



APPENDIX A

STAKEHOLDER – REPORTED NEEDS



The following presents the non-prioritized local needs provided by stakeholders at the regional coordination meetings in each of the eight states or through correspondence after the meetings were completed. The local needs represent the opinions of local stakeholders concerning improvements needed to advance the multimodal transportation system.

ALABAMA

- Fund and complete Delta Development Highway System.
- Develop a north-south rail corridor in western Alabama to support increased freight due to the Panama Canal improvements.
- Due to limited public transportation funding, coordinate with local business to assist in funding public transportation services to support job access and retention.
- Develop a pilot program to support regional public transportation across state lines.
- Dredging needs on inland waterways must be address to ensure the navigable channel on the waterway and ports have sufficient depths for waterborne transportation.

ARKANSAS

- Fund and complete Delta Development Highway System.
- Construct a new short-line railroad track from the new port along the Mississippi River to West Memphis with a rail spur to Blytheville Air Force Base (BRAC).
- Provide funding to airports to fund needed maintenance, preservation and expansion projects.
- Fund and construct the Pine Bluff Intermodal Freight Transportation facility. Pine Bluff is an excellent location for an intermodal transportation center because of the proximity to highways, rail, waterways and airports.
 - Proposed Intermodal Site - The City of Pine Bluff has a 500-acre industrial site at the municipal airport (Grider Field) that is would serve as the site for this intermodal facility.
 - Port of Pine Bluff Industrial Park – The port is currently addressing port development issues identified in a recent U.S. Army Corps of Engineers report.
 - Rail – Pine Bluff is located at the intersection of Union Pacific and Burlington Northern Sante Fe railroads. South of the gravity yard is an undeveloped tract of land approximately 2.5 square miles that could be developed as a sister intermodal transportation center for handling freight movements by barge, air, rail and roadway.
- Extend I-530 from Pine Bluff, Arkansas to I-20 in Monroe, Louisiana.
- Construct new short-line railroad track to Yellow Bend Port to provide connectivity to Class I rail.



- Continue to develop and expand Yellow Bend Port to encourage waterborne transportation and to relieve highway congestion; the Port of Yellow Bend has \$36 million in needs.
- When I-530 is constructed between Pine Bluff and Monroe, develop intermodal rail-truck facility in Drew County along the new I-530 and provide connections to the Yellow Bend Port.
- Construct I-69 through Arkansas.
- Widen US 82 to 4-lanes through Arkansas to Greenville, Mississippi.
- Widen US 167 to 4-lanes from the Louisiana state line to I-530 south of Little Rock.
- Widen Highway 1 from Jonesboro to West Helena.
- Complete the White River channel depth navigation project.
- Maintain proper waterway channel depths to provide waterborne transportation access to all Arkansas ports.
- Ouachita County Port – Needs repairs to the wharf and crane and the morring dolphins and the conveyor system need to be replaced.
- Ouachita County Port – extend rail spur to the Brownfield area next to the port, as well as rail infrastructure to CAIDC.
- Conduct a study on bend enhancements on the Ouachita River to allow for four barge tows.
- Widen Highway 229 in Dallas County from Fordyce to a small community church north of town.
- Construct rail tracks on the east side of US 167 on existing rail bed in El Dorado, Union County. The rail spur needs to begin at US 167 (bypass around east side of El Dorado) and terminate in downtown El Dorado where all three rail companies merge at Southwest Avenue. A portion of the rail bed is owned by the Ouachita Railroad and the remainder is owned privately. The purpose of the rail service will be to service a new business park being developed in the area of Highway 167 and Champagnolle Road. This is targeted to be a site for a distribution center and rail is needed to attract prospects.

ILLINOIS

- Fund and complete Delta Development Highway System.
- Provide east-west railroad connection in Williamson County connecting both north-south Class I railroads.
- IL 146 from IL 3 to E. Cape. When Missouri constructed the new bridge at Cape Girardeau, a 4-lane expressway from the bridge to I-55 was constructed. The Illinois approach to the bridge is a 2-lane rural cross section from IL 3 to East Cape Girardeau, Illinois. Illinois would like to construct a 4-lane facility from the bridge to Illinois 3 to match Missouri's cross section. Plans are complete and right-of-way has been purchased



for this improvement. Illinois has received DRA funding for part of the grading of this expressway. This would provide the transportation infrastructure to attract business and spur economic development.

