

Summary of Freight Summit 1 Appendix A

Pre-Summit Survey Report

December 2020



KENTUCKY RIVERPORTS, HIGHWAY & RAIL FREIGHT STUDY

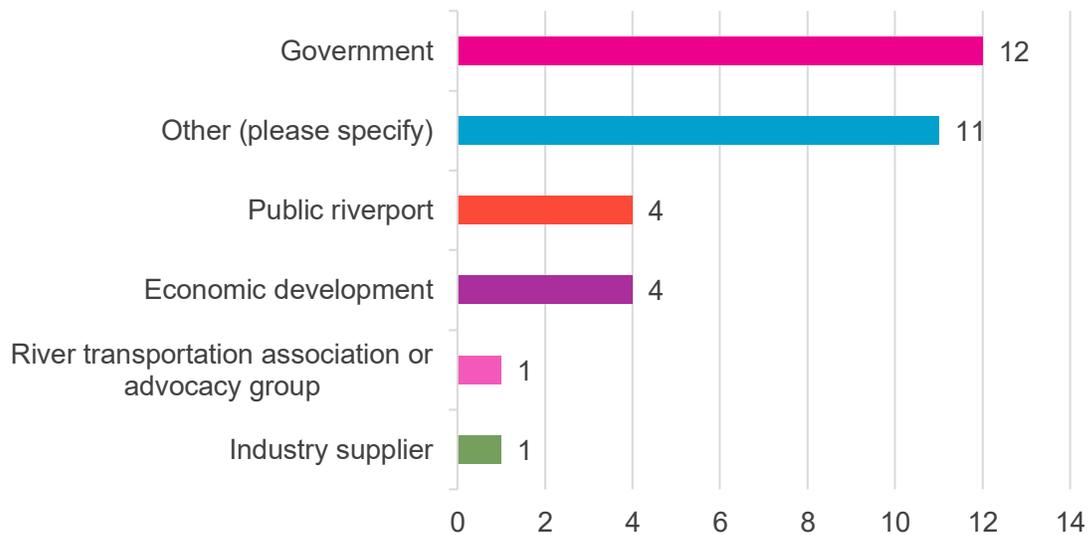
Summit 1 - Pre-Summit Survey Report

December 2020

Overview:

- Total responses - 33
- 100% completion rate
- Typical time spent 2 minutes, 7 seconds

Q1: Please select your industry sector.



For 11 people that responded “other” below are the industry sectors they listed:

- Commodity organization
- Construction company
- Consultant (3)
- Consultant – reight planning
- Freight planner
- Freight railroad
- Industry consultant/analysis
- Project management and consultant
- Transportation planner

Q2: What is your title?

Titles Represented:

Executive Director (4)

President (4)

Transportation Planner (3)

All Other:

