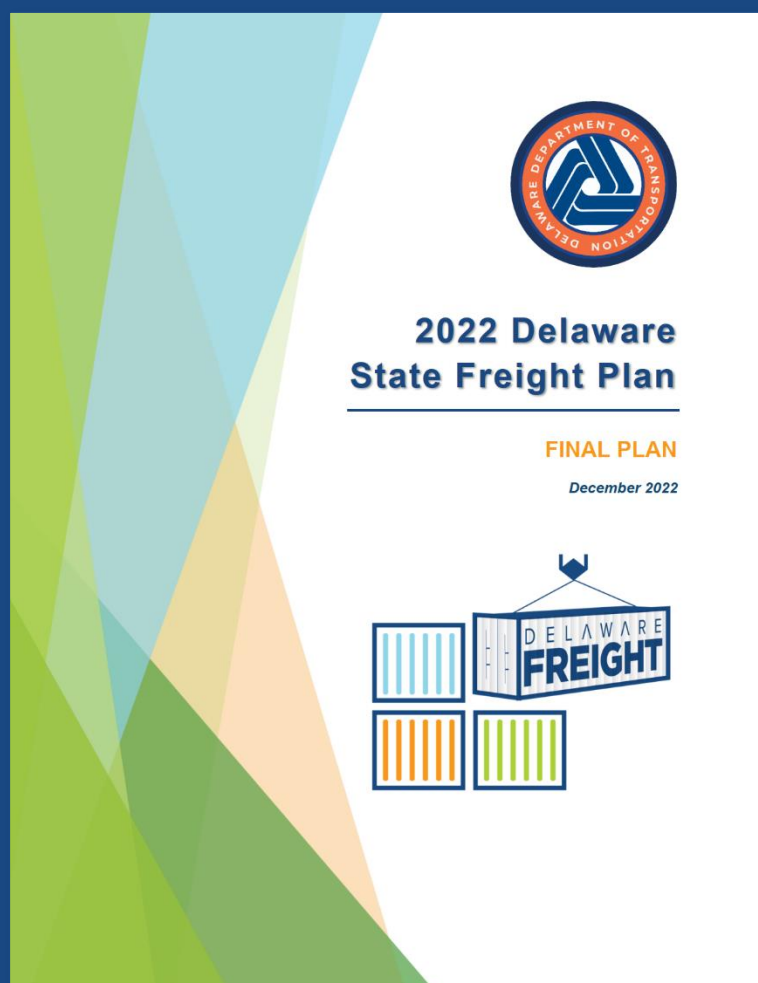


# 2022 DELAWARE STATE FREIGHT PLAN



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 regions, while also upholding federal requirements for the development of state freight plans.

The latest plan was completed in December 2022 and formally approved by the Federal Highway Administration (FHWA) on January 24, 2023.

*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 general strategies summarized within the plan, the Delaware Freight Plan compiled a set of specific freight planning and implementation tasks that are critical to the state's ongoing freight planning initiatives.

These tasks can essentially be viewed as the priority "to-do lists" for DeIDOT and their MPO planning partners to focus on as they continue to implement and advance freight-relevant actions beyond the completion of the freight plan itself. Organizationally, they are 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) plan updates?**



