

# STATE OF THE SYSTEM

## FREIGHT IN WEST VIRGINIA



West Virginia's multimodal freight networks provide opportunities for companies to locate in the state and foster future business growth due to efficient and reliable freight connections with major markets and facilities. The freight network in West Virginia is made up of an extensive connected network of highways, railroads, waterways, and pipelines.



### Miles of Freight Networks by Mode

Highway	2,139 miles
Railroad	2,312 miles
Inland Waterway	274 miles
Pipelines	2,310 miles

### HIGHWAY

- The highway network provides critical first and last-mile access to the State's freight-generating industries and businesses.
- The State's highway system includes 2,139 miles of designated roadway miles, and includes the Highway Freight Network, Appalachian Development Highway System, and the Coal Resource Transportation System.

### RAILROAD

- West Virginia has a total of 13 freight railroads in operation, comprised of two Class I railroads, Norfolk Southern and CSX, and 11 short lines or regional railroads (Class II and III).
- Of those railroads, the largest carrier is CSX with 1,113 route miles, Norfolk Southern is the second largest carrier, with 801 route miles of track.

### INLAND WATERWAY

- There are approximately 274 miles of navigable waterways in West Virginia including the Ohio, the Kanawha, and Monongahela Rivers.
- The combination of rail and inland waterways in the State provide an intermodal option for moving bulk commodities, which comprise a major portion of the State's economy.

### PIPELINE

- West Virginia is a leading natural gas-producing state in the nation.
- According to the U.S. Energy Information Administration, West Virginia was ranked the seventh-largest market for natural gas in the nation in 2018.
- The state was the thirteenth-largest market for crude oil production in the nation in May 2020.

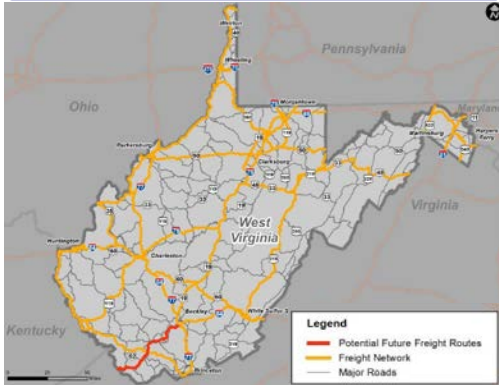
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West Virginia's highway freight network is a combination of the CRTS and ADHS networks described below:

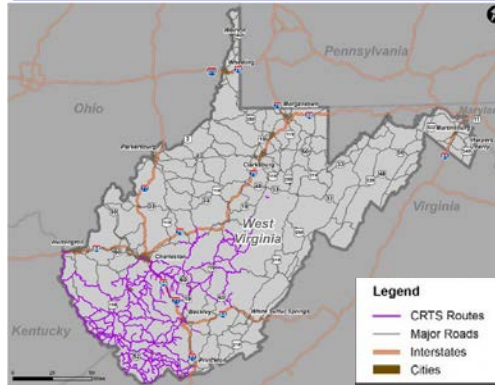
### Highway Freight Network Routes



The 2018 WV Freight Plan designated the Highway Freight Network to help focus WVDOT planning efforts to facilitate the State's current and future freight volumes based on four criteria:

- Be a principal arterial roadway
- Have at least 25% trucks
- Provide access to energy production or distribution areas
- Connect to the national freight network

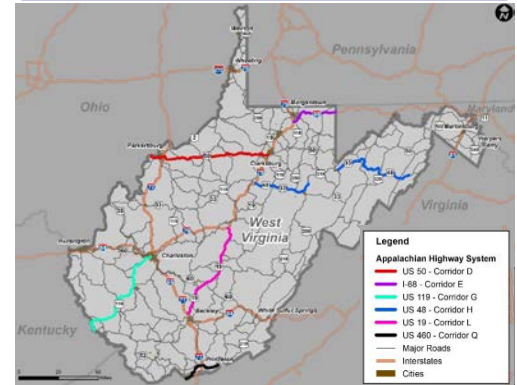
### Coal Resource Transportation System (CRTS)



Designated in March 2003, the General Assembly established the CRTS in fifteen southern West Virginia counties.

On these designated routes, coal haulers may purchase a permit that will allow for a Gross Vehicle Weight (GVW) of up to 120,000 pounds. The Coal Resource Transportation Designation Committee (CRTDC) approves the designation of additional CRTS routes outside the ten specific counties.

### Appalachian Development Highway System (ADHS)



Congress authorized the construction of the ADHS in the Appalachian Development Act of 1965. The ADHS is particularly important for long-distance freight movement and access to rural areas of Appalachia. Trucks carrying freight accounted for 4.3 percent of all traffic in the 13 state region.