Associate

Chief District Engineer

Coordinator

Customer Service Manager

Director

Director, KYTC Division of Planning

Director, Local Affairs

Environmental Coordinator

KYTC Planning

Modal Programs Branch Manager

Owner

Project Manager

Research Manager

Senior consultant

Senior Trade Advisor

Senior Transportation Market Consultant

Senior Transportation Planner

Transportation Planner Supervisor

Transportation Specialist/Freight Specialist

Vice President of Strategy

VP Operations

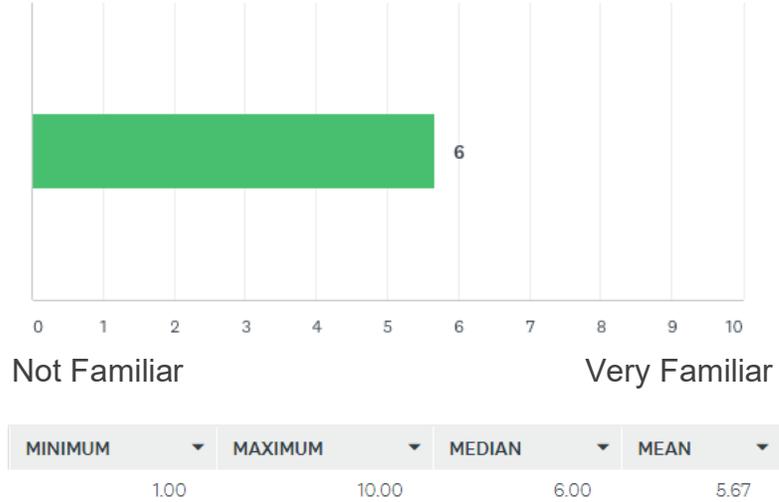
VP Operations

Word Cloud of Title Responses

President Director Executive Director Senior
Transportation Planner Manager

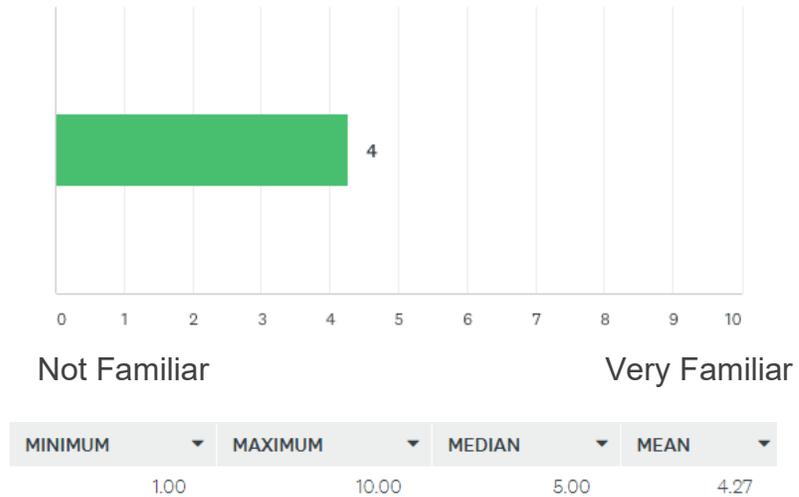
Q3: On a scale of 1 to 10 (1 being not familiar and 10 being very familiar), what is your level of familiarity with the public ports within Kentucky as they relate to state and local economies?

- Public Ports



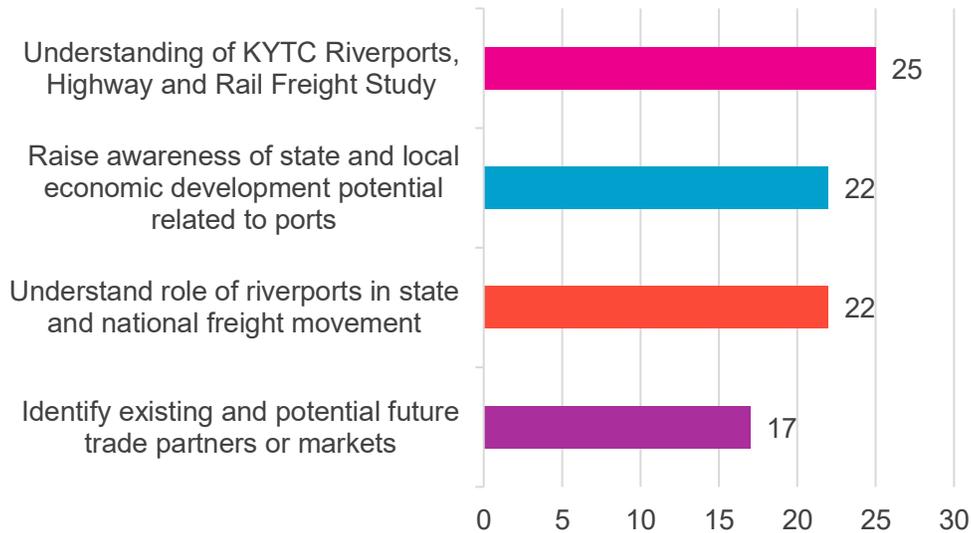
Q4: On a scale of 1 to 10 (1 being not familiar and 10 being very familiar), what is your level of familiarity with the private ports within Kentucky as they relate to state and local economies?

- Private Ports



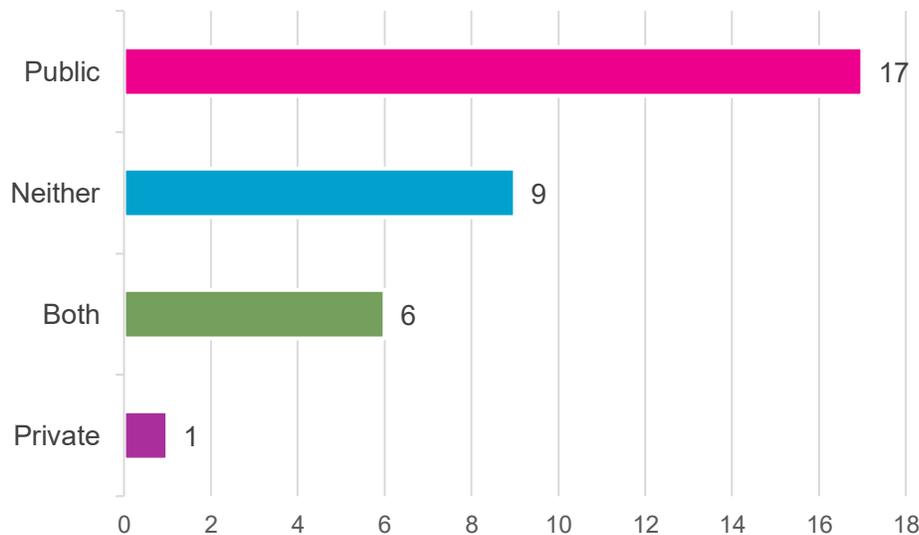
Q5: What are you looking to gain from Summit #1: The Economic Role of Freight Modes? (Check all that apply.)

