



**US Army Corps
of Engineers®
Memphis District**

SECTION XIII

Northwest Tennessee Regional Harbor

COORDINATION

July 2004

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Introduction

The draft EA underwent a 30-day comment period. A public notice that stated the availability of the draft EA, requested water quality certification from the State of Tennessee, and solicited input for the 401-certification was disseminated. The public notice is included as Attachment 1..

FEDERAL GOVERNMENT/AGENCIES AND ELECTED OFFICIALS

Six comments were received from Federal government agencies and elected officials. The comments are included as Attachment 2.

Letters in support of the project were received from The Honorable William H Frist, M.D. and The Honorable Lamar Alexander.

Department of Agriculture, National Resources Conservation Service, State Conservationist, letter dated 28 May 2004.

1. **Comment:** The Environmental Assessment references Crevasse soils as the commonly found frequently flooded soils of the harbor site. Crevasse soils are not on the Lake County hydric soil legend and this legend does not seem to be referenced. If Crevasse soils do flood sufficiently during the growing season in most years, they would be hydric, but the assessment fails to provide support documentation. There was little discussion of soils over the remaining project area.

Response: The USDA's Soil Survey Lake County, Tennessee (Brown et al., 1969) was used to determine soils in the harbor area. The 1969 survey lists Crevasse loamy sands as the soil type in the harbor area. The proposed harbor site is flooded annually by the Mississippi River when the New Madrid, Missouri gauge reaches 20.0 feet.

The environmental assessment has been modified to provide additional discussion of soils over the remaining project area.

2. **Comment:** Mitigation ratios appear to be based solely on habitat losses. The applicants should consider assessing mitigation needs on wetland functional assessment that addresses more than just habitat. It currently appears that replacement is only based on habitat evaluation procedure. The permit application provides that 134 acres of already frequently flooded cropland areas will be the basis of restoration. However, the majority of the project area and disposal discusses fill placement up to the 100 year floodplain elevation. There will be little hydrology restoration to compensate for the floodplain fill and therefore some considerable functional loss, using restoration sites that already flood for 5% of the growing season. It may be prudent to look beyond the 9,000 potential acres within the Mississippi River floodplain and consider sites up the tributary rivers where levees can be removed to recover wetland floodplain functions that will be lost. The assumption would be based on the aspect that breaching the mainline levee would be

unacceptable. These 9,000 acres currently experience flood hydrology (5% minimum), and microtopographic work won't contribute much to the recovery of these floodplain attributes. The shallow excavations planned to reverse land leveling will provide better wildlife habitat but there may not be a net change in flood frequency or duration over very many acres. The EA stated that 120 acres of created topography would occur, but it was unclear how much would actually be excavated and the question is would a gain in ponding (duration) from the excavation be somewhat negated with shorter duration where shallow excavation fill would be disposed of by adjacent stockpiling. The wetland functional assessment may better demonstrate that "in-kind" replacement is actually being obtained.

Response: Mitigation was solely based on habitat losses. No consideration was given to wetland functional assessment. Interagency coordination was maintained throughout the study with agencies that responded to the initial scoping notice that was disseminated on 17 August 2000. Mitigation was coordinated with the Fish and Wildlife Service, Environmental Protection Agency, Tennessee Wildlife Resources Agency, and Tennessee Department of Environment and Conservation.

Wetland impacts would occur within the Mississippi River floodplain. Every effort was made to mitigate the impacts to habitat within the same watershed and floodplain. Breaching the mainline levee would be unacceptable. Therefore, planting bottomland hardwoods on frequently flooded agricultural areas within the Mississippi River floodplain was determined to mitigate for the habitat losses. Microtopography would add to species diversity. A significant net change in flood frequency from mitigation is not expected.

The specific tract of mitigation land would be identified during the development of detailed plans and specifications (following the approval of the project and appropriations). A site specific mitigation plan would be established during this period that includes the amount of excavation and species of trees to be planted. The site specific mitigation plan would include input from resource agencies.

3. **Comment:** There does not appear to be a certified wetland determination associated with the classification of 'farmed wetlands'. The tool utilized for flood duration appears to be the mainline levee study based on 5% (11 day) flood line. The EA did not demonstrate a 15 day flood line to verify the 14 acres, so it was unclear if the 11 day flood line was also considered the determining factor for farmed wetlands. In addition, replacement of confirmed 'farmed wetland' acres should be reflected in the mitigation plan as having flooding durations comparable to the project impacts (i.e. replacement acres should flood or pond for as long as the actual duration of the project acres).

Response: The Dyersburg NRCS office was contacted concerning the status of agricultural lands in the project area. Information provided by that office indicated that approximately 14 acres of farmed wetlands would be impacted by the proposed project.

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No further determinations were warranted. Creation of microtopography within the mitigation areas should ensure that flooding durations of mitigation areas are comparable to farmed wetland impacts.

4. **Comment:** The EA states that no prime farmlands will be impacted by the project. The published soil survey and the county prime farmland list for Lake County suggests that much of the soils (Adler, Bowdre, Robinsonville) on both sides of the mainline levee are prime farmland soils.

Response: The Dyersburg NRCS office was contacted concerning the status of agriculture lands within the project area. There appears to have been some confusion over submitted information. We apologize for this confusion. The final EA has been modified to state that the proposed project would impact the following amounts of prime farmland, 89 acres from harbor construction and disposal of dredge material, 32 acres from port facility construction, 500 acres from industrial development, and 60 acres from road and railroad construction

Department of Interior, Fish and Wildlife Service, Dr. Lee Barclay, letter dated 25 May 2004.

1. **Comment:** The cost of planning for and construction of the 134-acre wetland mitigation site should be considered an integral part of the cost for the proposed project. The site should be purchased and mitigation features applied before actual construction of the proposed project begins.

Response: The cost of planning for and construction of the 134-acre mitigation site was considered in the calculation of the project benefit to cost ratio. The purchase of mitigation land was based on previous purchases of floodplain/batture land. Cost was figured at \$1,500 per acre with a contingency of \$40,330. Additional land acquisition costs were also figured (\$80,000 for the total project). The cost of saplings, labor, and site preparation (creation of topography) was based on historical data for similar work. Total cost of tree plantings was calculated at \$53,600. Engineering & Design (E&D) and Supervision and Administration (S&A) percentages were figured at 12% and 10%, respectively of the total project (E&D and S&A = \$723,010). These costs include final plans and specifications of the construction of the harbor and mitigation planning and monitoring. Contingencies have been added throughout the equation of the final cost.

The Water Resources Development Act (WRDA) 1986, Section 906(b) addresses mitigation requirements for Civil Works projects. Mitigation measures will generally be scheduled for accomplishment concurrently with other project features in the most efficient way. Circumstances warranting the accomplishment of mitigation as the first or last elements of project construction will require prior approval by HQUSACE (Headquarters). The mitigation site would be identified and a site specific mitigation

plan would be agreed upon before construction of the harbor begins. Actual mitigation construction would occur concurrently with harbor construction.

2. **Comment:** A thorough wetland mitigation plan with target conditions and performance standards to gauge compliance with target conditions should be developed. The mitigation plan should be approved by the appropriate resource agencies before project construction begins.

Response: Potential mitigation tracts were identified based on the following criteria:

- a. Located within the Mississippi River batture area or floodplain
- b. Land that is currently in agriculture production
- c. Frequently flooded by the Mississippi River
- d. Located adjacent to existing National Wildlife Refuges or Wildlife Management Areas
- e. Adjacent to existing bottomland hardwoods
- f. Management potential

Approximately 9,000 acres have been identified that could be suitable for mitigation purposes. Actual tracts of lands would be purchased from willing sellers [WRDA 1986, Section 906(b)]. The current mitigation plan includes purchasing land that meets the above criteria, creating topography, and planting with a mixture of diverse bottomland hardwood seedlings that would be conducive to site specific hydrology and elevation. A thorough, site specific mitigation plan would be coordinated with the non-Federal cost sharing sponsor (Northwest Tennessee Regional Port Authority) and appropriate resources agencies. The site specific mitigation plan would be developed during E&D after appropriations have been made. The plan would include site specific target conditions and standards to gauge compliance with target conditions. Preliminary target conditions include adequate survivability of tree plantings over a five-year monitoring plan.

3. **Comment:** A contingency plan should also be developed. The contingency plan should identify additional mitigation measures that would be undertaken if target conditions are not met, as well as the party responsible for implementing these measures.

Response: A contingency plan would be incorporated into the site specific mitigation plan. The Memphis District and the non-Federal cost sharing sponsor would be responsible for implementing the measures.

4. **Comment:** Financial assurances would need to be in place to ensure that funds were available to monitor the mitigation and undertake corrective measures to restore the site in case target conditions are not met.

Response: Funds have been included to monitor mitigation sites and contingencies have been added throughout the cost estimate to undertake corrective measures. In the event of a total mitigation failure and funds are no longer available, the project would require modification. The modification would include a supplemental cost sharing agreement with the local sponsor, Memphis District, and Mississippi Valley Division.

5. **Comment:** A legal means to ensure that the wetland mitigation site is protected in perpetuity should be established.

Response: The non-Federal cost sharing sponsor is required to provide lands (including mitigation lands), easements, rights-of-way, relocations, and disposal areas under the current authority. Therefore, the local sponsor would be responsible for ensuring the site is preserved. However, the local sponsor has indicated a willingness to turn the property over to a resource agency or conservation group to ensure that the site is protected in perpetuity once it is determined that mitigation has been successful. Government and non-government organizations would be consulted regarding site specific preferences, locations, and mitigation planning after appropriations have been made.

6. **Comment:** Additional dredge disposal sites should be purchased for placement of maintenance dredge material in advance of harbor construction to avoid potential problems that could occur after the five-year life span of the original disposal sites.

Response: The Corps of Engineers would have the responsibility of maintenance dredging to a funding amount of \$5,491,700. Once the funding amount is exceeded, the Northwest Tennessee Regional Port Authority would be in charge of operation and maintenance dredging of the harbor. Department of Army (Section 10 and 404) and applicable State of Tennessee permits would be required on a five-year basis for maintenance dredging. Resource agencies and the general public would be able to comment on new proposals concerning the placement of dredge material. Therefore, disposal sites only included a five-year lifespan.

Department of Interior, Fish and Wildlife Service, Dr. Lee Barclay, letter dated 19 May 2004.

Comment: The Service is concerned that there is no wetland mitigation plan for the large amount of wetlands that would be lost because of the proposed project. We are unable to adequately evaluate the proposed project without a detailed wetland mitigation plan. Our policy is to request denial of any permits or certification for any project that would result in the permanent loss of wetlands and/or streams without a proper mitigation plan in place. It appears, at this stage, that a mitigation site has not even been selected. Therefore, we recommend that the project be placed in abeyance until an appropriate wetland mitigation plan is developed. By copy of this letter, we are requesting that the State not grant water quality certification until the mitigation plan is reviewed and approved by the appropriate resource agencies. We would be willing to reevaluate our

recommendations once a wetland mitigation site has been selected and a mitigation plan has been prepared and given to the resource agencies for their review and concurrence.

Response: A conceptual mitigation plan has been prepared that would adequately mitigate for the loss of fish and wildlife resources. A detailed site specific mitigation plan, that follows the procedures outlined in the current mitigation plan, would be developed during the E&D stage of the project. This is standard operating procedures in most Civil Works construction projects when it is determined that off-site mitigation is required. The project is currently in feasibility stage. Specific tracts of land for mitigation are not identified during the feasibility stage for the following reasons:

1. The feasibility study ultimately answers the question of does the project warrant Federal involvement and expenditures. The decision to construct Civil Works projects is made by the Administration with authorizations and appropriations from Congress. However, in the case of this study (Continuing Authorities Program, Section 107) the determination is made by the Mississippi Valley Division and the Assistant Secretary of Army (Civil Works). The feasibility report is used to determine interest. Detailed plans and specifications (including site specific mitigation plans) for Civil Works projects are conducted after a determination to construct is made and funding is appropriated. It would be inappropriate to spend Federal expenditures to identify specific tracts of land if the project is never authorized for construction.
2. WRDA 1986, 906(b)(1) states that the Corps of Engineers can not condemn land for the purpose of mitigation. Mitigation must be accomplished through willing sellers. The identification of willing sellers sometimes requires significant amount of resources. Therefore, these practices are usually not conducted during feasibility level reviews.
3. There is no legal means during this stage of the project to acquire or put a lean on the land.
4. Specific tracts of land that could be identified during feasibility may not be available at the time of construction because of the amount of time that usually elapses from feasibility to construction.

It is the policy of the Mississippi Valley Division not to make a determination to construct a Civil Works project under Section 107 of the Continuing Authority Program without obtaining state water quality certification during the feasibility stage. This poses a problem because the Service has requested the state to deny water quality certification because of a lack of a detailed mitigation plan. The Memphis District can not develop the detailed mitigation plan without approval and appropriations from the Mississippi Valley Division and Assistant Secretary of Army (Civil Works), which requires state water quality certification. However, we understand the Service's concerns over the lack

of a detailed mitigation plan at this point in the project. Therefore, to ensure that your concerns over site specific mitigation would be fully addressed and to meet Corps of Engineers policy, we are requesting that the State of Tennessee issue a contingent water quality certification (if there are no other concerns over the proposed project). The contingency would be based on the site specific mitigation plan that would be developed by the Memphis District and the Northwest Tennessee Regional Port Authority with input from interagency personnel. The detailed mitigation plan, once developed, would undergo comments from applicable resource agencies.

Environmental Protection Agency, Region IV, Ms. Stephanie Fulton, email dated 14 June 2004.

Comment: The Mitigation Plan does not contain sufficient detail for EPA to determine whether the compensatory mitigation plan will adequately compensate for potential wetland losses. Please provide EPA a more detailed mitigation plan, including all the elements specified in the Model Compensatory Checklist outlined by the Corps' November 7, 2003 Memorandum to the Field.

Response: See response above. The Memphis District has requested that Tennessee Department of Environment and Conservation issue a contingent 401-water quality certification (if there are no other additional concerns to the proposed project). The contingency would be based on the site specific mitigation plan that would be developed by the Memphis District and the Northwest Tennessee Regional Port Authority with input from interagency personnel. The mitigation plan, once developed, would undergo comments from applicable resource agencies.

STATE OF TENNESSEE GOVERNMENT AGENCIES AND ELECTED OFFICIALS

Eleven comments were received from State of Tennessee government agencies and elected officials. The comments are provided as Attachment 3.

Tennessee Historical Commission, Mr. Herbert Harper, letter dated 6 May 2004

Comment: Our office has previously concurred with your agency that the proposed undertaking may adversely affect properties eligible for inclusion in the National Register of Historic Places. The agreement document drafted by your agency adequately addresses these potential affects and allows for phased identification and assessment for potential historic properties in areas of the project area not yet subjected to archaeological survey.

Response: The Memorandum of Agreement has been signed and is available in Attachment 3.

Tennessee Department of Environment and Conservation, Division of Water Pollution Control, Mr. Paul E. Davis, letter dated 16 July 2004 – 401 Water Quality Certification

Comment: The Tennessee Department of Environment and Conservation, Division of Water Pollution Control issues 401-Water Quality Certification with the following conditions:

1. The work shall be accomplished in conformance with the approved plans, specifications, data, and other information submitted in support of the application and the limitations, requirements, and conditions set forth herein.
2. The specific site plans for the compensatory mitigation are not complete. The Memphis District shall, within the valid duration of this permit, present for interagency review a detailed compensatory mitigation plan.
 - a. The district shall coordinate the site selection and restoration plan with the appropriate review agencies during its development, and present the plan for final approval before commencing construction.
 - b. The compensatory mitigation plan shall include a mechanism for perpetual protection such as conservation easement or transfer of title in fee simple.
3. All work shall be carried out in such a manner as will prevent violations of water quality criteria as stated in Rule 1200-4-3.-03 of the Rules of The Tennessee Department of Environment and Conservation. This includes but is not limited to the prevention of any discharge that causes a condition in which visible solids, bottom deposits, or turbidity impairs the usefulness of waters of the state for any of the uses

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designated by Rule 1200-4-4. These uses include fish and aquatic life, livestock watering and wildlife, recreation, irrigation, industrial water supply, and domestic water supply.

Response: The Memphis District would adhere to all conditions of the permit and will coordinate compensatory mitigation with applicable resource agencies prior to construction. The District would also monitor return water from dredging operations to ensure that State of Tennessee water quality criteria is not violated.

State of Tennessee Government and Elected Officials in Support of the Project

Table 1 provides information on comments that were received from State of Tennessee government agencies and elected officials that were in support of the Northwest Tennessee Regional Harbor Project.

Table 1 Comments from State of Tennessee Government in Support of Proposed Project		
Name, Title	Agency	Date
The Honorable Roy B. Herron	Tennessee State Senator, 24 th Senatorial District	5/14/2004
The Honorable Mark Norris	Tennessee State Senator, 32 nd Senatorial District	5/17/2004
The Honorable Phillip E. Pinion	Tennessee State Representative, 77 th Legislative District	5/13/2004
The Honorable Craig Fitzhugh	Tennessee State Representative, 82 nd Legislative District	5/14/2004
Commissioner Ken Givens, <i>Commissioner of Agriculture</i>	Tennessee Department of Agriculture	4/26/2004
Commissioner Matthew Kisber, <i>Commissioner of Economic and Community Development</i>	State of Tennessee Economic and Community Development	5/17/2004
Mr. Ed Harlan <i>Agribusiness Development Coordinator</i>	Tennessee Department of Agriculture, Market Development Division	4/26/2004
Mr. Wilton Burnett, Jr., P.E., <i>Director of Special Projects</i>	State of Tennessee Economic and Community Development	5/13/2004
Ms. LaRosa Carrington	Tennessee Department of Transportation, Office of Rail and Waterways	5/7/2004
Mr. C. Phillip Bivens, <i>District Attorney General</i>	District Attorney General, 29 th Judicial District of Tennessee	5/17/2004

LOCAL GOVERNMENT AGENCIES AND ELECTED OFFICIALS

Six comments in support of the project were received from local government agencies and elected officials (Table 2). No negative comments or concerns from local governments and elected officials were received. The comments are available as Attachment 4.

Table 2 Comments from Local Governments in Support of Proposed Project		
Name, Title	Agency	Date
The Honorable Bill Revell	Mayor, City of Dyersburg, Tennessee	4/23/2004
Ms. Claudia Adcock <i>Register of Deeds</i>	Lake County	4/21/2004
The Honorable Richard Hill	Dyer County Executive	5/4/2004
The Honorable Macie Roberson	Lake County Executive	4/26/2004
The Honorable Danny Cook	Mayor, City of Tiptonville, Tennessee	5/14/2004
Freddie Krapf, <i>Director</i>	City of Dyersburg Public Works Department	5/4/2004

NON-GOVERNMENTAL ORGANIZATIONS

Eleven comments in support of the project were received from non-governmental organizations (Table 3). No negative comments or concerns from non-governmental organizations were received. The comments are available as Attachment 5.

Table 3 Comments from Non-Governmental Organizations in Support of Proposed Project		
Name, Title	Agency	Date
Fran R. Hearn, <u>President</u>	Tiptonville Main Street Association	4/28/2004
David N Dahl	Worldwide International Student Exchange	5/4/2004
John A. Bucy, <i>Executive Director</i>	Northwest Tennessee Development District	4/26/2004
L. Don Ridgeway, <i>Deputy Director</i>	Northwest Tennessee Economic Development Council	4/29/2004
J.E. Williamson, Jr., <i>Chairman</i>	The Northwest Tennessee Regional Port Authority	4/28/2004
M.D. Kirkpatrick, <i>President</i>	Lake County Historical Society	4/22/2004
Marcia Perkins Mills	Reelfoot Area Chamber of Commerce	5/6/2004
Jim Rippy	Obion County Economic Development Council	5/11/2004
Ralph Henson	Northwest Tennessee Regional Port Authority	5/13/2004
Jim Cooper, <i>Economic Development Director</i>	Obion County Chamber of Commerce	5/20/2004

BUSINESSES

Thirty-one comments in favor of the project were received from businesses (Table 4). No negative comments or concerns from businesses were received. The comments are available as Attachment 6.

Table 4 Comments from Businesses in Support of the Proposed Project		
Name, Title	Business	Date
Charles C. Dawson	Cable One Advertising	5/4/2004
G. Wendell West <i>President & CEO</i>	Colonial, Diversified Polymer Products, LLC	4/27/2004
Stephen Lane, <i>Vice President</i>	Dyersburg Electric System	4/29/2004
Don Crews, <i>Regional President</i>	First Tennessee	5/3/2004
Tina M. Christian, <i>Manger</i>	Hampton Inn of Dyersburg	5/4/2004
Phillip Hardage	Hardage Group	5/4/2004
Philip D. Erstine <i>Principle Real Estate Broker</i>	New South Properties, Inc.	4/27/2004
Hal M. Pennington	Pennington Seed and Supply	5/4/2004
Anita Hensley <i>Superintendent of Dyersburg Water Plant</i>	Roger Hawkins Water Treatment Plant	4/28/2004
J. Randall Brooks, Agency Manager	Tennessee Farmers Mutual Insurance Co.	5/4/2004
Charles Maxey, Manager	WASL/WTRO	5/4/2004
Thomas A. Gruesser, <i>CEO</i>	YMCA of Dyer County	5/7/04
Anthony M. Linn	Tennken Railroad	4/19/2004
Robert Mathis	Forrester White & Mathis, Inc.	5/12/04
John M. Lannom	Law Offices of John M. Lannom	5/10/04
J.C. Williams	Tiptonville Health Mart	4/18/2004
David W. Perkins and Marcia Perkins Mills	Perkins Tire & Service Center	4/22/2004
Amy Clements, <i>Owner</i>	Bloom' n Things	4/25/2004
Jerry D. Yates	Yates & Sons Tile and Culverts	4/20/2004
Jack Ervin, <i>Owner</i>	Ervin's Marketplace	5/4/2004
Alicia Simmons, <i>Manager</i>	Sudden Service	5/2/2004
Katie Winchester, <i>President, CEO, & Vice Chairman</i>	First Citizens	5/12/2004
Ben Edwards	Burks Beverage, L.P.	5/12/2004
Arthur L. Sparks, Jr., <i>CPS</i>	Dunn Creswell Sparks Smith Horne & Downing PLLC	5/12/2004
Charles M. Agee	The Agee Law Firm	5/14/2004

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Table 4 Continued		
Jan Boyd and Fran Hearn, Owners	Boyette's Dining Room	5/1/2004
Joseph H. Kizer	First State Bank	5/15/2004
Charles S. Kelly, Sr.	Kelly Law Firm	5/17/2004
Lee Ann James, <i>President</i>	E.W. James & Sons Supermarkets	5/19/2004
Hubert B. Jones	Jones, Hamilton & Lay, P.L.C	6/2/2004

GENERAL PUBLIC

Sixty-four comments in favor of the proposed project were received from the general public (Table 5). No negative comments or concerns from the general public were received. The comments are available as Attachment 7.

Table 5			
Comments from the General Public in Support of the Proposed Project			
Name, Title	Date	Name, Title	Date
Doug Ferguson	4/29/2004	Barry Ladd	5/3/2004
James A. Rowland	4/27/2004	Lori Vaughn	5/5/2004
Randall W. Rhodes, P.E.	4/29/2004	Paul T. Carson	5/5/2004
Brenda L. Crittenden	4/28/2004	C. Alan Davis	5/5/2004
Robert C. Warren	4/29/2004	Autumn Woods	4/28/2004
Michael G. Workman	4/28/2004	Daisy Parks	4/18/2004
Carl F. House, Jr.	4/28/2004	Tony White	4/26/2004
Gleyn T. Twilla	4/27/2004	Marcia Perkins Mills	5/4/2004
Paul Perkins	4/27/2004	Ben Ragan, Jr.	5/10/2004
David R. Taylor	4/27/2004	Abigail Hyde	4/30/2004
L.D. Pennington	4/26/2004	Talmadge Brown	5/12/2004
Rogenia Anderson	4/23/2004	Wayne Hatley	4/26/2004
Albert E. Markham	4/21/2004	Diane Ross	5/11/2004
Deanne Gieuland	4/23/2004	Joe Ward	5/10/2004
Wanda Leake	4/22/2004	Janie Gregson	5/12/2004
Daisy White	4/22/2004	Judy Long	5/12/2004
Patsy R. Roark	5/4/2004	Danny Fowlkes	5/12/200
Jim McFarlin	5/3/2004	Zeldia Milligan	5/11/2004
John Tucker	5/3/2004	Barry Ladd	5/12/2004
Andrew Harrington	4/30/2004	Judy Patton	5/13/2004
Ronnie D. Gunnels	5/4/2004	Talmadge Brown	5/13/2004
Paul Newbill	5/3/2004	Dan M. Frankum	5/13/2004
Denise and Peter Hinkel	5/1/2004	Al Oliver	5/13/2004
William G. Stalnaker	5/4/2004	Darin Watson	5/12/2004
James P. McFarland	5/4/2004	Diane M. Nelms	5/13/2004
William B. Boehmler	5/4/2004	Clay Sydnor	5/13/2004
Sherrell Armstrong	5/4/2004	Jackie Albright	5/13/2004
Robert A. Smith	5/4/2004	Sharon Winsett	5/13/2004
William T. Thompson	5/4/2004	Mike Morgan	5/19/2004
David Hopkins	5/4/2004	Paul Newbill	5/3/2004
Tamara F. Dunn	5/5/2004	Mark Serins	5/4/2002
Bob Dean	5/5/2004	Stephanie Cape	5/5/2004

Coordination



**US Army Corps
of Engineers®
Memphis District**

ISSUE DATE: 16 April 2004

PUBLIC NOTICE

EXPIRATION DATE: 19 May 2004

**JOINT PUBLIC NOTICE
U.S. ARMY CORPS OF ENGINEERS
MEMPHIS DISTRICT
AND
STATE OF TENNESSEE
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
DIVISION OF WATER POLLUTION CONTROL**

REPLY TO:

Attn: Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894
Tele: (901) 544-0709
Fax: (901) 544-3955
Email: daniel.d.ward@mvm02.usace.army.mil

TITLE: Northwest Tennessee Regional Harbor

AUTHORITY: The proposed project consists of Federal and non-Federal portions. The Federal portion of the project is authorized under the continuing authority of Section 107 of the River and Harbor Act of 1960. Section 107 authorizes construction, operation, and maintenance of small river and harbor improvement projects.

