U.S. Army Corps
of Engineers

Louisiana Coastal Protection and Restoration

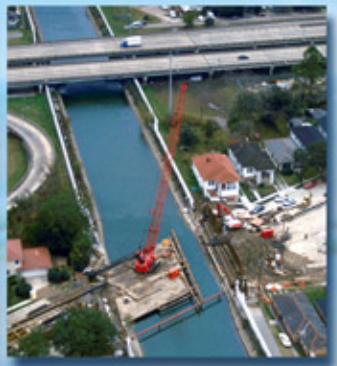
ENCLOSURE K

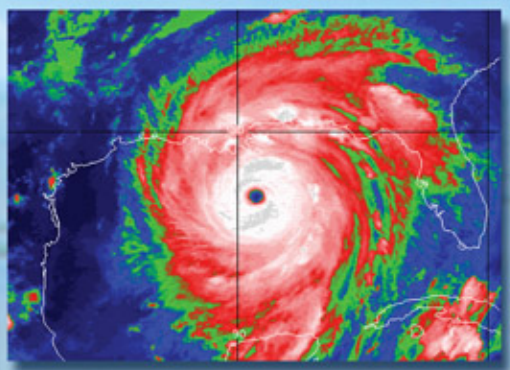
Public Scoping Meetings Report

Preliminary Technical Report to Congress

June 2006

SCOPING REPORT





Programmatic Environmental Impact Statement for the Louisiana Coastal Protection and Restoration Program

Prepared for
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I. Introduction

At the direction of Congress, the U.S. Army Corps of Engineers, New Orleans District (CEMVN), is currently in the process of preparing the Louisiana Comprehensive Coastal Protection and Restoration (LaCPR) Report to identify, describe, and propose a full range of flood control, coastal restoration, and hurricane protection measures for south Louisiana.

During a series of public meetings from 9 March 2006 to 16 March 2006 conducted in four cities in southern Louisiana, the CEMVN solicited public comments on the LaCPR. Meetings were conducted in New Orleans, Thibodaux, Lake Charles, and Lafayette. The purpose of the scoping meetings was to inform the public about the alternative development process and to identify the major issues that will be addressed in the Draft Programmatic Environmental Impact Statement (PDEIS) being prepared for the LaCPR project. A total of 368 people attended the four meetings, and 674 comments have been received and recorded to date.

This Scoping Report outlines the project background and scoping process to date and summarizes key issues identified by members of the public during the initial scoping period, which began on 5 March 2006 and ended on 27 March 2006.

An analysis of the comments identified the following 20 themes, with the five themes in bold accounting for nearly 60 percent of the comments:

1. **There is a need for comprehensive, multidisciplinary, and efficient planning.**
2. The Mississippi River Gulf Outlet (MRGO) needs to be closed due to flood protection, safety, and environmental concerns.
3. **The restoration of marshes, wetlands, and natural coastal barriers is a key protection feature.**
4. Evacuation planning needs to be improved.

5. CEMVN should use existing studies, such as the Coast 2050 Plan, and consult international engineers.
6. There is a general lack of trust in CEMVN and/or government entities.
7. There is a need for clearer and more effective outreach and information sharing.
8. **The LaCPR plan should incorporate local knowledge and concerns.**
9. **Coastal protection should address saltwater intrusion, subsidence, and sediment delivery.**
10. There is a need for independent oversight.
11. Regional economic viability needs to be considered as part of the planning process.
12. **CEMVN should use innovative technology and consider creative solutions when developing alternatives.**
13. It is important to upgrade the levee system to Category 5 protection.
14. CEMVN needs adequate funding for the LaCPR projects.
15. CEMVN should use a phased approach for implementing the LaCPR plan.
16. Communities in the lower parts of Terrebonne Parish should be given full consideration during the levee placement planning process.
17. It is important for CEMVN to expedite the LaCPR plan.
18. There needs to be a balance between structural and non-structural alternatives.
19. The community's cultural and historical values need to be factored into decision-making.
20. Recreational and fishing values need to be factored into decision-making.

II. Background

At the direction of Congress, the CEMVN is currently in the process of preparing the LaCPR Technical Report. The enabling legislation authorizes the CEMVN *"to conduct a comprehensive hurricane protection analysis and design at full Federal expense to develop and present a full range of flood control, coastal restoration, and hurricane protection measures…."* The CEMVN has also been directed to *"consider providing protection for a storm surge equivalent to a Category 5 hurricane within the project area and may submit reports on component areas of the larger protection for authorization as soon as practicable."*[1] The Congressional request for the LaCPR Technical Report was largely influenced by the major losses to human life and property that occurred as a result of Hurricanes Katrina and Rita that made landfall on 29 August 2005 and 24 September 2005, respectively.

In conjunction with the LaCPR report, the CEMVN is preparing a DPEIS that will evaluate the impacts of the proposed actions on the human environment. The DPEIS will identify and assess reasonable alternatives for achieving the objectives of flood control, coastal restoration, and hurricane protection. It will also identify ways to avoid or minimize adverse effects of the proposed actions on the human environment. The DPEIS is being prepared in accordance with the National Environmental Policy Act (NEPA) of 1969 and the Council on Environmental Quality's Regulations (40 CFR 1500-1508), as reflected in the USACE Engineering Regulation, ER 200-2-2.

[1] The Department of Defense Appropriations Act. Pub. L. 109-148. December 30, 2005.

A. Proposed Alternatives

At the early stage in the NEPA process, the CEMVN has proposed four alternatives, including the No Action Alternative for further evaluation in the DPEIS for the LaCPR program. These alternatives are:

1. **Structural Protection Only[2]:** Flood protection consisting of a continuous line of earthen or concrete walls along southern coastal Louisiana, connected at various locations, as needed, by floodgates and other devices to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane.
2. **Structural Protection with Coastal Restoration[2]:** A structural alternative with coastal restoration to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane.
3. **Non-structural Protection with Coastal Restoration[2]:** A non-structural alternative consisting of coastal restoration measures to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane.
4. **No Action:** The No Action Alternative would maintain current levels of flood protection against a Category 3 hurricane.

[2] Other non-structural measures, such as raising or moving structures to meet existing or revised floodplain base elevations, would be a part of any proposed action alternative.

B. Scoping

An integral part of the NEPA process is scoping. The scoping process is designed to provide an early and open means of determining the scope of issues (i.e., problems, needs, and opportunities) to be identified and addressed in the DPEIS. Scoping is a process, not a single event or a meeting. This Scoping Report summarizes the comments received from the public, as well as local, State, and Federal agency representatives during a series of public meetings that occurred from 9 March 2006 to 16 March 2006 in four cities in southern Louisiana. Meetings were conducted in New Orleans, Thibodaux, Lake Charles, and Lafayette. The comments will be used to inform the alternatives development process for the LaCPR program and to identify the major issue areas that will be addressed in the DPEIS.

III. Scoping Meetings

A. Public Notification

The scoping process was initiated on 1 March 2006 with the publication of the Notice of Intent (NOI) to prepare the DPEIS for the LaCPR in the Federal Register (Appendix A). The NOI ran in four newspapers for five days. These included: the *New Orleans Times-Picayune*, *Lafayette Advertiser/Opelousas World*, *Lake Charles American Press*, and *Thibodaux Daily Comet*. The notice was also posted on the CEMVN Web site at www.lacpr.usace.army.mil, and public notices were mailed to a stakeholder list compiled by the CEMVN. Display ads announcing the meeting times, dates, and locations ran in five newspapers over two weekends as follows: *New Orleans Times-Picayune* on 5 March 2006, *Baton Rouge Advocate* on 5 March 2006, *Houma Courier*/*Thibodaux Comet* on 11 March 2006, *Lafayette Advertiser*/*Opelousas World* on 12 March 2006, and *Lake Charles American Press* on 12 March 2006. Additionally, a press release and a media advisory were sent to the CEMVN media list.

B. Meeting Process

Four scoping meetings were held in cities throughout the southern Louisiana study area including New Orleans, Thibodaux, Lake Charles, and Lafayette. In total, 368 people attended the public meetings, and approximately 674 comments have been received and recorded during the period from 5 March to 27 March 2006. A preliminary analysis of the comments received during the public meetings is described in more detail in Section IV, Comments.

The meetings were designed to provide opportunities to inform the public of the LaCPR program, solicit comments on the proposed alternatives, and encourage a discussion of key issues of concern. Meeting attendees at all four meetings were asked to fill out registration cards

as they entered the meeting venue. The entrance of the venue also included a staffed information table with a handout describing the proposed actions and the NEPA process. Stacks of pre-addressed comment cards were also provided. At stations within the meeting venue, CEMVN displayed posters and maps of the proposed alternatives and the levee system and posters of population density, ecological resources in southern Louisiana, land change for coastal Louisiana, and post-Katrina wetlands changes. A copy of each meeting hand-out is included in Appendix B.

The meeting process followed a standard format with some variations depending on the number of attendees and the layout of the meeting venue. All the meetings began with a Power Point presentation to provide the public with background of the proposed project as well as to explain the purpose of the meeting and the meeting process, and encourage members of the public to actively participate and provide their comments. The Power Point presentation is provided in Appendix B.

Following the Power Point presentation, the meeting facilitator divided the meeting attendees evenly into breakout session groups. For New Orleans and Thibodaux, attendees were divided into four groups; for Lake Charles, one group; and for Lafayette, two groups. Each breakout session was staffed with a facilitator who led the discussion and a scribe who captured the attendees' comments on flipcharts. Prior to the discussion, the facilitator passed out discussion guides and asked attendees to review this information. The facilitator led the discussion by asking three questions:

1) What are the critical natural and human environmental problems and needs that should be addressed in the DPEIS?
2) What are the significant resources that should be considered in the DPEIS?

3) What are the reasonable restoration alternatives that should be considered in the DPEIS?

Attendees' responses were recorded on flipcharts during the breakout sessions, which lasted for approximately 45 minutes to an hour and 10 minutes. During the last 15 minutes of the breakout session, attendees were asked to identify the top issues that were of importance to them. Following the breakout sessions, all attendees were asked to reconvene. The top issues identified in the breakout sessions were presented to the entire group by each breakout session facilitator.

In addition to providing comments on comment cards through the breakout sessions, attendees could provide verbal comments to a court reporter. A court reporter was also stationed in the main meeting hall to record the presentation, as well as comments, questions, and answers provided by meeting participants.

C. Meeting Venues

The four scoping meetings were held in cities throughout the southern Louisiana study area, including New Orleans, Thibodaux, Lake Charles, and Lafayette. These cities were chosen for their proximity to the LaCPR study area and accessibility to population centers. A combined total of 368 people attended the four meetings with the most well-attended meeting being Thibodaux (148), followed by New Orleans (114), Lafayette (51), and Lake Charles (55). A summary of meeting attendance is shown in Table 1.

Table 1: Summary of Meeting Attendance

	Private Citizens	Government and Non-governmental Organizations	Media	TOTAL
New Orleans (9 March 2006)	61	51	2	114
Thibodaux (14 March 2006)	90	56	2	148
Lake Charles (15 March 2006)	24	30	1	55
Lafayette (16 March 2006)	19	29	3	51
TOTAL	**194**	**166**	**8**	**368**

i. New Orleans

The New Orleans scoping meeting was held on 9 March 2006 between 7 and 10 p.m. in the Health and Physical Education Center at the University of New Orleans Main Campus, New Orleans. The main meeting space was a gymnasium where two of the four breakout groups took place. Two adjacent classrooms were used for two additional breakout groups. A total of 114 people attended the meeting.

ii. Thibodaux

The Thibodaux scoping meeting was held on 14 March 2006 between 6:30 p.m. and 9:30 p.m. in the Envie Banquet Room of the Howard Johnson hotel at 201 Canal Boulevard, Thibodaux. The meeting space allowed for four breakout groups with the use of room dividers that were shut during the breakout sessions and reopened when the meeting reconvened. Approximately 148 people attended the meeting.

iii. Lake Charles

The Lake Charles scoping meeting was held on 15 March 2006 between 6:30 p.m. and 9:30 p.m. in Baker Auditorium/Farrar Hall, McNeese State University Campus, Lake Charles. Because of the small number of attendees at the Lake Charles meeting, only one breakout group

was assembled. This afforded everyone the opportunity to hear input from one another, and hence there was no need to reconvene the group at the conclusion of the meeting. The Lake Charles scoping meeting was attended by approximately 55 people.

iv. Lafayette

The Lafayette scoping meeting was held on 16 March 2006 between 6:30 p.m. and 9:30 p.m. in the Cajundome, 444 Cajundome Boulevard, Lafayette. The Lafayette scoping meeting was attended by approximately 51 people. After the presentation participants were divided evenly into two breakout groups in order to facilitate discussion.

IV. Comments

The following methods were available for the meeting participants and other members of the public to submit their comments on the LaCPR program:

1) **Postage-paid comment cards** were made available at each public meeting for attendees to submit their comments either at the meeting or at a later time by mail.
2) A **verbal comment station** was set up at each meeting for attendees to provide their comments to a transcriber.
3) A **court reporter** was stationed in the main meeting room to record comments, questions, and answers provided by meeting attendees.
4) Facilitators and scribes were present during the meeting **breakout sessions** to record the issues identified by meeting attendees.
5) Written comments could be submitted via the **Internet** at *www.lacpr.usace.army.mil* as described on the NOI and meeting handout.
6) Written comments could be **emailed** to LaCPR_EIS@CEMVN02.usace.army.mil as described on the NOI and meeting handout.
7) Written comments could be **mailed** to LaCPR EIS Environmental Manager, CEMVN-PM-R, P.O. Box 60267, New Orleans, LA 70160-0267 as described on the NOI and meeting handout.

Meeting transcripts from the verbal comment station and court reporter are contained in Appendix C. Written comments received from the breakout sessions, Internet, email, and postal mail are contained in Appendix D. A compiled list of all comments received is contained in Appendix E.

A. Methodology for Reviewing and Summarizing Comments

Throughout the scoping process, the CEMVN compiled comments on the proposed LaCPR program. For the purposes of this scoping report, a comment is defined as a distinct assertion, point, or opinion. Therefore, an individual could have multiple comments per submittal. For example, one person's email message may contain several comments. Each individual comment was entered into an Access database, and a detailed report was generated that contained every comment received during the scoping period (Appendix E).

The comments were then reviewed for recurring themes in order to gain an understanding of the key issues to be addressed in the DPEIS. Twenty recurring themes were identified throughout the list of compiled comments. Since it was difficult to fit some comments into only one theme, several of them were assigned more than one theme. For example, the comment "Dredge spoil should be used for marsh creation" was classified as *Theme 3: The restoration of marshes, wetlands, and natural coastal barriers is a key protection feature* and *Theme 12: CEMVN should use innovative technology and consider creative solutions when developing alternatives*. No comment was assigned more than three themes.

B. Results

The recurring themes and their percentage of occurrence are shown in Table 2. The top five recurring themes account for nearly 60 percent of the comments and are highlighted in bold:

.

Table 2: Comment Analysis: Themes by Percent Occurrence

Theme	Number of Occurrences[3]	Percent of Occurrences
1. There is a need for comprehensive, multidisciplinary, and efficient planning.	**74**	**8%**
2. The Mississippi River Gulf Outlet (MRGO) needs to be closed due to flood protection, safety, and environmental concerns.	25	3%
3. **The restoration of marshes, wetlands, and natural coastal barriers is a key protection feature**.	**118**	**12%**
4. Evacuation planning needs to be improved.	12	1%
5. CEMVN should use existing studies, such as the Coast 2050 plan, and consult international engineers.	51	5%
6. There is a general lack of trust in CEMVN and/or government entities.	19	2%
7. There is a need for clearer and more effective outreach and information sharing.	28	3%
8. The LaCPR plan should incorporate local knowledge and concerns.	**168**	**18%**
9. Coastal protection should address saltwater intrusion, subsidence, and sediment delivery.	**101**	**11%**
10. There is a need for independent oversight.	5	1%
11. Regional economic viability needs to be considered as part of the planning process	46	5%
12. CEMVN should use innovative technology and consider creative solutions when developing alternatives.	**71**	**8%**
13. It is important to upgrade the levee system to Category 5 protection.	31	3%
14. CEMVN needs adequate funding for the LaCPR projects.	22	2%

[3] Note: Although 674 comments were received, the number of occurrences totals 946 because a given comment can be associated with more than one theme. The percentages are based on dividing the number of occurrences of a given theme by the total number of occurrences and multiplying by 100.

Theme	Number of Occurrences[3]	Percent of Occurrences
15. CEMVN should use a phased approach for implementing the LaCPR plan.	22	2%
16. Communities in the lower parts of Terebonne Parish should be given full consideration during the levee placement planning process.	31	3%
17. It is important for CEMVN to expedite the LaCPR plan.	36	4%
18. There needs to be balance between structural and non-structural alternatives.	30	3%
19. The community's cultural and historical values need to be factored into decision-making.	24	3%
20. Recreational and fishing values need to be factored into decision-making.	32	3%

The full set of the 674 comments is included in Appendix E. A summary of the top 5 themes in order of occurrence is provided in the following section. The theme categories are broad and encompassing in order to summarize the major issues that have been identified. A review of the verbatim text of the comment contained in Appendix E provides more detailed insight into the commenter's ideas and concerns with respect to the LaCPR.

Theme 8: The LaCPR plan should incorporate local knowledge and concerns.

This category by far reflected the greatest interest and concern expressed by individuals providing comments on the LaCPR program. Of the 946 occurrences, nearly 18 percent fell into this category, which emphasized the need for the USACE to take into consideration existing local knowledge and concerns. This was expressed as a function of the sensitive areas along the southern Louisiana coast that need to receive priority flood protection as well as specific design considerations that the USACE will need to evaluate as part of the LaCPR program.

A number of people commented on the importance of completing the Morganza to Gulf of Mexico Hurricane Protection Project. One participant during a breakout session at the New Orleans meeting indicated the need to protect St. Bernard Parish and East New Orleans first, while another participant indicated that the USACE *"couldn't build levees high enough to prevent overtopping."* A suggested solution by the same individual included building *"free-flowing spillways in Lower Plaquemines Parish (which allows the spillways to act as release valves)."* Another commenter suggested that USACE use spoils from the Acadian Gulf of Mexico Access Channel to build freshwater bayou to Pelican Island. The need for structures in *"strategic places like Houma Navigational Canal to stop saltwater intrusion and storm surge"* was also identified.

A great deal of geographic-specific and technical considerations are documented in comments falling into this category, which will need to be taken into consideration as the USACE evaluates the specific alternatives for consideration in the LaCPR program.

Theme 3: The restoration of marshes, wetlands, and natural coastal barriers is a key protection feature.

Of the 946 occurrences, 12 percent were identified with Theme 3. Comments received and recorded indicate the public's awareness of the importance of marshes and wetlands as a key protection feature against storm surges as well as an important recreational and economic resource. Some of the comments supporting wetland restoration include: "*restoration of wetlands is step number 1," "restore natural systems for protection," "low-tech restoration elements can be effective,"* and *"strengthen marshlands."* The majority of the comments supported halting marsh and wetland losses and restoring marsh and wetland areas through the use of natural ridges, natural hydrology, and the enforcement of both existing and new

regulations. For example, some of the comments include: *"revert hydrology to natural conditions," "enforce existing wetland protection,"* and *"limit development pressures on drainage and wetlands."*

Several of the comments supported a multi-component protection plan including levee construction, marsh and wetland restoration, and barrier island restoration. One such example is a comment that identified both *"coastal wetlands restoration as buffer zone to slow surge levees to stop surge"* and *"spillways to relieve or redirect surge (diversion)."*

A number of comments also identified the need to focus on barrier islands as a protection feature. One commenter said *"islands need to be raised higher to act as a storm surge barrier,"* while another suggested using *"offshore bar channel dredge material for beach/marsh renourishment."* Another commenter found that *"aggressive barrier island restoration and maintenance was needed*" along with *"restoration of back barrier marsh."* The same commenter suggested *"sediment delivery via pipeline in tandem with fresh water inputs for sustainability."*

Theme 9: Coastal protection should address saltwater intrusion, subsidence, and sediment delivery.

Of the 946 occurrences, approximately 11 percent identified the need for coastal protection to address saltwater intrusion, subsidence, and sediment delivery. Several key points raised in this category included the importance of restoring the Coast's natural systems by reintroducing sediment delivery and restoring barrier islands to address flood protection issues. One breakout group participant from the New Orleans scoping meeting indicated a need to look at the entire ecosystem. This includes *"redeveloped marshlands as well as restoration of barrier*

islands to serve as buffers that will reduce storm surge impacts." This same participant expressed the need to *"rebuild natural ridges."*

Saltwater intrusion and associated adverse impacts to wetlands and marshlands also was identified as an issue of concern. In addition, several breakout group participants expressed concern regarding the loss of marshland and wetland areas and the need to "*balance their preservation and restoration with protection of people and the built environment."*

Sediment delivery was identified as an important restoration measure in order to reduce subsidence along Louisiana's southern coastline. For example, some of these comments included "*allow for sediment delivery," "introduce sediment into the system," "get sediment back in marshes," "we need more coastline not levees,"* and *"sand nourishment has worked."* Commenters suggested that CEMVN use the Coast 2050 Plan as a guideline for how to manage the introduction of sediment into the coastal system. Several commenters also identified the need for hydrological models to include subsidence, climate change, and impacts from oil and gas activities.

A number of comments included suggestions for how sediment delivery could be accomplished. Many commenters encouraged CEMVN to provide for diversions of the Mississippi River. One commenter stated the importance of *"the diversion of the Mississippi above New Orleans for the express purpose of wetlands restoration in the South Louisiana ecosystem."* Another commenter suggested CEMVN undertake"*planning and active engineering to divert a significant portion of the Mississippi River through the Atchafalaya Basin, Bayou Lafourche, or other natural channels into the coastal wetlands.*" A letter received from the National Marine Fisheries Service suggested the development of a programmatic

sediment source plan that evaluated the most cost-effective and least environmentally-damaging borrow sites for sediment delivery.

Theme 1: The need for comprehensive, multidisciplinary, and efficient planning.

Of the 946 occurrences, approximately 8 percent reflected concerns that CEMVN needs to have a comprehensive and multi-disciplinary approach when planning the LaCPR. In addition, comments reflected the need for CEMVN to be efficient in its planning to ensure cost-effective and timely resolution of issues that meet LaCPR goals and objectives.

Specifically, comments falling into this category reflected the need for multiple elements to be considered, such as a combination of structural (levees) and non-structural (wetlands) controls to ensure greater flood protection. Also, taking a multi-tiered, phased approach that integrates CEMVN with other planning and government entities, including the Louisiana Recovery Authority, Department of Natural Resources, parishes, and the City of New Orleans is desirable. One commenter suggested parishes and local governments should work together to come up with a comprehensive plan, both in Louisiana and in Mississippi: *"We are fully aware that the construction of this floodwall in our area is not something that can be done in an isolated manner without consideration of St. Tammany Parish and the State of Mississippi […] We are already attempting to contact the President of St. Tammany Parish to make sure we are working together to a common goal. We are quite willing to meet with any representatives from Mississippi to accomplish an overall plan for the entire area."*

In addition, comments in this category reflected the need to assess the short and long-term effectiveness of flood protection alternatives, with considerations to begin the planning process for long-term alternatives now. One comment reflected the need to look at the feasibility of protective measures to accommodate a Category 5 hurricane. If deemed feasible, CEMVN

might consider breaking down the process in phases where *"upgraded protection could be achieved sooner (Category 4) while progressing with the ultimate goal of Category 5 protection."*

Theme 12: CEMVN should use innovative technology and creative solutions when developing alternatives.

Of the 946 occurrences, approximately 8 percent expressed the need for CEMVN to consider innovative, creative solutions to address flood and hurricane protection measures in southern Louisiana. Importantly, not all solutions needed to include high-tech approaches, rather they identified the need for CEMVN to take into consideration "*effective, low-tech restoration alternatives, such as sand fences."* Another approach described in this category included the idea of "compartmentalizing" metropolitan areas using existing features, such as elevated tracks of ground (highways, railroad beds) to prevent one area from flooding another. One individual who provided their input over the phone offered a similar suggestion to consider a grid system with levees and pumps (instead of one levee system surrounding the city) so that *"if one levee should overtop or breach, only one square of the grid would flood."*

The following is a list of some of the other suggested innovative and creative solutions for protection the Louisiana Gulf Coast:

- Installation of isolated ring levees around cities and vital infrastructure;
- Construction of spillways or pipes beneath roadways and railroad tracks to allow movement of freshwater;
- Use of dredge spoil for marsh creation;
- Construction of multiple free flowing spillways traversing the land area between the river and marshlands;

- Installation of a double-walled levee system without fixed gates at the mouths of the canals;
- Implementation of a tax incentive program for homeowners and business owners located outside the city levee system who raise their existing structures;
- Installation of “pop-off” valves throughout the levee system to prevent deterioration of large portions of the system during overtopping;
- Construction of a large barrier island, outside of existing natural barrier islands, with channels every 10 miles for boat traffic;
- Installation of concrete walls founded on H-piles atop existing earthen mounds;
- Construction of floodgates of Netherlands design which would be closed mechanically to prevent the flood surge from the south but would open by water pressure as a storm progressed over the area in order to permit the water to surge back from the north;
- Construction of piers to promote breaking waves and disperse wave energy while protection and buffering mashes.

Much like the information categorized and summarized in Theme 8, comments in this category reflected a wide array of specific innovative and creative technologies and solutions that the USACE should consider in its evaluation of alternatives for the LaCPR program.

V. Additional Opportunities for Public Input

The official deadline for receipt of comments for preliminary scoping was 27 March 2006. However, CEMVN will consider comments received after this date as part of its ongoing planning activities that are scheduled for completion in December 2007. Additionally, the DPEIS document will be available for public review and comment for a 45-day period that is currently scheduled for May 2007. Public hearings will be held during the 45-day review period to receive comments and address questions concerning the DPEIS.

Appendix A. Meeting Notifications

FILE COPY

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BILLING CODE: 3710-84

DEPARTMENT OF DEFENSE

Department of the Army; Corps of Engineers

Intent to Prepare a Draft Programmatic Environmental Impact Statement for the Louisiana Coastal Protection and Restoration Project

AGENCY: Department of the Army, U.S. Army Corps of Engineers, DoD.

ACTION: Notice of intent.

SUMMARY: This notice of intent (NOI) is for the Louisiana Coastal Protection and Restoration (LACPR) Project. This notice of intent addresses the coastal area of southern Louisiana from the state boundary of Louisiana and Mississippi at the Pearl River in the east to the state boundary of Louisiana and Texas at the Sabine River in the west as identified in the Coast 2050 coastal Louisiana restoration plan.

ADDRESSES: Scoping meeting comments regarding the draft Programmatic Environmental Impact Statement (DPEIS) for the LACPR may be provided orally or in writing at the scoping meetings; sent via email to LACPR_EIS@mvn02.usace.army.mil; sent via the worldwide web at http://www.lacpr.usace.army.mil/; or sent via letter postmarked not later than the close of the scoping comment period to the LACPR EIS Environmental Manager, CEMVN-PM-R, P.O. Box 60267, New Orleans, LA 70160-0267. Comments will not be accepted if submitted by facsimile (fax).

FOR FURTHER INFORMATION CONTACT: LACPR EIS Environmental Manager, Bruce Baird, (504) 862-2526.

SUPPLEMENTAL INFORMATION:

1. Background: On August 29, 2005, Hurricane Katrina, a major hurricane (sixth strongest Atlantic basin cyclone on record), made landfall in southeast Louisiana and left in its path the costliest natural disaster recorded in the relatively young history of the United States of America. On September 24, 2005, Hurricane Rita (fourth strongest Atlantic basin cyclone on record), made landfall in southwest Louisiana leaving in its path a trail of severely impacted communities and infrastructure.

Congress has directed the Corps of Engineers, New Orleans District, in close coordination with the State of Louisiana, to begin a six-month endeavor, titled the South Louisiana Comprehensive Coastal Protection and Restoration Report, also referred to as the LACPR Report, to identify, describe and propose a full range of flood control, coastal restoration, and hurricane protection measures for south Louisiana. A preliminary technical report for comprehensive Category 5 protection is due within six months from December 30, 2005, while a final technical report for Category 5 protection is due within 24 months from December 30, 2005. A final PEIS, without a Record of Decision, will be submitted in conjunction with the 24-month final technical report.

Applicable legislation includes Corps of Engineers – Civil Investigations, The Energy and Water Appropriations Act, 2006 (Pub. L. 109-103), November 19, 2005, Section 5009, The Department of Defense Appropriations Act, 2006 (Pub. L. 109-148), December 30, 2005, and Chapter 3, The Department of Defense Appropriations Act, 2006 (Pub. L. 109-148), December 30, 2005, for assessment of Louisiana Coastal Protection and Restoration.

The DPEIS will document the NEPA (National Environmental Policy Act of 1969) process identifying and assessing reasonable alternatives to proposed actions that will avoid or minimize adverse effects of these actions upon the quality of the human environment. Specifically, the DPEIS will analyze the potential direct, indirect, and cumulative impacts of implementing flood control, coastal restoration, and hurricane protection measures for south Louisiana.

2. Proposed Action and Reasonable Alternatives. Four alternatives, including the no-action alternative, have been preliminarily proposed for further evaluation in the six and 24-month technical reports. Those alternatives are as follows: 1) a structural alternative, which is flood protection consisting of a continuous line of earthen or concrete walls, along southern coastal Louisiana connected at various locations, as needed, by floodgates and other devices to provide protection against a storm surge originating from the Gulf of Mexico produced by a catastrophic Category 5 hurricane; 2) a structural alternative with coastal restoration commensurate to the level of structural fortification to provide protection against a storm surge originating from the Gulf of Mexico produced by a catastrophic Category 5 hurricane; 3) and a non-structural alternative consisting of environmental or coastal restoration measures only to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane. Other non-structural measures such as, raising or moving structures to meet existing or revised flood plain base elevations, would be a part of any proposed action alternative. The no-action alternative would maintain current levels of flooding protection against a major Category 3 hurricane.

3. Scoping Process. The Council on Environmental Quality (CEQ) regulations implementing the NEPA process directs federal agencies that have made a decision to prepare an environmental impact statement to engage in a public scoping process. The scoping process is designed to provide an early and open means of determining the scope of issues (problems, needs, and opportunities) to be identified and addressed in the draft environmental impact assessment. Scoping is the process used to: a) identify the affected public and agency concerns; b) facilitate an efficient EIS preparation process; c) define the issues and alternatives that will be examined in detail in the EIS; and d) save time in the overall process by helping to ensure that the draft statements adequately address relevant issues. Scoping is a process, not an event or a meeting. It continues throughout the planning for a draft EIS and may involve meetings, telephone conversations, and/or written comments. Public scoping meetings will be conducted during a two-week scoping meeting comment period. Locations for public scoping meetings are as follows: New Orleans, Thibodaux, Lafayette, and Lake Charles, Louisiana. Dates, times, and physical locations of the public scoping meetings are to be determined. Public scoping meeting comments will be accepted up to seven business days following the final scoping meeting.

4. Request for Scoping Comments. The Corps will conduct scoping meetings to determine the scope of issues to be addressed and for identifying the significant issues related to the DPEIS for the LACPR project. Notices will be mailed to the affected and interested public once the dates and locations of the scoping meetings have been established. The Corps invites scoping input concerning the following scoping focus questions: Question #1: What are the critical natural and human environmental

problems and needs that should be addressed in the DPEIS? Question #2: What are the significant resources that should be considered in the DPEIS? Question #3: What are the reasonable restoration alternatives that should be considered in the DPEIS? Interested parties are encouraged to provide their input and recommendations for all significant issues of the study.

Scoping comments will be compiled, analyzed, and utilized in the plan formulation process. A Scoping Report, summarizing the comments, will be made available to all scoping participants and published on the LACPR website *(http://www.lacpr.usace.army.mil/)*. Scoping comments will be accepted throughout the scoping comment period.

5. Public Involvement. Scoping is a critical component of the overall public involvement program. An intensive public involvement program will continue throughout the study to solicit input from affected Federal, state, and local agencies, Indian tribes, and other interested parties.

6. Interagency Coordination and Cooperation. Pursuant to section 1501.6 of the NEPA (30 CFR Parts 1500-1508), the following agencies have been invited to participate in the study as cooperating agencies on the EIS: Minerals Management Service, National Marine Fisheries Service, Natural Resources Conservation Service, U.S. Environmental Protection Agency, U.S. Fish and Wildlife Service, U.S. Geological Service, Louisiana Department of Environmental Quality, Louisiana Department of Natural Resources, and the Louisiana Department of Wildlife and Fisheries. The U.S. Fish and Wildlife Service will provide a Fish and Wildlife Coordination Act Report. Coordination will be maintained with the U.S. Fish and Wildlife Service and the National

Marine Fisheries Service regarding threatened and endangered species under their respective jurisdictional responsibilities. Coordination will be maintained with the National Marine Fisheries Service regarding essential fish habitat. Coordination will be maintained with the Natural Resources Conservation Service regarding prime and unique farmlands. The U.S. Department of Agriculture will be consulted regarding the "Swampbuster" provisions of the Food Security Act. Coordination will be maintained with the U.S. Environmental Protection Agency concerning compliance with Executive Order 12898, "Federal Action to Address Environmental Justice in Minority Populations and Low-Income Populations." Coordination will be maintained with the Advisory Counsel on Historic Preservation and the State Historic Preservation Officer. The Louisiana Department of Natural Resources will be consulted regarding consistency with the Coastal Zone Management Act. The Louisiana Department of Wildlife and Fisheries will be contacted concerning potential impacts to Natural and Scenic Streams.

7. Availability of DPEIS. It is anticipated that the DPEIS will be available for public review May 2007. A 45-day review period will be provided so that all interested agencies, groups and individuals will have an opportunity to comment on the DPEIS. In addition, public meetings will be held during the review period to receive comments and address questions concerning the DPEIS.

2-21-06
Date

Richard P. Wagenaar
Colonel, U.S. Army
District Commander

Louisiana Press Association

404 Europe Street
Baton Rouge,LA 70802
Voice (225) 344-9309 Fax (225) 336-9921

Advertising Quote

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PO Number
Position Main News - FF/RHR
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Newspaper / Run Date	Ad Size / Caption	Rate	Rate Name	Color Rate	Total	Circulation
LA/Baton Rouge Advocate			**Publ. Day:** Daily	**# Columns:** 6	**Page Depth:** 21.2500	
03/05/2006	4 X 4	$65.20	NATIONAL	$0.00	$1,043.20	129,767
	Cat5 Report - Public Scoping Meeting					
				Newspaper Totals	$1,043.20	129,767
				Newspaper Net	$886.72	
LA/Houma Courier/Thibodaux Comet Combo			**Publ. Day:** Daily	**# Columns:** 6	**Page Depth:** 21.0000	
03/11/2006	4 X 4	$39.94	NATIONAL	$0.00	$639.04	33,000
	Cat5 Report - Public Scoping Meeting					
				Newspaper Totals	$639.04	33,000
				Newspaper Net	$543.18	
LA/Lafayette Advertiser/Opelousas World			**Publ. Day:** Daily	**# Columns:** 6	**Page Depth:** 21.5000	
03/12/2006	4 X 4	$57.94	RGNL_L	$0.00	$927.04	66,692
	Cat5 Report - Public Scoping Meeting					
				Newspaper Totals	$927.04	66,692
				Newspaper Net	$927.04	
LA/Lake Charles American Press			**Publ. Day:** Daily	**# Columns:** 6	**Page Depth:** 21.5000	
03/12/2006	4 X 4	$21.80	LOCAL	$0.00	$348.80	43,000
	Cat5 Report - Public Scoping Meeting					
				Newspaper Totals	$348.80	43,000
				Newspaper Net	$348.80	
LA/New Orleans Times-Picayune			**Publ. Day:** Daily	**# Columns:** 6	**Page Depth:** 21.2500	
03/05/2006	4 X 4	$112.11	LOCAL	$0.00	$1,793.76	290,000
	Cat5 Report - Public Scoping Meeting					
				Newspaper Totals	$1,793.76	290,000
				Newspaper Net	$1,793.76	

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Newspaper

Run Date	Ad Size / Caption	Rate	Rate Name	Color Rate	Total	Circulation
	Number of Newspapers	5		**Totals**	$4,751.84	562,459
				Discounts	$252.34	
				Tax: USA	$0.00	
				Total Misc.	$0.00	
				Net	$4,499.50	

Rates are only guaranteed for 30 days from date of quote.

PUBLIC SCOPING MEETINGS

CAT5 LACPR Report

The U. S. Army Corps of Engineers is hosting a series of public scoping meetings to solicit community input on the Category 5 Louisiana Coastal Protection and Restoration Project (known as the CAT5 LACPR Report).

Congress is directing the Corps to prepare technical reports for protecting south Louisiana from Category 5 storm surges to include measures for coastal restoration, flood control and hurricane protection.

NEW ORLEANS 7:00–10:00 pm ***Thurs., March 9, 2006***
Human Performance Center, University of New Orleans Main Campus (old gym on Leon C. Simon & Elysian Fields)

THIBODAUX 6:30–9:30 pm ***Tues., March 14, 2006***
Howard Johnson Envie Banquet Room, 201 Canal Blvd, LA Hwy 20 & LA Hwy 308

LAKE CHARLES 6:30–9:30 pm ***Wed., March 15, 2006***
Baker Auditorium/Farrar Hall, McNeese State University Campus, 4205 Ryan Street/Vernon Drive

LAFAYETTE 6:30–9:30 pm ***Thurs., March 16, 2006***
Cajundome, Convention Center, Festival Ballroom, 444 Cajundome Blvd

Written comments can also be submitted through March 27, 2006 to:

E-mail: *LACPR_EIS@mvn02.usace.army.mil*

Web site: *http://www.lacpr.usace.army.mil*

Mail: *LACPR EIS Environmental Manager, CEMVN-PM-R*
PO Box 60267
New Orleans, LA 70160-0267

Overnight: *LACPR Environmental Manager, CEMVN-PM-R*
7400 Leake Ave.
New Orleans, LA 70118-3651

US Army Corps of Engineers

For additional information please call 504-862-2526, 8 a.m. to 5 p.m. M–F. For special needs, please call 24 hours in advance of the meeting you plan to attend.

PUBLIC SCOPING MEETINGS

CAT5 LACPR
Report to Congress

The U. S. Army Corps of Engineers is hosting a series of public scoping meetings to solicit community input on the Category 5 Louisiana Coastal Protection and Restoration Project (known as the CAT5 LACPR Report).

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PO Box 60267
New Orleans, LA 70160-0267

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7400 Leake Ave.
New Orleans, LA 70118-3651

US Army Corps of Engineers ®

For additional information please call 504-862-2526, 8 a.m. to 5 p.m. M–F. For special needs, please call 24 hours in advance of the meeting you plan to attend.

Home
About LACPR
About LRA
Calendar of Events
Legislation
Meetings/Workshops
Presentations
Publications

Hosted by:

US Army Corps of Engineers
New Orleans District
Engineer Research and Development Center

Comment

Meetings

3/16/2006 - Public Scoping Meeting 6:30pm - 9:30pm
Cajundome, Convention Center, Festival Ballroom, 444 Caju

3/15/2006 - Public Scoping Meeting 6:30pm - 9:30pm
McNeese State University Campus, Farrar Hall/Baker Auditoı
Ryan Street/Vernon Drive

3/14/2006 - Public Scoping Meeting 6:30pm - 9:30pm
Howard Johnson Envie Banquet Room, 201 Canal Blvd, LA H
Hwy 308

3/9/2006 - Public Scoping Meeting 7:00pm - 10:00pm
University of New Orleans Main Campus, Human Performanc
gym on Leon C. Simon & Elysian Fields)

Workshops

3/2-3/2006 - Engineering and Technical Approaches and Inr
Workshop
Experts in various design fields to assess alternatives and ap
standard and innovative approaches to assist the team in pr
information gathering plans and tools for analysis.

2/13-14/2006 - Plan Formulation Workshop
The U. S. Army Corps of Engineers is hosting a series of pub
meetings to solicit community input on the Category 5 Louis

Protection and Restoration Project (known as the CAT5 LACF
Congress is directing the Corps to prepare technical reports
south Louisiana from Category 5 storm surges to include me
coastal restoration, fl ood control and hurricane protection.

12/1/2005 - Wind, Waves and Water Workshop
Held to develop state of the science for estimating maximun
design comparison and analysis. Included National Hurricane
and Dutch.

PROGRESS REPORT
from the Louisiana Recovery Authority

FOR IMMEDIATE RELEASE
Friday, March 10, 2006

CONTACT:
Melissa Landry
(225) 338-5386
melissa.landry@la.gov

Catherine Heitman
(225) 376-7797
catherine.heitman@la.gov

The Progress Report: Friday, March 10th

Governor Blanco Launches The Road Home Housing Registry

About 7,000 people signed up on the state's housing registry on the first day of operation Thursday, seeking to eventually tap into a program that will offer homeowners buyouts for their flood-damaged property or grants to repair and rebuild.

- Read the article
- Go to *The Road Home* housing registry
- Go to preliminary proposal for *The Road Home* housing program

Governor Blanco, Secretary Olivier to Announce Additional Opportunities for Louisiana Small Businesses

Governor Kathleen Blanco and Louisiana Economic Development Secretary Michael Olivier will host a news conference on Monday, March 13, 2006, prior to the Governor's Conference on Economic Development regarding additional financial assistance for Louisiana's small businesses affected by hurricanes Katrina and Rita.

- Go to the media advisory
- Register for the Governor's Conference on Economic Development

Corps of Engineers Holds Public Scoping Meetings for Cat 5 Report

The Army Corps of Engineers will host a series of public scoping meetings to get input from citizens on how better hurricane protection should be provided. The public is invited to share ideas on how to protect coastal Louisiana from Category 5 hurricanes.

- Read the article
- Go to the complete schedule

Come Fall in Love with Louisiana All Over Again

Office of Tourism Unveils New Ad Campaign

The state tourism office Tuesday unveiled a national advertising campaign that it hopes will bring leisure travelers back to Louisiana by reinforcing the message that state is open for business after Hurricanes Katrina and Rita.

- Read the complete article
- Go to the ads

Upcoming Events

- Today
  - Arabi Charrette Pin-up & Review Design Session at 6:00 pm
- Monday
  - Human Services Task Force Meeting at 1:00 pm
- Wednesday
  - Economic & Workforce Development Task Force Meeting at 1:30 pm
  - Public Health & Health Care Task Force Meeting at 2:00 pm
  - Arabi Charrette Closing Presentation at 6:00 pm
- Thursday
  - LRA Board Meeting at 9:00 am

Appendix B. Meeting Materials

PUBLIC MEETING REGISTRATION CARD

NAME: _____

ORGANIZATION: _____

ADDRESS: _____

CITY/STATE/ZIP: _____

E-MAIL ADDRESS: _____

TO BETTER HELP US WITH FUTURE MEETING ANNOUNCEMENTS, PLEASE TELL US - HOW DID YOU HEAR ABOUT TONIGHT'S PUBLIC SCOPING MEETING? (circle one or more)

Newspaper Radio Television Word of Mouth Internet Website

E-mail Other _____

MVD FORM 263-R
OCT 2000

(PROPONENT: CEMVD-EX)

DATA REQUIRED BY PRIVACY ACT OF 1974

Authority: Paragraph 11, ER 1105-2-502.

Principal Purpose: To obtain information for use in distributing announcements of public meetings so as to create an atmosphere of public understanding, trust, and mutual cooperation among interested parties.

Routine Use: Information collected is used to compile official mailing lists and to record public participation.

Mandatory or Voluntary Disclosure and Effect on Individual Not Providing Information: Disclosure is voluntary. No effect on individual not providing information;: however, individual may not receive future public meeting notices, fact sheets, or pertinent information

Scoping Process

The public plays an important role in the NEPA process. NEPA provides for an early and open public process for determining the issues, resources, impacts, and alternatives to be addressed in an EIS. This process is referred to as "scoping." During "scoping," the goal is to solicit ideas, concerns, and issues from individuals, local, state, and other federal agencies and public and private organizations, which are then included into the EIS.

Your input does make a difference, and we are here tonight because we need your help.

Tonight's meeting provides the opportunity for you to identify important considerations for the project team. Please participate by providing your input now or later by March 27th through one of the following methods:

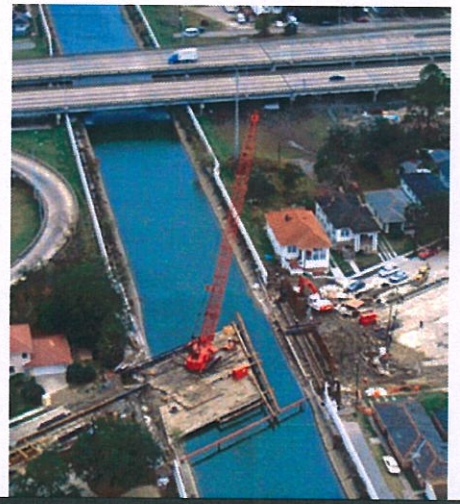
E-mail: LACPR_EIS@mvn02.usace.army.mil

Web Site: http://www.lacpr.usace.army.mil

U.S. Mail: LACPR EIS Environmental Manager, CEMVN-PM-R, PO Box 60267, New Orleans, LA 70160-0267

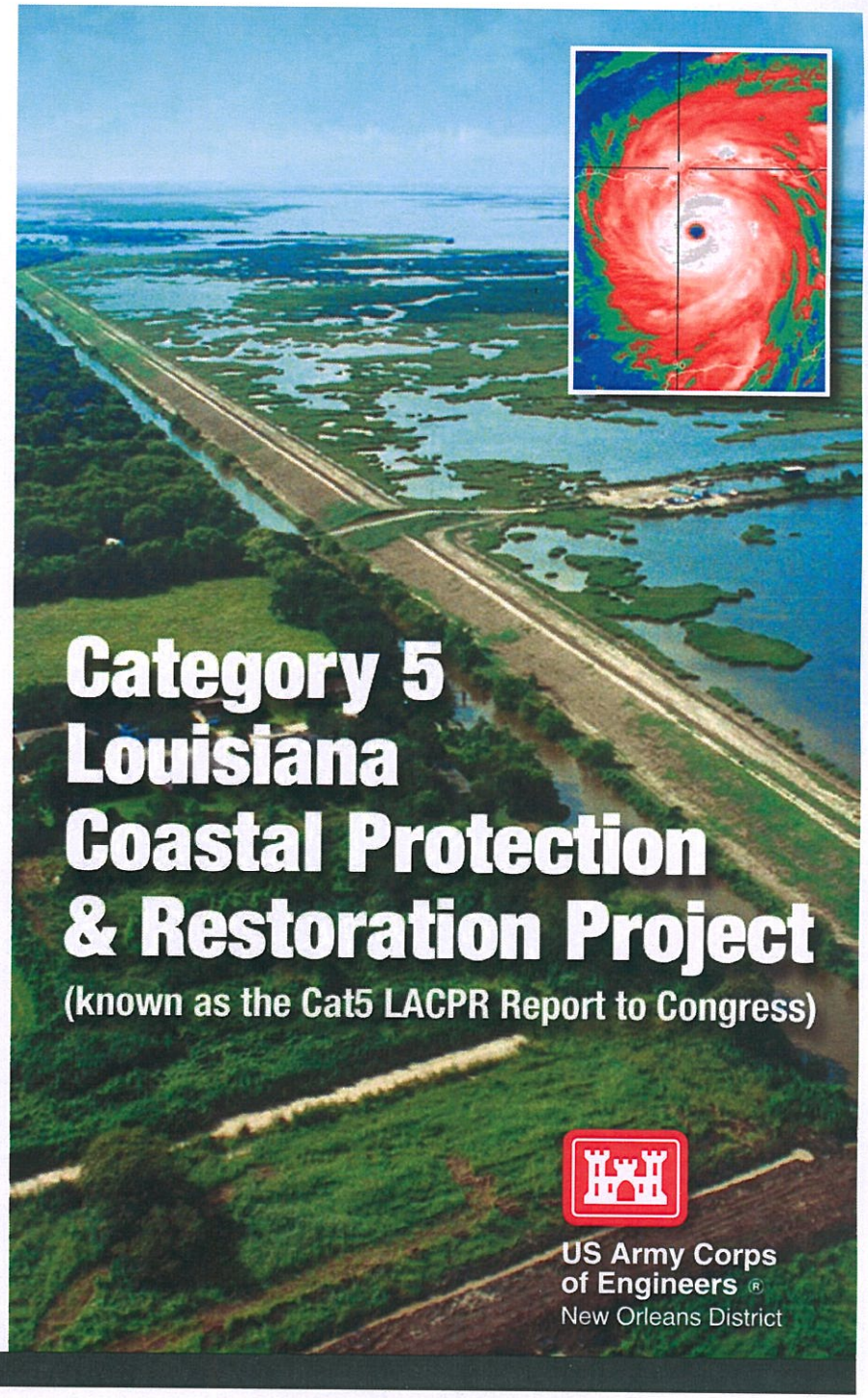
Physical Address: LACPR EIS Environmental Manager, CEMVN-PM-R, 7400 Leake Ave., New Orleans, LA 70118-3651

Note that while the official deadline to have your comments become part of the *Scoping Document* is March 27th, all comments received after this date will be considered in the ongoing planning activities for the project, which will be complete by December, 2007. The *Scoping Document* will be available for public review by early summer, 2006.



For Additional Information

Please call 8 a.m. to 5 p.m., M–F:
Environmental Manager
Bruce Baird, 504-862-2526
Project Manager
Greg Miller, 504-862-2310
Outreach Specialist
Julie Morgan, 504-862-2587



What is the Cat5 LACPR Project?

Congress has directed the U.S. Army Corps of Engineers, in close coordination with the State of Louisiana, to begin a project titled the Category 5 Louisiana Coastal Protection and Restoration Report to identify, describe and propose a full range of flood control, coastal restoration, and hurricane protection measures for south Louisiana.

Representatives from other state, federal and local agencies will be participating on this project. The Corps is reaching out both nationally and globally to scientists, engineers and planners in an effort to collaborate on developing the strongest and best technologies for protection from Category 5 hurricane flooding.

The final report to Congress will be known as the *Cat5 LACPR Report.*

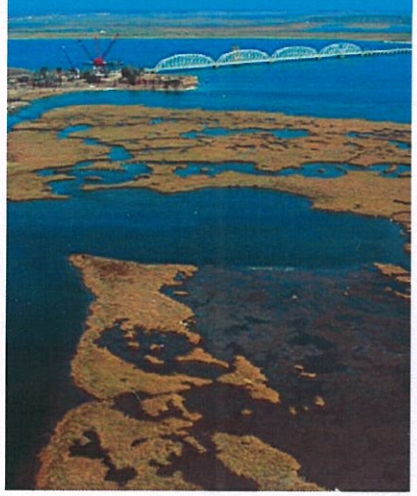
Other Proposed Work Outside of this Effort

- USACE Pump Station Relocations;
- Gulf Intracoastal Waterway/ MRGO and Seabrook Floodgates;
- Levee investigations;
- Levee armoring; and
- Other improvements to existing levees.

These projects are currently proposed by the Administration. Congress may direct the USACE to include one or more of these features into the Cat5 LACPR Project in the future before the proposed December 2007 completion date.

Project Considerations

The **National Environmental Policy Act (NEPA)** of 1969 requires federal agencies to include environmental values into their decision-making processes by considering the environmental impacts of their proposed actions and reasonable alternatives to those actions. "Scoping" meetings are held to receive public comment on possible actions to be taken or considered. Public involvement is required and included, where appropriate, throughout the process, preparation and publication of the NEPA document, the Programmatic Environmental Impact Statement (PEIS), due for public release in early spring, 2007.



Proposed Action

The PEIS will describe and evaluate proposed action and alternatives, including the no-action alternative. The PEIS will highlight the potential direct, indirect, and cumulative impacts of implementing flood control, coastal restoration and hurricane protection measures for south Louisiana. Effects to communities, natural resources, and infrastructure will be evaluated.

The proposed action and reasonable alternatives for the LACPR include:

Structural alternative, which is flood protection consisting of a contiguous line of earthen or concrete walls, along southern coastal Louisiana connected at various locations, as needed, by floodgates and other devices to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane.

Structural alternative with large scale coastal restoration to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane.

Non-structural alternative, consisting only of environmental or coastal restoration measures to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane. Other non-structural measures, such as raising or moving structures to meet existing or revised flood plain base elevations, would be a part of any proposed action alternative.

And the ***no-action alternative,*** which would maintain current levels of flooding protection against a Category 3 hurricane.