- Phase I Engineering Study for a proposed I-66 segment between Paducah, Kentucky and Cape Girardeau, Missouri. Interstate 66 is a proposed east-west interstate across the United States from Washington D.C. to the San Diego-Los Angeles area. The corridor goes through the Delta Region near Cairo, Illinois in the Kentucky, Illinois and Missouri tri-state area. Illinois is proposing an alignment between Paducah, Kentucky and Cape Girardeau Missouri using the existing major river bridges near these two cities. An engineering study is needed to determine if the alignment is feasible and get a construction cost estimate. Funding from the DRA would show a regional interest and help in securing additional funds in the next transportation bill.
- Upgrade IL 13/127 from a rural 2-lane cross section to a 4-lane expressway between Murphysboro and Interstate 64. Illinois wants to construct a 4-lane expressway through the Delta Region. Illinois 13 and US 45 are 4-lane expressway facilities between Murphysboro and Eldorado. Illinois would like to upgrade IL 13/127 from Murphysboro to Interstate 64. A phase 1 engineering study on IL13/127 between Murphysboro and Pinckneyville is almost complete with design approval expected soon. A corridor protection hearing was held and the corridor protection plan was approved but has not been recorded yet. The project will be constructed in segments and funding for the first segment is needed. This would provide the transportation infrastructure to attract business and spur economic development.
- Upgrade US 45 from IL 142 to IL 141 north of Eldorado from a rural 2-lane cross section to a 4-lane expressway. US 45 has recently been upgraded to a 4-lane expressway between Harrisburg and Eldorado. Illinois wants to construct a 4-lane expressway through the Delta Region. Illinois 13 and US 45 are 4-lane expressway facilities between Murphysboro and Eldorado and there is a long range plan to construct an expressway on the east end near Eldorado to either I-64 or Indiana Route 62 near Evansville. Phase 1 engineering is funded and will begin soon. Construction funds are needed to construct the entire route or a usable segment of this highway in the 6 to 10-year timeframe. This would provide the transportation infrastructure to attract business and spur economic development.
- Phase 2 engineering plans for the proposed Interstate 66 between Paducah, Kentucky and Cape Girardeau, Missouri. Interstate 66 is a proposed east-west interstate across the US from Washington D.C. to the San Diego-Los Angeles area. The corridor goes through the Delta Region near Cairo, Illinois in the Kentucky, Illinois and Missouri tri-state area. Illinois is proposing an alignment between Paducah, Kentucky and Cape Girardeau, Missouri using the existing major river bridges near these two cities. Once the Phase 1 engineering study is complete, final construction plans need to be prepared. Funding from the DRA would show a regional interest and help in securing additional funds in the next transportation bill.



- Widen IL 13 to 6-lanes from Marion to Caterville.
- Conduct a feasibility study to examine I-66 alternatives through southern Illinois.
- There is a 7,000 acre entertainment development complex proposed in Perry County. If development is approved, conduct a feasibility study to examine the potential for light rail or a monorail service between the entertainment complex and Mid-America Airport and Carbondale and construct roadway bypass around Pickneyville.
- Federal Express has a new 45,000 square foot distribution center in Frankfort, Illinois that has a railroad connection, but there is a need to construct a rail distribution facility to load and unload products to and from the railroad.
- Develop and construct Cairo Intermodal Facility.
- Need good and reliable multimodal transportation system (highway and rail) in Saline County.
- Improve and expand public transportation services in Williamson County to major employment centers.
- Massac County two at-grade rail improvements are needed, one for a Union Pacific crossing the second for a Burlington Northern Sante Fe crossing. Both at-grade crossings are close to industrial facility entrances and access is blocked when trains are present for 30 minutes. Grade separation at both locations is needed to improve operations and safety.
- Airfield Preservation Projects:
 - Sparta Community Airport;
 - Carmi Municipal Airport;
 - Southern Illinois Airport;
 - Williamson County Regional Airport; and
 - Harrisburg – Raleigh Airport.
- Nav aids: Automated Weather Systems:
 - Sparta Community Airport; and
 - Pinckneyville - DuQuoin Airport.
- Airfield Expansion Projects:
 - Sparta Community Airport;
 - Pinckneyville - DuQuoin Airport;
 - Benton Municipal Airport;
 - Carmi Municipal Airport;
 - Southern Illinois Airport;
 - Williamson County Regional Airport;
 - Harrisburg - Raleigh Airport;
 - Cairo Regional Airport; and
 - Metropolis Municipal.



- Public transit is under funded.

