

From: [Marilyn Smith](#)
To: [Michelle Vinson](#)
Cc: [Helen Wiles](#)
Subject: FW: Public Comment on the 2026 Draft Delaware State Freight Plan
Date: Monday, August 3, 2026 3:14:51 PM

Hi Michelle,
Please add this item under correspondence to the PAC, TAC, and Council agendas.
Thank you,
--Marilyn

Marilyn J. Smith, MPA SPHR

Executive Director
Dover Kent County Metropolitan Planning Organization
302-387-6030
<http://www.doverkentmpo.org>

From: John Flaherty <jdf0000@aol.com>
Sent: Monday, July 27, 2026 7:45 AM
To: Helen Wiles <Helen.Wiles@doverkentmpo.org>
Subject: Public Comment on the 2026 Draft Delaware State Freight Plan

DELAWARE TRANSIT COALITION

A network of individuals working toward a shared goal of transit access,
sustainability and reduced car dependence.

July 27, 2026

Dover/Kent County Metropolitan Planning Organization(MPO)
Attn: MPO Council & Public Outreach
1783 Friends Way, Third Floor
Camden, DE 19934

**RE: Public Comment on the 2026 Draft Delaware State Freight Plan
Prioritizing Rail Infrastructure for Environmental and Congestion Relief**

Dear Executive Director Smith and Members of the MPO Council:

Please accept these formal comments regarding the development of the 2026 Delaware State Freight Plan.

As citizens deeply invested in the long-term sustainability, safety, and economic vitality of Kent County and Delaware, we want to express our appreciation for this statewide effort led by the Delaware Department of Transportation (DelDOT), in partnership with the Dover/Kent County MPO, WILMAPCO, and private industry.

This comprehensive update is vital to modernizing how goods move across our state.

As we look ahead to the plan's completion in December 2026, it is clear that freight is about more than just ships and trucks—it is the lifeblood of our communities, ensuring groceries remain stocked, medical supplies arrive on time, small businesses get crucial parts, and online orders show up without delay.

As you are aware, every year, more than 68 million tons of freight move through Delaware, supporting our economy, expanding job opportunities, and ensuring business growth in every county.

However, our aging infrastructure, growing congestion, and rising vehicle emissions present major challenges.

While we strongly support the plan's goals to improve key freight corridors, reduce bottlenecks, and enhance access to major hubs like the Port of Wilmington/Edgemoor, regional airports, and existing rail lines, the final plan must place a heavier, more explicit emphasis on expanding and maximizing rail freight infrastructure over long-haul truck transport to truly achieve a cleaner, smarter network.

Prioritizing a strategic shift toward rail movement in Kent County directly addresses the very challenges this update aims to solve.

The reliance on heavy trucks to move our state's 68 million tons of annual freight places an unsustainable burden on key local corridors, such as US 13, US 113, and major intersection bottlenecks.

Because a single freight train can carry the cargo of several hundred trucks, aggressively investing in local rail spurs, maintaining short-line integrity, and improving intermodal transition points in Kent County will remove thousands of large vehicles from our highway system.

This shift will directly reduce traffic bottlenecks, lower the frequency of freight-related collisions, and significantly curb the compounding maintenance costs of pavement wear and tear on our state-funded roads.

DelDOT's mandate under the Infrastructure Investment and Jobs Act / Bipartisan Infrastructure Law (IIJA/BIL) to invest in cleaner infrastructure makes rail freight a highly effective pathway toward meeting Delaware's environmental targets.

Greenhouse gas emissions from heavy-duty trucks remain a major contributor to regional air pollution.

On average, railroads are three to four times more fuel-efficient than trucks, reducing greenhouse gas emissions by up to 75% on a per-ton-mile basis.

Prioritizing rail infrastructure within the 2026 Freight Plan is a direct investment in cleaner air for Kent County and Delaware families and a meaningful step toward reducing pollution.

We would like to see the following recommendations for the final 2026 Plan.

Dedicate specific freight-priority funding to enhance intermodal facilities within Kent County, ensuring local businesses have fluid access to competitive rail options.

Provide robust support and industrial track grants to protect existing rail corridors from abandonment and upgrade tracks to accommodate modern weight standards.

Work closely with the Kent County Regional Planning Commission to align zoning and land-use strategies, encouraging new warehousing and manufacturing hubs to build directly along rail access lines.

Thank you for your dedication to creating a balanced, forward-thinking transportation system that supports economic growth while protecting our environment.

We strongly urge the Dover/Kent County MPO to advocate for these enhanced rail strategies as you synthesize stakeholder feedback and finalize the 2026 Delaware State Freight Plan.

Sincerely,

John D. Flaherty
Delaware Transit Coalition
302-319-1213
jdf0000@aol.com

Jakim Mohammed
Delaware Transit Coalition
302-654-5078
jmohammad9797@gmail.com

Chuck Bode
Harvey Clark Greisman
Jesse Samluk