The Federal construction of the harbor would facilitate the Northwest Tennessee Regional Port Authority (NTRPA) to construct adjacent local service facilities and industrial development. The port facility would be located directly on the harbor and would require fill to raise the area above the 100-year floodplain.

LOCATION: The project is located in the vicinity of Cates Landing, at Mississippi River Mile 900, north of Tiptonville, Lake County, Tennessee. A vicinity map is enclosed (Figure 1).

TO WHOM IT MAY CONCERN: Pursuant to the National Environmental Policy Act of 1969 as amended and applicable requirements set forth in 33 U.S.C. and 1341 (a)(1) of the Clean Water Act, Section 10 of the Rivers and Harbors Act of 1899, and all State laws and regulations promulgated pursuant thereto, the U.S. Army Corps of Engineers, Memphis District is issuing this notice of the intention to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, Lake County, Tennessee. **Commentors are requested to also furnish a copy of their comments to the**

Tennessee Department of Environment and Conservation, Division of Water Pollution Control (TDEC), at (615) 532-0713 or in writing at TDEC 7th Floor L & C Annex Building, 401 Church Street, Nashville, Tennessee 37243-1534. The Department will consider all relevant comments in the decision to grant or deny water quality certification for the proposed activity.

PURPOSE: The project is intended to provide a public harbor in the northwest section of Tennessee. Industry has expressed interest in the area if adequate harbor facilities are made available. The NTRPA, comprised of Dyer, Lake, and Obion Counties and their municipalities, was formed to investigate the possibility of constructing a harbor in the area. There are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated benefits of \$2,401,200 would be generated from 75,000 tons of diesel petroleum, 150,000 tons of bulk calcium carbonate, 20,000 tons of steel coils, 25,000 tons of soybean meal, 23,750 tons of natural rubber, and 50,000 tons of paper being shipped through the proposed harbor instead of current transportation means. The benefit to cost of construction ratio is 1.89 to 1.0. The NTRPA has indicated that 500 acres of farm land located to the south of the harbor would be zoned industrial if a harbor is constructed.

DESCRIPTION OF WORK: Figure 2 provides a map of the proposed work. The recommended plan would consist of dredging a channel approximately 9,000 feet long, bottom width of 130 feet transitioning to 225 feet, and a 300-foot turning basin. The design would cover an area of approximately 67 acres and would require approximately 1.02 million cubic yards of dredging. Approximately 30,600 tons of riprap and 15,300 tons of filter material would be used to stabilize the banks. Dredged material would be placed in two different areas. The first site is a 39-acre site located landside of the levee. The second area is a 66-acre site located in the batture land. The first site would also be used for maintenance dredging during the first five years of the project. Additional disposal areas would be purchased as needed in suitable areas after five years.

Unavoidable environmental impacts from the Federal project would include the elimination of 60 acres of wetlands at an associated habitat value of 27 annual habit unit value (AHUV). An additional 14 acres of farm wetlands would also be impacted. The loss of 27 AHUV and 14 acres of farmed wetlands would be mitigated by planting bottomland hardwoods on 134 acres of frequently flooded farm land within the Mississippi River floodplain.

The Federal construction of the harbor would facilitate the NTRPA to construct adjacent local service facilities and industrial development. The service terminal would be located directly on the harbor and would require fill to raise the 44-acre site the Mississippi River 100-year floodplain. Fill would be obtained from the Mississippi River. (Note: Geotechnical analysis determined that sediment excavated for harbor construction would not be suitable to build on. Therefore, fill would be obtained from suitable locations behind the Below Island No. 9 Dike Field.) Approximately 17,000 cubic yards of fill would be required to raise the 44-acre site above the 100-year Mississippi River floodplain. The port bulkhead would be constructed of interlocking steel pilings that would require 139,142 cubic yards of sand back fill and 16,310 cubic yards of open grade stone backfill. The port bulkhead would be capped with a 15-inch concrete slab with an embedded railroad. Four mooring cells (16 feet in diameter) would also be constructed. Additional features of site development include roadway improvements, railroad construction, utilities, wastewater, administration buildings, parking areas, warehouses, storage tanks, and storage areas.

The non-Federal portion of the project would impact 12 acres of wetlands and one acre of farm wetland. Wetland impacts would be mitigated by planting bottomland hardwoods on 25 acres of frequently flooded farm land.

DRAFT ENVIRONMENTAL ASSESSMENT: A draft environmental assessment (EA) has been completed. The draft EA analyzes the impacts of six different alternatives including the no action alternative. Unavoidable impacts of the recommended plan would require compensatory mitigation. No significant impacts to wildlife; aquatic resources; cultural resources; endangered or threatened species; vegetation; floodplain management; wetlands; recreation; hazardous, toxic, and radioactive waste; air quality; water quality; or prime and unique farmlands are expected. There are no direct impacts or foreseen cumulative impacts that would have a significant impact on human health or the environment. Therefore, an environmental impact statement is not warranted. Pending public review of the draft EA a Finding of No Significant Impact would be prepared. **The draft EA is available for a 30-day comment period and will be circulated to appropriate resource agencies and any other party that responds to this notice requesting a copy. A copy has been placed on the Internet and can be viewed at:**

<http://www.mvm.usace.army.mil/regulatory/public-notice/pn.htm>

Copies of the draft EA have been placed in the following locations:

**McIver Grant Public Library
204 Mill Street
Dyersburg, TN**

**Tiptonville Public Library
126 Tipton Street
Tiptonville, TN**

**Obion County Public Library
1221 Reelfoot Ave.
Union City, TN**

WATER QUALITY CERTIFICATION: A Draft Section 404(b)(1) evaluation that analyzes the impacts of placing 30,600 tons of riprap into the Mississippi River, discharging 1.02 million cubic yards of dredged material into wetlands, and return water from dredging has been completed and is available for comment. The 404(b)(1) evaluation also addresses the non-Federal construction required for site development. The evaluation indicates that there would not be a significant impact to water quality from implementing the recommended plan. By copy of this public notice, the Memphis District is applying for water quality certification and an Aquatic Resource Alteration Permit from the State of Tennessee. A determination of water quality certification will be made after the public review comment period ends.

ENDANGERED SPECIES: The U.S. Fish and Wildlife Service indicated that three listed threatened or endangered species may be present in the harbor site. These species include the bald eagle, interior least tern, and the pallid sturgeon. A biological assessment was conducted to determine if the proposed

project may adversely affect and jeopardize the continued existence of endangered species. The biological assessment concluded that the proposed project would not affect the least tern, pallid sturgeon, and bald eagle if certain precautions are taken during construction. These precautions include the following:

- Avoiding least tern nesting and fledging periods (15 June – 15 August). Least tern colonies are known to occur within the vicinity of the proposed harbor. However, no colonies have been observed within the harbor footprint. No dredging would be conducted during reported nesting and fledging periods to ensure no impact.
- Avoiding pallid sturgeon spawning and rearing periods (12 April to 30 June). Pallid sturgeon are known inhabitants of the Mississippi River. However, the backwater habitat present at the proposed harbor location is not suitable pallid sturgeon habitat. No dredging would take place during reported spawning periods to ensure no impact.
- No river disposal of dredged material.

The U.S. Fish and Wildlife Service has not commented to date on the biological assessment.

CULTURAL RESOURCES: A literature and records search was conducted on the harbor area and the proposed industrial site. This search revealed that there is a potential archaeological site that exists in the area of the industrial site. There are also three historic properties within the study area. One of these is associated with the archaeological site noted above. The other two are a pair of structures, but one of these may be the historical marker noting the 1862 Battle for Island No. 10. There is a potential for Civil War period military sites or features and some unrecorded historic period archaeological scatters associated with “tenant period” residences to occur in the harbor and industrial areas. There was no evidence found indicating any prehistoric occupation within five km of the study area, but if any is present it most likely dates after 1000 BC.

A detailed cultural resource investigation has been made in the disposal areas. The survey did not find any evidence of significant cultural resources. The survey has been coordinated with the State Historic Preservation Officer.

Site development would not take place but for harbor construction. Therefore, a memorandum of agreement (MOA) has been signed between the District, NTRPA, and the State of Tennessee Historic Preservation Officer to ensure that no cultural resources are impacted during site and industrial development. The MOA provides guidelines that would be followed during site development.

PUBLIC INTEREST REVIEW: The purpose of this public notice is to advise all interested parties of the proposed activities and to solicit comments and information necessary to evaluate the probable impact on the public interest. This notice is being circulated to Federal, State and local environmental agencies.

The decision to construct this project would be based on an evaluation of the probable impact, including cumulative impacts, of the activities on the public interest. That decision would reflect the national concern for both protection and utilization of important resources. The potential benefits of the activity must be

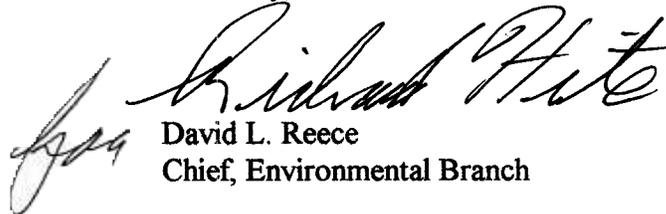
the activity will be considered, including: economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife, flood hazards, floodplain values, land use, navigation, recreation, water supply and conservation, water quality, energy needs, safety, considerations of property ownership and, in general, the needs and welfare of the people.

The Corps of Engineers is soliciting comments from the public; Federal, state, and local agencies and officials; Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. Any comments received will be considered by the Corps of Engineers to determine whether to proceed with the proposed action. To make this decision, comments are used to assess impacts on endangered species, historic properties, water quality, general environmental effects, and the other public interest factors listed above. Comments are used in preparation of the Final Environmental Assessment pursuant to the National Environmental Policy Act. Comments are also used to determine the overall public interest of the proposed activity.

PUBLIC HEARING: Any person may request, in writing, within the comment period specified in this notice, that a public hearing be held to consider this proposed project. Requests for a public hearing shall clearly state the reason for holding a public hearing. The District Engineer will determine if the issues raised are substantial and whether a hearing is needed in order to reach a decision on the project.

COMMENTS OR REQUEST FOR ADDITIONAL INFORMATION: If you wish to obtain additional information or to submit comments on this proposal, please contact Danny Ward (daniel.d.ward@mvm02.usace.army.mil) at the U.S. Army Corps of Engineers, 167 North Main Street RM B-202, Memphis, Tennessee 38103-1894, at 901/544-0709. **Comments are requested by May 19, 2004.**

Sincerely,

A handwritten signature in black ink, appearing to read "David L. Reece". The signature is written in a cursive style and is positioned to the left of the typed name and title.

David L. Reece
Chief, Environmental Branch

Enclosures



Proposed Northwest Tennessee Regional Harbor

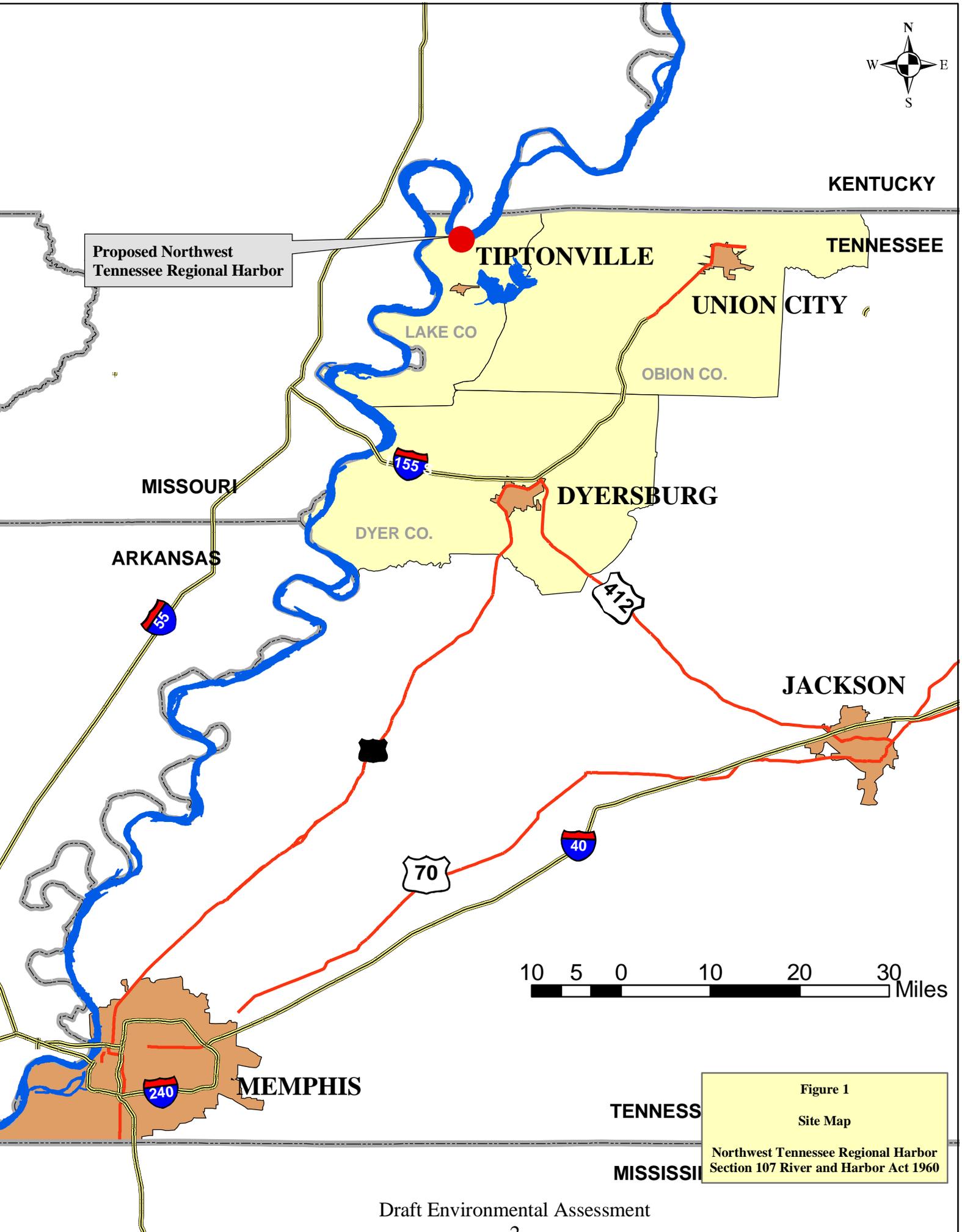
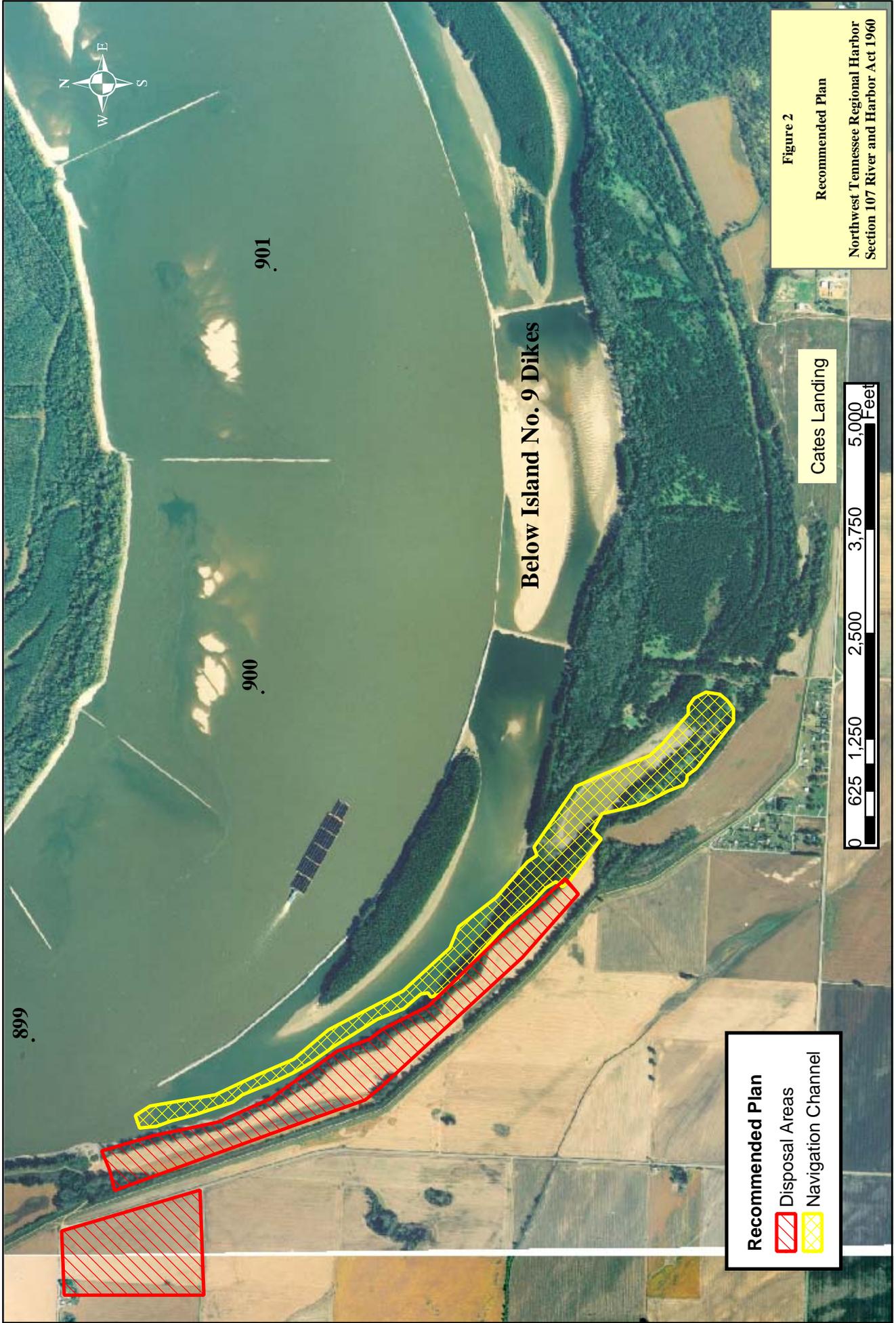


Figure 1
Site Map
Northwest Tennessee Regional Harbor
Section 107 River and Harbor Act 1960



ATTACHMENT 2

- United States Senate, The Honorable William H. Frist, M.D. and The Honorable Lamar Alexander, letter dated 1 June 2004
2. United States Department of Agriculture, Natural Resources Conservation Service, Mr. James W. Ford, NRCS, letter dated 28 May 2004
 3. United States Department of Interior, Fish and Wildlife Service, Dr. Lee Barclay, letter dated 25 May 2004
 4. United States Department of Interior, Fish and Wildlife Service, Dr. Lee Barclay, letter dated 19 May 2004
 5. United States Environmental Protection Agency, Ms. Stephanie Fulton, email dated 14 June 2004

1201
1127
United States Senate

WASHINGTON, DC 20510

June 1, 2004

Colonel Jack V. Scherer
Commander and District Engineer
Memphis District, U.S. Army Corps of Engineers
167 North Main Street
Memphis, Tennessee 38103-1894

Dear Colonel Scherer:

We are writing to express our strong support for a proposal to construct a new regional harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Other than Memphis there are no other public port facilities located in Tennessee on the Mississippi River. Local officials in Lake, Dyer, and Obion counties formed the Northwest Tennessee Regional Port Authority (NTRPA) in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area of the state.

The NTRPA has sought diligently to develop this project with minimal impact on the environment, water quality, cultural resources and area wildlife. It is our understanding that initial economic analysis shows that more than \$2.5 million in annual benefits will be created through this project and approximately 105 new jobs will be created in the adjacent industrial park. In addition, studies have shown that the project will not significantly impact the surrounding environment.

We believe that this new regional harbor will promote economic growth and stimulate job creation, and we urge you to move forward with plans to construct the harbor as soon as possible. Thank you for your attention to this matter, and we look forward to working with you in the months ahead.

Sincerely,



William H. Frist, M.D.
Majority Leader
United States Senate



Lamar Alexander
United States Senate

United States Department of Agriculture



Natural Resources Conservation Service
675 U.S. Courthouse
801 Broadway
Nashville, Tennessee 37203

May 28, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

In response to Public Notice 'Northwest Tennessee Regional Harbor', dated 16 April 2004 the following comments are provided:

1. The Environmental Assessment references Crevasse soils as the commonly found frequently flooded soils of the harbor site. Crevasse soils are not on the Lake County hydric soil legend and this legend does not seem to be referenced. If Crevasse soils do flood sufficiently during the growing season in most years, they would be hydric, but the assessment fails to provide support documentation. There was little discussion of soils over the remaining project area.
2. Mitigation ratios appear to be based solely on habitat losses. The applicants should consider assessing mitigation needs on a wetland functional assessment that addresses more than just habitat. It currently appears that replacement is only based on a habitat evaluation procedure. The permit application provides that 134 acres of already frequently flooded cropland areas will be the basis of restoration. However, the majority of the project area and disposal discusses fill placement up to the 100 year floodplain elevation (7 feet in the disposal areas). There will be little hydrology restoration to compensate for this floodplain fill and therefore some considerable functional loss, using restoration sites that already flood for 5% of the growing season. It may be prudent to look beyond the 9,000 potential acres within the Mississippi River floodplain and consider sites up the tributary rivers where levees can be removed to recover wetland floodplain functions (storage, water quality benefits, attenuation, etc.) that will be lost. This assumption would be based on the aspect that breaching the mainline levee would be unacceptable. These 9,000 acres currently experience flood hydrology (5% minimum), and microtopographic work (alternative E) won't contribute much to recovery of these floodplain attributes. The shallow excavations planned to reverse land leveling will provide better wildlife habitat but there may not be a net change in flood frequency or duration over very many acres. The EA stated that 120 acres of "created" topography would occur, but it was unclear how much would actually be excavated and the question is would a gain in ponding (duration) from the excavation be

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An Equal Opportunity Provider and Employer

somewhat negated with shorter duration where shallow excavation fill would be disposed of by adjacent stockpiling. The wetland functional assessment may better demonstrate that “in-kind” replacement is actually being obtained.

3. There does not appear to be a certified wetland determination associated with the classification of ‘farmed wetlands’. The tool utilized for flood duration appears to be the mainline levee study based on a 5% (11 day) flood line. The EA did not demonstrate a 15 day flood line to verify the 14 acres, so it was unclear if the 11 day flood line was also considered the determining factor for farmed wetlands. In addition, replacement of confirmed ‘farmed wetland’ acres should be reflected in the mitigation plan as having flooding durations comparable to the project impacts (i.e. replacement acres should flood or pond for as long as the actual duration of the project acres).
4. The EA states that no prime farmlands will be impacted by the project. The published soil survey and the county prime farmland list for Lake County suggests that much of the soils (Adler, Bowdre, Robinsonville) on both sides of the mainline levee are prime farmland soils.

Thank you for the opportunity to comment.

A handwritten signature in black ink, appearing to read "James W. Ford (Acting)".

JAMES W. FORD
State Conservationist

cc:

Mark Dorsett, DC, NRCS, Dyersburg, TN
Richard West, AC, NRCS, Jackson, TN
Herb Paugh, (Acting) RC, NRCS, Nashville, TN



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

May 25, 2004

Colonel Jack V. Scherer
District Engineer
U.S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

Attention: Mr. Danny Ward, Environmental Branch

Subject: FWS # 04-1372. Draft Environmental Assessment for the Proposed Northwest Tennessee Regional Harbor, Mississippi River Mile 900.6L, Tiptonville, Lake County, Tennessee.

Dear Colonel Scherer:

Thank you for your letter and enclosures dated April 23, 2004, concerning the draft environmental assessment for the construction of a public harbor in the northwest section of Tennessee. The project would involve dredging a channel within navigational servitude that would be approximately 9,000 feet long and have a bottom width of 130 feet, transitioning to 225 feet and a 300-foot turning basin at the upstream terminus. Side slopes of the channel would be 1 vertical to 5 horizontal. Approximately 30,600 tons of riprap and 15,300 tons of filter/bedding material would be used to stabilize the banks. The harbor would cover approximately 67 surface acres. The proposed project would result in the permanent loss of 74 acres of existing jurisdictional wetlands, including 14 acres of farmed wetlands. Wetland loss would be mitigated by planting 134 acres of frequently flooded farm land within the Mississippi River floodplain. Fish and Wildlife Service personnel have reviewed the information submitted and we offer the following comments.

