders were asked to submit feedback and comments in response to the following questions:

- What are the most important freight system **needs**?
- What are the most important **opportunities** for freight activity in West Virginia?
- What are some key **trends** impacting freight activity and goods movement in the state?
- Any other considerations?

The instructions for using the tool are shown in Figure 3.

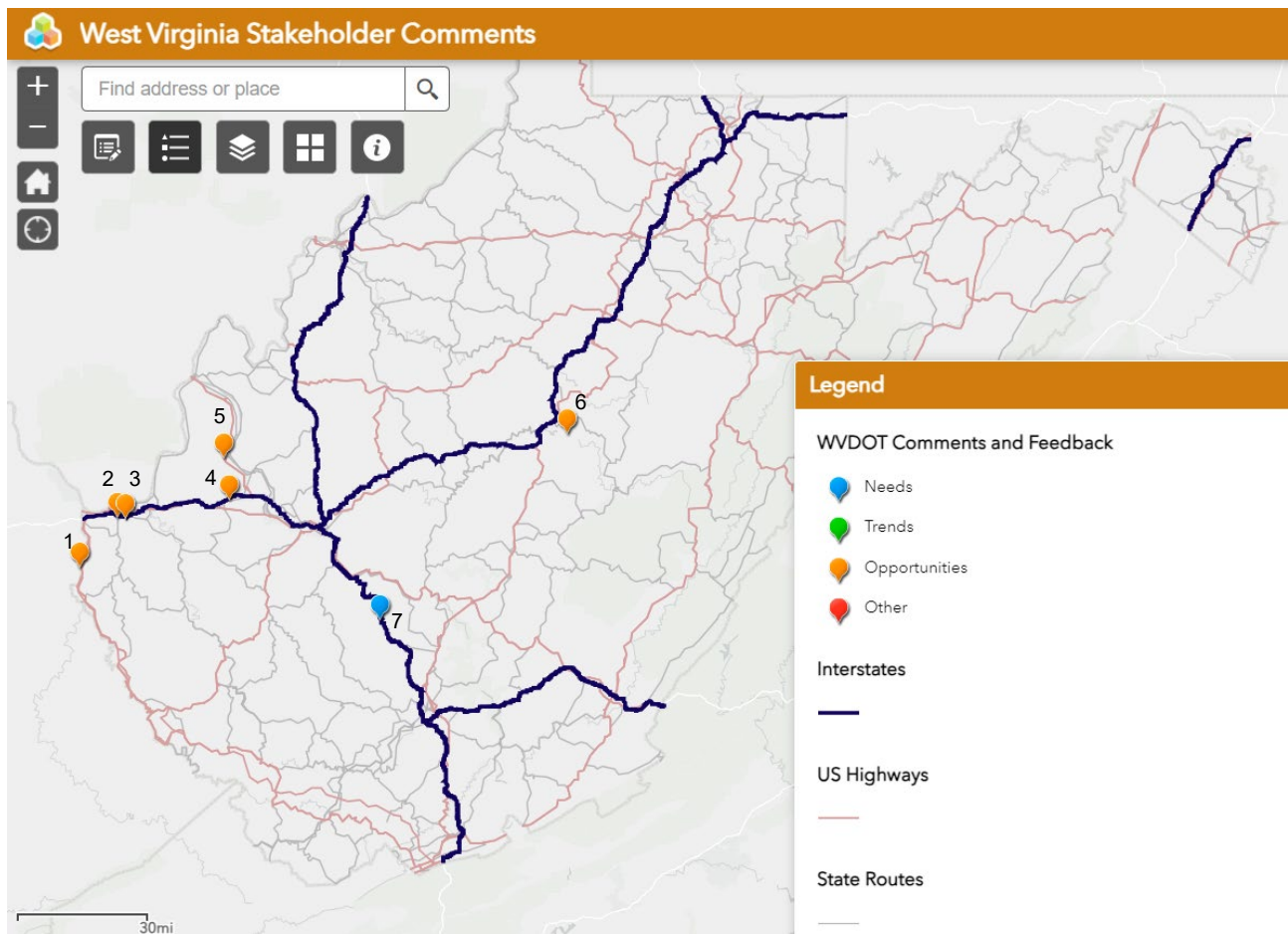
Figure 3. Instructions for using the Online Map Tool¹

Seven responses were received. The location responses are shown in Figure 4 and detailed below:

1. Opportunities: Assist the Wayne County Economic Development Authority utilize the Heartland Intermodal Gateway
2. Opportunities: Explore any future developments into new West Virginia Welcome Center on WV152.
3. Opportunities: Explore future opportunities to convert rest area into a truck parking facility if the new West Virginia Welcome Center is constructed.
4. Opportunities: Explore options to add additional truck parking facilities to rest area.
5. Opportunities: Continue investigations into adding new weigh station and truck inspection facility onto US35.
6. Opportunities: Explore truck parking opportunities and needs throughout West Virginia.
7. Needs: Additional Truck Parking

¹ Online Map Tool url: <https://www.arcgis.com/apps/webappviewer/index.html?id=24b63f6d528e45f3b4e895546e668121>

Figure 4. Online Map Tool Responses



The online map tool responses highlight specific needs and opportunities for truck parking facilities along the state highway system.

5.0 CONCLUSION

Overall, the survey results highlight specific challenges and needs identified by stakeholders in various industries. While the data may not be statistically significant due to the small sample size, it provides valuable insight into the priorities and preferences of those involved in the freight industry in West Virginia. These findings can serve as a starting point for further discussions and planning to enhance the freight system and address the identified issues effectively.

APPENDIX A. FREIGHT SURVEY QUESTIONS

A.1 Section 1: Industry Affiliation

1. Which of the following best describes your affiliation with the freight industry? (choose up to 3)
 - Freight Carrier: Over the Road
 - Freight Carrier: Local
 - Shipping/Receiving
 - Distribution
 - Third party logistics (3PL)
 - Freight customs broker
 - Retail/Warehousing
 - Intermodal
 - Real estate
 - Public sector/Government
 - Industrial development agency
 - Manufacturing
 - Consultant
 - Education/research
 - Economic Development Authority
 - Metropolitan Planning Organization / Regional Transportation Planning Agency
 - Other (please specify)
2. What modes or combination of modes are you currently utilizing for your freight needs? (choose all that apply)
 - Highway
 - Rail
 - Waterborne / ports
 - Pipeline
 - Aviation
 - Local roadways
 - Other
3. Why is this your preferred mode? (choose all that apply)
 - Reliability
 - Availability
 - Infrastructure Capacity
 - Multimodal connections
 - Access to markets
 - Sustainability
 - Costs
 - Other (please specify)

A.2 Section 2: Existing System Performance

4. What characteristics of West Virginia's multimodal freight transportation system and economy are most beneficial to your business? (choose top 3)
 - Adequate transportation system
 - Travel time reliability
 - Availability of rail infrastructure
 - Multimodal connections
 - Access to markets / supplier / customer base
 - Proximity to other markets (specify below)
 - Favorable business climate
 - Availability of land
 - Public/private coordination
 - Availability of strength or labor /workforce
 - Energy / utility costs
 - Availability and convenient schedules
 - Other (please specify)

5. What challenges or barriers are impacting your business or freight movement concerns within your organization or region of interest? (choose top 3)
 - Economy
 - Regulations
 - Taxes
 - Cost of doing business
 - Technology
 - Congestion
 - Transportation or utility infrastructure
 - Land use
 - Availability of workers
 - Other (please specify)

6. How would you rate West Virginia's freight transportation system? (choose 1)
 - Very good, no problems
 - Good, very few problems
 - Satisfactory; not as bad as other regions, but experiencing issues during peak times
 - Poor, many aspects of the freight transportation system need improvement
 - Inadequate; we constantly experience transportation related issues and it impacts our business operations
 - No opinion / decline to answer

7. If you responded "Satisfactory", "Poor", or "Inadequate", please provide additional details below
 - (Write in response)