### National Highway Freight Network (NHFN) in West Virginia



The NHFN in West Virginia is where specific Federal fund established through the FAST Act funds can be used. It totals 535 miles and has four components:

- Primary Highway Freight System (PHFS) (shown in orange)
- Critical Rural Freight Corridors (CRFC)
- Critical Urban Freight Corridors (CUFC)
- Remainder of interstate system not on the PHFS

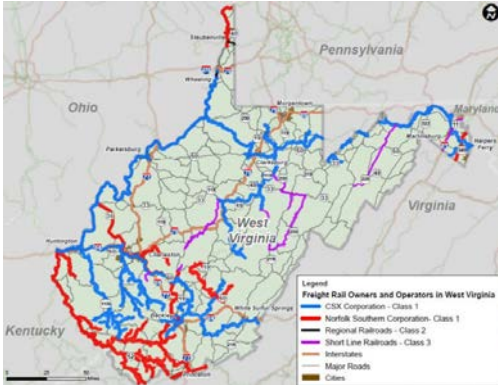
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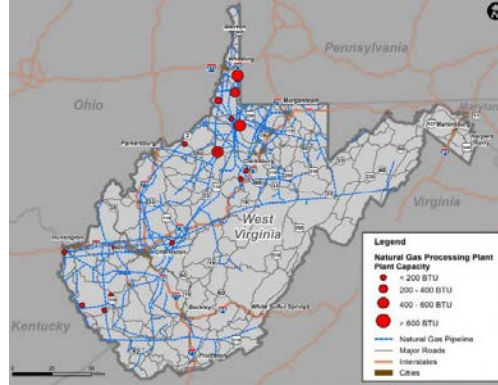


West Virginia's other freight networks include Rail Freight, Intermodal Facilities, Waterway, and Pipelines.

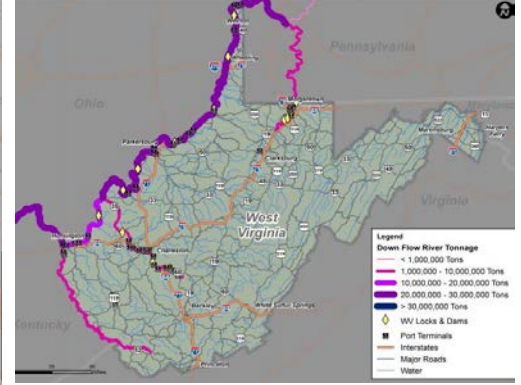
### Freight Rail Network



### Oil and Natural Gas Pipeline Network



### Waterway Network



West Virginia's freight railroads carry more than 164 million tons of freight, or more than 1 million rail cars, of various commodities which originate, pass-thru, or terminate within the State.

Coal makes up 63 percent of these total rail carloads. Total rail freight tonnage in the State has decreased since 2000; primarily due to reduced coal demand and movements throughout the State; and is projected to decrease through 2040.

The pipeline network serves the states natural gas processing plants centered in the Northern part of the State. In 2016, West Virginia ranked 3rd in the U.S. in natural gas production, with over 2.36 billion cubic feet produced.

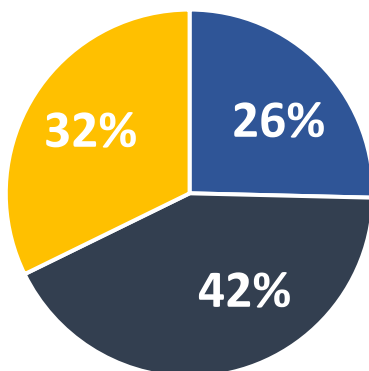
West Virginia's Gas Pipeline System includes:

- Gas Distribution: 13,145 miles
- Gas Gathering: 447 miles
- Gas Transmission: 3,504 miles

In 2015, the US DOT designated the Ohio River on the western border of the State as a marine highway corridor.

The M-70 marine highway corridor includes the Ohio, Mississippi, and Missouri Rivers, and connects commercial navigation channels, ports, and harbors, from Pittsburgh to Kansas City.

There are 12 locks and dams that serve the states riverport terminals on inland waterways.