As indicated in the draft environmental assessment, the federally listed interior least tern (*Sterna antillarum athalassos*), pallid sturgeon (*Scaphirhynchus albus*), and bald eagle (*Haliaeetus leucocephalus*) may occur within the impact area of the project. The Service has reviewed the biological assessment for the subject project and, in a letter dated April 12, 2004, we concurred with the Corps of Engineers' (Corps) conclusion of no adverse affect to the listed species. In view of this, we believe that the requirements of section 7 of the Endangered Species Act (Act) have been fulfilled. However, obligations under section 7 of the Act must be reconsidered if: (1) new information reveals that the

proposed action may affect listed species in a manner or to an extent not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered in this biological assessment, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

The draft environmental assessment adequately describes the fish and wildlife resources within the project area and the project's potential impacts on these resources. A major impact of the proposed project to fish and wildlife resources would be the loss of 74 acres of vegetated wetlands. As we recommended in the Draft Fish and Wildlife Coordination Act Report, in order to assure that the proper amount of wetland mitigation is achieved, the Corps should incorporate the following activities into the final plan:

- 1) The cost of planning for and construction of the 134-acre wetland mitigation site should be considered an integral part of the cost for the proposed project. The site should be purchased and mitigation features applied before actual construction of the proposed project begins.
- 2) A thorough wetland mitigation plan with target conditions and performance standards to gauge compliance with the target conditions should be developed. The mitigation plan should be approved by the appropriate resource agencies before project construction begins.
- 3) A contingency plan should also be developed. The contingency plan should identify additional mitigation measures that would be undertaken if target conditions aren't met, as well as the party responsible for implementing these measures.
- 4) Financial assurances would need to be in place to ensure that funds were available to monitor the mitigation and undertake any corrective measures to restore the site in case target conditions are not met.
- 5) A legal means to ensure that the wetland mitigation site is protected in perpetuity should be established.
- 6) Additional dredge disposal sites should be purchased for the placement of maintenance dredge material in advance of harbor construction to avoid potential problems that could occur after the 5-year life span of the original disposal sites.
- 7) Fill needed for development of the industrial site should only be obtained from the mouth of the harbor. This would reduce potential adverse impacts to possible nesting least terns and fisheries resources in and along the Mississippi River.

These constitute the comments of the U.S. Department of the Interior in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C.

1531 et seq.). Please contact Robbie Sykes (telephone 931/528-6481, ext. 209) of my staff if you have questions regarding the information provided in this letter.

Thank you for this opportunity to review the draft environmental assessment. Please contact Robbie Sykes of my staff at 931/528-6481 (ext. 209) if you have questions about these comments.

Sincerely,

A handwritten signature in cursive script that reads "Lee A. Barclay".

Lee A. Barclay, Ph.D.
Field Supervisor

xc: David McKinney, TWRA, Nashville, TN
Dan Eagar, TDEC, Nashville, TN
Stephanie Fulton, EPA, Atlanta, GA



United States Department of the Interior

FISH AND WILDLIFE SERVICE

446 Neal Street
Cookeville, TN 38501

May 19, 2004

Lt. Colonel Jack V. Scherer
District Engineer
U.S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

Attention: Mr. Danny Ward, Environmental Branch

Subject: FWS # 04-1371. Public Notice for the Proposed Northwest Tennessee Regional Harbor, Mississippi River Mile 900.6L, Tiptonville, Lake County, Tennessee.

Dear Colonel Scherer:

Fish and Wildlife Service personnel have reviewed the subject public notice. The proposed project would provide a public harbor in the northwest section of Tennessee. The project would involve dredging a channel within navigational servitude that would be approximately 9,000 feet long and have a bottom width of 130 feet transitioning to 225 feet and a 300-foot turning basin at the upstream terminus. Side slopes of the channel would be 1 vertical to 5 horizontal. Approximately 30,600 tons of riprap and 15,300 tons of filter/bedding material would be used to stabilize the banks. The harbor would cover approximately 67 surface acres.

Dredge material would be placed at two locations. The first disposal area is a 39-acre site located landside of the levee, which would also be used for maintenance dredge material during the first five years of the project. The second area is a 66-acre site located in the batture land. Additional disposal areas for future maintenance dredging would be purchased as needed in suitable areas by the project sponsor.

The public notice indicates that the proposed project would result in the permanent loss of 74 acres of existing jurisdictional wetlands, including 14 acres of farmed wetlands. The applicant proposes to mitigate the wetland loss by planting 134 acres of frequently flooded farm land within the Mississippi River floodplain. The following constitute the comments of the U.S. Department of the Interior, provided in accordance with provisions of the Fish and Wildlife Coordination Act (48 Stat. 401, as amended; 16 U.S.C. 661 et seq.) and the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.).

Endangered species collection records available to the Service indicate that the federally listed interior least tern (*Sterna antillarum athalassos*), pallid sturgeon (*Scaphirhynchus albus*), and bald eagle (*Haliaeetus leucocephalus*) may occur within the impact area of the project. The Service has reviewed the biological assessment for the subject project and, in a letter dated April 12, 2004, we concurred with the Corps of Engineers' conclusion of no adverse affect to the listed species. In view of this, we believe that the requirements of section 7 of the Endangered Species Act (Act) have been fulfilled. However, obligations under section 7 of the Act must be reconsidered if: (1) new information reveals that the proposed action may affect listed species in a manner or to an extent not previously considered, (2) the proposed action is subsequently modified to include activities which were not considered in this biological assessment, or (3) new species are listed or critical habitat designated that might be affected by the proposed action.

The Service is concerned that there is no wetland mitigation plan for the large amount of wetlands that would be lost because of the proposed project. We are unable to adequately evaluate the proposed project without a detailed wetland mitigation plan. Our policy is to request denial of any permits or certification for any project that would result in the permanent loss of wetlands and/or streams without a proper mitigation plan in place. It appears, at this stage, that a mitigation site has not even been selected. **Therefore, we recommend that the project be placed in abeyance until an appropriate wetland mitigation plan is developed. By copy of this letter, we are requesting that the State not grant water quality certification until the mitigation plan is reviewed and approved by the appropriate resource agencies.** We would be willing to reevaluate our recommendations once a wetland mitigation site has been selected and a mitigation plan has been prepared and given to the resource agencies for their review and concurrence.

Thank you for this opportunity to review the subject notice. Please contact Robbie Sykes of my staff at 931/528-6481 (ext. 209) if you have questions about these comments.

Sincerely,



Lee A. Barclay, Ph.D
Field Supervisor

xc: David McKinney, TWRA, Nashville, TN
Dan Eagar, TDEC, Nashville, TN
Stephanie Fulton, EPA, Atlanta, GA

Ward. Daniel D MVM

From: Fulton.Stephanie@epamail.epa.gov
Sent: Monday, June 14, 2004 3:39 PM
To: Ward, Daniel D MVM
Cc: Johnson.Doug@epamail.epa.gov; Mikulak.Ronald@epamail.epa.gov;
fulton.stephanie@epamail.epa.gov; Welborn.Tom@epamail.epa.gov; Dave Turner
Subject: Cates' Landing PN/EA comments

Danny,

The Wetlands Regulatory Section has reviewed the Draft Environmental Analysis and Public Notice for the Memphis District Corps of Engineers' Northwest Tennessee Regional Harbor (i.e., Cates' Landing) and respectfully submits the following comments regarding the project's

404(b)(1) Analysis and associated compensatory mitigation plan. Doug Johnson is still in the process of reviewing the Sediment Analysis. Please coordinate with him regarding any potential additional sampling and/or regulatory requirements should the site prove to be contaminated.

EPA appreciates the significant avoidance and minimization efforts and alternatives analysis put forth by the Corps for the proposed Cates' Landing project. Wetland impacts resulting from the federal portion of the project (i.e., harbor construction) have been avoided and/or reduced significantly since the project was first proposed. The remaining impacts to wetlands consist of the permanent loss of 60 acres of wetlands (primarily black willow) at an associated habitat value of 27 annual habitat unit value (AHUV), and an additional 14 acres of farmed wetlands. The non-federal portion of the proposed project (i.e., "industrial site") would impact an additional 12 acres of wetlands and 1 acre of farmed wetlands. The Corps states in the EA that the impacts associated with the federal project would be mitigated through planting 134 acres of bottomland hardwoods on "frequently flooded" farm land within the Mississippi River floodplain, and the land. A total of 25 acres of wetlands would be required to mitigate for wetland impacts resulting from the non-federal project.

The Corps selected Mitigation Alternative "E", which includes purchasing 134 acres of frequently flooded farm land, creating topography, and planting a mixture of high and low habitat value bottomland hardwood tree species, because it would provide the highest habitat value over the project life, offer the highest amount of plant and animal diversity, and require the least amount of land. A total of five years of post-construction monitoring will also be required.

EPA commends the Corps for the selection of the most environmentally beneficial Alternative E. However, the Mitigation Plan does not contain sufficient detail for EPA to determine whether the compensatory mitigation plan will adequately compensate for potential wetland losses. Please provide EPA a more detailed mitigation plan, including all the elements specified in the Model Compensatory Checklist outlined by the Corps' November 7, 2003 Memorandum to the Field. We will promptly review any future material submitted and provide timely comments upon receipt.

Thank you for the opportunity to comment on the proposed Cates' Landing project. We look forward to reviewing a more detailed mitigation plan in the near future.

Sincerely,
Stephanie Fulton

Stephanie Fulton
Ecologist
US EPA/Water Management Division

ATTACHMENT 3

1. Tennessee Historical Commission, Mr. Herbert L. Harper, letter dated 6 May 2004
2. Memorandum of Agreement among The United States Army Corps of Engineers, Memphis District, The Tennessee State Historic Preservation Officer, and The Northwest Tennessee Regional Port Authority
3. Tennessee Department of Environment and Conservation, Division of Water Pollution Control, Mr. Paul E. Davis, letter dated 16 July 2004 – **401 Water Quality Certification**
4. Tennessee State Senate, The Honorable Roy B. Herron, letter dated 14 May 2004
5. Tennessee State Senate, The Honorable Mark Norris, letter dated 17 May 2004
6. Tennessee House of Representatives, The Honorable Phillip E. Pinion, letter dated 13 May 2004
7. Tennessee House of Representatives, The Honorable Craig Fitzhugh, letter dated 14 May 2004
8. Tennessee Department of Agriculture, Commissioner Ken Givens, letter dated 26 April 2004
9. State of Tennessee Economic and Community Development, Commissioner Matthew Kisber, letter dated 17 May 2004
10. Tennessee Department of Agriculture, Mr. Ed Harlan, letter dated 26 April 2004
11. State of Tennessee Economic and Community Development, Mr. Wilton Burnett, Jr., P.E., letter dated 13 May 2004
12. Tennessee Department of Transportation, Office of Rail and Waterways, Ms. LaRosa Carrington, email dated 7 May 2004
13. District Attorney General, Mr. C. Phillip Bivens, letter dated 17 May 2004



TENNESSEE HISTORICAL COMMISSION
DEPARTMENT OF ENVIRONMENT AND CONSERVATION
2941 LEBANON ROAD
NASHVILLE, TN 37243-0442
(615) 532-1550

May 6, 2004

Mr. Danny Ward
U.S. Army Corps of Engineers, Memphis District
167 North Main Street, B-202
Memphis, Tennessee 38103-1894

RE: COE-M, NORTHWEST TN REGIONAL HARBOR, TIPTONVILLE, LAKE COUNTY

Dear Mr. Ward:

Pursuant to your request, this office has reviewed documentation received Wednesday, April 21, 2004 concerning the above-referenced undertaking. This review is a requirement of Section 106 of the National Historic Preservation Act for compliance by the participating federal agency or applicant for federal assistance. Procedures for implementing Section 106 of the Act are codified at 36 CFR 800 (Federal Register, December 12, 2000, 77698-77739).

Our office has previously concurred with your agency that the proposed undertaking may adversely affect properties eligible for inclusion in the National Register of Historic Places. The agreement document drafted by your agency adequately addresses these potential affects and allows for phased identification and assessment for potential historic properties in areas of the project area not yet subjected to archaeological survey.

Questions and comments to may be addressed to Jennifer M. Barnett (615 741-1588 ext. 17). We appreciate your cooperation.

Sincerely,

Herbert L. Harper
Executive Director and
Deputy State Historic
Preservation Officer

HLH/imb

MEMORANDUM OF AGREEMENT
AMONG
THE UNITED STATES ARMY CORPS OF ENGINEERS,
MEMPHIS DISTRICT,
THE TENNESSEE STATE HISTORIC PRESERVATION OFFICER
AND THE NORTHWEST TENNESSEE PORT AUTHORITY
PURSUANT TO 36 CFR PART 800

WHEREAS, the United States Army Corps of Engineers (CE), Memphis District, has determined that the Northwest Tennessee Harbor (NTPA) project may affect National Register eligible site 40LK54, the Cremaillere Line Fortification located in Lake County, and other as yet undetermined historic properties included in or eligible for inclusion in the National Register of Historic Places, and has consulted with the Tennessee State Historic Preservation Officer (SHPO) pursuant to Section 800 of the regulations (36CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16U.S.C.470f); and

WHEREAS, the NTPA participated in the consultation and has been invited to concur in this Memorandum of Agreement; and

WHEREAS, CE invited the Quapaw Tribe of Oklahoma, the Chckasaw Nation, the Choctaw Nation of Oklahoma, the Mississippi Band of Choctaw Indians, and the;

WHEREAS, Plans and maps for the proposed development are made a part of this document as "Appendix A"

NOW, THEREFORE, CE, Memphis District and the Tennessee SHPO agree that the undertaking shall be implemented in accordance with the following stipulations to take into account the effect of the undertaking on historic properties.

STIPULATIONS

CE, Memphis District will ensure that the following measures are carried out:

1. Native American consultation (36CFR Part 800.15) will be conducted on a development by development basis.
2. All historic properties studies-survey, testing, or mitigation-will follow applicable current Federal (36CFR Part 800.3 through .14) and SHPO guidelines. All historic properties studies shall follow written scopes of work provided to or approved by the CE and approved by the SHPO.

3. Upon commencement of dredging for the harbor associated with this project any land area (associated with the harbor) affected by: construction, equipment usage, borrow, or placement of dredged materials shall be surveyed for historic properties eligible for listing in the National Register of Historic Places unless it has been previously surveyed or determined by the CE and SHPO that a survey is unnecessary. Such areas shall be represented on a US Geological Survey 7.5 minute topographic map and provided to the CE District Archeologist for review. Any areas to be surveyed will be determined by the CE District Archeologist in consultation with the SHPO.

4. In the “industrial development area”, represented as such on Appendix “A” individual historic properties surveys shall be conducted prior to commencement of any ground disturbing activities associated with the establishment of each industry as it moves in it’s assigned area.

5. The developer is responsible for having the Area of Potential Effect (APE) of each industrial development surveyed for historic properties (including roads into the site and to the harbor) before any construction begins. The survey will be completed by a professional meeting the Secretary of the Interior’s Professional Standards (48 FR44738-9). A description of the proposed development with the APE represented on a 7.5 minute US Geologic Survey quadrant map must be submitted to the CE District Archeologist and the SHPO before any historic property survey begins.

7. Should historic properties, determined to be eligible for listing in the National Register of Historic Places by the CE in consultation with the SHPO, be identified within the Area of Potential Effect of any development associated with this undertaking these resources shall be tested, avoided or mitigated before any ground-disturbance commences. The CE, Memphis District, Archeologist and the SHPO must review and approve any avoidance, testing, minimization, or mitigation plan submitted by the developer or the specific area of potential effect before any actual development associated work begins.

8. Should the area of potential effect of any industrial project area change after the original survey is completed, reviewed and approved, all new areas added to the area of potential effect shall be surveyed for historic properties before the start of ground-disturbance activities.

9. Should additional historic properties, determined to be eligible for listing in the National Register of Historic Places by the CE in consultation with the SHPO, be identified within the Area of Potential Effect of any development associated with this undertaking, these resources shall be avoided if possible by all ground disturbing activities. The avoidance plan must be submitted to the CE, Memphis District and the SHPO for review and approval.

10. When historic properties will be adversely affected by unavoidable physical destruction or damage and all avenues of avoidance and minimization have been exhausted, data recovery will be implemented before any ground-disturbance commences. The data recovery plan must be submitted to the CE, Memphis District,

Archeologist and the SHPO for review and approval prior to commencement of data recovery procedures and before any actual development associated work begins.

11. A draft and final report for all investigations undertaken to fulfill the stipulations of this agreement document that meets the Secretary of The Interior's Standards and Guidelines for Archaeology and Historic preservation and the SHPO reporting standards must be provided by the Developer and approved by the CE, Memphis District, Archeologist and the SHPO before the start of any ground-disturbance.
12. The SHPO and the CE, Memphis District shall be afforded 30 days to review and comment on all project documentation submitted for review or approval.
13. The SHPO and all other consulting parties may monitor activities carried out pursuant to this MOA, and the Advisory Council on Historic Preservation shall review such activities if it so requests. The CE, Memphis District shall cooperate with the SHPO in carrying out their monitoring and reviewing responsibilities.

Any signatory to this Memorandum of Agreement (MOA) may terminate it by providing thirty days notice to the other signatories. All the signatories to this agreement document shall consult during the period prior to termination to seek agreement on amendments or other actions that would avoid termination. In the event of termination, the CE, Memphis District will comply with 36 CFR Part 800.4 through 800.6 with regard to individual undertakings covered by the MOA.

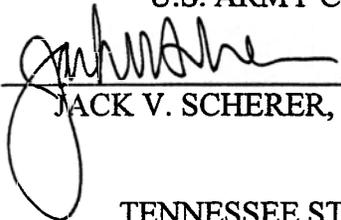
In event the CE, Memphis District does not carry out the terms of the MOA within a period of five calendar years following the ratification of this agreement document, the CE, Memphis District will comply with 36CFR Part 800.4 through 800.6 with regard to individual undertakings covered by this MOA.

This MOA will continue in full force and effect until five years from date of the ratification of this agreement document. At any time in the six-month period before this date, the NTPA may submit a written request to the SHPO and the CE for review of the NTPS' program and consideration of an extension or modification of the MOA. No extension or modification shall be effective unless all signatories to the MOA have agreed to the extension in writing.

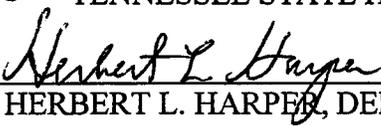
Execution of the MOA by CE, Memphis District and the Tennessee SHPO, and implementation of its terms, evidence that the CE, Memphis District has afforded the Council an opportunity to comment on the Northwest Tennessee Harbors Project and its effects on historic properties, and the CE, Memphis District has taken into account the effects of the undertaking on historic properties.

SIGNATORIES

U.S. ARMY CORPS OF ENGINEERS, MEMPHIS DISTRICT

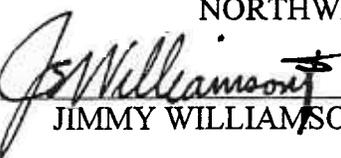
By:  Date: 8 Apr 04
JACK V. SCHERER, COLONEL, DISTRICT ENGINEER

TENNESSEE STATE HISTORIC PRESERVATION OFFICER

By:  Date: 5/4/04
HERBERT L. HARPER, DEPUTY SHPO

CONCURRENCE BY OTHERS

NORTHWEST TENNESSEE PORT AUTHORITY

By:  Date: 3/30/2004
JIMMY WILLIAMSON, CHAIRMAN

QUAPAW TRIBE OF OKLAHOMA

By: _____ Date: _____
JOHN BERREY, BUSINESS COMMITTEE CHAIRMAN

MISSISSIPPI BAND OF CHOCTAW INDIANS

By: _____ Date: _____
PHILLIP MARTIN, CHIEF

CHOCTAW NATION OF OKLAHOMA

By: _____ Date: _____
GREGORY E. PYLE, CHIEF

THE CHICKASAW NATION OF OKLAHOMA

By: _____ Date: _____
BILL ANOATUBBY, GOVERNOR



DEPARTMENT OF ENVIRONMENT & CONSERVATION

Division of Water Pollution Control

401 Church Street

7th Floor, L & C Building

Nashville, TN 37243-1534

July 16, 2004

David L. Reece
Chief, Environmental Analysis Branch
U. S. Army Corps of Engineers
167 N. Main Street, B-202
Memphis, Tennessee 38103-1894

SUBJECT: §401 Water Quality Certification
State of Tennessee Application # NRS04.123

Dear Mr. Reece:

Pursuant to §401 of the Federal Clean Water Act (33 U.S.C. §1341), the State of Tennessee is required to certify whether the activity described below will violate applicable water quality standards. Accordingly, the Division of Water Pollution Control requires reasonable assurance that the activity will not violate provisions of *The Tennessee Water Quality Control Act of 1977* (T.C.A. § 69-3-101 et seq.) or of §§ 301, 302, 303, 306 or 307 of *The Clean Water Act*.

Subject to conformance with approved plans, specifications, and other information submitted in support of the referenced application, the State of Tennessee hereby issues water quality certification for the activity described below pursuant to 33 U.S.C. 1341. This shall also serve as authorization pursuant to Tennessee Code Annotated § 69-3-101 et seq.

AUTHORIZED WORK: The authorized work is associated with construction of a regional port facility. The construction involves dredging a channel approximately 9,000 feet long, with a bottom width of 130 feet transitioning to 225 feet, and a 300-foot turning basin. The design would cover an area of approximately 67 acres and would require approximately 1.02 million cubic yards of dredging. About 30,600 tons of riprap and 15,300 tons of filter material would be used to stabilize the banks. Dredged material would be placed in a 39-acre site located landside of the levee and a 66-acre site located in the batture land. Compensatory mitigation would be accomplished through planting bottomland hardwoods on 134 acres of frequently flooded farm land within the Mississippi River floodplain.

EFFECTIVE DATE: July 16, 2004

EXPIRATION DATE: July 16, 2009

LOCATION: Mississippi River and adjacent wetlands near Tiptonville in Lake County; 36° 26' 49"N, 89° 28' 33"W

SPECIAL CONDITIONS:

- 1) The work shall be accomplished in conformance with the approved plans, specifications, data and other information submitted in support of the above application and the limitations, requirements, and conditions set forth herein.
- 2) The specific site and plans for the compensatory mitigation are not complete. The Memphis District shall, within the valid duration of this permit, present for interagency review a detailed compensatory mitigation plan.
 - a) The district shall coordinate the site selection and restoration plan with the appropriate review agencies during its development, and present the plan for final approval before commencing construction.
 - b) The compensatory mitigation plan shall include a mechanism for perpetual protection such as a conservation easement or transfer of title in fee simple.
- 3) All work shall be carried out in such a manner as will prevent violations of water quality criteria as stated in Rule 1200-4-3.-03 of the Rules of The Tennessee Department of Environment and Conservation. This includes but is not limited to the prevention of any discharge that causes a condition in which visible solids, bottom deposits, or turbidity impairs the usefulness of waters of the state for any of the uses designated by Rule 1200-4-4. These uses include fish and aquatic life, livestock watering and wildlife, recreation, irrigation, industrial water supply, and domestic water supply.

The State of Tennessee reserves the right to modify or revoke this permit or to seek modification or revocation should the state determine that the activity results in violation of applicable water quality criteria or violation of the Act. Failure to comply with permit terms may result in penalty in accordance with § 69-3-115 of the Act.

An appeal of this action may be made to the Water Quality Control Board. In order to appeal, a petition requesting a hearing before the board must be filed within 30 days after receipt of the permit action. In such petition, each contention should be stated in numbered paragraphs that describe how the proposed activity would be lawful and the action of the state is inappropriate. The petition must be prepared on 8½" by 11" paper, addressed to the Water Quality Control Board and filed in duplicate at the following address: Paul E. Davis, Director, Division of Water Pollution Control, 6th Floor L & C Annex, 401 Church Street, Nashville, Tennessee 37243-1534. Any hearing would be in accordance with T.C.A. §69-3-110 and 4-5-301 et seq. Questions concerning this certification should be addressed to Mr. Robert Baker at 615-532-0710.

Sincerely,



Paul E. Davis
Director

cc: Tom Welborn, U.S. Environmental Protection Agency, Atlanta, GA.
Lee Barclay, U.S. Fish & Wildlife Service, Cookeville, TN
Rob Todd, Tenn. Wildlife Resources Agency, Nashville, TN
Pat Patrick, WPC, Jackson Environmental Assistance Center



ROY HERRON
STATE SENATOR

P.O. BOX 5
DRESDEN, TN 38225
(731) 364-5415

Senate Chamber
State of Tennessee

JOSEPHINE BINKLEY
LEGISLATIVE ASSISTANT

24TH SENATORIAL DISTRICT
Benton, Decatur, Henderson,
Henry, Lake, Obion, Perry,
Stewart and Weakley Counties

10A LEGISLATIVE PLAZA
NASHVILLE, TENNESSEE 37243-0024
(615) 741-4576

May 14, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I support the Corps of Engineers' plan to construct a harbor at Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to this area. Currently, Memphis is the only Tennessee port facility on the Mississippi River. Economic analysis indicates that \$2.5 million annual benefits would be derived from serving existing industries, and over 100 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

Therefore, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Respectfully,

A handwritten signature in cursive script that reads "Roy".

Roy B. Herron
twr



SENATOR MARK NORRIS

STATE OF TENNESSEE

302 WAR MEMORIAL BUILDING
NASHVILLE, TENNESSEE 37243
800-449-8366 ext. 11967
615-741-1967

May 17, 2004

DISTRICT OFFICE:

80 MONROE AVE., SUITE 700
MEMPHIS, TENNESSEE 38103
901-524-4990

MEMBER OF COMMITTEES

COMMERCE, LABOR & AGRICULTURE

VICE CHAIRMAN, JUDICIARY

VETERANS' AFFAIRS

TRANSPORTATION

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE Northwest Tennessee Regional Harbor

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Mark Norris
Senator

cc: Jimmy Williamson
MN:la

DYER, LAUDERDALE, TIPTON AND SHELBY COUNTIES
sen.mark.norris@legislature.state.tn.us
www.marknorris.org



PHILLIP PINION
STATE REPRESENTATIVE
77TH LEGISLATIVE DISTRICT

HWY. 51 SOUTH, P.O. BOX 150
TROY, TENNESSEE 38260
(731) 536-0200

24 LEGISLATIVE PLAZA
NASHVILLE, TENNESSEE 37243-0177
(615) 741-0718

1-800-449-8366 EXT. 10718

FAX (615) 253-0306

E-MAIL:

rep.phillip.pinion@legislature.state.tn.us

House of Representatives State of Tennessee

NASHVILLE

May 13, 2004

LAKE, OBION AND PART
OF DYER COUNTIES

CHAIRMAN

HOUSE TRANSPORTATION COMMITTEE

CHAIRMAN

WEST TENNESSEE CAUCUS

COMMITTEE MEMBERSHIP

BUSINESS TAX

FINANCE, WAYS AND MEANS

CORRECTIONS OVERSIGHT

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

Re: Northwest Tennessee Regional Harbor

I am writing to express my support for the Corps of Engineers' plan to construct a harbor in the vicinity of Cates Landing, Mississippi River 900, in Lake County, Tennessee.