A.3 Section 3: System Improvement

8. Please rank the following in level of importance relative to current and future freight needs.
 - Multimodal Mobility, Reliability, and Accessibility
 - System Condition, Efficiency and Fiscal sustainability
 - Safety and Security for all Users
 - Economic Vitality
 - Livable and Healthy Communities
9. How would you define a bottleneck in your industry? (check all that apply)
 - Uncertain or slow travel time
 - Congestion delays
 - Insufficient capacity (of roadway, rail, etc.) to handle demand
 - Poor access or connectivity to national freight network (interstates, mainline railroads, ports, etc.)
 - Insufficient availability of shippers (trucks, containers, rail cars, barges, etc.) or drivers
 - Freight travel restrictions or prohibitions
10. What would you like to see included in the Freight Plan that would help improve your system?
 - (Write in response)
11. Assuming adequate Federal, State, or public private partnership funding is available, what freight projects should West Virginia prioritize to have the biggest impact on the State's economic competitiveness?
 - (Write in response)
12. To what extent do federal and state transportation regulations hinder/facilitate economic competitiveness in the state?
 - Regulations greatly facilitate economic competitiveness
 - Regulations somewhat facilitate economic competitiveness
 - Regulations somewhat facilitate and somewhat hinder economic competitiveness
 - Regulations somewhat hinder economic competitiveness
 - Regulations greatly hinder economic competitiveness
13. Please provide additional detail on your answer to previous question
 - (Write in response)
14. If you could improve the freight/logistics transport system in West Virginia what would you focus on? (choose the top 3)
 - Regional highway system
 - Local roadways / geometries
 - Urban delivery
 - Additional truck parking / rest areas

- Rail infrastructure
- Port infrastructure
- Air cargo infrastructure
- Pipeline or utility infrastructure
- Intermodal facilities
- Other

15. If you could improve the freight/logistics transport system in West Virginia in regard to the safety, economy, labor, regulations, etc., what would you focus on?

- Safety/security
- Reliability of on-time delivery
- Technology
- Additional industrial land / better located industrial land
- Better public / private coordination
- Improved economic development
- Available and skilled Workforce
- Revisions to regulations
- Other (please specify)

16. Please list the areas or corridors in West Virginia where additional truck parking is needed the most.

- (Write in response)

A.4 Section 4: Performance Measurement

For questions 17 through 24, please rank each attribute based on the impact you believe it may have on the near-term success of the freight/logistics economy in West Virginia.

17. Improved national/state/local policies

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

18. Technological innovation

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

19. Government investment in hard infrastructure improvements (roads / bridges / rail / ports / etc.)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

20. Availability/performance of soft infrastructure (customs / legal / forwarders / warehousing / etc.)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

21. Workforce access and development.

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

22. Knowledge transfer / data availability

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

23. Market conditions

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

24. Availability of capital

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

25. Are there any factors not described above which you believe may influence the near-term success of the freight/logistics economy in West Virginia?

- (Write in response)

26. Please rank the importance of your response to Question 25 based on the impact you believe it may have on the near-term success of the freight/logistics economy in West Virginia.

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

For questions 27 through 35, please rank each attribute based its importance for measuring the overall performance of the freight/logistics network.

27. Safety (types of crashes and crash rates)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

28. Travel time reliability (how frequently do travel times meet expectations)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

29. Congestion (recurring delay on the transportation system)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

30. Safety (for operators and cargo)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

31. Condition (infrastructure quality and condition)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

32. Impact on surrounding community (example: traffic, local economy, availability of resources)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

33. Impact on the economy (example: jobs, prices)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

34. Impact on the environment (example: air quality, natural resources, stormwater)

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

35. Available and convenient shipping schedules

- Rank from 1 to 5 with 1 being not important at all and 5 being very important

A.5 Section 5: Future Performance

36. In the next 5 years do you estimate the economy associated with the freight industry in West Virginia will be (note: not including pandemic years in this comparison)

- Much better than the last 5 years
- Slightly better than the last 5 years
- The same as the last 5 years
- Slightly worse than the last 5 years
- Much worse than the last 5 years

37. What trends are you currently seeing in your preferred mode(s) for freight movement?

- (Write in response)

38. Are there new developments that are impacting your system, or are there known upcoming developments that you anticipate to impact your system? What are they?

- (Write in response)

39. If you have additional comments or would like to show areas of concern, an interactive map (Online Map Tool) has been provided or you may provide your comments below.

- (Write in response)

A.6 Section 6: Organization and Contact

40. (Optional) What is the name of the agency or organization you are representing?

- (Write in response)

41. (Optional) If you would like to be included in the email distribution list, please enter your email below.

- (Write in response)

42. (Optional) If you would like to discuss any of your responses with us, or join the distribution list, please enter your name below.

- (Write in response)

