

2022 DELAWARE STATE FREIGHT PLAN



The **Delaware Freight Plan** is a compilation of statewide transportation planning insights that focus on improving Delaware's multimodal freight transportation systems to enhance economic opportunities within the state and the surrounding region, while also upholding federal requirements for state freight planning.

DeIDOT completed the latest plan in December 2022 with approval by the Federal Highway Administration (FHWA) on January 24, 2023. The next four-year major plan update will be due in 2026.

For details or to view a full copy of the plan, refer to DeIDOT's Freight website using this QR Code →



Freight Planning and Implementation Tasks

Building from the vision, goals, values, and strategies in the Delaware Freight Plan, specific action items are reflected in a set of freight planning and implementation tasks that are critical to the state's ongoing freight planning initiatives. These tasks help to prioritize "to-do lists" for DeIDOT and their MPO planning partners to implement and advance freight improvements via actions grouped as follows:

ONGOING TASKS <i>(annual or intermittent updates)</i>	PROCEDURAL TASKS <i>(agency, stakeholder, or program coordination)</i>	SHORT-TERM TASKS <i>(within 1-4 years)</i>	LONG-TERM TASKS <i>(beyond 4 years out)</i>
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Questions for Freight Summit Attendees

Details on the following displays summarize the current task lists and related status and efforts to-date. Please review these lists and use the feedback board to share insights with the project team, such as:

- **Which tasks should be prioritized?**
- **Are there other annual tasks that should be considered?**
- **Are there other task ideas or comments for future (2026) freight plan updates?**



2022 DELAWARE STATE FREIGHT PLAN

ONGOING Freight Planning and Implementation Tasks

Ongoing Tasks <i>(annual or intermittent updates)</i>	Efforts To-Date <i>(status as of June 2024)</i>
<p>1 Truck Traffic Trend Analysis Utilize Wavetronix data to develop supplemental performance measures and report annual truck volume changes at key locations.</p>	<p> New: Assess truck volume changes following Baltimore's Francis Scott Key Bridge collapse</p> <p> Assessment of pre/post-COVID traffic recovery (WILMAPCO 2022)</p>
<p>2 Rail Preservation and Safety Continue rail corridor preservation, safety improvement, and public education efforts using annual rail program and safety funds.</p>	<p> Active: Update Delaware State Rail Plan</p> <p> Annually: Allocation of federal Railway-Highway Crossings Program (Section 130) funds via DelDOT Highway-Rail Grade Crossing Safety Program</p>
<p>3 Project Planning/Programming Coordination Coordinate freight-related project planning insights with DelDOT and MPO formal project planning/programming efforts, including details from:</p> <ul style="list-style-type: none"> • State Freight Plan (2022) • Statewide Truck Parking Study (2021) • First/Final Mile Freight Network Study (2022) • Dover/Kent County rail/land use studies (2022) • Other multimodal freight sources, truck bottleneck projects, or similar 	<p> New: Prep for 2024/25 Truck Bottleneck updates</p> <p> New: Prep for 2024/25 First/Final Mile (FFM) Freight Network updates</p> <p> Active: Kent County East-West Truck Route Study (Phase 2) (Dover Kent MPO)</p> <p> Active: Expanding Rail Corridor Land Use Study to Sussex/New Castle counties (Dover Kent MPO)</p> <p> New: DelDOT grant submittal for FHWA Prioritization Process Pilot Program (decision TBD)</p> <p> State Freight Plan supports allocation of FY22-26 NHFP funds (~\$30M) (DelDOT 2022)</p> <p> State Freight Plan explores freight relevant project candidate lists and screening criteria (DelDOT 2022)</p>
<p>4 Funding and Discretionary Grant Pursuits Continue freight project screening, eligibility, and compatibility reviews to identify and pursue appropriate funding, grant, and programming opportunities.</p>	<p> New: Reviewing current grant programs and eligibility for freight project opportunities (DelDOT)</p> <p> Ongoing: Quarterly working group established to continue to explore funding options and concept refinements for truck parking expansion opportunities statewide (DelDOT)</p> <p> Ongoing: \$3.345M infrastructure expansion for Harrington Business Park put forth as an FY24 Congressionally Directed Spending Request</p>
<p>5 Inter-Agency Coordination and Communications Coordinate inter-agency meetings, training, and mock exercises to optimize interjurisdictional communications and data-sharing across the region.</p>	<p> Monthly: Delmarva Freight Working Group</p> <p> Quarterly: DE Truck Parking Group Meeting</p> <p> Annually: Delmarva Freight Summit and Winter Freight Meetings</p> <p> Ongoing: local government freight training (UD IPA)</p> <p> TETC Freight Academy Training (June 2023)</p>