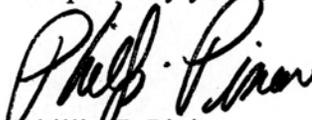
Due to the fact Lake County is a distressed county and has the lowest county per capita income in the state; the economic study performed indicates benefits of \$2,506,000 and 105 jobs would be an important asset for this area.

The Port will be an intermodal facility with access to rail, barge and truck transportation, which will in turn allow existing industries to lower their transportation costs and become more competitive.

Your positive consideration regarding this plan, will be greatly appreciated by the citizens of District 77.

With every good wish, I remain

Respectfully yours,



Phillip E. Pinion

PE/aj

Xc: TDEC



**House of Representatives
State of Tennessee**

NASHVILLE

**CRAIG FITZHUGH
STATE REPRESENTATIVE**

135 S. ALPINE STREET
RIPLEY, TENNESSEE 38063
(731) 635-1230
Crockett Co: (731) 663-2675
Dyer Co: (731) 286-2675

33 LEGISLATIVE PLAZA
NASHVILLE, TENNESSEE 37243-0182
(615) 741-2134
1-800-449-8366 EXT. 1-2134
rep.craig.fitzhugh@legislature.state.tn.us

May 14, 2004

**VICE CHAIRMAN
FINANCE, WAYS AND MEANS**

**CHAIRMAN
BUDGET SUBCOMMITTEE**

**TREASURER
RURAL WEST TENNESSEE
DEMOCRATIC CAUCUS**

**COMMITTEE MEMBERSHIP
COMMERCE**

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street
Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

May I offer my strong support for the Corps' plan for the Port at Cates Landing?

I have followed this project very closely and am excited about it finally coming to fruition.

The Port would have an immediate effect on Lake County, a distressed county in our state; but would also positively affect all of West Tennessee and, in fact, our entire region.

The project has no major negative impact, but conversely would provide jobs, efficient transportation, and allow us a competitive advantage not often available.

I will do what I can in furtherance of this effort and urge the early completion of the Northwest Tennessee Regional Harbor.

Sincerely,


Craig Fitzhugh
State Representative



Tennessee Department of Agriculture

Ellington Agricultural Center, Box 40627, Nashville, Tennessee 37204
615-837-5100 / FAX: 615-837-5333

Ken Givens
Commissioner

Phil Bredesen
Governor

April 26, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer, and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources, and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

We here at the Tennessee Department of Agriculture see this development as a great step forward on behalf of agriculture and agribusiness. I want to give this project my highest recommendation as it can have a positive effect on rural families in Tennessee.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Ken Givens
Commissioner of Agriculture

EH:ja



STATE OF TENNESSEE
ECONOMIC & COMMUNITY DEVELOPMENT
OFFICE OF THE COMMISSIONER

May 17, 2004

Mr. Danny Ward
U.S. Army Corps of Engineers
167 North Main Street
RM B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

On behalf of the Tennessee Department of Economic & Community Development, I would like to add my endorsement to the Northwest Tennessee Regional Harbor Project. As a former member of the legislature representing West Tennessee, I am well aware of the economic challenges that face this area. This is why it has been encouraging to learn about the unique transportation based opportunity that exists at Cates Landing in Lake County.

This project has a broad base of support from local, state, and federal officials working together with private entities. I am convinced of the need such partnerships between government officials and members of the business community. We can accomplish so much more if everyone works together with a common purpose. I appreciate your proactive participation in this endeavor.

Please do not hesitate to contact my office or Mr. Wilton Burnett with any questions you may have or for any assistance we may offer regarding this fine project.

Sincerely,

Matthew Kisber
Commissioner

MK/wb/jee

cc: Wilton Burnett, Director of Special Projects
TN Dept. of Economic & Community Development



STATE OF TENNESSEE DEPARTMENT OF AGRICULTURE
MARKET DEVELOPMENT DIVISION

Ellington Agricultural Center, P.O. Box 40627, Nashville, TN 37204 • (615) 837-5160 • Fax 615-837-5194

April 26, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

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Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

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The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

We here at the Tennessee Department of Agriculture see this development as a great step forward on behalf of agriculture and agribusiness. I want to give this project my highest recommendation as it can have a positive effect on rural families in Tennessee.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Ed Harlan
Agribusiness Development Coordinator

cc: TN Dept. of Environment & Conservation, Division of Water Pollution Control





STATE OF TENNESSEE
ECONOMIC & COMMUNITY DEVELOPMENT

BUSINESS DEVELOPMENT DIVISION

May 13, 2004

Mr. Danny Ward
U.S. Army Corps of Engineers
167 North Main Street
RM B-202
Memphis, TN 38103-1894

SUBJECT: Joint Public Notice
Northwest Tennessee Regional Harbor
Lake County, Tennessee

Dear Mr. Ward:

The Tennessee Department of Economic & Community Development appreciates the opportunity to comment upon the Northwest Tennessee Regional Harbor Project and its associated industrial park development.

While many people know that Lake County is one of Tennessee's most economically distressed, they do not know that it is home to the only site in Tennessee, other than Memphis, which is close to the main channel of the Mississippi River as well as road and rail facilities and is also above the 100 year floodplain. Because of these geographically unique attributes, I have personally stood on this site with representatives from Nucor Steel, ConAgra and Stupp Brothers Steel who were considering multimillion dollar investments. TVA also considered the site for a cogeneration project. Altogether, I have seen well over a billion dollars of investment walk away from this economically distressed county because the needed harbor infrastructure wasn't in place and it would take too long to put it in place.

Now I have seen Lake, Dyer and Obion Counties and their municipalities come together to form the Northwest Tennessee Regional Port Authority in order to take concerted action to properly address this impediment to their economic development. Due to limited local assets, that concerted action became a broad based partnership involving the Corps, TVA and other federal agencies, the Tennessee Departments of Agriculture, Transportation and ECD, the development district, local chambers of commerce, private economic and engineering consultants and others. Every effort has been made to insure that the project is economically sound for those who will invest in it. And, very importantly, the sponsor has made every effort to involve the environmental community from the earliest stages in order to preserve, protect and enhance the unique environment found on the Mississippi River and at Reelfoot Lake. This environmental and engineering interaction has resulted in the evolution of a better and cheaper harbor/park design which also results in significantly less environmental impact. As your Draft Environmental Assessment illustrates, all sediment/water contamination, T&E, cultural/historical, etc., issues have been identified, investigated and addressed.

Page 2
May 13, 2004
Mr. Danny Ward

I thank you and congratulate you upon a very thorough Draft Environmental Assessment for this project. And, on behalf of this department, I offer our enthusiastic support and endorsement. Should you have any questions or further needs, please do not hesitate to contact my office.

Sincerely,



Wilton Burnett, Jr., P.E.
Director of Special Projects

xc: Paul E. Davis, TN Div. of Water Pollution Control
Macie Roberson, Mayor, Lake County
Jimmy Williamson, Chairman, NW TN Regional Port Authority
Matt Kisber, Commissioner, TN ECD

Ward, Daniel D MVM

From: LaRosa Carrington [LaRosa.Carrington@state.tn.us]
Sent: Friday, May 07, 2004 10:13 AM
To: Ward, Daniel D
Cc: Diane Davidson; John Fisher
Subject: Mississippi River 900 Project

Our Tennessee Department of Transportation, Office of Rail & Waterways has reviewed the Draft Environmental Assessment for the Mississippi River 900, north of Tiptonville, Lake County, Tennessee project. We have no real comments other than that we support this project.

) lc



**ASSISTANT DISTRICT
ATTORNEYS GENERAL**

Karen W. Burns
Danny H. Goodman, Jr.
Lance E. Webb

CRIMINAL INVESTIGATOR

Greg McCain

VICTIM/WITNESS COORDINATOR

Tammy J. Tingler, CPS

ADMINISTRATIVE ASSISTANT

Theresa Haddock, CPS

SECRETARY

Milly Jamison, CPS

P.O. Drawer E
115 E. Market Street
Dyersburg, TN 38025
Tel. (731) 286-8329
Fax (731) 286-8362

**C. Phillip Bivens
DISTRICT ATTORNEY GENERAL
29th Judicial District of Tennessee
Dyer and Lake Counties**

May 17, 2004

Mr. Danny Ward
US Army Corps of Engineers
Environmental Branch
167 N. Main Street
Room B-202
Memphis, TN 38103-1894

RE: Northwest Tennessee Regional Harbor
Cates Landing, Lake County, Tennessee

Dear Mr. Ward:

As the District Attorney for the 29th Judicial District which includes Dyer and Lake Counties, I see on a daily basis crimes which are partially due to a lack of employment opportunities. I am therefore writing to express my support for the Corps' plan to construct a harbor at Cates Landing in Lake County, Tennessee. There is presently little or no industry in Lake County and the only employment opportunities are either as a farm laborer or at the prison. For over twenty years, there has been a discussion of developing a harbor in Lake County but no real action has ever been taken.

In 1999, business and government leaders of Lake, Dyer and Obion Counties formed the Northwest Tennessee Regional Port Authority. Their purpose was to create a new river port in Lake County in order to stimulate the economy in this region and bring needed jobs to this economically distressed area. I believe that there are currently no public port facilities in Tennessee on the Mississippi River other than at Memphis. The studies which I have seen indicate that a facility in Lake County would create over one hundred new jobs and produce annual revenues in excess of 2.5 million dollars. Hopefully, this port would also attract additional new industries to northwest Tennessee which would also result in additional jobs and economic benefits.

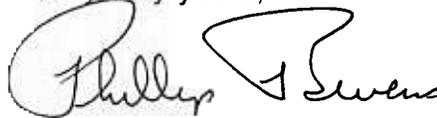
I am also aware that numerous studies have been conducted as to the environmental impact of such a facility. I know that the port authority has been

diligent in its efforts to develop this project with minimal impact on the environment. It is also my understanding that recent studies conducted by and for the Corps have indicated that there would be no significant negative impact to the environment.

This new river port and an adjacent industrial park will greatly impact this region and provide needed jobs for many years to come. The benefits of this project will far outweigh the minimal impact of the construction of the harbor.

I recently heard a community leader and member of the Northwest Tennessee Regional Port Authority state that he felt that this project would have an even greater impact on this region than the construction of the bridge spanning the Mississippi River. I agree with his assessment and urge you to move forward with the plans for the construction of this harbor as soon as possible.

Very truly yours,

A handwritten signature in black ink, appearing to read "Phillip Bivens". The signature is written in a cursive style with a large initial "P" and a stylized "B".

C. Phillip Bivens

CPB:tch

ATTACHEMNT 4

1. City of Dyersburg, The Honorable Bill Revell, letter dated 23 April 2004
2. Lake County Register of Deeds, Ms. Claudia Adcock, letter dated 21 April 2004
3. Dyer County, The Honorable Richard Hill, letter dated 4 May 2004
4. Lake County, The Honorable Macie Roberson, letter dated 26 April 2004
5. City of Tiptonville, The Honorable Danny Cook, letter dated 14 May 2004
6. City of Dyersburg Public Works Department, Freddie Krapf, letter dated 4 May 2004

City of Dyersburg

TENNESSEE



BILL REVELL
MAYOR

731-288-7600

April 23, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am familiar with the Northwest Tennessee Regional Harbor. It is to be located in Lake County.

Lake County is a very depressed county. Creating the new riverport will bring many new jobs to our area.

Recent studies by the Corps of Engineers have found no significant negative impacts on the environment, water quality, culture or endangered wildlife species in the area.

We are very excited about this project and ask you to move forward with plans to construct this regional riverport soon.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Revell".

Bill Revell
Mayor

BR/ra

phc: TN Dept. of Env. & Conservation

MRS. CLAUDIA ADCOCK

**REGISTER OF LAKE COUNTY
TIPTONVILLE, TENNESSEE 38079**

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN. 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

The reason for this letter is to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

As a County Official of Lake County, I am concerned about our economically distressed area. This river port would bring new jobs and stimulate our economy for many years to come.

The only public port facility in Tennessee on the Mississippi River is located in Memphis. The research and studies of the impact this port would make regarding jobs and economic benefits for Lake, Dyer and Obion counties are tremendous.

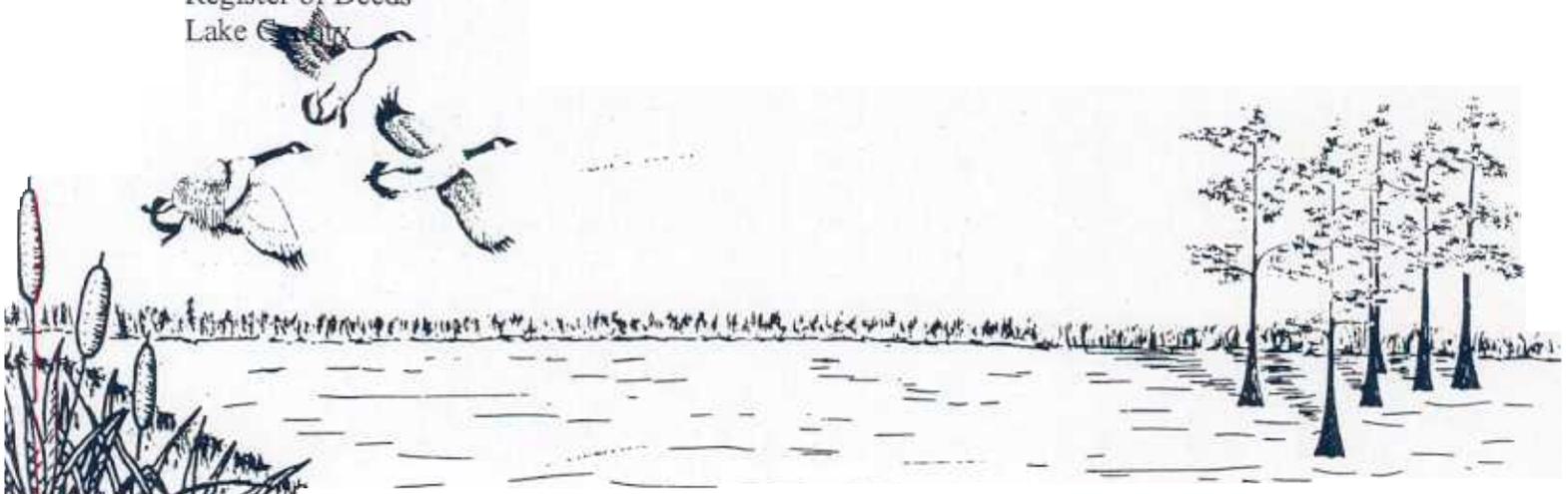
Environmental studies have been conducted and found no significant negative impact to this area. The positive benefits would be providing jobs and rejuvenating the economic life of this region.

I sincerely ask that you move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Claudia Adcock

Claudia Adcock
Register of Deeds
Lake County





DYER COUNTY
EXECUTIVE

P.O. Box 1360
Dyersburg, TN 38025-1360

May 4, 2004

Office of County Executive
RICHARD HILL

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

Please accept this letter as my support for the Corps of Engineers Plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

The Northwest Tennessee Regional Port Authority, which was formed in 1999 by business and government leaders of Lake, Dyer and Obion Counties, has worked diligently to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area.

As you are aware, at this time, Memphis has the only public port facility located in Tennessee on the Mississippi River. Economic analysis has indicated that benefits of some \$ 2,506,000 annually would be derived from serving existing industries already in the area. In addition, approximately 105 new jobs would be created in the adjacent industrial park. Also, new industry attracted to the area would bring additional jobs and economic benefits.

It is my personal feelings that the benefits derived from this project would far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will help to revive the economic life of the region and provide much needed jobs for years to come.

It is therefore respectfully requested that you give careful and serious consideration to continue with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Respectfully submitted,

A handwritten signature in cursive script that reads "Richard Hill".

Richard Hill

Copy to: Tenn. Dept. of Environment
& Conservation

MACIE M. ROBERSON

County Executive, Lake County
Box 1 • Court House
229 Church Street
Tiptonville, Tennessee 38079

TELEPHONE
901/253-7382



April 26, 2004

Mr. Danny Ward
Environmental Branch
US Army Corp of Engineers
167 N. Main St., Room B-202
Memphis, Tennessee 38103-1894

Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward;

I am writing in support of the proposal to construct a port in the Cates Landing area in Lake County.

I may be partial but I think statistics will verify that this is the best location between Memphis and St. Louis.

This project would certainly create money much needed, jobs, not only in Lake County but also Obion and Dyer Counties and also help enhance the economy of all of Northwest Tennessee.

I know we're concerned about the environment, but knowing the area and knowing the results of the study that has been completed, I see no negative impact on the environment.

Danny, I would appreciate the work the Corp has done on this project and urge you to expedite the plans to construct this harbor as quickly as possible.

Sincerely,

Macie Roberson
Lake County Mayor

Cc: Tenn. Dept. of Environment & Conservation
Division of Water Pollution Control
7th Floor L&C Annex Bldg.
401 Church Street
Nashville, Tennessee 37243-1534

Danny Cook
Mayor



CITY OF TIPTONVILLE

John F. Fields
Danny Armstrong
Buddy Wade Moore
Daisy Parks
Richard Perkins
Sarah J. Woods

130 South Court Street
Tiptonville, Tennessee 38079
731-253-9922

Fran Hearn, City Treasurer

May 14, 2004

*Mr. Danny Ward, Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894*

To Whom It May Concern:

I wish to take this time to express how much the City of Tiptonville supports the Cates Landing Riverport Project. This port has the potential to transform Lake County into a major industrial center, giving unlimited opportunities to our citizens.

We are so fortunate to have the property which can meet the requirements for a facility of this type. With the assistance of so many government agencies and concerned businesses and individuals, our citizens realize the potential for our growth can be unlimited. We fully support this project, and are willing to do whatever possible to make it a reality.

With this port will come jobs for construction, jobs for the industries that will build there, new highways, and therefore the need for new homes as well as new small businesses in our city. I give my strongest support to this, and I look forward to the future of Lake County and the Cates Landing Riverport.

*Sincerely,
Danny Cook*

*Danny T. Cook
Mayor*



**CITY OF DYERSBURG
PUBLIC WORKS DEPARTMENT**

TEL. (731) 288-7630
FAX (731) 288-2528

OPEN:
MONDAY-FRIDAY
7 A.M. - 4 P.M.

435 HWY. 51 BYPASS S P.O. Box 1358 DYERSBURG, TN 38025-1358

April 26, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

The purpose of this correspondence is to inform you of my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River, Mile 900, Lake County, Tennessee.

Currently, as you know, Memphis is the only port access to the Mississippi River for the state of Tennessee. We, in Dyer County, especially Dyersburg, Tennessee would enjoy an economic benefit from such a port being constructed for access by the northern sections of our state.

Thank you for your consideration.

Sincerely,


Freddie Krapf
Director of Public Works

cc: Tennessee Dept. of Environment and Conservation

TO: DIRECTOR
FROM: [illegible]
DATE: [illegible]

TO: DIRECTOR
FROM: [illegible]
DATE: [illegible]

TO: DIRECTOR
FROM: [illegible]
DATE: [illegible]

ATTACHMENT 5

1. Tiptonville Main Street Association, Ms. Fran R. Hearn, letter dated 28 April 2004
2. Worldwide International Student Exchange, Mr. David N. Dahl, letter dated 4 May 2004
3. Northwest Tennessee Development District, Mr. John A. Bucy, letter dated 26 April 2004
4. Northwest Tennessee Economic Development Council, Mr. L. Don Ridgeway, letter dated 29 April 2004
5. The Northwest Tennessee Regional Port Authority, Mr. J. E. Williamson, Jr., letter dated 28 April 2004
6. Lake County Historical Society, Mr. M. D. Kirkpatrick, letter dated 22 April 2004
7. Reelfoot Area Chamber of Commerce, Ms. Marcia Perkins Mills, letter dated 6 May 2004
8. Obion County Economic Development Council, Mr. Jim Rippey, letter dated 11 May 2004
9. Northwest Tennessee Regional Port Authority, Mr. Ralph Henson, letter dated 13 May 2004
10. Obion County Chamber of Commerce, Mr. Jim Cooper, letter dated 20 May 2004



*Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS of ENGINEERS
167 N. Main Street, Room B-202
Memphis, Tn. 38103-1894*

April 28, 2004

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

We are writing to express the support of Tiptonville Main Street Association for the Corp of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come. In view of these facts, we are urging you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Tiptonville Main Street Board of Directors

Fran R. Hearn
Fran R. Hearn
President



THE FOUNDATION FOR
**WORLDWIDE
INTERNATIONAL
STUDENT EXCHANGE**

National Office

P.O. BOX 1332
DYERSBURG, TN 38025-1332
Tel. 1-800-264-0948 (Nationwide)
Tel. 731-287-9948
Fax 731-287-9949

A NON-PROFIT STUDENT
EXCHANGE PROGRAM

May 4, 2004

Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward;

I wanted to write and express my opinion in support of the Port Project at Cates landing in Lake County. Lake County is a severely distressed county and has the lowest per capita income of any county in the state of Tennessee. This project will stimulate positive growth both for the people of Lake County and the surrounding counties in West Tennessee. It has been indicated by the environmental impact studies that have been done that the impact of the surrounding environment will be minimal. This includes water quality, endangered species and cultural resources.

The proposed development site adjacent to the port is above the 100 year flood plain and the 500 year flood plain and suitable for industrial development. The economic benefit of the project as indicated by a study performed by the Corp of Engineers could be the creation of 105 new jobs and \$2,506,000 of additional revenue to the area served by the port. The project includes intermodal facilities, and access to rail, barge and truck transportation. This will allow existing industries in our area to lower their overall transportation costs and make them more competitive. In a time when local industries are fighting to remain competitive to retain jobs in the US this is a critical component of their overall cost structure.

Mr. Ward, I urge you to seek approval for the port project at Cates landing for all of the above reasons and because it is a project that can change the lives of so many people in West Tennessee for the better.

Sincerely yours,

David N. Dahl

CC: Tennessee Department of Environment and Conservation
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church Street
Nashville TN 37243-1534



PO. Box 963
124 Weldon Dr.
Martin, TN 38237-0963
Phone: 731.587.4213
Fax: 731.587.4587

Chairman
Brent Greer

Vice-Chairman
Kenny McBride

Secretary/Treasurer
Jimmy Thornton

Executive Director
John A. Bucy

April 26, 2004

Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

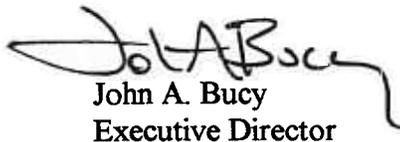
This letter is in support of the Corps of Engineers effort to construct a harbor in the vicinity of Cates Landing in Lake County, Tennessee.

The need for positive economic movement is great in all of Northwest Tennessee. We see the proposed port and proposed industrial park playing a vital role in economic rejuvenation of the area.

Additionally, Mr. Ward, we have been extremely impressed with the Port Authority's ability to bring multiple local, state, and federal agencies together on this project. The interest at all levels of government is keen, and I think will be for years to come.

This very much needed and worthwhile project should proceed forward.

Respectfully,



John A. Bucy
Executive Director

JAB/jb

copy: Tennessee Department of Environment and Conservation

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**Northwest Tennessee Economic
Development Council**

231 South Wilson Street
Dresden, Tennessee 38225-1312

PHONE: 731.364.3228
FAX: 731.364.5163

EXECUTIVE DIRECTOR
John Bucy

DEPUTY DIRECTOR
L. Don Ridgeway

April 29, 2004

Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing in support of the Corps of Engineers effort to construct a harbor in Lake County, Tennessee in the area of Cates Landing.

We see the proposed port and proposed industrial park as a positive economic development catalyst for our area of Northwest Tennessee. The need for economic development in our area is sorely needed.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area. We have been tremendously impressed with the port authority's ability to spearhead this proposed project.

We fully support the plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Don Ridgeway", written in a cursive style.

L. Don Ridgeway
Deputy Director



April 28, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

We appreciate the opportunity to make comments on the proposed port facility in Lake County. We are pleased the Environmental Assessment (EA) completed by the Corps of Engineers indicate minimal impact on the surrounding environment, water quality, cultural resources and endangered species. As you know, we, along with the Corps of Engineers and State of Tennessee ECD officials, worked long and hard to ensure this project would not have an adverse effect on the area.

The economic benefit study produces a 1 to 1.89 cost/benefit ratio with just local existing industries using the port. We believe the economic benefits of the project will be much greater because the area surrounding the proposed port is above the 100 year floodplain and suitable for industrial development. No other site on the Tennessee side of the Mississippi River has the topography to support a slack water port and adjacent industrial park. We believe the economy of the entire Northwest Tennessee area will benefit from having an intermodal port in the area.

The proposed port is unique because it is a regional effort of Dyer, Lake and Obion Counties to better the economic status of the area. The proposed port will be located in Lake County, which has been designated a distressed county in dire need of economic development. Lake County is one of the poorest in the State of Tennessee and we believe this project will begin the process of economic revival of the county.

We support building the port and encourage all concerned parties to move forward expeditiously to make the project a reality.