Ecological Resources In Coastal Louisiana

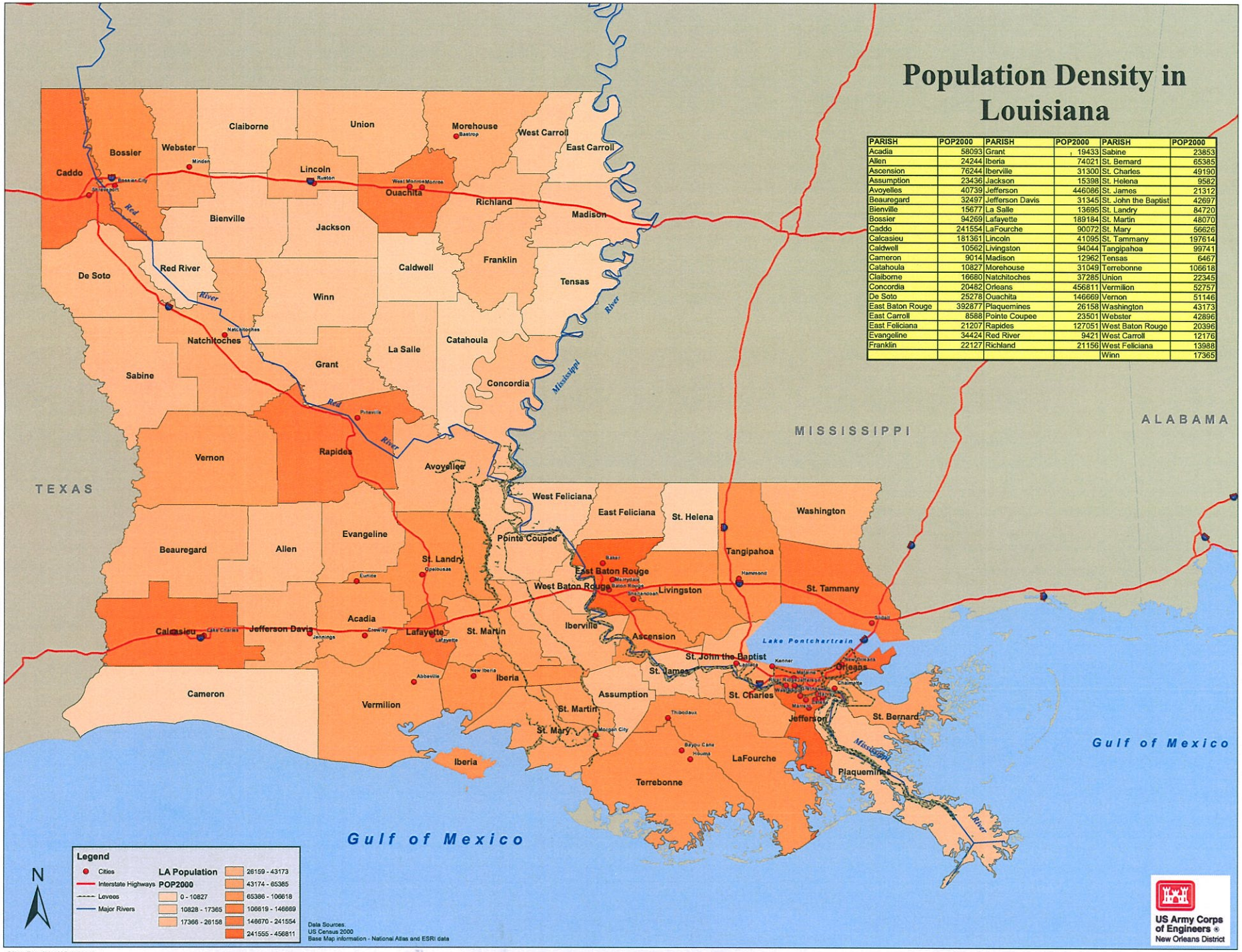
G:\Katrina\Posters\Katrina LA Ecological Resources 2.mxd

Federal Levee System in Southeast Coastal Louisiana

G:\Katrina\Posters\Levee System.mxd

Population Density in Louisiana

PARISH	POP2000	PARISH	POP2000	PARISH	POP2000
Acadia	58093	Grant	19433	Sabine	23853
Allen	24244	Iberia	74021	St. Bernard	65385
Ascension	76244	Iberville	31300	St. Charles	49190
Assumption	23436	Jackson	15398	St. Helena	9582
Avoyelles	40739	Jefferson	446086	St. James	21312
Beauregard	32497	Jefferson Davis	31345	St. John the Baptist	42697
Bienville	15677	La Salle	13695	St. Landry	84720
Bossier	94269	Lafayette	189184	St. Martin	48070
Caddo	241554	LaFourche	90072	St. Mary	56626
Calcasieu	181361	Lincoln	41095	St. Tammany	197614
Caldwell	10562	Livingston	94044	Tangipahoa	99741
Cameron	9014	Madison	12962	Tensas	6467
Catahoula	10827	Morehouse	31049	Terrebonne	106618
Claiborne	16680	Natchitoches	37285	Union	22345
Concordia	20482	Orleans	456811	Vermilion	52757
De Soto	25278	Ouachita	146669	Vernon	51146
East Baton Rouge	392877	Plaquemines	26158	Washington	43173
East Carroll	8588	Pointe Coupee	23501	Webster	42896
East Feliciana	21207	Rapides	127051	West Baton Rouge	20396
Evangeline	34424	Red River	9421	West Carroll	12176
Franklin	22127	Richland	21156	West Feliciana	13988
				Winn	17365



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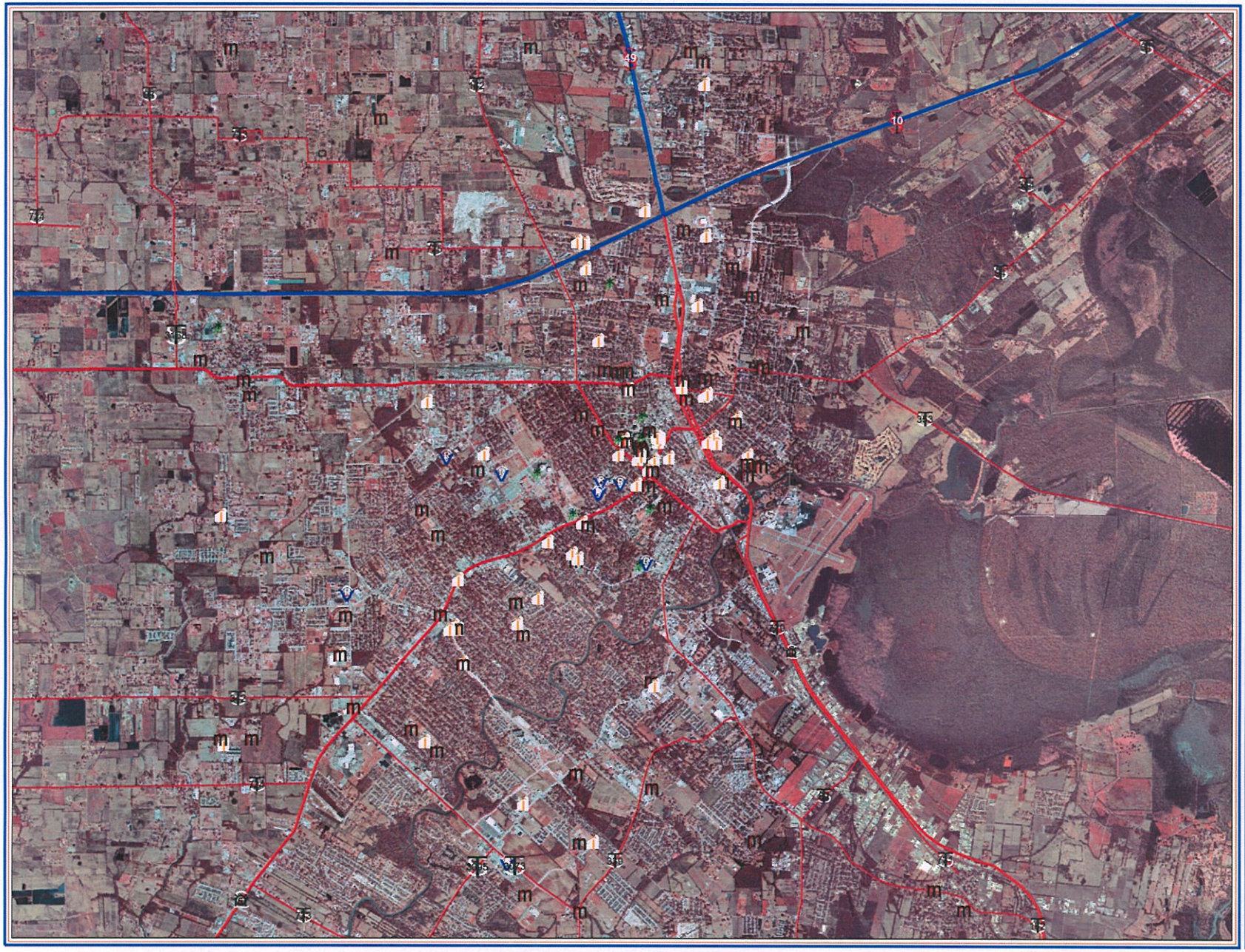


LAFAYETTE, LA

Legend

- Interstate
- US Highway
- State Highway
- Civic Building
- Church
- Hospital
- School

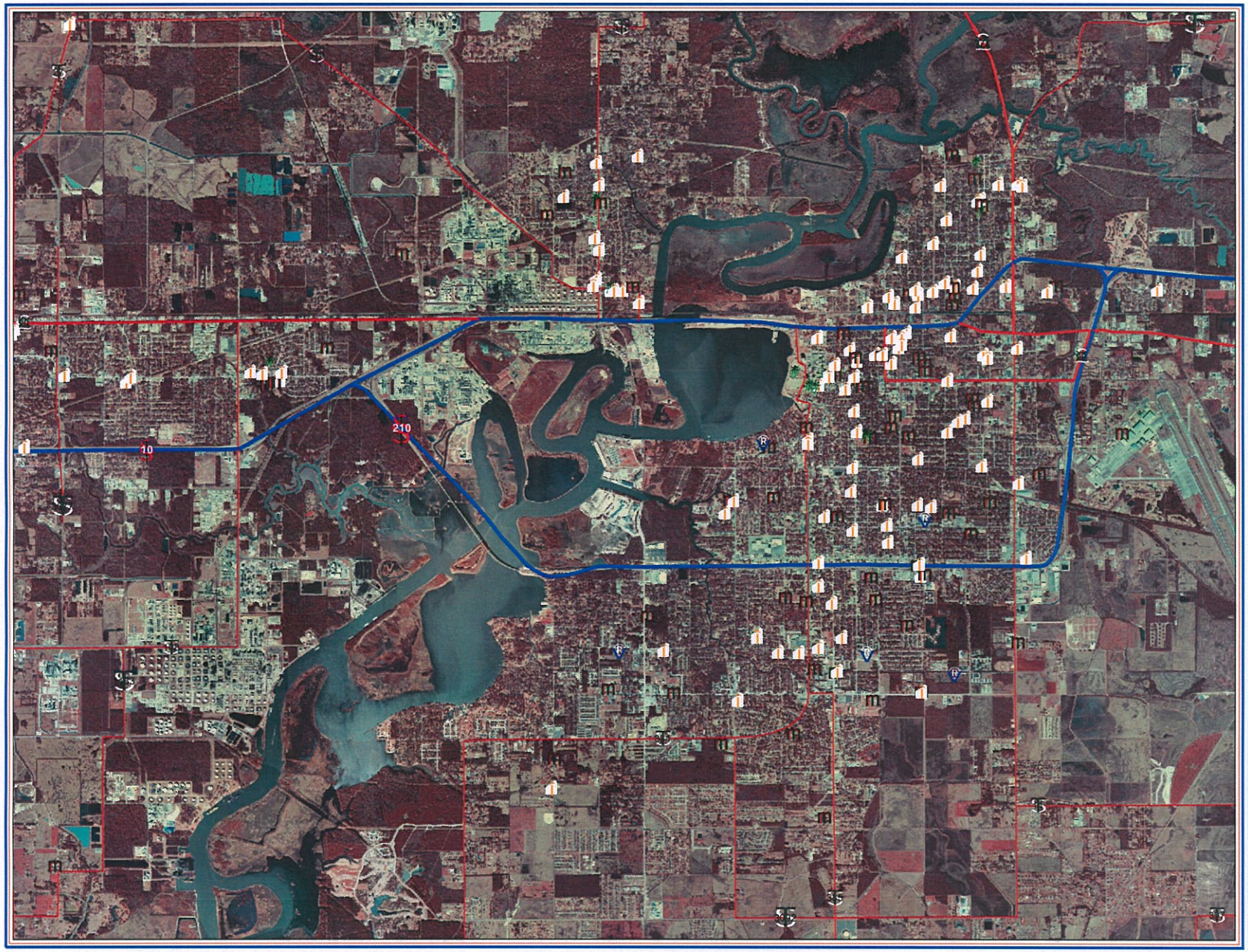
0 1 Miles

1 Inch equals 1 miles

URS
7389 Florida Blvd
Baton Rouge, LA 70806
225/922-5700

File: I:\GIS\Projects\Louisiana\Reference_Maps\COE\Lafayette.mxd
Author: LC
Date: 03/13/06

Sources: 2004 Digital Orthoquarter Quadrangles (DOQQs); USGS Geographic Names Information System (GNIS)



LAKE CHARLES, LA

Legend

- Interstate
- US Highway
- State Highway
- Civic Building
- Church
- Hospital
- School

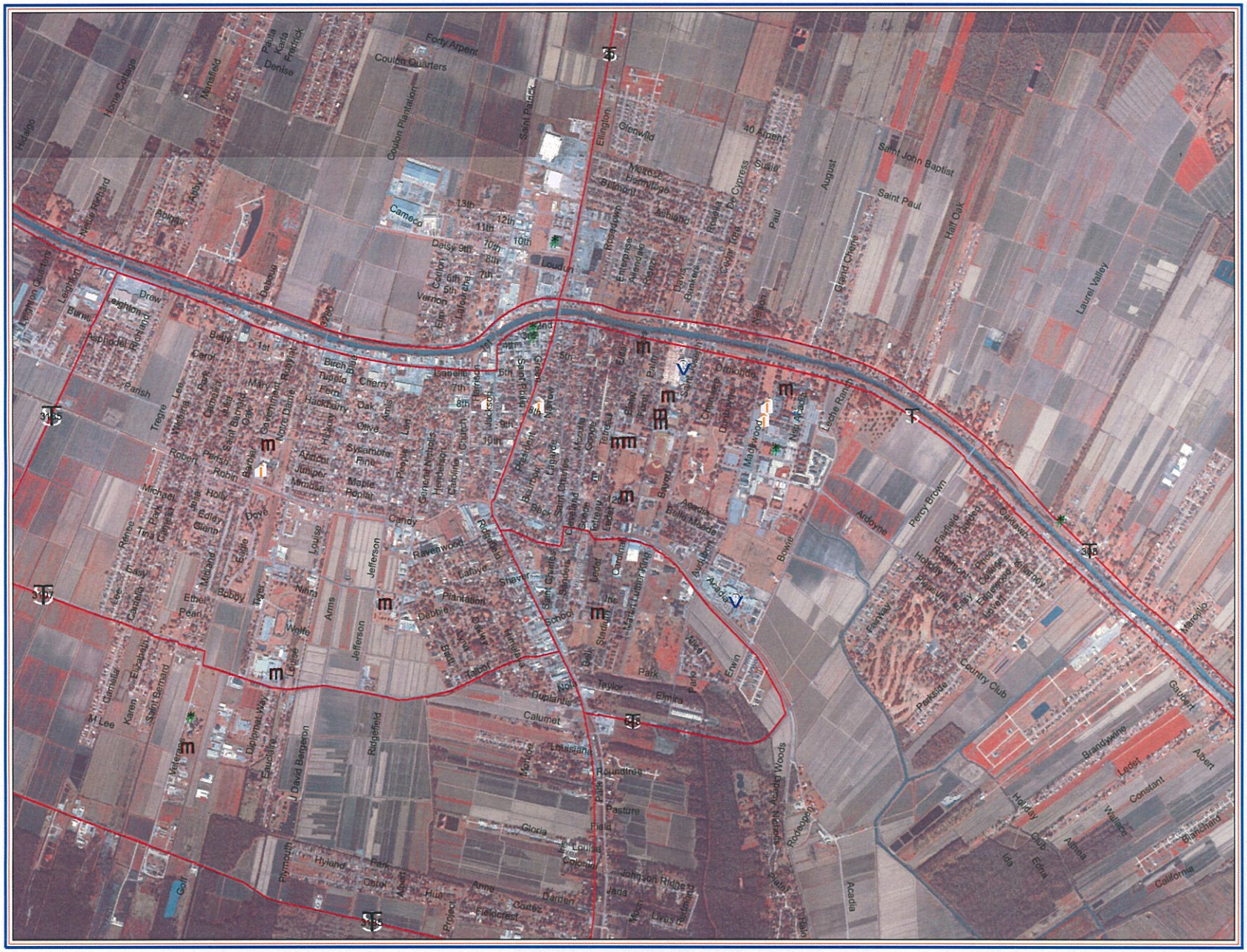
0 1 Miles

1 Inch equals 1 miles

URS
7389 Florida Blvd
Baton Rouge, LA 70806
225/922-5700

File: I:\GIS\Projects\Louisiana\Reference_Maps\COE\LakeCharles.mxd
Author: LC
Date: 03/13/06

Sources: 2004 Digital Orthoquarter Quadrangles (DOQQs); USGS Geographic Names Information System (GNIS)



THIBODAUX, LA

Legend

- Interstate
- US Highway
- State Highway
- Other
- Civic Building
- Church
- Hospital
- School

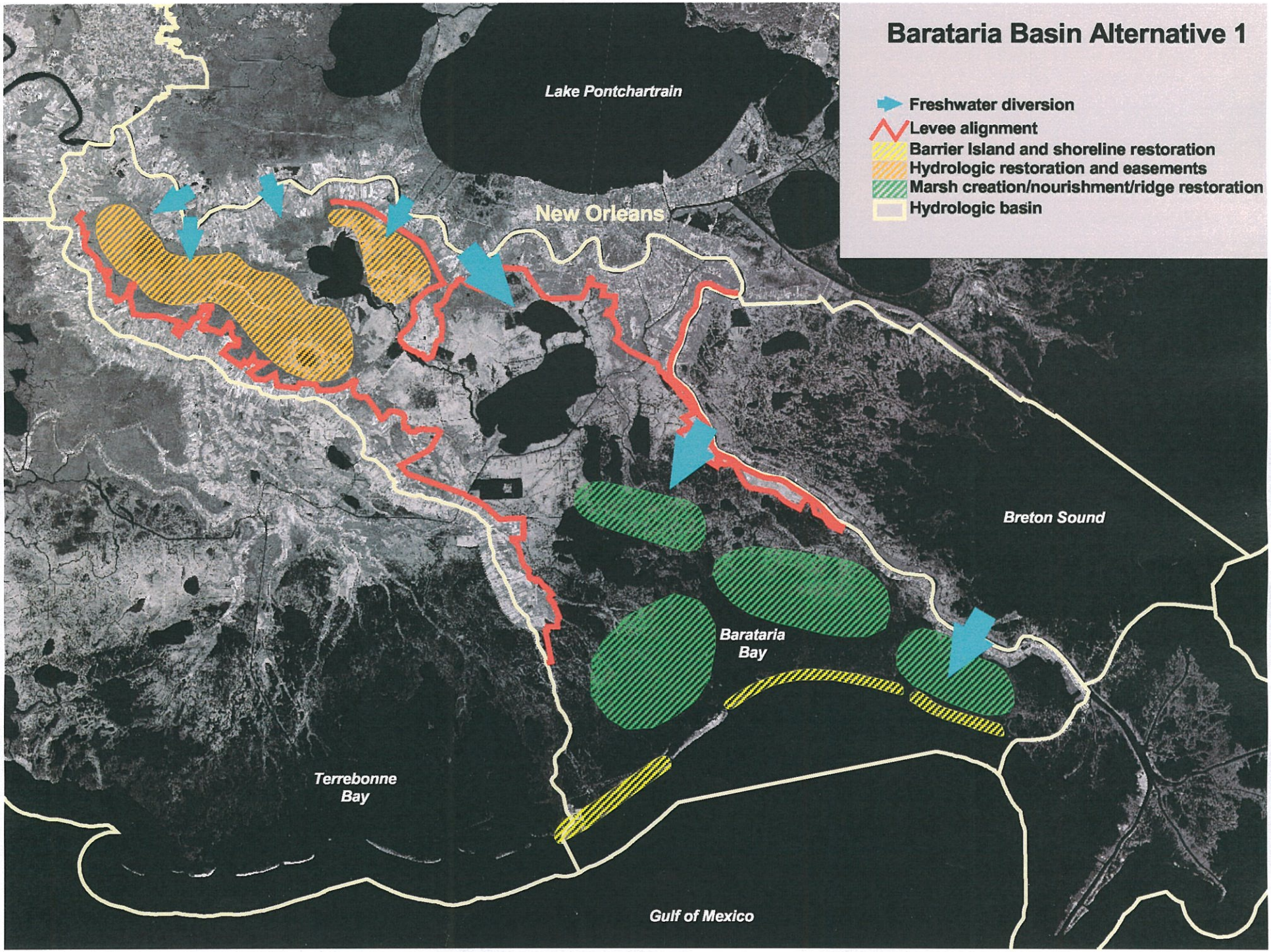
0 2,000 Feet

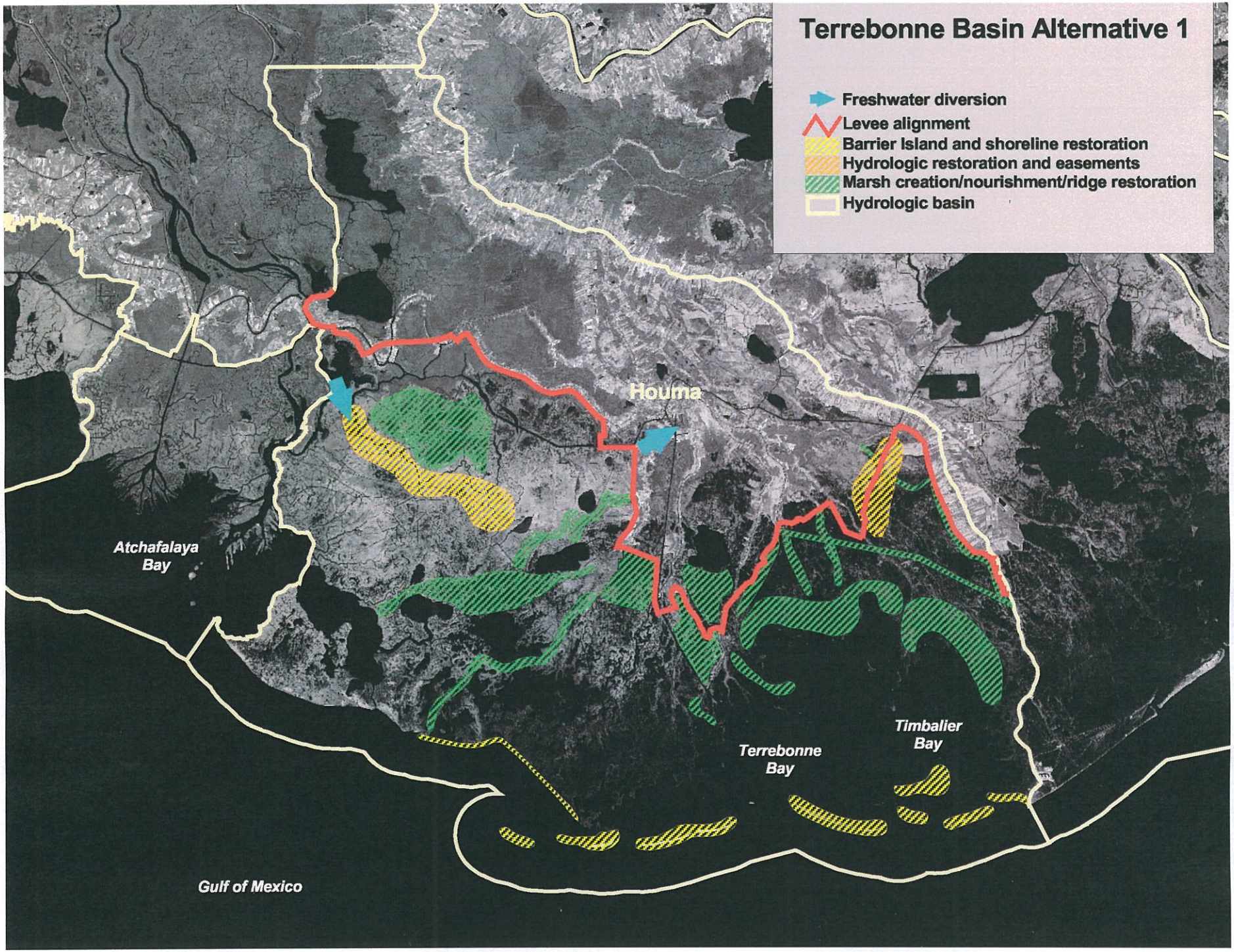
1 Inch equals 2,000 feet

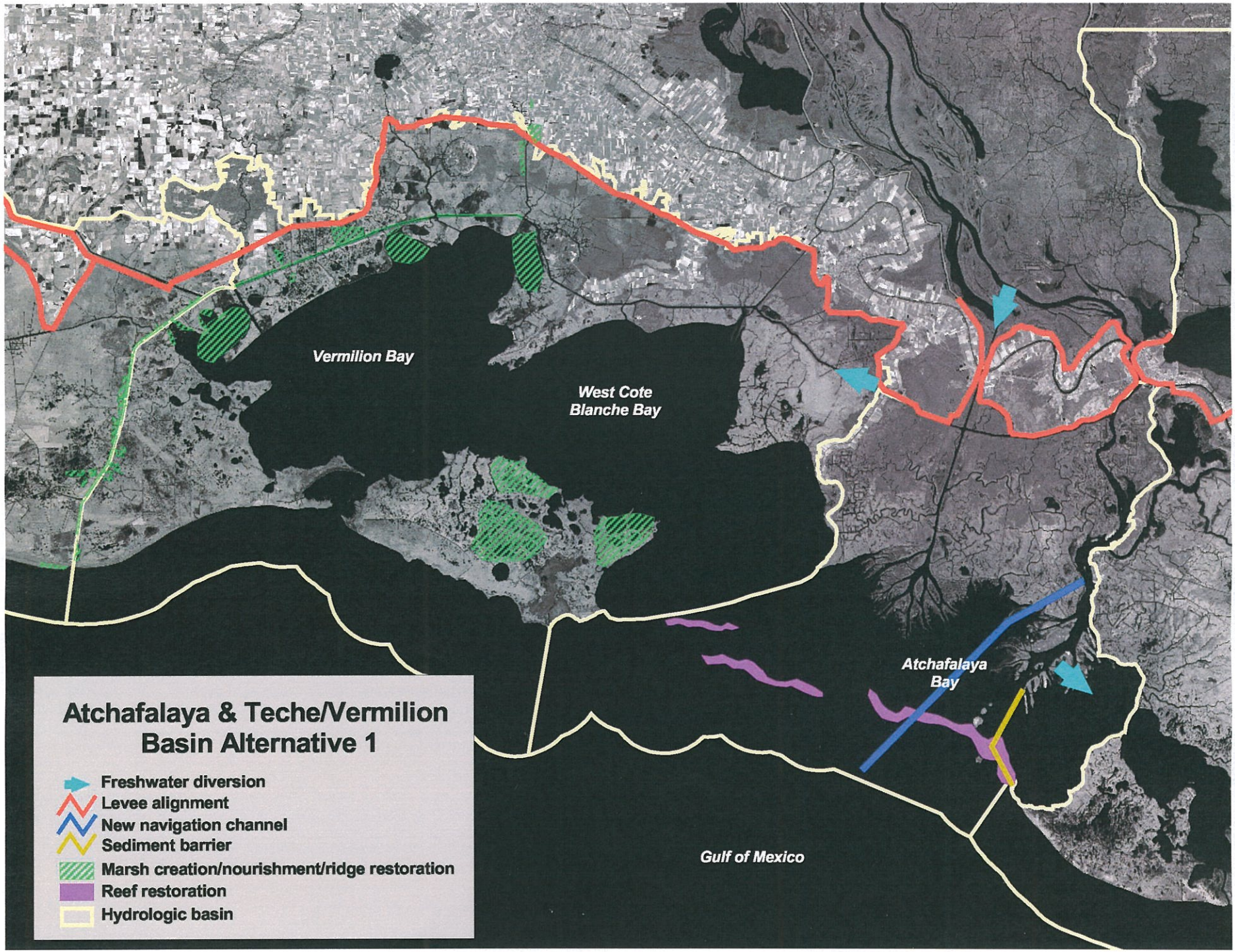
URS
7389 Florida Blvd
Baton Rouge, LA 70806
225/922-5700

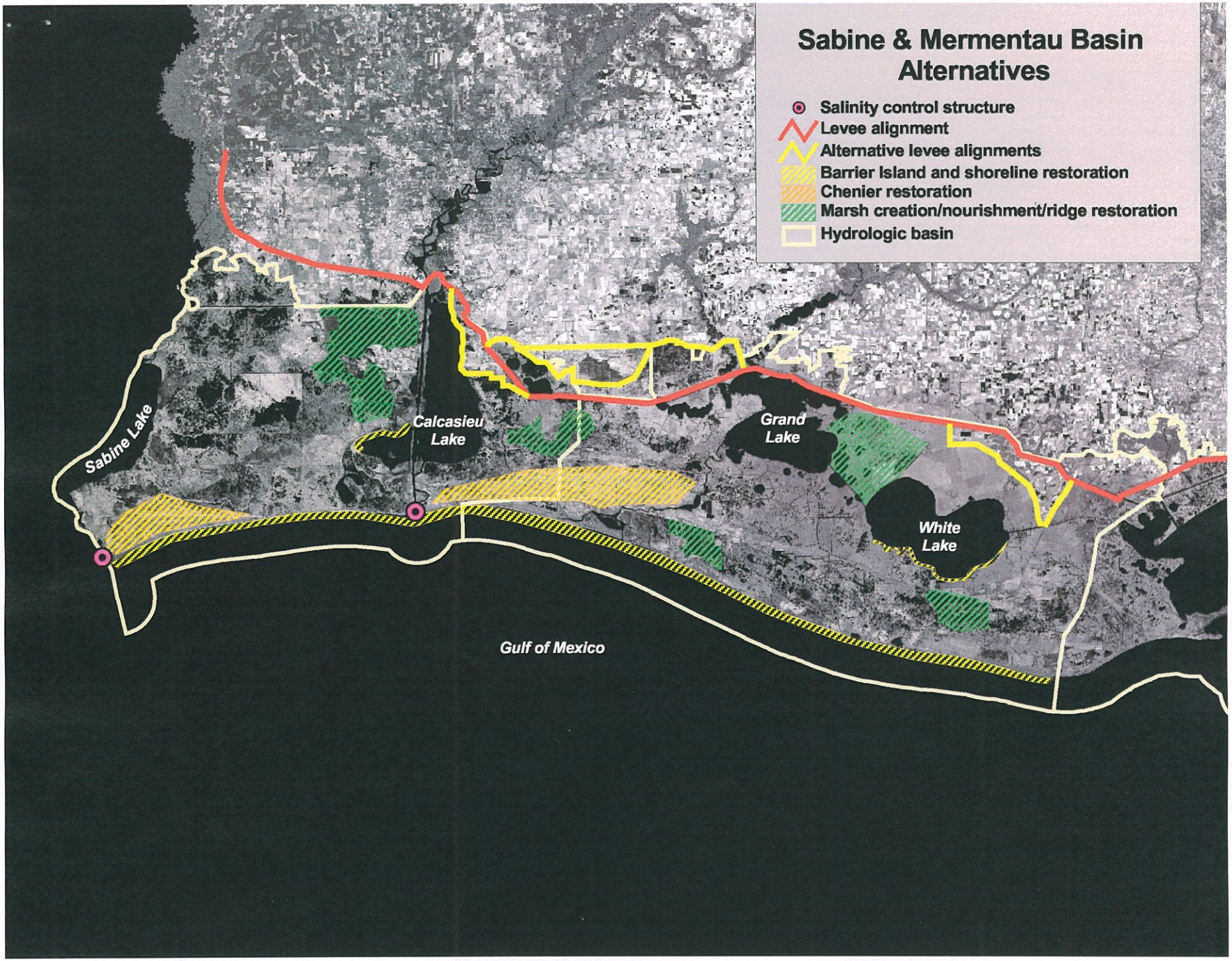
File: I:\GIS\Projects\Louisiana\Reference_Maps\COE\Thibodaux.mxd
Author: LC
Date: 03/13/06

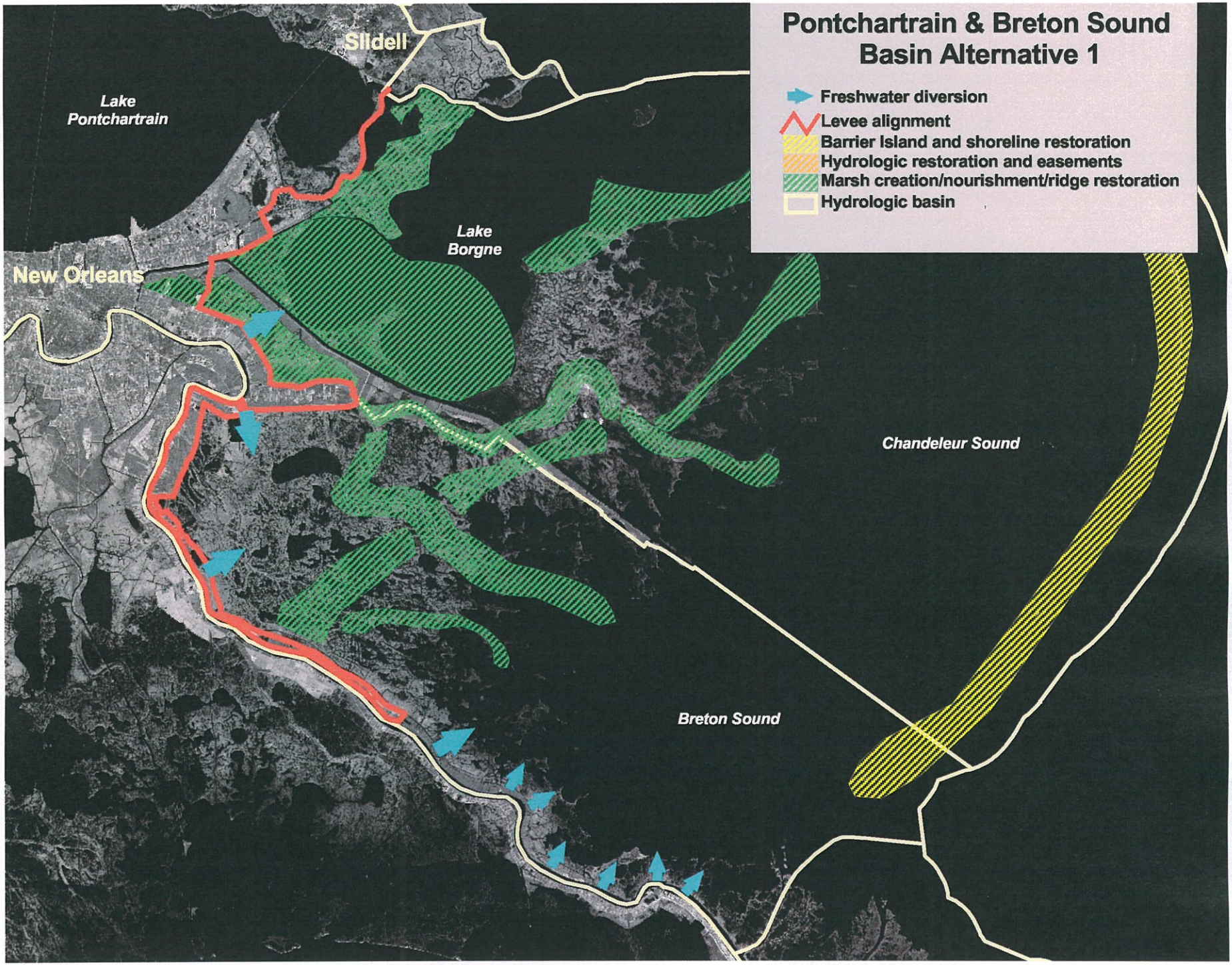
Sources: 2004 Digital Orthoquarter Quadrangles (DOQQs); USGS Geographic Names Information System (GNIS)


Barataria Basin Alternative 1
Freshwater diversion
Levee alignment
Barrier Island and shoreline restoration
Hydrologic restoration and easements
Marsh creation/nourishment/ridge restoration
Hydrologic basin
Lake Pontchartrain
New Orleans
Breton Sound
Barataria Bay
Terrebonne Bay
Gulf of Mexico


Terrebonne Basin Alternative 1
Freshwater diversion
Levee alignment
Barrier Island and shoreline restoration
Hydrologic restoration and easements
Marsh creation/nourishment/ridge restoration
Hydrologic basin
Houma
Atchafalaya Bay
Terrebonne Bay
Timbalier Bay
Gulf of Mexico


Vermilion Bay
West Cote Blanche Bay
Atchafalaya Bay
Gulf of Mexico
Atchafalaya & Teche/Vermilion Basin Alternative 1
Freshwater diversion
Levee alignment
New navigation channel
Sediment barrier
Marsh creation/nourishment/ridge restoration
Reef restoration
Hydrologic basin


Sabine & Mermentau Basin Alternatives
Salinity control structure
Levee alignment
Alternative levee alignments
Barrier Island and shoreline restoration
Chenier restoration
Marsh creation/nourishment/ridge restoration
Hydrologic basin
Sabine Lake
Calcasieu Lake
Grand Lake
White Lake
Gulf of Mexico


Pontchartrain & Breton Sound
Basin Alternative 1
Freshwater diversion
Levee alignment
Barrier Island and shoreline restoration
Hydrologic restoration and easements
Marsh creation/nourishment/ridge restoration
Hydrologic basin
Slidell
Lake
Pontchartrain
Lake
Borgne
New Orleans
Chandeleur Sound
Breton Sound

Agenda (7pm–10pm)

- Introductions / purpose of tonight's meeting
- Review of agenda, workshop process and ground rules
- Overview of Category 5 Louisiana Coastal Protection and Restoration Project (Cat 5 LaCPR)
- Louisiana Recovery Authority Overview
- Overview of the National Environmental Policy Act (NEPA) process

2 U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Agenda (7pm–10pm)

- Break-out group discussions (concurrent smaller group discussions)
- Reconvene and discuss break-out group results (report to larger group)
- Questions and answers (as time permits)
- Workshop wrap-up

3 U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Public Scoping Meetings

- The Corps needs your input.
- Members of the public have the right and the responsibility to express their opinions in the planning process.
- This public scoping meeting is an opportunity to provide input and ideas to assist with the decision-making process.
- Please respect all opinions tonight.

4 U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

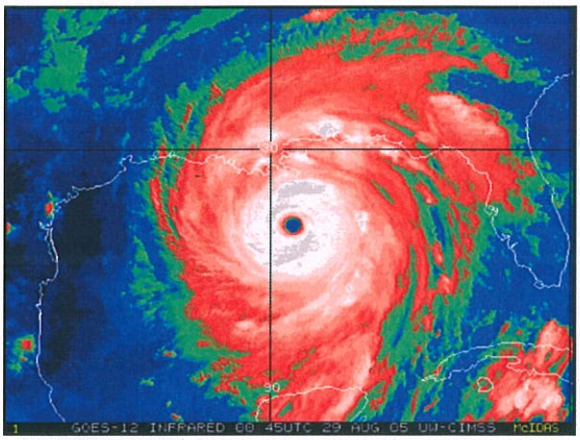
Overview

- 2005 hurricane season facts and impacts
- Congressional direction to prepare technical reports
- State of Louisiana Master Plan
- Reports to Congress
- Team members
- Report themes
- Additional information

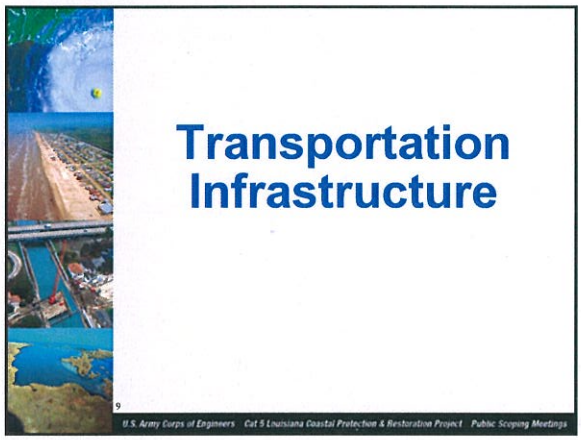
5 U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Hurricane Katrina

6 U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

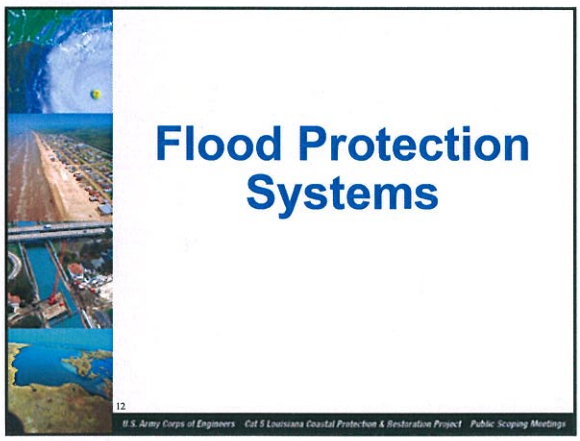


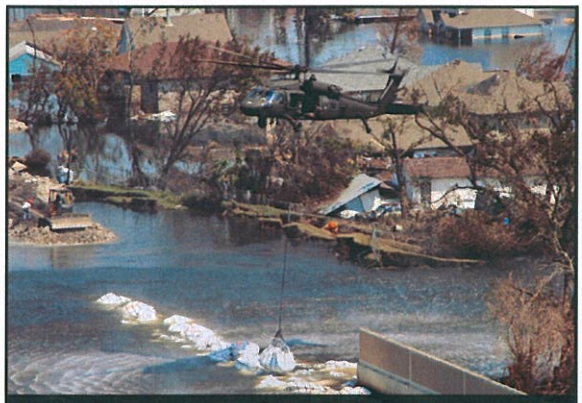
Mississippi River Gulf Outlet, Orleans Parish



I-10 "twin spans," Orleans Parish

Railroad in marsh, Orleans Parish





London Avenue Canal, Orleans Parish

Bayou Bienvenue Floodgate,
St. Bernard Parish

Gulf Intracoastal Waterway,
Orleans Parish

Communities

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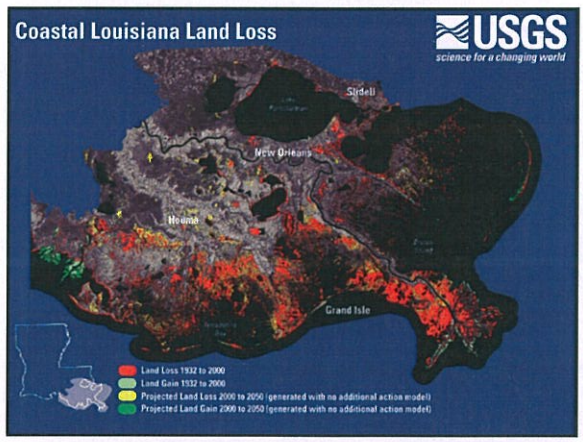
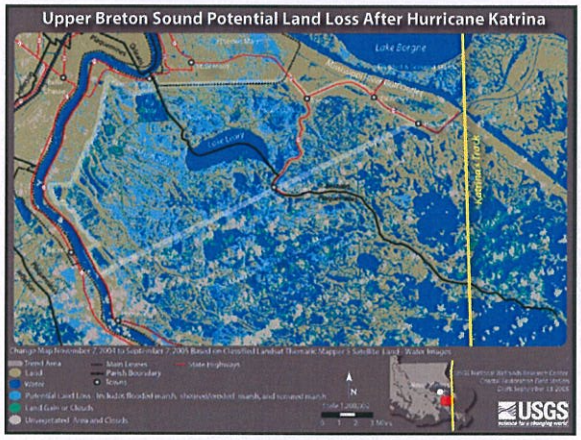
U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Chalmette, St. Bernard Parish

Shell Beach, St. Bernard Parish





Fort Pike at The Rigolets, Orleans Parish

Antonio's Lagoon, St. Bernard Parish

Department of Defense Appropriations Act, 2006 (P.L. 109-148)

SEC. 5009. Public Law 109–103 amended as follows:

- … Chief of Engineers must conduct a comprehensive hurricane protection analysis and design at federal expense to develop a full range of flood control, coastal restoration, and hurricane protection measures…

Department of Defense Appropriations Act, 2006 (P.L. 109-148)

SEC. 5009. Public Law 109–103 amended as follows (continued):

- … consider providing protection for a storm surge equivalent to a Category 5 hurricane within the project area and may submit reports on component areas of the larger protection program for authorization as soon as practicable…

Department of Defense Appropriations Act, 2006 (P.L. 109-148)

SEC. 5009. Public Law 109–103 amended as follows (continued):

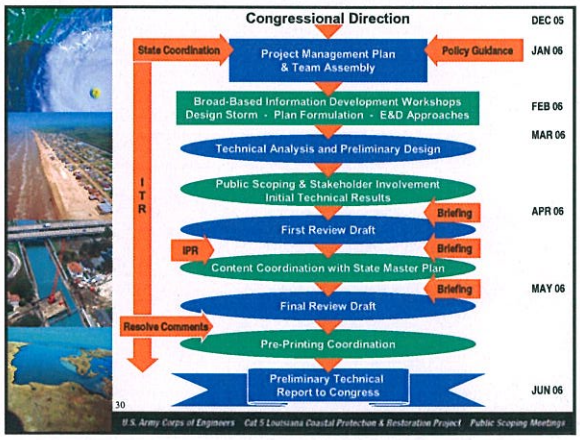
- … analysis shall be conducted in close coordination with the State of Louisiana and its appropriate agencies.

Department of Defense Appropriations Act, 2006 (P.L. 109-148), Chapter 3

"… none of the $12 million provided for the Study shall be available until the State of Louisiana establishes a single state or quasi-state entity to act as local sponsor for construction, operation and maintenance of all related projects in the greater New Orleans and southeast Louisiana area"

Louisiana Coastal Protection and Restoration Authority

- Established in Act 8 – signed by Governor
- Creates new authority for wetlands and levee oversight
- Directs development of a Master Plan



Team Composition

We will work with the public and meet the direction of congress

- US Army Corps of Engineers
- LA Coastal Protection & Restoration Authority
- LA Dept. of Natural Resources
- LA Dept. of Transportation & Development
- LA Dept. of Wildlife & Fisheries
- LA Dept. of Environmental Quality
- Louisiana State Univ
- Univ New Orleans
- Tulane Univ
- Notre Dame Univ
- Univ North Carolina
- Univ Maryland
- Univ Delaware
- MIT
- Others educational institutions
- NOAA Hurricane Center
- US Environmental Protection Agency
- National Marine Fisheries Service
- US Fish & Wildlife Service
- US Geological Survey
- US Natural Resources Conservation Service
- Dutch Rijkswaterstaat

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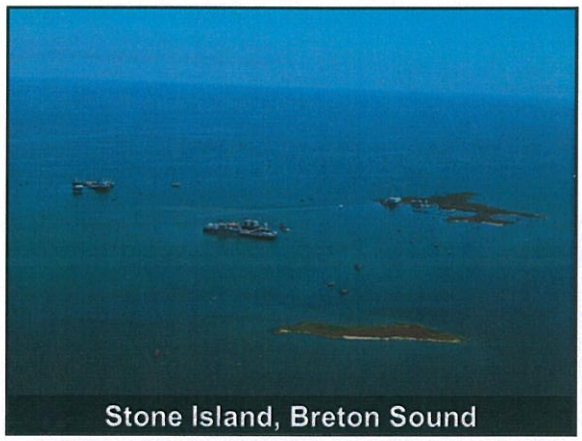
U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings



Planning and Design Workshops

Problem Definition

- Wind, Waves and Water (Dec 2005 Vicksburg, MS)
- Initial Plan Formulation (Feb 2006 Lafayette, LA)
- Engineering Technical Approaches and Innovations (Mar 2006 Vicksburg, MS)

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U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Planning and Design Workshops

Implementation

- Public Scoping Meeting (Mar 2006)

34

U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Reports to Congress Schedules

- Preliminary Technical Report
  - Due for submittal in June 2006
- Final Technical Report
  - Due to Congress in December 2007
- Environmental Impact Statement

35

U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Preliminary Technical Report Outline

- *THREATS* What storm are we designing against?
  - Category 5 winds, surge and waves
- *RISKS* What is at stake?
  - Communities, industries, coastal resources, strategic resources
- *PLANS* What can be done to protect against design storm threats?
- *COSTS* How much will the protection plan cost?

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U.S. Army Corps of Engineers Cat 5 Louisiana Coastal Protection & Restoration Project Public Scoping Meetings

Preliminary Technical Report Outline

- How was the report prepared?
  - Collaborative team, advanced modeling, risk/consequence analysis
- What can be expected in the Final Report to Congress?
  - Final PMP and component plan roll outs

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Additional Information

http://www.mvn.usace.army.mil/

SW Pass Light, MS River delta

State of Louisiana, Louisiana Recovery Authority

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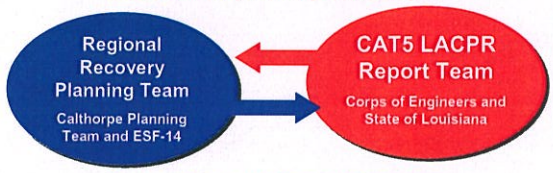
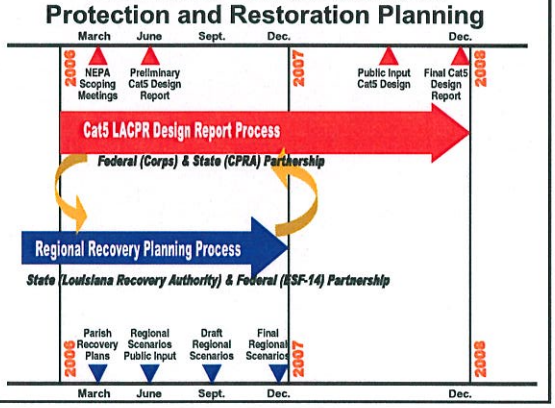
A Partnership to Protect Louisiana's Coast

Levee alignments, coastal restoration plans, public input



Scenarios, public preferences, information on other aspects of rebuilding

Timeline for Louisiana Coastal Protection and Restoration Planning



National Environmental Policy Act

42

The National Environmental Policy Act of 1969, as amended

(Pub. L. 91-190, 42 U.S.C. 4321-4347, 1/1/70, as amended by Pub. L. 94-52, 7/3/75, Pub. L. 94-83, 8/9/75, and Pub. L. 97-258, § 4(b), 9/13/82)

"An Act to establish a national policy for the environment, to provide for the establishment of a Council on Environmental Quality, and for other purposes."

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How does the National Environmental Policy Act (NEPA) work?

- It is important to engage the public as part of the process
- NEPA is a planning tool
- A framework for effective decision-making
- It is not better documents, but better decisions that count
- Purpose is not to generate paperwork, but to foster excellent action

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What is Scoping?

- Formal start to the environmental impact analysis
- Determine the scope and the significant issues to be analyzed in depth in the Environmental Impact Statement
- An early and open process to determine scope of issues

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Scoping (continued)

- Identify and eliminate from detailed study the insignificant issues or those covered by prior environmental review
- All interested members of the public and organizations are invited to participate
- Comments need to be received by March 27 to be included in the scoping document, but comments will be taken throughout the process

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Key Scoping Input Questions

1) What critical natural and human environmental problems and needs should be addressed?
2) What significant issues and resources should be considered?
3) What restoration alternatives should be considered?
4) What are the issues to be addressed?
5) What resources should be considered?

47

What this scoping meeting does not cover:

- Current levee investigations
- Task Force Guardian Category 3 hurricane protection levee repairs and rehabilitation
- Near-term temporary protection measures

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How will this information be used?

Scoping Report (Spring 2006)

- Record comments and concerns expressed during scoping process
- Identify local & environmental issues to be evaluated
- Identify issues that may be eliminated from further consideration

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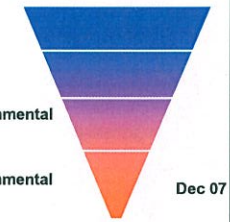
Programmatic EIS Timeline

Project Phase	Range of Alternatives
Project Scoping	
Analysis/Document Prep	
Draft Programmatic Environmental Impact Statement (DPEIS)	
Final Programmatic Environmental Impact Statement (FPEIS)	Dec 07
Record of Decision (ROD)	



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Public Information

WEB www.lacpr.usace.army.mil

PHONE Julie Morgan
Environmental Mgr.
504-862-2587

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Public Input

LACPR EIS Environmental Manager
CEMVN-PM-R
PO Box 60267
New Orleans, LA 70160-0267

LACPR_EIS@MVN02.USACE.ARMY.MIL

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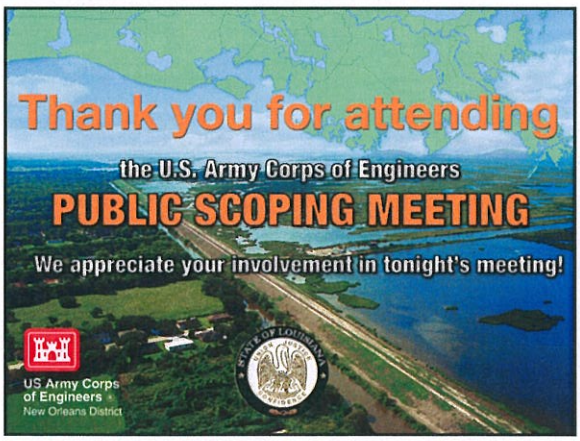

Potential Issues for Category 5 Louisiana Coastal Protection and Restoration Project

Instructions:

Review the following list of potential issues that are important considerations in Environmental Impact Statements (EISs).

Your rankings will determine the critical human needs and natural or physical resources to be addressed by this project.

Score** each main category for this project with **1 being the least important and 5 being the most important.