Status Legend:



Pending / Not Started



Started / In-Progress



Well Underway













Completed



2022 DELAWARE STATE FREIGHT PLAN

PROCEDURAL Freight Planning and Implementation Tasks

Procedural Tasks <i>(formal agency/stakeholder/program coordination)</i>		Efforts To-Date <i>(status as of June 2024)</i>
6	<p>DeIDOT CTP Enhanced Prioritization Criteria Updates</p> <p>Update terminology and scoring details in DeIDOT's Enhanced Project Prioritization Process for the CTP to reference current freight network definitions.</p>	<ul style="list-style-type: none">  New: DeIDOT grant submittal for FHWA Prioritization Process Pilot Program (decision TBD)  Ongoing: Discussion of linking freight network criteria to CUFC/CRFC expansion (DeIDOT)
7	<p>Network Refinements – CUFC/CRFC Expansion</p> <p>Identify and designate new critical urban/rural freight corridors (CUFC/CRFC) using the new mileage allowances that were doubled under IIJA</p>	<ul style="list-style-type: none">  Ongoing: Delaware CUFC/CRFC updates based on revised urban/rural boundaries and eligibility, segmentation, and mileage reassessments (DeIDOT)  Ongoing: Delaware coordination w/ Maryland CUFC/CRFC updates (DeIDOT, MDOT)  Release of revised urban/rural area boundaries and functional classifications (FHWA, May 2024)
8	<p>Network Refinements – NHS and STRAHNET Updates</p> <p>Update applicable federal roadway networks (NHS, STRAHNET) to align with current roadway networks/connections in Delaware.</p>	<ul style="list-style-type: none">  Coordination with FHWA to ensure current US 301 alignment and network connections are reflected accurately on the NHS and STRAHNET (DeIDOT)
9	<p>Network Refinements – National Network Updates</p> <p>Update applicable federal roadway networks (National Network) to align current roadway networks/connections in Delaware.</p>	<ul style="list-style-type: none">  Coordination with FHWA to account for current US 113 routing, limits, and modifications (DeIDOT)
10	<p>Network Refinements – NMFN and CRFF Updates</p> <p>Consider potential network designations relevant to the National Multimodal Freight Network (NMFN) or Multimodal Critical Rural Freight Facilities (CRFF).</p>	<ul style="list-style-type: none">  DeIDOT Planning submitted responses to USDOT RFI to share input on goals for the NMFN, factors for designating the NMFN, and measurable thresholds, criteria, and data sources (DeIDOT, May 2024)  New: NMFN and/or CRFF program, eligibility, or redesignation updates (USDOT/FHWA, contingent on RFI follow-up from above)  Coordination with FHWA to support Delaware NMFN and/or CRFF updates (DeIDOT, contingent on federal program revisions above)

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SHORT-TERM Freight Planning and Implementation Tasks