# 2022 DELAWARE STATE FREIGHT PLAN

## ONGOING Freight Planning and Implementation Tasks

Status	Ongoing Tasks <i>(annual or intermittent updates)</i>	Efforts To-Date
	<b>1 – Truck Traffic Trend Analysis</b> Utilize Wavetronix data to develop supplemental performance measures and report <b>annual truck volume changes</b> at key locations.	<ul style="list-style-type: none"> <li>WILMAPCO prior data assessments explored pre/post-COVID traffic recovery</li> </ul>
	<b>2 – Rail Preservation and Safety</b> Continue rail corridor preservation, safety improvement, and public education efforts using <b>annual rail program and safety funds</b> .	<ul style="list-style-type: none"> <li>DKMPO anticipates FY24 expansion of Kent County Rail Corridor Land Use Study</li> <li>Status of future State Rail Plan updates TBD</li> </ul>
	<b>3 – Project Planning/Programming Coordination</b> Coordinate <b>freight-related project planning insights</b> with DeIDOT and MPO formal project planning/programming efforts, including details from: <ul style="list-style-type: none"> <li>State Freight Plan (2022)</li> <li>Statewide Truck Parking Study (2021)</li> <li>First/Final Mile Network Study (2022)</li> <li>Dover/Kent County rail/land use studies (2022)</li> <li>Other multimodal freight sources, truck bottleneck projects, or similar</li> </ul>	<ul style="list-style-type: none"> <li>State Freight Plan supports DeIDOT's allocation of FY22-26 NHFP funds (~\$30M)</li> <li>State Freight Plan includes freight relevant project candidate lists and screening criteria</li> <li>DKMPO FY24 UPWP will expand the Rail Corridor Land Use Study into Sussex County</li> </ul>
	<b>4 – Funding and Discretionary Grant Pursuits</b> Continue <b>freight project screening, eligibility, and compatibility</b> reviews to identify and pursue appropriate funding, grant, and programming opportunities.	<ul style="list-style-type: none"> <li>DeIDOT exploring funding options and concept refinements for possible truck parking expansion sites</li> <li>Harrington Business Park put forward as Congressionally Directed Spending Request</li> </ul>
	<b>5 – Inter-Agency Coordination and Communications</b> Coordinate inter-agency <b>meetings, training, and mock exercises</b> to optimize interjurisdictional <b>communications</b> and <b>data-sharing</b> across the region.	<ul style="list-style-type: none"> <li>Delmarva Freight Working Group (monthly)</li> <li>Delmarva Freight Summit (June)</li> <li>TETC "Freight Academy" (June)</li> <li>UD plans for local government freight training</li> </ul>

Status Legend:



Pending / Not Started



Started / In-Progress



Well Underway








Completed



# 2022 DELAWARE STATE FREIGHT PLAN

## PROCEDURAL Freight Planning and Implementation Tasks

Status	Procedural Tasks <i>(formal agency/stakeholder/program coordination)</i>	Efforts To-Date
	<b>6 – DeIDOT CTP Enhanced Prioritization Criteria Updates</b> Update <b>terminology and scoring details</b> in DeIDOT's Enhanced Project Prioritization Process for the CTP to reference current freight network definitions.	<ul style="list-style-type: none"> <li>• DeIDOT internal discussions ongoing</li> <li>• Freight network criteria linked with updates to the CUFC/CRFC expansion efforts (below)</li> </ul>
	<b>7 – Network Refinements – CUFC/CRFC Expansion</b> Identify and designate new critical urban/rural freight corridors (CUFC/CRFC) using the <b>new mileage allowances</b> that were doubled under IIJA	<ul style="list-style-type: none"> <li>• Pending FHWA release of new urban/rural area boundaries</li> <li>• Pending CUFC/CRFC eligibility, segmentation, and mileage reassessments</li> </ul>
	<b>8 – Network Refinements – NHS and STRAHNET Updates</b> Update <b>applicable federal roadway networks</b> (NHS, STRAHNET) to align with current roadway networks/connections in Delaware.	<ul style="list-style-type: none"> <li>• Coordination with FHWA required</li> <li>• US 301 NHS and STRAHNET updates TBD</li> </ul>
	<b>9 – Network Refinements – National Network Updates</b> Update <b>applicable federal roadway networks</b> (National Network) to align current roadway networks/connections in Delaware.	<ul style="list-style-type: none"> <li>• Coordination with FHWA required</li> <li>• US 113 updates TBD</li> </ul>
	<b>10 – Network Refinements – NMFN and CRFF Updates</b> Consider <b>potential network designations</b> relevant to the National Multimodal Freight Network (NMFN) or Multimodal Critical Rural Freight Facilities (CRFF).	<ul style="list-style-type: none"> <li>• Coordination with FHWA required</li> <li>• Contingent on future status revisions or formalization of NMFN and CRFF details</li> </ul>