HUMAN ENVIRONMENT

☐ Social Effects
- Population Changes
- Residential Displacements
- Land Use Compatibility
- Aesthetic or Visual Effects
- Quality of Life Changes
- Travel Pattern Changes

☐ Community Services Effects
- School Districts
- Parks & Recreation Facilities
- Emergency Services
- Churches & Cemeteries

☐ Economic Effects
- Property Values
- Property & Sales Tax Revenues
- Business Effects & Displacements
- Changes in Land Use
- Temporary Construction Effects to the Economy

☐ Cultural Resources
- Historic Architectural Resources
- Archeological Sites
- National Register Properties
- Tribal Reservation and/or Treaty Lands
- Historic Public Sites

NATURAL ENVIRONMENT

☐ Water Resources
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- Wild and Scenic Rivers
- Drainage Basins
- Floodplains, Floodways, and Storm Surge
- Groundwater Quality
- Surface Water Quality

☐ Biological Resources
- Natural Vegetation
- Wildlife/Terrestrial Habitats
- Threatened & Endangered Flora/Fauna
- Recreational & Commercial Fisheries
- Recreational & Commercial Fur/Hide Resources
- Sensitive/Rare Habitats
- Aquatic/Marine Habitats
- US Army Corps of Engineers-Jurisdictional Wetlands

☐ Geological Resources
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Minerals Resources
- Topography and Erosion

☐ Recreational Resources
- Federal, State & Local Parks/ Reserves
- Wildlife Management Areas
- National & State Forests
- Boat Launch Sites
- Private Hunting Leases

OTHER ISSUES

☐ Compatibility with Existing Plans
- Local and State Comprehensive Plans/Goals/Projects
- Federal Agency Plans/Goals/Projects

☐ Utilities Services
- Residential Disruption – electrical ,water, sewer, gas, phone
- Facility Relocation, Logistics, and Phasing

☐ Temporary Construction Effects
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas
- Phases of Construction

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CEMVN-PM-RS
P.O. Box 60267
New Orleans, LA 70160-0267

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments _____

_____

_____

_____

_____

_____

_____ Affiliation _____
Name

_____ Phone _____
Street

_____ E-mail _____
City, State, Zip

Appendix C. Transcripts and Verbal Comments

CORPS OF ENGINEERS SCOPING MEETING

CATEGORY 5

LOUISIANA COASTAL PROTECTION
AND RESTORATION PROJECT

PUBLIC SCOPING MEETING

U.S. ARMY CORPS OF ENGINEERS
NEW ORLEANS DISTRICT

UNIVERSITY OF NEW ORLEANS
HEALTH AND PHYSICAL EDUCATION CENTER

MARCH 9, 2006
7:00 p.m.

COL. WAGENAAR:
Good evening everyone, my name is Col. Rich Wagenaar and I am the District Commander for the New Orleans District of the U.S. Army Corps of Engineers. I want to welcome everybody here tonight to this public scoping meeting, public meeting. Just a really quick history on me, I've been here since July 12th of last year. I spent a year in Korea and came here and took command of the District in July. I've been here ever since. I took a couple of trips to D.C. but spent the storm in the bunker here in the City and probably for the next 60 days I was here in the City and never left the City. So in that short period of time, I've learned an awful lot about the City of New Orleans and the Metropolitan area and all of the surrounding parishes, kind of education by fire, as we would say in the military.

Like I said, I want to welcome you all here today. The reason for these meetings is we are in this together. I commanded a District of 1,200 people. 900 of those people are in the New Orleans District Building here on River Road or Leake Avenue. Those 900 people live here in the metropolitan area, 400 of those people lost their homes or had their homes severely damaged through Katrina and Rita. So many of them are in the

same boat as many of the people here in the City of New Orleans. No one wants to get these levees and Category 5 protection built worse then they do cause it's their hometown.

So, we need your input. We've got input from a lot of the professionals. We are in a partnership here with the State of Louisiana and we continue to get input and solicit input from them, and many of the other people that are on the team, but we need the public's input. The public started giving us input on August 30th and they haven't stopped. They've given us many, many ideas, some of them are great ideas other ones, well, but we need your input. We need to know what you want, we need to know what you think is a good idea, a bad idea, in all aspects of your lives here in the Metropolitan area. We're working hard to get this report done. The Corps of Engineers usually is a very bureaucratic organization. It takes years to get stuff done. Well, this report interim draft needs to be in Congress in June. 18 months later the final report needs to be in Congress, okay, that's 2 years for a report. Probably, this report typically would take 5 to 10 years to get done and we're going to finish it in 2 years, okay. Category 5 comprehensive protection for flood control, hurricane protection, and coastal restoration for South Louisiana. It's not a City report, it's not a New Orleans report, it's for South Louisiana. So we're going all across South Louisiana and asking the public to participate in these meetings.

Please if you've come in here with a bias or anything like that, I'd ask you to try not to bring those in here, come in here very open minded. If you've got a great idea, we want to hear it, okay, because my people have been told we've got to listen to everything, be open minded, no hidden agendas, that's what's going to make this work. So come in here and give us everything you've got and when you leave here tonight I hope you're very tired, because that means you've put your effort into what we need to make this a successful report. I think that's about it for the opening remarks.
Once again, I want to thank everybody for coming here, I know time is precious, especially in this environment, all right. I really, really do appreciate your time. I'm going to turn this over to Ann Terranova and she's the facilitator for this evenings event. Thank you very much.
ANN TERRANOVA:
Thank you, Colonel. Can everybody hear me? Yes, good, excellent. I wanted to thank everybody for coming out tonight and just let you know that it's a real it feels really good to see so many people here tonight coming out and expressing their input on a very important process that's being undertaken by the Army Corps of Engineers.

Again, as the Colonel has stated, this is your meeting, this is an opportunity for you to provide input into the process that is going to affect the folks here on the coast for years to come. Bottom line, we want to welcome you here and I wanted to just explain to you a little bit about the process tonight. We're going to have a couple of presentations by the Project Manager and the Environmental Manager from the Army Corps of Engineers for the project. We are going to follow that up with an opportunity for you to provide input. Now keep in mind those presentations are going to be very brief.

From there, what we'll do is we're going to do is break you into groups, we have a number of people here and we believe if we can get people in smaller working groups we're going to be able to get much more meaningful input from you all this evening.

Just to review the agenda, if we could go ahead and put the agenda slide up. Introductions, we've already taken care of. The process, we're going to do the presentations, we're going to break out into groups, we're going to get everybody back here in a timely manner, and what we're going to do is we're going to give you an opportunity to ask questions of the Corps and get some clarification. Those last bullets are the actual presentation topics that will be discussed this evening.
A couple of things, there's lots of opportunities for you to provide us with your input tonight. We're going to be having recorders in each of those breakout sessions, so people are going to be actually writing down what is it that you're saying, what's important to you, what's top of mind. You're going to be able to provide your information on comment cards. I hope everybody picked up a comment card when they came into the meeting this evening, that way you can write it down, we can take it back, we can look at it as part of the evaluation process and we can take a look on how that's going to play into the evaluation.

We have two court reporters here. Now the thing is the court reporters can only take your comments, but that's also another opportunity for you to enter your comments and your concerns into the record. Actually, they're out this hallway, hang a right and they're at the end and they're there and waiting for you to provide them with your input. And we also have a website we'll be putting that information up here shortly. Also just to remind everybody, hopefully you picked up one of these brochures when you came in. Take a look because I think it does provide a pretty good synopsis of the project, the importance of public involvement in this process. So take a look it's got some good information that you can take away this evening.

Just to remind you of a couple of things. We understand that this is a difficult time for the folks here in New Orleans and it's tough for you all and I know a number of folks that work for the company that I'm involved in, URS, we have people that live and work here in the community and Katrina has affected them as well. So it's very near and dear to our hearts.
With that, be respectful of others' opinions. We understand that it's tough, however, everybody has an opinion, not right, not wrong, but we do want you to be respectful of what other's have to share with you. All of the oral and written comments that we gather here tonight, all of this information is going to be taken into consideration as the Corps does the evaluation as part of the Coastal Protection Restoration Project. Again, it's very important that you provide us with good input into the process.

The other thing is, it's in your brochure, but we want to try to get everybody's comments, we have a requirement to get all of the comments in for this part of the process, which is the scoping process, and actually Bruce Baird with the Corps of Engineers is going to be talking to you a little bit about that tonight. But we do have a time frame that we need to get comments from you all in various forms, as I just mentioned, and that time frame is

March 27th. So again, it's important that we get your input tonight and through other mechanisms. Let me see if I've covered everything. The other thing that I also wanted to reiterate, this is the first step of the process. This is the beginning and you're going to be hearing that quite a bit this evening from the folks that will be presenting. Also, just wanted to remind you that this is a very important process as far as gathering your input. With that, I think I'm ready to turn the presentations over to Greg Miller. Greg. Greg is the Project Manager with the Army Corps of Engineers, and he's going to be providing you with a little bit of an overview of the overall project that we're undertaking. So, I'm going to turn it over to you Greg.
GREG MILLER:

Good evening and thank you for coming tonight. Tonight we're going to begin a very important first step in the recovery of our coastal communities. We're going to begin working with members of the public to identify plans for Category 5 level hurricane protection, coastal restoration and flood control. I'd like to begin with an overview of the short introductory presentation.
I'd like to emphasize that this is a public meeting. We've invited you here to hear your comments. You have a right, and I think in this special circumstance, a real duty, to tell us what you value in terms of levee systems to protect Southern Louisiana, projects that restore our coast and the importance of features that we may not be aware of that are of value to you in terms of developing a plan for protecting the coast.

We're going to look a little bit at things that are probably very familiar to you, but maybe some photos you haven't had a chance to see yet. That's the impacts of the 2005 Hurricane Season. We'll take a look at what Congress has directed the Corps of Engineers to do in partnership with the State of Louisiana. We'll look at how the State of Louisiana's also directed by the State Legislature to develop a master plan for coastal protection and restoration. We're going to look at the format for the report that we're going to develop for Congress. We'll show you some of the team members that we've assembled, it's a little bit uncharacteristic and I think you'll find it interesting.
Finally, we'll look at the report themes and then we'll provide you some access to additional information. We're all on the road to recovery from one of the Nations largest natural disasters. You're probably very familiar with this. This is Hurricane Katrina approaching Southeast Louisiana at Category 5 strength. You know the storm came ashore down river from New Orleans, crossed over in South Plaquemines Parish, it proceeded up through St. Bernard Parish, onto the Pearl River System and into Coastal Mississippi.

Twelve hours before the storm made landfall in Louisiana it packed winds of Category in excess of Category 5 strength. When it made landfall in Southern Plaquemines Parish, it had sustained winds of 127 miles per hour. It carried a maximum surge of 28 to 30 feet along the Mississippi Coast. The storm flooded about 75% of the City of New Orleans. This photo was taken along the Mississippi River Gulf Outlet. It's one of the best shots we have of the storm surge near the height of the storm. It shows water spilling over the top of the levee system and moving into New Orleans East.

I'd like to show you some photos of the wide spread damage and the impacts and destruction to our transportation infrastructure. This is the Twin Spans. When the storm surge moved into the lake, and as storm actually passed north of this area, it turned around and tried to get out of Lake Pontchartrain. It actually lifted segments of the bridge up, moved them, and dropped them into the lake. This severed one of the major eastern access routes into and out of the City and took away one of our major hurricane evacuation routes for the remainder of the last hurricane season. This is a photo of one of the eastern rail lines outside of the levee system in New Orleans East. It was damaged costing this company millions of dollars and impacting important transportation system that services our ports and our commerce economy. Our important flood protection and hurricane protection system was overwhelmed during Hurricane Katrina. Breaches in the protection walls lead to flooding of large parts of the City stretching from Lakeview into Downtown, from the Ninth Ward and across into Jefferson Parish. An unprecedented effort involving Levee Districts, private contractors, military helicopters, the Corps of Engineers and others was mobilized to fight the incoming flood waters. This all occurred in the immediate aftermath of the storm.

More then 350 miles of levees are found in Southeast Louisiana, of this system 41 miles sustained major damage or severe damage, 128 additional miles sustained minor damage from overtopping. The Corps Task Force is working to repair this system to authorized levels before the start of this hurricane season, June 1st. This photo shows the Bayou Bienvenue flood gate that was overtopped and washed around during the passage of Katrina. The top of this flood gate is about 16 1/2 feet and there's a water mark inside the operation of this gate, it's 6 feet up the wall. So, we know at least 22 feet of water moved through this area during Katrina.
In some areas, like this photo of the GIWW New Orleans East, entire sections of the levee were overtopped and eventually washed out. Right now the Corps is working to fix this system. We've repaired 89 of the 109 miles of levee in Plaquemines Parish to pre Katrina levels. We've reinstalled or repaired 15 out of the 18 pumps in St. Bernard Parish and we've completed 88% of the repairs in St. Bernard.

Of course, we felt the hardest impacts in our communities. I'd like for everybody to take a look at this house, it's in the center of a street, it's a slab house. It was moved so far through this neighborhood, when we first flew over it we weren't actually sure where it came from. I show this picture because it gives you an idea of the massive power that we're trying to protect against, the forces of nature, that we're trying to design a levee and restore a coast to protect against.
The widespread damage from the passage of the storm system included blowing down trees, tearing the roofs off of homes, in some cases completely demolishing homes. If you look at this picture from Shell Beach, you'll see a piece, a part of the house that came from more than 2,500 feet away, it's in a pile of debris that includes people's lives, parts of their living rooms, furniture, windows, docks, parts of their camps. Also, it's important to look at this picture closely, I'm sorry the lights don't show it very well, but it's lying in a pile of washed away marsh grass.

I hope everyone here is familiar that we had a very severe coastal land loss problem before this past hurricane season. We know that wetland serves important nursery areas for fisheries, they're overwintering grounds for ducks, year round homes for certain water foul, they're part of our working coast. We have very important port and shipping industry and we provide a lot of energy to the nation with our oil and gas industry.

This map is a map that was put together by the USGS around the year 2000. The areas in red show wetlands that were lost from the 1930's up until the year 2000. The areas in yellow were projected to be wetlands that would erode by the year 2050. We saw an extreme amount of wetland loss that was caused by Hurricane Katrina and then followed on in the Southwest part of the state by Hurricane Rita. This is a map showing parts of the area around the Caernarvon Freshwater Diversion. This was considered a success story in coastal restoration. The diversion was stabilizing parts of the area. We actually saw land accreting in certain parts of this. Unfortunately the passage of the 2005 Hurricane system destroyed wetlands overnight in an amount that was greater then what we had projected to be lost by the year 2050. This left our coastal communities even more vulnerable to storm damages in the future and reduces the quantity and quality of the wetlands in this area.
Here's a photo from Fort Pike and the area around the Rigolets and the Lake Catherine community. It's difficult to see in the light, but there's a pond in the center of that marsh right there. In the lower right side there's an area that's dark, it looks like an additional part of the pond. When we first flew over it we thought it was a larger pond system, but we realized after a further survey, that this was an area of marsh that was ripped up over night with the passage of Hurricane Katrina. In this case we also lost an important cultural resource, we had damage to Fort Pike itself, but the light house at the Rigolets was completely wiped out.

Here's a photo of a marsh along the Southern Lake Borne Shoreline. We saw a breach here at Antonio's Lagoon that creates a direct pathway for waves from Lake Borne to attack the interior marshes here. You can see eventually that this marsh has a possibility of continuing to erode and eventually break into the bayou system on the lower left side of the photo.
That's a lot of pictures that capture a lot of damage. I think Congress and some others have recognized the importance of trying to address this problem and they've given us clear direction. They'd like us to design a plan for flood control, coastal restoration, and Category 5 hurricane protection. They'd like to see us design against a storm equivalent of a Category 5 surge. We're working closely with the State of Louisiana to develop this plan.

As I mentioned earlier, the State is also taking action through the State Legislature and the Governor. They've passed Act 8, which was signed by the Governor. It created a new authority called the Coastal Protection and Restoration Authority. It's a counter part for us to work within developing a plan for protecting coastal and Southern Louisiana. That act directs a development of a State master plan for coastal protection.
We put together a team that is different from what we would normally use in the Corps of Engineer's approach. We've reached out to folks within the State, their agencies, their

specialties, we've got Universities onboard, the best academics available to help out, and using the best available science and technology. We have folks that are onboard from the Federal Resource Agencies and we have international participants from the Netherlands, the Dutch and from Japan.

We've had a series of work shops dating back to December where we've invited experts to come and work with our team to try to develop the best information available for incorporation into our planning effort. The first one we had was looking at wind, waves, and water. The idea here was to bring meteorologist, oceanographers and others to help us characterize what a Category 5 storm striking the Louisiana Coast would look like. It would tell us how high the waves would be, where the winds would be worst, where your best protection measures would be needed. We've invited coastal professionals from across Coastal Louisiana to a plan formulation work shop. These were parish presidents, port authorities, levee boards, recovery commissions, environmental groups, and coastal managers. They've set out and recommended a series of different features for Category 5 levees and coastal restoration plans.
Finally, last week we had an engineering design technical approaches work shop. We invited private engineering firms, engineers from government agencies, and international participants to help us identify new technologies that could be used in a levee protection system for the future. And now we're here tonight and we're asking for input from the public. This is an opportunity for you to provide ideas that you may have or information that you think is important for our team to consider.

As the Colonel mentioned, we have a very fast schedule that Congress has asked us to meet. We have a report due June 30th on the preliminary technical aspects of this project. We'll then follow up with a final technical report due at the end of next year. This will include an environmental impact statement. I'd like to give you an idea of what such a report would look like. We characterize what storms are we trying to design against. What are the Category 5 winds and waves that we can expect during different events that strike our coast from different angles? What are the risks? What's at stake? What are the significant strategic resources? What are the coastal community resources? What industries? What are the other plans that we should consider because the people tell us it's important?
We'd also like to take that information, develop it into a plan, so we can actually show you what a system to protect from Category 5 storms would look like and then finally the Congress is going to want to know how much would it cost.

I hope this gives you a pretty good introduction into the task that we have ahead of us. I'd like to point you in the direction of an internet website that we have, this is our main Corps website, but we also have lacpr.usac.army.mil. I encourage you to visit it. It 's got much, much more detail on it then what we can show you this evening. It gives you a chance to learn about the past studies that we've done, what we're up to now and it gives you a chance to have some interactive feedback. You can provide information to us through that site.
We really appreciate you coming tonight and we look forward to hearing your comments.
ANN TERRANOVA:

Thank you, Greg. I also wanted to introduce to you tonight, we have a gentleman, Pat Forbes, who many of you know, if not you'll know him a little bit better tonight. Pat is a strategic advisor for planning for the Louisiana Recovery Authority. He's going to tell you a little bit about the initiatives that they're undertaking and I wanted to turn it over to Pat.

PAT FORBES:

Thank you. Well as many of you know, as I'm sure all of you know, there's a lot of planning going on in the State of Louisiana right now and people are probably feel just about planned and met out and they're wondering how does all this work together. I can tell you that people who are working within these planning processes wonder that sometimes. How do they work together, if they're even working together? Well, the good news is that these planning processes are working together.

I work for the Louisiana Recovery Authority. We don't really get into levees except we are doing the planning for rebuilding, and as you know that's integrally related with levees and coastal protection. I mean the two things are inseparable and because of that the two planning processes have to be inseparable.

What this graphic here shows you is how those planning processes work, how they try to work together. The red circle on the right represents the process we're going through right now, the levees and coastal protection and restoration plan. The blue circle on the left represents the LRA's planning process. There are a lot of different parts of that, but the part that's important is the Regional Recovery Planning Team. How these two work together is that this process, the LRA's process, is designed to ask people what their preferences are for things. How do they like to see a future Louisiana? How do you envision a future Louisiana? They're going to use the parish plans, I don't know if any of you have been involved in developing the parish plans that ESF14 has been working on, but it builds from those local plans using stake holder input and a lot of modeling, ecological, economic modeling to figure out what does Louisianians want Southern Louisiana to look like after the storms. And clearly that's important that these two things work together. They've got to work together because we can't build in areas that aren't going to be safe. We've got to build back better. We can't just rebuild.

A little bit more detail, the top arrow you can see is what we're here talking about tonight and I think Greg pretty much covered all these mile stones that are in red up there on the top. What I'm here to help you feel comfortable about is that these two things are working together. This Regional Recovery Planning Process is a shorter process. It's going to be over at the end of this year, the end of 2006.

We have additional public outreach, we're going to work to integrate that, that's part of why I'm here tonight. There will be scenarios developed that help people make some tough choices, some of the tough choices we're going to be facing, and those are going to be modeled, they'll be brought back to the public, the public will be able to say, hey that's not what I said, and then by December we're going to have a final plan.

Throughout that process, you can see these two yellow arrows, throughout that process we're working together with the Cat 5 LACPR process so that we make sure that both

processes are working from the same I don't know how to say this we're all reading from the same sheet of music, if you will. We've got to be planning along with them. I guess I can say that three or four more times, but I think that's clear, I hope that it is. The thing that I want you come away with is we're all working together, they are not these desperate planning programs going on that have nothing to do with each other, that don't talk to each other, they do. We are working together, and that's critical, we have to. Thanks, Ann.

ANN TERRANOVA:

Thank you very much Pat. I appreciate that. I'd like to introduce to you next Mr. Bruce Baird. Bruce is the Environmental Manager for the evaluation for the project that the Corps of Engineers is going to be undertaking. And with that I'm going to turn it over to Bruce.

BRUCE BAIRD:

Thank you, Ann. Hello, thanks again for coming tonight. I'm Bruce Baird, I'm a Biologist with the Corps and I'm the Environmental Manager on this study.

First let me begin very quickly by emphasizing how important it is for you to provide us with input on what you think are important issues in this project. You may have ideas or solutions that will help us formulate effective Category 5 protection.

The National Environmental Policy Act of 1969, we call it NEPA, is an act to establish a national policy for the environment to provide for the establishment of a counsel of environmental quality and for other purposes. It sets the standard for environmental analysis regarding major federal actions. NEPA requires us to provide an environmental impact statement for major federal actions.

How does NEPA work? It's very important. It's very key to engage the public as part of the process. NEPA is a planning tool and is an integral part of the overall planning and decision making process. The goal is not a thousand page document, the goal is a document that is brief and concise, that will help us develop a decision that counts and fosters excellent action, and the key to NEPA is the public involvement.

What is scoping? Scoping is this meeting tonight. Essentially it's the formal start to the Environmental Impact Statement. It allows us the opportunity to determine the scope and significant issues to be analyzed further in the EIS. There's continued public involvement throughout the whole process, but tonight is the starting point where we gather your ideas and include them in the process.

Scoping is started as early as possible in the project planning process. We are at the beginning. It's an open process. Everybody is invited to participate in scoping. It helps us to identify significant issues for further analysis and those issues that are not significant or may have been covered in a previous document. Scoping is a formal period and the deadline for getting comments into the official scoping document is March 27th. We're making various means available to you tonight to get your comments in. We're going to have breakout sessions. If you're not comfortable speaking in front of a crowd, you can write your comments and mail them in, you can e mail them, you can go to our website and enter comments, there's various media available because we do want your comments. Although the formal scoping period ends on March 27th, the public is

certainly allowed to provide questions, comments or concerns throughout the project analysis.
Key scoping input questions: What are some of the questions that we are interested in you answering for us tonight? What critical, natural and human environmental problems and needs should be addressed? What significant issues and resources should be considered? And what restoration alternatives should be considered?

What this meeting does not cover, because this project does not cover? There's a lot of ongoing activity by the Corps of Engineers and others that is not part of this Category 5 effort. For example, the current levee investigations that are ongoing, that's not part of this particular effort. Task Force guardian, Category 3 hurricane protection, levee repairs that are ongoing. You hear in the paper about, we're going to get the levees restored to pre Katrina strength by the beginning of Hurricane season, that's a separate effort, that's not included in the Cat 5 study. In the near term temporary protection measures, there's various things going on, moving pump stations, armoring levees, etcetera, that' s not part of providing Category 5 protection or the coastal restoration as part of this project.

However, some of these items could become part of this LACPR report at the direction of Congress. How will this information be used? We're going to record the comments and concerns expressed during the scoping process and we're going to identify local and environmental issues to be evaluated. We'll also identify issues that may be eliminated from further consideration.
This is a schematic showing you the process. Tonight we're at the project scoping at the beginning. We're going to develop the broadest range of alternatives to analyze. As we keep going, we're going to start narrowing down and eliminating alternatives because at the end we're going to recommend an alternative. As we analyze and prepare the EIS, we're going to get the draft programmatic EIS prepared and they'll be much fewer alternatives at that point. They'll be another public review period, after which we'll narrow it ever further, and then we'll have a final EIS prepared and that leads to ultimately a record of decision.

Public information is available on the website, this is the one that Greg referred to, it's the lacpr website, not the Corps home website, but website specific to this project. You can visit this website and there's a button you can push that will allow you to enter your comments via the website. There's a phone number for our public outreach person, Julie Morgan. And you can write to this address, which should also be available on the handout or you can e mail your comments.
Thank you very much for attending. We welcome your input.
ANN TERRANOVA:

Thank you, Bruce. This is where the fun begins because this is where you're going to have an opportunity to tell us what your thoughts are on this project. Now, we've got a little bit of a process thing that we're going to do here. We're going to break you into groups. What I want you to do is I want you to this group over here, we want you to just stay put, so you're the lucky ones, you don't have to go anywhere. And what we want to do is we want to introduce to you Tom Hunter and John Randall. Tom and John

are going to help guide you through the process tonight as far as getting your input. And actually what we're going to do is we're going to ask you what are the most important issues to you, and we're going to try to capture that tonight. So, if you guys just go ahead and stay put, so if you can bear with us.
This section right here, I'm going to divide into two. We have two classrooms at the top of the steps and actually I wanted to, let's see, Christy and Joanna. How about this half of the bleachers up to this section right here, I'd like you to go with Joanna and Christy, so if you could lead the group up and you'll go with them. It's going to be about an hour of really good intense discussion that you're going to be engaged in tonight.
This half of the bleachers, what I'd like to do, is I'd like to send you upstairs as well to another classroom and we're going to have Harry Butler and Mark Howard. Harry and Mark. Where's Mark? Where did Mark go? He might already be out there. We want this group to go with Harry and Mark, and again you're going to have a really good opportunity to share your thoughts and ideas, sit tight.

These guys over here, we have Scott Hoffeld and Donna Lepic. Now this isn't a competition as far as who can provide the best input, but these guys are pretty darn good. So, what we want you to do is we want you to go with Scott and Donna actually we have some bleachers set up so we'll give you some privacy on the other side of the curtain. So, if you could go with Scott and Donna. And again, they're going to guide you through the process.

What we want to do is we want to take about an hour and actually we'll have some of the folks from the Corps will be circulating throughout the breakout groups and just to listen and hear and if there's a point of clarification that needs to be made they'll be available to make that clarification. Convene back here in about an hour and then what we're going to do is we're going to have an opportunity for you to ask them clarifying questions of the Corps of Engineers. Process questions, process questions only. Does everybody understand what we're going to be doing tonight? Let's get everybody back here in an hour, so according to my watch it's five of eight, if we can get everybody back here by five of nine, thereabouts, that would be good. Okay, thank you very much. This is going to be a fun and interesting and very important process.

(Breakout Groups meet)

ANN TERRANOVA:
Let's reassemble. If we could get everybody together, please, including facilitators and folks from the Corps of Engineers. We want to try to get things moving along. If everybody could please take their seats.

If we could have our first group, this was facilitated by Tom Hunter and John Randall. This was the group over here in the corner. What we're going to do is, we're going to do really quickly, what you guys decided were your top of mind issues that came out of your discussion this evening. I know it was a little bit challenging hearing in your groups and we apologize for that, but we thought it would be a really good idea to allow you to hear what other folks are thinking in terms of top of mind issues. So, with that I'm going to turn it over to Tom and this is going to go really quick and then we're going to open it up to Q's and A's with the Corps of Engineers.

TOM HUNTER:
Thank you, Ann. We did have a good group discussion and we have six key issues that we wanted to note. The first, there needs to be a balance between the structural flood control protection and protection and restoration of the natural environment and wetlands. Close MRGO to provide improved flood protection, wetland protection, and also due to lack of economic viability. Maintain natural hydrology, tidal exchange, fisheries excess, and sediment delivery. Ensure that modeling includes subsidence issues and climate change. Limit development in coastal zones and wetlands. Make use of the many existing studies that have taken place. That's it.
ANN TERRANOVA:

Excellent. Thank you, Tom, that was very good input from your group. Next up, if we could have Scott and I'm going to turn the mic over.
SCOTT HOFFELD:

Thank you. We also had a good discussion and in fact some of the issues that Tom's group came up with also came up with our group. Specifically, maintenance of the sediment budget. It was pointed out that a lot of the manmade projects have affected adversely sediment deposition and effects the wetlands and that was pointed out. But, in the nut shell, the most important issues that were pointed out by my group were community impacts. It was pointed out that, after all, this project is for livable communities and we need to take into account very seriously the impacts of the communities and that 's what we need to concentrate efforts on. The fact that we need to also be very cognitive of economic issues and how these different alternatives might affect the economies of the area and the natural culture of the area. People's livelihoods for instance, shrimpers and such and oyster beds, how might they be affected and the people's lives who depend on them. We also noted again natural resources covers that issue as well. It was emphasized in our group that it was key. It is a key issue, that the Corps conduct independent technical reviews as well as wholly outside external pier reviews. That was a very important issue by my group. Construction methods, techniques, and phasing was also emphasized as important. You're only as strong as the weakest link, basically, and that was a very important issue. Comprehensive planning, it was pointed out that it's key that we need to ensure that these activities are going to be consistent with other parallel planning activities, and as we pointed out in tonight's meeting, we are making great strives to do that. And it was pointed out that evacuation routes, evacuation etcetera, might be something to consider. That about wraps up we had to say. But most importantly, Tom Hunter's comments on sediment budget and issues with regard to MRGO were also emphasized in my group.

ANN TERRANOVA:
Very good. The things that we want to stress here, all of these issues that we've asked to be top of mind, keep in mind that all the things that you talked about tonight, not just these top of mind issues, that you identified were some of the key things that needed to be addressed, but all of the issues that were discussed tonight are going to be taken into consideration in the evaluation process. So, I just wanted to make sure that that was made very clear. Next up, Joanna, with your group.

JOANNA WAGSHAL:

Well, our group had a lot of really good issues. At the tale end there they narrowed it down to eight main issues. They still thought the rest were important, but they thought these took the highest priority. So, the first issue is wetlands, that came up a lot. The importance of wetlands, the need to repair wetlands and take care of wetlands. They also wanted to consider closing MRGO, which I know has come up in other reports already. They also wanted to look at a tiered approach, having a system of multiple levees or other flood protection measures so that you had multiple systems to make sure that this didn't happen again. Another thing was preserving neighborhoods. I know community impacts was mentioned before, that was very important to this group as well. They also wanted to see more cooperation with the energy company to look at some funding options there. They also mentioned novel financing, and in particular this had to do with wetland mitigation and mitigation banking. Another important issue was public information, keeping the public informed throughout this process and making sure that the public knew what was going on. Then also having an interim or what they called a short term plan for interim measures to deal with things until some of these other things could be taken care of. So that was the input from our group.

ANN TERRANOVA:

Okay, very good, thanks Joanna. And last, but not least, we have Ron who's going to report out for his report.

RON CRUM:

Hi, I'm Ron Crum. We had a great group of individuals up there. Many of them I was astounded with their level of knowledge and their command of engineering terms. It seems like everybody in this town has come to understand levee construction. We narrowed it down to seven major issues. First and foremost in everybody's mind was commitment, an absolute commitment from the Federal Government for appropriate level of funding. Secondly, they do not want to adversely impact the coastal zones in order to achieve the Category 5. We need to have a balance between impact of coastal zones and coastal restoration along with the Category 5 levees. They also felt that protecting St. Bernard Parish and New Orleans East and other heavily populated areas should be the first areas protected by Cat 5 levees. Fourth, consider short term fixes. If you have some Category 5 levees that you can go in and put in on the short term and then come back later and protect those outer lying areas, they thought that was a good thing. If they could save some money initially, get in some short term fixes and then go back and protect other areas. Five, create lines of defense. Start with the inner rings of defense and then build outward from there. No. 6, they want to advise the Corps of the enormous vulnerability of the Westbank, it seemed to be the consensus that the Westbank is every bit as vulnerable or more so then the Eastbank and so quick protection of the Westbank. The only reason the Westbank didn't flood this time is because we had a storm track that was a little bit further to the east. Seven, close the Rigolets and Chef with flood gates or some other means to stop the water from getting into Lake Pontchartrain. Thank you very much.

ANN TERRANOVA:

Great. Thank you, Ron. Okay, what we're going to do next is we're going to give you an opportunity to ask some questions of the Corps of Engineers. We do have a number of folks who are remaining with us this evening. And again, I just wanted to remind you of the ground rules. This is an opportunity for you to ask clarifying questions of the Corps of Engineers about the process and why we're coming here tonight. In terms of the evaluation that needs to be undertaken as part of the coastal protection and restoration program. We do have a microphone for you to use. We'll be doing kind of the "Jerry Springer" approach this evening. If I could get folks from the Corps to come up. And again, we want to try to make sure that everybody has an opportunity to ask clarifying questions of the folks here tonight. And keep in mind, if you didn't have an opportunity to say exactly what you needed to say tonight, we've got lots of different ways for you to provide your input and provide your comments and we talked about that a little bit earlier. We have the website, we have the ability for you to write your comments, we have a number of ways to provide input into the process. So again, just wanted to make you aware and remind you of that.

And with that, I'd like to find out who here has a question of the Corps? Let me get a microphone up there because we want everybody to hear.
LINDY WALLER SILVERMAN:
Hello. Good evening. I think that every group here tonight brought up the subject of MRGO, the MRGO. This brochure tonight said what is currently not part of a Cat 5, every group here tonight has asked that MRGO or the MRGO be put in part of the Cat 5. So, can we have a commitment from the Corps that our concern over the continued dredging and use as MRGO as a vehicle to bring surge into our system can be addressed because we have all, every group, put MRGO on their list. We had one group that didn't? Okay, so we had five groups or six?
ANN TERRANOVA:
We had four. Four groups or five groups? I'm losing track.
LINDY WALLER SILVERMAN:
Okay, I'm sorry.
ANN TERRANOVA:

No, no, no, that's okay. Could you state your name -
LINDY WALLER SILVERMAN:
My name is Lindy Waller Silverman.
ANN TERRANOVA:
Very good. And do we need a spelling of the name as well? And spelling.
LINDY WALLER SILVERMAN:
Lindy, L I N D Y, Waller, W A L L E R, my married name is Silverman, like the metal, S I L V E R M A N.
ANN TERRANOVA:
Thank you very much and I apologize for that but this is going to be part of the scoping record so we have a court reporter that's capturing the information, we do need to get your name for the record. We appreciate you doing that for us. Do we have another question? Yes sir. Wait a minute. You have to answer the question.

GREG MILLER:

I appreciate your comment and we absolutely will take that into consideration. I think that there is a little bit of miswording in that document. I spoke to a couple of folks who also mentioned the same thing on side and we'll definitely take a look at changing that wording and clarify it. I believe the intent was that the language affected some of the temporary fixes that have been proposed and that we didn't want to talk about temporary fixes tonight, we wanted to talk about large scale, long term category 5 levees, not just sheet pile and the process (inaudible) what did it do to the entire system.
JAY DUFOUR:
My name is Jay Dufour. My question: Is anyone doing any modeling or studies on the level of wind damage from a Category 5 storm? Would that level of wind damage make flood protection a moot point if all the buildings are wiped out from that level of force?
GREG MILLER:

Excellent question. There does come a time when a Category 5 kind of storm where many structures built to current building codes and even larger ones would simply be blown down by the sustained winds of a large Category 5 storm. It's something that the team is considering. We have Don Rezio (phonetic) of Engineering Research and Development Center is working on wind field models that are going into the models that were used for showing different storm direction and impacts.
SHAWN HOLAHAN:
My name is Shawn Holahan.
ANN TERRANOVA:
Could you spell your name?
SHAWN HOLAHAN:
Holahan, H O L A H A N.
ANN TERRANOVA:
Thank you.
SHAWN HOLAHAN:

It seems to me the what we have in this living the elephant in the living room is confidence in the Corps that you will do the job right. We need to depend upon you to do the job right and at this point what I need to feel that you are going to do the job right is independent review every step of the way. You described a step by step process where there's an initial report, then another report, and then you said something about the record of decisions. Do you intend to have independent review at the record of decision stage where an independent review by engineers, outside the Corps, will say whether or not this project is worthwhile?
BRUCE BAIRD:
There is going to be an independent experts pier review and they are going to review the project throughout the process, independent pier review of the Corps work in this process. It's not going to be at the tail end, it's going to be as the report gets written, pieces will be given to them as we go. There will be frequent meetings with them and they will review what we're doing like before. There was a slide

that shows the process before the next public review. Before the draft document goes out to the public, they will have seen and commented and those comments will be resolved before the public review period.
ANN TERRANOVA:

If we could get the microphone and if you could state your name for the record ma'am. Thank you.
ANN SCHEXNYDER:
My name is Ann Schexnyder and that's, S C H E X N Y D E R, no "E" on the end and I want to know who appointed the independent pier group, I mean who chose them? How were they chosen?
GREG MILLER:
We haven't chosen the group yet.
ANN SCHEXNYDER:
The Corps is choosing them?
GREG MILLER:

We have not chosen the group yet, we are working with what's called the public planning center of expertise. They are going to independently identify and bring people on board to both out Technical Review Team, which is independent of the New Orleans District, and our external pier review team, which are scientists, engineers and planners, they are not Corps of Engineers employees. Like I said, the group has not been identified yet. It's not going to be identified by the folks that work at the New Orleans District. It's external and it's independent.
ANN TERRANOVA:
This gentlemen over here in the yellow, I think you had a question.
RANDY LAUMANN:
Randy Laumann, L A U M A N N. The majority of it's all based upon a Category 5 but a slow-moving 2 would pump more water because the water is the main thing, that's where the damage is coming from. So, we need I think we need more multiple lines of defense rather then one large line of defense. Because I mean, like I said from a slow-moving 2, you're going to get more water then a fast-moving 5.
ANN TERRANOVA:
And that will be taken into consideration.
DAVID PARKER:

My name is David Parker. My question is during the processes of flooding in New Orleans a lot of vital time was lost because the levees started self destructing. Is there a possibility of a safety valve type something so that they can be plugged quickly and to save the levee in itself? I don't know if that's varying strengths in the levee, but a portion maybe that would be, like a pop off valve on a water heater, that would save the levee as a whole and then would allow timely plugging of that point in the levee brake.
CARL ANDERSON:
We're going to design a levee so that we have erosion protection on both sides, the front side and the back side so that hopefully that'll withstand. And also we're looking at

multiple lines of defense like I've heard some suggestions where you have the barrier, then you have the existing and we'll armor every breach of levee that we have.
GREG MILLER:

If I could just add to it also. We've met several times with the Bring New Orleans Back Commission and they have some suggestions but we're looking at in terms of redundant levees compartmentalizing in the City where if you did have overtopping or failure, you'd have a back up system that would come into play. So it's something that we're looking at and certainly taking into consideration.
JAN WOOTAN:
My name is Jane Wooten, W O O T A N. My question is really for the Corps to address when these Category 5 levees will be completed and not to be too sarcastic, but I think it took the Corps 46 years to do Category 3, would it take that long to do the Category 5 because we're all very concerned? Thank you.
GREG MILLER:

We certainly appreciate the public's need for rapid action here but we have some work to do. We have to look at the size of the storm and (inaudible) this. We have to look at what type of structures, how much cost would be involved, we have to give that information to the Congress which make a decision on the project funds (inaudible). We certainly appreciate the urgency and we do have some work to do and we are depending on that funding action.
ANN TERRANOVA:
We have a question over here?
JOSEPH WALKER:
Yes, my name is Joseph Walker and the levee's are all find and good but, you know, if you build a house if you build the best house you can on a foundation of quick sand, it's still going to sink. So my question is, we're doing a lot of this study on the levees, but what are we doing about the drainage system? Are we going to continue to pump water into the lake or are we going to use our untapped neighbor to the South, the Mississippi River?
GREG MILLER:

If you read the legislation, we didn't want to say the 1400 words or whatever it is total, but if you read the legislation that Congress passed it says to consider a full range of hazards including coastal restoration, hurricane protection, and flood control, which is drainage. We built a lot of levee systems and they block drainage but they've done nothing but keep the water out of one side and it built up on the other side. That is certainly something that we are considering in the planning.
ANN TERRANOVA:
This gentlemen here and then we'll get to you next.
JIM HOLLINSTED:
Hi, my name's Jim Hollinsted. I'm curious, is there's anyway that you can build in a system to improve rapid detection when a levee's been compromised?
CARL ANDERSON:

Monitoring the levees, there is testing suggested that will be considered too just like you said, see if something is happening to it. That is something that is under consideration.
ANN TERRANOVA:
We have a question over here.
BOB SCHROEDER:

Bob Schroeder, S C H R O E D E R. If everything went as smoothly as possible and Congress was as cooperative as they could be, and the administration fell right in line, what's the earliest date that you think we could actually start some construction?
CARL ANDERSON:
You put me on the spot, Bob. With this report going out in 24 months and then if they give us the approval, hopefully we can start construction two years after that on something. We would go find something to work on.
ANN TERRANOVA:
Yes sir.
SCOTT SKLAMBA:
My name is Scott, and last name
ANN TERRANOVA:
Excuse me excuse me sir I think
GREG MILLER:
One other thing, there are opportunities for us to build components after the final report and submit it. It might require less advances with large structures and take some time, but wetland restoration we can do pretty quickly. There is opportunity for us to try and do some things faster.
ANN TERRANOVA:
Yes sir.

SCOTT SKLAMBA:
My name is Scott Sklamba, S K L A M B A and I know there's been so much focus on the levee breaches on London and 17th Street Canal and the various ones out in New Orleans East. My question concerns the levee overtopping. You have so many parts of Jefferson Parish, West Esplanade Canal, West Napoleon Canal, you have parts of Orleans Parish where the 17th Street Canal runs below the pumping station, that don't have any levee walls and the flooding was minimal. I'm just wondering why we can't address some of the overtopping issues where if the flooding is 3 to 6 feet, if you could get some walls up in the spots that did overtop and not just breach, I was just wondering if this is being addressed?
CARL ANDERSON:
Just like I said before, in our design for Category 5 we're going to crank in moveable protection if overtopping does occur, we'll have the means and protection to stop it.

ANN TERRANOVA:
We have another question over here.
RHETT ACCARDO:
Yeah, my name is Rhett Accardo, A C C A R D O. I just have a really basic question. What have you all done to change your decision making process to improve? I mean

you. You all caused this. Every canal everything that broke was manmade. Our whole coastal restoration problem stems from putting the levees up on the Mississippi River after the 1927 flood. That's why when you look at all your maps they say, 1930 to 2000, land loss. That was a manmade project. The Corps you all destroyed our City. The London Avenue Canal, manmade. Industrial Canal, manmade. MRGO, manmade. 17th Street, manmade. And it was all you all. How have you changed? Why should we believe you? How has your decision making process change any?
GREG MILLER:

There is nobody that wants to see this be more successful then I do and other members of our team that had water in their homes as well. How we change our processes is we're involving everyone. We have folks from universities, internal folks, members of the state, experts --
RHETT ACCARDO:
That sounds like more talk to me.
GREG MILLER:
We're using the best experts that we can find and that's how we've changed. It's not just a Corps process, it's a process with everyone that's concerned. Just like tonight, you're here and you're part of the process.
RHETT ACCARDO:

Now I feel like this is a P.R. event. I'm not part of the process at all. Our facilitator makes it sound like we're playing Cum-by-ya over there. You talk about this head start reported to you on these sheets when we bring you things, how about just keeping your head above water. You have all kinds of ridiculous stuff that we're supposed to bring in order of importance. They're all important. Our entire City's destroyed. Our economy is destroyed. Our ecology's destroyed. Our finances are destroyed. You can't even find a roach in the flood zone. Everything is dead. Tell me how have you changed it? You're bringing more people in - sounds like a lot more discussions to me. You need to do something. I mean it's not brain science, brain surgery. You know? Let the river do its thing. Take the levees down wherever you can and let's start building it up with the soil again. Let's start reversing all the negative things you've done since 1927. It's not as complicated as everyone is making it out to be.
ANN TERRANOVA:
And we appreciate that and I think that's good input and that's -
RHETT ACCARDO:
Consider it too then.
ANN TERRANOVA:
It is being considered. Thank you. Okay, we have another question over here then we'll get to this gentlemen next.
LEE RICHARDSON:

My name is Lee Richardson. I have comment and a question. The first comment is, all of us are partly responsible for what happens to all of us. I've bashed the Corps of Engineers like everyone else. I have friends who were flooded in my neighborhood, like

almost everyone else and I'm sorry for that. The Corps of Engineers channelized the river because that's what we wanted. They protected our farm lands, because that's what we wanted. We grew as a nation, we prospered because that's what we wanted. I don't believe that what happened to us was done deliberately by anybody. Because everyone that was involved and part of those decisions making, did what they thought was right and maybe well, most probably they made mistakes. I'm sorry they did, God help us for those mistakes we all do. I' ve raised two children and I can tell you, I make mistakes. But that's the past, they love me anyway and we've gone on. You are what we have to get this job done. We elect the people who tell you what to do, who provide the money for what you do and I hope to God that you do the right thing. I spent 30 years in international logistics projects and I know that what we are seeing the Corps of Engineers do now, in terms of public involvement in the decision making process, in terms of reach out locally, nationally, internationally to find a way to solve this problem is unprecedented and I congratulate you for it. You are reinventing yourself in front of us and I hope that you do a good job at it and I hope that we all help you do a good job at it in these meetings.
My question is, given the context that in coastal protection and restoration the health of the marsh lands is essential to observing the surge and continuing the health of all of the land along the coast, has there been any serious consideration given to the offer of the State of Illinois to move millions and millions and millions of tons of surplus top soil down here to lay on top of those marshes in order to restore their health in quick fashion? Thank you.
BRUCE BAIRD:

Getting right to the meat of that question, that offer from Illinois, that would be just one possible source of sediment and it's all going to come down to the practicality of moving sediment. It's location, location, location. We have a lot of sediment in Louisiana, but that may be good sediment that we could use and if it's something good enough to build a levee with or something that's maybe more suitable for making marshes, if it's economically feasible and practical, absolutely it's being looked at.

ANN TERRANOVA:
Any other questions? Any input that you have?
AUDIENCE MEMBER:
You mentioned that the full report was due out, I believe November '07, and that there was going to be an interim report to Congress in June of '06. Is there any possibility for actions on any of the initial recommendations that the Corps would make in June of '06, such that as items that are identified for fast tracking could be implemented in a phased in manner?

CARL ANDERSON:
That is part of the plan. We haven't identified any as of yet.
ANN TERRANOVA:
We want to take just one or two more questions because I know this has been a very long evening, but I think a very productive evening, frankly from where we stand in getting your input. So, if we have anybody else that would like to ask a question or clarify point

or if you have any specific input into the process that we've talked about here this evening? Yes sir.
BARRY KOHL:
I noticed that on several of the alignments -
ANN TERRANOVA:
Sir, if you could state your name, thank you.
BARRY KOHL:

My name is Barry Kohl and that's K O H L. I noticed in several of the alignments there was an alignment across the Barataria Bay, which is just coincidental with one of the alignments for the Donaldsonville to the Gulf. My question is whether the group that's working on Donaldsonville to the Gulf has chosen that as the final alignment and you've incorporated that in your alignments for your Cat 5?
BRUCE BAIRD:

That is one of the outputs from that study. I don't know that it's the recommended plan per say. I want to emphasize that none of those alignments that are on any of the maps have any decisions been made by accepting those, this is all very preliminary and the reason they are up there, we wanted the modeling, which is one of the most time consuming parts of the effort, hydraulic modeling which will tell us how the levees or the Barataria reef to get category 5 protection. Those models have to get started first thing, so before we even make those decisions about what kind of levee alignment we might actually pursue, we can state those, give them to the modelers and get them started. We still have the rest of the scoping process and other types of analysis to try to eliminate plans regarding the alignments so it's too early to really say.
ANN TERRANOVA:
Any other questions? I'd like to go ahead and wrap up this evening. Again, we really do appreciate you coming out tonight. I know the weather wasn't cooperating too well a little bit earlier today and we do value your input. Keep in mind that this is the beginning of the process and we have a lot of avenues and a lot of mechanisms for you to weigh in as the Corps looks at the different alternatives and looks at things for the coastal protection and restoration into the future. Again, we really do appreciate your time. Please drive safe. We look forward to hearing from you. Thank you very much.

(The meeting was concluded at 9:47 p.m.)

REPORTER'S PAGE

I, WANDA B. CAPDEVILLE, Certified Court Reporter in and for the State of Louisiana, the officer, as defined in Rule 28 of the Federal Rules of Civil Procedure and/or Article 1434(B) of the Louisiana Code of Civil Procedure, before who this sworn testimony was taken, do hereby state on the Record:
That due to the interaction in the spontaneous discourse of this proceeding, dashes (--) have been used to indicate pauses, changes in thought, and/or talk overs; that same is the

proper method for a Court Reporter's transcription of proceeding, and that the dashes (--) do not indicate that words or phrases have been left out of this transcript;
That any words and/or names which could not be verified through references material have been denoted with the phrase "(phonetic)".

_____
WANDA B. CAPDEVILLE, CCR

CERTIFICATE

I, Wanda B. Capdeville, Certified Court Reporter, in and for the State of Louisiana, authorized by the laws of said State, hereby certify that the foregoing matter was taken before me at the time and place herein above stated; the matter being reported by me and thereafter transcribed under my supervision; that the foregoing pages contain a true and correct transcription of the matter as thus given to the best of my ability and understanding.

I further certify that I am not of counsel nor related to any of the parties to this cause, and that I am in no way interested in the result of said cause.

_____
WANDA B. CAPDEVILLE, CCR

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7 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

8 PUBLIC SCOPING MEETING

9 U.S. ARMY CORPS OF ENGINEERS

10 NEW ORLEANS DISTRICT

11

12 VERBAL COMMENT STATION

13

14 University of New Orleans

15 Health and Physical Education Center

16 March 9, 2006

17 7:00 p.m.

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1 GABRIEL BORDENAVE:
Gabriel - G-a-b-r-i-e-l - Bordenave -
2 B-o-r-d-e-n-a-v-e; 4700 Venus Street -
- V-e-n-u-s, New Orleans, Louisiana 70122.
3 Okay, well, my suggestion is that the main
cause of the flooding in New Orleans was the
4 water from Lake Pontchartrain. And the water
in Lake Pontchartrain comes from the Gulf of
5 Mexico. And the entrance to Lake
Pontchartrain is the Rigolets. It's spelled
6 R-i-g-o-l-e-t-s. So the Rigolets is a very
narrow waterway.
7 I think the main method of keeping the
water out of Lake Pontchartrain is by
8 building a dam or some other water-control
structure to prevent that. It would keep the
9 storm surge out of the lake and, thus, keep
the storm surge out of all the parishes that
10 surround the lake.
The design of the - the second thing is
11 the Army Corps has been very inward looking
to its designs of its levees and structures
12 - various structures. They should, like the
Dutch and the Netherlands, ask for proposals
13 from private corporations, engineer firms of
what the design should be so there's plenty
14 of public input and alternatives that the
public and the Corps can weigh to decide what
15 is the best way to build the dam on the

Rigolets. And that's all I have to say.
16 SUE SPILSBURY:
Sue Spilsbury - S-p-i-l-s-b-u-r-y; 21
17 Crane Street - 40 inches for two weeks.
Right over there. It's the neighborhood -
18 no one is back in it yet. I would like to
see the design of a foundation engineer,
19 Samuel - his name is Scandaliato -
S-c-a-n-d-a-l-i-a-t-o - who does business as
20 SZS Consultants, Inc.
I would like to see his levee design
21 adopted since he has been a foundation
engineer for 40 years. He is very familiar
22 with Louisiana soils. And he has developed a
double-walled levee system, which I think is
23 elegant, clean, simple, and is ready to
provide protection within 16 weeks to 20
24 weeks for a CAT 5.
The design is essentially of two steel
25 bulkhead walls, no sheetpilings, the first of
which is driven 60 feet depth on either side

3

1 of the canal. That would be the inside wall.
And the second, approximately 12 to 15 feet
2 outside of that driven to a depth of 35 feet
with the tops are both parallel and 20 feet
3 above the top of the base level of the
ground, I guess you would say.
4 He proposes filling that in with sand
and then capping it with concrete and is
5 convinced as is one soil engineer with the
Corps of Engineers, that it would hold
6 against anything that might hit the City of
New Orleans.
7 He could bring it in at $1,000 an inch.
It would be one-half of the budget now set
8 aside for various levee designs, all of which
seems rather convoluted.
9 Second thing is that I'm totally opposed
to any fixed gates to be erected at the mouth
10 of any of our canals, because we will flood

from rainwater as soon as we get a good 12-
11 inch day. And I believe that any sheetpiling
to be driven at the mouth of the canal should
12 be driven no more than two days before the
hurricane is expected to hit the New Orleans
13 area.
And third and finally, I believe that if
14 there are moving floodgates to be erected,
they should be at the eastside of the Lake
15 Pontchartrain, I believe the main inlets
around Lake Borgne, Lake Catherine. I'm not
16 certain, but that's where I think. It would
prevent the tidal surge from beating in
17 against the whole rim of the lake wherever.
So those three things - that would what
18 I - that would be my suggestions; what I
would like to see, especially the double-wall
19 design of our local foundation engineer, Mr.
Sam Scandaliato.
20 WOODY CREWS:
My name is Woody Crews; P.O. Box 6202,
21 Metairie, Louisiana 70009. I am Woody Crews,
the Chairman of the Board of the Coalition to
22 Restore Coastal Louisiana. The Louisiana CPR
must do two things.
23 We have major population centers in
Louisiana that must have adequate storm
24 protection. No question. Secondly, we must
establish and support a stable coast. No
25 question. Neither one can survive without
the other.

4

1 Scoping for these efforts should not be
confined by programmatic, geographic, or
2 budgetary constraint. Those aliments can be
reconciled later. For now we must think
3 broadly so that every possibility can be
explored.
4 We must use the existing experience
derived from the studies of the past: COAST
5 2050, the LCA, BTNEP - It's B-T-N-E-P -

comprehensive plan, and the Lake
6 Pontchartrain Basin Foundation Comprehensive
Habitat Management Program. There is no
7 reason to reinvent the wheel here. We must
use the lessons learned in those studies to
8 more effectively tie in an integrated coastal
restoration program along with the flood
9 protection that is so desperately needed.
The Corps of Engineers should use these
10 studies as an effective starting point.
The CPR must integrate its program's
11 efforts with those of the LCA, CWPPRA, and
the CPRA, and, of course, the Gulf Coast
12 Recovery Task Force. These agencies already
have programs in effect that have analyzed
13 and judged the value of coastal restoration
projects. They should be supplemented by
14 these efforts, not aborted.
Finally, the Corps of Engineers must
15 commit to a meaningful and ongoing public
engagement throughout the entire process.
16 The scoping efforts must not stop with this
initial scoping meeting. Thank you.
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C E R T I F I C A T E

I, the undersigned reporter, do hereby certify that the above and foregoing is a true and correct transcription of the voice-writing method of the proceedings herein, reported by me at the time and place hereinabove stated and thereafter transcribed under my supervision to the best of my ability and understanding.