- Respondents were almost equally interested in all topics for the summit.
- Understanding the role of KYTC Riverports, Highway and Rail Freight Study was the top interest, with 25 respondents selecting it.



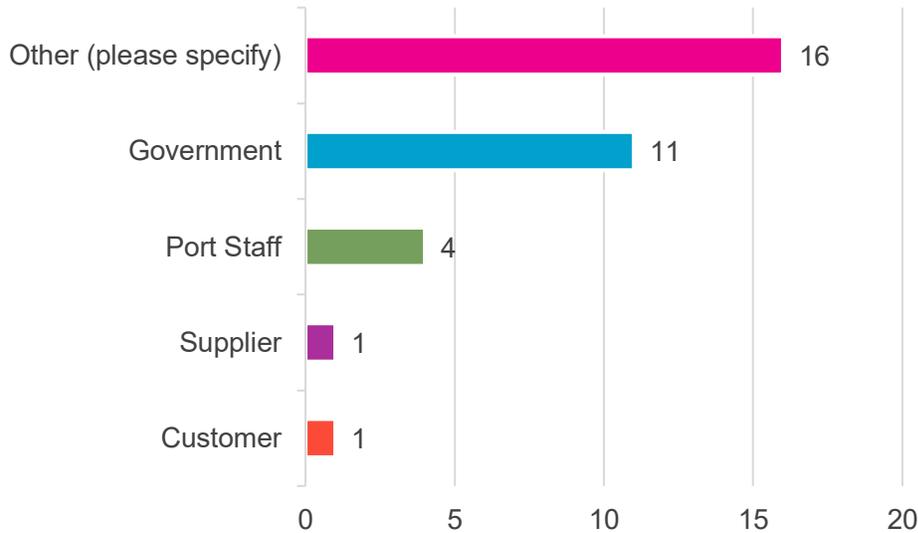
Q6: What is your most frequent, direct dealing with the ports?

- Respondents most frequently dealt with ports in a public manner.



Q7: What is your role/interaction with the ports? (select one)

- Aside from “other,” the majority of the respondents interacted with the ports from a government perspective.



For 16 people that responded “other” below are the roles they listed:

Consultant (4)

None (2)

Remaining:

Area development district

Consultant for ports

Designer

Do not currently interact with the ports

Economic Development – industrial recruitment

Economic development partner

Government research provider of stats and networking for companies

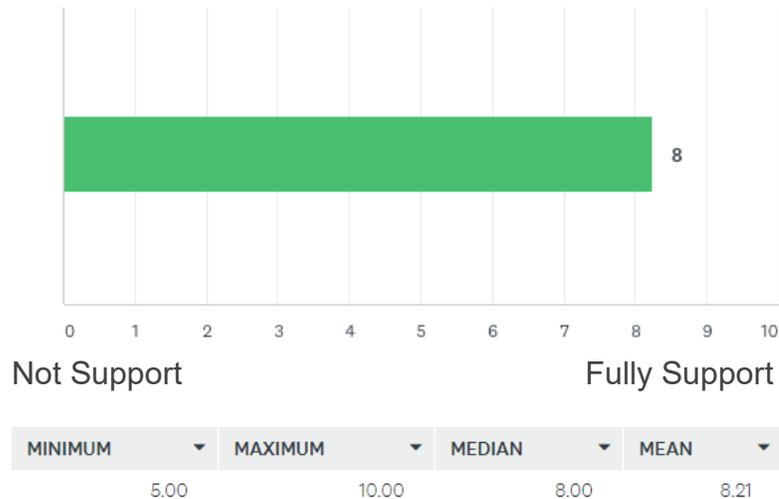
Interested in economic impact and freight trends

Planning, research and marketing

Possible Customer

Q8: How important is it for the state to support the existing and developing public ports? 1 being should not support, and 10 being should fully support:

- When asked how important respondents felt it was for the state to support the existing and developing public ports on a scale of 1 to 10, the respondents averaged an answer of 8.



Q9: Further comments:

“In regards to #8, there needs to be a public/private interface that fully engages the resources of the state without imposing undue regulations that restrict development and expansion.”

“Looking forward to hearing the conference.”

“Kentucky’s riverports are critical to the long term economic success of the Commonwealth.”

“My goal is to gain knowledge that might aid me in my role at a freight railroad.”

“Thanks for keeping the ports on the radar along with other modes of transportation.”

“Looking forward to it, planning to attend all sessions but one – for which I have a conflict. Will be hoping to gain a wider knowledge base, specifically regarding ports.”

“Very interested in the summit.”

“Development of the far western Kentucky for growth.”



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