Sincerely,
The Northwest Tennessee Regional Port Authority



J.E. Williamson, Jr.
Chairman

cc: Tennessee Department of Environment and Conservation Division of Water Pollution Control

JEW/llb

Lake County Historical Society
123 Cherry Street
Tiptonville, TN 38079

April 22, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

The Lake County Historical Society is very interested in the future well-being of Lake County. We want to extend our full support to the river port project at Cates Landing.

We want to see a future for Lake County so there will be people here to protect its past. With increased development, there will be more people in Lake County to become members of our group to preserve the history of Lake County.

We thank the Corps of Engineers for all they do to help up protect this area with its rich history. We would like to see the State continue to pursue the river port on the Cates Landing property.

Sincerely,

A handwritten signature in black ink, appearing to read "M. D. Kirkpatrick". The signature is written in a cursive style with a large, prominent initial "M".

M. D. Kirkpatrick
President

**Reelfoot Area Chamber of Commerce
130 S. Court Street
Tiptonville, TN 38079
731-253-8144**

May 6, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

For many years the Reelfoot Area Chamber of Commerce has realized the value of Cates Landing. This is the reason we worked with the Lake County Industrial Board to acquire the land several years ago.

Several of our members have been working with the Northwest Tennessee Port Coalition which consists of members from Lake, Dyer, and Obion counties. It has since become the Northwest Tennessee Regional Port Authority. For the last several years, we have realized that we all have to work together to realize a dream.

The river port at Cates Landing will be the salvation of this community. For so many years, businesses have had to close their doors and our young people have had to move to other areas — not by choice, but out of necessity.

The Reelfoot Area Chamber of Commerce values Lake County's association with the Corps of Engineers. We put our full support behind the port project and we hope the state will do likewise.

Sincerely,



Marcia Perkins Mills
Executive Director



315 SOUTH SECOND STREET • P.O. BOX 840 • UNION CITY, TENNESSEE 38281
TELEPHONE: 731/885-5453 • FAX 731/885-7059 800-467-5453
www.UnionCityIns.com

May 11, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

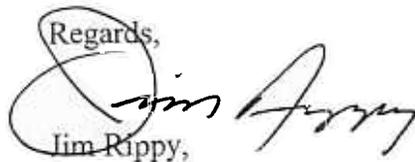
Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward,

I am writing to express my support for the Corps of Engineers to construct a harbor at the Cates Landing location on the Mississippi River in Lake County, Tennessee.

I am presently serving as the chairman of the Obion County Economic Development Council and fully realize the benefits from such a project. This project will certainly provide an economic boost to the northwest corner of Tennessee and to Tennessee. In my many years of economic activity, I do not know of any single project that has this potential to develop an area as the port project.

I would like to urge you to continue with your plans and to construct this regional harbor. If I can be of any help or assistance from Obion County, please give me a call.

Regards,

Jim Rippy,

Obion County Economic Development Council

cc: Tennessee Department of Environment & Conservation
Division of Water Pollution Control
7th Harbor L&C Annex Building
401 Church Street
Nashville, TN 37243-1534



May 13, 2004

Mr. Danny Ward
Environmental Branch
US Army Corp of Engineers
167 North Main St, Room B-202
Memphis, TN 38103-1894

Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward,

I am writing you as a member of the Northwest Tennessee Regional Port Authority and wish to express the Authority's desire to encourage construction of a River Port in the vicinity of Cate's Landing in Lake County, TN. The members of the Port Authority along with the leadership of Dyer, Obion and Lake Counties are convinced that this potential port will stimulate significant economic enhancement to this area. As you are probably aware, Lake County is composed of many census tracts in the low-income category and unemployment is a significant factor in this area. Since Lake County has the only site on the Mississippi River between Cairo and Memphis that is above the 100-year flood plain, it appears logical to locate a new port facility in this area. We are convinced that the location of Lake County with close proximity to the bridge crossing the Mississippi River in Dyer County, I-55 at Caruthersville, MO and I-40 passing through Jackson, TN, as well as the proposed I-69 corridor would be a logical choice.

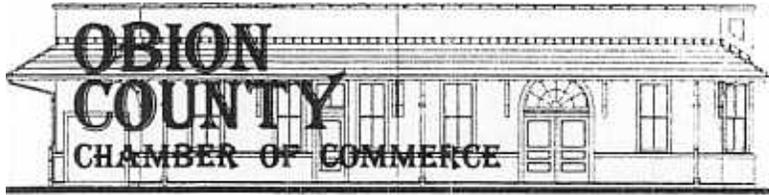
I am also a member of the County Legislative Body representing Dyer County and at our last monthly meeting we passed a resolution guaranteeing \$550,000 in bond debt to be issued by the Port Authority in cooperation with similar guarantees from Lake and Obion Counties. I feel this also expresses local support of this project in the future.

I respectfully request your further support of plans to construct the regional harbor in Lake County in as timely of manner as you deem possible and with all enthusiasm you feel appropriate. Thanks for your support in this significant support of economic development of Northwest Tennessee.

Sincerely,



Ralph Henson
Member, Northwest Tennessee Regional Port Authority
4775 Hwy. 78
Dyersburg, Tn. 38024



214 E. Church Street
Union City, Tenn. 38261
phone: 731/885-0211
fax: 731/885-7155
website: www.obioncountytennessee.com

May 20, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, TN 38103-1894

Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

The Obion County Chamber of Commerce met at noon on Monday, May 17, 2004, and indicated its full and unanimous support for the Northwest Tennessee Regional Harbor in the vicinity of Cates Landing in neighboring Lake County.

Such a port facility near Mississippi River, mile 900, would greatly stimulate the economy and bring needed jobs to an economically depressed area. The entire Northwest Tennessee region would significantly benefit economically from such a facility. Currently, there are no public port facilities on the Mississippi River other than Memphis, and economic forecasts show that over \$2.0 million annually would be derived from serving existing industries within the area and approximately 105 new vitally needed jobs would be created at the site.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources, and endangered wildlife within the area. Recent studies by the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction for the harbor. The new river port and adjacent industrial park will rejuvenate the economy of the region and provide employment for many years to come.

In view of these facts, the Obion County Chamber of Commerce wholeheartedly endorses this project, and would like to urge you to move forward with plans to construct this facility as quickly as possible.

Sincerely,

Jim Cooper
Economic Development Director

3-STAR COMMUNITY



Award Recipient for Economic Preparedness

ATTACHMENT 6

1. Cable One Advertising, Mr. Charles C. Dawson, letter dated 4 May 2004
2. Colonial, Diversified Polymer Products, LLC, Mr. G. Wendell West, letter dated 27 April 2004
3. Dyersburg Electric System, Mr. Stephen Lane, letter dated 29 April 2004
4. First Tennessee, Mr. Don Crews, letter dated 3 May 2004
5. Hampton Inn of Dyersburg, Ms. Tina M. Christian, letter dated 4 May 2004
6. Hardage Group, Mr. Phillip Hardage, letter dated 4 May 2004
7. New South Properties, Inc., Mr. Philip D. Erstine, letter dated 27 April 2004
8. Pennington Seed and Supply, Mr. Hal M. Pennington, letter dated 4 May 2004
9. Roger Hawkins Water Treatment Plant, Ms. Anitat Hensley, letter dated 28 April 2004
10. Tennessee Farmers Mutual Insurance Co., Mr. J. Randall Brooks, letter dated 4 May 2004
11. WASL/WTRO, Mr. Charles Maxey, letter dated 4 May 2004
12. YMCA of Dyer County, Mr. Thomas A Grueser, letter dated 7 May 2004
13. Tennken Railroad, Mr. Anthony M. Linn, email dated 19 April 2004
14. Forrester White & Mathis, Inc., Mr. Robert Mathis, letter dated 12 May 2004
15. Law Offices of John M. Lannom, Mr. John M. Lannom, letter dated 10 May 2004
16. Tiptonville Health Mart, Mr. J. C. Williams, letter dated 18 April 2004
17. Perkins Tire & Service Center, Mr. David W Perkins and Ms. Marcia Perkins Mills, letter dated 22 April 2004
18. Bloom' n Things, Ms. Amy Clements, letter dated 25 April 2004
19. Yates & Sons Tile and Culverts, Mr. Jerry D. Yates, letter dated 20 April 2004
20. Ervin's Marketplace, Mr. Jack Ervin, letter dated 4 May 2004
21. Sudden Service, Ms. Alicia Simmons, letter dated 2 May 2004
22. First Citizens, Ms. Katie Winchester, letter dated 12 May 2004
23. Burks Beverage, L.P., Mr. Ben Edwards, letter dated 12 May 2004
24. Dunn Creswell Sparks Smith Horne & Downing PLLC, Mr. Arthur L. Sparks, Jr., letter dated 12 May 2004
25. The Agee Law Firm, Mr. Charles M. Agee, letter dated 14 May 2004
26. Boyette's Dining Room, Ms. Jan Boyd and Ms. Fran Hearn, letter dated 1 May 2004
27. Commercial Bank and Trust Company, Mr. Jack R. Parker, letter dated 13 May 2004
28. First State Bank, Mr. Joseph H. Kizer, letter dated 15 May 2004
29. Kelly Law Firm, Mr. Charles S. Kelly, Sr., letter dated 17 May 2004
30. E.W. James & Sons Supermarkets, Ms. Lee Ann James, letter dated 19 May 2004
31. Jones, Hamilton & Lay, P.L.C, Mr. Hubert B. Jones, letter dated 2 June 2004



Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee

Dear Mr. Ward:

I am writing to you to show my support for the building of the Port at Cates Landing.

The economic study performed by the Corps of Engineers indicated benefits of approximately \$2.5 million dollars as well as 105 new jobs created for serving existing industries in the area.

The impact of this port would seemingly be of great benefit to all of Northwest Tennessee.

Sincerely,


Charles C. Dawson

cc: Tn. Department of Environment & Conservation
Joanne Higgins

April 27, 2004

**Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
Room B-202
Memphis, TN 38103-1894**

SUBJECT: Cates Landing, Lake County, Tennessee

Dear Mr. Ward:

Our company operates in a very harsh competitive Global Environment. Anything that will lower our costs, help us retain our market share, and assist us in growing our business is vital to our survival.

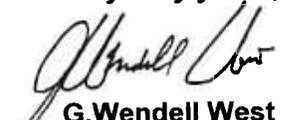
This proposed port is key to our long-term viability. This along with the I-69 corridor will position us to meet Customer Demands and broaden our ability to create new and more diverse markets.

Our building has >275,000 sq/ft. We manufacture in 100,000 and lease the remainder of the building for warehousing to cover overhead. Our strategic business plan is to bring more manufacturing under roof by acquisition, partnership, and/or joint venture.

I also Chair the Dyersburg-Dyer County VISION XXI Community Investment effort. All of our participants view this port as a vital element in creating a Northwest Tennessee Business Hub for job retention and growth.

Your support of the Cates Landing Port is genuinely solicited on behalf of jobs for our community.

Very truly yours,


**G. Wendell West
President & CEO**

Dyersburg

Electric
system



The Service That Empowers

April 29, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I appreciate this opportunity to make comments regarding the proposed Cates Landing river port. Having lived in this area all my life, I have watched all aspects of Lake county continually deteriorate. As you probably know Lake county is now classified as a distressed county and has the lowest county per capita income in Tennessee.

In addition to the uplift the port project would bring to Lake county many other existing industries in West Tennessee would benefit from this port. The project has a 1 to 1.89 cost/benefit ratio for serving these existing area industries.

Please lend your full support to the completion of this critical project.

Sincerely,



Stephen Lane
V.P. Dyersburg Electric System

cc: Tennessee Department of Environment and Conservation
Division of Water Pollution Control



All Things Financial.

May 3, 2004

Don Crews
Regional President

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

RE: Cates Landing

Dear Mr. Ward:

I am writing to thank you for the support previously provided by the Corp of Engineers for the Cates Landing Port Project and to ask for your continued support. This is a very important project for our area with tremendous potential benefits, not just for Lake County, but to the entire region.

This should be apparent by the strong working relationships that have been evident from all levels of the governments and private sector in Lake, Obion and Dyer counties. This project should result in a significant change in direction for Lake County by providing both short-term and long-term economic benefits to an area that sorely needs it. Because of the magnitude of this project relative to the overall economic opportunities available in Lake County currently, this one event could easily change the face of their county forever.

The jobs that will be created as a result will provide a huge boost for the entire area. We have a good site with considerable property available for potential industrial development related to the port itself. The economic study appears to support this point and the environmental assessment found no significant negative impact on the environment as a result.

Overall, we believe we have an outstanding project with an excellent chance to be tremendously beneficial to the entire region. Again, I want to thank you for providing us the opportunity to advance our project to this point and I hope you and the Corp of Engineers can continue to support the Cates Landing Project.

Sincerely,

A handwritten signature in black ink that reads 'Don Crews'.

Don Crews
Regional President

cc: Tennessee Department of Environment & Conservation
Dyer County Chamber of Commerce

First Tennessee Bank National Association
P.O. Box 990
Dyersburg, TN 38025
Phone: (731) 288-2801

May 4, 2004

Re: Regional economic development project

Dear Mr. Ward,

I am writing in support of the port project of Lake, Oyer and Olmsted County. I believe that the area will benefit existing industries and new industries, offering lower transportation cost and alternate routes of transportation. The port will also open up new opportunity for industries looking to locate in areas that offer this form of transportation access. I believe also that Lake County will embrace the port and benefit from the opportunities that will follow it opening. With the land surrounding the port being well above floodplain, it is suitable for industrial development. Recent studies by the Corp of Engineers indicate little impact to the areas environment, endangered species, water supply or cultural resources. I believe this area provides all that would make this a successful project for all involved.

Sincerely,

Tina M. Christian, General Manager Hampton Union

cc. In. Department of Environment + Conservation



Hardage Group

P.O. Box 208,
Dyersburg, TN 38025-0208

1-731-285-3120
Web Page: www.hardagegroup.com
E-mail: hardage@ecsis.net

May 4, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am a recruiter for professional and engineering positions and I have been in business for the last nine years. While my practice is certainly nationwide in scope, the Northwest TN corridor is of particular interest.

From firsthand knowledge, I have observed that the professional opportunities in this area are severely limited due to the dearth of manufacturing. As the US economy becomes more service and distribution based, the port will be absolutely critical to the area.

This would open tremendous opportunity for the agriculture base to grow and compete on a global basis. At the same time, the industrial companies could expand with this new distribution option. Currently over 3 million tons of steel are manufactured within one hour's drive of the proposed port. What a tremendous opportunity for water transportation for both incoming scrap and outgoing finished products.

As this project is considered, please understand the tremendous positive impact it will have on the families, educational institutions and communities of Northwest Tennessee.

Phillip Hardage
HARDAGE GROUP
Dyersburg, TN

Cc: TN Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L & C Annex Building
Nashville, TN 37243-1534



362 New Byhalia Road
Suite 203
Collierville, TN 38017
www.nspiland.com

Phone: 901-854-4649
Fax: 901-854-4074
Mobile: 901-277-2767

April 27, 2004

Mr. Danny Ward
Environmental Branch
U. S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority (NTRPA) in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would be additional jobs and economic benefits.

The NTRPA has been diligent in its efforts to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Philip D. Erstine
Principle Real Estate Broker
Accredited Farm Manager
Accredited Land Consultant

Cc: Tennessee Department of Environment & Conservation



214 SOUTH MILL AVENUE
DYERSBURG, TENNESSEE 38024

MAY 4, 2004

MR. DANNY WARD
ENVIRONMENTAL BRANCH
U.S. ARMY CORPS OF ENGINEERS
167 N. MAIN STREET, ROOM B-202
MEMPHIS, TN 38103-1894

MR. WARD:

IN BRIEF, I WOULD LIKE TO ENCOURAGE PROGRESS ON THE CATES LANDING PORT.

THE VARIABLES ARE IN PLACE TO MAKE THIS A GREAT SUCCESS. WITH THE COMBINATION OF THE SITE BEING ABOVE THE 100 AND 500 YEAR FLOODPLAIN, EMPLOYMENT POSSIBILITIES FOR THE DISTRESSED LAKE COUNTY AREA, AS WELL AS, POSITIVE REGIONAL ECONOMIC DEVELOPMENT CAN ONLY BE A NEW BURST OF ENERGIES IN OUR AREA.

STUDIES HAVE BEEN DONE BY THE CORPS OF ENGINEERS SHOWING VERY LITTLE IMPACT ON THE SURROUNDING ENVIRONMENT, ENDANGERED SPECIES AND WATER QUALITY. THE CORP ALSO ESTIMATES JOB CREATION AND A PLUS TO EXISTING INDUSTRIES IN THE AREA.

THIS PROJECT WILL ULTIMATELY LOWER TRANSPORTATION COST AND HELP MAKE NORTHWEST TENNESSEE A MORE COMPETITIVE PLAYER IN WORLD MARKETS.

URGENTLY YOURS,

A handwritten signature in black ink, appearing to read "Hal M. Pennington". The signature is written in a cursive, flowing style.

HAL M. PENNINGTON



Roger Hawkins Water Treatment Plant

476 Mall Blvd.

Dyersburg, TN 38025-1358

Telephone (731) 288-0724 • Fax: (731) 288-0725

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, Lake County, Tennessee.

I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

A handwritten signature in cursive script that reads "Anita Hensley".

Anita Hensley
Superintendent of Dyersburg Water Plant

Cc. Tennessee Department of Environment & Conservation
Nashville, TN

Tennessee Farmers Mutual Insurance Co.

J. Randall Brooks, Agency Manager

125 Everett Avenue

Dyersburg, Tennessee 38024

(901) 285-1275

MR. WARD

want just a moment of your time for a note to let you know how much NORTHWEST TENNESSEE needs the Port at Cates Landing. The Economic impact will be significant for all of NORTHWEST Tennessee, but especially for Lake County. I have lived in Dyer County my entire life and know the area well, the location of the port in one of the few and maybe only area above the flood plane makes it ideal. Any help you can be to see that this project becomes a reality will be greatly appreciated

Sincerely,

Randy Brooks



WASL/WTRO
P.O. Box 100
Dyersburg, TN 38025
(731) 285-1339



Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Danny

I am writing this letter pertaining to the Regional economic development project of Lake, Dyer and Obion Counties.

Having a River Port to stimulate the economy of Lake County and Northwest Tennessee would be a tremendous asset to an area that has the lowest county per capita income in the state. The economic study which was performed by the Corps of Engineers indicated benefits of over two million dollars and as many 100 jobs would be created to industries already in the area. In addition the Port will allow existing industries to lower their transportation costs which will make them more competitive.

The area adjacent to the Port is above the 100 and 500 year floodplain and is suitable for industrial park development. Also the Corps of Engineers found that this project will no significant negative impacts on the environment of the area.

Anything that you can do to make this project happen will be greatly appreciated.

A handwritten signature in black ink that reads 'Charles Maxey'.

Charles Maxey
General Manager
WASL / WTRO
Dyersburg, TN

cc: TN Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church Street
Nashville, TN 37243-1534



YMCA

We build strong kids,
strong families, strong communities

May 7, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward,

My name is Tom Grueser. I am the CEO of the YMCA of Dyer County. I am writing this letter as a show of support for the development of the slack-water port in Lake County.

There are several key points that I feel show the benefits of building this port:

- It will greatly enhance regional economic development in Lake, Dyer, and Obion Counties.
- The Northwest Tennessee Regional Port Authority was formed in 1999 for the purpose of creating a river port to stimulate the economy of Northwest Tennessee.
- Lake County is a distressed county and has the lowest per capita income of any county in Tennessee.
- The economic study performed by the Corps of Engineers indicated benefits of \$2,506,000 and 105 jobs created from serving existing industries already in the area.
- The project would have a 1.89 to 1 cost/benefit ratio serving existing area industries.
- The environmental assessment recently completed by the Corps of Engineers indicates minimal impact on the surrounding environment, water quality, cultural resources, and endangered species.
- New industries recruited to the port area will be an added economic benefit.
- The area adjacent to the Port is above the 100 and 500 year floodplain and suitable for industrial park development.
- The Port will allow existing industries to lower their transportation costs making them more competitive.

As you can see, the benefits are numerous and widespread. I ask you to seriously consider giving this project the continued go-ahead.

YMCA of Dyer County • 1478 Hwy 51 By-Pass E • P.O. Box 1502 • Dyersburg, TN 38025

731-288-9622

YMCA MISSION: To put Christian principles into practice through programs that build healthy spirit, mind, and body.

Sincerely,

A handwritten signature in black ink, appearing to read "Thomas A. Grueser". The signature is fluid and cursive, with a long horizontal stroke at the end.

Thomas A. Grueser, CEO

cc. TN Department of Environment & Conservation
Division of Water Pollution Control

Ward, Daniel D MVM

From: Tony Linn [amlinn@pertassoc.com]
Sent: Monday, April 19, 2004 8:59 AM
To: 'Ward, Daniel D MVM'
Subject: RE: USACE Public Notice - Northwest Tennessee Regional Harbor

an,
Please include me in your future communications using the email address below. As director of the Tennken Railroad I am most interested in the continued progress of this project. We view this project as the single most important hope for the economic renaissance of the northwest Tennessee and the surrounding states and without which there is little hope of capturing the type of industry and jobs that have visited with great interest but never materialized without the imminent potential for water infrastructure.

Thank you,
Tony

Anthony M. Linn {NERR,NWRR,SCTR,TKEN,WTNN}
Box 510
Dover, NJ 07624
Tel: 201-768-2712 Fx: 201-768-3465
Mobile: 615-218-8742
Email: amlinn@pertassoc.com

The U.S. Army Corps of Engineers, Memphis District has posted a new listing to our Internet homepage "**Northwest Tennessee Regional Harbor**". Please click on the following link to view the public notice:

[http://www.mvm.usace.army.mil/regulatory/public-notices/CWP/Public Notice.pdf](http://www.mvm.usace.army.mil/regulatory/public-notices/CWP/Public%20Notice.pdf)

The purpose of the project is to construct a public harbor located at Mississippi River 900, north of Tiptonville, Lake County Tennessee. Proposed construction would involve dredging 1.02 million cubic yards of sediment to construct a 9,000-foot long, 130-foot transitioning to 225-foot bottom width harbor. Dredge material would be placed on land adjacent to the harbor.

A Draft Environmental Assessment has been completed and can be viewed at:

<http://www.mvm.usace.army.mil/regulatory/public-notices/pn.htm>

Comments are requested by 19 May 2004 to the address below

Danny Ward
U.S. Army Corps of Engineers
Environmental Branch
167 North Main Street, Room B-202
Memphis, TN 38103-1894
(901) 544-0709
Fax: (901) 544-3955
Daniel.d.ward@mvm02.usace.army.mil

Remember to notify us if your e-mail address changes to continue receiving public notice listings. A customer



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& MATHIS, INC.**
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Mr Danny Ward
Environmental Branch
US ARMY CORPS OF ENGINEERS
167 N Main Street, Room B-202
Memphis, Tn 38103-1894

RE:NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward,

It is my opinion that the harbor at Cates Landing Lake County Tennessee would be a great asset to Northwest Tennessee. This area is economically depressed area. It would add jobs to the area. It would enable us to keep some of our young people in the area. It would add stability to the area.

Business and government would be eased of an economic uncertain future. It would help our schools to grow, our county to grow. There is a need for growth in every part of Tennessee this would help our area.

It shows that surrounding counties can work together to form a business relationship. Each county will benefit, the benefits of this project outweigh the impact of construction of the port.

I urge you to move forward with this project to construct a port in Northwest Tennessee.

Sincerely,

Robert Mathis



LAW OFFICES OF
JOHN M. LANNOM
422 MCGAUGHEY STREET
P. O. BOX 1729
DYERSBURG, TENNESSEE 38024

JOHN M. LANNOM
HAL J. BOYD
JAMES S. WILDER III
BETH H. DUPREE

TELEPHONE (731) 285-0374
TELECOPIER (731) 285-0376
EMAIL: lanfirm@ecsis.net

May 10, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

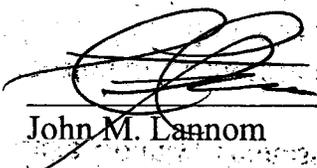
I am writing to urge your offices' commencement of the harbor facility at Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

There are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has designed this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

For all these reasons, I respectfully request that you proceed at once with this important project.

Yours truly,



John M. Lannom

JML/ab

*Tiptonville Health Mart
139 Church Street
Tiptonville, TN 38079
731-253-7411*

April 18, 2004

*Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894*

Dear Mr. Ward:

My family and I work and live in Lake County. I own a pharmacy in downtown Tiptonville.

It is hard to keep a business open in Lake County. Since we are located downtown, we receive many benefits from being a Tennessee Main Street community, but our greatest accomplishment will be a port located at Cates Landing.

We need industry with good paying jobs to bring people into Lake County. We want them to be able to live and work here. We also want all those who had to leave Lake County to find employment to be able to return.

I am putting my full support behind the river port. Please let the Corps of Engineers continue to pursue the Northwest Tennessee Harbor project. The people of Lake County appreciate all you do to help this community.

Sincerely,

J.C. Williams

J. C. Williams

Perkins Tire & Service Center
1441 Church Street
Tiptonville, TN 38079
731-253-7653

April 22, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

We are very concerned about the future of Lake County. Our family has been in business here nearly fifty years. It has become increasingly more difficult to make a living here due to the decrease in our population and the mobility of consumers.

Our daddy turned the business over to us in 1995. Our brother and sister team are both college graduates who would like to continue to work and live in Tiptonville, the town where we were born and raised. If something does not happen to help our economy here, this may be impossible in the near future. There is no way for us to compete with the larger communities.

We are very interested in the development of a river port at Cates Landing. Several years ago, we even loaned money to the Lake County Industrial Board to secure the land because we were sure of its potential.

We want to see others be able to live and work in Lake County if they wish. We would like to see the Corps of Engineers lend their support to the development of the Northwest Tennessee Mississippi River harbor.