KENTUCKY

- Fund and complete Delta Development Highway System.
- Construct an Interstate spur from I-24, east of Paducah to the Purchase Regional Industrial Park located in the north part of Graves County. This spur could be built with bonds backed with toll revenues and open the industrial park to interstate access.
- Create a deep river port at Wickliffe to promote economic development and enhance river, rail and truck transportation opportunities in western Kentucky.
- Conduct a feasibility study to examine I-66 alternatives through western Kentucky and a new Mississippi River bridge to Missouri.
- Provide assistance to local governments to maintain and preserve local roadways.
- Upgrade existing Kentucky Parkways to interstate standards to complete I-69 through Kentucky.
- Construct new US 68/80 bridges over Lake Barkley and Kentucky Lake. Additional construction funds are needed for FY 2011 for the Barkley Bridge and FY 2012 for the Kentucky Lake Bridge. Both bridges are estimates to cost a total of \$300 million, which is approximately \$120 million for Barkley and \$180 million for Kentucky Lake. Any additional or matching construction funds will help these two key bridge projects compete with other "Mega" bridge projects in the State. Currently, there is only one route over the twin rivers/twin lakes of the Tennessee and Cumberland Rivers that are on the national truck network, and that is the twin I-24 bridges. These two rivers/lakes cut the western third of the state in half and create a choke point for truck traffic in western Kentucky. The proposed new US 68/80 bridges will provide a second truck route over the lakes/river and greatly help the flow of truck traffic in western Kentucky.
- Relocate US 641 from the Western Kentucky Parkway to Marion, Kentucky. This is a major regional highway corridor that is needed to provide a new truck route into Crittenden County, which currently does not have any highway route that allows the 102 inch wide trucks. The new US 641 route is planned as a 4-lane highway that will also access the new mega-industrial site in western Kentucky. This industrial site is the Pennyrile WestPark, an 805 acre site just north of the Western Kentucky Parkway northeast of Eddyville, Kentucky. The new US 641 route would provide a new 4-lane access to the site. Additional construction funds are needed in FY 2010 for this project.

LOUISIANA

- Fund and complete Delta Development Highway System.
- Increase funding for all port projects in state.
- New bridge over Ouachita River, Feasibility Study (underway).
- Monroe Airport Terminal Replacement.



- Widen US165 to 4-lanes – Continue to expedite construction on 4-laning between Monroe and Alexandria.
- Widen US 425 to 4-lanes - Expedite 4-laning of U.S. 425, from Bastrop, north to the Arkansas line. This will connect with 4-laning by Arkansas to the Louisiana state line.
- Widen US 425 to 4-lanes to the proposed I-69 in Arkansas.
- Roadway improvements to Franklin Farms mega site and potential new roadway connector to US 425 to provide access to the proposed I-69.
- High speed internet for healthcare, education and economic development
- Widen US 65 to I-40 in Arkansas.
- Expand public ports in Louisiana.
- Alleviate poverty in the Delta.
- Need evacuation routes west of the Mississippi River.
- Construct intermodal facility at I-20 and US 65 in Tallulah.
- Construct two roadways from Vidalia Port to US 84.
- Construct levee bike trail from Greenville to Atchafalaya to encourage tourism.
- Provide roadway access from US 167 to Coughlin Industrial Park north of Alexandria.
- Widen US 84 to 4-lanes across Louisiana.
- Widen LA 8 to 4-lanes from US 167 to US 84.
- Widen LS 28 to 4-lanes from US 165 through Rapides Parish.
- Construct intermodal truck-rail container facility northwest of Alexandria along I-49 in Rapides Parish.
- Improve rail infrastructure at Avoyelles Port.
- Maintain 18-foot draft at all times to allow ocean going barges access to and from Avoyelles Port.
- Improve Avoyelles Port rail siting side access.
- Construct inner and outer loops around Alexandria.
- Improve US 167 access to Coughlin Industrial Park.
- Widen LA 10 (Zachery Taylor Parkway) to 4-lanes from Mississippi to LA 1.
- U.S. 80 at Kansas Lane – Turn lanes, Project #002-01-0046, 1.70 miles, \$500,000.
- Kansas Lane Connector Project #742-37-0016. The Kansas Lane Connector Project/Corridor Preservation/Planning/Construction.
- Monroe Regional Airport - Analysis by aviation experts projects the need for a new terminal of approximately twice the size of the current facility. The new terminal would accommodate the growth in passengers, provide the latest security features, improve energy efficiency, and be easily expandable for further growth beyond the 20-year



horizon. Affiliated site work would include roadway, utilities, and parking improvements. A new Passenger Facility Charge (PFC) has been implemented for additional funding for the new terminal. Monroe intends to issue two bonds based on the new PFC for a total of \$5 million. The cost of the development for the building and site is estimated to be up to \$20 million.