_____

Dana L. Accardo, CCR

Certified Court Reporter

22 Louisiana License #24028

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U.S. ARMY CORPS OF ENGINEERS

CATEGORY 5

LOUISIANA COASTAL PROTECTION
AND RESTORATION PROJECT

THIBODAUX PUBLIC SCOPING MEETING

The above-entitled Public Scoping Meeting was held at the Howard Johnson Envie Banquet Room, 201 North Canal Blvd, Thibodaux, Louisiana 70301, on Tuesday, March 14, 2006, commencing at 6:48 p.m.

Reported by:
Denise M. Naquin
Certified Court Reporter

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KERRY ST. PE:

Hello everybody. I want to welcome everybody here tonight. I'm Kerry St. Pe. I'm the director of the Barataria-Terrebonne National Estuary Program. Say that ten times. It's very, very nice to see so many people here tonight. Often in the past we've had so many meetings about the coastal restoration and very often we look around

10 it's just my colleagues and other agency
11 people in the room. This is obviously a
12 very important issue to everyone.
13 Coastal protection and coastal
14 restoration, and of course, there's a lot of
15 effort going on nowadays to join the two;
16 and I think many of us recognize that
17 they've been joined forever. Most of us
18 have stories to tell since the two
19 hurricanes. I, myself, grew up Plaquemines
20 Parish and we all know what happened to that
21 parish as well as Orleans, St. Bernard,
22 Jefferson, Terrebonne, the whole surrounding
23 area. So this is a very, very important
24 meeting. I want to thank the Corps for
25 having this opportunity for all of us to put

4

1 our input. The Corps is under incredible
2 time stretches to come up with a report
3 directed by Congress to develop a -- a
4 Category 5 plan to protect our region.
5 They've presented several alternatives
6 outside. They're all alternatives and
7 they're looking for your input on which of
8 these alternatives you -- you would support
9 and which one of these that you think would
10 be most feasible. What are your opinions
11 about the whole ecosystem, is it levees
12 only, is it levees and coastal wetlands;
13 what's your opinion on these things is what
14 the Corps is looking for. They're going to

15 explain a lot of the information that you
16 saw on the easels outside.
17 Don't think that they're going to have a
18 whole lot of time to answer questions but
19 maybe they'll squeeze in a few answers if
20 you have a burning question. I think we
21 should all appreciate that the Corps is
22 doing this. They're looking for your input,
23 that's why they're here. They're not here
24 with any preconceived ideas on what they
25 want done. They want to know what you want

5

1 to have done. If you have additional ideas,
2 they want to hear that. Could we go down
3 the list? I'd like to -- let's do it this
4 way: I'd like the elected officials -- if
5 we have any elected officials here would you
6 please stand up and identify yourself.
7 Yes, sir?
8 P. RHODES:
9 P. Rhodes with Terrebonne Parish Council
10 Chairman. I represent District 8.
11 ELECTED OFFICIAL (inaudible):
12 Constable Ward 7.
13 WAYNE THIBODEAUX:
14 Wayne Thibodeaux, Terrebonne Parish,
15 Councilman.
16 KERRY ST. PE:
17 Thank you. Anyone else? It's always
18 good to have elected officials at these
19 meetings.

20 ANN TERRANOVA:

21 Kerry, actually, Tony is going to read a

22 statement on behalf of Senator --

23 ANTHONY ALFORD:

24 I'm not elected.

25 ANN TERRANOVA:

6

1 -- Dupre.

2 ANTHONY ALFORD:

3 Terrebonne Parish Levee Board President.

4 KERRY ST. PE:

5 Yes. And we do have a -- you're going

6 to read a statement from the Senator, Mr.

7 Dupre?

8 ANTHONY ALFORD:

9 Yeah.

10 ANN TERRANOVA:

11 Yes.

12 KERRY ST. PE:

13 Thank you everyone and please voice your

14 opinion. Thank you.

15 ANTHONY ALFORD:

16 Okay, thank you. Wendell (spelled

17 phonetically) was supposed to do this, but

18 -- first off, Reggie apologized for not

19 being able to make it. I think he had a

20 little surgery, minor surgery, that he had

21 to go through so he had a statement he

22 wanted us to come up here and read for him.

23 "First off, I apologize in advance for

24 not being able to attend the Corps' public

25 hearing of March 14, 2006. Before getting

7

1 into any suggestions or providing my
2 district, Terrebonne and Lafourche Parishes,
3 with category five hurricane protection, I
4 am requesting the Corps conduct two
5 additional public hearings in these
6 parishes. Tidal surges have more of a
7 direct impact on coastal communities in
8 southern parts of Terrebonne and Lafourche
9 Parishes. Thibodaux is 60 miles north of
10 the gulf. I suggest that you consider a
11 hearing in the south Terrebonne area and
12 secondly in the south Lafourche area.
13 I promise you these two locations will
14 provide more participation in interest from
15 affected citizens. I will offer to assist
16 in getting public buildings in these areas,
17 possibly free of charge. Now, I wish to
18 make a few comments on hurricane protection.
19 The only federal hurricane protection
20 project in my region of the state is in
21 Larose, the Golden Meadow, Hurricane
22 Protection Project in south Lafourche.
23 Terrebonne Parish does not have any federal
24 levees. The problem for us is that Congress
25 has not passed a water bill in the last six

8

1 years. We have had a Corps chief's report
2 submitted to Congress since 2001 from

3 Morganza to the Gulf Hurricane Protection
4 Project. This $780 million project will
5 provide Category 3 protection for most of
6 Terrebonne and a large portion of Lafourche
7 Parish. This levee project begins in the
8 east on the western side of Larose to the
9 Golden Meadow Project in Lafourche Parish.
10 As far as Category 5 protection, I
11 strongly support the southern alignment that
12 follows the approved Morganza to the Gulf
13 alignment which protects most of the coastal
14 communities and southern Terrebonne. It
15 would be a horrible tragedy to exclude these
16 communities from hurricane protection.
17 Another project currently in the Corps
18 feasibility phase is called the
19 Donaldsonville to the Gulf Hurricane
20 Protection Project. There are three
21 alignments currently being considered in
22 this study: The first two are north of the
23 Intracoastal Canal; and the third alignment
24 is south of the Gulf Intracoastal Waterway
25 between Bayou, Lafourche, Ethel Rose to the

9

1 Mississippi River south of the Naval Air
2 Station in Belle Chase. I support the
3 southern alignment because it protects over
4 20 percent of the state's population in
5 Plaquemines, Orleans, Jefferson, St.
6 Charles, Lafourche, St. John and St. James
7 Parishes. If the Corps were to build both

8 the Westbank hurricane protection projects
9 and the southern alignment of the
10 Donaldsonville to the Gulf Project we would
11 have a redundant system of protection for
12 the New Orleans metro area from the south.
13 I suggest to the Corps the following
14 steps need to occur to provide Terrebonne
15 and Lafourche and the west side of the
16 Mississippi River the quickest hurricane
17 protection: Number one, get the Morganza to
18 the Gulf Hurricane Protection Project
19 authorized and begin appropriations for
20 funding by Congress. Use the existing
21 Morganza line for Category 5 protection to
22 protect as many coastal communities as
23 possible; number two, improve the non-
24 federal parish drainage levees in Terrebonne
25 and Lafourche by the Secretary of the Army

10

1 granting a waiver for Federal Corps' funds
2 to be used on these levees.
3 Such waivers have already been granted
4 in such areas as Plaquemines and St. Bernard
5 Parishes. These non-federal improved
6 drainage levees will act as the second line
7 of defense for coastal communities after the
8 Morganza and Donaldsonville Projects are
9 built; number three, complete the
10 feasibility phase in submitting chief's
11 report for Donaldsonville to the Gulf
12 Project A.S.A.P.

13 I suggest the complete Donaldsonville
14 Project should be rolled into the current
15 category five study being done by the Corp;
16 number four, raise the existing levees in
17 the Larose to Golden Meadow System.
18 Hurricane Rita's tidal surge caused flood
19 waters to come within 18 inches of over
20 topping parts of this system even though the
21 hurricane made landfall over 150 miles to
22 the west. If my comments or suggestions
23 sound like we are frustrated in my region,
24 we are. Approximately 10,000 homes flooded
25 in my district due to Hurricane Rita and it

11

1 appears the federal government does not
2 care. We desperately need your help now.
3 Sincerely, Reggie Dupre, State Senate
4 District 20."
5 ANN TERRANOVA:
6 My name is Ann Terranova, and I'm going
7 to be the facilitator for the meeting this
8 evening. I'm going to be focusing on the
9 process of -- by getting you through
10 tonight. We have some folks from the Corps
11 of Engineers who will be providing you some
12 information about the Category 5 Coastal
13 Protection and Restoration Program.
14 One of the things that is a very
15 important that you understand tonight, this
16 is your meeting. This is an opportunity to
17 provide input on the project so that the

18 Corps can do some concreteness of evaluation
19 of the project. So it's very important
20 that, you know, you get your input in
21 tonight. A couple of things -- a couple of
22 opportunities should provide information and
23 feedback to the Corps of Engineers this
24 evening. We have comment cards.
25 I think everybody, you know, hopefully

12

1 picked one up when they came in the door to
2 register. We want to, you know, make sure
3 that we get that information down in
4 writing. If you choose not to, we have a
5 couple of other ways to go ahead and get
6 that information from you. The Corps has
7 set up a website so you can go online and
8 you can provide information and provide your
9 input over the web.
10 We actually have a court reporter here
11 this evening. If you don't feel comfortable
12 writing it down or going on the web you can
13 go ahead and provide your information
14 directly to Denise. Actually, when we break
15 out a little bit later this evening, she's
16 going to be in the hallway just outside the
17 door and you can go in and just talk with
18 her and provide her with your feedback.
19 Also tonight, what we're going to do is
20 we're going to do something a little bit
21 different. We have introductions,
22 obviously, that you've been so patient in

23 sitting through. We also have some
24 presentations by the Corps followed by
25 -- we're going to actually be breaking into

13

1 groups. What it is, it's going to be an
2 opportunity to be in smaller groups and
3 we're going to have a facilitated discussion
4 to get your input and get your feedback.
5 And that's going to be another way for you
6 to provide your feedback, as well.
7 We're going to have folks acting as
8 facilitators at each of those break-out
9 groups and when we get to that point in the
10 meeting tonight I'll guide you through as
11 far as how to break up and get into your
12 respective groups. And we will have people
13 actually writing down the feedback that you
14 provide. So, again, this is, you know, an
15 opportunity for you to, you know, provide
16 your input. We want to try to get things
17 wrapped up by about 9:00, 9:30 tonight and I
18 encourage the speakers to get to the point
19 and, you know, various things in their
20 presentations this evening. A couple of
21 other things, you know, this is a very
22 emotional time for folks, and I can't even
23 imagine what many of you have gone through.
24 But it's really important that, you
25 know, you respect the opinions and the

14

1 thoughts of others. That's paramount to the

2 success of tonight. Even though you may not
3 agree with feedback that your neighbor or
4 your, you know, the individual sitting next
5 to you may have, be respectful of their
6 viewpoints because we all have -- have
7 different thoughts and views about the
8 project. We will be accepting written
9 comments. You need to get your input in by
10 March 27. That is the closing date for
11 getting comments in for this particular part
12 of the process. And actually Sean, with the
13 Corps, is going to talk a little bit about
14 that process here in a minute.
15 But remember that date, March 27. But
16 that doesn't mean that we're not going to be
17 accepting your comments and your feedback
18 throughout the course of the process, which
19 again, we're going to be talking a little
20 bit more about that schedule here in a
21 minute. So with that, what I would like to
22 do is I'd like to turn the presentation over
23 to Mr. Edmond Russa. Edmond is the project
24 manager for the Corp of Engineers and he's
25 going to tell you a little bit about the

15

1 broader picture as far as the project is
2 concerned. So he's going to set the stage
3 for you this evening. So with that, I would
4 like to turn it over to Edmond.
5 EDMOND RUSSA:
6 Thank you very much. Okay, thank you

7 for coming this evening. My name is Edmond
8 Russa project manager for the Corps of
9 Engineers for the Category 5 Louisiana
10 Coastal Protection and Restoration Project.
11 We've covered a couple of these slides here.
12 Basically, this is an agenda for this
13 evening. The introductions, the purpose of
14 the meeting, we'll go through. Ann's
15 already gone through some of the ground
16 rules, and I'll give an overview of the
17 project itself. We'll also have review by
18 Pat Forbes of the Louisiana Recovery
19 Authority as well as an overview by Sean of
20 the NEPA process, National Environmental
21 Policy Act.
22 Next we'll get to have the breakout
23 group discussions as well as time to
24 reconvene from our groups and then have the
25 workshop and wrap up. This is, as Ann

16

1 pointed out, an event -- a public scoping
2 meeting event where the Corps needs your
3 input, your ideas. You have a right to
4 provide that input and that's part of our
5 planning process. It helps us to make
6 decisions along the way, integrated it with
7 technical analysis of the ideas that you
8 provide. So this next slide is an overview
9 of what I'll cover in my brief introduction.
10 A few quick slides about the 2005 hurricane
11 season.

12 Next, I'll talk a little bit the
13 direction that Congress has provided to the
14 Corps of Engineers. Next, they'll be a
15 brief slide about the State of Louisiana's
16 master plan, which is being done in unison
17 with this effort. After that we'll give you
18 an overview of the technical reports we'll
19 provide Congress per their direction.
20 We'll let you know who our team members
21 are and what themes that will be covered
22 into these reports to Congress as well as
23 additional information. Next slide. So
24 this will be a discussion a little bit or an
25 overview about Hurricanes Katrina and Rita.

17

1 Next slide. This is Hurricane Katrina. It
2 was a very large storm, unprecedented storm,
3 and Rita was much the same way as this when
4 it impacted Louisiana's coastlines.
5 Next slide. Here will be a few pictures
6 of infrastructure. Next slide. You see
7 here damage to an oil facility in Cameron,
8 Louisiana. Next slide. The levee in
9 Empire, Louisiana with boats piled up
10 against it. Next slide. This is a
11 depiction of the New Orleans east back levee
12 and the Gulf Intracoastal Waterway.
13 Next slide. This is a snapshot of
14 sandbags being put together for placement at
15 the Montague Levee. Next. This one will be
16 a few slides of communities after the

17 impact. Next slide you'll see a house on
18 Highway 82 at Grand Chenier in the road.
19 Next slide shows impacts to agricultural
20 animals in Grand Chenier area.
21 Next slide. This shows a shrimp boat
22 that landed up on the marsh. Next slide
23 here is Pointe a la Hache River Levee. Next
24 slide shows a Marine One helicopter over
25 Cameron, Louisiana after Hurricane Rita.

18

1 Now I will show you Louisiana's coast
2 changes and predictions before Hurricane
3 Katrina. Next slide. This is a coastal
4 Louisiana land loss map. It is generated
5 based on information from about 1930 to
6 present time and the various shades of red
7 and orange and yellow show areas of land
8 loss. Green is -- gray is land gained
9 through 1932 to 2000. The yellow is
10 projected land loss between 2000 and the
11 year 2050. And green is projected land
12 gained between the years 2000 and 2050. You
13 see, there's not a lot of green on that map.
14 Next slide shows -- this will be
15 wetland losses caused by Hurricane Katrina.
16 So this next slide here is the upper Breton
17 Sound basin. And the light green -- light
18 blue areas are areas of wetland loss just
19 due to that storm. There is a lot more
20 imagery being processed by government
21 agencies to better characterize the effects

22 from these storms, Katrina and Rita, and
23 those are being processed right now.
24 This is a personal -- the next slide
25 shows Fort Pike at the Rigolets in Orleans

19

1 Parish. You can see, if you look close sort
2 of in the center of this slide, some very
3 shallow water where it may appear that there
4 was marsh there probably the day before the
5 storm hit and this was wiped out by the
6 hurricane. The next slide shows Antonio's
7 Lagoon in St. Bernard Parish and the take
8 away here is the breakthrough.
9 In the center top part of the screen it
10 shows where we've had some erosion along
11 that -- that wetland bridge over the water.
12 Next. This is a summary of the direction of
13 Congress to the Corps of Engineers. We're
14 asked to design flood control, coastal
15 restoration and hurricane protection
16 measures synergistically in one project
17 altogether. We have to consider those three
18 objectives. They're asking us to look at
19 the storm impacts equivalent to about
20 Category 5 hurricane. And this effort is to
21 be done closely in coordination with the
22 State of Louisiana and we're doing that in
23 unison and with the state's master plan.
24 The next slide talks about the Louisiana
25 Coastal Protection and Restoration

1 Authority. This body was established and
2 acting of the State of Louisiana, signed by
3 the government. It creates a new authority
4 for the wetlands and levee oversight and
5 directs the State of Louisiana to produce
6 that master plan. This next slide shows our
7 team composition and the list is quite large
8 and varied in background anywhere from state
9 and federal agencies to universities that
10 are -- have expertise in the areas of
11 science and engineering.
12 The next slide gives you an idea of some
13 of the workshops we've held so far in
14 regards to planning and design. In December
15 of 2005 we had a workshop of scientists and
16 engineers to talk about some of the coastal
17 and hydraulics requirements for designing
18 storms that we will model to understand what
19 the surge and the waves do when they impact
20 the coastlines for planning purposes.
21 We also had a plan formulation meeting
22 in Lafayette during February 2006 to ask
23 representatives from parishes across the
24 coast of Louisiana to come and provide their
25 early input on context we might consider,

1 strategies for coastal restoration and
2 protection and how it was all to be
3 integrated for evaluation purposes.
4 Most recently we held a workshop on

5 innovative technologies in engineering so
6 that we could understand what some of the
7 most state-of-the-art engineering being
8 conducted worldwide so that we might
9 consider it in this project. Of course,
10 now, the venue we're at along with three
11 other events, are public scoping meetings.
12 And we held one scoping meeting in New
13 Orleans, Louisiana.
14 We're also going to hold meetings in
15 Lafayette. In the back, are you having
16 trouble hearing? I will repeat that again,
17 we're having scoping meetings here in
18 Thibodaux but we've also had them in New
19 Orleans and we'll also have them in
20 Lafayette and Lake Charles.
21 The next slide shows our reports to
22 Congress schedules. We have a report that's
23 due in June 2006, that's real soon, June 30,
24 and that's going to be a preliminary report
25 to Congress. The next report that we have

22

1 due is a final technical report. That's due
2 in December of 2007.
3 We've also had an environmental impact
4 statement complementing the final technical
5 report. The next slide shows an outline for
6 our preliminary technical report. There's
7 four main areas here: What are the threats;
8 what storms are we up against, Category 5
9 wind surge and wave risks; what is at stake,

10 our communities, industries, coastal
11 resources, strategic resources; plans, what
12 could be done to protect against design
13 storm threats. That's a very important plan
14 and one of the main reasons we are here
15 tonight; costs, how much will the protection
16 plan cost. And these four things are a
17 summary of what we want to present to
18 Congress to help them in seeking new
19 concepts. Next slide, this is our last
20 slide, well, my last slide.
21 For additional information please see
22 this website shown on the screen. It should
23 also be in some of the literature we've made
24 available for you to pick up. And with that
25 I'll turn it back over to Ann.

23

1 ANN TERRANOVA:
2 Thanks, Edmond. As Edmond has
3 mentioned, the Corps of Engineers has been
4 working with a number of different agencies
5 and organizations and universities. A very
6 comprehensive effort that the Corps is
7 undertaking taking from this particular
8 project. One of those organizations is the
9 Louisiana Recovery Authority.
10 We do have a gentleman here this
11 evening, Mr. Pat Forbes. He is the
12 strategic advisor for planning and he wanted
13 to talk a little bit, very, very briefly,
14 about the LRA and it's contributions to the

project. And we are going to work on the sound here a little bit. I understand it's still a little difficult for folks to hear. (Inaudible.) With that I'm going to turn it over to Pat Forbes. Pat.

(At this time there was a pause due to audio difficulty.)

PAT FORBES:

Thanks, Ann. I don't know. I was going to try it without anything but I'll never reach back there. As Ann said I'm with the

24

Louisiana Recovery Authority. I would guess that a lot of you don't know what the Louisiana Recovery Authority is. It's a body appointed by Governor Blanco to guide and oversee the rebuilding of South Louisiana. One of the first things that the LRA did -- I'm sorry, the Louisiana Recovery Authority did was appoint a team of renowned planners to help us figure out how do we rebuild and rebuild smarter when we come back. And one of the first jobs that this team of planners has is to create some regional scenarios, kind of regional visioning for South Louisiana.

Okay, we've had a lot of things changed by the storm, what is it we all want South Louisiana to look like from now on, our own communities and the rest of the state? So this is yet another planning process that's

20 going on and those of you that live down
21 here know that we've had planning for
22 Coastal Restoration going on for years and
23 you probably been to a bunch of meetings for
24 that. There's a whole lot of planning going
25 on around the state. There's the -- FEMA's

1 long-term recovery plan going on. And even
2 for people who work in some of those
3 planning processes, I can tell you, it's
4 very difficult to tell how or even if those
5 processes are working together. And the
6 good news is that they are.
7 This slide is meant to help you
8 understand how they work together and I know
9 that you've probably seen a thousand slides
10 like this. It looks kind of fuzzy and it's
11 just there to make you feel good like
12 there's not much going on there. But
13 there's some very real information exchange
14 going on between LRA's regional planning
15 process, which is really just a tool to help
16 you think about what you want your community
17 to look like and then this -- this
18 engineering and environmental project that
19 the Corps and the State of Louisiana are
20 embarking on called the LACPR.
21 In fact, we've -- the LRA's team has
22 already gotten information from the LACPR
23 from this team of Corps and state people
24 regarding levee alignments, potential

25 coastal restoration plans. They're going --

26

1 we're going to get all this public input
2 from these scoping meetings as well as other
3 scoping meetings and there's -- the LRA's
4 plan then will be built from that as well as
5 from those FEMA long-term regional planning
6 plans that many of you probably worked on in
7 the parishes. So it's not -- as much as it
8 may seem so, it's not just a hodgepodge of
9 people running around trying to plan
10 something. In fact, these things are very
11 integrated, they're working together. And
12 I'm not going to say that's easy, it's a
13 difficult task making sure that all those
14 things work together but they are and we're
15 making a conservative effort to do it and
16 it's getting better as time goes on.
17 And this slide is simply to show you how
18 -- on a time line basis how these two
19 projects are going along together. There
20 are a couple of very important things to
21 note here. One are the yellow circular
22 arrows. That indicates the continuous
23 feedback that's going on between the LRA's
24 regional planning process and the Cat5 LACPR
25 Coastal Protection and Restoration planning

27

1 process. And as I said, it's very real.
2 We're already getting -- Edmond is feeding
3 us information already. We have a team of

4 scientists who work for both of these
5 processes. At the bottom -- at the bottom
6 of this is the FEMA global plans and then
7 these scientists that are using the same
8 information for both planning process. So
9 we're truly integrated.
10 The other important thing to take away
11 from this, as Edmond has already talked
12 about, their Cat5 Plan, the final plan, is
13 due the end of 2007, December 2007. Our LRA
14 regional planning -- scenario planning
15 process will be over at the end of this
16 year. So while they're going to be going on
17 at the same time, they're not going to be
18 ending at the same time. And that's
19 actually good because what that means is all
20 the information that we gather in the LRA
21 process about your preferences and what you
22 like and don't like about marshes, about
23 levees, about economic development, about
24 roads, will be able to be fed into the
25 process for LACPR.

28

1 So that is the end of my presentation.
2 This was intended to clarify things. If
3 it's only made thing muddier, I'm going to
4 be hanging around so please come find me,
5 and I'll try to do a better job to help you
6 understand a little better how these things
7 work. Thanks.
8 ANN TERRANOVA:

9 Thank you, Pat. Is this a little bit
10 better? Can the people hear a little bit
11 better? I think we did try to get the sound
12 up a little bit, so. And everybody in the
13 back hear? Okay, sounds like we're doing
14 good on the sound.
15 I'd like to introduce to you next Mr.
16 Sean Mickal. Sean is responsible for the
17 environmental links of the work that's going
18 to be done. He is the environmental project
19 manager for the Corps of Engineers and he's
20 going to talk to you a little bit tonight
21 about the -- the evaluation process that's
22 going to be done.
23 And again, keep in mind this is the
24 first step. Tonight is the first step of
25 this process in terms of (inaudible) and

1 getting your input. So what I'd like to do
2 is I'd like to turn it over to Sean and he's
3 going to tell you a little bit about the
4 National Environmental Policy Act.
5 SEAN MICKAL:
6 Hello everybody. Thank you for
7 coming. It's nice to see you. And I'm Sean
8 Mickal, I'm a biologist for the Corps of
9 Engineers. I'm one of the team members --
10 environmental team members on the project.
11 And let's, you know, go on with our
12 presentation. (Inaudible.)
13 (At this time there was a pause due to audio

14 difficulty.)
15 SEAN MICKAL:
16 Let me -- before I get to the slides, I
17 want to emphasize again how important it is
18 again for y'all to be able to be with us
19 tonight. With these breakout sessions, we
20 do this in order for y'all to have a chance
21 of giving us input. We really need -- we
22 want you to give us input. We don't have
23 all the answers.
24 (At this time there was a pause due to audio
25 difficulty.)

30

1 SEAN MICKAL:
2 I'm sorry. It's really important that
3 you provide us your input and we really --
4 we mean it, we want you to provide us your
5 input and this will be used to help us in
6 our decision making process. So if there
7 are ideas or solutions or anything that
8 y'all have, any idea and solution, you can
9 present to us and we'll use that in our
10 decision making process.
11 So what is NEPA? NEPA, it is an act to
12 establish a national policy for the
13 environment to provide for the establishment
14 of a council on environmental quality and
15 for other purposes. It basically sets a
16 standard for environmental analysis
17 regarding major federal projects.
18 Slide. And NEPA is -- it is an

19 environmental tool but it -- basically, it's
20 a planning tool and it's an integral part of
21 the overall planning and decision making
22 process. Now, our goal here -- we've
23 produced documents in the past, huge
24 documents, five volumes, 24 CDs, it's not
25 necessarily our goal. Our goal here is

31

1 through scoping and other processes to
2 develop a document that is brief and concise
3 and helps us come to a decision that counts
4 and it fosters excellent action.
5 So what is scoping? Scoping is the
6 formal start to the environmental impact
7 statement. When a project is started we
8 have to do our environmental impact
9 statement, if we need to do one, we have to
10 start with scoping. It allows us the
11 opportunity to refine our scope and the
12 significant issues to be analyzed in the
13 EIS. Scoping is started early as possible
14 in the project running process. It is an
15 open process. It is available for everybody
16 to participate in; individuals, private
17 groups, anybody can participate.
18 Again, it helps us identify significant
19 issues for further analysis and what issues
20 are not significant that we can throw out or
21 not waste our time analyzing it further.
22 Save us some time, and again, provide that
23 brief and concise document. Scoping for

24 this project here, the formal period, and
25 the deadline for getting comments is March

32

1 27. Those comments will go into a scoping
2 document. Now that deadline is the deadline
3 for the scoping period comments.
4 It doesn't mean we're not going to
5 accept anymore comments or questions or
6 concerns. You can give us that all through
7 the project process. Feel free to do that.
8 As it was indicated before, there's a
9 website, e-mail address, phone numbers,
10 many, many avenues to communicate with us.
11 Tonight there are comment cards, and
12 please make sure everybody signs their
13 registration card and drops it -- drops it
14 in the registration box. So what are some
15 of the questions that we're interested in
16 you answering for us? Well, what are
17 critical natural and human environmental
18 problems and needs? What is important to
19 you? What significant issues in resources?
20 What, obviously, wetlands, bridges, bayous,
21 wetland loss, wetland gain, all those.
22 What -- just give us those things. Let
23 us hear those things. We know a lot of
24 these things, we don't know all of them.
25 What restoration alternatives should we

33

1 consider? Again, we're not -everything's

2 on the table here. It's not just flood
3 lands, it's not just wetland restorations.
4 It could be a combination, it could be one
5 or the other. Let us know what you think is
6 important. Help -- help influence the
7 process. Next slide. Now, currently there
8 are many other projects that are going on
9 that are not part of this EIS.
10 In the New Orleans area we have levee
11 investigations going on (inaudible), which
12 is repairing the levees to Category 2
13 protection around New Orleans and near term
14 temporary protection measures such as the
15 gates on the jet that were composed in the
16 New Orleans area for the pump stations.
17 And then there are other projects that
18 have been going on and are currently
19 ongoing; Donaldsonville to the Gulf Coast,
20 Golden Meadow. Those will either be -- the
21 results of those projects with the
22 information already developed in those
23 projects will be used in the LACPR. It
24 won't be ignored. We're not going to glance
25 over this. So how will this information be

34

1 used? Spring of 2006, a scoping report will
2 be made available. It will summarize
3 tonight's comments and comments from the
4 other scoping meetings. It will be provided
5 to everyone and made available on the
6 website. If you fill out a registration

7 card, we'll try and mail these out to you as
8 soon as they're available. Again, it helps
9 us identify local environmental issues to be
10 evaluated and any issues that may be
11 eliminated from further consideration.
12 It will help us refine the process
13 making it concise and brief. Now, here we
14 have representation of where we are and
15 it's, you see, current project scoping.
16 Range of alternatives, it's -- everything's
17 on the table. And as we go through the EIS
18 process and the project analysis process we
19 narrow it down until we get to our final
20 pragmatic environmental impact statement
21 which is due to Congress December of 2007.
22 It's a very fast schedule for us, and we're
23 doing our hardest to get this done. We need
24 your input, again. Next slide.
25 Again, here is some information. Here

35

1 is the website and a picture of what it
2 looks like. Julie Morgan (spelled
3 phonetically) is here floating around
4 somewhere; she's the outreach specialist.
5 You can contact her at that number if you
6 need more information. And then we have our
7 mailing address and there is the e-mail
8 address we were telling you about.
9 Obviously, you can see, some people have
10 already used. I don't know if you're here
11 tonight, but some people have -- several

12 people have already e-mailed and provided
13 comments that way. And thanks again for
14 coming out tonight, especially on a short
15 notice. So this is a very quick schedule.
16 Things are going fast. So thank you for
17 attending tonight's public scoping meeting.
18 I'm going to turn things back over to Ann.
19 ANN TERRANOVA:
20 Thank you, Sean. Okay, this is where we
21 turn it over to you guys and we're going to
22 break you into groups. Again, we have four
23 facilitators who are going to work with you.
24 (At this time there was a long recess for
25 breakout groups.)

36

1 (Public comments on the Record:)
2 FRANCIS J. BOURG:
3 I think y'all need to fix the Barrier
4 Islands before y'all build any kind of
5 levee. And to fix the Barrier Islands,
6 well, y'all got all kind of barges --that
7 barges can get - where boats can give, take
8 them and put them out the Island. Once
9 y'all got it out the Island, put sand on for
10 more shore and fill it up. And put the
11 Island back like it was a hundred years ago
12 before y'all build any levee, then y'all
13 gonna have something to work with. Besides
14 that, y'all can build the levees y'all want.
15 The lower parishes once they built up,
16 them levees is the only protection you got.

17 When the storm come and they ain't got no
18 lower, no marsh land, and no lower parishes,
19 the levee's gonna take the beating. Then
20 you gonna have to come back and build
21 another levee 50, 60 miles further. That's
22 all I got to say.
23 (At this time breakout groups reassembled.)
24 EDMOND RUSSA:
25 It was a re-occurring question that

37

1 folks seem to have in different breakouts
2 and I wanted to clarify on our earlier
3 presentation. We have a report that's due
4 in June that Congress can act on to
5 authorize projects, okay. That's -- so it's
6 not study. What we're doing is not a study.
7 It's not based on benefit to cost ratios.
8 It's not going to take a long time.
9 June of this year we'll put out a second
10 report in December of 2007, which will be a
11 little bit more refined than the report of
12 June. But that's one thing I wanted to make
13 sure everybody understands. So it's
14 important that we -- we get your input.
15 It's not a study. It's not based on benefit
16 to cost ratios and it will be put in front
17 of Congress this summer for them to act on
18 if they so choose. So let me turn that over
19 real quick.
20 ANN TERRANOVA:
21 Thank you, Edmond. Our first group is

22 the group that was facilitated by Harry
23 Butler, group number 1, so I'd like to go
24 ahead and turn it over to Harry. And he's
25 going to re-summarize what group 1 came up

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1 with as their top recommendations. So I'm
2 going to turn the floor over to you.
3 HARRY BUTLER:
4 Thanks. Group 1 actually had a number
5 of people that - a few people that - there
6 were two issues that group one felt were of
7 equal importance and I'll just read both of
8 them. The first one is that - is to use
9 the existing coastal restoration plans and
10 studies and determine the EIS, specifically
11 the Morganza in the Gulf -- Donaldsonville
12 to the Gulf alignment. That have already
13 been done or already been completed.
14 The studies have been done by the locals
15 and aid in the (inaudible) process for
16 Category 5 protection. The second and
17 equally important is to invision the entire
18 eco-system; marsh lands as well as the
19 Barrier Islands. And the Barrier Islands
20 restoration has buffered to reduced the
21 impacts of any hurricane on the alignment
22 when it is finally done.
23 And the third issue was to consider a
24 protection -- consider protection of the
25 Louisiana unique access to the Gulf that's

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1 provided in Lafourche and Terrebonne Parish
2 and its natural resources of oil, gas,
3 seafood and Louisiana offshore oil
4 production.
5 Did I get it? Thank you.
6 ANN TERRANOVA:
7 Thank you, Harry. Next up will be Scott
8 Hoffeld. Scott assisted to facilitate for
9 Donna in group 2. So let's hear what Scott
10 and his group came up with.
11 SCOTT HOFFELD:
12 Thank you. There seemed to be a common
13 theme in my group using the natural system
14 and restoring that natural system to, say,
15 1950s -- 1950s conditions so that we could
16 use those natural features to extenuate
17 flood protection and hurricane protection.
18 Of course, it was acknowledged that
19 those might take a long time to implement in
20 some cases and that we can't ignore the
21 short term. But there was some specific
22 comments where we shouldn't ignore the
23 coastal southern, the very southern, portion
24 of these coastal parishes. Shouldn't write
25 them off as we can't protect them

40

1 whatsoever. They need to be evaluated,
2 which brings us to another point. There was
3 very -- there was a lot of concern that the
4 -- that there be a fair allocation of
5 protection and that the process be fair and

6 general on how these tax dollars are spent.
7 It was also noted that we should
8 consider, in particular, the effects of
9 saltwater on the -- on the marsh system from
10 the different alternatives and that was a
11 particularly important point in our group.
12 And that we should also look at enforcing --
13 using the existing laws that we have to
14 enforce protection of the wetlands for
15 pouring process and other coastal barrier
16 resources, et cetera.
17 There was a number of comments that
18 related to -- that -- to geological
19 resources and the protection of natural
20 systems. And, in general, that was the main
21 focus of my group. That water resources and
22 the economic effects of those water
23 resources, biological resources, it was
24 acknowledged that the whole coastal
25 Louisiana is intertwined with, you know, the

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1 use of those natural resources and fisheries
2 and whatnot. So it was economic resources
3 and water resources were the most important
4 issues and biological resources, which
5 include wetlands restoration, et cetera, was
6 just nearly as important. Geological
7 resources because of the fact that we were
8 talking about coastal restoration, Barrier
9 Islands restoration and maintenance, that
10 was -- that was very high up on the list.

11 And, of course, societal issues such as
12 the effects of the communities and
13 displacements and such, those were also
14 important. So that pretty much covered it.
15 ANN TERRANOVA:
16 Good. Thank you, Scott. Next up is
17 Charles Dartez. Charles facilitated his
18 group with William Summerour. So Charles,
19 I'm going to have you do your report out.
20 CHARLES DARTEZ:
21 I think in group 3 it was wholeheartedly
22 endorsed that Reggie Dupre's letter at least
23 be given serious consideration. I think
24 with regards to the Morganza to the Gulf
25 existing proposals that are out there, the

1 work that's under way, with the idea to take
2 that and move it forward, finish it and
3 expand on it, I think, was the overall gist
4 of the number one issue that was there.
5 I think the next issue that came up was
6 the urgency and the need to move as fast as
7 possible. There was a number of various
8 comments that came about as part of that; of
9 course, one is cutting through the various
10 regulatory issues that are out there in
11 order to expedite projects, along with not
12 only cutting through the EIS portion, the
13 study portion of it, but actually into the
14 construction portion of it, trying to shrink
15 down the size of some projects, expand the

16 number of them, expand the amount of
17 resources that can be brought to bear in
18 order to expedite and move the projects
19 forward faster.
20 Clearly underneath that I think there
21 was a feeling that it needs to be an
22 urgency. That I think a lot of people felt
23 that although we talked about it being an
24 emergency they don't seem to have a feeling
25 that there truly is an emergency issue to

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1 bear right here and that needs to be brought
2 forth. The third element was the human
3 consideration over environmental
4 considerations. We talked about the
5 environmental impact statements and all
6 these other issues. I think the group felt
7 that, you know, we really need to go back.
8 There's a human consideration here, that
9 needs to be brought forth.
10 Overall in looking at this, I think with
11 all the alternatives was the idea of a
12 comprehensive levee system that not only
13 bring in levees but the Barrier Islands and
14 the wetlands as part of restoring all of
15 those issues and what needs to be brought in
16 in order to meet the Category 5 Protection
17 System. And final, there was a proposal
18 that was presented to the group, which will
19 go to the Corps, which is actually a --
20 another design here on a -- essentially an

21 island-type barrier system that would be
22 installed off the coast, essentially about
23 40-foot high about a mile and one-half wide
24 that would afford additional protection to
25 the entire coastline and that will be

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1 forwarded on. We've got a copy of that
2 here. I think in summary that kind of
3 summed up the five major topics we had in
4 group three.
5 ANN TERRANOVA:
6 Great. Sounds like (inaudible). And
7 last, but not least, I'd like to introduce
8 Claudia Nethery and she facilitated group 4
9 along with Dennis Story. Claudia.
10 CLAUDIA NETHERY:
11 Okay, in group 4 there were several
12 things that kept coming up and I've
13 summarized them here. The first thing is
14 the three-tiered approach to hurricane
15 protection and that would be protection of
16 the Barrier Islands, the wetlands and then
17 the levees. So we kept hearing that over
18 and over. There was also general support
19 for alignment number one. At the same time
20 there was a general feeling that alignment
21 number five should be stricken completely.
22 Another major theme that there have
23 been too many studies and not enough action.
24 And, in fact, there was a feeling that the
25 studies were outdated by the time action was

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able to be taken. Also, there was a feeling that there was a need for dedication of funds to Louisiana and we don't want the rest of the country to forget that we're the backbone of the seafood and the oil industry. We don't want to be forgotten and we want to make sure that the people of South Louisiana are protected because we matter. Thank you.

ANN TERRANOVA:

Thank you, Claudia. Just a couple of things, everybody new should have received your registration card this evening. Please, please, please make sure that you fill this out and drop it in the box on the table outside the door. This is your way to get information from the Corps of Engineers on their ongoing efforts for this project. So it's really important that you fill out this registration card.

Also, just to remind you, that there are many ways to provide input and comments to the Corps of Engineers. Mark March 27 on your calendar. That's when we're going to -- that is going to be the time frame that

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we need to receive comments on the scoping part of this project. That's not to say that the Corps is not going to continue to

4 receive your comments and input for the
5 duration of the process.
6 And last but not least, I would like to
7 have Father Rock, if you will. Father Rock
8 here is going to say a few closing words to
9 the folks who came out tonight to provide
10 your comments and input. So with that,
11 Father, I would like hand it to you.
12 FATHER ROCK:
13 Let's pause for a moment of silence.
14 (At this time a prayer was held.)
15 ANN TERRANOVA:
16 That concludes our meeting this evening.
17 Please drive safely going home. Thank you
18 very much.
19 (The meeting was concluded at 8:59 p.m.)
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CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT MEETING

March 16, 2006 6:48 P.M.

CAJUNDOME CONVENTION CENTER

444 CAJUNDOME BOULEVARD
(FESTIVAL BALLROOM)

LAFAYETTE, LOUISIANA

APPEARANCES:

MS. ANN TERRANOVA,
FACILITATOR

MR. NORWYN JOHNSON,
STATE OF LOUISIANA

MR. PAT FORBES,
LOUISIANA RECOVERY AUTHORITY

MR. BRUCE BAIRD,
ARMY CORPS OF ENGINEERS

BREAKOUT GROUP LEADERS:

MR. SCOTT HOFFELD
MS. CLAUDIA NETHERY
MR. TOM HUNTER

REPORTED BY:

PAMELA M. MACDOWELL
CERTIFIED COURT REPORTER

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BY MR. JOHNSON:

I'd like to get the meeting started at this time, please. If you in the back would like to come up and take a seat. First, I want to thank everyone for coming tonight. My name is Norwyn Johnson. I'm the project manager for the State of Louisiana participating with the Corps of Engineers in this Category Five Louisiana Coastal Protection and Restoration Project. We value your participation in this process. We're glad that you came out tonight, realizing that our main competition is the LSU/NCA playoff game and probably several other things going around in town tonight. But, again, thank you for coming out. We appreciate your participation.

First, I'd like to recognize any public or elected officials that we have in the audience. We'd like for you to just stand up and introduce yourself. We don't need any statements or anything, but if you'd just introduce yourself and let the attendees know that you're here, please.

MR. CHREENE:

Vermilion Parish Police Jury, Max Chreene.

MR. JOHNSON:

Thank you, Mr. Chreene.

MR. TOUCHET:

And I'm Wayne Touchet, Vermilion Parish Police Jury.

MR. JOHNSON:

Thank you, Mr. Touchet.

MR. MATTE:

Tim Matte, Mayor of the City of Morgan City.

MR. JOHNSON:

Thank you, Mayor.

MR. DOMINGUE:

Michael Domingue, St. Mary Parish Council.

MR. JOHNSON:

Thank you, Councilman.

BY MR. JOHNSON:

Anyone else? I'd like to take just a brief minute to inform you, and I know you know the purpose of our meeting tonight, but this is a formal scoping meeting. It's the fourth in a series that the Corps has held pertaining to this Category Five Coastal Protection and Restoration

Project, the first in New Orleans, the second one in Thibodaux, last night in Lake Charles and here tonight in Lafayette. But the purpose of scoping is we all live in a democratic society here and, supposedly, before we can undertake any federal action, the public needs to be involved. The public needs to be knowledgeable and the public needs to be influencing whatever decisions or whatever process comes out of this decision-making to determine the projects that will be constructed. So, the scoping process needs to be open. It needs to be often, and it needs to be in the public eye. Through conducting these four scoping meetings, we're hoping that this is accomplished.

At this time, I was also going to remind you your input is what we're valuing tonight. That's what we're wanting. A little bit later on we're going to be asking for your input. And scoping is, you know, what should be the scope of this action that we're going to undertake? You know, let us know what should be the boundaries on it. Should there be any boundaries on it? What is your ideas and thoughts about the mission and the purpose of why we're here tonight? And while we're

talking and while you're presenting your views to the group, we would ask that you respect the views of others. We're not here to debate, but we're rather here to listen to what you have to say, to take that into consideration and to help us down the line as we prepare this action.

With that said, I'm going to turn it over to Ann Terranova, and Ann is the facilitator for tonight's meeting.

BY MS. TERRANOVA:

Thank you, Norwyn. As Norwyn mentioned, I'm the facilitator. My name is Ann Terranova. And I'm going to be focusing more on the process to guide you through tonight's activities.

A couple of things, I wanted to just go over the agenda. We've already some introductions. The agenda for tonight, we're going to have a couple of brief presentations by Norwyn with the State and Mr. Bruce Baird from the Army Corps of Engineers. Those presentations are going to be very brief; one to provide an overview of the Coastal Protection and Restoration Program or project, and one to talk a little bit about the process by which we're going to be doing the

evaluation of the various recovery alternatives.

The next thing that we're going to do after the presentations, we're going to break you out into groups. Actually, we have enough folks tonight to do a group here in this room and a group next door, and that's really where the rubber hits the road. That's where we're going to be asking for your input on what the Corps of Engineers is proposing for the Coastal Protection and Restoration Program.

Then what we're going to do is, at the end of the evening, that's going to be about an hour, we're going to have some really good in-depth discussion with you-all. It will be about an hour of good, facilitated discussion. And then we're going to get everybody back in the room here and then you're going to have an opportunity to hear what each other had to say in your respective breakout groups. And then we'll go ahead and we'll wrap things up.

As Norwyn had mentioned, you know, this is an opportunity for you to provide input into the process. The Corps of Engineers take this process very seriously. As you'll see tonight, you know,

we're at the beginning of a process and this is the first step. You know, you guys have both the right and the responsibility to provide input into, you know, what's going to affect you and your families, you know, for years to come here on the coast. And as Norwyn said, everybody has their own opinions and their own viewpoints about, you know, how they feel and think about, you know, various alternatives and opportunities for improving the coast. So it's important that you respect the viewpoints of others. We ask that you don't have sidebar conversations because that's the input for people to hear. So, what we want to do is we want to make sure that you're respectful of all of the different opinions and viewpoints that are going to be shared this evening.

So, what I'd like to do is, I'd like to turn the program back over to Norwyn who's going to give you an overview of the Coastal Restoration Protection Project. Norwyn?

BY MR. JOHNSON:

Thank you, Ann. And I'd like to say again how glad I am to be here tonight, to actually share information with you and participate in this

process. First, I'd like to give you a brief overview of what we're going to cover in my part of the presentation. We're going to look at the 2005 hurricane season and, you know, discuss some facts about that. We're also going to look at the congressional direction that was a direct result of the impacts of the two hurricanes that we experienced. We're going to discuss briefly the state's response and the state's proposed master plan. We're going to look at whether or not these reports, and I'm calling them reports, but they're actually going to be technical documents that the Corps is going to prepare in response to the congressional direction, and then allow you to see the composition of the team that we have comprised to conduct this effort, and then some of the content that might go into the report itself.

Of course, everyone is familiar with the two main events that occurred last year that bring us here tonight. And I don't need to tell the folks in this room the impacts or the significance of those, although we're going to show you a few slides on that. But these two hurricanes were two of the five strongest Atlantic hurricanes ever in

history. And so, you know, when they were in the Gulf they were category fives. They were a little bit less when they came on land but, still, we were all aware of the destructive nature and what happened. This slide is briefly just showing you the magnitude of Hurricane Katrina when it was offshore before it came onto the southeast Louisiana coast.

We're going to briefly discuss the impacts in regard to infrastructure and communities. And infrastructure, we've got a few slides, and we'll just run through these quickly. This picture shows an oil facility there. This one is the levee at Empire indicating what happened when this storm surge came onshore, what happened to shrimp boats and other type of activities.

Next slide. And here we have a slide of the levee east of New Orleans along the Gulf Intercostal Waterway. And, of course, I'm sure everyone is familiar with the problems of levee construction and the activities of the New Orleans' area. But just to recover that just a little bit, you can see from looking at this levee that not only was it, you know, over top breached or

whatever, most of that was just wiped away. And so, concurrently, while we're presenting this scoping meeting, the Corps of Engineers as you know is busy in the New Orleans' area with Task Force Guardian and actually repairing all of these levees to the standard that they were prior to the two hurricanes.

Next slide. Many sandbags were done, both individual and with mechanical means, to try to stop some of this hurricane flooding.

Let's look at a few impacts to some of the communities. This first slide shows a house down there, Grand Chenier, just washed off its foundation and sitting in the middle of the road. And here, I think the folks especially in the Lafayette area to the southwest of here realize the magnitude that these had on the agricultural community, both to crops as far as crop damage and also to livestock. Thousands of livestock were drowned and many others had to be sold. A real significant economic impact.

Another photo shows a shrimp boat in the marsh near Dulac, Louisiana. And this slide shows some of the destruction on the Mississippi River

south of New Orleans in the vicinity of Pointe a la Hache. And I think everyone is familiar with visits that the President made to the area. I think this is one of the earlier visits that he made, Marine One helicopter along the beach here, I think south of Cameron, and you can see the other devastation.

Louisiana had a valuable coast before the storms. It still has a valuable coast. Let's look at -- examine a few slides to show you. And I think if you came in a few minutes earlier you may have seen some of the slides back in the corner here. But the USGS prepared a map and it's a pretty well traveled map, but it shows historical and projected land loss and land gain on the Louisiana coast. And you maybe cannot see it from the back of the audience now, but if you'll take time and look at the maps in the back of the room, the red and green is just like you would think. On this slide, the yellow and red, that's the losses. The gains you can see are very few. And only -- the gains are shown in the green. Only in the Atchafalaya and Wax Lake area do you have any marsh gains and just a few along the Mississippi Delta.

Hurricane Katrina caused significant losses in the New Orleans area. We have one or two slides. Can we show that? This slide indicates some of the marsh losses in the Breton Sound vicinity near the Caernarvon structure, significant damage and losses to our marsh in this area. And I think all along the coast there's about forty square miles of marsh loss right in this vicinity. You can see that the track of Hurricane Katrina was just to the east of this area, and we lost about forty square miles of marsh here and I think a total of about a hundred square miles of marsh all along the Louisiana coast from both hurricanes.

This is another slide just showing some damage to our wetlands in the New Orleans area. That's the Wrigley's Bridge in the background there. And the marsh at the right, bottom part of the screen was a healthy marsh prior to the hurricanes and now it's basically dead. And just for another example, this is a lagoon is St. Bernard Parish. It was fairly healthy and good before the storms. The storms caused significant erosion around the banks and also partially opened

it or did open it up fully to the lake. So significant adverse impacts there.

I wanted to talk just for a minute about the response to these hurricanes and what happened. The Corps of Engineers got immediate direction after the hurricanes to design -- not study, but design flood control coastal restoration and hurricane protection measures. And that's going to be the outcome of these scoping meetings and that's going to be the result is a report back to Congress. But in the language, Congress also directed that this storm surge equipment to a category five hurricane that's what the Corps is looking at to start with. In other words, show us what this does, how high the surge is, what do we have to do to protect our citizens against a category five.

And also, Congress directed that this study, this technical report be done in close coordination with the State of Louisiana. As I indicated in the brief introduction, I'm the state project manager, but I work for the Coastal Protection and Restoration Authority. And this Authority, as you may or may not know, was

established by the first special session of the legislature that was called following the hurricanes and it's, you know, comprised of several different state agencies, various levee board members and others, but that's who I'm working for. And, basically, our mission in the CPRA, as we're called, is to provide wetland and hurricane protection to south Louisiana. And in our legislation it requires that we submit both a master plan and an annual plan for the State of Louisiana. The team composition that the Corps of Engineers has put together to conduct this effort is a significant scientific and well-respected team compromised of not just the Corps members, but members from the various federal and state agencies and combined with the best qualified people from our universities, and we even have input from foreign countries. I know you-all are aware of the visits that the Governor of Louisiana and several others made to the Netherlands to check out their system. I understand that Colonel Wagoner, the New Orleans District Engineer, he is going back to the Netherlands next month, again, to see if we can gain any additional knowledge and so forth and

taking a Corps of Engineers team with him.

In looking at the problem, the Corps sort of hit the ground running with this. The congressional direction came out and the Corps started with a workshop shortly thereafter. And, so far, they've had three workshops; one to try to determine the magnitude of storm surge and the characteristics of it that they had to design against, a second one to look at some various plans and stuff to start a little bit of the formulation process, and then a third one to look and see what type of innovative new scientific construction and engineering ideas may be out there. And each of these workshops were attended by not only people within the Corps and the state, but, again, there were people from the Netherlands there and elsewhere that we were trying to achieve and get their input into this process.

And lastly, you see the implementation. These public scoping meetings are the start of that process. I wanted to talk just a little bit about the reports to Congress and the schedule that the Corps is directed to submit one report six months after the act was passed another report twenty-four

months after the act was passed. And these two reports, the first is due in June of 2006. That's only a couple of months away. And that is being called a Preliminary Technical Report. The second one is due in December 2007 and that's going to be called the Final Technical Report. It will also include a programmatic EIS. But what I wanted to say about these reports is the first report, the June report, just a few months away, but this is the vehicle wherein action can be taken, and immediate action, not waiting for some lengthy process. In this report the Corps can recommend for engineering and design, you know, various actions. It also could possibly recommend immediately for construction various actions. But these reports will go to Congress and hopefully, you know, we can take off and start acting to resolve some of the hurricane problems that we have in south Louisiana.

What might these reports include? These slide shows give three or four of the ideas that have been put forth that we need to include in there. And, again, you know, tonight is your chance to provide other input as to what we might

need to put in these. But we're going to look at the threats, you know, the type storms that are designed against. The category five is a monster storm. It can come from many different tracks, having varying, you know, storm surges associated with it. The risk? What is at stake? You know, there are a lot of assets out here that are at risk from these various hurricanes and so we need to identify those and try to capture the value of them. What type of plans can we develop? There are hundreds of plans out there. You know, some good, some bad. Again, that's what this quick evaluation process is going to consider. What do we need to do next? What is our next step? And lastly, the cost. How much will the protection cost the government?

And I wanted to state that as far as the State of Louisiana is concerned, we are going to prepare a master plan and we're going to give a report to the legislature upcoming in April or May at this first legislative regular session, and then we're going to follow that up with a master plan proposal about the December of this year time frame.

And this basically concludes my part of the presentation. Myself, and I know several members of the Corps, will be available if you have any specific questions about some of the items that I've covered. We'll be in the back and be here throughout the scoping meeting. I also wanted to direct you to the Corps website. And it's the Louisiana Coastal Protection and Restoration website. And it's LACPR.usace.army.mil. Thank you. And now I'd like to turn it back to Ann.