Status Legend:



Pending / Not Started



Started / In-Progress



Well Underway






Completed





# 2022 DELAWARE STATE FREIGHT PLAN

## SHORT-TERM Freight Planning and Implementation Tasks

Status	Short-Term Tasks <i>(within one to four years)</i>	Efforts To-Date
	<b>11 – Delaware Freight Restrictions Database</b> Compile and map <b>freight restrictions data</b> such as road widths, bridge loads, height/weight restrictions, and other details for the Delaware freight network.	<ul style="list-style-type: none"> <li>• Consultant support and ongoing statewide data compilations</li> <li>• Extensive vetting required</li> </ul>
	<b>12 – Truck Parking Information Systems (TPIS)</b> Leverage the Smyrna Rest Stop <b>TPIS pilot</b> to gauge the system’s effectiveness to inform or expand potential applicability at other locations in Delaware.	<ul style="list-style-type: none"> <li>• GIS dashboard data/updates</li> <li>• Signing/marketing/camera updates</li> <li>• Tentative expansion to other sites</li> </ul>
	<b>13 – Truck Parking Data Updates</b> Update data to re-assess existing <b>truck parking usage and non-designated parking concentrations</b> from the 2021 Statewide Truck Parking Study.	<ul style="list-style-type: none"> <li>• New data purchased (WILMAPCO) and new analysis summary nearly complete</li> <li>• Consultant studies ongoing</li> </ul>
	<b>14-17 – Freight/Supply Chain Studies</b> Conduct a series of detailed commodity/industry-specific studies to explore critical trends or influences relevant to (14) <b>Freight Intensive Industry (FIS)</b> clusters, (15) <b>pharmaceuticals</b> , (16) <b>e-commerce</b> , or (17) <b>renewable energy</b> .	<ul style="list-style-type: none"> <li>• FIS clusters anticipated as the priority among supply chain studies</li> <li>• WILMAPCO and UD IPA exploring Streetlight data/analysis support on Origin/Destination patterns</li> </ul>
	<b>18 – Land Use Agency Coordination</b> Enhance plan reviews and coordination affecting <b>first/final mile freight networks</b> , usage of <b>planning checklists</b> , and <b>warehouse/distribution</b> plans.	<ul style="list-style-type: none"> <li>• Planning checklists from the 2022 First/Final Mile Network Study were expanded in the 2022 State Freight Plan</li> </ul>
	<b>19 – Local Freight Planning Support</b> Leverage <b>DeIDOT</b> municipal assistance task, <b>MPO</b> , and <b>University</b> resources to provide local freight planning <b>support to municipalities</b> throughout Delaware.	<ul style="list-style-type: none"> <li>• DeIDOT tasks in Milford &amp; Milton</li> <li>• UD IPA Grant Assistance Program</li> <li>• MPO Rail Study expansion</li> <li>• UD plans for local government freight training</li> </ul>
	<b>20 – Truck Parking Facilities</b> Implement Truck Parking Study recommendations to <b>expand parking capacity</b> at <b>protected roadside/shoulder areas</b> near toll plazas or rest areas, <b>non-state owned</b> or informal locations, and <b>state-owned</b> facilities such as Park & Ride lots.	<ul style="list-style-type: none"> <li>• DKMPO Truck Parking Amenities Study</li> <li>• Permitting truck parking in Tybouts, SR 299, US 301, and Danner DMV Park &amp; Ride lots</li> <li>• DeIDOT parcel screening and truck parking/funding priority studies ongoing</li> </ul>
	<b>21 – First/Final Mile Freight Network Update</b> Reference the 2021 First/Final Mile Freight Network study and other data sources to <b>refine the network</b> to meet changing demographic, policy, or traffic conditions.	<ul style="list-style-type: none"> <li>• Discussion of potential update “frequency” (last completed in 2019)</li> </ul>
	<b>22 – System Resilience Planning</b> Explore freight network and resilience concerns based on <b>sea-level rise (SLR)</b> impacts and current <b>FHWA guidance</b> .	<ul style="list-style-type: none"> <li>• SLR mapping in State Freight Plan</li> <li>• Future reviews per recent (2022) FHWA State of the Practice Scan</li> </ul>