- Greater Ouachita Port Intermodal Facility - The Ouachita Region is constrained from growing a diverse economic base, in part because it is not connected to the global economy. Since there has been no means of efficiently handling containers, nor a pool of available containers in Ouachita Parish, the Ouachita River has been rendered useless for commercial transport of anything other than bulk materials. The financially disadvantaged region's economy will be significantly enhanced by the ability of existing businesses to receive, handle and transport containers through multiple transportation modes, and will also add a substantial incentive for additional businesses involved in site selection to select sites within the Ouachita Region – such as the newly acquired “Holly Ridge Megasite”. This intermodal facility, as conceived, planned, and ultimately constructed, will support the development of a large base of diversified industries and employers. This project includes the continuation of design, construction and implementation of multiple facets of a new intermodal container handling facility on the Ouachita River. This facility will ultimately include a general purpose container dock, rail facilities, and the necessary equipment and ancillary structures to support these components; ultimately providing for the operation of a fully integrated container handling facility connecting the Ouachita Region to international trade and commerce. The initial estimated cost of the project was \$22.94 million. However, due to inflation over the past few years, a new estimate is currently being developed for the remaining phases.
- The City of Monroe needs to construct an underpass beneath the east-west KCS Railroad that separates the downtown area from the entire north part of the city. The underpass will consist of vertical retaining walls on the sides, a bridge to support the rail, a pumping station to evacuate the rainfall, groundwater, etc., and a new 2-lane roadway beneath the rail. This project is part of a much needed three-part plan to improve traffic flow and increase emergency response times throughout the downtown area. Total cost of project \$9.6 million
- I-69 Connector from Monticello, AR to I-20 in Monroe. Anticipated to cost \$750 million or more.

MISSISSIPPI

- Widen Highway 4 in Tate County from I-55 to US 78 to improve economic development and automotive supply industry.



- Construct a short-line railroad track between Yazoo City and Vicksburg Ports. Vicksburg Port is currently out of space and Yazoo City Port has plenty of storage space and a rail connection would assist both ports in moving goods.
- Ensure the navigable waterway channels provide sufficient depths to allow for waterborne transportation to and from ports.
- Provide railroad service between Port of Greenville and Columbus.
- Vicksburg Airport needs funds to expand.
- Improve public transportation in Mississippi Delta by providing additional funding to support expanding service to major employment centers in the DRA region.
- Transportation (potential) needs in northwest Mississippi may include the following Mississippi River port improvements to support future development:
 - Portage Facilities;
 - Heavy Cranes;
 - Over Levee Conveyor;
 - Rail Load Out; and
 - Bulk Storage.
- Transportation (potential) needs in northwest Mississippi to accommodate 30,000 to 50,000 tons per day capacity may include the following freight rail improvements to support future development:
 - Port to Facility - 10 miles of single rail track;
 - Miles to Facility – 15 miles, double rail track (30 single-rail miles);
 - Facility to Coahoma and switching connection to short line rail – 35 miles, single rail track; and
 - Switch Connection to Canadian National Mainline (two connections; one at Sledge and the second at Swan Lake).

MISSOURI

- Fund and complete Delta Development Highway System.
- Enhance US Route 63, \$630 million, (Phelps, Texas, Howell and Oregon counties).
- Enhance US Route 67, Butler County to Arkansas state line, \$40 million, (Butler County).
- Enhance Interstate 44, St. Louis to Oklahoma state line, \$4.1 billion (Phelps and Crawford counties).
- Widen US 62/ US 412 to 4-lanes.
- Construct a new railroad track in New Madrid County connecting the east-west and the north-south existing railroad track.
- Rehabilitate US 60/US 62 Mississippi River bridge connecting Birds Point, Missouri and Cairo, Illinois.