APPENDIX B. STAKEHOLDER RESPONSES

WVDOT Freight Plan - Stakeholder Survey

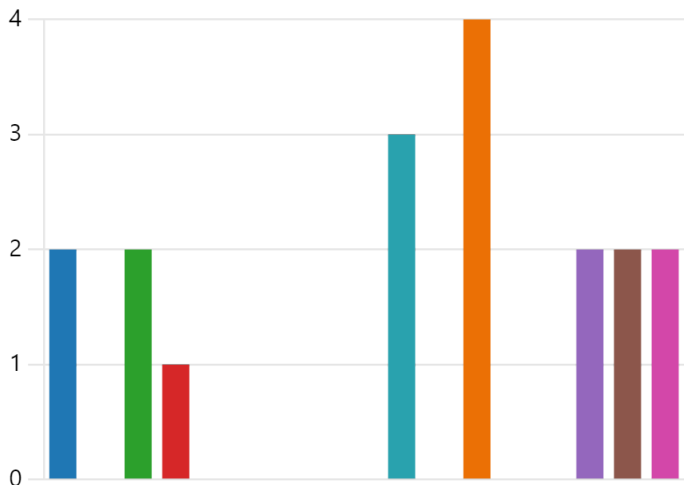
13
Responses

29:37
Average time to complete

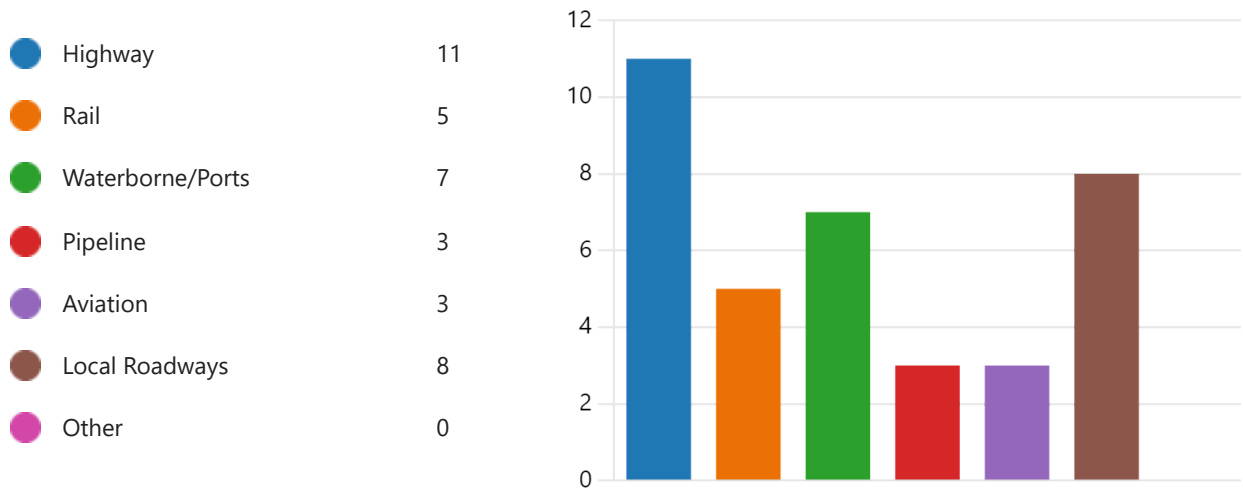
Closed
Status

1. Which of the following best describes your affiliation with the freight industry?

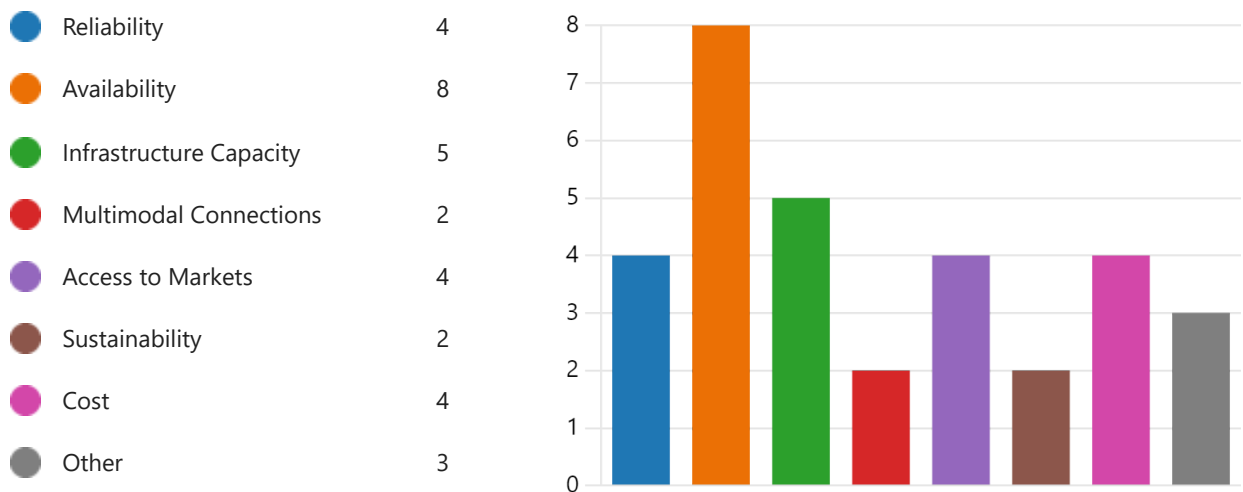
Freight Carrier: Over the Road	2
Freight Carrier: Local	0
Shipping/Receiving	2
Distribution	1
Third Party Logistics	0
Freight Customs Broker	0
Retail/Warehousing	0
Intermodal	0
Real Estate	0
Public Sector/Government	3
Industrial Development Agency	0
Manufacturing	4
Consultant	0
Educational/Research	0
Economic Development Authority	2
Metropolitan Planning Organiza...	2
Other	2



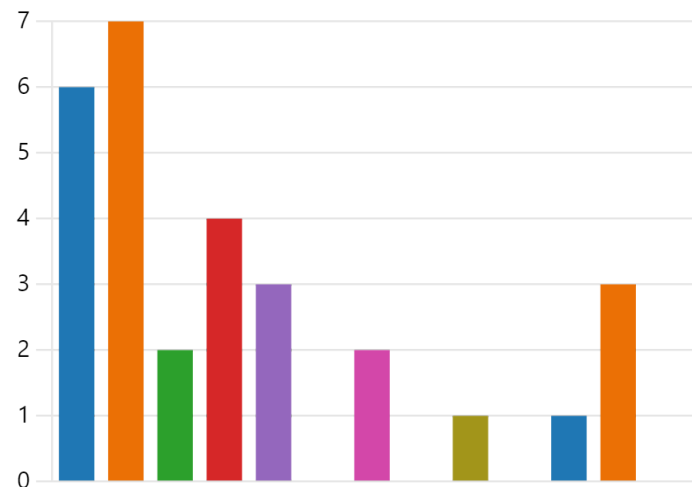
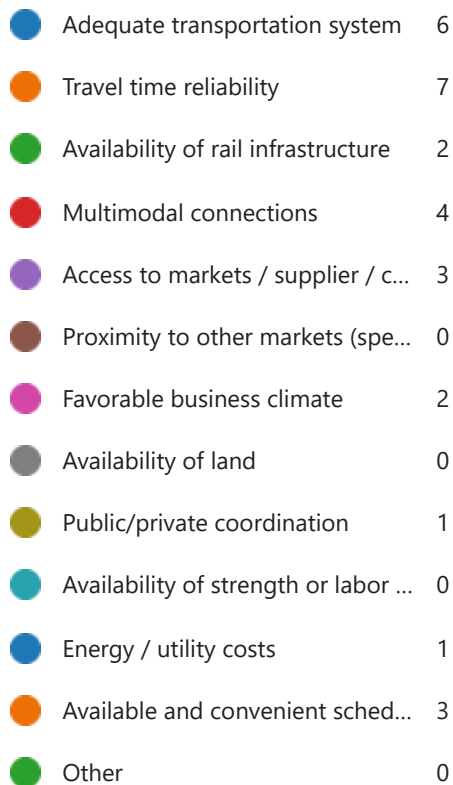
2. What modes or combination of modes are you currently utilizing for your freight needs or the needs of the agency, region, or organization you represent?



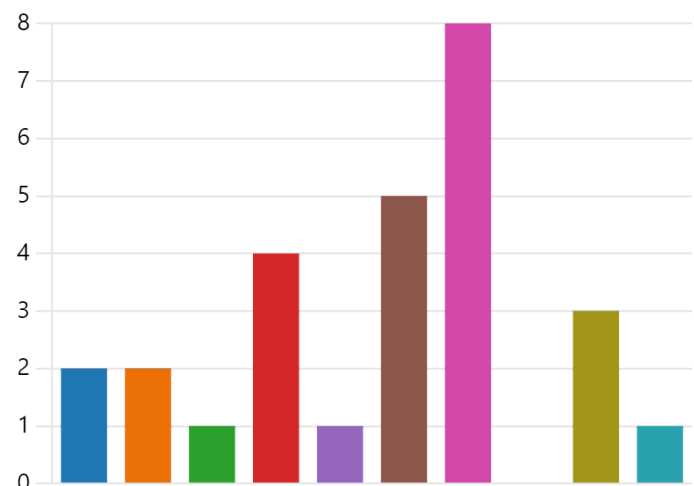
3. Why are these your preferred modes, or the preferred modes of the agency, region, or organization you represent?



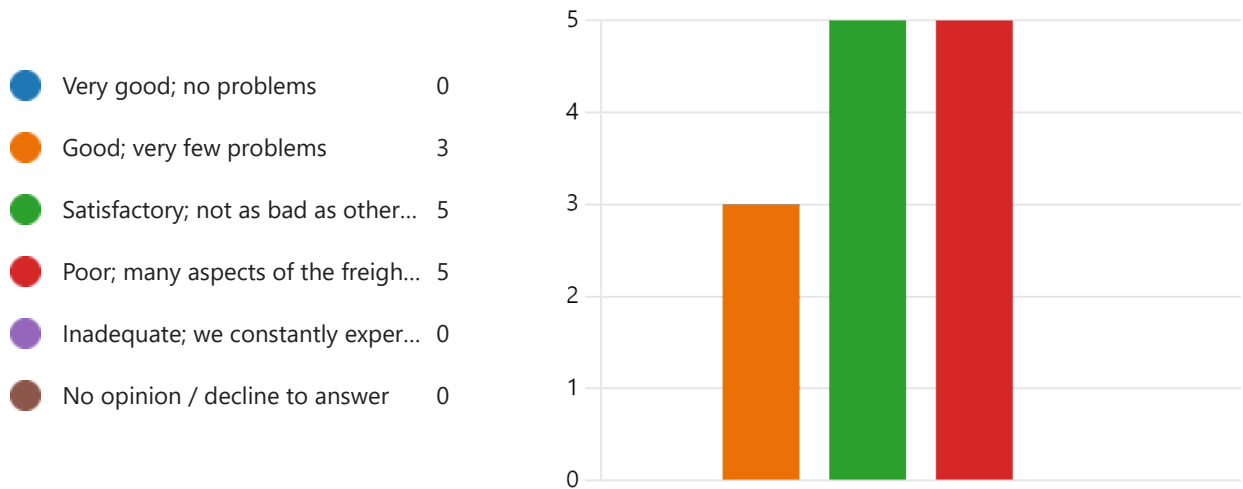
4. What characteristics of West Virginia's multimodal freight transportation system and economy are most beneficial to your business?