Short-Term Tasks <i>(within one to four years)</i>		Efforts To-Date <i>(status as of June 2024)</i>
11	Delaware Freight Restrictions Database Compile and map freight restrictions data such as road widths, bridge loads, height/weight restrictions, and other details for the freight network.	 Shifted to Long-Term Priority: Ongoing statewide data compilations, including coordination with Delaware's Traffic Management Center (DeIDOT)
12	Truck Parking Information Systems (TPIS) Leverage the Smyrna Rest Stop TPIS pilot to gauge the system's effectiveness to inform or expand potential applicability at other locations.	 Ongoing: TPIS updates to maintain GIS dashboards, signing/markings, cameras, and data  New: Electronic "Spaces Available" signage on SR 1
13	Truck Parking Data Updates Update data to re-assess truck parking usage and non-designated parking concentrations from the 2021 Statewide Truck Parking Study.	 New: Quarterly working group established to explore criteria to identify, assess, and prioritize candidate truck parking sites statewide (DeIDOT)  2021 study data and truck parking trends, needs, and insights updated to 2023 (WILMAPCO 2023)
14 to 17	Freight/Supply Chain Studies Conduct a series of detailed commodity/industry-specific studies to explore critical freight/supply chain trends or influences.	 Streetlight data/analysis to explore truck O-D patterns (WILMAPCO and UD IPA)  Localized Freight Profile development (UD IPA)  Supply Chain Study: Freight Intensive Sectors  Supply Chain Study: Pharmaceuticals  Supply Chain Study: E-commerce  Supply Chain Study: Renewable Energy
18	Land Use Agency Coordination Enhance plan reviews and coordination affecting first/final mile freight networks , usage of planning checklists , and warehouse/distribution plans .	 New: Prep for 2024/25 First/Final Mile (FFM) Freight Network updates  New: FY2024 WILMAPCO UPWP tasks will enhance integration of freight details into broader planning efforts (via New Castle County Comp Plan, Regional Transportation Plan, Strategic Action Plan)  New: Coordination (Dover-DeIDOT) of "near-capacity" status at Garrison Oak Industrial Park  Dover locally designated truck route updates (2024)  Planning checklists from FFM Freight Network Study expanded in the State Freight Plan (2022)
19	Local Freight Planning Support Leverage DeIDOT municipal assistance task, MPO , and University resources to provide local freight planning support to municipalities throughout Delaware.	 Municipal Freight Plan – Dover (DeIDOT)  Municipal Freight Plan – Milford (DeIDOT 2023)  Municipal Freight Plan – Milton (DeIDOT 2023)  Ongoing: Grant Assistance Program (UD IPA)  Ongoing: Local government freight training (UD IPA)

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SHORT-TERM Freight Planning and Implementation Tasks

Short-Term Tasks <i>(within one to four years)</i>		Efforts To-Date <i>(status as of June 2024)</i>
20	<p>Truck Parking Facilities</p> <p>Implement Truck Parking Study recommendations to expand parking capacity at protected roadside/shoulder areas near toll plazas or rest areas, non-state owned or informal locations, and state-owned facilities such as Park & Ride lots.</p>	<ul style="list-style-type: none">  New: Tybouts Corner / ongoing monitoring of truck parking activity and potential expansion opportunities  New: Port of Wilmington / ongoing monitoring of truck parking activity w/ DSP coordination  New: I-95 Rest Area / planning for future truck parking expansion underway  Active: Frederica P&R / utility clearances in-progress to upgrade/expand truck parking  Active: Smyrna Rest Area / multiple alternatives underway to expand and modernize truck parking  Truck parking and signing/marketing upgrades at multiple sites including: (a) US 13/Pine Tree Corner Rd P&R (b) SR 273 P&R, (c) Tybouts Corner, (d) SR 299, (e) US 301 P&R, (f) Dover/Danner DMV  Truck Parking Amenities Study (Dover Kent MPO 2023)
21	<p>First/Final Mile Freight Network Update</p> <p>Reference the 2021 First/Final Mile (FFM) Freight Network study and other data sources to refine the network to meet changing demographic, policy, or traffic conditions.</p>	<ul style="list-style-type: none">  New: Updates to New Castle County portion of FFM Freight Network via FY25 UPWP task in conjunction with the NCC Action Plan (WILMAPCO)  New: Updates to Kent County portion of FFM Freight Network in FY26 pending ongoing coordination (Dover Kent MPO, DeIDOT)  New: Updates to Sussex County portion of FFM Freight Network pending additional coordination TBD  Initial FFM network established (2019-2021)
22	<p>System Resilience Planning</p> <p>Explore freight network and resilience concerns based on sea-level rise (SLR) impacts and current FHWA guidance.</p>	<ul style="list-style-type: none">  New: Incorporate recent updates from DeIDOT's Sustainability and Resilience Division into active and future freight planning, including Delaware Flood and Inundation Mapping details (DeIDOT)  Future freight resilience updates/reviews in context of 2022 FHWA State of the Practice Scan (DeIDOT)  SLR mapping and candidate project screening criteria included State Freight Plan (DeIDOT 2022)