- Construct a public transportation facility in Ripley County.
- Construct a public transportation facility in Stoddard County.
- Construct a public transportation intermodal facility in Poplar Bluff to incorporate Amtrak and public transportation.
- Construct a public transportation facility in Cape Girardeau.
- Construct a public transportation facility in Mississippi County.
- Develop an intercity bus route from Willow Springs to Sikeston along US 60 with a stop in Poplar Bluff.
- Upgrade ferry at the Mississippi Port to provide more space for trucks and cars.
- Airfield Preservation Projects:
 - Sikeston Memorial Municipal Airport; and
 - Malden Regional Airport.
- Nav aids; Automated Weather Systems:
 - Mountain Grove Memorial Airport;
 - Kennett Memorial Airport;
 - Salem Memorial Airport;
 - Cuba Municipal Airport;
 - Perryville Municipal Airport; and
 - Dexter Municipal Airport.
- Airfield Expansion Projects:
 - New Madrid County Airport;
 - Farmington Regional Airport;
 - West Plains Municipal Airport; and
 - Mountain Grove Memorial Airport.
- Passenger Train Depot Upgrade – The Poplar Bluff Amtrak depot has historical significance and is in desperate need of repair. A station revitalization project would provide a better working environment in and around the station, improved services for Amtrak riders, and be a source of pride for the community.
- Vine Street Crossing Upgrade – The City of Poplar Bluff has been working with MoDOT to address an ADA complaint at the Vine Street crossing. The crossing contains three sets of tracks and does not have an adequate pedestrian walkway. MoDOT recently conducted a diagnostic review of the crossing with UP Railroad and city officials. Recommended improvements include replacing all three crossing surfaces, upgrading current signalization to warning lights and protective gates, and installation of a pedestrian walkway with protection controls.
- Second Street Crossing Upgrade – Crossing upgrades are recommended at Second Street due to increasing rail traffic volume on the Hoxie rail subdivision, which is the main corridor for rail chemical transportation from Houston to Chicago. Specific



recommended improvements include installation of signal lights and protective gates with constant warning circuitry.

- Increase Road Clearance at E Street Railroad Bridge – The City has approached Union Pacific and MoDOT to consider increasing the road height clearance for the railroad bridge at E Street. Currently, the height separation is too low for emergency vehicles to gain access to the approximately 200 residents that live on the southwest side of the tracks. This situation becomes more serious if crossings are blocked at either B Street or C Street by a train. A feasibility study has not been completed at this time to determine the best approach to this project.
- Hayti Railroad Crossing Improvements (BNSF Railway Line):
 - Route J Crossing Upgrade – Crossing is currently a passive crossing with no active warning devices. Recommended improvements include upgrade to signalized crossing with lights and gates and replacement of the crossing surface.
 - Cleveland Street Signal Relocation – This is a triple track crossing with the current crossing protection setup leaving one sidetrack without active warning devices. Recommended improvements include relocating one set of lights and gates to include all tracks within active signalization and update all signal circuitry.
 - Closure of Crossings at County Roads 444 and 406 – A MoDOT rail safety field evaluation determined these crossings could be closed to reduce possibility of vehicle and train collisions. A proposal has been forwarded to BNSF and the City for consideration with an incentive offer of \$40,000 if both crossings are closed.
- West Plains Grade Separation (BNSF Railway Line):
 - A grade separation feasibility study was conducted in 2007 for the City of West Plains due to the increasing train traffic on the BNSF Thayer subdivision. Recent business and residential development adjacent to the tracks and its close proximity to US Highway 63 raise additional safety concerns. This project is still in the study phase.
- Sikeston Crossing Improvements (Union Pacific Line):
 - Pedestrian Crossing Upgrade - Route Y – This crossing is located near a school and many children must cross it on school days. The road has active warning devices with lights and gates, but the walkway that crosses the tracks is located outside of the protective gates. Recommended improvements include installation of pedestrian crossing signal and protective gates on the walkway to the school.
 - William Street and West Murray Lane Crossing Upgrades – These are currently passive crossings that are recommended for upgrade to active crossings with signalized warning lights and protective gates.
 - Quiet Zone Installation – The City is considering applying for a quiet zone in Sikeston. MoDOT is still in the early stage of review, but this project would likely involve crossing closures requiring removal of roadway approaches and installation of roadway barriers and reflective devices. Would also require installation of