5. What challenges or barriers are impacting your business or freight movement concerns within your organization or region of interest?



6. How would you rate West Virginia's freight transportation system?



7. If you responded "Satisfactory", "Poor", or "Inadequate", please provide additional details below.

8
Responses

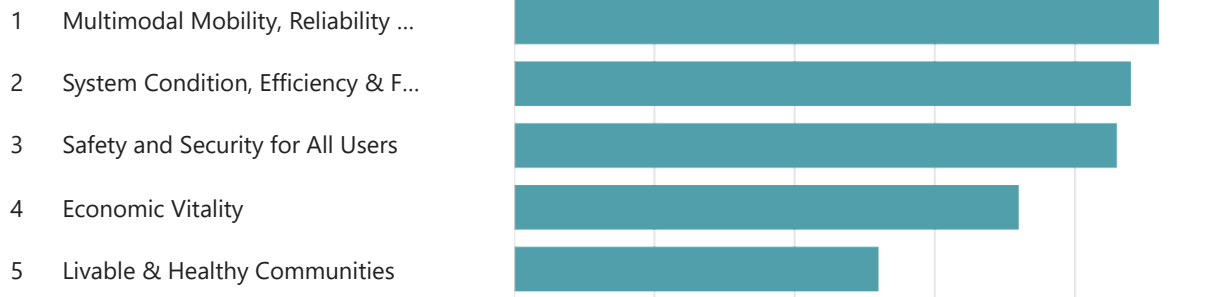
Latest Responses

"In Webster County overnight or next day delivery rarely happe..."

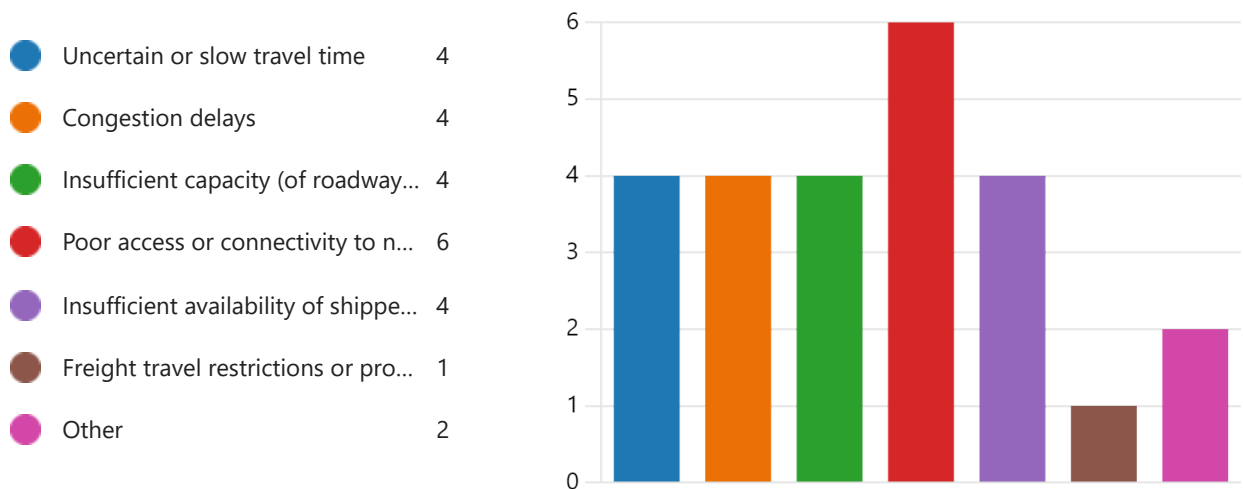
3 respondents (38%) answered **limited** for this question.

transportation is a fraction
 transportation on waterways
 Availability of warehousing
 waterways of state
 capacity
 availability of carriers
 freight transportation
 modern transportation
 Westover and Grandville
 Rail freight reliable transportation
limited
 roads
 area
 limited res
 limite
 transportation in this state
 intern
 Air freight
 transportation costs

8. Please rank the following in level of importance relative to current and future freight needs



9. How would you define a bottleneck in your industry?



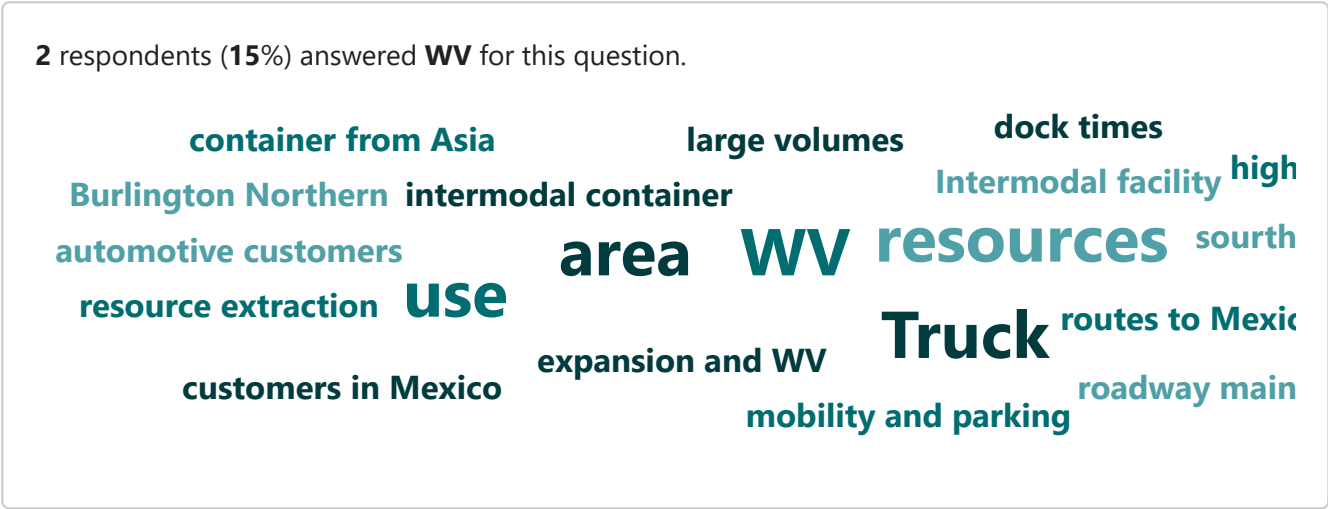
10. What would you like to see included in the Freight Plan that would help improve your system?

13
Responses

Latest Responses

- "Fill in the blanks spots in WV with highway systems. and finish...
- "More trucks willing to come into area. That means improving ...
- "Truck mobility and parking; roadway maintenance for resourc...

2 respondents (15%) answered **WV** for this question.



11. Assuming adequate Federal, State, or public private partnership funding is available, what freight projects should West Virginia prioritize to have the biggest impact on the State’s economic competitiveness?

13
Responses

Latest Responses

"Finish Corridor H, then build the Corridor H- I68 connector N/...