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LONG-TERM Freight Planning and Implementation Tasks

Long-Term Tasks <i>(beyond four years out)</i>		Efforts To-Date <i>(status as of June 2024)</i>
23	<p>Traffic Incident Management (TIM) Best Practices</p> <p>Coordinate with TIM groups, emergency services, and regional stakeholders to explore ways to enhance truck traffic management during incidents.</p>	<ul style="list-style-type: none">  Smart Road Safety Alert System updates (DeIDOT)  Explore Interest in leveraging knowledge from regional partners (e.g., MDOT, DVRPC, TETC)  Explore interest in emergency truck parking areas or truck re-routing during unanticipated closures
24	<p>Freight/Supply Chain Study (Coal/Petroleum Products)</p> <p>Conduct a study of evolving trends in the coal/petroleum products industry relative to influences on Delaware supply chains and key infrastructure.</p>	<ul style="list-style-type: none">  Explore Interest in transitions, disruptions, and implications for key Delaware assets in rail, port, barge, and refinery operations  Supply Chain Study: Chemical Products and related shale oil/gas influences (DeIDOT 2015)
25	<p>Feasibility Studies – DE Senate Resolution 10</p> <p>Identify and conduct feasibility studies as follow-up to recommendations from DE Senate Resolution 10.</p> <p><i>NOTE: Given the size, scope, and bi-state nature of the potential feasibility studies resulting from this resolution, it would be premature to begin work without explicit direction from the General Assembly and a formal recommendation from a bi-state (DE/PA) working group.</i></p>	<ul style="list-style-type: none">  Required before “Start”: Explicit guidance from General Assembly and bi-state (DE/PA) working group on potential feasibility study needs  Feasibility TBD: Bypass between US 1 and I-95  Feasibility TBD: Dedicated freight rail line along the NEC between Perrysville (MD) and Newark (DE)  Feasibility TBD: Passenger/freight rail spur from Wilmington (DE) paralleling SR 41  Feasibility TBD: Corridor improvements for SR 896 and alternate/parallel truck routes
26	<p>Regional Truck Crash Dataset</p> <p>Establish a standardized method to track truck-related crash data to efficiently compile/compare multi-state crash datasets (DE, MD, VA).</p>	<ul style="list-style-type: none">  Explore relevance of potential dataset in context of safety emphases in competitive grant criteria
27	<p>Freight Influence on Pavement Management</p> <p>Create a system to monitor and inventory changes in heavy vehicle traffic patterns to inform pavement design and maintenance programs/projects.</p>	<ul style="list-style-type: none">  Ongoing: Leverage mechanisms such as DeIDOT’s pavement management GIS data
28	<p>Freight CAV Pilot Programs</p> <p>Implement pilot studies to test connected and automated vehicles (CAV) for freight operations on Delaware roads.</p>	<ul style="list-style-type: none">  Explore and leverage mechanisms such as DeIDOT’s CAV Advisory Council
29	<p>Statewide Freight Regulations Review</p> <p>Explore ways to streamline regulations that hinder freight business operations without increasing risks to public health & safety and environmental sustainability.</p>	<ul style="list-style-type: none">  Explore and leverage mechanisms such as DeIDOT’s Innovative Technology Deployment (ITD) and Performance Registration and Information Systems (PRISM) programs

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