

## VI. CONCLUSION

Cates Landing is located in the northwest corner of Tennessee along the Mississippi River. The terrain is well suited for yearlong barge operations because it is above the 100-year floodplain. Despite ongoing efforts and strong interest in the region, only Phase I of the port has been completed. Total public and private investment in the port has reached nearly \$15 million so far.

Why is the construction of the port important? The study region has lost its competitive edge in the manufacturing sector because of the relocation of companies overseas to reduce their cost of operation. Constructing an intermodal port in Cates Landing will change the business dynamics in the study region. It will not only retain existing manufacturing companies in the region but also attract new companies to the region. Marine-related businesses themselves will employ a sizeable number of people. This expected virtuous cycle will then dramatically affect the quality of life in the region by significantly reducing the poverty rate, increasing per capita income, and reducing the unemployment rate. In addition, the decline in population will be reversed, and government revenues will stabilize.

These regional benefits summarized in Table 25 will be in addition to the benefits to the general public. A shift in the transportation system from single modal to intermodal will create efficiency, reduce fatalities and injuries, and prevent hazardous material spills and a certain portion of greenhouse emissions.

These expected benefits will be derived from the proposed \$35 million investment. According to our estimates, **every dollar of the proposed investment will generate benefits ranging from \$2.89 (lower bound) to \$6.21 (upper bound).**

In addition, the local economy will benefit handsomely (Table 25):

- In the short run, the region will gain between 406 and 2,184 new jobs.
- In the medium term, the region will gain between 1,412 and 1,703 new permanent jobs.
- In the long run, new permanent jobs will increase to 2,355.

Given the extent of economic distress in the region, the proposed \$35 million investment is well-worth it. The findings of this study strongly recommend this level of investment in the port.



Table 25: Northwest Tennessee Regional Port Authority at Cates Landing and Industrial Park  
Summary Economic Impact Results

Impact Categories	<i>Horizon/Likelihood</i>				
	Short-Term (One-Time)		Medium- to Long-Term		
			<i>Medium (I)</i>	<i>Medium to Long Term(II)</i>	<i>Long Term (III)</i>
	The Port and Industrial Park Construction	What-If Scenario: Steel Mill Construction (Three-Year Average)	The Port Operation	The Port Operation & Industrial Park Tenants	Port Operation + Industrial Park (II) + Steel Mill
Business Revenue (Output) (in Mil. \$)	\$46	\$236.0	\$220.3	\$259.2	\$463.6
Employment (Jobs)	406	2,184	1,412	1,703	2,355
Value-Added (Gross Regional Product) (in Mil. \$)	\$20.2	\$105.2	\$73.9	\$90.2	\$133.0
Personal Income (in Mil. \$)	\$16.1	\$82.8	\$47.7	\$59.7	\$87.3
Local and State Taxes (in Mil. \$)	\$1.1	\$4.6	\$4.5	\$5.4	\$8.5