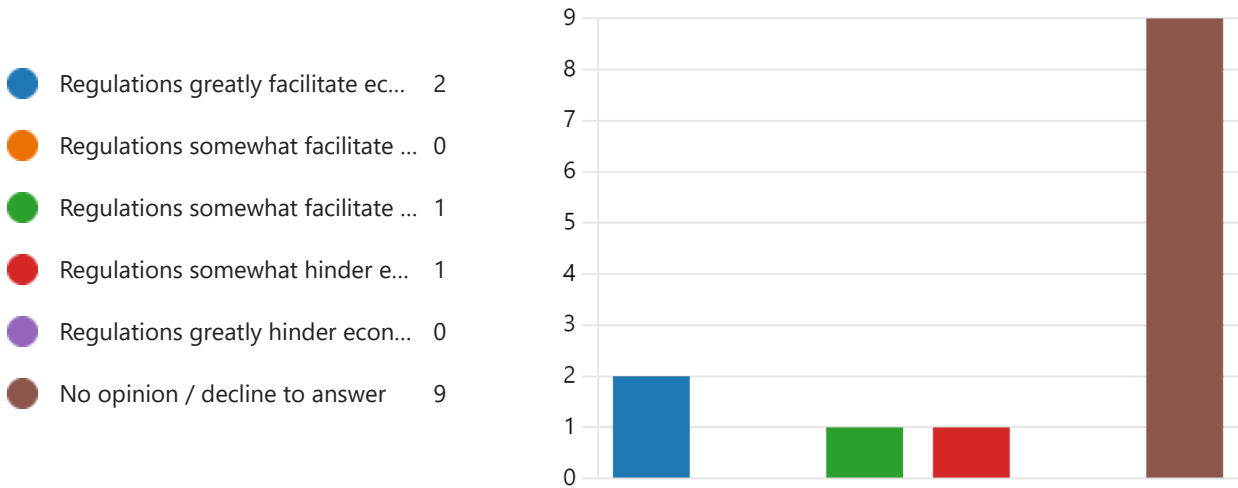
"Better highways through distressed counties "

"Accelerate water borne freight transportation and deliveries; in...

3 respondents (23%) answered **Freight** for this question.



12. To what extent do federal and state transportation regulations hinder/facilitate economic competitiveness in the state?



13. Please provide additional detail on your answer to previous question.

13
Responses

Latest Responses

"We prefer less regulations. Regulations should be sparingly use...

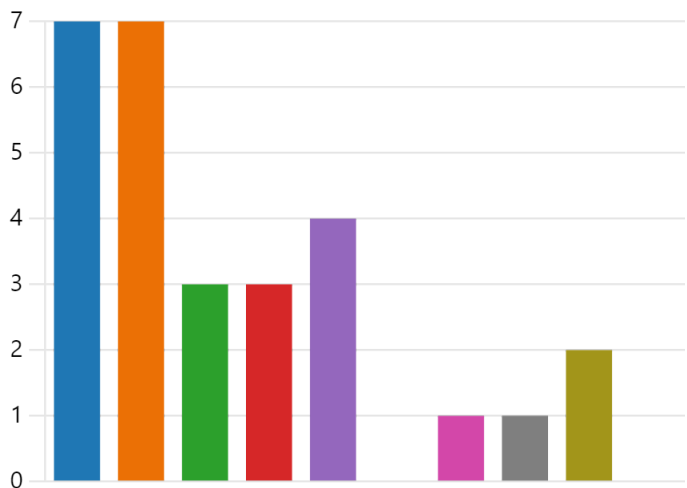
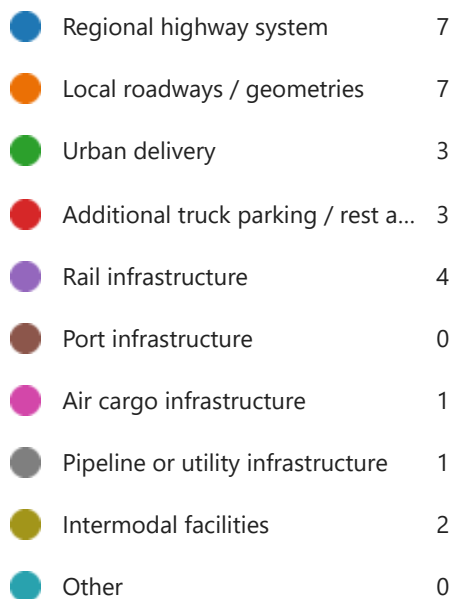
"Better the roadways, the easier it is to access communities and...

"Some regulations help while some impede the growth. Depend...

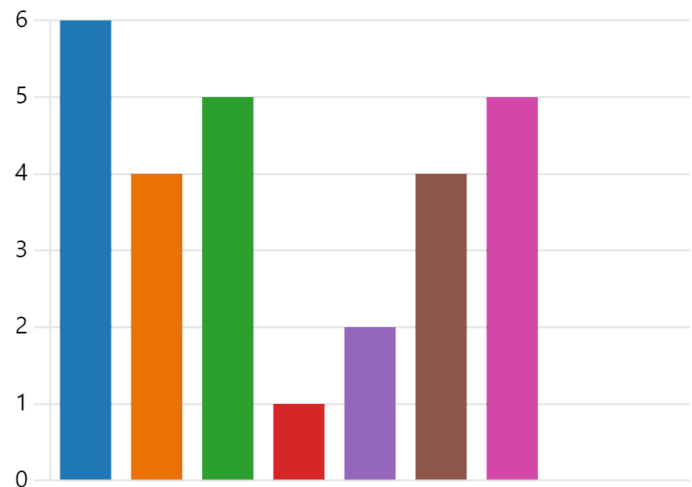
3 respondents (23%) answered **regulations** for this question.



14. If you could improve the freight/logistics transport system in West Virginia in regard to transportation modes, what would you focus on?



15. If you could improve the freight/logistics transport system in West Virginia in regard to the safety, economy, labor, regulations, etc., what would you focus on?



16. Please list the areas or corridors in West Virginia where additional truck parking is needed.

13
Responses

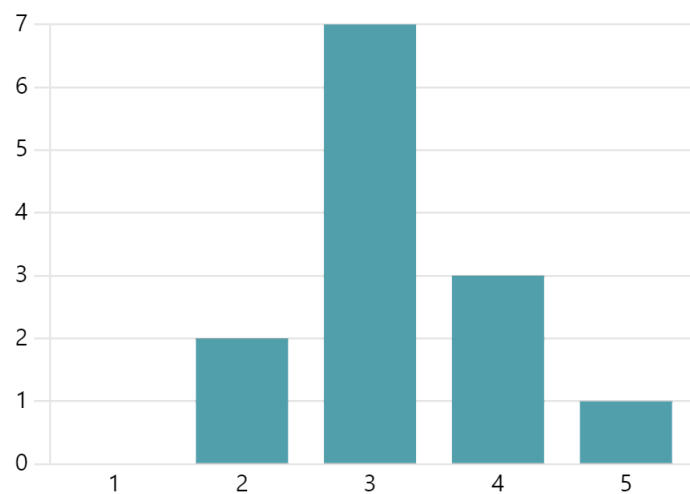
Latest Responses
 "Keyser WV"
 "Along the backroads "
 "Along interstates and expressways"

1 respondents (8%) answered **interstates and expressways** for this question.

n't have a response
 Charleston Area truck parking dsfs
 additional interstates and expressways locatic
 parking was necessary Keyser WV I-79 and I-77 back
 response Downtown

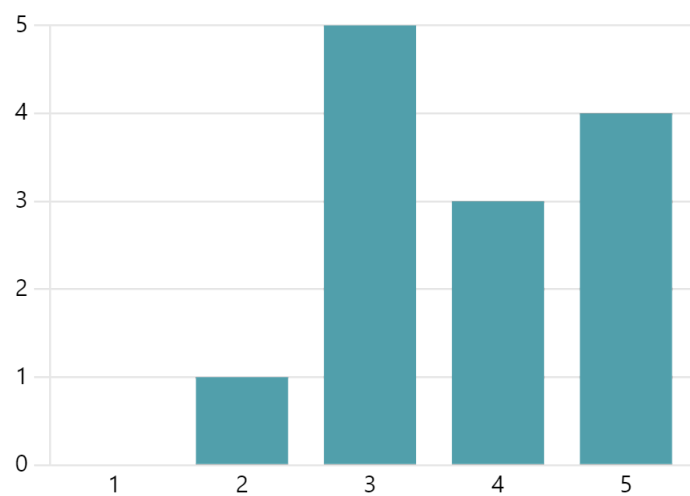
17. Improved National / State / Local Policies