BY MS. TERRANOVA:

Thank you, Norwyn. And, actually, Norwyn's last slide reminded me that I had forgot to provide you with some important information or reminders. Everybody should have gotten a registration card this evening. It's really important that you complete this registration card and turn it back in. This is a way, number one, for us to know that you were here this evening. Also, as we have updates and other information as it becomes available this is the way that we can get information to you if you provide us with how we can get in touch with you to give you updates on the process.

Also, we have a comment card. This is something that, you know, if you have comments that you would like to provide in addition to the discussion this evening in the breakout, please fill this out. We do have, you know, the comment return box as you leave this evening. Or if you want to take this home and think about what you've learned this evening and provide additional insights we're more than happy to take those comments as well. It's a prepaid response card, so all you need to do is fill it out and just put it in the mail.

We also have a couple of other opportunities for you to provide input. We have a really nice brochure that the Corps of Engineers put together that tells you a little bit about the project and the process. And on the back of that we have information on how you can provide input. It's important to remember that, you know, this is the scoping process and we're going to be taking comments on the official period up until March 27th. So that's an important date that you need to mark on your calendar. But that doesn't mean that we're not going to be accepting comments from the

community and stakeholders all throughout the process. The Corps is very interested in hearing what you have to say all throughout the program. So, just a few reminders.

As Norwyn had mentioned, in one of the slides that he had shown a little bit earlier, you know, this is not just the Corps of Engineers. This is, you know, an opportunity for many agencies and organizations, universities, even other foreign governments coming together to really help solve some of the problems here on the coast. And one of those organizations is the Louisiana Recovery Authority. And tonight we have with us Pat Forbes. He's the strategic advisor for planning with LRA and he wanted to just give you a few minutes of his time to come up and tell you about LRA and how some of that coordination is taking place for this particular project. So Pat, I'd like to turn it over to you for a few remarks.

BY MR. FORBES:

Thanks, Ann. Thank you. As Ann said, I'm Pat Forbes with the Louisiana Recovery Authority. You may or may not know who the Louisiana Recovery Authority is. Governor Blanco appointed the

Authority, its members to guide the rebuilding process for South Louisiana. One of the first things that they did was hire a team of renown planners to come help us, to come help some of the science and the art of planning their own on the problems we've got. I mean, in a lot of places we've got a clean slate for starting over and a lot of places we've got things there that we've got to save and we cherish. And this process is to help us figure out how to do that best.

One of the things that this regional visioning process is going to do is create scenarios or visions for your communities and for the whole of South Louisiana. Next slide, please. And in South Louisiana it's hard to imagine visioning your community without having some idea of what was going to be going on with the wetlands and with the levees. I mean, they are just too integrally locked together. So, what we realized early on is that these processes have to work together. There's so much planning going on. I'm sure many of you have been to so many meetings. There have been the FEMA parish planning meetings, there is this Cat 5 LACPR process which includes

not only the Corps, but all those other agencies and the Louisiana Coastal Protection Restoration Authority as well. I addition to that, you pile the LRA on there and it can seem, I can tell you even to people who are working within the process, as if there are all these things going on, none of them know what the other is doing and in the end we're going to wind up with a bunch of different plans that don't mean anything or don't help each other.

The good news is that that's not the case. This slide is intended to help you understand a little bit, even though it's still a very confusing process, to help you understand a little bit how they, in fact, do work together. They are all working together. The FEMA plans that you've helped develop in your parishes are feeding into our regional visioning process. They're also going over to the Corps and the LACPRA as they develop their levee and coastal restoration plans. And, in fact, now we've got to work together. And this slide at first might look like it's just kind of fuzzy and we drew something up there to make people feel good about how all this is working together,

but it really doesn't mean anything, but, in fact, it does. There's some really concrete things going on already. We're getting these levee alignments, these coastal restoration features, from the Cat 5 LACPR process and those are feeding directly into this regional visioning process we're doing. Obviously, we can't do a visioning or a scenario development for South Louisiana without having that.

I'm sorry. Go back, please. And at the same time, we'll be feeding in people's preferences. This whole visioning process, this regional scenario development, is intended to give you an opportunity to talk about your preferences for things. And that's going to be the role now, as you'll see in the next slide, over the rest of this year. You're going to get an opportunity to come out and express preferences for how your community and how the south of the state comes back from this.

Okay. Next, please. And you know what? I want to finish up that thought. I was talking to Dr. Nick Accardo a little bit before this meeting and I heard some great ideas, some of which I

haven't heard before. I want to reiterate what Norwyn said, please, please, any ideas you come up with, please get them out there in this process so that it will be reported. It's extremely important that we hear how people really feel and hear the crazy ideas, some of which are going to wind up being things we use I'm sure.

This slide is just an attempt to help you understand how the two things are going along simultaneously. The regional visioning process is going to wind up the end of this year. You can see December of '06 we're going to be putting out the scenario reports. Those will feed, again, into the Cat 5 LACPR process which is what we're doing here. As Norwyn said, also, that process is going to go through to December of '07. In between, though, the important thing to see is those yellow arrows. We're going to be having specific meetings. We're going to be transferring information. We are, in fact, going to be working together. All these planning processes work together for us to come up with one plan for how we come back and how we build back better and smarter.

So, I will be around a little bit. I hope

this has helped clarify what can be a very confusing situation, but please know that it is all working together. And if I can help clarify it any further or muddy the water any further, touch base with me afterwards and I'll be glad to talk to you some more. Thanks.

BY MS. TERRANOVA:

Thank you, Pat. The last part of our presentation portion of the evening we have Mr. Bruce Baird with the Army Corps of Engineers. Bruce is going to talk to you a little bit tonight about the process by which the evaluation is going to be taking place. So I would like to go ahead and turn it over to Bruce.

BY MR. BAIRD:

Thank you. Hello. My name is Bruce Baird. I'm a biologist with the Army Corps of Engineers and I'm the environmental manager for this project. And I'd like to emphasize again why we're here tonight. Public scoping is about getting your input. And I wanted to tell you about the writing on the environmental impact statement that's going to go along with this report. The law that directs us to do that is called the National Environmental

Policy Act. We know it as NEPA. And it was passed in 1969 and amended. It's an act to establish a national policy for the environment, to provide for the establishment of the CEQ and for other purposes. It sets the environmental standard for analysis of measured federal actions which you may know as projects. When the Corps or another federal agency is going to build a project, anything major, we are required to look at the environmental impacts on such a project and disclose and describe them to the public.

Next slide, please. How does it work? It involves public review, public input, and NEPA is a planning tool. We'll be writing over the twenty-four months an environmental impact statement. Tonight sort of kicks off that process. One reason tonight that we're not going to do anything like a question and answer session is because we don't have any answers yet. We're just at the very beginning. And at the beginning is when we ask for the public's input. Some of these ideas that the public give us are actually used. There's a recent study, Donaldsonville to the Gulf, and some of the final recommended plans are based on ideas that

were given to the Corps by the public. So there's potential. I mean, a lot of ideas are given and they're eventually filtered out until we have one recommended plan. But the public's views are taken into account and this is one of the meetings for us to get those views. There are reviews later in the process.

NEPA is a framework for effective decision-making. And it's not about making great documents. It's not about making a thousand-page document. It's about getting the right result at the end of it and follow through with action as the slide says. Not only is there public input at this point, but there's a required public review period where we develop a draft, environmental impact statement. We call it EIS. We'll take that draft and we'll send it out to the pubic for a review process before any final decision is made. The public gets one crack at it, then we prepare a final EIS and there's another public review process. So that's when you can comment on what we're proposing to do. Right now, we haven't really proposed anything. We're at the very beginning.

What is scoping? It's the formal start to this EIS. We're going to determine the scope. In other words, the whole breadth of what we're going to look at in this project and the significant issues to be analyzed in depth in the EIS. Okay. It's an early and open process to determine the scope of issues and we're trying to make a process by which you can talk freely in group discussion. If you're not the type of person that's very comfortable doing that, you can privately email or talk to a court reporter or call us on the phone or click on a button the left side and give your comments that way. But we're using several avenues for you to get your comments in.

We want to identify and eliminate from detail studies the insignificant issues or those that were already covered in prior documents. Everybody's invited to participate, and this scoping period ends March 27th. That's when you're going to have to get your comments in to be included in the scoping report. I've been asked why March 27th, what defines that date, and, really, it's so that we can have a scoping report prepared and be included in the six-month report to

Congress.

Key Questions. What critical, national and human environmental problems and needs should be addressed? And these are questions we're asking you. What significant issues and resources should be considered? And what alternatives should be considered? So, your input could take the form of don't forget to consider fisheries or don't forget to consider communities. Or it could also be, I've got a great idea for a way to protect people from hurricanes. So your input could take many forms answering some of these questions.

What This Does Not Cover. This was a little more to eliminate some confusion because there was so many studies done, especially in the New Orleans area. But there are so many things going on right now, this is to try and clarify what this Category 5 LACPR study does not include. Right now there is ongoing investigations into the levee failures in the New Orleans area mostly and that is a separate effort and is not part of this tonight, part of this whole twenty-four-month project we're discussing now. Task Force Guardian category three hurricane protection levee repairs,

that's to clean up after the storm season and get the levees back in the same condition or better than they were before the storms hit by hurricane season in June. That effort is ongoing. I hear they're making good progress. There are going to be some improvements over the way we had it before. And that also is not something that's related to this issue. This goes into a whole different thing on how to provide protection from a much bigger storm. But these issues here are not part of this project we're talking about tonight.

And there's other near-term temporary protection measures like, once again, that applies more to New Orleans where, for example, you may have heard about the floodwall failures on the 17th Street Canal. There's going to be a solution to that where we're not going to need those floodwalls anymore. We're going to put a block at the lakefront and put temporary pump stations there. There's other features like that that are outgoing. Those are not part of this study. So we're not really interested in those near-term things right now. This is only talking about the major coastal hurricane protection for a category five-type

storm.

How will the information we collect from you be used? We're going to record all your comments and concerns and we're going to make them part of the scoping document. We're going to use those to identify local and environmental issues to be evaluated and identify issues that need to be eliminated from further consideration as we whittle down from a broad number of ideas to a recommended plan. And this shows dramatically what I'm talking about. Right now we're at the project scoping. We're going to get as many ideas, as many concerns on the table as we can. And as we go through the process, as we prepare the document and analyze alternatives, we're going to narrow that down. When we write the draft EIS, we'll narrow it even further.

There will be public review and then we'll do a final EIS and narrow it down even further. At the end there's a record of decision and that's what we're recommending that Congress authorize.

And that's all I have. This is, once again, the website where you can go to a part of that website and make your comments if you feel

like they were not captured well here tonight. And that's our Outreach Corps there, Julie Morgan. You can call Julie if you need any information or want input. And also you can use regular mail and mail it to that address and any comments you have will be recorded.

Also, tonight when you're in your breakout sessions, if you have an issue or a concern or something you think the Corps should look at and your facilitator is trying to copy on the board and capture what you're saying, make sure what they write is what you really meant to say and feel free to say, no, I didn't really mean that. Can you please put it this way? And make sure that we actually capture what you meant.

Thank you very much. I'll turn it back over to Ann now.

BY MS. TERRANOVA:

Thanks, Bruce. Some really good reminders on Bruce's part. What we're going to do right now is we're going to divide you into two groups. So if we could go ahead and have the first three rows stay exactly where you are. So if you're in the third row, you're safe. You don't have to go

anywhere. And we are going to have a couple of facilitators this evening to help you out. Actually, the first three rows are going to stay in this room and you are going to be working with Scott Hoffeld and Claudia Nethery, and they're going to guide you through a series of questions to get some good input from you-all.

Now, the rest of you, three rows -- or the fourth row and back, you are going to be working with another team of facilitators. We have Tom Hunter over here on the side of the room and Ron Crumb. There, again, going to guide you through a series of questions and they're going to be gathering information. And you're going to be in the breakout room directly next to this big room right here. So we're going to have you move quickly over to that room. And then what's going to happen is, you know, you're going to have some really discussion for about an hour and then we're going to want to get everybody back in the room and they're going to, both Scott and Tom, what they'll do is they'll essentially summarize the top three to five issues that you have pinpointed as key issues that the Corps needs to consider in the

Coastal Protection Project.

So keep in mind that's just top of mind issues to kind of give the Corps a sense of, you know, what are the key concerns. All of the issues tonight that you bring up, all of the issues that you bring to the table and that you discuss are going to be considered as part of the environmental impact statement. So I think that's really important for you to, you know, go away with; that everything that we hear tonight is going to be factored into the project.

So, with that, I would like the first three rows to stay here. And, actually, if you could come over to this section so we can have a nice, tight, cozy group, and then the remainder of you, if you could please go with Tom and Ron. Take a couple of minutes. And also, just before everybody breaks up, if you don't want to participate in the breakout group, we have a court reporter here this evening and she will be prepared to take your comments, a statement, if you would like to do it in the privacy of just a one-on-one discussion.

(OFF THE RECORD)

BY MS. TERRANOVA:

Walking back and forth between the two groups there was a lot of really good input. So I'd like to turn it over to Tom, actually, and have you do the report out of your group.

BY MR. HUNTER:

Okay. Thank you. Yeah, I would like to say we had, what I would consider, an excellent breakout group. We had a lot of discussion and there were many, many points. We had four or five pages worth of points and issues. Unfortunately, or obviously, we can't go through all of those right now. We'll try to go -- this, I believe, is a good idea of some of the key issues that we talked about, although, maybe it doesn't cover them all. But at least we made an attempt here.

Item number one: We need to define what resources we're actually going to protect and what areas we're actually going to protect. And to go along with that, we need to, obviously, have design criteria developed and in place as to how we're going to protect it.

Second point: Is absent sustaining ecosystems, our uses cannot be sustained. There was a point that was discussed at length in our

group, the need for a sustained -- for sustaining ecosystems here in our region.

Another issue that we talked about at length was bringing in a wider realm of stakeholders into the process. And what we mean there is bringing some key stakeholders to the table in a more prominent position, specifically the private landowners who own the majority of the land along the coast of Louisiana.

And the last item was based on being goal-oriented, not necessarily schedule-driven. The decision we're going to make is going to have a profound impact on Louisiana for many, many years to come. So they noted that it would be important if we need to take a little bit more time to come up with the right solution, maybe that needs to be considered.

And with that, I think Scott's up next.

BY MR. HOFFELD:

Thanks, Tom. We, likewise, had a great group, a lot of people from the lower coastal area. And one of the main comments was similar to what Tom's group had, sustaining the ecosystem. It wasn't said in those words, but that is a key

concern that the environment, the marshes, the fisheries, is a key component to the culture and the economic success of this area. And that was emphasized as an important something to consider.

Another very important thing that came out was how affected the reefs are at attenuating the tidal surges, or rather the storm surges, and that we should concentrate on re-restoration. Generally, of course, storm protection was an issue. And, of course, like I said, coastal restoration marsh creation and nourishment from sediment and such was noted.

But, in particular, there's a project, the Ag Mack project, that was underscored many times by the people in my group as an important project that is already planned and may not be underway right at this moment, but is ready to go. And it could be used as a short-term measure and it is believed that it would likely have longer-term benefits.

We did the exercise that your group, Tom's group, also completed. And of the issues on the potential issues list we determined that economic effects, biological resources, water resources and geological resources were the most important

issues. And as you can see, those are the issues that involve the coastal zone and the sustainable ecosystem that everyone had noted tonight as the most important issue. So that wraps it up.

BY MS. TERRANOVA:

Thank you, Scott. Not a whole lot more to say here except please make sure that you fill out your registration card. Very important. You have lots of opportunities to provide comments. The formal scoping comment period is March 27th, but, again, the Corps is going to be taking comments all throughout the course of the environmental impact statement process. So, until that document has been completed, signed, sealed and delivered, you're going to have an opportunity to provide your input.

I don't have anything more tonight. We really appreciated the time that you took to come out this evening. I know that there's the big game on tonight, so I hope that you can get back and see a little bit of it. But, again, your input has been just tremendous. We appreciate your input and, hopefully, we look forward to seeing you again. Please drive safe, and we've enjoyed your

input this evening. Thank you very much.

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THE PROCEEDINGS CONCLUDED AT 8:46 P.M.

C E R T I F I C A T E

I, Pamela M. MacDowell, do hereby certify that the above and foregoing 38 pages are a true and correct transcription of the stenomask tape of the Category 5 Louisiana Coastal Restoration Project meeting taken down by me and transcribed under my supervision, to the best of my ability and understanding, at the time and place hereinbefore noted, in the above-entitled cause.

I further certify that my license is in good standing as a court reporter in and for the State of Louisiana.

PAMELA M. MACDOWELL,
CCR (#20077)

R E P O R T E R ' S P A G E

I, Pamela M. MacDowell, Certified Court Reporter, in and for the State of Louisiana, the officer, as defined in Rule 28 of the Federal Rules of Civil Procedure and/or Article 1434(b) of the Louisiana Code of Civil Procedure, before whom this meeting was taken, do hereby state on the record:

That due to the interaction in the spontaneous discourse of this proceeding, dashes (--) have been used to indicate pauses, changes in thought, and/or talkovers; that same is the proper method for a court reporter's transcription of proceeding; that the dashes (--) do not indicate that words or phrases have been left out of this transcript; and that any words and/or names which could not be verified through reference material have been denoted with the phrase "(phonetic)."

PAMELA M. MACDOWELL,
CCR (#20077)

CAT 5

LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT SCOPING MEETING

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This meeting regarding CAT 5 Louisiana Coastal Protection and Restoration Project Scoping Meeting was held on Wednesday, the 15th day of March, 2006 at McNeese Campus, Baker Auditorium/Farah Hall, 4205 Ryan Street, Lake Charles, Louisiana, commencing at 6:46 p.m.

MS. TERRENOVA:

It looks like we will be able to get started this evening. I'd like to introduce to you Mr. Al Naomi. Al is with the Corps of Engineers. He is the project manager for the Category 5 Louisiana Coastal Protection and Restoration Project. Al is here tonight; he is going to be giving you an overview of the project, but I'd like to turn the floor over to Al who is going to offer up some introductory remarks, Al.

MR. NAOMI:

Thank you. The reason we're here is for you. This is your chance to give us your opinions, your ideas about how to protect the coast of Louisiana from hurricanes, from coastal land loss, various flood control options that are important you. If you're here, it's probably because you care. You took the trouble to come out on an evening, find a place to park here at McNeese and sit down with us and discuss these issues, and so if you care, then you need to express yourself. This is the perfect forum to do that. This is designed in public law to give you an opportunity to say what it is you have to say and get it on the record. We really want to welcome in taking the time for coming out here at night. This is very important. Everything you have to say is important to us, and we look forward to the interchange, to the discussion, and from the Corps' perspective, from the State of Louisiana's perspective, we're just going to sit aside. This is going to be your meeting after while. We have facilitators here to help lead the discussion and get some conclusions drawn, and some discussions of exactly where we want to go with this process, and I just want to say thanks for coming. It's very important that you're here and take the word back to your communities to people that you see everyday that the process is ongoing.

This is a third or four meetings like this throughout the state. We were in Thibodaux last night, last week in New Orleans, tomorrow night we'll be at the Cajun Dome in Lafayette so this is the opportunity for the Lake Charles area to get the word out and tell us what you think, and if you know somebody that really has a burning desire to talk about these issues, tell them to go to the Cajun Dome tomorrow night in Lafayette at 6:30; we're going to do this all over again, and so they'll have another opportunity to say what they think and get their thoughts on the record, and now, I'm going to turn it back over to Ann. Thank you again for coming, and we'll get this moving.

MS. TERRENOVA:

Thank you, Al. My name is Ann Terrenova, and I'm going to be your facilitator for the evening.

Actually, I'm going to really be focusing more on the process this evening. You're going to be focusing more on the content. We're going to be looking to you to provide us with input as far as the project is concerned. It's really important that we hear from you about what your issues and concerns are for the Corps' consideration so that's going to be a really critical part of the meeting this evening. A couple of things just to go over the agenda, we actually will be having several presentations by several folks from the Corps, and we also have a gentleman here from the Louisiana Recovery Authority.

We had intended to break out into groups, but we have enough folks here tonight that we're going to do one large facilitated session this evening. Again, that's going to be where the rubber really hits the road, and we are going to be able to get your input into the process. It's important that, you know, hear and listen to what you think.

A couple of things, there's a lot of opportunities for you to provide your input tonight. We're going to have several individuals helping with the facilitation so we're going to ask you some questions, and we want to get your input, but we also have some comment cards that hopefully all of you picked up when you signed the registration form earlier this evening. This is another way that you can provide us with your input. We'll be collecting these cards. You can also mail them in. You don't have to fill them out this evening and do it right away. You can take the time to think about what is it that you want to -- what information do you want to provide the Corps and provide that information. We do have a time frame, however, in which we need to get your comments for this particular part of the process by March 27th so keep that in mind. You need to mark that on your calendar.

We also have a court reporter here tonight. Lori is here, and she is going to be recording all of the input from you folks, and if you don't feel comfortable speaking in front of the larger group this evening, she will be out in the hallway after we get through with the presentations, and she will be able to take your comments as well.

We have a website. There's information that was handed out to you earlier this evening. You can go ahead and register your comments on the website so we have lots of ways in which we can get your input and get your feedback.

This has been a great difficult time for many of you. I can only imagine. The company that I work for, we do have folks here on the coast who have been impacted by Katrina and Rita as well so this is

something that is very near and dear to our heart. Everybody has their own opinion, obviously, and it's not right, or it's not wrong; it's just you have your opinion. So one of the things that we do ask this evening is be respectful of others. Be respectful of the fact that it's an opportunity for you to share. You may not agree, but it's an opportunity to hear what other folks have to say.

I'm just looking at my notes here. I think I'm ready to turn the program back over Mr. Naomi. We'll being trying to wrap things up probably in about an hour and 15 minutes once we break out -- well, we're not breaking out into groups but once we have that facilitated discussion this evening. But keep in mind, the Corps really needs your input tonight. This is an important process for the Category 5 Project and this is just the beginning; this is the first step. We do have some folks that are going to be talking about that process this evening, but this is the first step in a journey that's, I think, going to get us a really good place, and that's all I have at this point. I'm going to turn the presentation back over to Al, and he's going to give you an overview of the project.

MR. NAOMI:

Thank you. The bottom line is, we're doing this because of Hurricane Rita and Katrina. Congress gave us some money and some authority to go do a major technical report on the problems in South Louisiana to see if we can come up with some solutions, and Hurricane Katrina and Rita were really serious events.

This is Hurricane Katrina, but if you shift this about 100 miles to the west, it just as easily could be Hurricane Rita. These were very powerful storms as you well know, very destructive storms, and the impacts of this state will be many, many years in being overcome.

Next slide, please. We're going to talk about infrastructure that was impacted. Of course, this is Cameron. Just click through the slides, please, and you can see that this is all across the state, Pearl River, Sabine, massive destructions. This is what you see when you have a 22 foot storm surge and a 15 foot levee. The results aren't too pleasant, and the scar was incredible. Sandbagging operations on the Montegut Levee near Houma was undertaken by National Guard. Communities were impacted, Grand Chenier. If you can't see this too well, there's cows on the front porch here, looking for refuge, anyway they can get out of the storm, and it affected commercial fisheries. It's going to be a long time before a lot of our commercial fishermen can ever come back if ever, and, of course, damage to our homes on the coast, some very, very and dramatic damages, and this is Cameron, Louisiana and the immediate aftermath.

And, of course, this had major impacts to our coastline and the coastal wetlands that we had as well, and this is what we rely on for our protection as well as our livelihoods, and the coast is very important to us. The land loss that you see in red occurred between 1932 and 2000. That was very significant land loss just in Southeast Louisiana, and that's replicated across the coast of Louisiana. Next slide, please. And Katrina and Rita just made that process happen even faster.

Next slide. This is just south of New Orleans in the sound basin. The light blue areas are areas that were damaged by Katrina. Some of these areas may never come back. They may yet revive if we're lucky, but some of these areas may never come back, and what was once very nice wetland areas have turned to open water. This makes the problem even worst when the next hurricane comes along when you have surge coming, and, of course, it affects the fisheries, the oystering, the shrimping, and things that may be lost for many, many years and may never really return.

Next. I don't know if you can see this too well, but this gray area here was wetlands like this before the storm, and the storm just sheared the top off of this, and these are now submerged, and they may or may not come back. If we can get some freshwater in there and get these -- get the saltwater out, they may come back, possible, that they will be loss and the saltwater will come in and those wetlands will just disappear.

Next slide, please. This was a headland and a barrier between the lake and this little an inlet, and that's pretty much eroded out the way, and once this goes away, then any wave action is going to start attacking these wetlands here so there's going to be significant coastal affects throughout south Louisiana.

Next slide. Congress directed us, and this is why we here, to design flood control, coastal restoration, and hurricane protection measures, and they mean comprehensively designed. For a strong surge equivalent to a Category 5 hurricane, and we're suppose to work very closely with the State of Louisiana in developing these plans, and that's what we're doing. We've got State members on our team, and we're working very carefully and closely together to make sure that we get the right answers in this report that's going to go to Congress.

Next slide. The Louisiana Coastal Protection Restoration Authority was signed by the Governor as Act 8, and that creates a new authority, basically, oversight for wetlands and levees, and Pat may talk some about that in a minute, and also, directs a development of a master plan, and that master plan is the plan that we're putting together at the Corps level is going to hopefully be identical and

coalescent to one major direction for Congress to supply aide to Louisiana.

Next slide. This is the composition that we have at the direction of Congress. You see we have the Corps. We have the Louisiana Coastal Protection Restoration Authority. We have most major state agencies that are involved in the coast and construction. We've got universities, not just in this state, but throughout the United States. We've got other Federal agencies. We've got the Dutch Rijkswaterstaat, which is the equivalent of the Corps in Holland. All of these folks are participating on this team at various levels. This is a very complex effort, and each one of these folks have a very unique role to play, and hopefully, we'll pull all this together, all this input from these various people, and input from you, folks, tonight, into the final report that we send to Congress.

We've had some workshops, some technical workshops already. We had a wind, waves, and water workshop in Vicksburg in December. This is to decide what kind of storm we're going to design for. You say CAT 5, but what does CAT 5 really mean? There's no upper limit to a CAT 5 so what we are really designing for, and CAT 5 really defines winds, and winds didn't flood us; the surge flooded us. So what we're really looking at is, what is the surge that we have to protect ourselves against, and that's what that workshop was about. Then we had a plan formulation meeting in Lafayette in February, where we had coastal officials, levee board, and folks get together and start throwing out ideas about what kind of protection they might like to see, and then we had an Engineering Technical Approaches Workshop in Vicksburg in March, early this month, coming up with innovative ideas, not just putting levees up, maybe some other ideas of things we can do in addition to that or better than that to help address the issue of storm surge and coastal restoration and flood control.

And here we are, public scoping meetings, and this is, like I said, one of four meetings; this is the third or fourth, and this is your opportunity to get your ideas into the mix so we can take all these things and start looking at them in coming up with our final proposal to Congress.

Next slide.

Now, we have to have a preliminary report to Congress at the end of June. This is a very, very fast schedule. So what we're going to do at the end of June is we're going to put some general ideas together, some proposed alternatives together, but we're not going to make a recommendation per say to Congress, and that's going to be for the final or technical report, which is going to be due Congress in December, '07. These dates were given to us by Congress in the legislation, and they told us they

want to see the preliminary report in June, six months after the Act was passed, and a final in 24 months after the Act was passed, and that makes December 30th of 2007, and that final technical report will also include an environmental impact statement, and that's one of the things that we're going to talk about tonight, and this is part of the environmental impact statement process, the scoping meeting, and the idea is when we -- if Congress chooses to authorize something come December '07, we'd be in a better position to start constructing something at that point because we've already done a lot of the EIS work that needs to be done to get us to that point.

Next. And the preliminary technical report that's due in June, we're going to discuss basically threats. What storm are we designing against? Category 5, wind, surge, and waves, primarily, surge and waves, but we have to decide, what are we going to protect ourselves against? What is worth to us to protect ourselves against these storms, and, of course, risks. Just what is it at stake? Our communities, industry, coastal resources, strategic resources, that includes, fisheries, anything that is important to us as a community, as a state. We have to express that in this report, and say, "If we have a storm, what is it going to be at risks, and by putting protective measures in, what are we going to save?"

And plans, what can we actually do to protect ourselves? And that can be anything from creating coastal wetlands and barrier islands to building barrier structures similar to what they did in Holland and anything in between and maybe some unique ideas out there that we haven't even looked at yet.

And, of course, the last item, is costs. How much will the protection plan costs? The whole point of this process is to answer the basis questions. How high do we go with the protection? Where do we put it? What is it going to look like, and how much it's going to cost? We have to answer those questions before Congress will even consider authorizing anything for the state and the Corps to build together.

Next slide. This is our website. If you need information, this is where you go. We're going to try and keep this website updated. We're going to have results of our meetings. We're going to have discussion points. We'll have a lot of information out there that you can keep track of what's going on with the process.

Again, there will be another meeting tomorrow night in Lafayette. Tell your friends and neighbors if they really want to have some input of the process, it's worth the drive down I-10 to get involved, and this is the chance as individuals, as public citizens to play a role in the process, and I really

encourage you to do that, take this role seriously, and maybe make a difference. Thank you, Ann.

MS. TERRENOVA:

Thank you, Al. As Al mentioned a little bit earlier, this is a process that involves a number of different agencies and organizations, universities. It's really a very comprehensive process with a lot of different people and a lot of different entities involved.

One of those entities is the Louisiana Recovery Authority. We do have Pat Forbes here this evening. He is the strategic advisor for planning for the LRA, and he wanted to talk just a little about what LRA does and how it ducktails into the process so I'd like to go ahead and introduce Pat.

MR. FORBES:

Thank you, Ann. My job tonight is to try to introduce you to some planning things that are going on that you may not know about and to help you understand how a lot of these things work together. I'm sure all of you know that -- I mean, you've been to tons of meetings; there's lots of things going on, and sometimes it gets a little bit confusing, and I'm going to try to help you through that.

I'm with the Louisiana Recovery Authority as Ann said. That is a body that Governor Blanco appointed to oversee and guide the rebuilding of South Louisiana after the storms.

One of the first things the Louisiana Recovery Authority did was appoint what was hire some renowned planners to come in and help us look at our situation and figure out how to go forward and not only build back but to build back smarter.

One of the first things that these planners realized they needed to do is develop some scenarios or some visions for South Louisiana, not to do that, but to help you do that, and with that going on, I'm sure many of you've been involved in the FEMA Parish Plans that have been developed. This process that we're involved in, the CPRA that Al mentioned that's working with the Corps on this project, even for people that are working within it, it's pretty difficult to understand how and even if all those things work together, and the good news is, that they do work together.

This slide illustrates how some of these efforts work together. This red, this is what we're doing here tonight, the CAT 5 LACPR Report. The State of Louisiana is working with the Corps on that and it's about protecting the coast.

The LRA's process is going on simultaneously and that's being built from those FEMA plans, along with input from stake holders, expert teams, scientist, your input in public meetings that will be coming up, and this slide looks -- starts to look kind of like something a little bit fuzzy that

somebody put together that they hope will make you feel better about, but not really say anything, but there's some very concrete things going on here.

I can tell you that the LRA's process is already receiving potential hurricane alignments, restoration features, those kind of things from this LACPRA team as they move forward and to start to develop scenarios. At the same time as the LRA's process develops scenarios and starts to gather some information about public preferences and other aspects of rebuilding, that information is going to be fed in report form back into the LACPR process.

Next slide, please. This slide is just illustrating that the two processes are going on at the same time. The red on the top, again, is the LACPR; that's what you're doing here tonight, and at the same time, we've got this regional visioning process going on. The really key things to note here are these yellow lines that indicate the constant feedback between the two operations, and the outputs there are going to come from these two processes.

You can see that the regional development process ends in December of this year. At that point, we will have developed scenarios, gathered peoples's preferences on those scenarios, and hopefully, we'll understand better how people envision their part of the state post-storm in the future.

We'll be able to feed that into this process while it still has a year to go. As Al said, December, '07 is the final report for the LACPR, and so those are really the key pieces of information. This constant feedback that is very real, I assure you, and these outputs from the two processes and the timing.

I hopefully have clarified some of this for you, but if not, I'm going to be here through the evening. Please, come find me, and I'll try to do a better job of explaining it. Thanks.

MS. TERRENOVA:

Great. Thank you, Pat. Next on the agenda is Shawn Michael. Shawn is also with the Corps of Engineers, and he is the environmental manager. Shawn is going to be one of the folks who's responsible for putting the evaluation together, and he's going to be responsible for all of the technical evaluation, information gathering, analysis, for the reports that are due to Congress here in a very short time frame so Shawn is going to talk to you a little bit tonight about the process by which the Army Corps of Engineers has to follow to get us to a point come December, 2007, so with that, I would like to turn it over to Shawn.

MR. MICHAEL:

Thanks again, everybody for coming tonight. I'm sure you had to take time out of your busy

schedule to do this, and I will restate what Al said, I really appreciate y'all coming out here tonight. I'm a biologist with the Corps. I one of the environmental team mangers on the EIS portion of the project. I want to stay on theme and re-emphasize again after I'm done with my presentation and Ann takes over, we're going to have a facilitated discussion to get your input. This is one opportunity of many to provide us with input. It's your chance to give us ideas, comments, or suggestions that can help us, and by us, I mean the Corps and the state, which will help us to develop some solutions, ideas, alternatives so that the conclusion of the technical report that will be sent to Congress in December of 2007.

So what is NEPA? It's the National Environmental Policy Act of 1969. A bunch of public law stuff up in there, and that's not that important unless you want to take this home and do some research on the web, but, essentially, it sets the standard for environmental analysis regarding major federal actions. Obviously, this is a super major federal action.

Next slide. NEPA, it's a planning tool, and it is a part of the planning process and the decision making process. Our goal is not necessarily to produce a huge document, but we want to produce effective decisions, a brief and concise document and effective decisions, decisions that count.

Next slide. So what is scoping? When Congress gives us directions or directive to do a project, we jump right into an EIS, Environmental Impact Statement. The first thing we need do is scoping. Scoping is the formal start to the Environmental Impact Statement. It allows us the opportunity to begin to develop the scope and significant issues to be analyzed further in the EIS early in the process.

Next slide. Scoping is started as early as possible. It is an open process. Everybody is invited. Everybody is allowed and encouraged to participate. Again, it helps us identify significant issues that need to be analyzed further. Those issues that can be eliminated, and there are numerous studies that are ongoing that have gone on in the past. There's a lot of stuff going on, and you can remind us of some of these things that were already done in the past, and I hope us here we can jumpstart another piece of the environmental analysis and get that piece done earlier, borrow from existing documentation.

Next slide. So what are some of the key scoping input questions? What our critical, natural, and human environmental problems and needs? What significant issues and resources? Significant issues and resources, you know, what resources -- the Chenier Plain out there, your wetlands,

maritime forest that used to exist, what can we do for flooding, what resources are your infrastructure, things like that. And then what restoration alternatives should be considered? The table is wide open right now. If you have ideas on alternatives or comments you saw, if you had time before to look at some of the stuff that has already been developed, and I'd like to keep in mind, these are not set in stone, anything you see here. This is the early, beginning process here. You have comments on those or you have your own ideas on alternatives, please, give us those to us.

Next slide. Now, there are many other projects going on and those that are proposed by Congress. These largely are over in the New Orleans area, which you probably heard about the levee investigations and then the task force guarding, which is preparing south hurricane levees in Southeast Louisiana to Category 3 protection levels, and then near-term temporary protection measures, pumping stations, gates, ends of canals, and things like that. There are other projects that are ongoing that are not part of this LCA, CWPPRA; some of those projects, some of those ideas, may eventually end up in the LACPR, some pieces or parts of those, can end up in the EIS or in the technical report; it will all go together.

Next slide. So how would this information be used? Well, we'll take your comments tonight, your issues and concerns, combined with the other meetings, and will be put into a document, summarized into a document, and that document becomes part of the official record for the scoping period. The initial early open part of the Environmental Impact Analysis Phase. It helps us identify, again, those issues and concerns that are paramount to the locals, and helps us narrow our scope, to find our scope.

Next slide. So this graphic here presents what happens -- now, I have programmatic here. I keep saying EIS, Environmental Impact Statement. Programmatic is a way for the Corps to develop a broad -- to create a broad document, a broad analysis. This is such a huge project. We can't narrow in on one area, yet. As Al alluded to, hopefully, by December of 2007, maybe earlier, there are some pieces that will have enough detail that we can recommend to Congress or propose to them with these parts. We've got the environmental clearness. We've got the engineering and design. We're ready. You let us go.

So range of alternatives, everything is open right now. Everything is on the table. As we go through the analysis, we have in a simmering down of alternatives, better detail and descriptions, closer investigations of environmental impacts until we get to the final programmatic EIS, which will

accompany the technical report that's delivered to Congress in 2007.

Next slide. Here we have, again, avenues of communications of the Corps. I would like to gloss over real quick that the official scoping period ends on March 27th. That is for the official scoping document. It does not mean that you can not continue to provide us comments or ask us questions or provide what issues are resources you may not think of tonight. You can provide it later if you don't make it by the 27th. It's an ongoing process through the environmental analysis.

This name here, Julie Morgan. She's the public outreach. There she is. She just raised her hand real quick. She's probably got roots, and you can contact her for more information or if you need to get any of this information here. As much as this information is possible, will be made available on that LACPR website that Al showed you earlier.

Next slide. And here is another way to get in touch with us. You can mail us. Provide comments by mail to the P.O. Box address here, and that is an email address specifically for the EIS, that inbox -- those emails come to me. It's already being used, which is good to see.

With that, thank you very much for attending and taking time out of your busy schedule to come tonight, and Ann is going to take over, and let's get rolling.

MS. TERRENOVA:

Thank you, Shawn. Shawn had indicated there are many, many ways for you to provide input, and tonight is going to be really important part of the process for you to provide input directly the Corps of Engineers on the CAT 5 Project.

What we're going to do is -- typically, we would break everybody into groups, but we have, I think, enough people here that we're going to just do one facilitated group this evening. What I'd like everybody to do in just a couple of minutes is I'm going to ask you to please come to the front of the room. We want to make sure that everybody has an opportunity to hear what each other has to say, and that's really an important of the interaction tonight, you know, to really understand what are the other issues and concerns that are out there.

So what we're going to do is we're going to, you know, have -- actually, we have two gentlemen here this evening, Tom Hunter and Scott Hoffeld. They're going to be the ring leaders tonight. They're going to be the ones that are going to guide you through a series of questions to really get the creative juices flowing and get some input from you all.

We want to take publically about an hour to go ahead and guide you through a series of questions to

really get your input, and then we're going to just wrap things up.

Let's see. I think there are a couple of other things. You know, again, it's important, please, be respectful of others' opinions, and it's really important that you don't have any side bar conversations. You know, please, try to stay focus on the discussion at hand. It is disruptive for others around you when you're having a little bit of a separate discussion.

We have the Corps of Engineers' folks who will be available, you know, after the meeting. If you have any questions with the information that we have, you know, put up around the room, we'll have some availability after the meeting for you to perhaps have some one on one discussion with the Corps' folks.

So with that, I also wanted to introduce Mr. Ron Crum, also, is going to help us capture the input tonight from you all so if I could just have you take one minute, real quick, get you up to the front of the room because that's going to be an important part of the process tonight, so, please --

MR. HUNTER:

Actually -- can everybody hear me? What may help, actually, before everybody moves forward, there are several exhibits around the rear of the room. They show some different models and alternatives and a few things that may help you develop some questions or some comments relevant to what we will be talking about tonight.

So how about if we just take a couple of minutes, three to five minutes, and let everybody who has not had a chance to look at the exhibits in the rear of the room. Go ahead and look at those, and then let's reconvene here up front in just a couple of minutes.

MR. HOFFELD:

While you're looking at those exhibits, I'd like you to think about some questions. What issues should the Corps of Engineers consider when developing alternatives on this project, and for evaluating alternatives to determine which is the best alternative for implementation.

(BREAK)

MS. TERRENOVA:

If everybody could come on down to the front of the room.

MR. HUNTER:

At this time, we would like to go ahead and start the facilitation. If everybody could, please, start to move forward, we would appreciate if you could move up to the first four or five rows. It will make

it much more effective. The closer everyone can move to the front, the easier it's going to be to communicate because we're going to be trying to get input from everybody that's here, and if you way far in the back, we're not going to be able to hear comments.

Okay, at this point, we're ready to go ahead and get started. We'll call this workshop session. Again, my name is Tom Hunter. Scott Hoffeld, Mr. Ron Crum will both be assisting me. What we're going to do is, we're going to basically try to get input from you, who I'll call the key stake holders in this whole process. We're going to document everything on these tablets right up front.

We also have a transcriptionist who will be transcribing the meeting results so all this will become officially part of the meeting record. What I would ask everyone is, let's please be courteous, and let's try to let everybody have an opportunity to comment tonight.

The real purpose of tonight's meeting is to hear from you, and what we're really interested are what issues do you think are important for us to take into account in our project development process. Also, ideas that you may have as to how to better protect the Louisiana coast, the communities that we live, would also be certainly good issues to discuss. It can be a whole variety of things.

You may want to discuss issues regarding flood protection, coastal restoration, wetlands issues, cultural resources, critical facilities that we may need to protect, if there's important plan projects out there that you think we really should be aware of and take into account, local state plans that we should be aware of, all of those types of things are relevant here tonight, and with that, I'd like to go ahead and get the discussion going, and let's go ahead, and what we can do is will just take it one at a time. We'll let you go first, and if you don't have anything to say, you can just pass. We'd like to take it one at a time. Let everybody have a chance to comment.

PARTICIPANT:

Thank you. I appreciate the opportunity to be here.

MR. HUNTER:

State your name, please.

PARTICIPANT:

Oh, I'm so sorry.

MR. HOFFELD:

Wait, wait, actually, I think that's going to really be disruptive for this evening. We have not made everyone do that. Let's go ahead and just -- I don't want to disrupt anyone's train of thought so there's

no reason to state your name this evening, just go into your thoughts.

PARTICIPANT:

My name is Bubba Wheat. Again, thank you for allowing me and other people to be here. You talked about stake holders two or three times. The ones you get people to help make decisions, to make better decisions, you had a slide up there about 22 different agencies, all state, all federal, but I didn't see anything up there about the Sabine stake holders. I think you can also call those taxpayers' property, couldn't you?

MR. HOFFELD:

Taxpayers are definitely stake holders.

PARTICIPANT:

And taxpayers, right. But no oil companies were up there. They should probably have some input.

MR. HOFFELD:

They are definitely a part of this.

PARTICIPANT:

Again, that's a statement. It's not incumbent upon them to make money, no oil companies, how about the rice industry here, the poor old crawfishers, other individuals that are landowners down there, some more of the stake holders that maybe have a better decision on property they have that they might be inclined to furnish, to assist in the coastal erosion process.

A lot of those that are decision makers, might not appreciate through restrictive covenants that are placed upon the landowner, and this is not meant to hurt anyone's feelings, if it comes from someone like you gentlemen that are state --

MR. HOFFELD:

Or federal.

PARTICIPANT:

State or federal, okay. They might not look at it as acceptably as they would when another person doesn't work for a state agency or a federal government or a parish government. If it someone that was a landowner or whatever, but they possibly have a tendency to get a little bit jaundice from the governmental input.

MR. HOFFELD:

Let me see if I could capture that issue. What I think you're saying is

that -- I believe you're saying, is that we need to involve oil companies, commercial private interest in the decision making so that everyone feels that everyone who has a stake in it locally who would be affected is involved and not the decision is coming just from the government; is that basically it?

PARTICIPANT:

Bingo. Also, the landowners, you know, might address money or something, talk money, but they don't have no potential stake holders, and, you know, get their opinion, also.

It would real nice to see something like that, just a plan that -- I kind of put you on the spot about a little yellow line back there. The people south of that levee, and we're here by choice, the Intracoastal Canal that you're following, that's freshwater.

MR. HOFFELD:

Okay, well, that's a good comment. I think we should probably move on to others.

PARTICIPANT:

Just looking at CAT 5, have any of us ever gone or been through a CAT 5? When it finally hit the coast and what we're looking at destruction, wasn't it a CAT 3, so if we're sitting out -- I know in the way of theory it takes the energy of the wind to cause the waves so if it was a CAT 5 coming up to the coast, then the waves would be elevated closer to CAT 5, but if we're thinking about a CAT 5 and it is going to be onshore, how big would that thing be? I mean, would it be as high as some of the bridges in Lake Charles, and I don't know if Cameron got wiped out.

MR. HOFFELD:

Well, as far as the height of the levees, that's later on. What we're trying to do here tonight is identify what issues do you believe should be considered in developing all of these structural alternatives and the restoration alternatives that are shown on the walls as a preliminary alternative. What issues should be considered and then what issues should be considered in evaluating which is best? We can't answer the height of the --

MR. HUNTER:

Let me say this, though --

PARTICIPANT:

I'm not asking -- I'm just saying a CAT 5.

MR. HUNTER:

Well, one thing that has happened, I know there is some ongoing modeling effort to try to determine

what the level of the wave action and the height would actually be. And that will -- that's a very important consideration in the development of a flood protection system, and that is being taken into account. That's a very good point.

PARTICIPANT:

I think that we should cool Calcasieu and Cameron parishes with this area of the State of Louisiana. There used to be plenty when we were together. I think they're separated, but you don't have a great number of populations in Cameron. You do have 160,000 in Calcasieu. Calcasieu's industry is dependent upon access to the gulf as well as freshwater, and we have all sorts of hackberry, all of that is worth preserving. I, personally, would love to see Cameron thought of to be just as important as Galveston and the type of hurricane protection that is in place in Galveston, and put in place in Cameron. Hopefully, this could be done without losing some 20,000 people as Galveston did in the early 1900s, and I don't think we're going to be ready by June 1st for another hurricane because the gulf is warm. The temperature of the gulf is what feeds these storms, and we did not have a cool winter. We need to move up and be ready to get out of here again.

PARTICIPANT:

Good evening, I'm Jim Robinson, Director of Navigation and Security for the Port of Lake Charles. I participated in the Lafayette workshop to kick this thing off about a couple of weeks ago, and may have been partially responsible for one of your alternatives. We've indicated that in connection -- I have a little self-interest, we have very valuable dredge material that is needed to help restore the coast of Louisiana that will come out of the Calcasieu River Waterway.

The Port has encouraged local landowners like Mr. Wheat to come forth and offer their property up either on a short term or 25 years or so lease times to utilize their private property for wiser placement of dredge material that the Corps of Engineers presently allows with the federal standard requirement that dredge materials will be placed in upland disposal sites very close to channel, extensive upland disposal sites. We think we can kill two birds with one stone, fully dredge our ship channel and wisely use that dredge material to help out folks like Mr. Wheat whose grandfather walked on property that's now open water.

We have sent 800 letters out to local property owners over here asking for participation, and we've got a pretty good response. We suggested in that in that workshop that sort of effort be taken across the state that ought to restore coastal Louisiana in that fashion because the Corps' initial reaction was,

"We are going to have to take all this property to demonstrate the Wall of China." We may not have to take all that property. We may have other willing landowners to help us with I believe your alternatives, too.

MR. HUNTER:

Appreciate that.

PARTICIPANT:

I'm Lee Savoy. I've been here since 1951. I went through Audrey. I fished and hunted all along the coast. One of the things I think you might want to consider, I noticed that these studies are not going to be finished for a year and half or more, and then you have to go through the process of bidding and so on and so forth.

In the meantime, I think it would be economically feasible to put in boulders or break waters along the coastline, which you should have between Cameron and Holly

Beach -- I mean, Holly Beach and Johnson Bayou. Holly Beach has been completely wiped out, but Johnson Bayou didn't get quite as much damage, and I think that's quite a bit of reason for it.

The boulders where they are creates a beach of sand, and I think that if they were high enough and large enough, it would break the surge up to some degree before it hits inland. The very beginning of those was a very simple thing like a bar line driven in the sand, that was the beginning of the break waters. And right now, the bridge is out at Oakgrove so Highway 82 up the coast is got about a ten mile detour. I think future bridges ought to be built for serious hurricanes.

PARTICIPANT:

I'm Jay Dodsey. I'd like to comment on that gentleman next to her about that bridge that was supposed to be knocked out. I've heard neighbors that go across that bridge with some heavy equipment, and then put it back just like it was before, and they don't let anybody else go across it. My main comment is, a lady here survived the storm. She lost her mother, and I would like to comment on what cause the loss of the house. We was on Oakgrove about less than a mile from that bridge he was talking about there, and what had happened they have a floating -- they had a lot debris from

the -- what do you call the boards, and a lot of the boards the oil companies would leave there -- of course, a lot them, you got to pick up now, but anyway, it would pile against her daddy's fence, and it would pile up there until it just couldn't hold it anymore and then all of that weight and -- it would

drag marsh debris, too, and apparently if it hit the house, it would have just flowed off. I would think that tr might be -- and the same thing happened with this Rita storm. We had two houses, one at -- two in Grand Chenier, and her daddy fixed another house, and he increased the height of that thing something like -- a total amount of about five and a half feet originally where the house was, and this storm here, it didn't do any good, and I'm thinking at how ever high you build this house or put it up if these boards after they roll through the marsh and picking up bullrushers and things by the roots, and they pile up along side the road and where they, you know, just make like a big hill right south of all that bridge, if you've been down there, I don't know if you've been down there that much. The road runs right south of the bridges, and it piles up

there -- a big pile up, then the water comes up and it pushes it all at one time and those houses are not going to able to stand that, and I've heard of your fellows that he was thinking about putting trees, but I don't know how he would -- you would -- this is 17 and half foot of water --

MR. HOFFELD:

I think I understand a concern, but I'm trying to see if I can distill that into an issue. Is it that you want -- your concerned about the effects of debris?

PARTICIPANT:

Yes. There's debris from the oil company. I'll make my suggestion a little bit more plain. These two houses, they're owned in Grand Chenier, and the same thing happened to them, and what I was thinking without putting a due hardship on the oil companies, at the time of the oil -- starting in July or at the end of the June, if they could use some other kind of besides a floating object and mud matts that the drilling rigs used in the marsh.

The other thing is this marsh debris, is picked up by these big boards that they use in the marsh with these flanks, and then it breaks -- the water breaks them loose and they go right close to the surface of the mud, and they pick up roots and all, and that's -- I was thinking maybe some kind of way where if -- to make it a lot easier on the oil companies, it would be -- the way it -- the EPA now got -- I don't want to run them down road, but these oil companies got to put all of these -- all of this stuff, plants, and all that, just like it was before in the past, and I think that's kind of waste of work, and maybe they could kind of use that money to take it around.

MR. HOFFELD:

Let's just capture it. I just want to make sure that the reduce for control to use a board rug by oil

company because it's a debris hazard and because of its potential to damage marsh.

PARTICIPANT:

And besides those marsh facts, get something to -- during the storm season, where they can hold that stuff down, and I think if it would be all for that marsh debris, I think a lot of the hazard would stay there because there's a lot of them that, you know, it didn't mess it up.

MR. HOFFELD:

That's a steep observation. That's a good comment. Thank you.

PARTICIPANT:

I'm Stephanie, with the Cameron Parish School Board. Our superintendent was here early, and he had another engagement. He is sending a formal statement and comments, and he'll send that by email.

In the meantime, I would just like to summarize what we're doing. We are rebuilding a K-12 school where South Cameron High School previously stood and where our athletic complex remains. We're going to have a temporary campus there in the fall, and we hope to have a more wind resistant building by fall of '09. We are very interested in containment of the entire coastline. We are particularly interested if nothing else in containment of that particular school since it was our school, and the Town of Cameron where our government agencies are.

MR. HOFFELD:

Could you repeat the name of the school again?

PARTICIPANT:

South Cameron High School, and that's going to be K-12 school by the fall of '09, is what we project, but we are going to be there in a temporary setting this fall, and we would be interested in containment of that site and containment of Town of Cameron, particularly where all the governmental agencies are. Perhaps ahead

of -- if the whole coastline project is a very extensive project, and it can start in smaller pieces that you get your hands around.

MR. HUNTER:

Are there any more facilities other than the schools that y'all have?

PARTICIPANT:

As far as schools, all three of our schools were destroyed, but we're going to back with one building,

but we're going to locate our office in Cameron. One was in Cameron, and two were in Creole, and, now, all three will be in Creole.

PARTICIPANT:

I'm Carl Broussard, the Clerk of Court from Cameron Parish. We were looking at those drawings on the back right hand side showing a levee along the Intracoastal Waterway, that cuts off about 75-percent of Cameron. I think it's unacceptable for Cameron Parish. I think that Highway -- if you're going to build a levee system, I think starting in Vermilion Parish and Fork at Island Bridge, that levee should follow Highway 82, that way it would hit every population center along the coast; it would encompass every community along the coasts instead of just the communities north of the Intracoastal, but we also -- that's one way of looking at it, but benefits through use of dredge material, like the man from the Port said, is very important in Cameron Parish.

Marsh creating, which using this dredge material is very voluble, and we have -- instead of just piling it up in piles and creating marsh, we have several federal refuges that have used it, and it looks like it was a success, and I think we need to continue to look at that as an alternative, a marsh creation alternative.

PARTICIPANT:

My name is Tina Horne. I'm with the Cameron Parish Police Jury. I'm their Parish Administrator. We are also going to turn in some written comments.

PARTICIPANT:

My name is Doug Miller. I represent Sweetlake and Oil Company and the North American Land Company. I think it's safe to say that we all in favor of a levee system or anything that would protect us from a Category 5 storm.

However, the plan that you have drawn on the map or endanger of, not only financially but also from land user groups and drainage issues and a variety of other things, what's hurting us right now and has hurt us in the past was the day to day loss to marshes, that's our most resolving to prevent any storms and surging further inland.