Sincerely,

David W. Perkins



Marcia Perkins Mills



*Bloom 'n Things
321 Church Street
Tiptonville, TN 38079*

April 25, 2004

*Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894*

Dear Mr. Ward:

Several years ago we acquired the florist business in downtown Tiptonville. We are the only florist in Tiptonville. We also purchased the building which is adjacent to ours.

We have invested a lot of our future in downtown Tiptonville. We have also just recently purchased a home here. We are very interested in the welfare of Lake County.

We are urging the Corps of Engineers to pursue the river port project at Cates Landing. This project will save the county we chose to live and raise our children in. We fully support the Northwest Tennessee Harbor in Lake County.

Sincerely,

Amy Clements

*Amy Clements
Owner*

**Yates & Sons Tile and Culverts
Hwy. 78
Tiptonville, TN 38079**

April 20, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

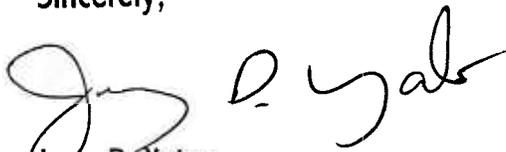
Yates and Sons Tile and Culvert Co. is a family-owned business. My three sons and I were all born and raised in Lake County.

We are very interested in the river port at Cates Landing. Although, our business is surviving, others in our area have had to close their doors over the years.

This area once depended solely upon farming, but even our farmers have become interested in other occupations. This area desperately needs the river port and the surrounding industrial site.

The development of the river port at Cates Landing will seal the future of Lake County. We hope that the U. S. Army Corps of Engineers will lend their full support to this project as we all do.

Sincerely,


Jerry D. Yates

**Ervin's Marketplace
Industrial Drive
Tiptonville, TN 38079
731-253-7883**

May 4, 2004

**Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894**

Dear Mr. Ward:

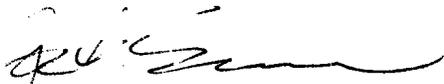
We are very interested in the outcome of Lake County. We are located near the Tiptonville city limits.

Ervin's Marketplace is always willing to support the community as best we can. We are home-owned and we live in Lake County. We are not only interested in the river port at Cates Landing for business purposes, but also for personal reasons.

Our daughter moved to Nashville with her family, but we are lucky enough to have our son and his family living in Lake County and him working in the family business. It would be so nice to give all children an opportunity to live and work where they were born and raised.

We are putting our earnest support behind the Northwest Tennessee Mississippi River Harbor. We appreciate everything the Corps of Engineers does for Lake County.

Sincerely,



**Jack Ervin
Owner**

**Sudden Service
Hwy 78
Tiptonville, TN 38079**

May 2, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

Our business is located at the main intersection as you come into Tiptonville from. This has been an established business in Lake County for many years.

We are very interested in the harbor to be constructed in Lake County at Cates Landing. The harbor will greatly benefit Lake County and have an impact on the whole economy in the Northwest Tennessee region. We will see new jobs created, people will move into Lake County, and many improvements will be made in the county.

Please consider this letter as my personal endorsement of the river port project.

Sincerely,

A handwritten signature in cursive script that reads "Alicia Simmons".

Alicia Simmons, Manager



COPY

Katie Winchester
President, CEO,
& Vice Chairman

May 12, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

The construction of a river Port at Cates Landing in Lake County, Tennessee would provide significant economic benefits to Lake, Dyer and Obion Counties. The fact that the area adjacent to the proposed Port is above the 100 and 500 year floodplain and suitable for industrial park development lends additional economic potential to the project. In addition, an economic study performed by the Corps revealed the benefit to existing industries would exceed \$2.5 million and create 105 new jobs. The opportunities afforded by this project could not be more critical to the future growth and development of Lake County, an area that reflects the lowest per capita income of any county in our state.

Adding to the viability of this project is the fact that the Corp has found that no significant negative impact to the Environment would result from construction of the Port at this location. I would urge you to move forward with construction of the Northwest Tennessee Regional Harbor at the earliest possible date.

Respectfully yours,

A handwritten signature in cursive script that reads "Katie Winchester".

Katie Winchester

Cc: Tennessee Department of Environment & Conservation
Division of Water Pollution Control

BURKS BEVERAGE, L. P.

Burks Enterprises, Inc., General Partner

May 12, 2004

Mr. Danny Ward
U. S. Army Corp of Engineers
Environmental Branch
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward,

I am pleased to write to you in support of the proposed Northwest Tennessee Regional Port project. As the chief operating officer of a regional soft drink manufacturing and distribution company, I have worked very closely with the Chamber of Commerce in industrial recruitment. The regional port would be an invaluable resource for industries who may want to locate in our area because of our geographically central location. I am sure you have seen the Corps of Engineers economic studies showing the positive impact the port would have on existing industry, as well.

It is impressive to see the cooperative spirit among the leaders in Lake, Dyer, and Obion Counties working together to bring such an exciting project to our region. I do not recall a project with so much potential for positive economic impact over a long period of time for such an extended region. Please support the development of a Northwest Tennessee Regional Port.

Sincerely,


Ben Edwards

**DUNN CRESWELL SPARKS
SMITH HORNE & DOWNING PLLC**

624 Reelfoot Avenue
Union City, TN 38261

Certified Public Accountants

*American Institute of Certified Public Accountants
Tennessee Society of Certified Public Accountants
Private Companies Practice Section - AICPA*

*Union City, Tennessee
McKenzie, Tennessee
Paris, Tennessee
Trenton, Tennessee
Dyersburg, Tennessee
Jackson, Tennessee
Henderson, Tennessee
Alamo, Tennessee
Martin, Tennessee
Fulton, Kentucky*

731-885-3661 phone
731-885-6909 fax
<http://www.cpainfo.net>

May 12, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the construction of the Northwest Tennessee Regional Harbor in the vicinity of Cates Landing, Mississippi River Mile 900, located in Lake County, Tennessee.

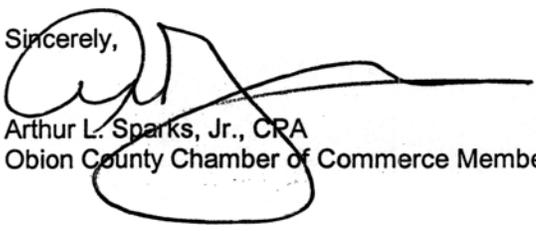
In 1999 The Northwest Tennessee Regional Port Authority was formed, by business and government leaders of Lake, Dyer and Obion counties, for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area. The area that is being referred to currently has the lowest per capita income of any county in the state.

An economic study performed by the Corps of Engineers indicated benefits of \$2,506,000 annually and the creation of approximately 105 jobs. These jobs would be created from serving existing industries already in the area. The construction of the port will also allow existing industries to reduce their transportation cost allowing them to be more competitive. The reduced transportation cost should help attract new industry to the port area thereby creating additional economic benefit. Currently the closest public port facility located in Tennessee on the Mississippi River is located in Memphis.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, cultural resources, water quality, and any endangered wildlife species in the area. In recent studies conducted by and for the Corps of Engineers no significant negative impacts in any of these areas have been identified.

The substantial benefits of this project far outweigh the minimal impact of the construction of the harbor. The economic life of the region will be positively impacted for many years to come should this project be completed. In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible

Sincerely,


Arthur L. Sparks, Jr., CRA
Obion County Chamber of Commerce Member

THE AGEE LAW FIRM

A PROFESSIONAL ASSOCIATION
NOT A PARTNERSHIP

115 MILL AVENUE
P. O. Box 280
DYERSBURG, TENNESSEE 38025-0280

TELEPHONE (731) 285-8747
TOLL FREE (888) 744-4040

FACSIMILE (731) 287-7111
EMAIL bagee@augustacapital.com

*TRENTON OFFICE
MARK L. AGEE*
JASON C. SCOTT*

111 WEST EATON
TRENTON, TENNESSEE 38382
(731) 855-4890
FAX (731) 855-4892

CHARLES M. AGEE, JR.

LEGAL ASSISTANTS
STELLA M. MILLER
SANDRA H. MILLER

May 14, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Rm. B-202
Memphis, Tennessee 38103-1894

RE: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

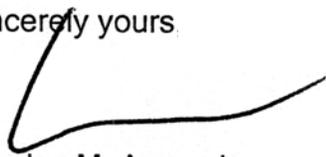
The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

Mr. Danny Ward
May 14, 2004
Page Two

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Charles M. Agee, Jr.", written over the typed name below.

Charles M. Agee, Jr.

CMAjr/smm

FRAN HEARN and JAN BOYD
OWNERS

Telephone
731-253-7307

Boyette's Dining Room

Famous for fine food at Beautiful Reelfoot Lake

Rt. 1 Box 455
TIPTONVILLE, TENNESSEE 38079

May 1, 2004

Mr. Danny Ward, Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

Boyette's Dining Room has been a landmark in Lake County for more than seventy-five years. After being operated for many years by our parents, it is now owned and operated by my sister and me. We are a family-oriented business serving the southern style foods for which Reelfoot Lake is well known. In recent years, we have also opened Boyette's BBQ which is located across from Kiwanis Park on Reelfoot.

Boyette's employs the two of us, our husbands, and our children. To be able to support all of us, we will need to sustain our sales over the coming years. To do this, Lake County will have to grow in the future.

We want to put our full support behind the Northwest Tennessee Regional Harbor at Cates Landing. The adjacent industrial park will provide opportunities Lake County has never seen before.

We extend our appreciation to the Corps of Engineers for all they do for Lake County. We are asking you to again support this county in a project that will not only help our county, but all of the surrounding area.

Sincerely,



Jan Boyd, Owner



Fran Hearn, Owner

Reservations accepted for private dining room service for parties and meetings.



127 South First Street
Union City, Tennessee 38261
731-884-4255

May 13, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103

Re: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a Harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer, and Obion counties formed the Northwest Regional Port Authority in 1999 for the purpose of creating a new River port to stimulate the economy and bring new jobs to an economically distress area.

Currently, there is no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its efforts to develop this project with the minimal impact on the surrounding environment, water quality, cultural resources, and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Jack R. Parker
Community President



Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing in support for the Corps of Engineers plan to construct a Harbor in the area of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

In 1999, business and government leaders from Lake, Obion and Dyer counties formed the Northwest Tennessee Regional Port Authority ("NTRPA") for just this purpose. A new river port, which would be the only other public port facility located in Tennessee outside of Memphis, would stimulate economic and industrial growth in rural Northwest Tennessee. Economic analysis has indicated that benefits of more than \$2,500,000 annually would be derived from serving existing industries in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted by the port would bring more jobs and economic benefits. The land adjacent to the proposed harbor is above both the 100 and 500 year floodplains, making it ideal for an industrial park. In addition, the port will have access to rail, barge and truck transportation.

In 2003, First State Bank was one of three Tennessee banks to be awarded tax credits to spur location and expansion in economically distressed areas in Tennessee through the federal government's New Market Tax Credit Program. A project like the new river port would fit perfectly with the government's intention of encouraging economic growth in distressed areas. Through the program, businesses locating or expanding in Lake County could qualify for special interest rates through the New Market Tax Credit Program, making the River port project even more attractive to prospective business and industry.

The substantial benefits of this project would far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

A handwritten signature in black ink, appearing to read 'JKizer', written over a light blue horizontal line.

Joseph H. Kizer
Community Bank President
jkizer@first-state.net



Cc: Tennessee Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church Street
Nashville, TN 37243-1534

Dan M. Frankum
NTRPA Commissioner, Obion County
Via facsimile

KELLY LAW FIRM

CHARLES S. KELLY
CHARLES S. KELLY, JR.*
G. STEVEN DAVIS

*ALSO LICENSED IN COLORADO



MAILING ADDRESS:

P.O. BOX 507
802 TROY AVENUE
DYERSBURG, TENNESSEE 38025
(731) 285-3541 TELEPHONE
(731) 286-2886 FACSIMILE

LEGAL ASSISTANTS

GENELLE CHRISTIAN BANE
SUSAN WALLER
SUSAN PITTMAN
KAREN BELL

INVESTIGATOR

JACK D. WESSON, CIVIL

May 17, 2004

Mr. Danny Ward
Environmental Branch
U. S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion Counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000.00 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

Mr. Danny Ward

May 17, 2004

Page 2

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Very truly yours,

KELLY LAW FIRM

A handwritten signature in black ink, appearing to read 'CSK', is written over the typed name.

Charles S. Kelly, Sr.

CSKsr:sw

E. W. James & Sons

SUPERMARKETS

Office: 1308-14 Nailling Drive

Union City, Tennessee 38261

Phone (901) 885-0601, FAX (901) 885-9334



May 19, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

This letter is written to express my support for the construction of a Harbor in the Cates Landing, Mississippi River Mile 900 vicinity, in Lake County, Tennessee as proposed by the Corps of Engineers.

In 1999, various leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority. The purpose of this authority was to create a new River port that would hopefully stimulate the economy and bring new jobs to an economically depressed area.

Currently, Memphis is the only public port facility located on the Mississippi River in Tennessee. Studies indicate that the creation of a port facility in this area would not only benefit the existing industries located there but could also create approximately 105 new jobs in the adjacent industrial park. This could boost the economy over two and a half million dollars annually. The area might then attract new industry which would bring additional jobs and economic growth.

A recent environmental assessment by the Corps of Engineers indicates minimal impact on the surrounding environment, water quality, cultural resources and endangered species.

The economic benefits of the construction of the Northwest Tennessee Regional Harbor far outweigh the minimal impact to the environment. This new river port and adjacent industrial park will provide jobs and stimulate economic growth in this area. In view of the above facts, I urge you to move forward with this project.

Sincerely,

A handwritten signature in black ink, appearing to read "Lee Ann James", is written over a horizontal line. The signature is fluid and cursive in style.

Lee Ann James
President

cc: Tennessee Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church Street
Nashville, TN 37243-1534

JONES, HAMILTON & LAY, P.L.C.

ATTORNEYS AND COUNSELORS

202 South Main Street
Dyersburg, TN 38024

HUBERT B. JONES*
JAMES A. HAMILTON III*
JEFFREY L. LAY*
GARY H. NICHOLS
*RULE 31 LISTED GENERAL CIVIL MEDIATOR

OF COUNSEL: RALPH W. FARMER

MAILING ADDRESS:
P.O. BOX 763
DYERSBURG, TN 38025-0763
TELEPHONE: (731) 286-5323
TELECOPIER (731) 285-1503

WEB SITE: www.dyerlaw.net
E-MAIL: hjones@dyerlaw.net

June 2, 2004

U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Attention: Mr. Danny Ward
Environmental Branch

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I would like to express my support for the Corps of Engineers plan for the construction of a harbor near Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee. This project would help bring economic rejuvenation to this area of West Tennessee and to the most economically distressed county in Tennessee, Lake County.

In 1999 community leaders of Lake, Dyer, and Obion county formed the Northwest Tennessee Regional Port Authority with the purpose of creating a new river port in order to boost the economy of these three counties through stimulation of the economy as well as the creation of new jobs.

The plan for a harbor at near Cates Landing would help the economy of this area through the creation of new jobs as well as the pure economic benefit to the region. Economic analysis now indicates that 105 new jobs will be created and that over two and a half million dollars in benefit would be derived from benefits rendered to the existing business in the area. This benefit does not include the possibility of new businesses which might be attracted to the area thanks to these port facilities and would thereby create more jobs and greater financial benefit.

The Northwest Tennessee Regional Port Authority is aware of the importance of protecting our environment and therefore has been careful to develop this project with minimal impact to the surround environment, water quality, endangered species of the area, and the cultural resources of the region. Indeed, the recent studies conducted by the Corps of Engineers indicate that there will be no significant negative impact on the environment of the area.

June 2, 2004
Page 2

The construction of port facilities near Cates Landing would provide substantial economic benefit to the region, yet will not have a significant adverse impact of the local environment. Therefore, I hope that you will move forward with plans to construct the Northwest Tennessee Regional Harbor.

Sincerely,


Hubert B. Jones

HBJ/mw

ATTACHMENT 7

Name	Date of Letter
1. Doug Ferguson	4/29/2004
2. James A. Rowland	4/27/2004
3. Randall W. Rhodes, P.E.	4/29/2004
4. Brenda L. Crittenden	4/28/2004
5. Robert C. Warren	4/29/2004
6. Michael G. Workman	4/28/2004
7. Carl F. House, Jr.	4/28/2004
8. Gleyln T. Twilla	4/27/2004
9. Paul Perkins	4/27/2004
10. David R. Taylor	4/27/2004
11. L.D. Pennington	4/26/2004
12. Rogenia Anderson	4/23/2004
13. Albert E. Markham	4/21/2004
14. Deanne Gieuland	4/23/2004
15. Wanda Leake	4/22/2004
16. Daisy White	4/22/2004
17. Patsy R. Roark	5/4/2004
18. Jim McFarlin	5/3/2004
19. John Tucker	5/3/2004
20. Andrew Harrington	4/30/2004
21. Ronnie D. Gunnels	5/4/2004
22. Paul Newbill	5/3/2004
23. Denise and Peter Hinkel	5/1/2004
24. William G. Stalnaker	5/4/2004
25. James P. McFarland	5/4/2004
26. William B. Boehmler	5/4/2004
27. Sherrell Armstrong	5/4/2004
28. Robert A. Smith	5/4/2004
29. William T. Thompson	5/4/2004
30. David Hopkins	5/4/2004
31. Tamara F. Dunn	5/5/2004
32. Bob Dean	5/5/2004
33. Barry Ladd	5/3/2004
34. Lori Vaughn	5/5/2004
35. Paul T. Carson	5/5/2004
36. C. Alan Davis	5/5/2004
37. Autumn Woods	4/28/2004
38. Daisy Parks	4/18/2004
39. Tony White	4/26/2004
40. Marcia Perkins Mills	5/4/2004
41. Ben Ragan, Jr.	5/10/2004

42. Abigail Hyde	4/30/2004
43. Talmadge Brown	5/12/2004
44. Wayne Hatley	4/26/2004
45. Diane Ross	5/11/2004
46. Joe Ward	5/10/2004
47. Janie Gregson	5/12/2004
48. Judy Long	5/12/2004
49. Danny Fowlkes	5/12/200
50. Zeldia Milligan	5/11/2004
51. Barry Ladd	5/12/2004
52. Judy Patton	5/13/2004
53. Talmadge Brown	5/13/2004
54. Dan M. Frankum	5/13/2004
55. Al Oliver	5/13/2004
56. Darin Watson	5/12/2004
57. Diane M. Nelms	5/13/2004
58. Clay Sydnor	5/13/2004
59. Jackie Albright	5/13/2004
60. Sharon Winsett	5/13/2004
61. Mike Morgan	5/19/2004
62. Paul Newbill	5/3/2004
63. Mark Serins	5/4/2002
64. Stephanie Cape	5/5/2004

April 29, 2004

In regards to: Cates Landing

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing to voice my support for the Corps plan to construct a harbor at Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

The research indicates minimum environmental impacts and numerous economical benefits for the community. Economic benefits would not only be immediate but long term making the area more accessible and appealing to new industry, therefore bringing new employment opportunities to the surrounding areas.

The Northwest Tennessee Regional Port Authority has made efforts to minimize any environmental impact to the water source and any endangered species in the area. The studies indicated that no to minimal impacts would be experienced and the economic benefits would be substantial.

Please proceed with the construction of the Port as soon as possible.

Sincerely,



Doug Ferguson

Cc: Tennessee Department of Environment and Conservation
Division of Water Pollution Control (TDEC)

DOUG FERGUSON
676 OAK RIDGE ROAD EXT
OVERBROOK, TN 38024

James A. Rowland
11 Hartford Square
Jackson, Tennessee 38305
Phone: (731) 664-2988

April 27, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward,

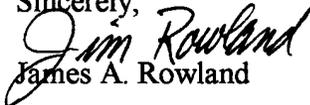
In reply to your notice in the local Public Library, I am writing to express my support for the Corps plan to construct a harbor at Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

As a person who in the past has recruited industry and jobs to West Tennessee, I am aware of the tremendous economic impact this project will have on this area of the state. I have seen how other port facilities not only attract new industry and new jobs, but it also benefits the existing industries already in the area. This area is economically distressed and this project will really be a boost to their economy.

I am aware of the local River Port Authority's efforts to develop this project with minimal impact on the environment. I do not believe the construction and operation of this port will have any significant impact on the environment in this area.

Again, I support this project because of the many positive benefits it will provide. Please proceed as soon as possible with plans to construct the port in Lake County.

Sincerely,


James A. Rowland

JAR/ss

cc Tennessee Department of Environment & Conservation
Division of Water Pollution Control (TEDC)

Randall W. Rhodes, P.E.
146 Lakewood Drive
Dyersburg, Tennessee 38024
(Telephone) 731-285-9575

April 29, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Re: Northwest Tennessee Regional Harbor Project

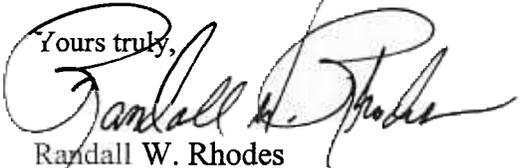
Dear Mr. Ward:

I am writing in response to the public notice on the harbor and port construction at Mississippi River Mile 900. The referenced project is located at Cates Landing, just north of Tiptonville, in Lake County, Tennessee. Having followed this project closely for over three years, I was excited to see issuance of the Environmental Assessment Report from your office. I was particularly impressed with the level of detail and completeness of the report. Having read the key features of the Assessment, I would like to express my strongest support for this project. The need for a multi-modal port facility in West Tennessee is exceeded only by the need to properly site such a port, with the greatest considerations given to the topography, transportation network and the environmental impact.

I firmly believe this project best satisfies these concerns. With thousands of available acres above the 100 year flood plain; with all potential project acreage defined outside of the drainage basin of Reelfoot Lake; with interstate, rail and highway networking; and with the greatest level of detail given to the environmental impact, I firmly believe all criteria have been met. In regards to other ports, the only other port on the east side of the Mississippi River in the area is the Hickman, Kentucky Port. The Hickman port is seasonally operable as it is positioned below the 100 year flood plain and the adjacent potential industrial acreage is within the Reelfoot Lake drainage basin. In addition, the land at Hickman is limited in acreage and is below the 100 year flood plain.

This project will have minimal impact on the environment, the wildlife, the water quality, the cultural resources, and the local citizens, yet it will have the greatest impact on the economy of one of Tennessee's poorest and most distressed areas of our State. Please continue with great haste to construct this harbor

Yours truly,


Randall W. Rhodes

ce Division of Water Pollution Control (TDEC)
Tennessee Department of Environment and Conservation

**BRENDA L. CRITTENDEN
455 BEDFORD FORREST LANE
RIDGLEY, TN 38079
731- 264-5040**

April 28, 2004

*Mr. Danny Ward
Environmental Branch
U.S. ARMY COPRS of ENGINEERS
167 N. Main Street, Room B-202
Memphis, Tn. 38103-1894*

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support of the Corp of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I am urging you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Brenda L. Crittenden
Brenda L. Crittenden
Ridgely Alderman

**Robert C. Warren
898 Beaver Creek Cove
Dyersburg, TN 38024**

April 29, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 North Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I have taken the opportunity to read the Public Notice on the proposed Northwest Tennessee Regional Harbor. It appears to be an exciting opportunity for the region and want to express my full support for such a project.

It is easy to appreciate the efforts of all those that have spent their time and resources to look out for the future of Tennessee. The information in the Public Notice has provided a powerful justification for a harbor, including the steps outlined to assure minimal impact to the ecosystems.

I look forward to watching the progress of this project and its impact on the Northwest Tennessee region.

Respectfully,



Robert C. Warren

RCW/sjh

Cc Tennessee Department of Environment and Conservation
Division of Water Pollution Control (TDEC)

**Michael G. Workman
900 Sir James Avenue
Dyersburg, Tennessee 38024**

April 28, 2004

Mr. Danny Ward
Environmental Branch
U. S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

In reply to your notice in the McIver Grant Public Library, I am writing this letter to express my support for the Corps plan to construct a harbor at Cates Landing in Lake County, Tennessee.

The substantial benefits of this project far outweighs the minimal impact of the initial construction of the harbor. The apparent 2 to 1 cost benefit ratio will rejuvenate the economic life of the region and provide numerous jobs for many years to come.

Due to the economic benefit, as well as the limited environment impact, I urge you to proceed with construction of the Northwest Tennessee Regional Harbor as soon as possible.

Yours truly,

A handwritten signature in black ink, appearing to read "Mike Workman", with a long horizontal flourish extending to the right.

Mike Workman

c: Tennessee Department of Environment and Conservation
Nashville, Tennessee

**Carl F. House, Jr.
424 Beaver Creek Cove
Dyersburg, TN 38024**

April 28, 2004

Mr. Danny Ward
Environmental Branch
U. S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Carl House

c:

Gleyn T. Twilla
425 Court St West
Dyersburg, TN 38024
731-288-2539

April 27, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N Main Street Room B-202
Memphis TN 38103-1894

Re: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

The Cates Landing Riverport at Mississippi River Mile 900 in Lake County, Tennessee is an integral part of the economic development plan for Northwest, Tennessee. The immediate beneficiaries of this project would be Lake, Obion and Dyer Counties. The economic impact would ultimately be felt throughout the West Tennessee Delta Region.

The minimal impact of the initial construction of the harbor is far outweighed by the additional jobs and economic benefits of this project.

We ask that this Northwest Tennessee Regional Harbor project be given the highest priority and be allowed to move forward.