3.23
Average Rating



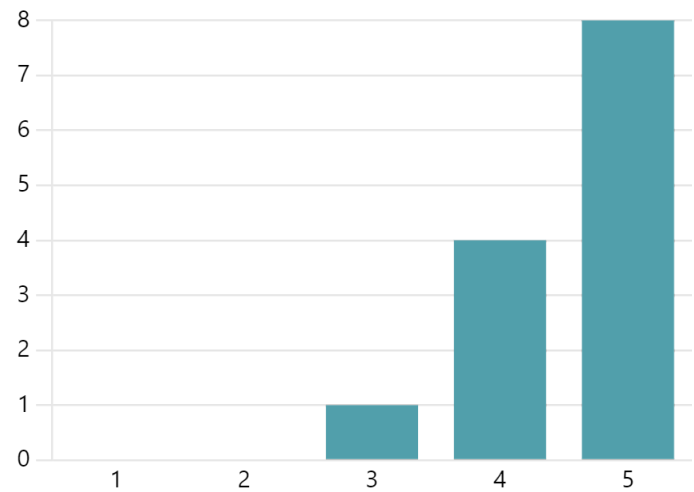
18. Technological Innovation

3.77
Average Rating



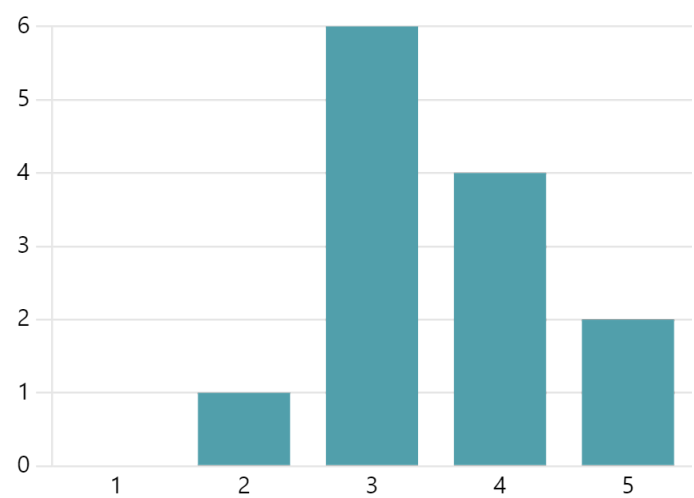
19. Government Investment in Hard Infrastructure Improvements (Roads / Bridges / Rail / Ports / etc)

4.54
Average Rating



20. Availability / Performance of Soft Infrastructure (Customs / Legal/ Forwarders / Warehousing / etc)

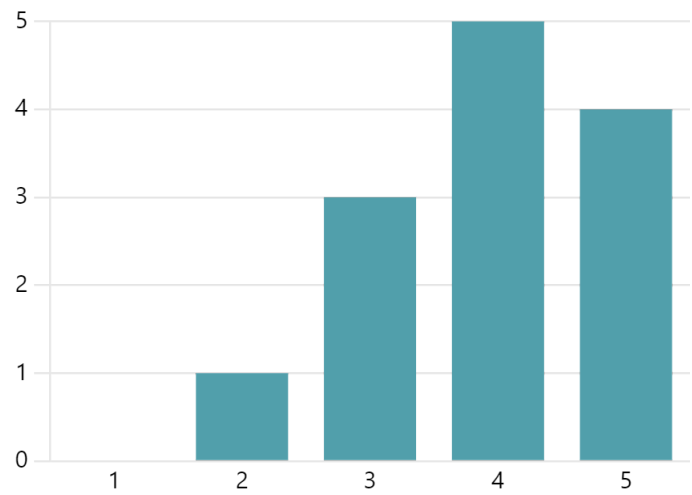
3.54
Average Rating



21. Workforce Access and Development

3.92

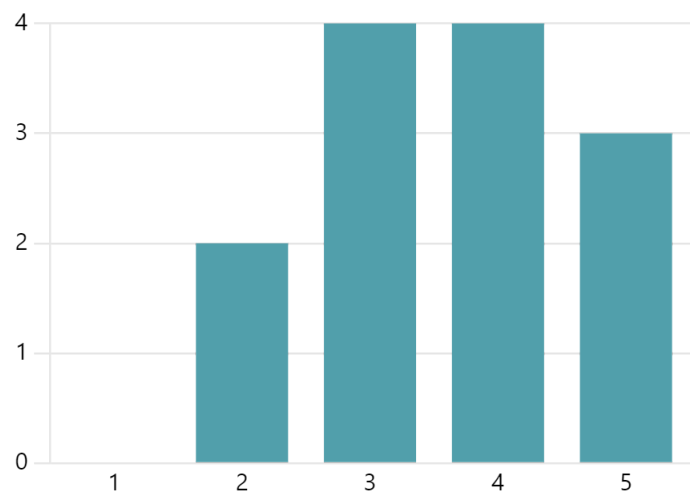
Average Rating



22. Knowledge Transfer / Data Availability

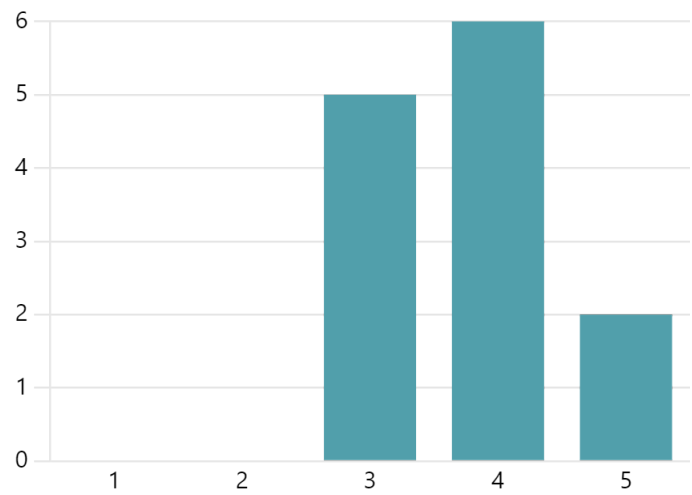
3.62

Average Rating



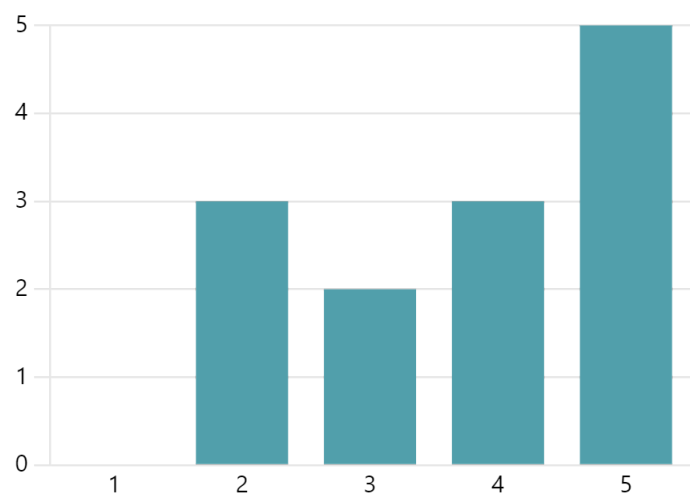
23. Market Conditions

3.77
Average Rating



24. Availability of Capital

3.77
Average Rating

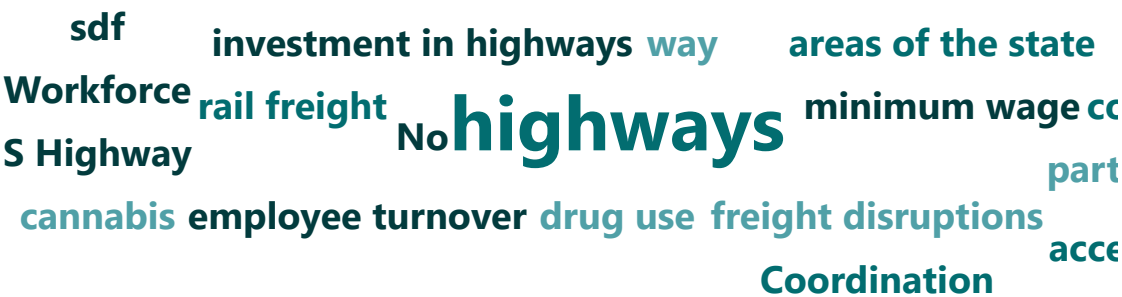


25. Are there any factors not described above which you believe may influence the near-term success of the freight/logistics economy in West Virginia?