■ Within ■ Outbound ■ Inbound

**299.8 million tons**  
of freight moved in 2018

**\$140.0 billion in value**

**32%** tonnage by rail

**29%** tonnage by truck

**28%** tonnage by pipeline

**1.6%** are international exports or imports

Data from the Freight Analysis Framework, Version 4.5.1

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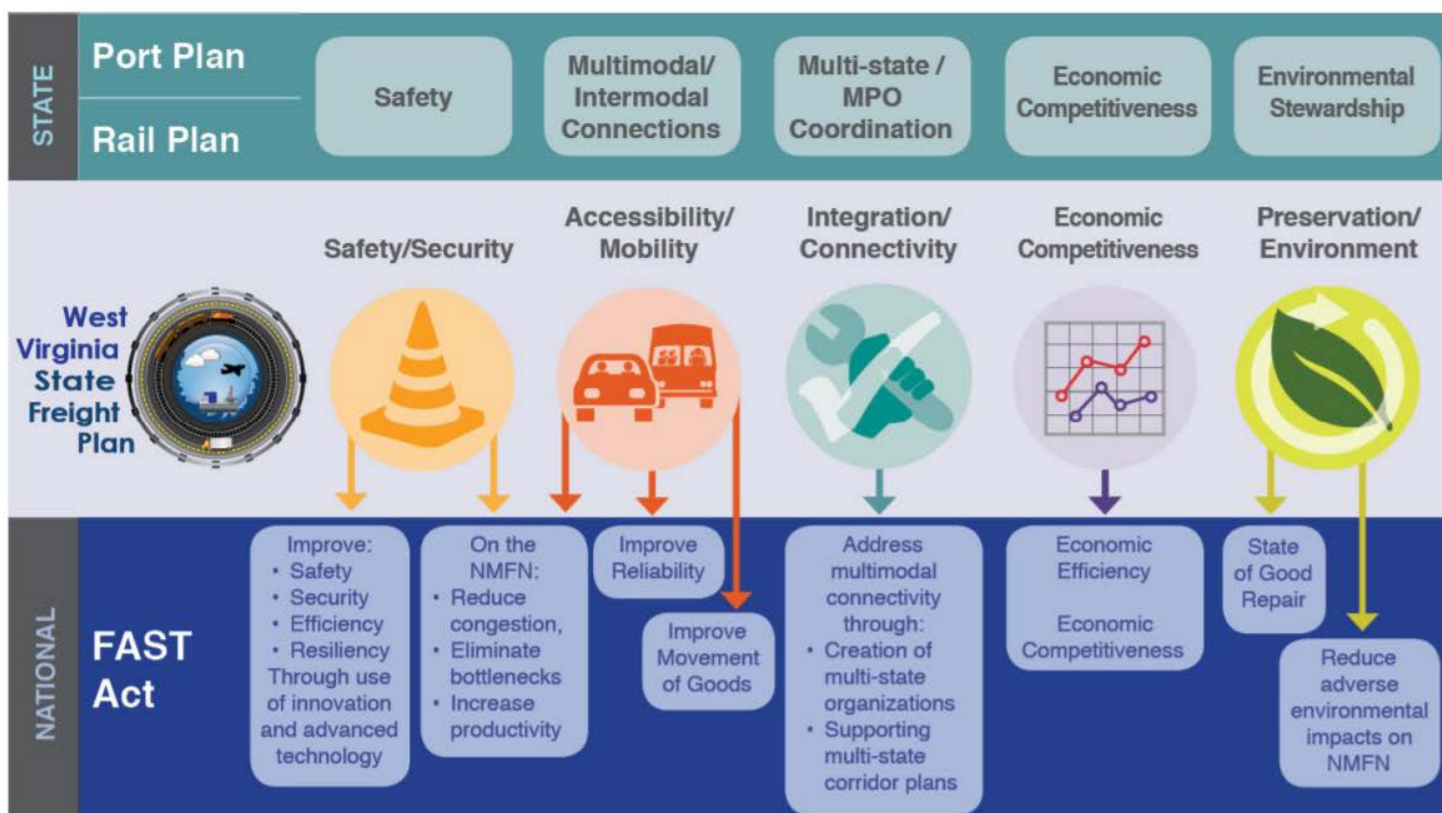
### CURRENT FREIGHT AND MODAL PLANS IN WEST VIRGINIA

#### WV State Freight Plan

This plan, updated in 2018, guides freight planning led by WVDOT and implementation activities in the state. It provides a snapshot of the state's multi-modal freight infrastructure. The plan also positions the state to maximize its opportunity to qualify for future funding opportunities that will build projects to enhance the movement of people and goods throughout the state.

#### WV State Rail Plan

The State Rail Plan plays a key role in allowing the WVDOT and the West Virginia State Rail Authority (WVSRA) to achieve their directive of providing safe, effective and efficient movement of people, information and goods in West Virginia, enhancing the opportunity for people and communities to enjoy environmentally sensitive and economically sound development. The plan serves as a framework for the state's rail freight and passenger transportation planning, needs analysis, and prioritization of programs and investments over the next 20 years.



WVDOT's goals documented in the Freight Plan and further outlined in the ongoing Rail Plan focus on priorities that will continue to enhance the multimodal and intermodal freight system role in growing and diversifying the economy. This is critical to create opportunities for new industries to expand and locate in West Virginia, as access to high-quality, reliable transportation systems is a key factor for industry location decisions.