In addition to that, that's where a lot of people in this area make their livelihood, and there's a plan called Coast 2050 that's developed by the state that in comprehensive marsh restoration plan that has gone through all these processes, the scoping, the impact studies, and everything, of which all the federal agencies have already agreed upon this. The state agencies have ruled off on it as well as the

private landowners. This plan can have all the components that what you're going to do here. There's levee protection. There's locks along the Intracoastal. There's solidity control with the lock system at the mouth of each our anchor river systems. Everything that we're discussing tonight is in that Coast 2050 plan in marsh restoration format, and I'd like to see on the record that this Coast 2050 plan be used as a blueprint towards a step just going up and throwing a bunch of lines on the map. Let's pull this book out and see where -- a lot of this stuff is already done. We've already discussed it. We've already sent it through. We went through numerous meetings for several years to get to this point so before we run out and just throw a bunch of blanket lines across a map, let's pull that Coast 2050 plan out and see what fits into what's needing flood protection.

PARTICIPANT:

Yes, my name is Tom Henney. I'm with Cameron Telephone. I'm also one of the two Southwest Louisiana board members on the Louisiana Recovery Authority. I'm astonished at looking at these maps. I didn't understand the part that -- I think I heard you said that they're models, you know, only models that for levee system. I'm talking about the three levee system models that you've got. The reason I'm astonished is that the model didn't begin with trying to protect as much as Louisiana as it could. That model, basically, abandons Cameron Parish, and the two reasons that -- I mean, you can probably come up with a lot more than two, but the two I see is if it's not -- you're abandoning the people there, but if that is not enough for government because it's always not numbers, and Cameron doesn't have a whole lot numbers, you have a lot of infrastructure there.

First, you have the strategic reserve which is gone. The Corps of Engineer or whoever put that together appeared to be abandoning something that our nation believes is strategic to our defense against terrorists or whoever, and that's been abandoned right off the bat, and there's three plans that is going to come into Cameron Parish. I don't know if those people realize, but a big lot of worth of investment is going to be abandoned with any of these models which are above Cameron, are going to be adopted as basically saying "We're getting everything below the levee that you got there," and in addition to the 3RG, you have gas costs.

The other thing that you can look at is by having the models so far up north. The only thing that would catch the rest of Louisiana North of -- let's say Calcasieu Parish, you think of the Chenier, which is Grand Chenier, Cameron, Johnson Bayou, and all, if you're giving that up because of the way you already designed the natural replacement of those soils are no longer there so we have to

protect them and some of these projects are done to protect them, well, Chenier after awhile is going to go away. It's gone to get rolled away. Once it's gone, it's going to run through the marsh, and then Calcasieu Parish is going to become Cameron Parish, and it's going to become the coast for Louisiana, down in Southwest Louisiana.

MR. HUNTER:

I'm just going to make one comment regarding the model. There's several alignments that everybody has seen in the back of the room, that shows some yellow lines along Louisiana. They are very preliminary or conceptual alignment that was developed in the process very early on. They are very conceptual. They are certainly subject to change. The purpose of those alignments were -- and this goes back to a comment a little bit earlier, one of the aspects of this process is to do some hydraulic modeling of the impact and how high that surge would be based on a hurricane scenario event. To do that model, they had to make some early assumptions on some alignments for a levee protection system. That was a primary purposes, but that's why those have been developed; they're in the process of developing models to determine the height, the flood protection, that would be necessary, but, again, all of those alternatives are aligned with preliminary -- subject to change and the purpose of us here is to get comments on the specific with developing flood protection alternatives.

PARTICIPANT:

And that's what the beginning of my comment was. I'm surprised that the model didn't make any -- it looks like it didn't make any consideration protecting as much of Louisiana for the beginning -- then you would walk backwards saying, "Well, how much money is it going to costs to do that? How far do I have to move up north?"

PARTICIPANT:

My name is Tonya David. I'm a homeowner. (Inaudible) because they have the future of the coastline in 1999, and all you see is the water and the land, that's it, there's no beach, and when it pumped in all that, about $14,000,000 worth of sand, it was gorgeous. It was a bright sand. I don't have a house. My beach house is gone, but I do have my land, and I think what you talked about the Coast 2050 Plan, it worked because a lot of people have no land and because of that one project; it helped. We looked around from here all the way to Florida, and you're just looking at a person and if you want to build on the water and you want to have peace and quite, when you go down there, it's gorgeous, and people don't realize how lucky they were to be -- we're five minutes away from

something so pretty, and we're right here, and to see that it's not there no more, it's crushing. I'm still dumb enough to where I want to go back and I want see it after when I retire, but I can understand where people are coming back. We need to get it as close as we can, and get as close as we can to the water so we can enjoy all the people in Louisiana.

PARTICIPANT:

Most of my comments have been captured already.

PARTICIPANT:

I saw on some of your models back there you have freshwater diversion from the Mississippi River, I guess, south of Baton Rouge, I guess, either through pumping stations or levee breaks. (Inaudible) has further north of Gilbert and Folsom to keep the Mississippi in its current channel, I guess, my thought is diverting more of the sediments that the flow from the Mississippi back to the Atchafalaya where it naturally wants to go. I know there's a few indications for New Orleans and Baton Rouge and all the refinery and so forth down there, but if you let Mother Nature go where she wants to go a little more and let her sediments go to Big Atachafalaya that would open (inaudible).

PARTICIPANT:

My name is Nicholas. I am a Professor here in Louisiana, and I'm looking at this from a scientific perspective. You will never find the perfect solution, and whatever you do, it has to be a number of things working together. The levee is good. The marsh is good. The stones are good so whatever you do, it has to be a combination of things, and if you look at all of these things, they're some extensive, and they're some not so extensive. And, of course, the effectiveness drops so you're looking at two or three years down the road. I want to know what's going to happen this August. I want to know what can you do for this hurricane season. I want to know if the stones help maybe to the 10-percent effectiveness versus the levee that may get a 70-percent effectiveness. So we can't wait five years from now until all of the research is done until we heard from everybody in order to stop putting a levee in. I think we need to look at this -- what can we do now? What can we do in a year? The other thing, you have to work with feet, and anytime you work with feet from a legal issue, you need to start looking at legal issues now. You have private owners. You have -- and I'm not familiar, so I'm assuming the state owns some land. I'm assuming that the Federal Government owns some land. You may have a perfect plan for a levee if it takes you 20 years through the court

system to get the proper requirements, it's not going to be effected so you need to work with finding the issues and as doing the studies with the legal issues.

You're talking about modeling. This is very important. There's a principle in modeling. GIGO, garbage in, garbage out. If you don't put the right input, you're not going to get the right options. If you don't consider people south of the Intracoastal Canal, you're not going to get a solution with them in it. So I guess this body of people here needs to know what is the input that some scientists out there are putting in the modeling in order to come up with yellow lights, and maybe we need to consider that input. That input can come from considerations.

Last comment I'm going to make, I'm not familiar with it, but we're talking about trying to lessen the effect of the hurricane. Is there anybody in the country looking at the hurricanes themselves, like can we do some research like in 10, 20 years from now and maybe lessen the strength of the hurricane. If we can do that, maybe we can -- I don't know, steer the hurricane to certain areas that are not as populated. A hurricane is a natural phenomena. It has to happened in our life, but maybe we can have it our way. I don't know, maybe in 20 or 50 years we can do that so I think there has to be some other ideas.

PARTICIPANT:

My name is Kevin Savoy. I'm with LSU Ag Center and Seaman Program, and I have a couple of comments. Whenever you look at a large project like this, it's going to be very costly to the taxpayers, and once again, you're not having possibly looking at cost benefit modeling, restoring coastal margins through Coast 2050 Plan, the way it's laid out versus this huge levee system. What the effects would be of a hurricane strike, similar to the one we just we had, but all these projects put in place and our marshes being restored to some date back in the 1950s or '60s because we know these healthy marshes are a buffer against these large hurricanes and storm surges.

MR. HOFFELD:

You want to see a benefit cost and evaluation of the Coast 2050 Program in elements?

PARTICIPANT:

If they were implemented to some level, where our marshes were very healthy, what that would costs versus what this huge levee system would cost, and I don't know if we can go back that far back because we got a lot of things we're dealing with. We also have hydrology of the entire coastal system. We've got sea level rise problems that maybe would be too far gone to even consider, but it's

something worth looking at.

The other thing I represent is that we look at some additional beach nourishment, sandbagging the projects similar to the one that was done over in Holly Beach and Johnson Bayou area because that project itself was credited; it was saving that highway, and it is still there. At some point, it's not apparently as large as it was, but it did stay somewhat intact, and that was attributed to the planning, a very positive outcome.

Another thing you need to consider whenever you look at any of these large projects are the implications or impacts to our natural resources and fisheries. As the Corps of Engineers knows there have been some multi-million dollar in diversion projects that went on the eastern part of Louisiana, and those are being held up now through litigation by commercial fishing groups, and that was not taken into any consideration whenever all those projects went in, and they ended up being -- it's holding it all back so that's something that needs to be considered.

I guess a comment I had. I don't know if we can protect ourselves on the coast of Louisiana from a Category 5 hurricane. You've got a line drawn back there, the green line, which I had to ask what it was, that is a 20 foot line, and in most places on that map, it's north of I-10, and I don't know what kind of storm surge a Category 5 hurricane is going to push or how far, but we saw a minor Category 3 hurricane in what this one was called, Rita, and it pushed water to I-10 here in Lake Charles so I don't know if we can protect ourselves from a 5.

PARTICIPANT:

My name is Cynthia. The building that took most of notice was the Cameron Parish Courthouse stood, and it was made of concrete. In the Psunami, the only building I saw on TV standing was made of concrete, that's why I'm very confused about piers. We had a camp at Holly Beach that we picked up off the ground, put on piers, and lost it. That was our second income. My husband is a teacher at high school We also have a camp at Big Lake, which we didn't expect to stand, and it did just find. I think part of that of security were the trees that were around it to block the wind. No technical proof, but that's my belief. I didn't really expect it to stand at all; it was old. Trees fell on it.

What we would like to see also help for the small business owners and as far as zero percent interest loans until we're healed. We would like to see the protection at the school areas, and then the big levee system like in Amsterdam, between the school areas, stage by stage.

Insurance south of I-10, everyone will have a problem with that. I disagree. I think it's a major mistake. That's like saying anything north of the Atlantic if it's going to have (inaudible), then you shouldn't build out there. We're going to stay. We want to make it a good place to live again.

Last semester for GE and Dow, and that was to pull the gulf waters and come up with ideas to prevent a disastrous hurricane again. They were already working on that to go forward with something. My ideas were to take sea water, cool it, put it right back in the ocean, how can it affect some sea life. Bill Delaney can help you with that or some marine biologists, anybody in marine divisions. Go from there, and then aerate the water without contaminating sea life. Contamination is a big thing. We're all interested in keeping the crabbing and fishing alive.

PARTICIPANT:

My name is Roy Walter. I representing the Wildlife Service. We'll submit further comments later on, but I would like to echo what Kevin had mentioned, that's using the Coast 2050 plan; it's a document that has continued -- various people, various agencies; it's basically a recipe for restoring the coastal regions of the state so we would like to recommend using that document as part of this.

PARTICIPANT:

I'm John Walter, and some of the problems that we can address at the meeting well, and a levee system isn't the best world development is that if we want to rebuild marshes, we've got to do it with special water. We can't do it with bracket waters or saline water, and when you start putting in these big levee systems, you're channelizing your water, and you can't get it back into the spot that need waters, but we need to have a way -- our plant communities are so diverse in freshwater, and we're looking at (inaudible). I'm not talking about on higher land behind Creole or Cameron, because that is fresh enough. I can't see the levee being north of Intracoastal Canal if you want to restore marshes.

PARTICIPANT:

I'd like to add a little about what these gentlemen has said about the 2050 Plan. Until you get these marshes back in working order, you're not going to have the buffer to protect it, and you're not going to have the ecosystem for the fish. You're not going to have the ecosystem it supports here. I don't know if you've ever worked in those marshes, and a lot of people here had. It's very emotional. My wife is grocer, and everything that her family owned in Cameron is gone, but I would like to echo what Doug said and these gentlemen over here and Kevin, Roy, that the Coast 2050 needs to be looked at.

PARTICIPANT:

I think the problem began (inaudible) levee or lock system put in 50 something years ago, and it continues to get worse everyday. The only fix for it is to allow the water flow like it used to flow. Every place you put up that for the flow, you're going to create a new problem. To fix it, you're going to need to lower the top. (Inaudible) But it will also allow all the settlement that's coming down the river to get to the coast. Salt water is precipitated as is the mud and clay and stuff (inaudible) and the mud and stuff drops out of it (inaudible) it's a natural process that's being interrupted, and it will continue to cause problems until we stop that. No barrier is never going to fix it. The barrier is what caused it. The barrier has to be adjusted or removed. All that needs to be a flood planning. The drainage problems that we have on this side of the levee -- all the problems on the other side of the levee (inaudible) because saltwater concentration of a (inaudible) has increased because there's no freshwater. It's a simple problem. It's a simple solution. It's a natural thing.

MR. HOFFELD:

Does this capture your comment? Consider lowering locks to allow sediment, life, and water put back and forth for marsh nourishment.

PARTICIPANT:

First of all, I'm Scott Trey, and I'm an engineer in Creole. I apologize for being late. The comment as being from Grand Chenier and living in Creole, I would like to see your storm surge protection levee (inaudible) It's not going to help us out in Cameron Parish. I would appreciate y'all would consider putting it south of 82 and the road channel; that's all I have.

MR. HUNTER:

At this time what we would like to do is we're going to take a minute. Scott has a form relative to the many, many types of issues that we can consider here. I think we'll go ahead and pass those out. Let everybody take about five minutes, ten minutes, to go ahead and look through it and fill that out.

MR. HOFFELD:

Let's do it as quickly as we can. We're running out of time, and this is a useful exercise. It's not a test. Just simply score of what you think is the best score from one to five, and we do want to hurry this up. Again, what we need to do is score them with the best or rather the most important issues you believe or rather a very important issue that you believe needs to be considered as five, four, or three, and if some of you don't think it's particularly important, maybe a one or two.

(BREAK)

MR. HOFFELD:

Just a quick recap here. I'm going to start asking you, who in the audience scored each one of these major issues a three, four, and five, and I'd like to see a show of hands, and then I'm going to ask you, "Okay, of those people, who scored that issue as a five, the most important thing or rather very important to me." And then I'd like to see a shows of hands then. I'm going to estimate -- this is not scientific, but I'm just going to simply estimate here what the percentage is of the group so we can have a feeling of what we all believe individually was a more important issue versus a less important issue.

Social effects, who scored that three, four, or five? Okay, I would say that's about 30-percent of the group. Who of those persons, scored it a five? I'd say 15-percent.

Community services it effects, who scored that a three, four or five? Okay, I'd say that's about another 30-percent there, maybe a 50-percent. Who of those person, scored that as a five? Probably a 20-percent or 25.

Economic effects, who scored that a three, four, or five? I'd say that's probably 75-percent of the people here. Who of those persons scored it a five? Probably still about 70-percent or something like that.

Cultural resources, who scored that three, four or five? Okay, who of those scored it a five?

Water resources, who scored that a three, four, or five? I would say that was 90-percent. Who scored that a five? Probably that same 90-percent.

Biological resources, three, four, or five? Probably that's 90-percent. Who scored that a five? 85-percent, a little bit less. You can see this is very scientific, but it's a relative score here.

Geological resources, three, four, or five? Probably 90-percent. Who of those scored it a five? 80-percent.

Recreational resources, three, four, or five? Maybe 60-percent. Who scored that a five? 10-percent.

How about with regard to other issues, compatibility with existing plan, three, four, or five? Okay, and persons who scored that a five?

Utility services and issues, let's put in there infrastructure, also, three, four, or five? All right. Who scored that a five? 50-percent.

Temporary Construction, three, four, or five? Okay. And anyone scored that a five? Okay. All

right.

Let's go back and see based on that method, it appears to me that water resource, biological resources, geological resources are the three most important issues. Can I see a show of hands of those who agree with that? All right, I think that's a pretty much the consensus. That's a helpful exercise, and we appreciate you participating in that, and I guess it's time now to recap what we have.

MR. HUNTER:

What I would like to do now is -- I think we may see a correlation between the previous exercise and this one, what we would like to do is try to narrow this thing down, obviously, in what some general terms, what are the three major issues that we have really talked about here today? If anybody wants to step up and maybe say, start listing one or two, anything we have observed here today. What are the major -- if we sum it up, what are the top three, top five issues that we might need to make sure that we consider or address in a development of this coastal restoration and flood protection program?

PARTICIPANT:

(Inaudible, not speaking in microphone).

MR. HUNTER:

I certainly would agree. I think just listening through the comments. I think integrating the Coast 2050 into our project development process is maybe the most important issue that we've discussed tonight.

PARTICIPANT:

We're looking at the insurance costs. We're looking the economic survival of south Louisiana. If we get two more hurricanes in 2006, we're going to be in deep trouble.

MR. HUNTER:

I want to make sure everybody understands with this exercise, we're just trying to get a general summary, but all of this discussed here tonight will be noted in the record. All of them will be considered in this process.

PARTICIPANT:

From what I saw, though I didn't comment earlier, I've heard comments made on a lot of things. The biggest thing that we've seen tonight is that the restoration and return to the normalcy of the marshes that we have, probably the biggest topic, was that 2050 Plan being a comprehensive plan, a lot of

small projects that can be worked out to come up with a large comprehensive plan in the lookings of this, and money is no factor at this moment. Marsh restoration as a protection major, one of the major issues that was brought by most people here in allowing the marshes to function to the best, the ability would continue to allow those protections naturally.

MR. HUNTER:

It seems like one of the things that I kept hearing was to try to re-introduce more freshwater back into the system.

PARTICIPANT:

The sand nourishment project.

MR. HUNTER:

The sand nourishment project, the coastline, the beach had along the coast specifically. It seems like that project was successful to some degree in this last storm, and obviously, I do believe that's part of the Coast 2050 Program, also. It sounds like an effective potential solution.

PARTICIPANT:

From some data that I've seen, and correct me if I'm wrong, it takes 2.7 miles of marshland to (inaudible) if that's the case, we don't have the distance to finish the job with just the marshes so we need something else so this is not the solution by itself. It's a considerable effort, but we need something else because ten vertical feet of water will take us all the way from Lake Charles to the Gulf. That's it, that's what the marshes will do.

MR. HUNTER:

Is there anyone else that would like to comment? I think what we'll do I will go ahead and turn it back over to Ann, and she will conclude the meeting. We do appreciate the participation, and I think it's been a very good discussion. I appreciate everybody who provided comments and information. Please keep in mind, this will be considered in development of this project.

MS. TERRENOVA:

Thanks, Tom. You all did a great job tonight. About the input and the comments and just the interaction tonight was excellent. Don't forget we have another meeting tomorrow night in Lafayette. Let the people know. Again, as Mr. Naomi had mentioned, please tell your friends, your family; it's important that you all get out and give the Corps an opportunity to hear what you have to say because it's very important.

A couple of things, please, don't forget to complete your meeting registration card, and that's the way that we can document that you were here tonight, and that's a very important part of the process that we need to have in terms of information from you all.

Also, all of the information that we took down today, because Tom mentioned every single comment, any discussion that took place tonight, all of it is going to be taken into consideration in the evaluation process, so this, again, was a very important part of the process this evening. Many ways for input, website, written comments, you know, please take a comment card this evening with you. You can mail it in. It's postage paid. Just make sure you get those comments in by the 27th. Now, keep in mind what Shawn said earlier. We're going to take comments out the course of the entire evaluation process, just the scoping part, we need to get your comments in by the 27th of March, so put that on your calendar. With that, I'm going to conclude the meeting. We appreciate your time, and please drive safe. Thank you.

(THE SCOPING MEETING WAS CONCLUDED AT 8:38 P.M.)

CERTIFICATE

This certification is valid only for a transcript accompanied by my original signature and official seal on this page.

I, LORI ACHEE, Certified Court Reporter, in and for the State of Louisiana, as the officer before whom this meeting was taken, do hereby certify that the foregoing 79 pages was reported by me in the voice-writing method, and was prepared and transcribed by me or under my personal direction

and supervision, and is a true and correct transcript to the best of my ability and understanding; That I am not related to counsel or to the parties herein; am not otherwise interested in the outcome of this matter; and am a valid member in good stand of the Louisiana State Board of Examiners of Certified Shorthand Reporters.

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CERTIFIED COURT REPORTER
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I, LORI ACHEE, Certified Court Reporter in and for the State of Louisiana, before whom this sworn testimony was taken, do hereby state on the Record:

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Appendix D. Written Comments

Ken Kagas

Potential Issues for Category 5 Louisiana Coastal Protection and Restoration Project

Instructions: *Below is a list of potential issues typically considered for evaluation in Environmental Impact Statements (EISs). Please review this list and rank (where 1 is most important) each issue category (e.g.,* Demographics – *not* population changes*) in order of anticipated potential importance for this project. Please keep in mind the following questions as you review this list: 1) What are the critical natural and human problems and needs that should to be addressed by this project and EIS; 2) What are the significant resources that should be considered in this EIS; and 3) What are the reasonable hurricane protection, coastal restoration, flood control alternatives, and alternative barrier plans, etc., which should be considered in this EIS? After you complete your rankings, please return to your facilitator. We will convene shortly to summarize results for discussion. Thank you.*

[ ] **DEMOGRAPHICS**
- Population Changes in Number/Composition
- Low-Income Populations
- Racial or Ethnic Minority Populations
- Transit-Dependent Persons
- Disabled and Dependent-Care Persons

[2] **RIGHT OF WAY ISSUES**
- Residential and Business Displacements
- Planned, Approved or Under Construction Developments
- Large Tract Land Owners
- Control of Roadway Access Issues

[1] **COMMUNITY IMPACTS**
- Neighborhood/Community Cohesion
- Residential/Business Isolation
- Quality of Life Changes
- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

[3] **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc)

[4] **COMPATIBILITY WITH EXISTING PLANS**
- Compatibility with Local and State Comprehensive Plans/Goals/Projects
- Compatibility with Federal Agencies' Plans/Goals/Projects

[9] **ECONOMIC EFFECTS**
- Temporary Direct/Indirect Construction Effects to Local/Regional Economy
- On-going Direct/Indirect Effects from Operations and Maintenance
- Changes in Land Use/Induced Land Development/Economic Development
- Minority-Owned Businesses
- Property Values and Land Speculation
- Property and Sales Tax Revenues

USE EVE GROUP CONFLICT

[ ] **NOISE AND VIBRATION**

[ ] **CONSTRUCTION METHODS AND PHASING**

[ ] **SECONDARY/INDIRECT EFFECTS**

[ ] **CUMULATIVE EFFECTS**

[ ] **ENERGY CONSUMPTION**

[ ] **HAZARDOUS, TOXIC, AND RADIOACTIVE SITES**

[ ] **TEMPORARY CONSTRUCTION EFFECTS**
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas

[8] **CULTURAL RESOURCES**
- Historic Architectural Resources – Recorded and Potential
- Archeological Sites - Recorded and Area Potential
- National Register Properties
- Tribal Reservation, Aboriginal, and/or Treaty Lands

[10] **RECREATIONAL RESOURCES**
- Tourism Volume
- State Parklands/Sites
- Federal Parklands/Sites
- Local Parklands/Sites
- Wildlife Management Areas
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Wildlife Refuges
- National/State Forests
- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

[11] **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

[6] **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_2O, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

[7] **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

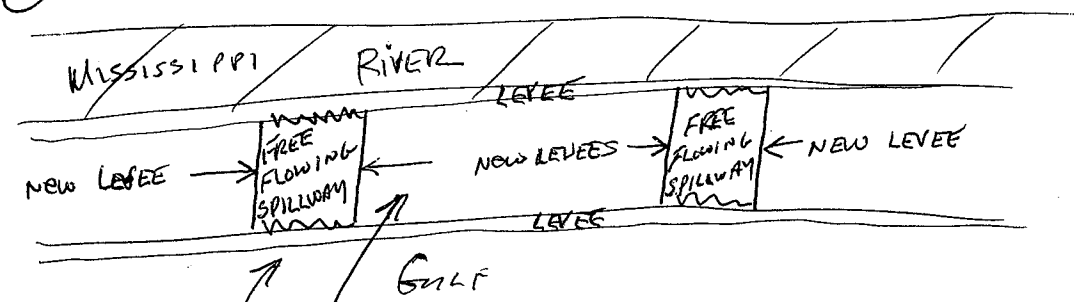
[5] **WATER RESOURCES**
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Drainage Basins
- Floodplains, Floodways, and Storm Surge
- Groundwater Quality
- Surface Water Quality and Impaired Waters

[12] **NATURAL RESOURCES**
- Wildlife Corridors
- Natural Vegetation
- Federal/State Threatened and Endangered Flora/Fauna
- Recreational and Commercial Fisheries, Fur, and Hide Resources
- Sensitive/Rare Habitats
- Terrestrial Habitats
- Aquatic Habitats
- Marine Habitats
- USACE-Jurisdictional Wetlands
- Cumulative Wetland Impacts
- Mitigation Banks/Wetland Preserves
- Wetland Preservation Program Sites
- Terrestrial and Subterranean Minerals Resources

OVER

BRETON SOUND

(1) EAST SIDE OF RIVER



Theme 12

THIS AREA SURROUNDED BY LEVEES

DESIGN SPILLWAYS SO THAT THEY WILL DIVERT STORM SURGE IN EITHER DIRECTION. THESE SPILLWAYS WILL SERVE AS RIVER DIVERSIONS DURING HIGH RIVER.

(2) BUILD BARATARIA BAY BERCHS TO 20' BY PUMPING SAND FROM MISSISSIPPI RIVER

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[ ] **DEMOGRAPHICS**
- Population Changes in Number/Composition
- Low-Income Populations
- Racial or Ethnic Minority Populations
- Transit-Dependent Persons
- Disabled and Dependent-Care Persons

[ ] **RIGHT OF WAY ISSUES**
- Residential and Business Displacements
- Planned, Approved or Under Construction Developments
- Large Tract Land Owners
- Control of Roadway Access Issues

[1] **COMMUNITY IMPACTS**
- Neighborhood/Community Cohesion
- Residential/Business Isolation
- Quality of Life Changes
- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

[ ] **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc)

[ ] **COMPATIBILITY WITH EXISTING PLANS**
- Compatibility with Local and State Comprehensive Plans/Goals/Projects
- Compatibility with Federal Agencies' Plans/Goals/Projects

[ ] **ECONOMIC EFFECTS**
- Temporary Direct/Indirect Construction Effects to Local/Regional Economy
- On-going Direct/Indirect Effects from Operations and Maintenance
- Changes in Land Use/Induced Land Development/Economic Development
- Minority-Owned Businesses
- Property Values and Land Speculation
- Property and Sales Tax Revenues

[ ] **NOISE AND VIBRATION**

[ ] **CONSTRUCTION METHODS AND PHASING**

[ ] **SECONDARY/INDIRECT EFFECTS**

[ ] **CUMULATIVE EFFECTS**

[ ] **ENERGY CONSUMPTION**

[ ] **HAZARDOUS, TOXIC, AND RADIOACTIVE SITES**

[ ] **TEMPORARY CONSTRUCTION EFFECTS**
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas

[ ] **CULTURAL RESOURCES**
- Historic Architectural Resources – Recorded and Potential
- Archeological Sites - Recorded and Area Potential
- National Register Properties
- Tribal Reservation, Aboriginal, and/or Treaty Lands

[ ] **RECREATIONAL RESOURCES**
- Tourism Volume
- State Parklands/Sites
- Federal Parklands/Sites
- Local Parklands/Sites
- Wildlife Management Areas
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Wildlife Refuges
- National/State Forests
- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

[3] **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

[4] **UTILITIES SERVICE/FACILITIES** AFFORDABLE & CHOICES
- Power, gas, H_2O, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

CHOICES OTHER THAN ENERGY

[2] **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

[3] **WATER RESOURCES**
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Drainage Basins
- Floodplains, Floodways, and Storm Surge
- Groundwater Quality
- Surface Water Quality and Impaired Waters

[2] **NATURAL RESOURCES**
- Wildlife Corridors
- Natural Vegetation
- Federal/State Threatened and Endangered Flora/Fauna
- Recreational and Commercial Fisheries, Fur, and Hide Resources
- Sensitive/Rare Habitats
- Terrestrial Habitats
- Aquatic Habitats
- Marine Habitats
- USACE-Jurisdictional Wetlands
- Cumulative Wetland Impacts
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- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc) 2+

[4] **COMPATIBILITY WITH EXISTING PLANS**
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[11] **NOISE AND VIBRATION**

[11] **CONSTRUCTION METHODS AND PHASING**

[11] **SECONDARY/INDIRECT EFFECTS**

[11] **CUMULATIVE EFFECTS**

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- National Register Properties
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[12] **RECREATIONAL RESOURCES**
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[3] **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
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[7] **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_20, phone/fiber-optics , CATV, sewer svc. disruption
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1+ [2] **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
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LEVEES – COASTAL RESTORATION – CLOSE MRGO
FEES + H_2O DIVERSION & SEDIMENT

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- Changes in Land Use/Induced Land Development/Economic Development
- Minority-Owned Businesses
- Property Values and Land Speculation
- Property and Sales Tax Revenues

[14] **NOISE AND VIBRATION**

[15] **CONSTRUCTION METHODS AND PHASING**

[16] **SECONDARY/INDIRECT EFFECTS**

[17] **CUMULATIVE EFFECTS**

[18] **ENERGY CONSUMPTION**

[19] **HAZARDOUS, TOXIC, AND RADIOACTIVE SITES**

[20] **TEMPORARY CONSTRUCTION EFFECTS**
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas

[7] **CULTURAL RESOURCES**
- Historic Architectural Resources – Recorded and Potential
- Archeological Sites - Recorded and Area Potential
- National Register Properties
- Tribal Reservation, Aboriginal, and/or Treaty Lands

[8] **RECREATIONAL RESOURCES**
- Tourism Volume
- State Parklands/Sites
- Federal Parklands/Sites
- Local Parklands/Sites
- Wildlife Management Areas
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Wildlife Refuges
- National/State Forests
- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

[13] **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

[12] **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_2O, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

[9] **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

[2] **WATER RESOURCES**
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Drainage Basins
- Floodplains, Floodways, and Storm Surge
- Groundwater Quality
- Surface Water Quality and Impaired Waters

[3] **NATURAL RESOURCES**
- Wildlife Corridors
- Natural Vegetation
- Federal/State Threatened and Endangered Flora/Fauna
- Recreational and Commercial Fisheries, Fur, and Hide Resources
- Sensitive/Rare Habitats
- Terrestrial Habitats
- Aquatic Habitats
- Marine Habitats
- USACE-Jurisdictional Wetlands
- Cumulative Wetland Impacts
- Mitigation Banks/Wetland Preserves
- Wetland Preservation Program Sites
- Terrestrial and Subterranean Minerals Resources

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- Population Changes in Number/Composition
- Low-Income Populations
- Racial or Ethnic Minority Populations
- Transit-Dependent Persons
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[9] **RIGHT OF WAY ISSUES**
- Residential and Business Displacements
- Planned, Approved or Under Construction Developments
- Large Tract Land Owners
- Control of Roadway Access Issues

[2] **COMMUNITY IMPACTS**
- Neighborhood/Community Cohesion
- Residential/Business Isolation
- Quality of Life Changes
- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

[5] **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc)

[ ] **COMPATIBILITY WITH EXISTING PLANS**
- Compatibility with Local and State Comprehensive Plans/Goals/Projects
- Compatibility with Federal Agencies' Plans/Goals/Projects

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- Minority-Owned Businesses
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[ ] **NOISE AND VIBRATION**

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- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

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- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

[ ] **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_20, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

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- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

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- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
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- Drainage Basins
- Floodplains, Floodways, and Storm Surge
- Groundwater Quality
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- Terrestrial Habitats
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- Marine Habitats
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☐ **RIGHT OF WAY ISSUES**
- Residential and Business Displacements
- Planned, Approved or Under Construction Developments
- Large Tract Land Owners
- Control of Roadway Access Issues

3 **COMMUNITY IMPACTS**
- Neighborhood/Community Cohesion
- Residential/Business Isolation
- Quality of Life Changes
- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

☐ **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
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☐ **COMPATIBILITY WITH EXISTING PLANS**
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- Compatibility with Federal Agencies' Plans/Goals/Projects

☐ **ECONOMIC EFFECTS**
- Temporary Direct/Indirect Construction Effects to Local/Regional Economy
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- Property and Sales Tax Revenues

☐ **NOISE AND VIBRATION**

☐ **CONSTRUCTION METHODS AND PHASING**

☐ **SECONDARY/INDIRECT EFFECTS**

☐ **CUMULATIVE EFFECTS**

☐ **ENERGY CONSUMPTION**

☐ **HAZARDOUS, TOXIC, AND RADIOACTIVE SITES**

☐ **TEMPORARY CONSTRUCTION EFFECTS**
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas

4 **CULTURAL RESOURCES**
- Historic Architectural Resources – Recorded and Potential
- Archeological Sites - Recorded and Area Potential
- National Register Properties
- Tribal Reservation, Aboriginal, and/or Treaty Lands

5 **RECREATIONAL RESOURCES**
- Tourism Volume
- State Parklands/Sites
- Federal Parklands/Sites
- Local Parklands/Sites
- Wildlife Management Areas
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Wildlife Refuges
- National/State Forests
- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

☐ **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

☐ **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_20, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

☐ **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

2 **WATER RESOURCES**
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Drainage Basins
- Floodplains, Floodways, and Storm Surge
- Groundwater Quality
- Surface Water Quality and Impaired Waters

1 **NATURAL RESOURCES**
- 1 Wildlife Corridors
- 1 Natural Vegetation
- 1 Federal/State Threatened and Endangered Flora/Fauna
- 1 Recreational and Commercial Fisheries, Fur, and Hide Resources
- 1 Sensitive/Rare Habitats
- 1 Terrestrial Habitats
- 1 Aquatic Habitats
- 1 Marine Habitats
- USACE-Jurisdictional Wetlands
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[ ] **RIGHT OF WAY ISSUES**
- Residential and Business Displacements
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[1] **COMMUNITY IMPACTS**
- Neighborhood/Community Cohesion
- Residential/Business Isolation
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- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

[11] **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc)

[7] **COMPATIBILITY WITH EXISTING PLANS**
- Compatibility with Local and State Comprehensive Plans/Goals/Projects
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[3] **ECONOMIC EFFECTS**
- Temporary Direct/Indirect Construction Effects to Local/Regional Economy
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[ ] **NOISE AND VIBRATION**

[6] **CONSTRUCTION METHODS AND PHASING**

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- State Parklands/Sites
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- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
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[ ] **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

[9] **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_20, phone/fiber-optics , CATV, sewer svc. disruption
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[2] **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

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[8] **NATURAL RESOURCES**
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☐ **DEMOGRAPHICS**
- Population Changes in Number/Composition
- Low-Income Populations
- Racial or Ethnic Minority Populations
- Transit-Dependent Persons
- Disabled and Dependent-Care Persons

☐ **RIGHT OF WAY ISSUES**
- Residential and Business Displacements
- Planned, Approved or Under Construction Developments
- Large Tract Land Owners
- Control of Roadway Access Issues

☐ **COMMUNITY IMPACTS**
- Neighborhood/Community Cohesion
- Residential/Business Isolation
- Quality of Life Changes
- Changes in Population (Number/Composition)
- Changes in Social Values
- Crime Effects
- Aesthetic/Visual Effects
- Local/Community Travel Pattern Changes/Disruption
- Pedestrians/Bicyclists Travel Patterns and/or Safety
- Public Transportation
- Roadway Safety
- Land Use Compatibility

☐ **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
- Head-Start Centers and other Public & Quasi-Public Meeting Facilities
- Local Private Gathering Places
- Parks and Recreational Facilities
- Emergency Services, Response and Evacuation
- Cemeteries, Government Buildings, etc.
- Sensitive Sites (Hospitals, Retirement Communities, Schools, Libraries, etc)

☐ **COMPATIBILITY WITH EXISTING PLANS**
- Compatibility with Local and State Comprehensive Plans/Goals/Projects
- Compatibility with Federal Agencies' Plans/Goals/Projects

☐ **ECONOMIC EFFECTS**
- Temporary Direct/Indirect Construction Effects to Local/Regional Economy
- On-going Direct/Indirect Effects from Operations and Maintenance
- Changes in Land Use/Induced Land Development/Economic Development
- Minority-Owned Businesses
- Property Values and Land Speculation
- Property and Sales Tax Revenues

#2 - Woodie Gulliano's Suggestions

☐ **NOISE AND VIBRATION**
☐ **CONSTRUCTION METHODS AND PHASING**
☐ **SECONDARY/INDIRECT EFFECTS**
☐ **CUMULATIVE EFFECTS**
☐ **ENERGY CONSUMPTION**
☐ **HAZARDOUS, TOXIC, AND RADIOACTIVE SITES**
☐ **TEMPORARY CONSTRUCTION EFFECTS**
- Air Quality/Nuisance Dust
- Noise and Vibration
- Travel Pattern Disruption
- Temporary Easements/Staging Areas

☐ **CULTURAL RESOURCES**
- Historic Architectural Resources – Recorded and Potential
- Archeological Sites - Recorded and Area Potential
- National Register Properties
- Tribal Reservation, Aboriginal, and/or Treaty Lands

☑ **RECREATIONAL RESOURCES**
- Tourism Volume
- State Parklands/Sites
- Federal Parklands/Sites
- Local Parklands/Sites
- Wildlife Management Areas
- ~~National/State Wild~~ and Scenic Rivers/Streams/Waterbodies
- Wildlife Refuges
- National/State Forests
- Boat Launches (official and unofficial)
- Historic Sites Open to Public
- Private Hunting Club Lands
- Unofficial Recreational Areas/Lands
- Land and Water Conservation Trust Funded Sites

☐ **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

☐ **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_20, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing

☐ **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
- Sensitive and Hydric Soils, and Soil Limitations
- Subsurface Geology
- Topography and Erosion
- Terrestrial and Subterranean Minerals Resources

☐ **WATER RESOURCES**
- Navigable Waterway Crossings
- Non-Navigable Waterway Crossings
- National/State Wild and Scenic Rivers/Streams/Waterbodies
- Drainage Basins
- Floodplains, Floodways, and Storm Surge
- Groundwater Quality
- Surface Water Quality and Impaired Waters

☐ **NATURAL RESOURCES**
- Wildlife Corridors
- Natural Vegetation
- Federal/State Threatened and Endangered Flora/Fauna
- Recreational and Commercial Fisheries, Fur, and Hide Resources
- Sensitive/Rare Habitats
- Terrestrial Habitats
- ~~Aquatic Habitats~~
- Marine Habitats
- USACE ~~Jurisdictional Wetlands~~
- Cumulative Wetland Impacts
- Mitigation Banks/Wetland Preserves
- Wetland Preservation Program Sites
- Terrestrial and Subterranean Minerals Resources

#1 Place M.R.G.O on your wetland restoration project – St. Bernard had wetlands before M.R.G.O.

Potential Issues for Category 5 Louisiana Coastal Protection and Restoration Project

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[4] **RIGHT OF WAY ISSUES**
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[1] **COMMUNITY IMPACTS**
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- Crime Effects
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- Public Transportation
- Roadway Safety
- Land Use Compatibility

Evacuation routes must be included

[3] **COMMUNITY SERVICES/FACILITIES**
- Churches and Church Parishes
- Schools and School Districts
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- Local Private Gathering Places
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[8] **COMPATIBILITY WITH EXISTING PLANS**
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[2] **ECONOMIC EFFECTS**
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- Minority-Owned Businesses
- Property Values and Land Speculation
- Property and Sales Tax Revenues

[11] **NOISE AND VIBRATION**

[17] **CONSTRUCTION METHODS AND PHASING**

[10] **SECONDARY/INDIRECT EFFECTS**

[9] **CUMULATIVE EFFECTS**

[19] **ENERGY CONSUMPTION**

[16] **HAZARDOUS, TOXIC, AND RADIOACTIVE SITES**

[15] **TEMPORARY CONSTRUCTION EFFECTS**
- Air Quality/Nuisance Dust
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[5] **CULTURAL RESOURCES**
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[6] **RECREATIONAL RESOURCES**
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[20] **AIR QUALITY**
- Regional Air Quality and Attainment Status for Criteria Pollutants
- Local Air Quality and Sensitive Outdoor Public Areas

[14] **UTILITIES SERVICE/FACILITIES**
- Power, gas, H_20, phone/fiber-optics , CATV, sewer svc. disruption
- Facility Relocation, Logistics, and Phasing pipelines

[13] **GEOLOGY AND SOILS**
- Coastal Zone and Coastal Barrier Resources
- Prime and Unique Farmlands
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- Natural Vegetation
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- Recreational and Commercial Fisheries, Fur, and Hide Resources
- Sensitive/Rare Habitats
- Terrestrial Habitats
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- Marine Habitats
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- Cumulative Wetland Impacts
- Mitigation Banks/Wetland Preserves
- Wetland Preservation Program Sites
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Copy of Alignment Maps
for Kenneth J. Ragas
1311 Holiday Place
New Orleans LA 70114
hragas@cox.net
504-912-0929

Explain alignment to
Parish

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments The Houma Navigation Channel needs to be filled in - locks will not work. The Channel has expanded. It has destroyed adjacent marsh and swamp. It has brought salt water into the Intracoastal Canal, polluted Terrebonne fresh water supplies, and now threatens with salt water once-dry land areas to the north of Houma.

Affiliation

Name David D. Platter

Phone 985-446-8908

Street 425 East ST.

E-mail ddp50p@bellsouth.net

City, State, Zip Thibodaux, La. 70301

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Please, include Chauvin & the Bayou Communities in the Category 5 protection plan.

Name Judy Theriot

Street 5103 Bayouside Dr.

City, State, Zip Chauvin, La. 70344

Affiliation Resident

Phone 985-594-2291

E-mail jt4752@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Please include Chauvin & the Bayou Communities in the Category 5 protection plan.

Name Roy Thibodeaux

Street 204 Prosperity St.

City, State, Zip Chauvin, LA. 70344

Affiliation Resident

Phone 985-594-2206

E-mail none

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: More levees — more mistakes (same mistakes)
revisit the Flood Control of 1927
change Corp of Engineers approach

Man-made structures will not stop Cat 4 or Cat 5
⇒ let Mother Nature build marsh barrier.

Name: WE Logan Jr.
Street: 807 S. Buchanan
City, State, Zip: Lafayette LA 70501

Affiliation: Attorney
Phone: 337-232-6216
E-mail: wlogan@loganfirm.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Please include the bayou communities inside the Category 5 Levee protection!

Name: Tracie L. Defelice
Street: 5054 Bayouside Dr.
City, State, Zip: Chauvin LA 70344

Affiliation: concerned citizen
Phone: 594-6647
E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Roads & Train tracks are acting as dams for fresh water — build spillways or pipes under to let water (fresh flow) — use gates to stop salt water

Name: BRENT LOGAN
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501

Affiliation:
Phone:
E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: I-49 to N.O. ⇒ 8 lanes raised
I55 – I-10, I59 ⇒ Causeway 8 to 10 lanes raised for evacuations

Name: BRENT LOGAN
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501

Affiliation: LA Resident
Phone: 337-237-8899
E-mail: logan rb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Destroyed marsh ⇒ will lead to destroyed fisheries ⇒ that is what will happen if you put up levees & fresh water is cut off the marsh & seafood industry will die

Name: BRENT LOGAN
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501

Affiliation: Hunter/Fisherman
Phone: 337-237-8899
E-mail: logan rb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Raised Highways or Spillways should be 6 to 10 lanes wide with gas stations on elevated areas by rivers or canals for refueling for evacuations. Autos are expensive → Need mounds or barges or raised highways to park

Name: Brent Logan
Street: 311 Pinehurst
City, State, Zip: LAFAYETTE, LA 70508
Affiliation: Hunter/Fishermen
Phone: 337-233-4165
E-mail: brent@intertrustarmored.co

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: NO – build over pass at I-10 & I610 – leave pump
All levees need one way flood gates to allow water out when levees are flooded
pumps are needed too – all part of protection system – Add raised highways to carry people

Name: BRENT LOGAN
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501
Affiliation: LA Resident
Phone: 337-237-8899
E-mail: logawrb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Port of NO – purpose to move over next 50 years to Atchafalaya River
VERY IMPORTANT TO US COMMERCE
– Grain – Oil & Gas

Name: BRENT LOGAN
Street: 311 Pinehurst
City, State, Zip: LAFAYETTE, LA 70508
Affiliation: Hunter/Fishermen/
Phone: 337-233-4165
E-mail: brent@intertrustarmored

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Oil and Gas waterways — permits not as restrictive if water + silt flows silt will fill in.
Delta flooding will heal our man made scars.

Name: BRENT LOGAN
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501
Affiliation: Hunter / Fisherman
Phone: 337-237-8899
E-mail: logawrb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Oyster fisheries and others will be impacted, but water flow is returns to natural and the affects are what would happen w/o levees ⇒ so there is no claim for damages — we live in a very dynamic river delta environment and changes will occur.

Name: BRENT LOGAN
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501
Affiliation: La Resident
Phone: 337-237-8899
E-mail: logawrb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Need 8 to 10 lane highways from Coastal areas to I-20 or more to evacuate increased populations ⇒ Florida, SC, Georgia, Alabama, Mississippi, Louisiana, Texas
Make I-10 — 10 lanes to move population east or west quickly.

Name: RB Logan
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501
Affiliation: LA Resident
Phone: 337-237-8899
E-mail: logawrb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: City levees — build higher + stronger in NO
other areas — smaller levees because water
can spread out w/o MS River levees.
Homes + businesses out of city levee will
get tax breaks to raise homes + businesses
14 to 15 ft — bottoms wash out — new designs

Name: RB Logan
Street: 309 Stevenson
City, State, Zip: Lafayette, LA 70501
Affiliation: LA Resident
Phone: 337-237-8899
E-mail: logan rb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Prepare (50 yrs plan) to move
MS river to Atchafalaya → start
NOW with bridges, homes, highways
spillways. — move PORTS and infrastructure

Name: RB LOGAN
Street: 309 STEVENSON
City, State, Zip: LAFAYETTE, LA 70501
Affiliation: LA resident
Phone: 337-237-8899
E-mail: logan rb@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Work with Mother Nature - not
against with man-made structures.
Use river + silt to build (rebuild lost
land)

Name: W.E. Logan, Jr
Street: 807 S. Buchanan
City, State, Zip: LAFAYETTE, LA 70501
Affiliation: Attorney
Phone: 337-232-6210
E-mail: wlogan@logan firm.c

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Remove River levees, re connect tributaries Mississippi, Teche, Lafourche, Vermilion, Atchafalaya, etc Allow silt to flow — Ring Cities with levees — connect cities with spillway bridges.

Name: W. E. Logan Jr.
Street: 807 S. Buchanan
City, State, Zip: Lafayette La 70501

Affiliation: Attorney
Phone: 337-237-6210
E-mail: WLogan@LoganFirm.C

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Allow the municipalities to switch to the natural course that it wants to take. Allow seasonal flooding of all areas that used to flood before levees corrected the river.

Name: Kevin Smith
Street: 1715 W. University Ave
City, State, Zip: Lafayette, LA 70506

Affiliation: None
Phone: 337-266-8292
E-mail: kevinss@cox.net

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Please consider doing something besides one big levee from Texas to Mississippi that will allow the loss of the coast to halt or slow. We need more coast line NOT Levees

Name: Kevin Smith
Street: 1715 W. University Ave
City, State, Zip: Lafayette, LA 70506

Affiliation: NONE
Phone: 337-266-8292
E-mail: kevin_smith2@hotmail.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments We need category 5 levees alignment now along the South Louisiana Coast to protect all of us. We also need Hurricane protection, flood control and coastal restoration.

Name Antoinette Naquin
Street 219 Bourg Dr.
City, State, Zip Bourg, La 70343-3534 R001

Affiliation US Citizen
Phone 985-594-2050
E-mail [redacted]

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments I would like to see a protection levee 15' high from New Orleans to Morgan City along the east bank of the GIWW Channel and then along the west bank of the Freshwater Channel. This levee to be armored with concrete or rock

Name Conrad & Yvonne Simon
Street 23805 S. LA Hwy 82
City, State, Zip Kaplan LA 70548

Affiliation Landowner & farmer
Phone 337 642-5553
E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments ① Please Drop from consideration alignment #5.
② I prefer alignment #1
③ Take the most southern route on the Donaldsonville project.

Name Glen Terrebonne
Street 179 W 214th
City, State, Zip Galliano LA 70354

Affiliation
Phone 985-475-7050
E-mail skct@mobiletel.com

Include Sweet Lake Land & Oil company 20/50 Al

CATEGORY ~~5~~ 4 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Use holders for breakwaters a few hundred yards off shore while waiting on other parts of project to be completed (such as lists between Holly Beach & Johnson Bayou) & culverts along Mississippi Coast.

Name: L.R. SAVOIE

Street: 1001 SAMPSON ST

City, State, Zip: LAKE CHARLES LA 70601-8764

Affiliation: Concerned citizen

Phone: 337 478 6574

E-mail: LRS_Vision@mon...

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Please do not consider alignment #5, alignment #4 or #1 [illegible] to be the best for people and surrounding areas.

Name: Cory Terrebonne

Street: 112 West 213th St

City, State, Zip: Gallliano LA 70354

Affiliation:

Phone: (985) 696-4029

E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: I cannot stress enough the necessity of including ALL of Terrebo Parish in the Category 5 protection levee alignment. Our community is at risk are losing the very livelyhood that has helped our parish strive in the past our seafood industry, oil production, wetlands, recreation, and our citi who are moving away from their lifelong homes and families because of t fear of flooding. Businesses are turning away from Terrebonne Parish. We need deserve protection as tax-paying citizens of the USA. Lower Terrebonne does n to become the next barrier is for B Please

Name: Leslie Thibodaux

Street: 201 Pierre St.

City, State, Zip: Chauvin, LA 70344

Affiliation:

Phone: 985 594-5162

E-mail: Leslieth ib@aol.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments IT WAS INTERESTING THAT LOWER PLAQUEMINES IS NOT BEING INCLUDED IN THE CAT 5 PROCESS. I AM FROM BARRAS & REALIZE THAT THE LEVEE SYSTEM REQUIRED TO PREVENT OVER TOPPING WOULD HAVE TO BE SO LARGE THAT THE COST/BENEFIT WOULD BE PROHIBITIVE — AND CHOOSING A SYSTEM OF MULTIPLE FREE FLOWING SPILLWAYS TRAVERSING THE LAND AREA BETWEEN THE RIVER & THE MARSHLAND

Name KENNETH RAGAS

Affiliation LAND OWNER

Street 1311 HOLIDAY PLACE

Phone 504-342-2909

City, State, Zip NEW ORLEANS, LA. 70114

E-mail kragas@cox.net

I HAVE EMAILED my PLAN THANK

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments I urge the ADOption OF LEVEE REBUILD DESIGN OF loc TULANE UNIVERSITY CIVIL ENGINEERS S.Z.S. CONSULTANTS, FOUNDATION & SOIL ENGINEERS. IT IS A DOUBLE WALL SYSTEM, IN SIDE WALL 65' Deep, OUTSIDE WALL 35' Deep, 12' APART, filled with SAND. PLEASE CALL them AT 504 561-5724. Also DO NOT PUT FIXED GATES AT the MOUTHS OF the CANALS - WE CANT PUMP OUT RAIN.

Name SUE SPILSBURY

Affiliation

Street 21 CRANE ST

Phone (504) 710-0133

City, State, Zip NEW ORLEANS, LA. 70124

E-mail SPILS@Loyno.edu

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments I strongly feel that a structural alternative with large scale coastal restoration is whats necessary. Additionally, key infrastructure such as Port Fourchon must be protected with both hard and soft structures at the coast. Highway infrastructure between key coastal facilities and inland barriers must be elevated to bridge the unprotected distance.

Name Ted Falgout

Affiliation Port Director

Street P.O. Drawer 490

Phone 985 6326701

City, State, Zip Galliano, LA 70354

E-mail tedf@portfourchon.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Focus should be put on the Barrier Islands, Alignment #1 of the CAT 5 project and wetland restoration thru pipeline flowing freshwater diversion project

Name Pete Rhodes

Affiliation Terrebonne Parish Council Chair

Street 4251 Bayouside Dr

Phone 985-873-6415

City, State, Zip Houma LA 70363

E-mail prhodes@tpcg.org

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments VERY WELL DONE
NEED TO EXPLORE WAY TO SPEED UP PROJECT

Name BILL MARCHAL

Affiliation BRING OUR O. BACK

Street 209 AVIGNON BLVD.

Phone 504/756-7830

City, State, Zip 70125 N.O. LA

E-mail BWMARCHAL@COX.NET

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Good Meeting

Comments The Corps should take change of the opportunity in using the most southern alignments of the Morganza and Donaldsonville to the Gulf projects as a Emergency type situation. Utilize the present information - stop all the red tape in the process and go to construction before its to late. Further, the Corps should fund this entire process of Cat 5 leases while the opportunity does exist. Should also restore immediately the barrier islands

Name Randy Trosclair

Affiliation LaFourche Basin Levee District

Street P.O. Box 670

Phone 225-265-7545

City, State, Zip Vacherie, LA 70090

E-mail rtrosclair@charterinternet.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Areas of concern are the following - 1. Floods that are result of local Rainfall or Regional Flooding from the Mississippi & Atchafalaya. 2. Borrow Material - Where will it come from. 3. Disruption of Hydrology & Wetland Processes. 4. Impacts on navigation - 5. Economic Impacts 6. Historical & Ecological Impacts

Name: Harold Schoeffler

Street: PO Box 2218

City: Lafayette, LA 70502-2218

Affiliation: Acadiana Grp Sierra Club

Phone: 337 235 9493

E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: A comprehensive solution should be sought. A very generic solution was presented. Only one alternative was proposed for Cameron Parish which also has an effect on Calcasieu Parish. Construction of Tips to promote breaking waves & dissipation wave energy while protecting the Fairgrounds is important. Removal of man-made structures as well as enhancing natural land building techniques are needed.