9
Responses

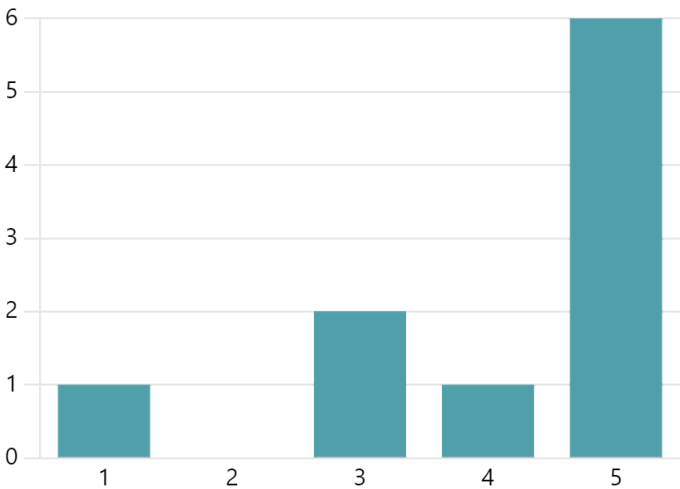
Latest Responses
"Build the N/S Highway"
"The investment in highways to areas of the state where it's not..."

2 respondents (22%) answered **highways** for this question.



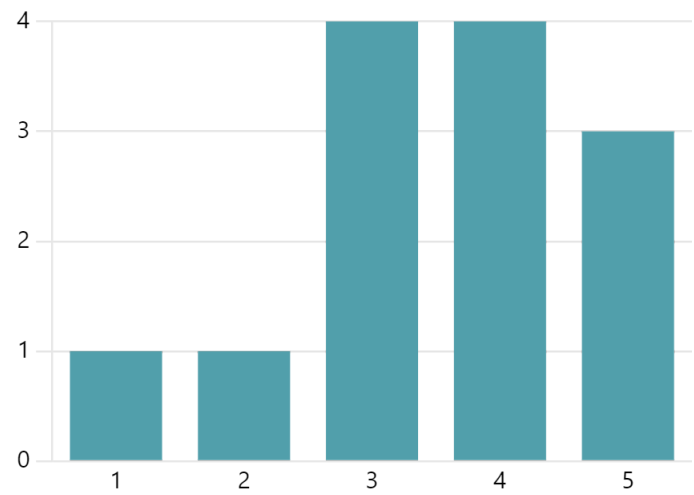
26. Please rank the importance of your response to Question 25 based on the impact you believe it may have on the near-term success of the freight/logistics economy in West Virginia

4.10
Average Rating



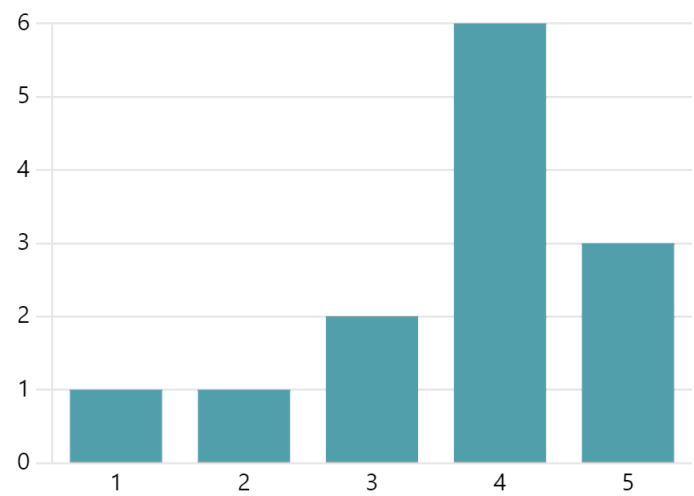
27. Safety (types of crashes and crash rates)

3.54
Average Rating



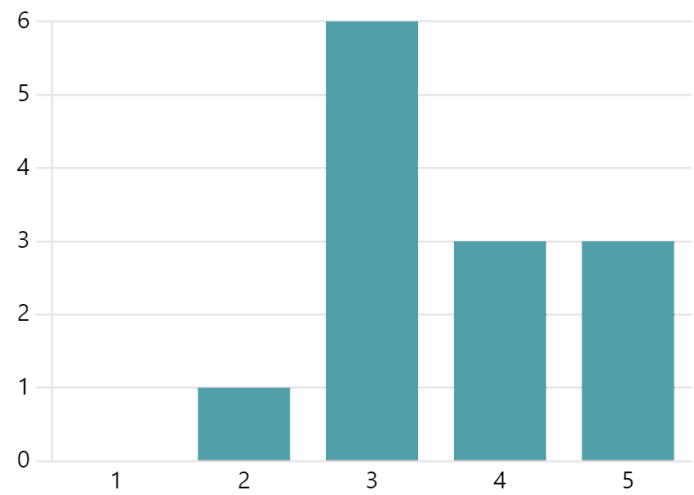
28. Travel Time Reliability (how frequently travel times meet expectations)

3.69
Average Rating



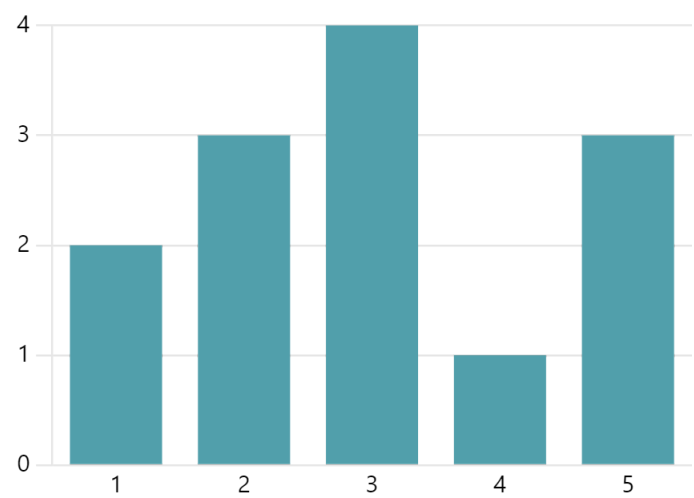
29. Congestion (recurring delay on the transportation system)

3.62
Average Rating



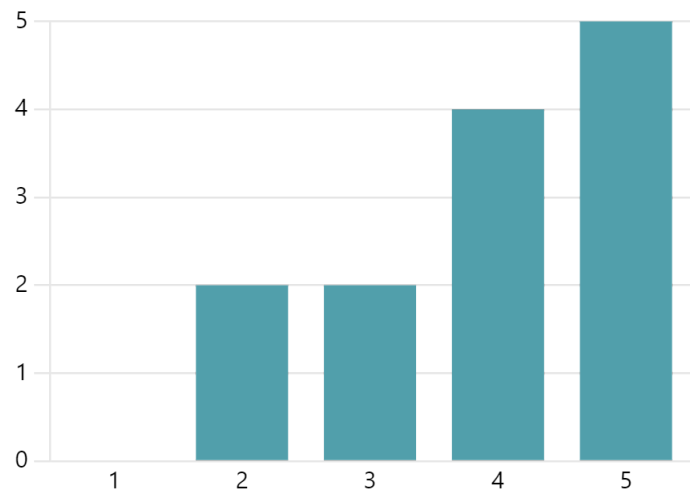
30. Security (for operators and cargo)

3.00
Average Rating



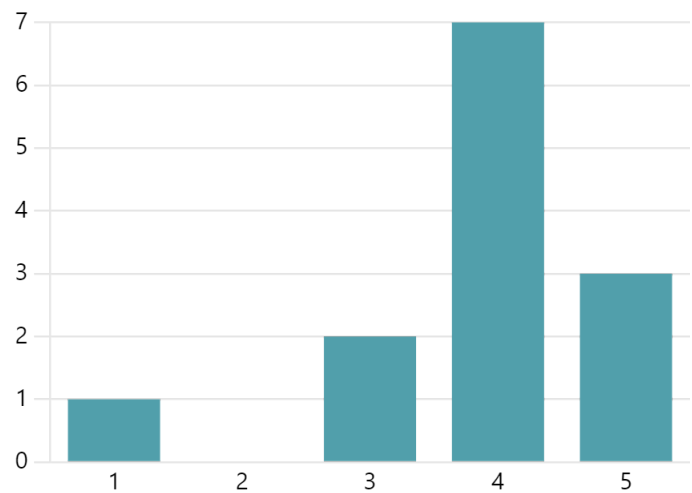
31. Condition (infrastructure quality and condition)