- supplemental safety devices at public crossings to meet federal standards and upgrading of all signals at the crossings that lie within the quiet zone to LED lights to increase the visibility of the signals.
- St Louis Iron Mountain (SLIM) Railroad:
 - Since the SLIM railroad is a tourist short-line with limited funding, SLIM does not have the emergency condition hardware standard on Class I railroads. Proposed project would focus on the installation of back-up battery power capability for power failures and improvements to the signalization at the Hwy 72 crossing in Jackson.
 - Pemiscot County Crossing Improvements (BNSF Railway Line):
 - There are three county crossings in and around the town of Steele at Route F, State Route 164, and Gibson Street that are recommended for improvement. These are active crossings with warning devices, but are equipped with the older type of signal roundels, which have reduced visibility and are less reliability than newer LED lights. MoDOT recommends upgrading signals with LED lights to improve safety.
 - New Bourbon Regional Port Authority:
 - Phase 1 Harbor Development – The port site is located at Ste. Genevieve, Missouri. The port authority does not currently operate a cargo facility, but owns property for development, has completed wetlands mitigation, and preliminary design for initial port development. Construction has not started due to a lack of funding. MoDOT has included initial phase 1 harbor development in its 5-year STIP, subject to funding, and proposes a 50/50 percent cost share with DRA funds for this purpose. The preliminary cost estimate for phase 1 is \$2,250,000.
 - Ferry Equipment Upgrade – The port authority currently operates a ferry service from Ste. Genevieve, Missouri to Modoc, Illinois. The service transports an average of 16,000 vehicles and 47,000 passengers per year. It received \$80,000 in state operating financial assistance from MoDOT in SFY 2007. MoDOT applied for Federal Ferryboat Discretionary funds in FFY 2008 to purchase a larger barge for this service to increase capacity, but the application was not funded. MoDOT is proposing a DRA \$200,000 grant / MoDOT \$50,000 state match to complete this needed project for the region.
 - Southeast Missouri Regional Port Authority:
 - Miscellaneous Port Improvements – Current port infrastructure needs include rail track maintenance due to growing rail traffic, paving of dock surfaces and various streets for improved truck access, and dike construction and site fill for industrial development. The cost estimate for these projects totals \$1.4 million. MoDOT proposes a 50/50 percent cost-share for these projects with DRA funds.
 - Mississippi County Port Authority:
 - Ferry Equipment Upgrade – The port authority operates a ferry service from Dorena, Missouri to Hickman, Kentucky. The service transports an average of 18,000 vehicles



and 39,000 passengers per year. It received \$80,000 in state operating financial assistance from MoDOT in SFY 2007 and that amount was also matched by the State of Kentucky. MoDOT applied for Federal Ferryboat Discretionary funds in FFY 2008 to purchase a new larger barge for this service in order to increase capacity, but the application was not funded. There is growing semi truck traffic on this service and the current barge has limited carrying capability, which frequently causes cars to be left on the bank for another trip. This equipment upgrade is estimated to cost \$1.25 million.

- New Madrid County Port Authority:
 - Rail Extension – While a current port tenant enjoys rail service, rail access still needs to be extended to the north side of the port and to the dock for economic and industrial development. The estimated cost to do this is \$950,000 and MoDOT proposes a 50/50 percent cost-share for these projects with DRA funds.
 - Increase Warehouse Capability – There is a need for additional storage and warehouse capacity at this port to promote additional industrial development. The estimated cost to do this is \$550,000 and MoDOT proposes a 50/50 percent cost-share for these projects with DRA funds.
- Pemiscot County Port Authority:
 - Complete Rail Connection to Port – This has been a long-standing need and ongoing project for approximately 10 years. A spur track from Hayti has been constructed to within two miles of the port using a combination local, state, and federal funds, but is waiting for additional funding to complete the project. It is estimated to cost \$2.4 million to complete the rail spur into the port and MoDOT proposes a 50/50 percent cost-share for these projects with DRA funds.

TENNESSEE

- Fund and complete Delta Development Highway System.
- Complete the Port of Cates Landing. This public port will have loading and unloading capabilities for various raw and finished products onto and off barges. The port will be accessible to barge traffic year round with slack water access to the barge berthing area. The harbor channel will provide space for passage of barge traffic at the port terminal without interference with barges that are moored at the berthing area.
- Construct third Mississippi River bridge in Memphis.
- Complete I-69 and I-269 in western Tennessee and provide ITS infrastructure along the entire corridor.
- Complete I-22 from Memphis to the Birmingham, Alabama.
- Improve intermodal feeder system in West Memphis by constructing a larger intermodal collection facility in south Fulton County.



- Conduct a study on corridors that parallel I-40 to examine improvements to ensure east-west movement has alternative routes.
- Construct and expand intermodal facilities in Memphis.
- Construct a 4th Mississippi River bridge in Lauderdale County to connect I-69 and I-55.
- Moving grain and steel is extremely important to the local economy and developing an intermodal transportation system is needed to lower costs.