Name: Patrick Landry

Street: PO Box 1480

City, State, Zip: Lake Charles, LA 70615

Affiliation: LADOTD

Phone: 337-437-9104

E-mail: plandry@dotd.louisiana.gov

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Is it Possible To use THE MILATERY ENG. BATTLEING To ASSIST IN Building up THE Levees.

Name

Street

City, State, Zip

Affiliation

Phone

E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Can there be any "RIP RAP" [illegible] (? [illegible] ?) that can help build up the coast? [illegible] all the international engineering input [illegible] go in the CAT 5 [illegible]

Name

Street

City, State, Zip

Affiliation

Phone

E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments CLOSE MR-GO
SAVE OUR WETLANDS
WE KNOW YOU DON'T CARE!

Name
Street
City, State, Zip

Affiliation
Phone
E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments It is important to have more detailed pamphlets + explainations of what is being looked at + the considerations being made. Secular language explaining the process + ~~what~~ how the decisions are being made & + what they are. Much of the confusion comes from not understanding an EIS + why what plans are being looked at. Maybe a flyer mi or cou i E

Name Rebecca Chojnacki
Street 703 S. Main
City, State, Zip Lake Mills, WI 53551

Affiliation Entry Level Environmental Scientist - Wetland focus
Phone 715-220-9323
E-mail rachojnacki@hotmail.com

People get upset about what they don't

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments Loss of life — Loss of homes — Loss of future — ~~Life sig~~ Loss of trust !!!!

Name JAN WOOTAN
Street 1141 Constantinople
City, State, Zip

Affiliation
Phone 504-712-1608
E-mail

newspaper — need more publicity.

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Enjoyed the format & thanks for asking for our input!

Please close MRGO

Name: GALEN N. SMITH

Street: 6052 WINGATE DR

City, State, Zip: N.O. LA. 70122

Affiliation: BURBANK GARDENS

Phone: 504 460 6941

E-mail: DARLENE S 50 @ AOL

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: The nigolets is Lake Pontchartrain's greatest enemy, but the easiest problem to solve. A dam or other water control device will keep the lake from filling up with storm surge in the first place when a hurricane approaches due to its counterclockwise spin. Like the Dutch we should seek designs from Engineers in private to achieve best design

Name: Gabriel Bordenave

Street: 4700 Venus St

City, State, Zip: New Orleans, LA 70122

Affiliation:

Phone: 504-214-6918

E-mail: packers899@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Involve municiple planners.
Balance flood protection with coastal restoration.
Incorporate prior plans and studies which have relevance.

Name:

Street:

City, State, Zip:

Affiliation:

Phone:

E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments THE I-10 CORRIDOR AS IT PASSES OVER THE EASTERN PERIMETER LEVEE OF NEW ORLEANS EAST - JUST BEFORE THE TWIN SPANS - IS AT ELEVATION (ABOUT) 11.5 AND IS ABOUT 300' WIDE. THIS IS A MAJOR HOLE IN THE LEVEE SYSTEM AND HAS RECEIVED ZERO MENTION IN THE PRESS. WILL THE I-10 BE RAISED & THE HOLE FILLED IN?

Name HARRY HARLAN
Street 6921 COVENTRY ST. NOLA (PERM) 3821 S. DEERWOOD DR HARVEY (TEMP)
City, State, Zip 70058

Affiliation
Phone (504) 241-5390
E-mail harry_harlan@urscorp.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments Why are you even considering building levees around wetlands? We need to protect the City and its neighborhoods, or the Metropolitan areas, not the uninhabited areas, unless someone was planning to develop them.

Name Helen Puzzo
Street 4634 Hawaii Dr.
City, State, Zip N.O. 70127

Affiliation
Phone 504-439-3710
E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments THE CORPS OF ENGINEERS IS REPAIRING A PORTION OF THE NEW ORLEANS EAST LEVEE SYSTEM EXTENDING FROM THE EASTERNMOST END OF THE SOUTHERN FLANK OF THE PERIMETER LEVEE (THIS LEVEE WAS WASHED OUT FOR A LENGTH OF SEVERAL MILES AND WAS PROBABLY THE GREATEST CONTRIBUTOR TO FLOODING IN N.O. EAST) IN HOUSE - THEY ARE DOING THIS WORK THEMSELVES. THIS AREA IS ALMOST COMPLETELY INACCESSIBLE TO THE PUBLIC. HOW CAN WE KNOW THAT THIS HAS BEEN FIXED?

Name HARRY HARLAN
Street 6921 COVENTRY ST. NO. LA (PERM) 3821 S. DEERWOOD DR HARVEY (TEMP)
City, State, Zip

Affiliation PRIVATE CITIZEN
Phone (504) 241-5390
E-mail harry_harlan@urscorp.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: It is very important to balance protection of people & built environment with preservation & restoration of natural environment - wetlands & coastal marshes.

Name: JULIE SCHWAM HARRIS
Street: 1208 Pine St.
City, State, Zip: New Orleans LA 70118
Affiliation: Citizen
Phone: 865 7569
E-mail: julieschwamh@ac.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: ENTERGY HAS NUMEROUS WIRE CROSSING OVER VARIOUS LEVEES IN SOUTH LOUISIANA. WE WOULD LIKE TO BE INCLUDED VERY EARLY ON IN THE DESIGN PROCESS TO ELIMINATE ANY CONFLICTS WITH OUR FACILITIES.

Name: BRUCE BRIGNAC
Street: 100 ALPHA DR. SUITE 114
City, State, Zip: DESTREHAN, LA. 70047
Affiliation: ENTERGY
Phone: 985-725-7650
E-mail: BBRIGN1@ENTERGY.Co.

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: PROPOSED LEVEE BY OR ON HWY 90, LAKE CATHERINE, NEEDS TO GO EAST TO THE OTHER SI OF THE RAILROAD TRACKS BY THE INTERCOASTAL WATERWAY.

COASTAL WETLANDS RESTORATION AS BUFFER ZONE TO SLOW SURGE
LEVEES TO STOP SURGE
SPILLWAYS TO RELIEVE OR REDIRECT SURGE (DIVERSION)

Name: BRIDGET BREAUX
Street: 726 CITY PARK AVE APT G
City, State, Zip: NEW ORLEANS LA 70119
Affiliation:
Phone: 504 390 4973
E-mail: BRAINCRAMP1@COX.NET

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: I am the owner of a building material dealership in Houma. Judging from the amount of rebuilding that I see occuring in damaged areas, people are staying in droves. They want to rebuild + live in Dularge, Dulac + Montegut. Please include them in the levee protection! Cat 5

Name: Keith Voisin
Street: 115 Richard Drive
City, State, Zip: Houma LA 70364
Affiliation:
Phone: 985-879-1597
E-mail: KVoisin@Tripafish.net

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: Hurricane protection
Coastal Restoration

Name: Kessie Bourg
Street: 6785 Shrimpers Row
City, State, Zip: Dulac LA 70353
Affiliation: Public
Phone: 985 226 2991
E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments: All of the issues as so important but I fell "time" is running out like a hour glass - We need to physically see results of all these studies -

Name: David Gauthe
Street: 1922 Bayou Rd
City, State, Zip: Thibodaux LA 70301
Affiliation:
Phone: 985-446-5368
E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments We're tired of planning. We need restoration of barrier islands and wetlands and Category 5 levee system NOW.

Karen Fleming
Name
1306 Hwy. 665
Street
Montegut, La. 70377
City, State, Zip

Affiliation Concerned Citizen Landowner + Tax Payer
Phone 985-594-3774
E-mail karenfleming2@MSN.Com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments We're tired of stop planning things need to start building restoration

Name Marie Dupre
Street P.O. Box 248
City, State, Zip Bourg La 70343

Affiliation Landowner & Taxpayer
Phone 985-594-5134
E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT
Public Scoping Meetings Request for Comment

Comments It is time to start building restoration. The planning has taken too long.

Vesta Chauvin
Name
102 Nolan St.
Street
Bourg La. 70343
City, State, Zip

Affiliation
Phone 594-8038
E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: I ALONG W/ MY STUDENT PEERS HAVE TRAVELED TO LOUISIANA TO VOLUNTEER IN THE RE-BUILDING. NATIONAL ATTENTION HAS BEGUN, BUT HAS STRUGGLED. "OUT OF SITE, OUT OF MIND" THE [illegible] ALREADY BEGUN. HAVING INTENSLY RESEARCHED THE TOPIC WE AGREE THAT TIME IS OF THE ESSENCE. SHORT TERM PROJECTS SHOULD HAVE STARTED ALREADY, AND LONG TERM NEEDS TO BE BEGUN.

Name: JOE JUNIUS

Street: 1N S. HYLAND #1

City, State, Zip: AMES, IA 50014

Affiliation: STUDENT

Phone: 847-508-8936

E-mail: jjcki7@iastate.edu

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Agree w/ Alignment 1; ~~Barrier Islands~~; 3-Tier Approach. —

No more Studies

Name: Tony Razzo

Street: 203 Dominique Ct.

City, State, Zip: Thibodaux, LA 70397

Affiliation:

Phone: 985-856-1420

E-mail:

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments: Quit planning, Get to work NOW on restoration and Category 5 levee system

87 years old

Name: Ives J. Naquin

Street: 1306 Hwy. 665

City, State, Zip: Montegut, La. 70377

Affiliation: Concerned landowner tax payer

Phone: 985-594-3774

E-mail: Karenfleming2@MSN.Com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments The Morganza to the Gulf levee system and CAT Five Levee must include the Southern Terrebonne Parish area. Chauvin Montegut, Grand Caillou etc. must all be included in the levee boundaries. I am completely opposed to alignments one and five which exclude these communities. Please ACT on this emergency - cut regulations - instead of just talking.

Name Nancy LeBlanc

Street 4528 Hwy 56

City, State, Zip Chauvin, LA 70344

Affiliation

Phone 985-594-4729

E-mail NLEBLANC@BELLSOUTH.net

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments For Terrebonne Parish, Category 5 protection along current Morganza to the Gulf alignment is ideal. This must be done, however, in conjunction with aggressive barrier island restoration + maintenance + restoration of back barrier marsh to further reduce fetch. Any aggressive restoration plan should also include sediment delivery via pipeline in tandem w/ freshwater inputs for sustainability. Also need to stabilize interior shorelines e.g. along GIWW

Name Jessica L. Suazo

Street 8026 Main St. P.O. Box 2763

City, State, Zip Houma, LA. 70360

Affiliation TPCG

Phone 985-873-6889

E-mail lsuazo@tpcg.org

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Follow the Morganza to the Gulf alignment to a cat. 5 - + golden meadow levee to cat 5 - Restore Barrier Islands + marsh lands - include coastal communities

Name Jerome Cure

Street 4305 Bayou Side Dr.

City, State, Zip Houma La. 70363

Affiliation Land Lord

Phone 985 5945646

E-mail Verandjim@charter.net

W!

Send Help!

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Lost of Brackish + Saltwater Marsh Subsidinace -> Sustainability of Southern Terrebonne Levee - will ~~Bet~~ to Be The Line where The Gulf Will Stop - Flood Protection Is Paramont - Lost of The Culture of Bayou Through Migration of Population North - Get our oil Dollars to Fund -

Name Melvin Malbrough 542 Dularge Road

Street Houma La 70363

City, State, Zip

Affiliation

Phone 985 637 2125

E-mail super-melvin@yahoo.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments (Strike Alignment 5) - Barriers, wetlands + Levees + Gates We need the multiple lines of defense. We need barriers now! No more years of planning. We need Money Committed to action! I support the Southern Alignment of Donaldsonville to the Gulf. I support Morganza to the Gulf including the South Lafourche Levee System. Raise the South Lafourche Levee to Category 5. Strengthen our interior levees. Show some action.

Name Chad Bourgeois

Street 404 West 11th St.

City, State, Zip Cut off, LA. 70345

Affiliation

Phone 985 693-0285

E-mail chadb@sjillc.com

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Support original Morganza project (Alignment #4)
- no consideration on align. #5
- Locks should be in place 1st before levees
- ~~Levees first~~ Barrier Islands should be next then - Levee construction.
- By-pass Congress - should be "emergency status"

Name Ray Drosclair

Street 339 L. Kirth DR.

City, State, Zip Houma LA. 70363

Affiliation

Phone 985-876-1975

E-mail —

With loss of land & marsh there is great Human impact
If you use Federal money on Non Federal Levees & afford us the same
in St Bernard Plaquemines levees

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

We need levees to impact economic development

Comments Start On Levee!! Stop Studying!! We are Migiatory!! on flood prone areas. We have taxed ourselves - we authorize our projects. We need levees it will save marsh. Projects are self mitigating. The environmental is greater with no action.
X Consider HUMAN IMPACT!! Look at cost of flooding vs. cost of

MURGANZA

Name Phylis Henry
Street 201 Lapeyrouse Lane
City, State, Zip Chauvin LA 70344

Affiliation
Phone 985-594-5233
E-mail bobhenry1@charter.

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments (1.) It appears that all draft alignments in Terrebonne Parish come too far North. What does this mean for South Terrebonne? We cannot forfeit of Southern Terrebonne Parish.
(2.) Ask "All Oil + Gas Exploration in Terrebonne unless explorer can prove "0" environmental impact

Name Wayne Thibodeaux
Street P.O. Box 990
City, State, Zip Gray LA 70359

Affiliation Terrebonne Parish Co
Phone 985-872-3237
E-mail twayne@bellsouth.

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments All of the issues as so important but I Fell "time" is Running out like a hour glass- We Need to physically see results of All these Studies -

David Gauthe
Name
1922 Bayou Rd
Street
Thibodaux LA 70301
City, State, Zip

Affiliation
Phone 985-446-5364
E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments Hurricane Protection
Coastal Restoration

Reggie Bourg
Name
6685 Shrimpers Row
Street
Dulac LA 70353
City, State, Zip

Affiliation Public
Phone 985 226 2991
E-mail

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments I am the owner of a building Material dealership in Houma. Judging from the amount of Rebuilding that I See occuring in damaged areas, people are staying in droves. They want to rebuild & live in Dularge, Dulac & Montegut. Please include them in the levee protection! Cat 5

Keith Voisin
Name
115 Richard Drive
Street
Houma LA 70364
City, State, Zip

Affiliation
Phone 985-879-1597
E-mail KVoisin@TriParish.net

CATEGORY 5 LOUISIANA COASTAL PROTECTION AND RESTORATION PROJECT

Public Scoping Meetings Request for Comment

Comments We're tired of planning, things need to start - building restorations - Barrier Islands & Levees

Name Carolyn N. Guedry

Street 200 W. 25th St

City, State, Zip Cut Off La. 70345

Affiliation Landowner & Taxpa

Phone 985-798-3842

E-mail

SCIA South Central Industrial Association

Chet Morrison
President
Chet Morrison Contractors

Kenneth Smith
Exec. Vice President
T. Baker Smith & Son

Don Hingle
Vice President
Whitney Bank

Tony Boudreaux
Secretary
Superior Labor Services

Charles Theriot
Treasurer
Charles Theriot, CPA

Leland Robichaux
Past President & Advisor
Oil States Skagit/Smatco

Neil Suard
Past President & Advisor
Suard Companies

C.J. Domangue
Director
Domangue Lafont Investments

Stephanie Hebert
Director
Stephanie Hebert Insurance Agency

Kirk Meche
Director
Gulf Island Fabrication

Otis T. Logue
Past President & Managing Director
Southern Technology & Services

Jane Arnette
SCIA
Executive Director

March 14, 2006

Mr. Gregory Miller, Project Manager
U.S. Corps of Engineers, N.O. District, La. Category 5 Hurricane Protection Study
PO Box 60267
New Orleans, LA 70160

Re: Category 5 Hurricane Protection Study & EIS

Dear Mr. Miller:

South Central Industrial Association (SCIA) is an organized group of industrial businesses representing more than 200 member firms with over 35,000 employees committed to supporting an improved business and ecological climate for south central Louisiana. It is our objective to be advocates of issues that affect industry and the quality of life of the people in south Louisiana.

As a highly productive area of the state of Louisiana, strategically located on the Gulf of Mexico, south Louisiana must have proper coastal restoration, flood control and hurricane protection.

We believe the Morganza to the Gulf project is a well documented plan that protects Terrebonne and parts of Lafourche parishes. We support the alignment that will protect Terrebonne parish's residental communities in the southern most part of the parish to include Category 5 protection. We encourage the Corps to assist with getting authorization and appropriation from Congress for Morganza to the Gulf – Level 5 protection.

We also support the southern most alignment for the "Donaldsonville to the Gulf Hurricane Protection Project," between Bayou Lafourche at Larose to the Mississippi River below Belle Chasse. We encourage the Corps to complete the feasibility phase of this project to include Category 5 hurricane protection.

These two projects protect the greater percentage of populated areas of coastal communties than any alternate plans.

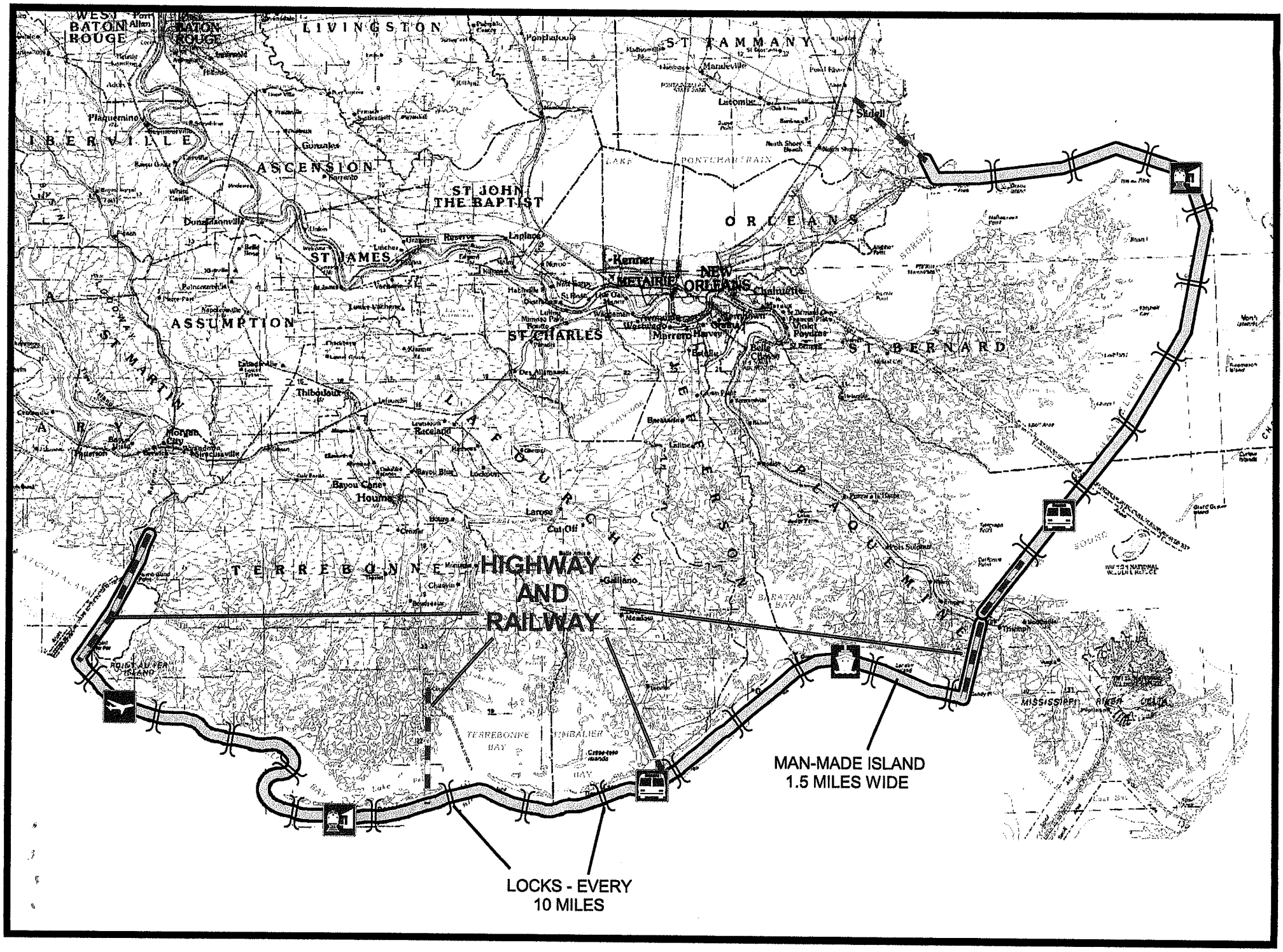
SCIA is in full support of the letter submitted by LA Senator Reggie Dupre, Chairman of the LA Senate Select Committee on Coastal Restoration & Flood Control. We believe his expertise in the LA Senate lends to the most efficient and effective methods of protection for south Louisiana.

Your timely assistance in prioritizing these projects is imperative to protect the people, land and future of south Louisiana.

Sincerely,

Chet Morrison, SCIA President

7910 Main Street, Suite 224 • Post Office Box 2143 • Houma, Louisiana 70361-2143
Phone: (985) 851-2201 • Fax: (985) 851-2202 • Email: scindustrial@bellsouth.net


HIGHWAY AND RAILWAY
MAN-MADE ISLAND
1.5 MILES WIDE
LOCKS - EVERY
10 MILES
WEST BATON ROUGE
BATON ROUGE
LIVINGSTON
ST TAMMANY
IBERVILLE
ASCENSION
ST JOHN THE BAPTIST
ORLEANS
ST JAMES
ASSUMPTION
ST CHARLES
ST BERNARD
TERREBONNE
LAKE PONTCHARTRAIN
NEW ORLEANS
METAIRIE
Kenner
Houma
Thibodaux
Raceland
Morgan City
Plaquemine
Gonzales
Donaldsonville
Laplace
Lacombe
Slidell
Mandeville
Ponchatoula
Chalmette
Belle Chasse
Marrero
Harvey
Gretna
Cut Off
Larose
Galliano
Chauvin
Bayou Cane
Bayou Blue
Lockport
Napoleonville
Pierre Part
Paulina
Donaldsonville
Gramercy
Reserve
Luling
Hahnville
Destrehan
Norco
Meraux
Violet
Poydras
Braithwaite
Buras
Triumph
Venice
Port Sulphur
Grand Isle
Point Au Fer Island
Terrebonne Bay
Timbalier Bay
Barataria Bay
Lake Barataria
Lake Pontchartrain
Mississippi River
Bayou Lafourche
Bayou Terrebonne
Bayou Teche
Bayou Lafourche
Bayou Plaquemine
Bayou St Jean
Bayou St Martin
Bayou Gauche
Bayou Des Allemands
Bayou Blue
Bayou Cane
Bayou Lockport
Bayou Gauche
Bayou Des Allemands
Bayou Teche
Bayou Lafourche
Bayou Plaquemine
Bayou St Jean
Bayou St Martin

LOUISIANA CAN

Louisiana is losing 25 to 35 square miles of wetlands each year. By the year 2040, Louisiana will lose 1 million acres. Ideas and solutions are being presented. Here is my idea.

We should design an island coming out about a half mile from the coast line and extend the island out one and one-half miles. The sides of the island should parallel the Atchafalaya River on the west side and Bayou Lafourche on the east side and from Bayou Lafourche on the west side to the Mississippi River on the east side and on the Mississippi River to the state line.

We could design caissons to be floated out to these positions and sunk in line to form the outer perimeter of the island. These caissons should extend out of the water for forty feet. When this is complete, dredge the fill for the islands from the gulf floor.

Access to the island should extend from the levee of the Atchafalaya River to the island on the west side.

An elevated highway from the island to Cocodrie should be built and a highway from Bayou Lafourche to the islands should connect to Highway 1.

A highway from the island to the Mississippi River levee should be constructed and a highway should be built to Interstate 10 on the east side of the Mississippi River. These highways should be built wide enough for highways, railway and utilities with room for expansions. Floodgates should be built on the east side to have access to Lake Pontchartrain, and at Bayou Lafourche and a flood gate should be built on the west side to allow access for boat traffic. This would allow a half mile buffer between the shore line and the island.

Aqueducts could be installed as the island is built. This aqueducts would have pumps in them to pump water out when the need would arise and when the pumps were not needed, let the water flow in and out with the tide. In the event of a hurricane or when there is an excessive amount of rainfall, these pumps could lower the water level so that all the water would flow toward the gulf.

For centuries the water flowed toward the Gulf of Mexico, so we know how the water drains; all we have to do is lower the level and let nature take its course. This island would keep a tidal wave from coming ashore and prevent flooding which causes most of the damage. We are building levees and pumping out the water. When water goes over the levee or the levee breaches, the water is trapped inside and the levee protects one area. **Lets protect all the area.**

The advantages of this idea are environmental, economical, recreational, and security.

Environmental advantages are:

-The protection of life and property from flooding during hurricanes and high water.
-The protection of wetlands, prevention of erosion, protection of wildlife and sea life.
-Prevention of pollution during hurricanes and accidents.

Economical advantages are:

-Enhancement of the seafood industry with easier fishing and processing.
-Creation of deepwater seaport for importing and exporting.
-Creation of a railway system for importing and exporting.
-Creation of an international airport.
-Creation of a ship and industrial district for repair and manufacture.
-Offshore support for the petroleum industry, including transporting personnel and supplies offshore.

Recreation advantages are:

-Creation of beaches for swimming and water sports.
-Creation of piers for fishing and crabbing.
-Creation of a camping area.
-Creation of marinas for fishing and boating.
-Creation of hotels and motels for lodging, meetings, conventions, and recreation
-A deepwater port for cruise ships.

The funds to achieve this project could come from federal funds, state funds, private enterprise, or a combination of federal, state, and private funds.

Security:

-Limited access to inter area, and close to the coast for better surveillance.

This project would create more job opportunities for the area with above wage scale. We could establish a monorail system that would go from New Orleans to Lafayette with stops in Morgan City, Thibodaux, Houma, Cocodrie, Luling, New Orleans airport, and along the coast.

Tunnels could be built on the highways connecting the island to the mainland to allow free passage on the inside of the island.

Everything that is stated above is feasible with local technology and we have the workforce to accomplish this task.

This project would be expensive to build but would pay for itself in the long run by lowering insurance rates and creating an economic boom for Louisiana. **THIS PROJECT CAN BE DONE AND SHOULD BE DONE.**

Presented by:
Charles Beasley
2510 Bayou Blue Rd.
Houma, LA 70364
(985) 872-5019

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
5304 Flanders Dr. Suite A
BATON ROUGE, LOUISIANA 70808

March 13, 2006

IN REPLY REFER TO
USACOE - Category 5
Louisiana Coastal Protection
and Restoration Project

Mr. Gregory Miller, Project Manager, CEMVN-PM-C
Mr. Bruce Baird, CEMVN-PM-R
U.S. Army Corps of Engineers
P.O. Box 60267
New Orleans, LA 70160-0267

Messrs. Miller and Baird:

Mr. Robert Martinson, Acting Chief, Environmental Compliance and Analysis Branch, provided a Notice of Initiation, dated March 2, 2006, for the Preparation of a Programmatic Environmental Impact Statement and Scoping Meetings.

It is noted that you plan to address transportation as one of the Socioeconomic items that would be evaluated as part of the National Environmental Policy Act. We trust that this evaluation will include state and local road systems, existing and planned. Coordination with the Louisiana Department of Transportation and Development transportation sections as well as with Parish and local communities is encouraged.

Sincerely yours;

Joe Bloise
Acting Division Administrator

Celebrating 50 Years
1956 2006
Eisenhower Interstate System

BUCKLE UP AMERICA

Antoine S. Luke
1698 Irish Bend Road ~ Franklin, LA 70538
Phone 337-829-0271 FAX 337-829-1023

March 12, 2006

Mr. Gregory Miller, Project Manager
U.S. Army Corps of Engineers
CEMVN-PM-C
P.O. Box 60267
New Orleans, LA 70160-0267

Dear Sir,

I would like to know when work on the Bayou Sale' levee project will be continued. As you will note on the enclosed map, the project consisted of 4 parts, 3 of which have been completed.

The remaining portion of the existing levee is on the Cote Blanche Bay side. It is the portion of the levee which was topped during Hurricane Lili in 2002 and again by Hurricane Rita in 2005. Both of these storms resulted in several feet of water in homes as well as severe damage to the oil industry, woodlands, crops and agricultural land.

If this phase of the project had been completed in a timely manner there would have been no damage due to tidal surge. In both instances, water was held within the levee system for weeks. Cuts in the earthen levees were necessary to allow some of the water to run out. The pumping station was flooded and had structural damage, so repairs had to be made before the pumps could be of any help.

In addition to farm operations, this area is also important to many oil and related companies including Exxon/Mobil, Legacy, Hunt, Marathon, Burlington, Hilcorp, BP and others. These companies operate oil and gas wells, compressor stations and storage tanks. All of these are critical to production and must be shut down when flooded.

Representatives from the Corps have been working in the area and we have been promised that the work will begin soon. Now we are told it has been delayed again. With the other phases complete it is hard to understand why this last piece of the work has been left undone.

Please let me know the status of this project.

Thank you,

Antoine S. Luke

Antoine S. Luke

Mr. Glenn Trachan
PO Box 4411
Wayne, NJ 07474-4411

3/19/06

Mr Gregory Miller
Army Corp Engineers Section
N. Orleans La.
[redacted]
60267

Mr Miller

I want to thank you for working on the unbelievable damages that hurricanes have created in your area

I would like to know if I could submit some drawings and written ideas I have for a cat 5 levee system for New Orleans. (see enclosed internet copy)

I'm not a engineer, [redacted] heavy concrete / industrial construction.

I think some of my ideas might help and are very reasonable to construct.

please advise me of where and if I could send my drawings - free for you to use.

[redacted]

Keep up the good work.

please contact above.

Sincerely

3-15-06

Mr. Miller,

Rebuilt LA Barrier Island And Restore our Wet Land's. Plain And Simple, I do not support Any Alignment's. Maybe we should let FLA Everglades wash Away?

Tim Dautin
178 East 54th
Cut Off, LA
70345

3-16-06

Mr. Baird

Rebuilt LA Barrier Island And Restore our Wetlands. I do not support any Aligiments. Maybe we should let FIA Everglades wash away?

Tim Dawtin
178 East 54th
Cut Off, LA 70345

ALLIANCE

MISSISSIPPI RIVER BASIN ALLIANCE
MINNEAPOLIS [HQ] • NEW ORLEANS

February 16, 2006

Col. Richard P. Wagenaar
District Engineer
U.S. Army Corps of Engineers
New Orleans District
P.O. Box 60267
New Orleans, La 70160-0267

Dear Colonel Wagenaar,

On behalf of the Mississippi River Basin Alliance (MRBA), I wanted to thank you for inviting me to participate in the Louisiana Coastal Protections and Restoration Workshop held in Lafayette on February 13-14, and for the Corps of Engineers' efforts to solicit input from the public on this critical issue. MRBA has supported restoration of Louisiana's coast for a number of years, and has focused many of our efforts on building support for this endeavor in the states upriver. The inherent challenge of the issue has been magnified by the complex and pressing questions that Louisiana and its federal partners are confronted with after the hurricanes in 2005.

We are committed to a sustainable coast and effective hurricane protection for southern Louisiana, and hope to work through these issues with the state, federal agencies, and stakeholders so that the decisions reached can further those goals.

Sincerely,

Doug Daigle

Cc: Cynthia Pansing, Executive Director
Mississippi River Basin Alliance

P.O. BOX 4268 70178
~~400 Magazine Street, #499~~, New Orleans, LA ~~70130~~

St. James Parish Council

P.O. Box 176
Vacherie, Louisiana 70090-0176

Phone: (225)265-3156 Ext. 400 or 562-2400
Fax: (225)265-9145 or 562-2401
TDD: (225)562-8500

Elton Aubert
Chairman

Wilson Malbrough, Jr.
Vice-Chairman

Angele Rodrigue
Secretary

March 20, 2006

U. S. Army Corps of Engineers, New Orleans District
C/O Cat5 LACPR EIS, Environmental Manager, Bruce Baird
CEMVN-PM-RS
P. O. Box 60267
New Orleans, LA 70160-0267

Dear Sir:

The St. James Parish Council would like to go on record as recommending that the U. S. Army Corps of Engineers use as much of the studies from both the Morganza to the Gulf and the Donaldsonville to the Gulf Cat 3 projects, along with the additional proposed changes of progress, to make both projects Cat 5 protection levees and coastal restoration.

Sincerely,

Angele Rodrigue
Secretary

cc: Chairman Aubert
Lafourche Levee Board

LA 1 COALITION

Henri Boulet
Executive Director

Board of Directors

Charlotte A. Bollinger
Secretary/Director
Bollinger Shipyards, Inc.

Pat Brady
Chairman
SJI, Inc.

Matthew Carmichael
Public Affairs Representative
Chevron USA

Garret H. "Hank" Danos
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Danos & Curole Marine Cont., Inc.

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Greater Lafourche Port Commission

Joseph P. Leonard, III
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Cajun Consulting

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President/Owner
Sureway Supermarket, Inc.

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Picciola & Associates, Inc.

Loulan J. Pitre, Jr.
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Gordon, Arata, McCollam, Duplantis & Eagan, L.L.P.

Charlotte Randolph
President
Lafourche Parish Council

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Chairman
T. Baker Smith & Son, Inc.

Robert C. Thompson
Presidnet
LOOP, L.L.C.

Roger T. White, III
Senior Vice President
Edison Chouest Offshore, L.L.C.

LACPR EIS Environmental Manager
CEMVN-PM-R
P.O. Box 60297
New Orleans, LA 70160-0267

March 21, 2006

LA 1 Coalition, Inc. would like to respectfully submit the following comments as our official comment regarding the U.S. Army Corps of Engineers' Category 5 Louisiana Coastal Protection and Restoration Project.

LA 1 Coalition is a non-profit advocacy organization which seeks improved highway infrastructure between U.S. Highway 90 and Port Fourchon/Grand Isle. We have over 80 members representing interest from Lafourche, Terrebonne, St.Charles, Jefferson, and Orleans parishes.

Levee Alignment:

To give the highest number of Louisiana citizens Category 5 Hurricane Protection and to give Category 5 Hurricane Protection to the largest possible portion of Louisiana Highway # 1, designated by the U.S. Congress as a High Priority Corridor based on its role as critical energy infrastructure, we support Alignment #1.

This alignment coincides with the Morganza to the Gulf Hurricane Protection Project. This proposed $750 million project is intended to provide category 3 protection to most of Terrebonne and a large portion of Lafourche Parish. This levee project begins at the hurricane protection levee in Larose and travels west until the Morgan City area. It could be built to Category 5 standards and would require a lock on the Houma Navigation channel. It has enough proposed openings in it to appease environmental concerns.

This alignment also coincides with the southern most alignment of the Donaldsonville to the Gulf Hurricane Protection Project: This most southern alignment protects over 20% of the state's population in Plaquemines, Orleans, Jefferson, St. Charles, Lafourche, St. John and St. James Parishes. The southern alignment starts at the hurricane protection levee in Larose and it runs east toward the Mississippi River ending south of the Naval Air Station in Belle Chase, in Plaquemines Parish. The project requires at least one major water control structure at Bayou Perrot/Barataria Waterway area. The complete Donaldsonville Project should be rolled into the current Category 5 Study being done by the Corps.

P.O. Box 2048-NSU • Thibodaux, Louisiana 70310 • Phone: (985) 448-4485 • Fax: (985) 448-4486
Email: HENRI.BOULET@NICHOLLS.EDU • WWW.LA1COALITION.ORG

Upgrade the federally authorized South Lafourche Hurricane Protection Levee to Category 5 Protection.

We support raising the existing levees of the Larose to Golden Meadow System to provide Category 5 protection for Southern Lafourche Parish. This area is a critical energy corridor and needs to be tied into the Category 5 levee plan.

Achieve economical, significant coastal restoration utilizing recent study results.

Significant coastal restoration work needs to be accomplished utilizing the existing analyses in Phase II of the State of Louisiana's Reconnaissance Level Study which is part of CH2MHILL's Alternatives to the 3rd Delta Conveyance Channel. This avoids "reinventing the wheel" with another costly study; and this study clearly identifies where dedicated dredging and pipeline slurries can quickly and economically provide significant sediment to rebuild our coast.

Design maximum powered offshore dredges which work 24 hours a day, and are capable of working in rough sea conditions.

While it is estimated to take years to restore the Louisiana coast to pre-1927 conditions, the job can be achieved earlier through the use of massive dredges, with 100 inch dredge pipes, and horsepower on each dredge that is equivalent to that on artic ice breakers.

Rebuild Louisiana's Barrier islands.

Our first line of defense, the barrier islands, has long been neglected. These vital lines of protection must be an essential part of the state's rebuilding plan, not only for restoration, but for protection as well.

In conclusion, the LA 1 Coalition requests the U.S. Army Corps of Engineers not neglect such an important area as the Barataria and Terrebonne Basins. These basins provide valuable resources for the nation, including 18% of the nation's oil production, 24% of the nation's natural gas production, 20,000 miles of pipelines and infrastructure, passage of 500 million tons of waterborne cargo, most bountiful commercial fisheries in the lower 48 states, and valuable wetland protection for over half of the state's population. The citizens of this area have long been supportive and proactive in fighting to protect their community and culture, and we are asking the same of you.

Sincerely,

Henri Boulet

Henri Boulet
Executive Director

OFFICE OF THE PARISH PRESIDENT
TERREBONNE PARISH CONSOLIDATED GOVERNMENT
P. O. Box 6097
HOUMA, LOUISIANA 70361

DON SCHWAB
PARISH PRESIDENT

(985) 873-6401
FAX: (985) 873-6409

March 21, 2006

Mr. Bruce Baird, Environmental Manager
U.S. Army Corps of Engineers, New Orleans District
C/O Cat 5 LACPR EIS
CEMVN-PM-RS
P.O. Box 60267
New Orleans, Louisiana 70160 - 0267

Dear Mr. Baird:

I am writing to you today on behalf of the Terrebonne Parish Consolidated Government and the citizens of Terrebonne Parish to express our immediate need for Comprehensive Coastal Protection and Restoration.

As I am sure you are aware, the combined impacts of Hurricanes Katrina and Rita have left many citizens of Terrebonne Parish facing the same recovery and rebuilding challenges as our neighbors to the east. During Hurricane Rita, our lack of comprehensive hurricane and flood protection left thousands of our area homes and businesses exposed to the impacts of a storm whose path was 200 miles from our shores. Our existing drainage levees were simply not adequate to withstand the forceful storm surges caused by this storm, and many of our citizens experienced flooding for the first time. This painful experience has reinforced the urgent need to protect life and property, and at the same time, protect our coastal wetlands, which are experincing the most rapid loss in Louisiana.

Let me say first, and foremost, that clearly, any "No Action" alternative is not acceptable to the citizens of Terrebonne Parish. Of the five alignments currently being studied as part of the Category 5 Louisiana Coastal Protection and Restoration Project (LCPRP), alignment number five, the alignment suggested by the Louisiana State University Hurricane Center is also not acceptable. This alignment would, in effect, abandon every coastal community across the state of Louisiana, including those in Terrebonne Parish. The impact felt as a result of the loss of these communities, along with their unique culture and substantial contributions to our economy would be impossible to calculate. These impacts would be particularly felt by the extensive Native American populations of the bayou communities in the Southern portion of Terrebonne Parish.

For the past decade, hurricane protection to the citizens of Terrebonne Parish has been synonymous with the Morganza to the Gulf Hurricane Protection Project (Morganza). This project, currently awaiting programmatic authorization through the Water Resources Development Act (WRDA) is currently designed at a Category 3 protection level. Because this project has been substantially engineered and its alignments have been accepted by area residents, any LACPRP that includes the Morganza alignment (Corps alignments 1-4) would be generally acceptable, though the presented "Alignment 1" appears to provide the most comprehensive benefits to not only the citizens of Terrebonne Parish, but to our neighbors to the east in Lafourche Parish as well – in effect, the entire Terrebonne Basin.

While we remain committed to the aggressive pursuit of authorization and full funding for the Morganza to the Gulf Project, the citizens of Terrebonne Parish are obviously in need of an immediate solution to its hurricane protection needs.

In response to the massive flooding experienced in the southern portion of Terrebonne Parish during Hurricane Rita, I convened an advisory panel whose mission is to develop an interim levee protection plan, which could be implemented in a relatively short time frame. This plan is not dependent on Morganza authorization, but it does include, the Houma Navigation Canal (HNC) Lock Complex, our Terrebonne Parish version of the MRGO.

It is my belief that if Terrebonne Parish is able to implement its interim levee plan in the short term and construct the Morganza project as it is currently designed, in conjunction with an aggressive barrier island restoration and maintenance plan that includes the restoration of the back barrier marsh, our citizens would have the benefit of category 5 Hurricane Protection and still be able to enjoy the multiple benefits of a healthy and sustainable ecosystem.

Thank you for the opportunity to provide these comments this evening, and I respectfully request that you include this statement as a part of your official Programmatic Environmental Impact Statement.

Sincerely,

Don Schwab

Don Schwab
Parish President

FACSIMILE COVER PAGE

To :	**Greg Miller**	**From :**	Vince Comberrel
Sent :	3/25/06 at 9:00:50 AM	**Pages :**	3 (including Cover)
Subject :	East Orleans Land Bridge Floodwall		

Enclosed is the letter I have prepared at your request to express the Committee's position on the placement of the Floodwall. I trust that this will be sufficient for the meeting which you mentioned will be taking place on Monday, March 27.

If you need anything further, you may contact by phone, e-mail or FAX (504-254-5298) and I will get back to you as quickly as possible.

Best regards, Vince Comberrel

EAST ORLEANS LAND BRIDGE
FLOODWALL COMMITTEE
4340 San Remo Road
New Orleans, LA 70129

March 24, 2006

Mr. Gregory B. Miller
Project Manager
U. S. Army Corps of Engineers
Coastal Restoration Branch
CEMVN-PM-C
P. O. Box 60267
New Orleans, LA 70160-0267

Dear Greg:

As Chairman of this Committee, I wish to thank you very much for the time and effort you have given to providing us with the vital information regarding the proposed construction of a floodwall in our area to protect Lake Ponchartrain from another flood surge similar to that from Hurricane Katrina.

For informational purposes, let me restate that our Committee currently represents the residents of Venetian Isles Subdivision and Lake Catherine and Lake Ponchartrain residents of Chef Island (East Orleans Land Bridge). We are working to expand this representation to all of the areas East on Highway 90 from the Rigolets Bridge and along Highway 433. In addition, we are working with the CSX Railroad whose tracks parallel our areas.

At this point, we are submitting our recommendation regarding the placement of the proposed floodwall. We believe that the most advantageous and least burdensome placement for the residents we represent would be to follow the path between the CSX tracks and the Intracoastal Waterway. This would include the necessary tie-ins with existing levee systems to the West of our areas and the systems to be developed to the East of our areas. It is our understanding that this configuration would include the installation of floodgates at the intersections of the floodwall with the Chef Menteur Pass, Unknown Pass and the Rigolets Pass. The floodgates discussed would be of the Netherlands design which would be closed mechanically to prevent the flood surge from the South but would open by water pressure as a storm progressed over the area to permit the water to surge back from the North. These gates would prevent the areas from being caught in the "bowl" effect if power is out and manpower not available to operate them.

Mr. Gregory B. Miller
March 24, 2006
Page 2

We also wish to lend our support to the Coastal Restoration Master Plan proposals which include the restoration of the outer barrier islands and the marshes which have been destroyed by hurricanes and other erosion problems over the years. This would include the closing of the Mississippi River Gulf Outlet.

It is our confirmed conviction that this combined effort would result in preventing future flood surges from reaching Lake Ponchartrain thereby relieving the potential for levee breachings and/or overtoppings. All discussions of the projects involved with this undertaking should reflect that these are not projects just to protect the areas represented by our Committee. These recommendations are for the entire New Orleans area including the Northshore areas of Lake Ponchartrain. If the flood surge is prevented from entering Lake Ponchartrain, the entire area can be spared again experiencing the horrific devastation caused by Hurricane Katrina.

We are fully aware that the construction of this floodwall in our area is not something that can be done in an isolated manner without consideration of St. Tammany Parish and the State of Mississippi. You have explained to us the effect that the construction of a floodwall could have on the natural flow of the Pearl River and that this must be a major consideration in the planning process. We are already attempting to contact the President of St. Tammany Parish to make sure we are working together to a common goal. We are quite willing to meet with any representatives from Mississippi to accomplish an overall plan for the entire area.

We will keep you advised of our progress in gathering our forces in support of our recommendation and further ideas to include the extension of the floodwall through Mississippi or a tie-in at high ground in St. Tammany Parish. Please keep us informed of further developments from the perspective of the Corps so that we can keep the momentum going forward to accomplish the overall goal.

Thank you again for your assistance. You may reach me by phone at 254-5218 (home), 650-0009 (cell) or vicllc@datasync.com (e-mail).

Sincerely yours,

Vincent Comberrel

Vincent Comberrel

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701

March 23, 2006 F/SER46/RH:pw
225/389-0508

Colonel Richard P. Wagenaar
District Commander, New Orleans District
Department of the Army, Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

MAR 2 8 2006

Dear Colonel Wagenaar:

NOAA's National Marine Fisheries Service (NMFS) has received the March 2, 2006, Notice of Initiation for the Preparation of a Programmatic Environmental Impact Statement (PEIS) and Scoping Meetings for the **Category 5 Louisiana Coastal Protection and Restoration** (LACPR) project. The U.S. Congress has directed the Corps of Engineers (COE) to initiate the LACPR project to identify, describe, and propose a full range of flood control, coastal restoration, and hurricane protection measures for south Louisiana. A preliminary technical report is to be completed within six months of December 30, 2005, while a final technical report and final PEIS is due within 24 months of that date. A signed record of decision will not be a component of the 24-month deliverable. The COE requested scoping comments be submitted by March 27, 2006, to allow them to be summarized and included in the six-month report.

According to the notice, four alternatives have been selected for further evaluation in the PEIS. Those alternatives include: 1) no action (i.e., maintain present flood and Category 3 hurricane protection levels); 2) a structural alternative (primarily levees and floodgates); 3) a structural alternative with coastal restoration features; and, 4) a non-structural alternative comprised primarily of coastal restoration features.

In recognition of the need for partnering to work on coastal restoration and protection in Louisiana while ensuring compliance with the National Environmental Policy Act, NMFS has agreed to serve as a cooperating agency on the development of the PEIS for the LACPR effort. This commitment represents a continuation of our efforts to work with the COE and other stakeholders to provide coastal restoration and protection in Louisiana while identifying and addressing issues of concern in a timely manner such that adverse impacts to wetlands and marine fishery resources are avoided, minimized, and mitigated. By letter dated September 29, 2005, (enclosed) NMFS provided preliminary comments on a COE internal technical report for Category 5 Hurricane Protection from Morgan City to Slidell, Louisiana. That letter primarily outlined general issues of concern and guiding principles that should be considered in the scoping for the LACPR project. NMFS has since participated in the development of a draft interagency report titled, "Environmental Alternatives and Guiding Principles for the South Louisiana Hurricane Protection Study (i.e., LACPR)" presented, in part, at a February 13-14, 2006, workshop in Lafayette. That report further outlined guiding principles to not only avoid

and minimize adverse environmental impacts but also to develop environmentally preferable restoration alternatives. The report did not represent a formal position of the drafting agencies, but it did provide preliminary guidance and a representative starting point for scoping on levee alignments and floodgates, if they are determined to be necessary.

The mission of NMFS is stewardship of living marine resources through science-based conservation and management and the promotion of healthy ecosystems. To fulfill this mission, NMFS strives to conserve, protect, and manage living marine resources in a way that ensures their continuation as functioning components of marine ecosystems, affords economic opportunities, and enhances the quality of life for the American public. Our stewardship efforts are especially critical for this project because wetlands across Louisiana have experienced substantial loss and degradation during the 2005 hurricane season, increasing the already rapid deterioration of coastal wetlands supportive of economically important fisheries of national importance.

Unless specified otherwise below, NMFS recommends all issues identified in our September 29, 2005, letter, the draft interagency report, and the following comments regarding resources, issues and alternatives be addressed in the PEIS:

Essential Fish Habitat

The LACPR is located in areas identified as essential fish habitat (EFH) for a variety of federally managed species. Specific categories of EFH that have been designated in the project area include estuarine wetlands; water column; submerged aquatic vegetation; and mud, sand, and shell substrate in the vicinity of the proposed levees and potential interior borrow areas. Additionally, marine water column, non-vegetated bottoms, and continental shelf features have been designated as EFH in potential nearshore and offshore borrow areas. Detailed information on federally managed fisheries and their EFH is provided in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico prepared by the Gulf of Mexico Fishery Management Council (GMFMC)[1]. The generic amendment was prepared as required by the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). The EFH revisions to the generic amendment became effective January 23, 2006. An updated version of our regional EFH guidance document and new and user-friendly versions of EFH designation maps will be provided to the COE once they become available. In the interim, to assist the COE as the federal action agency on this project, we have enclosed a preliminary table of species for which EFH has been designated in Louisiana and new EFH designations based on the 2005 generic amendment to assist in drafting an EFH assessment to be included in the PEIS.

The PEIS should evaluate and quantify all impacts to the various categories of EFH and clearly present those impacts in the appropriate sections of the PEIS. Measures should be taken to first

[1] Gulf of Mexico Fishery Management Council. 2005. Final generic amendment number 3 for addressing Essential Fish Habitat requirements, Habitat Areas of Particular Concern, and adverse effects of fishing in the following fishery management plans of the Gulf of Mexico: Shrimp Fishery of the Gulf of Mexico, United States Waters; Red Drum Fishery of the Gulf of Mexico; Reef Fish Fishery of the Gulf of Mexico; Coastal Migratory Pelagic Resources (Mackerels) in the Gulf of Mexico and South Atlantic; Stone Crab Fishery of the Gulf of Mexico; Spiny Lobster in the Gulf of Mexico and South Atlantic; Coral and Coral Reefs of the Gulf of Mexico. Gulf of Mexico Fishery Management Council. Tampa, FL.]

avoid and minimize adverse impacts to wetlands and other habitats designated as EFH. The draft interagency report provides specific guiding principles for some of the avoidance and minimization measures, such as building along the wetland:upland interface and minimizing the amount of wetland enclosed by levees. NMFS believes it is necessary to emphasize that including restoration features in various alternatives does not preempt the avoidance and minimization sequencing of mitigation that is required by the President's Council on Environmental Quality or a Memorandum of Agreement between the Corps of Engineers and the Environmental Protection Agency regarding mitigation under Clean Water Act 404(b)(1) guidelines. After all reasonable efforts have been taken to avoid impacting important wetland habitats, the remaining unavoidable adverse impacts must be fully offset through compensatory mitigation measures, unless it is determined that coastal restoration measures contained within the LACPR project fully offset such impacts.

Marine Fishery Production

Wetlands in the project area consist of fresh, intermediate, brackish, and saline marsh and tidally influenced forested wetlands. In addition to being designated as EFH for the species identified in the attached table, these wetlands provide nursery, foraging, and predator refugia habitats that support numerous economically important marine fishery species such as spotted seatrout, black drum, southern flounder, gulf menhaden, striped mullet, Atlantic croaker, and blue crab. Some of these species also serve as prey for other fish species managed under the Magnuson-Stevens Act by the GMFMC (e.g., mackerels, snappers, and groupers) and highly migratory species managed by NMFS (e.g., billfishes and sharks). The importance of fishery resources to the state of Louisiana and the national economy is illustrated by the fact that during 2004, approximately 1.2 million pounds of seafood was landed at Louisiana ports totaling $274 million dollars in dockside value[2]. More than 85 percent of these commercial landings are related to the harvest of estuarine dependent species (i.e., species that depend on access to coastal marsh during one or more life stages). NMFS recommends the PEIS fully describe and quantify the value of marine fishery resources to Louisiana and the nation and discuss the importance of maintaining both the areal extent of, and existing degree of fishery access to, these coastal wetlands.

Secondary Impacts

NMFS is very concerned with the potential magnitude of secondary, or indirect impacts to tidal wetlands and their marine fisheries support functions that could result from the proposed construction of levees and installation of water control structures. Extensive secondary impacts to wetlands and fishery productivity could occur from ecosystem level alterations of wetland hydrology associated with enclosing or semi-impounding thousands of acres of tidal habitat and potential construction of adjacent borrow canals.

The construction of levees and installation of water control structures can impede fishery access to critical nursery and foraging habitats and result in the impoundment of those wetlands. Considering the potentially large amount of tidally influenced wetlands and water bodies which

[2] National Marine Fisheries Service. 2005. Fisheries of the United States 2004. Fisheries Statistics Division, Silver Spring, Maryland. 109 pp.

could be enclosed within these levees and the value of those habitats to Louisiana's recreational and commercial fishery harvest, this is an issue of paramount importance. The PEIS should quantify the acres of all categories of EFH to be enclosed within the levees or behind flood gates for all structural alternatives evaluated. The PEIS also should identify avoidance, minimization, and mitigative measures, features, and actions (water control structure designs and operational plans) that could be incorporated into each alternative to ensure that an adequate level of fishery access to enclosed wetlands and water bodies is maintained. For example, floodgates being considered in Seabrook, Chef Pass, and Rigolets should be designed in a manner to maintain the pre-project cross section at the surface and depth while not creating adverse flow conditions for fishery organisms while the structures are open. Similar concerns, depending on the structural alternatives evaluated, should be considered at Bayou Perot, Bayou Petite Caillou, Bayou Grand Caillou, Bayou Boeuf, Vermilion River, and the Calcasieu Ship Channel.

Wetlands on the protected side of structural alternative features also could be impacted by the ponding of water on the marsh surface and interruption of tidal flow necessary to maintain wetland plant health. If sufficient cross-sectional area is not provided at all necessary locations within a leveed alternative, water behind the levees could take an excessive amount of time to drain, which would increase soil anoxia and decrease plant health. Levees and water control structures also could block the flow of sediments, detritus, and nutrients, which are important for maintaining plant health and soil elevations in a subsiding environment, to wetlands both within and outside the impounded system. This would be counterproductive and result in an increase in the already rapid loss of wetlands in Louisiana. In general, enclosing wetlands behind levees and water control structures should be avoided and minimized to the maximum extent practicable. The PEIS should identify and discuss this issue and identify measures for each alternative necessary to maintain the health of enclosed or adjacent wetlands.