Sincerely,



Gleyn T Twilla

**2218 Navajo Circle
Dyersburg, Tennessee 38024**

April 27, 2004

Mr. Danny Ward
Environmental Branch
U. S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

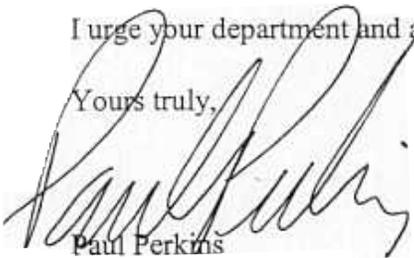
I am writing this letter to express my support for the Corps plan to construct a harbor at Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee per the Public Notice issued by your department dated April 16, 2004.

The economic analysis performed for this project indicates there will be many economic benefits to the Northwest Tennessee area and surrounding communities by creating new jobs, expanding existing industries already in production, and creating economic benefits to the area.

It appears that the local River Port Authority has made every effort to minimize the impact of this project to the water quality, natural resources, wildlife and to the environment.

I urge your department and associated entities to move forward to bring this project to fruition.

Yours truly,



Paul Perkins

c: TDEC
Division of Water Pollution Control

David R. Taylor
231 Quail Hollow Drive
Dyersburg, Tennessee 38024

April 27, 2004

Mr. Danny Ward
Environmental Branch
U. S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR
Lake County, Tennessee

Dear Mr. Ward:

In response to the joint public notice relative to the above referenced project, I am writing to state my support for the Corps of Engineers proposed plan to construct a public harbor at Cates Landing in Lake County, Tennessee.

The economic benefits to our region will be numerous as indicated by new job creation and 1.89 benefit ratio.

I understand that much effort is being devoted to minimize impact on the environment, water quality, endangered species and cultural resources.

Because of these substantial benefits, I urge that plans to initiate construction of the harbor proceed as soon as possible.

Yours truly,



David R. Taylor

c: Tennessee Department of Environment and Conservation

**L. D. Pennington
2119 Tatum Road
Dyersburg, Tennessee 38024
Phone (731) 285-2797**

April 26, 2004

Mr. Danny Ward
Environmental Branch
U. S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

In reply to your notice in the local Public Library, I am writing to express my support for the Corps plan to construct a harbor at Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Economic analysis has found that many economic benefits would be derived by serving existing industries already in the area, and by attracting to the area new industry creating new jobs and economic benefits. Northwest Tennessee is one of the poorest area in Tennessee.

The local River Port Authority has made every effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species. I am convinced the construction and operation of this port would not have any significant negative impact on the environment.

Due to the positive benefits, please proceed as soon as possible with plans to construct this much needed project.

Yours truly,


L. D. Pennington

LDP/bas

c: Tennessee Department of Environment and Conservation
Division of Water Pollution Control (TDEC)

April 23 2004

Mr. Danny Ward
U.S. Corps of Engineers
167 N. Main St. Room B 202
Memphis TN 38131 1894

Mr. Ward

I am writing to express my support for the Corps of Engineers plans to construct a harbor in the vicinity of Cates Landing, Mississippi River mile 900, in Lake County, Tennessee.

In view of all facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

Rogenia Anderson
Oyersburg, TN 38024

A. E. Markham

Certified Public Accountant
310 Church St. P.O. Box 200
Tiptonville, TN 38079-0200
Phone 731.253-7821 FAX 731.253-7421

April 21, 2004

Attn: Danny Ward, Environmental Branch
U.S. Army Corps of Engineers
167 Main St. Room B-202
Memphis, TN 38103-1894

Reference: Northwest TN Regional Harbor

Dear Mr. Ward.

I wish to make a couple of comments on the Port to be located at Cates Landing near Tiptonville, TN.

The Draft Environmental Assessment stated there will be no significant impacts to ... "Threatened Species." I disagree with this statement as the local people are becoming a "Threatened Species" If something is not done in this area to help the local economy the local people will soon become an "Endangered Species." The port could possibly be the best thing that has happened to this area in a long time.

If the local economy is not the most depressed economy in the U.S.A. it sure it close to it.

Any help aid or assistance we can give, please let us know.

Thank you and Sincerely yours
A concerned citizen



Albert Markham

Copy: TN Department of Environmental and Conservation
Division of Water Pollution Control
7th Floor L&C Annex /Building
401 Church Street
Nashville, TN 37243-1534

AEM-CPA.doc

4 23 04

Mr. Darry Ward
Environmental Branch
S Army Corps of Engineers
7 N Main St Room B 202
Memphis TN 3803-894

Dear Mr Ward

I support the Corps Engineers
Plan to Construct a harbor in the
vicinity of Cole Landers Mississippi River
in Lake County

urge you to move forward on
the project

Darry Sealad

12 Sands Cove
Ridgely, In. 38080
April 22, 2004

Dear Mr Ward

I am writing to express my support for the Corps' plan to construct a harbor in Lake County Tennessee in the vicinity of Cates Landing, Mile 900

The substantial benefits of this project far outweigh the impact of initial construction and will regenerate economic life and provide needed jobs in the region in the future.

Recent studies conducted by and for the Corps of Engineers revealed no significant negative impact on the surrounding environment, water quality, cultural resources and endangered wildlife.

The Northwest Tennessee Regional Port Authority was formed in 1999 in efforts to provide jobs and to stimulate the economy in an economically depressed area. An estimated \$2,506,000.00 would benefit our community. It is estimated that 105 new jobs would be created in a proposed adjacent industrial park.

I urge you to move forward with the plans for this vital project as soon as possible and am sending a copy of my letter to the Tennessee Department of Environment and Conservation, Division of Water Pollution Control

Thank you for your attention and assistance

Sincerely

Mrs Tony (Wanda) Leake

Kentledge, Mo.

April 22, 2004

Mr. Danny Ward,

I urge you to go ahead with the construction of the harbor in Lake County, Tenn.

We need a boost in our small county and have for a long time. I have lived in the county all my life. I raised my family here. Three boys, two who still live here. One has a business on Reelfoot Lake the other one heads the water dept. in Tiptonville. The third one has an insurance Co. in Dyersburg and offices in other places as well as Lake Co. I taught school here for 30 years. So you see we are well grounded

Here and I hope and pray
this works out and all
goes well and boosts the
economy in this area.

Thank you and
all who have a
hand in planning

Daisy White
204 Poplar
Ridgely, Tex.

4, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38104-1894

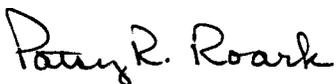
Dear Mr. Ward:

I would like to express my support for the building of a Port at Cates Landing in Lake County, Tennessee. Lake, Dyer, and Obion Counties are in **great need** of economic development; therefore, this project would be a valuable asset to this region.

Any new industries recruited to the port area will bring **much needed** additional economic benefits. Also, existing industries will be able to use the Port to lower their transportation cost making them more competitive.

Thank you for your support in making this Port become a reality.

Sincerely,



Patsy R. Roark
317 Polk Rd.
Dyersburg, TN 38024

TN Dept. of Environment & Conservation
Div. of Water Pollution Control
7th Floor L&C Annex Building
401 Church St.
Nashville, TN 37243-1534

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis TN 38103-1894

May 3, 2004

Dear Mr. Ward

I would like to mention a few items in support of the purposed river port in Lake County. Lake County is in need of additional economic help having a very low per capita income for the state in fact it may be the lowest. It is my understanding that a recent environmental assessment completed by the Corps of Engineers indicates minimal impact on the surrounding environment, water quality, cultural resources and endangered species. The establishment of a river port would enhance the opportunity in recruiting new industry, creating new job opportunities and allow existing industries a chance to lower their transportation cost.

The economic study performed by the Corps of Engineers indicated 105 jobs would be created from serving existing industries already in the area. The Tennessee counties benefiting from the proposed port would be Lake, Dyer and Obion Counties.

I trust this letter communicates my support along with many others. Northwest Tennessee needs this port facility and we solicit your consideration.

Sincerely,

A handwritten signature in black ink that reads "Jim McFarlin". The signature is written in a cursive style with a large initial "J" and "M".

Jim McFarlin

cc: TN Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church Street
Nashville. TN 37243-1534

2220 Cherokee Trail
Dyersburg TN 38024

May 3, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

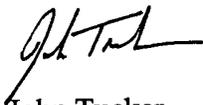
I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

As a local banker, I am excited about the potential economic impact that this project will have on Northwest Tennessee. The creation of jobs and monies into the local economy is desperately needed in Lake County and the surrounding areas. A project of this scope has the potential to rejuvenate the region immediately and provide jobs for years to come.

The information in the draft environmental assessment seems to conclude that any impact on the surrounding environment, water quality, cultural resources, and endangered species would be minimal. With this being said, I feel the benefits of this project far outweigh any potential risks.

I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible

Sincerely,



John Tucker

cc: Tennessee Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L&C Annex Building
Nashville, TN 37243-1534

Andrew L. Harrington
908 Scotsman Trace
Dyersburg, TN 38024

April 30, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

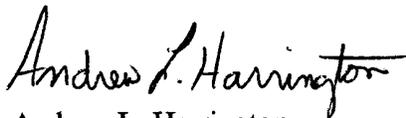
This letter is to express my full support of the construction of a regional port being planned in the Cates Landing area of Lake County, Tennessee, along Mississippi River Mile 900.

This effort would bring tremendous economic opportunities to this extremely depressed area of Northwest Tennessee. The adjacent area to the port is above the 100 and 500-year floodplain and would be ideal for industrial development with the various means of transportation available.

I am aware that in a project of this type there are environmental issues to be considered. However, I do not believe there is a negative environmental impact, which would result from this construction.

With the construction of the port and the subsequent industrial park development, the entire Northwest Tennessee region would be greatly impacted economically for many years. I appreciate your support of this project.

Sincerely,

A handwritten signature in black ink that reads "Andrew L. Harrington". The signature is written in a cursive style with a large initial 'A'.

Andrew L. Harrington

1675 Burchfield Rd.
Newbern, Tennessee 38059
May 5, 2004

Mr. Danny Ward
Environmental Branch
U.S. Arm Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I have lived in this area for roughly fifty years and am very interested in the continued improvement for the citizens that make their homes here.

I am writing to express my support for the Northwest Tennessee Regional Port Authority that was formed in 1999 for the purpose of creating a river Port to stimulate the economy of Northwest Tennessee. The area in Lake County that is being looked at appears to be an ideal spot which will benefit a real depressed county and offer great regional economic development potential for surrounding counties of Dyer and Obion.

According to the study that was performed by the Corps of Engineers the port would have only a minimal impact on the surrounding environment, water quality, cultural resources and endangered species, but would provide many needed jobs that would boost the economy of this region.

Once built the Port should attract new industries into this area because of lowering of their transportation cost and making them more competitive, this would add additional economic benefits to the entire region.

It appears that the Port project is a winning situation in all aspects involved. Any assistance that you can give to enhance this project will greatly be appreciated.

If I can be of any assistance in anyway please let me know.

Sincerely



Ronnie D. Gunnels

cc. TN Department of Environment & Conservation
Division of Water Pollution Control

May 3, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: Northwest Tennessee Regional Harbor

Dear Mr. Ward,

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

As you are probably aware, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. The port has the potential to stimulate the economy and bring new jobs to the Lake County area, which has the lowest per capita income in the state. The business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority (NTRPA) in 1999 and have been diligent in their efforts to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. The Corps of Engineers has been equally diligent in its studies of the project resulting in no significant negative impact.

The new river port and adjacent industrial park has the potential to rejuvenate the economic life of the region and provide jobs for years to come. The substantial benefits far outweigh the minimal impact of the initial construction of the harbor. Based on the preceding, I respectfully request you to move forward with the plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Paul Newbill

Cc Tennessee Department of Environment & Conversation
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church Street
Nashville, TN 37243-1534

Denise & Peter Hinkel
826 Lattawood Drive
Dyersburg, Tennessee 38024

May 1, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

The purpose of this letter is to express my support for the Corps of Engineers plan to construct a harbor in the near Cates Landing, Mississippi River Mile 900, in Lake County Tennessee.

Several years ago many government and business leaders in nearby counties developed the Northwest Tennessee Regional Port Authority (NTRPA). The purpose of this group was to create a river port, enhance local economy and enhance the opportunity for new jobs into our region.

Currently, the only port facility in Tennessee on the Mississippi is located in Memphis. A public notice dated April 16, 2004, from the US Army Corps of Engineers stated the following:

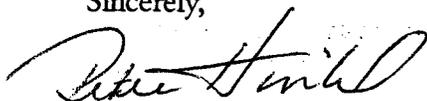
“Economic analysis has indicated benefits of \$2,401,200 would be generated from 75,000 tons of diesel petroleum, 150,000 tons of bulk calcium carbonate, 20,000 tons of steel coils, 25,000 tons of soybean meal, 23,750 tons of natural rubber, and 50,000 tons of paper being shipped through the proposed harbor instead of current transportation means. The benefit to cost of construction ratio is 1.89 to 1.0.”

In addition approximately 105 new jobs would be created in the adjacent industrial park.

In summary, the benefits listed in the public notice and information obtained by NTRPA indicates a substantial increase to that of the initial impact of the construction of the harbor. Furthermore, this port would provide a much need economic boost to many local communities.

I encourage you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



William Stalnaker

**4828 Calle del Medio
Phoenix, Arizona 85018
840-8877**

May 4, 3002

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 North Main Street, Room B-202
Memphis, TN 38103-1894

RE: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

I believe your Joint Public Notice regarding this project is the most welcome economic news ever received by the Lake County residents, the business community and public officials. If ever a project could be the catalyst to bring improved economic stability to this geographic area; this is it!

Your conclusion, after drafting an environmental assessment, that there would not be any significant impact on human health or the environment seems to put to rest any concern that existed regarding those important aspects of life in that region.

My father-in-law has had a home on Reelfoot Lake for more than twenty years, and I have been a property owner there for the same period of time. It is an accepted fact that the Lake is the most valuable natural asset in the region. All interested parties welcomed."

William Stalnaker

**4828 Calle del Medio
Phoenix, Arizona 85018
840-8877**

Page 2
May 4, 2004

I would like to congratulate the Army Corps of Engineers on a thorough and professional approach to this project on behalf of the public interest.

Sincerely,


William G. Stalnaker

cc: Tennessee Department of Environment and Conservation

May 4, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Gentlemen:

I am writing to you in support of the Port at Cates Landing in Lake County, Tennessee. Lake County is an economically distressed county, with the lowest per capita income in the entire state, and is an ideal site for this project.

The Northwest Regional Port Authority was formed in 1999 for the purpose of creating a river port to stimulate the economy of Northwest Tennessee. As a regional economic development project, this port would benefit not only Lake County, but Dyer and Obion counties as well.

The economic study performed by the Corps of Engineers indicated 105 new jobs will be created and benefits generated of \$2,506,000 from simply serving existing industries already located in the area. This equates to a 1.89 to 1 cost/benefit ratio from serving existing area industries alone. The Port will also allow existing industries to lower their transportation cost, making them more competitive and prone to further growth.

Additionally, the area adjacent to the Port is above the 100 and 500 year floodplain and suitable for industrial park development. I believe it is reasonable to expect that additional new industries will be recruited to the port area, each of which would bring additional economic benefits.

The environmental assessment recently completed by the Corps of Engineers indicates minimal impact on the surrounding environment, including water quality, endangered species, and cultural resources. In short, the Corps of Engineers found that this project would have no significant negative impacts on the environment of the area.

I believe that the combination of a positive cost/benefit ratio, the economic growth that will be most beneficial to area residents, and no significant adverse environmental consequences is truly a win – win situation for all involved.

I trust that your analysis of the facts will lead you to the same conclusion, and that you will give your full and enthusiastic support to this very worthwhile project.

Thank you very much for your time and consideration.

Sincerely,

A handwritten signature in black ink that reads "J.P. McFarland". The signature is written in a cursive style with a large, prominent "M".

James P. (Pat) McFarland
2207 Norman Lane
Dyersburg, TN 38024

cc: TN Department of Environment & Conversation
Division of Water Pollution Control
7th Floor L & C Annex Building
401 Church Street
Nashville, TN 37243-1534

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward,

I am writing you to acknowledge my support for the creation of a river port in Lake County. In 1999 the Northwest Tennessee Regional Port Authority was formed to create a river port to stimulate the diminishing economy in this region. The building of a port in Lake County will greatly benefit the downtrodden Northwest Tennessee regional economy and would have little or no risk to the environment, water quality, cultural resources, or endangered species in the adjacent area to the project, according to the Corps of Engineers.

The idea of this project is to kick start the economy of the Northwest Tennessee region, and it is estimated by the Corps of Engineers that benefits up to and exceeding \$2,506,000 and 105 jobs created from serving existing industries already assimilated in the area.

The area surrounding the project is above the 100 and 500 year flood plain and suitable for industrial development, and will also allow the existing industries to lower transportation costs making them more competitive.

Thank you for taking the time to consider this worthwhile project and the opportunities to existing industry, new industry, and the economy of Northwest Tennessee.

Sincerely,

A handwritten signature in black ink, appearing to read "Will M. Boehmler". The signature is fluid and cursive, with the first name "Will" and last name "Boehmler" clearly distinguishable.

William M. Boehmler

Cc: to TN Department of Environment & Conservation
Divison of Water Pollution Control
7th Floor L&C Annex Vuilding
401 Church Street
Nashville, TN 37243-1534

May 4, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main St., Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

I lived in Tiptonville for the first 20 years of my life. I know first hand about the effects of the lack of sustainable business and industry in an area. The creation of the new river port will not only stimulate the economy in Lake County, but will also provide new job opportunities in Obion and Dyer Counties for the generation of my children. These jobs will allow them the opportunity to remain in this area if they so desire.

The Northwest Tennessee Regional Port Authority has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

I feel the substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

I would like to urge you to positively consider this very important project.

Sincerely,

A handwritten signature in black ink, appearing to read "Sherrell Armstrong", with a long horizontal line extending to the right.

Sherrell Armstrong
1314 Melissa Lane
Dyersburg, TN 38024

4 May 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

RE: Proposed public harbor at Cates Landing, Lake County

Dear Mr Ward:

I am writing to express support for this project. The economic benefits for Northwest Tennessee will be very substantial from the development of a public harbor for commerce in this area. Adding the option of waterway transportation to the existing mix of rail and highway transportation will greatly enhance the ability of our region to recruit new industry and to expand existing industry. This obviously translates into more jobs, economic expansion, and an improved tax base for all levels of government.

Thank you for consideration of my views on this matter

Sincerely,

A handwritten signature in cursive script that reads "Robert A. Smith". The signature is written in dark ink and is positioned above the typed name.

Robert A. Smith
POB 501
Newbern, TN 38059-0501

William T. Thompson
1301 Oak Street
Union City, TN 38261

May 4, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

I am writing this letter to convey my support of the proposed harbor construction in Lake County, Tennessee.

Lake, Dyer and Obion Counties stand to benefit substantially from the economic benefits of the creation of a river port at Cates Landing. Lake County in particular could benefit the most as it has the lowest county per capita income in Tennessee. The creation of a river port will facilitate economic growth through increased industrial development in the proposed industrial park adjacent to Cates Landing.

The Corps of Engineers found that construction of the port should have no material negative impact on the environment of the area and I agree with the assessment.

In light of the proceeding information I want to express that I am in favor of the construction of the river port at Cates Landing in Lake County as quickly as possible.

Sincerely,


William T. Thompson

Cc. Tennessee Department of Environment & Conservation

May 4, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support of the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, on the Mississippi River, located in Lake County, Tennessee.

I feel that this project will stimulate the economy and bring jobs to one of the most economically distressed areas of Tennessee, while minimizing any adverse environmental impact.

Studies have shown that creation of this port will yield \$2,506,000 annually from existing industries, while creating 105 new jobs in the nearby industrial park. The advantages of the port would serve to further entice new industry to locate to the area, bringing more jobs and economic benefits.

I feel that the benefits of this project far outweigh the minimal environmental impact of the construction of this harbor.

In view of these facts, I urge you to move forward with plans construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



David Hopkins
4449 Highway 21 North
Union City, TN 38261

C: Tennessee Department of Environment and Conservation

MRS. TAMARA F. DUNN
251 WOODSIDE LANE
DYERSBURG, TN 38024

May 5, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street RM B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

Please allow me to introduce myself, Tamara Dunn, from Dyersburg, Tennessee. My husband, Charles, and I own two New Car Dealerships in Dyersburg. We have lived here since 1986. My reason for writing you is the interest we hold as business members of the community in the Cates Landing Port in Lake County.

The information we have received over the last 4 or 5 years from our local Chamber of Commerce and business members of our community has all indicated the Port is a greatly needed addition to our area. It will create needed employment in the Lake County area which has the lowest per capita income in the state, as well as bring other industry to the area which in turn helps the economy in all the surrounding counties.

It also is my understanding that the Corp of Engineers has recently completed an environment assessment and found that there would be very little impact on the surrounding environment including water quality and wildlife which I'm sure has been a concern since this project emerged.

As a member of the business community in Dyer County, I feel the opening of this Port is a great opportunity to bring more industry to our area and be competitive with the markets we already have because of the easier access.

I respectfully ask for your continued support and assistance in making the Port Project a reality in the near future.

Sincerely,



Tamara F. Dunn

1015 Cooper Drive
Dyersburg, Tennessee 38024
May 5, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tennessee 38103-1894

Dear Mr. Ward:

I would like to add my name to the many who are in support of the proposed Northwest Tennessee Regional Port to be located in Lake County, Tennessee.

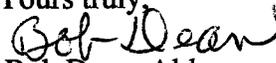
I believe that the Port will be a tremendous economic stimulus to the Northwest Tennessee area, particularly Lake, Dyer and Obion Counties. The residents of Lake County have one of the lowest per capita incomes in Tennessee and I sincerely believe that a number of much-needed jobs would be created by the construction and subsequent operation of a River Port in the proposed area.

As an Alderman on the Dyersburg City Board, I have seen many local jobs lost to foreign competition in recent years. The Dyersburg-Dyer County area is still reeling from this effect. The optimism created by the thought of a River Port this near to our borders has been contagious. We are confident that it makes good business sense.

The Port should allow reduced costs for shipping by existing industry and agriculture and all indications are that it would encourage the location of new business and industry throughout the Northwest Tennessee area.

The study just completed by the Corp of Engineers indicates minimal impact on the surrounding environment, endangered species, cultural resources and water quality. The proposed site is above the one hundred and five hundred year floodplains and is suitable for the development of an Industrial Park.

Every consideration points to significant and practical reasons to build such a Port and I respectfully request that favorable consideration be given to the proposal to build the Northwest Tennessee River Port.

Yours truly,

Bob Dean, Alderman
City of Dyersburg

Copy: TN Dept. of Environment and Conservation

May 3, 2004

Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167 N. Main Street Room B-202
Memphis, TN. 38103-1894

Dear Mr. Ward:

It is with great anticipation that I write you concerning my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing in Lake County, Tennessee. The anticipation, which I feel, is also felt by many others in Dyer, Lake and Obion Counties. No other single development will mean as much economically to these three counties as the proposal port.

The Northwest Tennessee Regional Port Authority was formed in 1999 to stimulate the formation of new jobs and positively impact the economy of Northwest Tennessee. I feel the port will have the same economic impact to our community as the I-155 Bridge across the Mississippi River in the early 1970's.

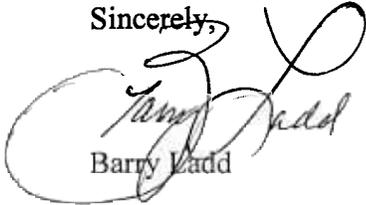
There are no public port facilities located in Tennessee on the Mississippi River other than Memphis. The estimated economic benefit is approximately \$2,506,000 annually from servicing existing industries already in the area and in excess of 100 new jobs would be created in the adjacent industrial park. There would also be additional new jobs and economic benefits from new industries, which will certainly be attracted to the area.

The minimal impact on the surrounding environment, endangered wildlife species, water quality and cultural resources is another positive point for establishing this port. The Corps of Engineers studies found no significant negative impacts in any of these areas.

The substantial benefits of this project certainly outweigh the minimal negative impact of the initial construction of the harbor. Economic life for the whole region will be rejuvenated and jobs will be created by the port and industrial park, which will be adjacent to the port.

I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible because of the various reasons outlined above.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry Ladd", is written over a circular stamp or seal. The signature is fluid and cursive.

Cc: Tennessee Department of Environment and Conservation

Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167 N. Main St. Room B-202
Memphis, TN 38103-1894

May 5, 2004

Dear Mr. Ward

I would like to add my support for the Northwest Tennessee Regional Port that is proposed for Lake County.

As a business person and member of the VISION XXI strategic planning team for Dyer County, I believe the Port is vital for the economic development of Lake Co. and will positively impact all of NW Tennessee. A project of this magnitude will provide much needed stimulus to a seriously depressed area, by providing new jobs and creating new business opportunities for our citizens.

In addition to creating new jobs, the Port will serve to enhance the area's competitiveness in the global marketplace by allowing cuts in transportation costs and providing improved distribution lanes.

Furthermore, I understand the environmental impact on water + cultural resources and area wildlife will be minimal.

Clearly, the Port can greatly benefit Lake Co. and NW Tennessee. Please join our communities in supporting this project.

Sincerely,

6773 Highway 78
Dyersburg, TN 38024
May 5, 2004

Mr. Danny Ward
Environmental Branch U.S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward,

This letter is in support of the Northwest Tennessee Regional Port located in Lake County, Tennessee. We urgently feel that this is a very profitable endeavor for the state of Tennessee and will have a positive effect on the economy of the counties of Lake, Dyer, and Obion in Tennessee and Southwest Kentucky.

Through the Corps of Engineers an environmental assessment indicated minimal impact on the surrounding environment, water quality, cultural resources, and endangered species. No negative effects were cited in reports conducted regarding the port.

The development of this port will not only create new jobs but will enhance existing industries in this economically distressed county. With the effect of the recent increase in oil prices, the port will allow existing industry to lower their transportation costs and make them more competitive in today's global market.