3.92
Average Rating



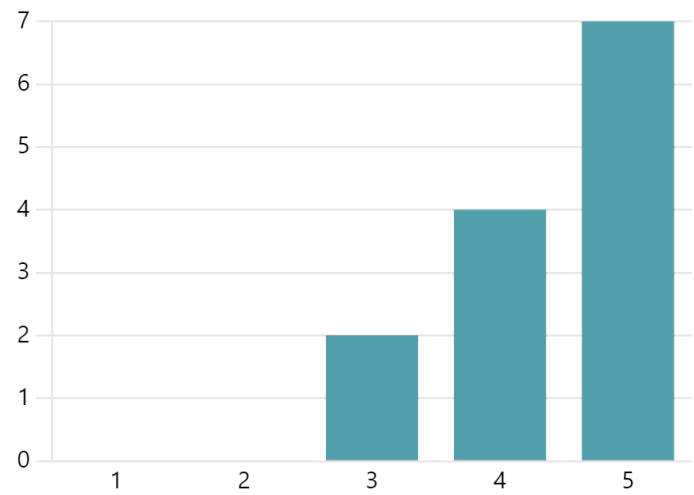
32. Impact on Surrounding Community (example: traffic, local economy, availability of resources)

3.85
Average Rating



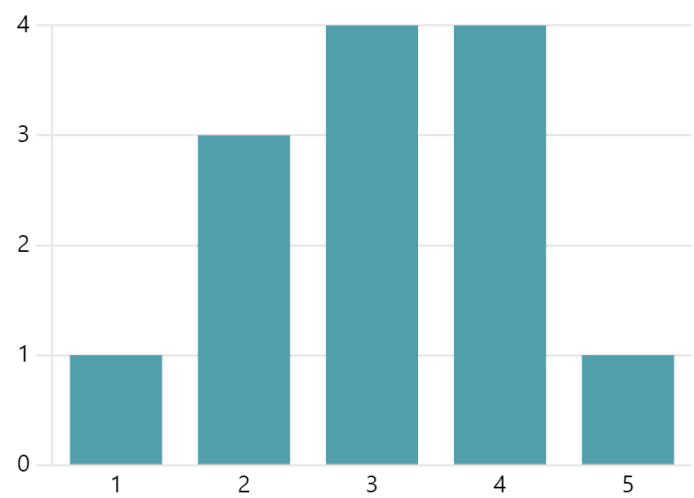
33. Impact on the Economy (example: jobs, prices)

4.38
Average Rating



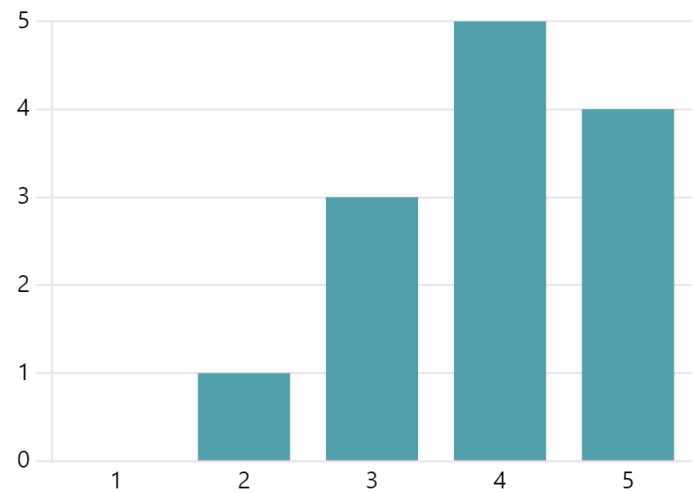
34. Impact on the Environment (example: air quality, natural resources, stormwater)

3.08
Average Rating



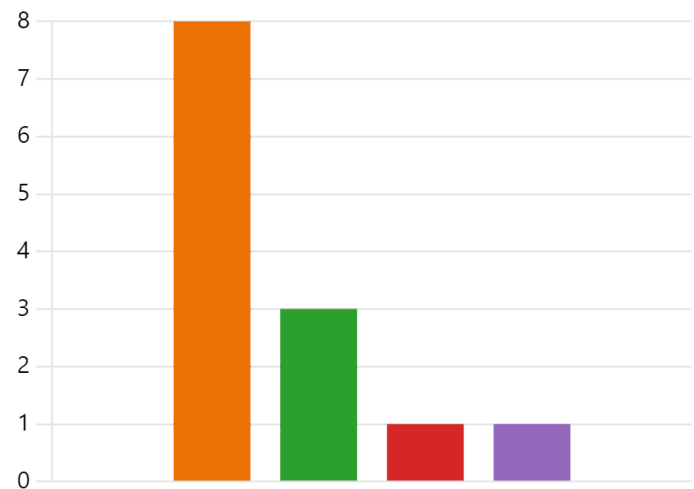
35. Available and Convenient Shipping Schedules

3.92
Average Rating



36. In the next 5 years do you anticipate the economy associated with the freight industry in West Virginia will be: (note: not including pandemic years in this comparison)

- Much better than the last 5 years 0
- Slightly better than the last 5 ye... 8
- The same as the last 5 years 3
- Slightly worse than the last 5 ye... 1
- Much worse than the last 5 years 1
- No opinion / decline to answer 0



37. (Optional) What trends are you currently seeing in your preferred mode(s) for freight movement?

11
Responses

Latest Responses

"CSX owns the rail in our area. They are not cost effective or eff..."

"Just being discussed is attend in right direction "

"Increased truck traffic"

2 respondents (18%) answered **truck** for this question.

final destinations money problems
not stress pandemic levels truck drone delivery right
rise Price inflation inflation +20 use
WV size industry truck traffic freight costs cor
carriers able Operators are harder delivery of go

38. Are there new developments that are impacting your system, or are there known upcoming developments that you anticipate to impact your system? What are they?

13
Responses

Latest Responses

"We constantly have business prospects for our area. One reaso..."

"None that I know of"

"Developments associated with shale drilling."

2 respondents (15%) answered **Developments** for this question.

landscape of the system vehicles and drones roadway expansions safety issi
second option access to Highways prospects for our area direct acco
competitors such as Virginia **Developments** S Highway major c
shale drilling development areas access to the area Autonomo
drastically change I-81 will be too congested Derailments have an i
cor

39. If you have additional comments or would like to show areas of concern, an interactive map (Online Map Tool) has been provided at the following link or you may provide your comment below.

4

Responses

Latest Responses

40. What is the name of the agency or organization you are representing?

13

Responses

Latest Responses

"Mineral County Development Authority"

"Webster County EDA Director"

"Belomar"

3 respondents (23%) answered **County** for this question.

Word cloud content:

- County
- Interstate highway
- Webster
- Mineral County
- Monongalia County
- Engineering community
- Company
- USA
- Development Authority
- WV DOT GIS
- EDA Director
- Sogefi
- WWW
- LLC
- Inc
- sdf
- Webster

41. (Optional) If you would like to be included in the email distribution list, please enter your email below.

9

Responses

Latest Responses

"kclark@mineraleda.com"

"wcda@websterwv.com"

42. (Optional) If you would like to discuss any of your responses with us, or join the distribution list, please enter your name below (First Name Last Name)

6
Responses

Latest Responses

"Kevin R. Clark"

"Chris Graham "

1 respondents (17%) answered **Kevin R Clark** for this question.

Travis Vanscoy **Chris Graham** **SO**
Kevin R Clark
Troy Thomas **Aaron Fe**