Status Legend:



Pending / Not Started



Started / In-Progress



Well Underway










Completed



# 2022 DELAWARE STATE FREIGHT PLAN

## LONG-TERM Freight Planning and Implementation Tasks

Status	Long-Term Tasks <i>(beyond four years out)</i>	Efforts To-Date
	<p><b>23 – Traffic Incident Management (TIM) Best Practices</b></p> <p>Coordinate with TIM groups, emergency services, and regional stakeholders to explore ways to <b>enhance truck traffic management during incidents</b>.</p>	<ul style="list-style-type: none"> <li>• Interest in leveraging knowledge from regional partners (MDOT, DVRPC, TETC)</li> <li>• Interest in emergency truck parking areas or truck re-routing during unanticipated closures</li> </ul>
	<p><b>24 – Freight/Supply Chain Study (Coal/Petroleum Products)</b></p> <p>Conduct a study of <b>evolving trends in the coal/petroleum products industry</b> relative to influences on Delaware supply chains and key infrastructure.</p>	<ul style="list-style-type: none"> <li>• Prior Chemical Products study with shale oil/gas influences last completed ~2015</li> <li>• Interest in transitions, disruptions, and implications for key Delaware assets in rail, port, barge, and refinery operations</li> </ul>
	<p><b>25 – Feasibility Studies – DE Senate Resolution 10</b></p> <p>Identify and conduct <b>feasibility studies</b> as follow-up to recommendations from DE Senate Resolution 10, including potential concepts for:</p> <ol style="list-style-type: none"> <li><b>Bypass</b> between US 1 and I-95</li> <li><b>Dedicated freight rail line</b> along the NEC (Perryville, MD to Newark, DE)</li> <li><b>Passenger/freight rail spur</b> from Wilmington, paralleling SR 41</li> <li><b>Corridor improvements</b> for SR 896 and alternate/parallel truck routes</li> </ol>	<ul style="list-style-type: none"> <li>• Given the size, scope, and bi-state nature of these studies, 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</li> </ul>
	<p><b>26 – Regional Truck Crash Dataset</b></p> <p>Establish a <b>standardized method</b> to track truck-related crash data to efficiently compile and compare crash datasets from Delaware, Maryland, and Virginia.</p>	<ul style="list-style-type: none"> <li>• Relevance of potential dataset may be increasing relative to safety emphases in competitive grant criteria</li> </ul>
	<p><b>27 – Freight Influence on Pavement Management</b></p> <p>Create a <b>system to monitor and inventory changes</b> in heavy vehicle traffic patterns to inform pavement design and maintenance programs/projects.</p>	<ul style="list-style-type: none"> <li>• Leverage mechanisms such as DelDOT's pavement management GIS data</li> </ul>
	<p><b>28 – Freight CAV Pilot Programs</b></p> <p>Implement <b>pilot studies</b> to test connected and automated vehicles (CAV) for freight operations on Delaware roads.</p>	<ul style="list-style-type: none"> <li>• Leverage mechanisms such as DelDOT's CAV Advisory Council</li> </ul>
	<p><b>29 – Statewide Freight Regulations Review</b></p> <p>Explore ways to <b>streamline regulations</b> that hinder freight business operations without increasing risks to public health &amp; safety and environmental sustainability.</p>	<ul style="list-style-type: none"> <li>• Leverage mechanisms such as DelDOT's Innovative Technology Deployment (ITD) and Performance Registration and Information Systems (PRISM) programs</li> </ul>

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