Another advantage of the site at Cates Landing is its location in reference to the flood plain. It is above the one hundred and five hundred flood plain elevations which makes it suitable for industrial park development.

These are a few of the many reasons that the port should be located in Lake County, Tennessee at Cates Landing. Your attention and support in this endeavor are greatly appreciated. We all look forward to this becoming a reality in the near future.

Sincerely,



Paul T. Carson,
Concerned Citizen

cc: TN Department of Environment & Conservation

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

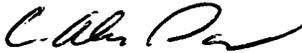
RE: Building of a Port at Cates Landing, Lake County

Dear Mr. Ward:

I am writing to express my support for the building of a port at Cates Landing in Lake County Tennessee. Your environmental assessment indicated a minimal impact of the area with no significant negative impact on the environment. The project undertaken by the Northwest Tennessee Regional Port Authority will significantly impact the **economic environment** of this region. The Port will provide an intermodal facility with access to truck, rail, and barge transportation. Therefore, existing and future industry will experience lower transportation making them more competitive. Consequently, making West Tennessee more competitive. Any industry recruited to Lake County will bring additional economic benefits to an area with the lowest per capita income in the state.

Please consider this project as a well conceived idea to foster economic growth to a distressed area. Don't miss out on a pivotal project at a pivotal time in Tennessee.

Sincerely,



C. Alan Davis
140 Maple Cr. W.
Dyersburg, TN 38024

cc: Tennessee Department of Environmental & Conservation
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church St.
Nashville, TN 37243-1534

Ward, Daniel D MVM

From: Autumn Woods [AWoods@Policy-Studies.com]
Sent: Wednesday, April 28, 2004 11:22 AM
To: 'david.d.ward@mum02.usace.army.mil'
Subject: Cates Landing Riverport in Tiptonville

My name is Autumn Woods and I am a resident of Tiptonville TN (born and raised). I am the daughter of the late James Robert "Bobby" Woods who died recently. He was a member of the Riverport Board Authority and was totally for doing this for Lake County and the surrounding areas. I think this is great and I am very anxious for all of this to get started. I have always thought the Lake County could have so much. With the beautiful Mississippi on one side and Reelfoot Lake on the other it has so much potential. Please share this letter as a vote of "yes" bring it on in memory of my father who was so much for it and I wish could have lived to see it come in. Have a good day!

Autumn L. Wood:
Team Leader

Child Support Services of Tennessee
311 Upper Finley Rd.
P.O. Box 1019
Corydon, Tennessee 38024

31.285.0389 Direct
31.287.1717 Fax
awoods@policy-studies.com
<http://www.policy-studies.com>

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Thank you.

DAISY B. PARKS
409 CEDAR STREET
TIPTONVILLE, TN 38079
731 253-9614

April 28, 2004

*Mr. Danny Ward
Environmental Branch
U.S. ARMY COPRS of ENGINEERS
167 N. Main Street, Room B-202
Memphis, Tn. 38103-1894*

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support of the Corp of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I am urging you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,

*Daisy B. Parks
Tiptonville Alderman*

**Tony White
Highway 78
Wynnborg, TN 38077**

April 26, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing you to lend my support to the harbor to be constructed at Cates Landing near Tiptonville. I am a Lake County farmer and owner of Cypress Point Resort on Reelfoot Lake. I also serve as a Lake County commissioner and a member of the Northwest Tennessee Port Authority.

Lake County is in dire need of employment for our young people. I have two daughters myself and I would like to see them live and work in Lake County if they desire.

Please consider this letter as my endorsement for the construction of the proposed Mississippi River harbor in Lake County, Tennessee. I fully support this much needed development.

Sincerely,

A handwritten signature in cursive script that reads "Tony White".

Tony White

Marcia Perkins Mills
1441 Church Street
Tiptonville, TN 38079
731-253-7203

May 4, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am very interested in the future of Lake County. My brother and I operate the business our dad started after serving in World War II.

I serve on the board of the Northwest Tennessee Regional Port Authority. I am executive director of the Reelfoot Area Chamber of Commerce and past president and secretary of the Lake County Historical Society. I serve on the board of directors of the Tiptonville Main Street Association. I am a member of the Tiptonville Beautification Council, a committee of Main Street.

I am very interested in the river port being located at Cates Landing. I would like to see others stay in the area they love and be able to make a living here. As local businesses are closing regularly, I feel that the river port will be the salvation of Lake County.

My family appreciates all the Corps of Engineers does for our area. Please continue to help us pursue the river port project.

Sincerely,

A handwritten signature in cursive script that reads "Marcia Perkins Mills". The signature is written in black ink and is positioned below the word "Sincerely,".

Marcia Perkins Mills

May 10, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 North Main Street, Room B-202
Memphis, Tennessee 38103-1894

RE: Northwest Tennessee Regional Harbor

Dear Mr. Ward,

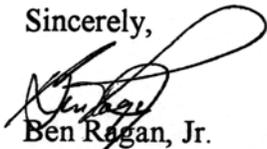
I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

The economic impact, based on the study performed by the Corps of Engineers, indicated benefits of \$2,506,000 and 105 jobs created from existing industries already in the area. Also the project has a 1.89 to 1 cost/benefit ratio serving existing industries. New industries recruited to the port area will enhance these economic benefits. Lake County has long been recognized as a distressed county and has the lowest county per capita income in the state. A project of this nature can only improve the living and economic conditions for the people of this area.

The environmental assessment recently completed by the Corps of Engineers indicate minimal impact on the surrounding environment, water quality, cultural resources, and endangered species.

The substantial benefits of this project far outweigh the minimal impact the construction of the harbor. In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee regional Harbor as soon as possible.

Sincerely,



Ben Ragan, Jr.
221 Walnut Lane Extended
Dyersburg, Tennessee 38024

Abigail Hyde
303 Lake Street
Ridgely, TN 38080

April 30, 2004

Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I serve as county historian for Lake County, Tennessee. I am very interested in things of historical value. I am a charter member of the Lake County Historical Society. I also serve on the executive committee of the Carl Perkins Boyhood Homeplace.

I am very interested in anything we can do to save this county. At my age, I have seen it deteriorate over the years. We need help. The river port at Cates Landing will be the best thing that has ever happened to us.

I would appreciate anything the Corps of Engineers can do to expedite the river port here.

Sincerely,

A handwritten signature in cursive script that reads "Abigail Hyde". The signature is written in black ink and is positioned above the printed name.

Abigail Hyde

Mr Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N Main St, Room B-202
Memphis TN 38103-1894

Dear Mr Ward

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, TN.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring addition jobs and economic benefits.

The NTRPA has been diligent on its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely

A handwritten signature in black ink, appearing to read "Talmadge Brown". The signature is fluid and cursive, with the first name being the most prominent.

Talmadge Brown

**Wayne Hatley
137 Walnut Street
Tiptonville, TN 38079**

April 26, 2004

**Mr. Danny Ward
Environmental Branch
U. S. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894**

Dear Mr. Ward:

I want to extend my full support to the location of a river port at the Cates Landing site near Tiptonville, Tennessee. Lake County is desperate need of a project like this one.

I serve as a county commissioner. I am a contractor by profession. My family consists of me, my wife, and our three daughters. One daughter and her family are able to live and work here.

I would hope that this project be pursued by the Corps of Engineers and Lake County. I would like to see my grandchildren and future generations be able to live and work here if they wish.

Please consider this letter as my personal recommendation to build the river port. I feel it will be the salvation of this small county.

Sincerely,

A handwritten signature in black ink that reads "Wayne Hatley". The signature is written in a cursive style with a large, stylized 'W' and 'H'.

Wayne Hatley

May 11, 2004

Mr. Danny Ward
Environmental Branch
U.S.D. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

In 1999 business and government leaders of Dyer, Lake and Obion counties formed the Northwest Tennessee Regional Port Authority. The intentions of the Port Authority is to create a new river port to stimulate the economy and bring new jobs to an area that is suffering economically.

At the present there are no public port facilities located in Tennessee on the Mississippi River except for Memphis. An economic analysis has shown that benefits of some \$2,506,000 annually would come from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits which are greatly needed.

I am aware that the Corp of Engineers has performed studies and has found that there would be no negative impact on the surrounding environment, including, water quality, cultural resources nor would it endanger any wildlife in the area.

The new river port and adjacent industrial park will rejuvenate the economic life of this area and provide much needed jobs for many years to come.

With all this said I would like to see this worthwhile project move forward and construction begin on the Northwest Tennessee Regional Harbor.

Sincerely,

A handwritten signature in cursive script that reads "Diane Ross".

Diane Ross

cc: Tennessee Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church St.
Nashville, TN 37243-1534

May 10, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I would like to express my endorsement of support for the Corps of Engineers to create a port facility in the vicinity of Cates Landing, at Mississippi River Mile 900, north of Tiptonville, Lake County, Tennessee.

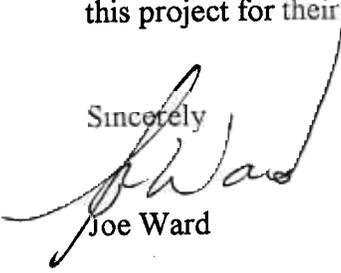
It seems that industry has expressed interest in the area if adequate harbor facilities were made available. The Northwest Tennessee Regional Port Authority was formed in 1999 comprised of Dyer, Lake, and Obion Counties consisting of business leaders and government officials to investigate this port possibility. Since the closest facility is in Memphis, Tennessee, NTRPA, after much study and economic analysis, concluded it was not only advantageous but also necessary to construct a port of this magnitude to enhance economic growth and industry to these three counties. The NTRPA believes that over two million dollars annually would be generated from this construction in the way of economic benefits and job opportunity to a distressed area. This number comes from analysis of the shipment of diesel petroleum, calcium carbonate, steel coils, soybean meal, natural rubber and paper instead of current means of transportation.

Bottomland hardwoods would replace the wetlands needed for the project, which would be a plus to the current environment. Reelfoot Lake was avoided completely and is of no concern. There is no impact to threatened or endangered species anticipated. The project is in correlation with the U.S. Fish and Wildlife Service.

In addition, improvements to road, railroad, and utilities would extend about 3,500 feet from the industrial area, thus be an added bonus to the area.

This project would bring about a positive change to an otherwise economically depressed environment. I firmly believe that these three counties must push ahead with this project for their future growth and development.

Sincerely



Joe Ward

May 12, 2004

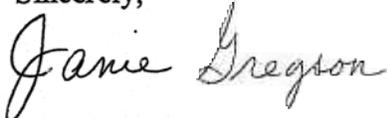
Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing in regard to the Port at Cates Landing in Lake County Tennessee. I believe this would be a great asset to the entire area. I feel that this will certainly encourage new industries to locate here, and the addition of new jobs will certainly have a positive effect on all surrounding counties.

Your support of this matter will be greatly appreciated.

Sincerely,

A handwritten signature in cursive script that reads "Janie Gregson".

Janie Gregson

JG:cp

cc: Tennessee Department of Environment & Conservation

May 12, 2004

COPY

Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167 N. Main Street Room B-202
Memphis, TN 38103-1894

RE: Northwest Tennessee Regional Harbor

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer and Obion Counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

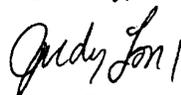
Currently there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Judy Long
486 Lakewood Drive
Dyersburg, TN 38024

5-12-2004

Mr. Danny Ward
Enviromental Branch
U S Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, Tn. 38103-1894

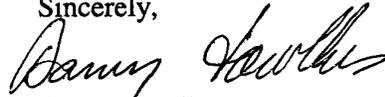
Gentlemen:

I am writing in regard to the Port at Cates Landing , Lake County Tennessee.
I think this a wonderful opportunity for an area that has such a low capita income.
The possible benefits for Lake County and the surrounding counties has so much
potential for economic impact to this area.

It is my understanding that the corps of engineers study that this project will not have any
significant impact to the enviroment of the Reelfoot lake area. I just feel that this
part of the state needs a facility like the port so the economic impact will increase
significantly.

I am also in belief that more industries will find this area more favorable with a port of
this kind. I feel some industries will not locate in an area without this type of facility.
Your support on this matter will be greatly appreciated.

Sincerely,



Danny Fowlkes,
Dyer County Register

May , 2004

Mr. Danny Ward
Environmental Branch
U.S.D. Army Corps of Engineers
167 N. Main St., Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

In 1999 business and government leaders of Dyer, Lake and Obion counties formed the Northwest Tennessee Regional Port Authority. The intentions of the Port Authority is to create a new river port to stimulate the economy and bring new jobs to an area that is suffering economically.

At the present there are no public port facilities located in Tennessee on the Mississippi River except for Memphis. An economic analysis has shown that benefits of some \$2,506,000 annually would come from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits which are greatly needed.

I am aware that the Corp of Engineers has performed studies and has found that there would be no negative impact on the surrounding environment, including, water quality, cultural resources nor would it endanger any wildlife in the area.

The new river port and adjacent industrial park will rejuvenate the economic life of this area and provide much needed jobs for many years to come.

With all this said I would like to see this worthwhile project move forward and construction begin on the Northwest Tennessee Regional Harbor.

Sincerely,

A handwritten signature in black ink that reads "Zeldia Milligan". The signature is written in a cursive style with a large, sweeping initial "Z".

Zeldia Milligan

cc: Tennessee Department of Environment & Conservation
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church St.
Nashville, TN 37243-1534

COPY

May 12, 2004

Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167 N. Main Street Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

It is with great anticipation that I write you concerning my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing in Lake County, Tennessee. The anticipation, which I feel, is also felt by many others in Dyer, Lake and Obion Counties. No other single development will mean as much economically to these three counties as the proposed port.

The Northwest Tennessee Regional Port Authority was formed in 1999 to stimulate the formation of new jobs and positively impact the economy of Northwest Tennessee. I feel the port will have the same economic impact to our community as the I-155 Bridge across the Mississippi River in the early 1970's.

There are no public port facilities located in Tennessee on the Mississippi River other than Memphis. The estimated economic benefit is approximately \$2,506,000 annually from servicing existing industries already in the area and in excess of 100 new jobs would be created in the adjacent industrial park. There would also be additional new jobs and economic benefits from new industries, which will certainly be attracted to the area.

The minimal impact on the surrounding environment, endangered wildlife species, water quality and cultural resources is another positive point for establishing this port. The Corps of Engineers studies found no significant negative impacts in any of these areas.

The substantial benefits of this project certainly outweigh the minimal negative impact of the initial construction of the harbor. Economic life for the whole region will be rejuvenated and jobs will be created by the port and industrial park, which will be adjacent to the port.

I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible because of the various reasons outlined above.

Sincerely,

A handwritten signature in black ink, appearing to read "Barry Ladd". The signature is written in a cursive style with a large, looping initial "B".

Barry Ladd
6005 Tatumville Road
Newbern, TN 38059

Cc: Tennessee Department of Environment and Conservation

Judy Patton
2237 Jenkinsville Rd.
Dyersburg, TN 38024

May 13, 2004

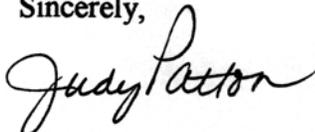
Mr. Danny Ward
Environmental Branch
US Army Corps of Engineers
167 N Main St. Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward,

Our local newspaper, the State Gazette, recently had an article about Cates Landing soon to be a reality with the Federal, State & Local Governments involvement. It is with great excitement I write this letter commending this effort. The impact this will have on our area appears to be great with our existing industries benefiting from the lower cost of transporting their goods. With this area being above the 100 and 500 year floodplain, it will be suitable for industrial development. What a plus for West Tennessee!

Thank you for your support in this endeavor.

Sincerely,

A handwritten signature in cursive script that reads "Judy Patton". The signature is written in black ink and is positioned below the word "Sincerely,".

Judy Patton

, 13, 2004

COPY

Mr Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N Main St, Room B-202
Memphis TN 38103-1894

Dear Mr Ward:

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, TN.

Business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority in 1999 for the purpose of creating a new river port to stimulate the economy and bring new jobs to an economically distressed area.

Currently, there are no public port facilities in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring addition jobs and economic benefits.

The NTRPA has been diligent on its effort to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely



Talmadge Brown
837 Jackson Hill Rd
Hornbeak TN 38232

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing this letter to express my total support for the Corps of Engineers plans to construct a harbor at Cates Landing in Lake County Tennessee, Mississippi River Mile 900.

I am fortunate enough to be a Port Commissioner from Obion County. Watching this project evolve over the past few years has been an honor. I understand the potential it has to boosting the economy and bringing new jobs to this distressed area. This project has proven that it will be beneficial to the entire surrounding area and has the potential of job creation and new industrial life. The fact that the surrounding land is above the 100 and 500 year floodplain just reinforces the importance and potential of this harbor.

The due diligence process conducted by the Port Authority, Corps of Engineer and others has found no significant impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area.

After considering all of the facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Dan M. Frankum
NTPA Commissioner, Obion County

Cc Tennessee Department of Environment & Conservation

**AL OLIVER
2021 STONEWALL DRIVE
UNION CITY, TN. 38261
731-885-5594**

May 13, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN. 38103-1894

RE: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I would like to give my full support for the Corps of Engineers plan to construct a Harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee. Due to the studies performed by the Corps of Engineers indicating benefits of \$2,506,000 and 105 jobs created from serving existing industries already in the area, I feel this project could greatly benefit this distressed county. Any new industries recruited to the port area would bring additional economic benefits.

The environmental assessment recently completed by the Corps of Engineers indicated minimal impact on the surrounding environment, water quality, cultural resources and endangered species and has found no significant negative impacts on the environment of the area.

With the area adjacent to the port being above the 100 and 500 year floodplain, this makes it suitable for industrial park development. The port will be an intermodal facility with access to rail, barge, and truck transportation allowing existing industries to lower their transportation cost making them more competitive.

Due to these facts, I think this project would be a great benefit to the area and encourage you to move forward with the plans to construct the Northwest Tennessee Regional Harbor.

Sincerely,

Al Oliver

Darin Watson
3320 Millsfield Highway
Dyersburg, TN 38024

May 12, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

Dear Mr. Ward:

I am writing in support of the Port at Cates Landing regional economic development project for Lake, Dyer and Obion counties.

I feel this will be of great benefit for this area in West Tennessee for the possible recruitment of new business to these counties as well as other surrounding counties.

The economic situation in Lake, Dyer and Obion could be enhanced if we can have this port developed.

The Corps of Engineers have studied and found that the development of this project will have no major negative impacts on the environment around the proposed location.

Your help and consideration in helping move this project through would be most gratefully appreciated.

Sincerely,

A handwritten signature in black ink that reads "Darin Watson". The signature is written in a cursive style with a large, sweeping initial "D".

Darin Watson

cc: TN Department of Environment and Conservation

May 13, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103

Re: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a Harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer, and Obion counties formed the Northwest Regional Port Authority in 1999 for the purpose of creating a new River port to stimulate the economy and bring new jobs to an economically distress area.

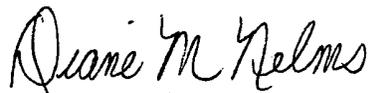
Currently, there is no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its efforts to develop this project with the minimal impact on the surrounding environment, water quality, cultural resources, and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Diane M. Nelms
P. O. Box 370
Union City, TN 38281-0370

May 13, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103

Re: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a Harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer, and Obion counties formed the Northwest Regional Port Authority in 1999 for the purpose of creating a new River port to stimulate the economy and bring new jobs to an economically distress area.

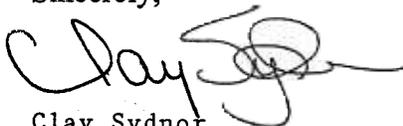
Currently, there is no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its efforts to develop this project with the minimal impact on the surrounding environment, water quality, cultural resources, and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Clay Sydnor
P O Box 370
Union City, TN 38281-0370

May 13, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103

Re: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a Harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer, and Obion counties formed the Northwest Regional Port Authority in 1999 for the purpose of creating a new River port to stimulate the economy and bring new jobs to an economically distress area.

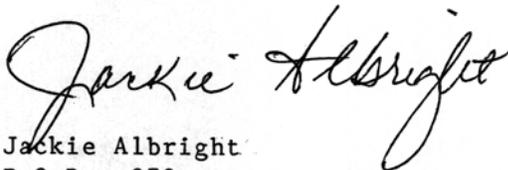
Currently, there is no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its efforts to develop this project with the minimal impact on the surrounding environment, water quality, cultural resources, and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Jackie Albright
P O Box 370
Union City, TN 38281-0370

May 13, 2004

Mr. Danny Ward
Environmental Branch
U.S. ARMY CORPS OF ENGINEERS
167 N. Main Street, Room B-202
Memphis, TN 38103

Re: NORTHWEST TENNESSEE REGIONAL HARBOR

Dear Mr. Ward:

I am writing to express my support for the Corps of Engineers plan to construct a Harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer, and Obion counties formed the Northwest Regional Port Authority in 1999 for the purpose of creating a new River port to stimulate the economy and bring new jobs to an economically distress area.

Currently, there is no public port facilities located in Tennessee on the Mississippi River other than Memphis. Economic analysis has indicated that benefits of some \$2,506,000 annually would be derived from serving existing industries already in the area, and approximately 105 new jobs would be created in the adjacent industrial park. Any new industry attracted to the area would bring additional jobs and economic benefits.

The NTRPA has been diligent in its efforts to develop this project with the minimal impact on the surrounding environment, water quality, cultural resources, and any endangered wildlife species in the area. Recent studies conducted by and for the Corps of Engineers have found no significant negative impacts in any of these areas.

The substantial benefits of this project far outweigh the minimal impact of the initial construction of the harbor. The new river port and adjacent industrial park will rejuvenate the economic life of the region and provide jobs for many years to come.

In view of these facts, I urge you to move forward with plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Sharon Winsett
P O Box 370
Union City, TN 38281-0370

Mr Ward,

I'm writing to express my support for the plans to construct a harbor in the vicinity of Cates Landing, Mississippi River mile 900, in Lake County, Tennessee.

Business and government leaders of Lake, Dyer, and OBion counties formed the Northwest Tennessee Regional Port Authority in 1999 in hopes of creating a new river port to stimulate the economy and bring new jobs to Northwest TN.

Recent studies conducted by and for the Corps of Engineers have found no reason not to construct this port. In view of these facts and others please move forward on constructing this port.

Lake County needs this port badly!

Mike Morgan
City of Dyersburg
Natural Gas Superintendent

PAUL & SEELA NEWBILL
2229 OAKVIEW AVE
DYERSBURG, TN 38024

May 3, 2004

Mr. Danny Ward
Environmental Branch
U.S. Army Corps of Engineers
167 N. Main Street, Room B-202
Memphis, TN 38103-1894

COPY

RE: Northwest Tennessee Regional Harbor

Dear Mr. Ward,

I am writing to express my support for the Corps of Engineers plan to construct a harbor in the vicinity of Cates Landing, Mississippi River Mile 900, in Lake County, Tennessee.

As you are probably aware, there are no public port facilities located in Tennessee on the Mississippi River other than Memphis. The port has the potential to stimulate the economy and bring new jobs to the Lake County area, which has the lowest per capita income in the state. The business and government leaders of Lake, Dyer and Obion counties formed the Northwest Tennessee Regional Port Authority (NTRPA) in 1999 and have been diligent in their efforts to develop this project with minimal impact on the surrounding environment, water quality, cultural resources and any endangered wildlife species in the area. The Corps of Engineers has been equally diligent in its studies of the project resulting in no significant negative impact.

The new river port and adjacent industrial park has the potential to rejuvenate the economic life of the region and provide jobs for years to come. The substantial benefits far outweigh the minimal impact of the initial construction of the harbor. Based on the preceding, I respectfully request you to move forward with the plans to construct the Northwest Tennessee Regional Harbor as soon as possible.

Sincerely,



Paul Newbill

Cc Tennessee Department of Environment & Conversation
Division of Water Pollution Control
7th Floor L&C Annex Building
401 Church Street
Nashville, TN 37243-1534

May 4 2004

MR Donny Ward
Environmental Branch
U.S Army Corps of Engineers
167 N. Main St Room B 202
Memph TN 38103 89

Dear Mr Ward

I'm writing to you supp t of the
? + at Cates Landing I believe the port
would greatly benef t not only Lake County but
all of Northwest Tennessee.

Being employed by one of the industries
in Dyer County I understand the need to
keep transportation costs low - this port would
certainly help our business stay competitive.

I ask for your consideration in making
the port a reality

Sincerely
Mark Ser s



Cape Regional Eye Center

Richard Cape, MD

401 Tickle Street East • Dyersburg, TN 38024

Phone: (731) 286-2801 • Toll Free: (866) 591-IDOC (4362)

May 5, 2004

Dear Mr. Ward,

We would like to write a letter to express our support for the building of a port at Cates Landing in Lake County, Tennessee. There are many positive aspects to consider with the building of this port. The port will allow existing industries to lower their transportation costs making them much more competitive. The port will be an intermodal facility with access to railways, barge and truck transportation. The area adjacent to the port is above the 100 and 500 year floodplain and is suitable for industrial park development. The Corps of Engineers found this project to have no significant negative impacts on the environment of the area its located. Any new industries recruited to the port are will bring additional economic benefits. The project has a 1.89 to 1 cost/benefit ratio serving existing area industries. The economic study performed by the Corps of Engineers indicated benefits of 2,506,000 and 105 jobs created from serving industries already in the area. Please take into account, Lake County is a distressed county and has the lowest county per capita income in the state. The Northwest Tennessee Regional Port Authority was formed in 1999 for the main purpose of creating a river port in an effort to stimulate the economy of Northwest Tennessee. We respectfully request your attention to this matter and thank you for your consideration.

Sincerely,

Richard C. Cape, M.D.

Stephanie Cape