



**2022 Delaware Freight  
Emphasis Area Summary:  
Multi-State Coordination**

## D.7 Multistate Coordination

It is important to note from a regional perspective that DelDOT actively works with their adjacent state and regional/MPO planning partners as part of an overall collaborative/cooperative approach to freight planning in general (see **Chapter 1.2** of this freight plan), including specific coordination for the freight network designation process. Examples include discussions with MDOT regarding urban corridor recommendations in Cecil County, Maryland; and with the Delaware Valley Regional Planning Commission (DVRPC) regarding urban corridor interests north into Pennsylvania. Such efforts are anticipated to continue as part of broader, ongoing freight planning efforts.

### Multi-State Freight Mobility Compact Opportunities

As noted previously in this plan under the discussion of Freight Stakeholders and Partnerships (**Section 1.2**) and in direct relation to State Freight Planning Collaboration (**Section 4.0**), Delaware values and directly participates in frequent multi-state freight planning discussions with Maryland, Virginia, Pennsylvania, surrounding MPOs, TETC, and others. These efforts help to support a broader regional perspective, leverage and share knowledge and experiences, keep pace with evolving freight industry topics, and ultimately help to ensure the smooth transfer of goods between states.

At this time, however, Delaware is not party to any formal multi-state freight compacts as defined by **49 U.S.C §70204**. As collaborative freight planning efforts continue, potential opportunities that could hold regional significance beyond Delaware and that could benefit from additional multi-state coordination and/or the consideration of future multi-state freight mobility compacts include the following (with details as further discussed in the remainder of this appendix):

- Freight network continuity initiatives
- Chesapeake Connector and Susquehanna River Bridge replacement
- Delaware Senate Resolution 10 recommendations
- I-95 widening (through Cecil County, MD)
- Nanticoke River and Seaford Barge-Rail Opportunities

Broader coordination and/or multi-state freight mobility compact opportunities (per 49 U.S.C. §70204) include the following:

- **Freight Network Continuity Initiatives:** It is anticipated that formal freight network designations will continue to be refined as part of broader ongoing freight planning efforts – at a minimum, to assign the additional CUFC/CRFC mileage allotments that were expanded in Delaware under the IIJA. As part of these efforts and considering that adjoining states may also be undertaking the same exercise in the near future, multistate discussions may be beneficial to identify potential needs and opportunities to ensure freight network continuity across state lines.

For reference as this coordination occurs, an initial list of potential freight network continuity issues for key routes crossing between Delaware, Pennsylvania, and Maryland has been summarized in **Exhibit D-20**.



Exhibit D-20: Delaware Freight Network Continuity with Pennsylvania and Maryland <sup>16</sup>

Delaware Area	DE Route / Freight Network		PA Route / Freight Network		Continuity Issue?
north of Wilmington	DE 491	FFM	PA 491	-	FFM
north of Wilmington	US 202	<b>CUFC</b>	US 202	Other	<b>NHFN</b>
north of Wilmington	DE 52	Other	PA 52	Other	-
north of Hockessin	DE 41	Other	PA 41	Other	-
north of Hockessin	DE 7	Other	SR 3013	-	Other
Delaware Area	DE Route / Freight Network		MD Route / Freight Network		Continuity Issue?
west of Newark	DE 2	Other	MD 279	<b>CUFC</b>	<b>NHFN</b>
west of Glasgow	US 40	Other	US 40	Other	-
west of Middletown	US 301	Other	US 301	<b>CRFC</b>	<b>NHFN</b>
west of Smyrna	DE 6	FFM	MD 291	-	FFM
west of Dover	DE 44 / 300	Other	MD 300	-	Other
west of Dover	DE 11	FFM	MD 302	-	FFM
west of Dover	DE 8	Other	MD 454	-	Other
west of Dover	DE 10	FFM	MD 287	-	FFM
west of Harrington	DE 14	FFM	MD 317	-	FFM
west of Greenwood	DE 16	FFM	MD 16	Other	FFM
west of Bridgeville	DE 404	Other	MD 404	Other	-
west of Bridgeville	DE 18	-	MD 318	Other	Other
west of Seaford	DE 20	-	MD 392	Other	Other
west of Laurel	DE 24	-	MD 348	Other	Other
west of Delmar	N Spring Hill Rd	FFM	MD 426	-	FFM
south of Delmar	US 13	<b>CUFC</b>	US 13	-	<b>NHFN</b>
south of Gumboro	DE 54	FFM	MD 353	-	FFM
south of Selbyville	US 113	<b>CRFC</b>	US 113	Other	<b>NHFN</b>
east of Selbyville	Hudson Rd	FFM	MD 367	-	FFM

**Table Notes:**

- “Other” Freight Network in Delaware implies “Remaining NHS Routes (not on the NHFN)”
- “Other” Freight Network in Pennsylvania implies “Other Principal Arterial NHS Routes (not on the NHFN)”
- “Other” Freight Network in Maryland implies “Significant Freight Route (not on the NHFN)”
- “FFM” implies “First/Final Mile Freight Network”

<sup>16</sup> Based on reviews of current freight network designations in Delaware (<https://mangomap.com/wilmapco/maps/120164/delaware-freight-plan-existing-network?preview=true#>), Maryland (<https://www.arcgis.com/home/webmap/viewer.html?webmap=ac60558928a5460a87e5f60c4347538b&extent=-79.0114,37.984,-74.9547,39.7524>), and Pennsylvania.



- **Chesapeake Connector and Susquehanna River Bridge Replacement:** Ongoing multistate discussions may be beneficial to focus on potential rail improvement needs and related plans, projects, or future opportunities to alleviate rail bottlenecks along the Amtrak Northeast Corridor (NEC) between the Bacon and Prince Interlockings. This section of the NEC includes a 6.3 mile two-track section between Perryville, Maryland and North East, Maryland. This section of track is one of the few remaining two-track segments along this heavily traveled rail corridor that is generally three or more tracks. Delays along this corridor impact freight rail access in general, including access to/from Delaware (e.g., for NS travel between Pennsylvania to Delaware).
- **Delaware Senate Resolution 10 Recommendations:** As noted in the prior (2017) Delaware Freight Plan, Delaware Senate Resolution 10 (April 25, 2017) encompassed a high-profile special committee effort to study truck traffic and community concerns along Delaware SR 41, SR 48, and SR 7 in New Castle County. The results of that effort include a series of recommendations and potential feasibility studies for constructing a bypass between US 1 and I-95, a passenger and freight rail spur parallel to SR 41, and SR 896 corridor improvements and an alternate/parallel route to encourage trucks use I-95 to SR 869. These studies have been included in the list of Delaware's long-term freight planning tasks; however, given the size, scope, and bi-state nature of these studies, commencement of future work will likely require explicit direct from the General Assembly, and a formal recommendation from a bi-state (Delaware/Pennsylvania) working group.
- **I-95 Widening (Cecil County, MD):** Given its role as a significant interstate freight corridor, any maintenance, capacity, and/or congestion improvement projects along the overall I-95 corridor would inevitably support enhanced freight access to/from Delaware.
- **Nanticoke River and Seaford Barge-Rail Opportunities:** As noted in other sections of this freight plan, interests have been expressed in exploring/developing a potential Barge-to-Rail Intermodal Terminal in Seaford, Delaware. This effort would require coordination not just with Delmarva Central Railroad (DCR), but also the Delmarva Water Transport Committee, USACE, and applicable Maryland/MDOT organizations to conduct a broader assessment of multistate (Maryland/Delaware) dredging needs along the Nanticoke River to support efficient and ongoing access to a new terminal.