NMFS believes that comprehensive hydrologic modeling of water depth, water salinity, and [illegible] or drainage duration should be conducted to adequately evaluate potential hydrologic impacts on wetlands and identify needed drainage pathways. Because the results from the majority of this type of modeling could not be made available until after the draft PEIS is available for review, to ensure full public disclosure, the PEIS should clearly identify the limitations of environmental impact assessments conducted and reported as they pertain to the evaluation of the potential indirect impacts of each alternative on the environment.

The PEIS should evaluate the indirect environmental impacts of constructing borrow canals adjacent to proposed levees. The PEIS should address the induced erosion effects on wetlands from the construction of adjacent borrow canals or borrow pits. Design and maintenance measures should be identified and included PEIS to ensure borrow site locations do not result in adverse impacts to wetland hydrology and marsh health.

Alternatives to be Evaluated

NMFS is concerned that the alternatives listed in the scoping notice for in-depth evaluation may prohibit the identification of a cost-effective project that would provide Category 5 hurricane

protection to the most developed areas while maintaining a natural system in areas where such protection is less warranted. NMFS believes combining levee alignments and wetland restoration features that stretch across the entire state could result in the identification and selection of a project that is so expensive that funding would be prohibitive. If that were to occur, it is possible that funding Category 5 hurricane protection for the most critical areas would not be considered. Therefore, NMFS believes an alternative that includes the construction of ring levees around large population centers or important infrastructure nodes only, combined with more critical wetland restoration activities, should be included in the list of alternatives for in-depth evaluation.

Restoration features

An effective wetland restoration program is an important component of providing hurricane protection to Louisiana. The potential hurricane protection benefits of large-scale coastal restoration measures that offer multiple lines of natural defense should be fully evaluated as important components of the two alternatives having wetland restoration features. Conceptual restoration features have been developed and are identified in the draft interagency report as well as by the Lake Pontchartrain Basin Foundation. These conceptual ecosystem restoration features are based in part on the strategies identified under the Coastal Wetlands Planning, Protection and Restoration Act (CWPPRA), the Coast 2050 Strategic Plan, and the Louisiana Coastal Area (LCA) Study, but have been tailored with the specific intent of providing synergy with storm protection under LACPR. These concepts and coordination with the ongoing CWPPRA and LCA programs should be considered and evaluated in the PEIS.

Coordination with Other Efforts

In addition to the LACPR project, wetland restoration and/or flood protection activities are being considered or undertaken through the Louisiana Recovery Authority, Louisiana Coastal Protection and Restoration Authority, CWPPRA, LCA study, and Coastal Impact Assessment Program. We encourage the COE to work with the State and other stakeholders to integrate these various programs to the maximum extent possible. It is essential that the other stakeholders, including the State, share a commitment to coordinate a consistent, productive, and environmentally acceptable plan within the congressionally mandated and funded timeline. There are ongoing federal flood and hurricane protection projects (e.g., Lower Atchafalaya Basin Re-evaluation Study, Morganza to the Gulf, Donaldsonville to the Gulf, and the Southeast Louisiana Area study) that should be considered under the no-action alternative as well as means to adapt at least portions of those projects to provide Category 5 hurricane protection in a timely and cost efficient manner. The PEIS should identify and discuss all programs that are involved in wetland restoration and flood protection efforts.

Programmatic Sediment Sources

Identifying sediment sources of sufficient quantity and quality has proven to be problematic for Category 3 hurricane protection projects in the state. Sediment needs for the LACPR project would be much more substantial. In the past, the standard has been to evaluate the sediment

needs on a reach specific, case-by-case basis and then assess practicability of a borrow sites based primarily on cost. The cost of offsite borrow areas, or those located outside the flood protection system, often have been sufficiently high to result in the selection of adjacent and semi-continuous borrow canals. To develop more cost-effective and less environmental damaging borrow sites, NMFS recommends the COE develop a programmatic sediment source plan as part of the PEIS. The highest priority should be given to borrow sources located outside tidal wetland areas; including upland sites (within and outside Louisiana), the Mississippi and Atchafalaya rivers, and offshore sources outside the depth of closure to avoid inducing wave impacts on the shore face. Secondly, renewable resources such as using sediment dredged from authorized federal navigation channels or sediment sinks in bays actively receiving riverine sediment should be considered. The PEIS should describe a programmatic plan to identify sufficient sediment of acceptable quantity and quality that could be used for both protection and restoration components of the LACPR plan and have minimal adverse environmental impacts. The PEIS should evaluate all direct and indirect environmental impacts associated with the proposed use of each sediment source. Construction of borrow canals adjacent to levees should be discouraged. Where they are included as a project component, design and maintenance measures to minimize indirect wetland impacts from altered hydrology should be developed, required, and discussed in the PEIS.

In conclusion, NMFS continues to be committed to working cooperatively with the COE, the State, natural resource agencies, and other stake holders to facilitate thorough planning of this project to the maximum extent allowable by the project schedule. We appreciate the coordination with NMFS and the opportunity to provide comments for consideration in preparing the PEIS. If you have questions regarding our comments, please contact Richard Hartman or Patrick Williams at (225) 389-0508.

Sincerely,

for Miles Croom
Assistant Regional Administrator
Habitat Conservation Division

Enclosures

c:
FWS, Lafayette
EPA, Dallas
NRCS, Alexandria
LA DWF, Finley
LA DNR-CMD
LDNR – Hanchey
GOCA – Coffee, Raynie
LA Wildlife Federation
Lake Pontchartrain Foundation
Bring New Orleans Back
Coalition to Restore Coastal Louisiana

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southeast Regional Office
263 13th Avenue South
St. Petersburg, Florida 33701

September 29, 2005 F/SER46/PW,BH:jk
225/389-0508

Colonel Richard P. Wagenaar
District Engineer, New Orleans District
Department of the Army, Corps of Engineers
Post Office Box 60267
New Orleans, Louisiana 70160-0267

Dear Colonel Wagenaar:

On September 27, 2005, the Baton Rouge Office of NOAA's National Marine Fisheries Service (NMFS) received an email request from the Corps of Engineers, New Orleans District (NOD) to provide preliminary scoping comments on a Draft Reconnaissance Report for Category 5 Hurricane Protection from Morgan City to Slidell, Louisiana. The draft report is scheduled for completion on October 4, 2005. The email requesting agencies to provide scoping comments transmitted maps showing a proposed alignment of the levee that would incorporate some existing levees to reduce costs and minimize adverse environmental impacts. It is our understanding that it is the intention of the Corps of Engineers to have a completed environmental impact statement for this project by June 2006.

NMFS appreciates the need for hurricane protection in south Louisiana, especially in light of the recent storm events that demonstrated the scale of damages they can cause to life, property, and habitat. Structural techniques such as levees and water control structures (e.g., flood gates and locks) may be necessary in some cases to protect life and property, but such features should be designed and constructed in a manner to avoid and minimize direct and indirect impacts to wetlands.

NMFS has been an active participant in the ongoing effort to site and design flood protection projects in southeast Louisiana. Based on our review of the anticipated Category 5 levee alignment, it appears that those proposed alignments are included to some extent in the conceptual proposal. Due to the large scale of the proposed project and the potential for significant adverse impacts to essential fish habitat (EFH) and associated marine fishery resources that could result from project construction and operation, NMFS also should be identified as an active team member in the evaluation of this project. To initiate such participation, NMFS offers the following preliminary comments:

- The need for a Category 5-resistent levee extending from Slidell to Morgan City, and potentially across the entire state needs to be carefully evaluated and documented. Alternatives that should be considered include providing category 5 protection to the most important or densely populated areas with the appropriate sized levees being constructed around those areas, and elevating or relocating infrastructure in lieu of providing levee protection, especially in small or isolated communities.

- Early initiation and continuation of public and interagency communication to identify and address issues of concern and guiding objectives is important. The Project Delivery Team (PDT) process developed for use in the Morganza to the Gulf and Donaldonsonville to the Gulf levee projects should be a model for such interagency communication as the Category 5 project moves forward.

- Portions of the conceptual Category 5 levee alignment are located in aquatic and tidally influenced wetland habitats identified as EFH for postlarval, juvenile, sub adult, and adult life stages of brown shrimp, white shrimp, and red drum. Additional EFH for other species and life stages would be impacted to varying degrees depending on potential levee alignments and structure or borrow site locations. Much of the potential project area also is supportive of a variety of economically important marine and estuarine dependant fishery species, some of which serve as prey for federally managed species, and their prey. We recommend the NOD fully consider the potential direct, indirect, and cumulative impacts of the proposed project on EFH and marine fishery species within the study area and on its use by those species.

- The estimated value of commercial fishery landings for the ports of southeast Louisiana was $196.1 million in 2003[a], an important component of the local, regional, and national economy and seafood supply to the nation. As such, the NOD should consider the potential direct, indirect, and cumulative impacts of project implementation on the commercial and recreational production and harvest of marine fishery species within the project area and northern Gulf of Mexico.

- NMFS believes a healthy wetland ecosystem, in conjunction with structural measures, can provide the most cost-effective and long-term approach to achieving hurricane protection in south Louisiana. Structural techniques such as levees will be necessary in some areas, but such features should not be sited in wetlands where possible. We recommend the NOD evaluate a sufficient number of alternatives to determine the least environmentally damaging and feasible option. We specifically recommend alternatives that use existing levee rights-of-way and follow the wetland/upland or fastland interfaces.

- NMFS believes an effective wetland restoration program is an important component of providing hurricane protection in some areas. Barrier islands and project area marshes provide storm surge suppression and protection of levees. The restoration of barrier islands and measures to restore marsh in the impacted areas should be included as alternatives and given priority consideration.

- Levees and the inclusion of water control structures (e.g., locks, floodgates) should be designed to maintain the system as open as possible to tidal influence, except during storm events. The location, number, size, and operation of water control structures should be identified, selected, and designed so as not to: 1) induce rainfall, tidal, or storm surge flooding of marsh enclosed behind flood protection (i.e., impede drainage); or, 2) adversely reduce estuarine fishery migration and associated fishery production. The

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[1] U.S. Department of Commerce. 2004. Fisheries of the United States. 2003. Prepared by the National Marine Fisheries service, Office of Science and Technology, Fisheries Statistics and Economics Division. Silver Spring, Maryland.

constitute potentially undesirable competition for finite sediment resources necessary for barrier island restoration proposed under both the CWPPRA and LCA programs.

- The NOD should explore the full array of mitigative options in sequence as described in the Council on Environmental Quality's regulations. Specifically, measures to avoid project impacts to wetlands should be fully investigated prior to any consideration of design or construction methods that would reduce or minimize project impacts. Likewise, compensatory mitigation should not be evaluated as a project component until all potentially less damaging alternatives are fully investigated. Mitigation options that are considered should provide on-site and in-kind compensation, to the maximum extent practicable.

- Many issues of concern already have been identified under previous or ongoing studies (e.g., Lower Atchafalaya Basin Re-evaluation Study, Morganza to the Gulf Hurricane Protection, Donaldsonville to the Gulf Hurricane Protection). Coordination with the NOD is underway in many instances to acquire data, conduct analyses, and identify least environmentally damaging alternatives. We recommend these efforts continue and be expanded upon where determined necessary through interagency review.

In conclusion, NMFS is committed to working with the NOD, other agencies, and the public to identify and address issues related to this project in an efficient and effective manner while avoiding, minimizing, or conserving aquatic resources of national importance. While NMFS understands the desire to complete this planning effort in the shortest possible time, it is very important that the need for Category 5 levee protection for all areas from Slidell to Morgan City be fully assessed and appropriate responses identified. While expeditious action is merited, to ensure broad agency and public support for any identified actions, as well as compliance with National Environmental Policy Act procedures, it is imperative that expedited action not detract from an engineering and environmental evaluation process that is both rigorous and thorough.

Thank you for the opportunity to provide preliminary comments on the proposed Reconnaissance Report. If you wish to discuss this project further or have questions concerning our recommendations, please contact Richard Hartman at (225) 389-0508, extension 203.

Sincerely,

Richard Hartman

for Miles M. Croom
Assistant Regional Administrator
Habitat Conservation Division

cc:
FWS, Lafayette
EPA, Dallas
LA DWF
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FAX COVER SHEET

TO: BRUCE BAIRD - PM-RP	DATE 3-27-06
FROM: Manuel Ruiz	NUMBER OF PAGES 9 including cover
PHONE: FAX: 504-862-1525	

LDWF's comments on the NOI for the PEIS on Cat-LaCPR.
Original is in the mail.

Manuel

If any portion of this transmission is illegible or incomplete, please contact me at the above number.

State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

DEPARTMENT OF WILDLIFE AND FISHERIES

DWIGHT LANDRENEAU
SECRETARY

March 27, 2006

Bruce Baird
U.S. Army Corps of Engineers
Planning, Programs, and Projects Management Division
Environmental Compliance Branch
CEMVN-PM-RS
P.O. Box 60267
New Orleans, Louisiana 70160-0267

Re: Notice of Intent for the preparation of a Programmatic Environmental Impact Statement on the Category 5 Louisiana Coastal Protection and Restoration Project

Dear Mr. Baird,

The Louisiana Department of Wildlife and Fisheries has reviewed the Notice of Intent (NOI) for the preparation of a Programmatic Environmental Impact Statement (PEIS) on the proposed Category 5 Louisiana Coastal Protection and Restoration Project (Cat-5 LACPR). The PEIS will evaluate four preliminary alternatives for evaluation in the 6 and 24- month technical reports. Those alternatives are as follows:

1. no-action alternative;
2. a structural alternative, which is flood proofing consisting of a continuous line of earthen or concrete walls, along southern coastal Louisiana connected at various locations, as needed, by floodgates and other devices to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane;
3. a structural alternative with coastal restoration features commensurate to the level of structural fortification to provide protection against a storm surge originating in the Gulf of Mexico produced by a Category 5 hurricane;
4. a non-structural alternative consisting of coastal restoration measures to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane.

Other non-structural measures such as raising or moving structures to meet existing or revised flood plain base elevations, would be a part of any proposed action alternative. As mentioned above the no-action alternative would maintain current levels of flooding and hurricane protection against a Category 3 hurricane.

The Department previously submitted comments and alternatives regarding the proposed Category 5 Hurricane Protection System from Slidell to Morgan City (See the attached letter October 4, 2005). The Department is resubmitting those comments for inclusion into the Cat-5 LACPR PEIS. As stated in our October 4, 2005 letter, the Department understands the

importance of protecting the citizens of the state during severe storms (hurricanes, floods, etc.) and fully concurs with the Corps current efforts to provide and maintain the current level of hurricane protection against a Category 3 hurricane. In addition, the Department is offering the following comments to be included in the PEIS.

The Department recommends that the highest priority be given to the non-structural alternative consisting of coastal restoration measures to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane. This preferred alternative should include other measures such as raising or moving existing levees, ring levees, back levees, water control structures, and pumping stations while avoiding enclosing any wetlands behind structures. If levee type structures must be built, the alignment should follow along the wetland – non-wetland interface to the greatest extent possible.

As you well know, Louisiana's wetlands are currently experiencing rapid changes due to a wide range of natural and anthropogenic influences. Many of these changes have negatively affected fish and wildlife resources in the coastal regions of south Louisiana. Existing protection features have exacerbated wetlands loss and diminished access to critical habitat for estuarine dependent species that rely on these areas for some portion of their lifecycle. It is recognized that the Cat-5 LACPR has the potential, if a levee system alignment alternative is implemented, to virtually cut off the entire coast of south Louisiana from the natural influence of it's connection with the Gulf of Mexico. The resulting barrier would impede natural drainage and impound wetlands that contribute to Louisiana's phenomenal production and harvest of fish and wildlife resources.

The Department anticipates negative impacts to the ecology of coastal Louisiana if an extensive structural plan for the Cat-5 LACPR is implemented. It is difficult to predict the extent of such changes, but based on historical projects of this nature, it could only be to the detriment of the wetlands. The extent of the effects will largely depend upon Cat-5 LACPR impacts to and alterations of existing physical and biological processes that create and maintain the wetlands. A disruption of the natural tidal exchange between freshwater influences in the coastal marshes and the Gulf of Mexico would be harmful to fish and wildlife resources dependent upon these habitats.

Among states surveyed by the NOAA Fisheries Service recreational survey, Louisiana trails only Florida in total recreational fish harvest. Louisiana is home to three of the top six commercial fishing ports in the country and is second only to Alaska in terms of commercial fisheries harvested. These fisheries resources are not only important to the social and cultural fabric of our coastal communities, but also provide the state and national economy with an important source of jobs, income, and tax revenues. In a recent study entitled, *The Economic Benefits of Fisheries, Wildlife, and Boating in the State of Louisiana*, Southwick Associates (2005) indicates that marine recreational and commercial fisheries in 2003 supported $2.3 billion in retail sales, 36,700 jobs, $598 million in salaries and wages and generated $146 million in federal income tax revenue.

Coastal Louisiana is composed of many types of critical bird habitat including the barrier islands, coastal marshes, and forested wetlands. Some of these bird species include colonial nesting waterbirds (terns, herons, egrets, brown pelicans, etc.), neotropical migrants, bald eagles, shorebirds and waterfowl. Louisiana contains one of the primary flyways for both the spring and fall migration of neotropical migrant songbirds and its marshes, coastal wetlands, and bottomland hardwood forests are the most important waterfowl wintering area in North America.

Louisiana's coastal wetlands not only produce an estimated 37,000 alligator nests annually, but support some of the largest alligator, river otter, and waterbird populations in the country. They are also enormously important to a multitude of other wildlife species.

According to information presented at the recent Cat-5 LACPR public scoping meetings, a system wide hydrologic model will not be completed until June 2007 (at the earliest). High priority should be given to completion (at the soonest possible date) of this model so that environmental impacts can be addressed and appropriate modifications can be incorporated into the project. The resulting model findings should designate specific streams, bayous, canals, and open water areas that would be affected by a structural Cat-5 LACPR alignment. In addition, those areas that require water control structures should be adequately sized to maintain sufficient drainage to the areas as well as allow the ingress and egress of estuarine dependant fishes and shellfishes. Information relative to seasonal abundance, movement, and migration of estuarine dependent fishes and shellfishes should be incorporated into any plan regarding placement of water control structures and their associated operational schedules.

The Department has endeavored, as part of an interagency group representing Federal and State agencies (and other stakeholders), to develop guiding principles and alternatives that will help to identify and evaluate hurricane protection and coastal restoration measures for flood protection in south Louisiana. The document produced by this effort was presented to the Corps at the Louisiana Coastal Protections and Restoration Workshop held in Lafayette on February 13 and 14 of this year. The guiding principles and alternatives contained in the document were developed to provide ideas for formulation of a plan that would avoid and minimize environmental impacts and should be addressed in the PEIS.

To fully compensate for negative project impacts to fish and wildlife resources of the state, the PEIS should include a mitigation plan. The Department understands that mitigation will elevate the project costs but believes that portions of the coastal restoration features may be designated as self-mitigation. However, this will not be considered until a calibrated and verified system wide hydrologic model has been completed and presented to the interagency group.

As with other projects of this nature, the Department plans to assist in the development of project features for the proposed Cat-5 LACPR PEIS. Our assistance would consist of participating in meetings and field trips to obtain baseline information concerning the fish and wildlife resources of the state, evaluating project impacts to wetlands and associated fish and wildlife resources, and development of measures to avoid, minimize, and/or mitigate project impacts. We appreciate the chance to review and comment on the project and if you have any questions about our comments please contact Manuel Ruiz at 225-765-2373 or mruiz@wlf.louisiana.gov.

Sincerely,

For DL

Dwight Landreneau
Secretary

mjr

cc:
Kyle Balkum - LDWF
Fred Dunham – LDWF
Venise Ortego - LDWF
NOAA
USFWS
EPA
LDNR

Attachment

LITERATURE CITED

Louisiana Department of Wildlife and Fisheries. 2005. The Economic Benefits of Fisheries, Wildlife, and Boating in the State of Louisiana. Prepared by Southwick Associates. Baton Rouge, La. 34pp.

State of Louisiana

KATHLEEN BABINEAUX BLANCO
GOVERNOR

DEPARTMENT OF WILDLIFE AND FISHERIES

DWIGHT LANDRENEAU
SECRETARY

October 4, 2005

Elizabeth McCasland
U.S. Army Corps of Engineers
Planning, Programs, and Projects Management Division
Environmental Compliance Branch
CEMVN-PM-RS
P.O. Box 60267
New Orleans, Louisiana 70160-0267

Re: Proposed Alignment of the Category 5 Hurricane Protection System

Dear Ms. McCasland,

The Louisiana Department of Wildlife and Fisheries (LDWF) is the state agency responsible for management of the state's renewable natural resources including all wildlife and all aquatic life. The Department's mission is to manage, conserve, and promote wise utilization of Louisiana's renewable fish and wildlife resources and their supporting habitats through replenishment, protection, enhancement, research, development, and education for the social and economic benefit of current and future generations; to provide opportunities for knowledge of and use and enjoyment of these resources; and to promote a safe and healthy environment for the users of the resources.

With this in mind, per your e-mail of September 27, 2005, we submit the following preliminary comments on the proposed alignment of Category 5 Hurricane Protection System. These are consistent with comments submitted by the Department regarding the LCA and Morganza to the Gulf.

The Department understands the importance of protecting the citizens of the state during severe storms (hurricanes, floods, etc.). Impacts from protection systems in the past have caused loss of wetlands and loss of access by estuarine dependent species that rely on these areas for some portion of their lifecycle. These changes have the potential to reduce populations of recreational and commercial species in the system. The five-year average annual commercial dockside landings value of the parishes that would be impacted by the proposed protection system is $288,561,268. This number reflects the dockside value of seafood landed at docks in these parishes. It does not include additional economic impacts from fisheries nor does it include the economic value of recreational fisheries. The Department would like to see the following included before the final alignment of the Category 5 Protection System is chosen.

1. A mitigation and monitoring plan designed to off-set impacts to fish and wildlife resources. As with other projects of this nature, the Habitat Evaluation Team (HET) shall be consulted in conjunction with the development of mitigation and monitoring alternatives.

2. Development of a system wide hydrologic model. Lack of a functioning hydrologic model will limit the ability to adequately determine if all direct and indirect impacts have been avoided, minimized, or mitigated as a result of the project and project features.

3. Operational plans for the proposed water control structures. The areas on the protected side of the levee have the potential to be impounded by the proposed structures. The plans need to be designed to allow adequate drainage as well as ingress and egress of all estuarine dependent finfish and shellfishes to the impacted areas.

4. The Department is concerned with the large amount of material that will be required to construct a Category 5 Protection System. Based on other hurricane protection system projects, lack of quantity and quality material seems to be a reoccurring problem. To minimize impacts to the habitat, material should be hauled in from off-site internal borrow locations and avoid impacts associated with the adjacent borrow canals.

Our coast is so dynamic and the ecological and economic interactions are so complex that a comprehensive plan is needed to balance the needs and take in to account the consequences of such a large-scale protection system. We urge the U.S. Army Corps of Engineers (USACE) to incorporate the following comprehensive approach in the long-term planning component of the Category 5 Hurricane Protection System.

1. Current projects and local levees, water control structures, locks, flood gates, pump stations, and diversion structures in and adjacent to the coastal zone in Louisiana.

2. Not only should the Category 5 Hurricane Protection System be consistent with the [illegible] that have been previously identified by CWPPRA, Coast 2050, and LCA, it should be jointly coordinated as part of these strategies.

The Category 5 Hurricane Protection System should address social and economic impacts, positive and negative, to coastal communities. Changes to fish and wildlife communities will cause displacement and stress for communities with economies dependent upon these resources. Changes in coastal morphology due to large levee systems may exacerbate flooding and infrastructure problems. Project plans should address these impacts, and the means required to alleviate any negative impacts.

Attached is a map that includes the Department's preliminary alternative alignment. On the western side in the Verret basin, extend the levee north along the western side of the Bayou Lafourche ridge all the way up to Donaldsonville if necessary. On the eastern side of the Bayou Lafourche, do the same. The two levee systems would tie into the Morganza to the Gulf Hurricane Protection system to the south.

Those areas falling outside the levees (Morgan City, Pierre Part, des Allemands, New Orleans, Slidell, Chalmette, and other smaller communities) should be considered for ring levees, back levees or other approaches to address a protection system. Some of these areas are already inside protective systems and levees would only need to be increased in size.

As with other projects of this nature, the Department plans to help in the development of project features for the proposed Category 5 Protection System. Our participation would consist of participating in meetings and field trips to obtain baseline information concerning fish and wildlife resources of the state, evaluating project impacts to wetlands and associated fish and wildlife resources, and development of measures to avoid, minimize, and/or mitigate project impacts. We appreciate the chance to review and comment on the project and if you have any questions about our comments please contact Manuel Ruiz at 225-765-2373 or mruiz@wlf.louisiana.gov.

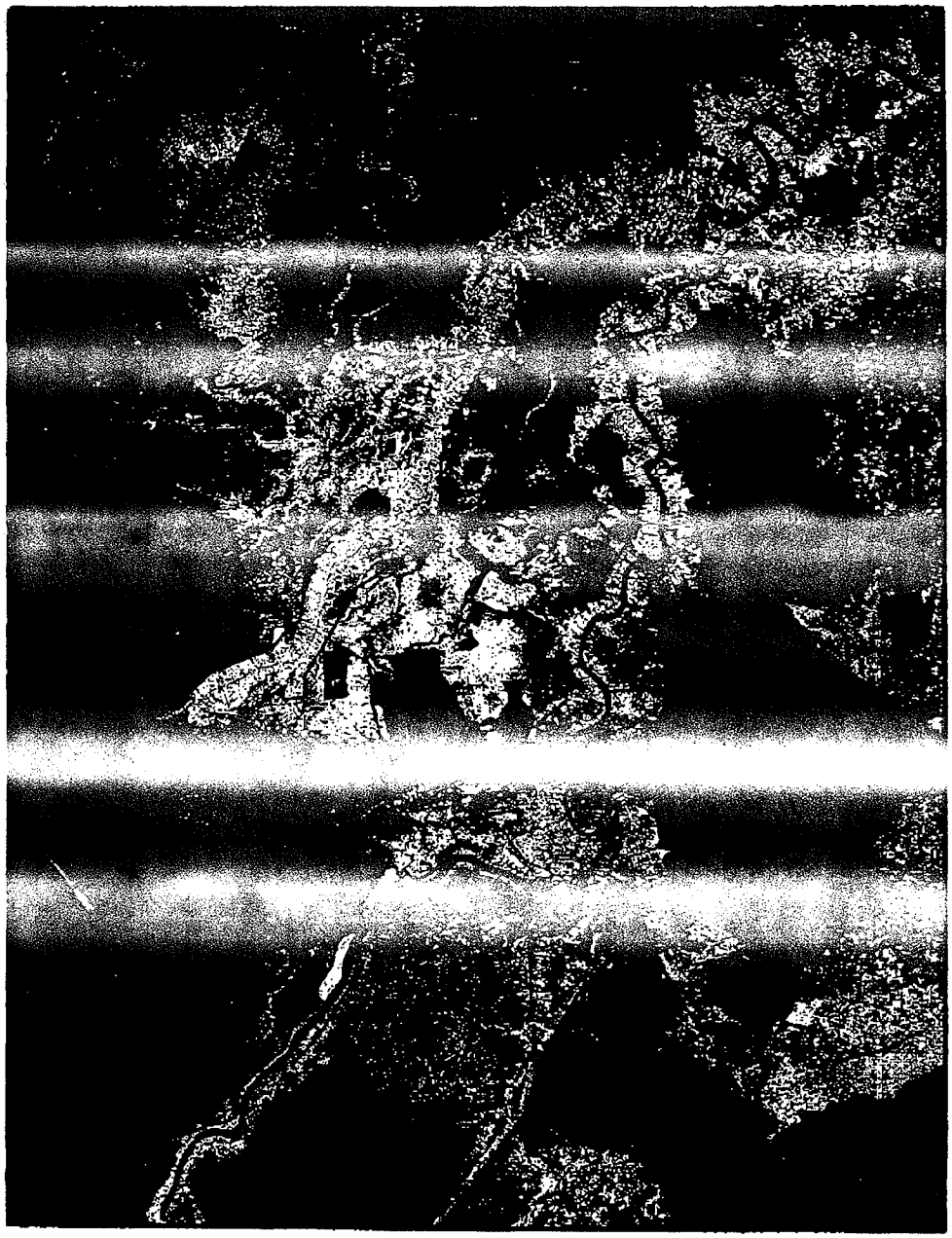
Sincerely,

Dwight Landreneau
Secretary

mjr

cc:
Fred Dunham - LDWF
Venise Ortego - LDWF
NOAA
USFWS
EPA
LDNR

Attachment



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TERREBONNE PARISH
CONSOLIDATED GOVERNMENT
Office of Coastal Restoration and Preservation

FAX COVER SHEET

DATE: March 27, 2006

TO: Bruce Baird, USACOE

PHONE: FAX: 985 - 862 - 1525

FROM: Nolan Bergron

RE: Public Comments for LACATS project

Number of pages (including cover) 6

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March 24, 2006

Mr. Bruce Baird, Environmental Manager
U.S. Corps of Engineers, New Orleans District
C/O Cat 5 LACPR EIS
P.O. Box 60267
New Orleans, Louisiana 70160 - 0267

Dear Mr. Baird:

I am writing to you as a very concerned citizen of Terrebonne Parish and the State of Louisiana. I believe the majority of the citizens of Terrebonne Parish and coastal Louisiana feel as I do about the real threat we face each year during hurricane season. We know and understand that coastal erosion has taken away a vast amount of rich wetlands and marshes. This not only affected our bountiful fisheries, but it left our people, homes, industries, and vast inland oilfields in harms way. We no longer have the protection of miles of barrier islands, stable well nourished marshes, cypress swamps and wooded areas to protect us from the storm surges of the Gulf of Mexico.

The causes of the erosion of our wetlands and marshes are many, but the main cause was the building of the levees on the Mississippi and Atchafalaya, our two great-silt carrying rivers. I am sure at the time these levees were built it was felt that they would serve to protect people and property in the Mississippi and Atchafalaya flood basin.

I understand how in some cases the levees did protect people from natural yearly flooding of the river basins, and how taming of the rivers create great ports and economic development for Louisiana. These were good reasons to build the levees, they contained and controlled the river channels and made them easier to maintain. However very little thought was given to what was going to happen to the coastal communities of our State. No plans were

developed on where people would build their homes along the coastal area and how they would be affected in the long run. There are still no rules to protect the new homebuyers from living in areas that are at extremely high risk of the devastating wrath of a major hurricane.

We are surrounded by the two greatest silt-carrying rivers in Louisiana, and we are slowly eroding, sinking and washing away, because the rivers no longer carry the needed nourishment to our area. The only natural processes we are left with are subsidence and sea level rise, and from all indications, these are accelerating. Will man ever be able to replace such a lost after they are completely gone? I think if we don't rush and use whatever resources are available now, we will lose it all.

We are in immediate need for Comprehensive Coastal Protection and Restoration.

The recent combined impacts of Hurricane Katrina and Rita have left many thousands of citizens in Terrebonne Parish facing the same recovery and rebuilding that challenges our neighbors to our east and west. Hurricane Rita heavily impacted us and the center was never closer than 150 miles from our coast. It's terrifying to think what would have happened if the storm had hit us directly, or passed a little to our west and continued on over the New Orleans and the St. Bernard area. I think with our lack of hurricane protection it would have not only destroyed us, but our neighbors to the east, west, and north would have suffered even a greater disaster.

Our existing levees were mostly built with local funding and are for the most part, drainage levees and not adequate to withstand the forceful storm surges caused by Rita, which passed 150 miles to our west. The force of Rita in Terrebonne Parish was no more than a category 1 hurricane, but it did great harm to the southern part of the Parish. The waters of this storm surge reached as far north as Houma. It had a devastating impact on our fresh water areas, and contaminated a large source of our drinking water. Salinities were very high as far northwest as Lake Palourde and in the Intracoastal waterways, bayous, and fresh marshes. This painful experience has reinforced the urgent need to protect life and property, and at the same time, protect our coastal wetlands, of which Terrebonne Parish is experiencing some of the most rapid loss in Louisiana.

I attended a meeting of the Army Corps of Engineers in Thibodaux, Louisiana and learned that after waiting for years and believing that the Federal Government was in the process of moving forward on the proposed Morganza to the Gulf project, that it may not happen. I am now very concerned after being told about the mandate the Corps has received from Congress to re-evaluate and possibly change the proposed alignment in our Parish. What was presented at the meeting was a map with five different alignments, four of which were somewhat different but contained the Morganza alignment. Please remember this is the alignment that was approved by the Corps of Engineers, and is in the Congressional WRDA bill, and has been there for the past six years with out any effort by the majority of Congress and the Administration of the United States of America to approve this important bill.

The so-called "No Action" alternative is not acceptable to the people of Terrebonne Parish, and should not be accepted by the people of the United States of America. How could the Government of a great country like ours even consider such a thought without thinking of the people's lives being put in jeopardy, our country's economic future put at some risk, and losing irreplaceable natural resources? Allowed to be washed away this wonderful area will only become a part of the Gulf's salt waters, never to be replaced by man. I believe that the storms should have shown all of us, the value of our natural coastal areas, and how important they are to all the people and creatures that live, are protected, nourished and earn their living in the Coastal areas of Louisiana.

Of the five alignments currently being studied now as part of the Category 5 Louisiana Coastal Protection and Restoration Project (LCPRP) alignment number five, the alignment suggested by the Louisiana State University Hurricane Center is absolutely not acceptable. This alignment will in fact abandon every coastal community in the State of Louisiana. Alignment 5 will leave many young and elderly people to face a force greater then even the terrorist we face in Iraq and other countries of the world. Hurricanes have shown the damages they can inflict on our Country. One hurricane can inflict as much damages as an atomic bomb attack. We have witness the fact of how Katrina and Rita even deprived the whole country of the energy needed to fuel our industries and the basic needs of our people. We are all witnesses to how an economic strain was put on people in all areas of our great Country. How can we not all come together to protect this Country's great natural shorelines. Alignment 5 will not only leave many people out in

the cold, but will leave our airport, industrial corridor, inshore oil installations, and seafood processing plants with no hurricane or tidal surge protection.

Hurricane protection to me, and many people of Terrebonne Parish is the Morganza to the Gulf Hurricane Protection Project. Because this project has been substantially engineered, and its alignment is generally accepted by a majority of the people of Terrebonne Parish, alignment 1 thru 4 would, I believe be acceptable by the people of our Parish. I strongly believe alignment number one (1) would provide the most benefits to Terrebonne and Lafourche Parishes.

While we remain committed to aggressively pursuing the authorization and full funding of the Morganza to the Gulf Project, The citizens of Terrebonne Parish have obviously made every effort to help themselves. They have voted to tax themselves in order to help build the needed hurricane protection. Our taxes only bring in approximately four (4) million dollars a year. The Terrebonne Levee District has begun to move forward in trying to build the Morganza to the Gulf levees. This protection is in need of immediate action on the part of our Federal Government, to move forward and approve the funding for the Morganza to the Gulf Hurricane Protection Project as recommended and approved by the Corps of Engineers. This is the number one (1) alignment on the (LCPRP) maps and is the solution to Terrebonne's hurricane protection. This project will also help us move forward in addressing our restoration needs. It is necessary that hurricane protection and coastal restoration move forward together in the best interest of our NATION.

There is no way that Terrebonne Parish can stand-alone and build and maintain the Morganza to the Gulf Project, nor should our GREAT COUNTRY expect this of us.

It is my belief that the proposed locks to the navigational canal should be designed to category 5 specifications. The locks and floodgates once built as a category 3 will be hard to modify in order to meet these needs. The levees will be built in stages and providing enough rights of way are acquired, they can be lifted to meet category 5 needs. I presently serve as chairman of the Coastal Zone Management and Coastal Restoration Advisory Committee, and I served as a Parish Councilman for 12 years, from 1984 to 1996. I am very aware of the problems we are faced with and I know without the help of

the Federal Government, it would be impossible to acquire the protection and restoration that is needed along the coast of Louisiana.

Remember when the levees were built on rivers for the wealth of our nation, they unknowingly put into play the destruction of our coastal wetlands.

The methods to save our coast are many and proven. It is past time for the United States Government to step up and meet its responsibility. The saving of Louisiana's coastline and natural resources is not a pork barrel project, but is a project for the future of Louisiana and the United States of America.

Thank you for the opportunity to provide my comments, and I respectfully request that you include these comments as part of your official Programmatic Environmental Impact Statement.

Respectfully,

Nolan J. Bergeron Jr.

Nolan J. Bergeron Jr.
I am a Concerned Senior Citizen of Terrebonne Parish.

Cc;

U.S. Congress;
Honorable Mary L. Landrieu
Honorable David Vitter
Honorable Charley Melancon

La. State;

Honorable Gov. Kathleen Blanco
Honorable Reggie Dupre
Honorable Damon Baldone
Honorable Butch Gautreaux
Honorable Gordon Dove
Honorable Carlo Dartez

Composite EFH designations for species and species assemblages managed by the Gulf of Mexico Fishery Management Council.

Red Drum FMP – EFH for red drum consists of all Gulf of Mexico estuaries; waters and substrates extending from Vermilion Bay, Louisiana to the eastern edge of Mobile Bay, Alabama out to depths of 25 fathoms; waters and substrates extending from Crystal River, Florida to Naples, Florida between depths of 5 and 10 fathoms; waters and substrates extending from Cape Sable, Florida to the boundary between the areas covered by the Gulf of Mexico Fishery Management Council and the South Atlantic Fishery Management Council between depths of 5 and 10 fathoms.

Reef Fish FMP – EFH for reef fish consists of Gulf of Mexico waters and substrates extending from the US/Mexico border to the boundary between the areas covered by the Gulf of Mexico Fishery Management Council and the South Atlantic Fishery Management Council from estuarine waters out to depths of 100 fathoms.

Coastal Migratory Pelagics FMP – EFH for coastal migratory pelagics consists of Gulf of Mexico waters and substrates extending from the US/Mexico border to the boundary between the areas covered by the Gulf of Mexico Fishery Management Council and the South Atlantic Fishery Management Council from estuarine waters out to depths of 100 fathoms.

Shrimp FMP – EFH for shrimp consists of Gulf of Mexico waters and substrates extending from the US/Mexico border to Fort Walton Beach, Florida from estuarine waters out to depths of 100 fathoms; waters and substrates extending from Grand Isle, Louisiana to Pensacola Bay, Florida between depths of 100 and 325 fathoms; waters and substrates extending from Pensacola Bay, Florida to the boundary between the areas covered by the Gulf of Mexico Fishery Management Council and the South Atlantic Fishery Management Council out to depths of 35 fathoms, with the exception of waters extending from Crystal River, Florida to Naples, Florida between depths of 10 and 25 fathoms and in Florida Bay between depths of 5 and 10 fathoms.

Stone Crab FMP – EFH for stone crab consists of Gulf of Mexico waters and substrates extending from the US/Mexico border to Sanibel, Florida from estuarine waters out to depths of 10 fathoms; waters and substrates extending from Sanibel, Florida to the boundary between the areas covered by the Gulf of Mexico Fishery Management Council and the South Atlantic Fishery Management Council from estuarine waters out to depths of 15 fathoms.

Spiny Lobster FMP – EFH for spiny lobster consists of Gulf of Mexico waters and substrates extending from Tarpon Springs, Florida to Naples, Florida between depths of 5 and 10 fathoms; waters and substrates extending from Cape Sable, Florida to the boundary between the areas covered by the Gulf of Mexico Fishery Management Council and the South Atlantic Fishery Management Council out to depths of 15 fathoms.

Coral FMP – EFH for coral consists of the total distribution of coral species and life stages throughout the Gulf of Mexico including the East and West Flower Garden Banks, Florida Middle Grounds, southwest tip of the Florida reef tract, and predominant patchy hard bottom offshore of Florida from approximately Crystal River south to the Keys, and scattered along the pinnacles and banks from Texas to Mississippi, at the shelf edge.

Fishery Management Plan managed species for which at least one life stage has EFH designated in Louisiana coastal or offshore areas.

GULF OF MEXICO FISHERY MANAGEMENT COUNCIL

Shrimp Fishery Management Plan
- brown shrimp - *Farfantepenaeus aztecus*
- pink shrimp - *F. duorarum*
- royal red shrimp - *Pleoticus robustus*
- white shrimp - *Litopenaeus setiferus*

Red Drum Fishery Management Plan
- red drum - *Sciaenops ocellatus*

Reef Fish Fishery Management Plan
- almaco jack – *Seriola rivoliana*
- anchor tilefish - *Caulolatilus intermedius*
- dog snapper – *Lutjanus jocu*
- dwarf sand perch - *Diplectrum bivittatum*
- gag grouper - *Mycteroperca microlepis*
- goldface tilefish – *C. chrysops*
- gray snapper – *L. griseus*
- gray triggerfish - *Balistes capriscus*
- greater amberjack – *S. dumerili*
- lane snapper – *L. synagris*
- lesser amberjack - *S. fasciata*
- red snapper - *L. campechanus*
- vermilion snapper - *Rhomboplites aurorubens*
- Warsaw grouper – *Epinephelus nigritus*
- wenchman - *Pristipomoides aquilonaris*
- yellowedge grouper - *E .lavolimbatus*

Stone Crab Fishery Management Plan
- Florida stone crab - *Menippe mercenaria*
- gulf stone crab – *M. adina*

Spiny Lobster Fishery Management Plan
- spiny lobster - *Panulirus argus*

Coral and Coral Reef Fishery Management Plan
- varied coral species and coral reef communities comprised of several hundred species

Coastal Migratory Pelagic Fishery Management Plan
- cobia - *Rachycentron canadum*
- king mackerel – *Scomberomorus cavalla*
- Spanish mackerel - *S. maculatus*

literacy & discipline/ABC Coloring Book/Comprehension/Leadership

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Archive for February 28th, 2006

NEW ORLEANS' "PLAN"

Based on my 30 some years experience as a county "real estate representative" acquiring land titles for freeways, county-trunk highways, and miscellaneous-county projects, we have always proceeded with a "plan".

What is the "plan" for New Orleans; well, what are the problems?

Problem #1. with 80% or more destruction, this is the greatest, unprecedented natural disaster to ever strike this country in combination of migration of life/property damage,

Problem #2. reflooding of New Orleans is a CLEAR AND PRESENT DANGER,

Problem #3. building or rebuilding on the sea floor never was and never will be a good idea,

Problem #4. any rebuilding plan will span decades and not days, weeks, months, or years.

Problem #5. citizens' real estate damaged by Katrina cannot wait decades for compensation, and

Problem/Opportunity #6. this near-total destruction presents a golden opportunity to rebuild New Orleans as a MODEL CITY physically, socially, and efficiantially.

With the above problems in mind, how do we proceed with a New Orleans "plan"?

"Under all lies the land",

(a famous quotation.)

In my career acquiring title to lands for county projects, the first piece of paper in the file was always a LEGAL DESCRIPTION of the property to be acquired, but before this could occur a RELOCATION ORDER had to be developed through a series of legal steps, and had to be passed by ALL of the governing bodies. For example, in the case of a freeway segment, this was a 10-year process from concept to ribbon cutting.

Based on the above scenario, I suggest an emergency (like in war time) a legal procedure be adopted that would result in a New Orleans "plan" as follows:

Solution #1. construct a 1,000 foot wide corridor bisecting New Orleans from east to west to accommodate right-of-way for roads, masstransit, utilities, and residential construction,

Solution #2. that this 1,000 foot right-of-way be raised to a level of 43 feet with material from super dredges scouring the sea floor for proper "fill" to be trucked to this super right-of-way corridor, dumped and compacked,

Solution #3. those people who want to stay and rebuild in New Orleans be given a "first refusal" to acquire new land in this super-raised corridor,

Solution #4. compensation for property owners based on appraisal and/or assessed valuations who do NOT want to rebuild to be paid in a timely way.

NOW, WE HAVE A NEW ORLEANS "PLAN"!

As this raised corridor expands from east to west, depending on demand, north and south extensions can or will not be built. Eventually, this raised to 43 feet corridor bisecting New Orleans will be completed perhaps in a decade, and perhaps north and south extensions will also be constructed leaving natural areas still below sea level.

I would set aside the French Quarter as a national monument, a treasure, to assure its preservation.

No "plan" is ever perfect, but its main goal is to achieve equity and justice for all, and that includes nationwide taxpayers.

Being America's number two busiest port (some would say number one), we must take all legal steps first–and physical steps second–to assure the future via this New Orleans "plan".

Add comment *February 28th, 2006* Edit

Calendar

Dale A. Riemer

CC To Commanding General
Washington. D.C.
To Mayor NAGIN

February 2006

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« Jan Mar »

Posts by Month

Restore or Retreat

P.O. Box 2048-NSU • Thibodaux, Louisiana 70310 • (985) 448-4485 • Fax (985) 448-4486
Email:simone.theriot@nicholls.edu • www.restoreorretreat.org

March 22, 2006

LACPR EIS Environmental Manager
CEMVN-PM-R
P.O. Box 60297
New Orleans, LA 70160-0267

Restore or Retreat, Inc. would like to respectfully submit the following comments regarding the U.S. Army Corps of Engineers' Category 5 Louisiana Coastal Protection and Restoration Project.

Restore or Retreat, Inc. (ROR) is a non-profit coastal advocacy organization serving the Barataria and Terrebonne basins. Over 200 diverse business and individuals have joined our grass-roots effort to aggressively identify, expedite, and implement a long-term, large scale restoration solution to sustain this irreplaceable region.

Although not experiencing devastation to the magnitude of St. Bernard, Plaquemines, Orleans and St. Tammany Parishes, Terrebonne did have over 10,000 homes inundated with water from Hurricane Rita, which made landfall approximately 200 miles to the west. The South Lafourche Levee System came within inches of over topping. Without the proper protection, a hurricane making landfall in the Atchafalaya basin, even with less intensity, could cause catastrophic damage to our area and the oil and gas industry [illegible]. Three main reasons contributed to our area's vulnerability: land loss, lack of adequate storm protection, and inadequate [illegible] protection.

As you are probably already aware, our area is experiencing the greatest land loss within south Louisiana at a rate of 10-11 square miles a year. After Hurricanes Katrina and Rita alone, Terrebonne Parish experienced a loss of 13 square miles of valuable buffer against storm surges. The basins are located between two river sources, the Atchafalaya and the Mississippi Rivers, making it difficult to get nutrient-rich sediment flow to our area to counter land loss. Additionally, our first line of defense, the barrier islands, has long been neglected. These vital lines of protection must be an essential part of the state's rebuilding plan, not only for restoration, but for protection as well. The rebuilding of the barrier islands must take into account the natural dynamic of the land, and if rebuilt from the transfer of offshore materials, consideration must be given to how salinity will affect this natural dynamic. For these land-loss reasons alone, our area should be made a priority for significant hurricane protection.

Although most of the attention is focused on rebuilding and repairing levees in the greater New Orleans area, one of the most critical gaps in the protection of our coastal communities occurs in Terrebonne Parish. Terrebonne Parish lacks ANY adequate hurricane protection, and for more than 10 years now, the Morganza to the Gulf Hurricane Protection Project has awaited the proper authorization and funding from the federal government. This project must be made a priority on the state and federal levels, and this

Executive Committee
Alex J. Plaisance, Jr. - President *(John Plaisance & Sons, Inc.)* • Charlotte Bollinger - Vice-President *(Bollinger Shipyards, Inc.)*
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Lori LeBlanc *(Separator Spares International, LLC)* • Jerome Zeringue *(Terrebonne Levee & Conservation District)* • Loulan Pitre - Counsel
Simone Theriot Maloz - Executive Director

exceptionally vulnerable area that is the home to a significant share of oil and gas service companies must be protected immediately. In conjunction, the South Lafourche Levee System must also receive the proper attention and resources in order to raise and armor its levees, which have been exposed to

subsidence and exposure due to land loss, and additional funding given for the necessary water control structure(s) to make navigation and flood protection work simultaneously for the betterment of the community. This system, which also protects vital oil and gas infrastructure and development for not only the state, but the nation, must receive priority status as well.

Although Morganza currently lacks authorization, the non-federal levees in Terrebonne Parish can be improved to provide an interim form of protection. By raising the non-federal drainage levees significantly and constructing critical water control infrastructure on the most vulnerable areas of the parish, including a lock complex at the Houma Navigational Canal, these interim levees and complex can easily be utilized as a third ring of defense against hurricanes, with the aforementioned barrier islands and Morganza project providing the first and second lines of defense, respectively.

ROR believes several key factors must be considered during this investigation for CAT 5 protection and restoration for Louisiana. First and foremost, it is most important to balance the natural environment with these protection structures. History has taught us that the battle against Mother Nature is not one we are going to win without taking her destructive power into consideration. Protection becomes moot if the proper steps are not taken to sustain and maintain our coastal communities. ROR also believes that a long term, large scale restoration project, specifically the Third Delta, is essential to the long term sustainability of our area, and these projects must be taken into consideration.

Considerable thought and effort needs to be placed into already conceived plans and studies for restoration and protection. Coast 2050, as well as the Louisiana Coastal Area Study, is an invaluable tool for helping to prepare this study and others. Comprehensive planning, including future infrastructure projects such as improvements to the LA Highway 1, must also be taken into consideration during the planning process. Existing alignments for future protection, such as Morganza and Donaldsonville to the Gulf and existing protection such as that from Larose to Leeville must to be taken into serious consideration. In regards to current restoration strategies, such as those proposed in the state recommended study of the Third Delta Conveyance Channel conducted by CH2MHILL, ROR adamantly believes the suggested pipeline strategies should work **synchronically** with the Third Delta. The two scenarios should not be treated as "either/or." Pipeline transfer, done properly on a smaller scale, with far less than the $10 billion price tag suggested by CH2MHILL, would greatly complement and expedite the evolution of the Third Delta Conveyance Channel. To expedite the CAT 5 study, it is imperative to utilize this important existing information.

In conclusion, ROR implores the U.S. Army Corps of Engineers to not neglect such an important area as the Barataria and Terrebonne Basins. These basins provide valuable resources for the nation, including 18% of the nation's oil production, 24% of the nation's natural gas production, 20,000 miles of pipelines and infrastructure, passage of 500 million tons of waterborne cargo, most bountiful commercial fisheries in the lower 48 states, and valuable wetland protection for over half of the state's population. The citizens of this area have long been supportive and proactive in fighting to protect their community and culture, and we are asking the same of you.

Simone Theriot Maloz

Simone Theriot Maloz, Executive Director

REGGIE P. DUPRE, JR.
District 20

P. O. Box 3893
Houma, Louisiana 70361
Telephone: (985) 876-9902
Fax: (985) 873-2016

STATE OF LOUISIANA
SENATE

COMMITTEES:

Senate & Governmental Affairs
Vice Chairman
Judiciary A
Revenue & Fiscal Affairs
Transportation, Highways & Public Works
Select Committee on Coastal Restoration & Flood Control
Chairman

March 14, 2006

Mr. Gregory Miller, Project Manager
La. Category 5 Hurricane Protection Study
U.S. Corps of Engineers, N.O. Dist.
P. O. Box 60267
New Orleans, La. 70160-0267

Re: Category 5 Hurricane Protection Study & EIS

Dear Mr. Miller:

I apologize in advance for not being able to attend the Corps public hearing of March 14, 2006 in Thibodaux, La. Before getting into my suggestions on providing my District (Terrebonne and Lafourche Parishes) with category 5 Hurricane Protection, I am requesting the Corps conduct two additional public hearings in these parishes. Tidal surges have more of a direct impact on coastal communities in southern parts of Terrebonne and Lafourche Parishes. Thibodaux is 60 miles north of the Gulf. I suggest that you consider a hearing in the South Terrebonne area (East Houma Area), and secondly in the South Lafourche area (Larose Civic Center). I promise you these two locations will provide more participation and interest from affected citizens. I will offer to assist in getting public hearings in these areas possibly free of charge.

Now, I wish to make a few comments on hurricane protection. The only federal hurricane protection project in my region of the state is the Larose to Golden Meadow Hurricane Protection project in Southern Lafourche. Terrebonne Parish does not have any Federal Levees. The problem for us is that Congress has not passed a WRDA Bill in the last six years. We have had a Corps Chief's Report submitted to Congress since 2001 on the Morganza to the Gulf Hurricane Protection Project. This $780 million project will provide category 3 protection to most of Terrebonne and a large portion of Lafourche Parish. This levee project begins in the east on the western side of the Larose to Golden Meadow project in Lafourche Parish. As far as Category 5 protection, I strongly support the southern alignment that follows the approved Morganza to the Gulf alignment which protects most of the coastal communities in southern Terrebonne. It would be a horrible tragedy to exclude these communities from hurricane protection.

Another project currently in the Corps feasibility phase is called the Donaldsonville to the Gulf Hurricane Protection Project. There are three alignments currently being considered in this study. The first two are north of the Intracoastal Canal (GIWW) and the third alignment is south

of the GIWW between Bayou Lafourche at Larose to the Mississippi River south of the Naval Air Station in Belle Chase, (Plaquemines Parish). I support the southern alignment because it protects over 20% of the state's population in Plaquemines, Orleans, Jefferson, St. Charles, Lafourche, St. John and St. James Parishes. If the Corps were to build both the Westbank Hurricane Protection Projects and the southern alignment of the Donaldsonville to the Gulf Project, we would have a redundant system of protection for the New Orleans Metro area from the south.

I suggest to the Corps the following steps need to occur to provide Terrebonne, Lafourche and the west side of the Mississippi River the quickest Hurricane Protection:

1. Get the Morganza to the Gulf Hurricane Protection Project authorized and begin appropriations for funding by Congress. Use the existing Morganza alignment for Category 5 protection to protect as many coastal communities as possible.
2. Improve the non-federal Parish Drainage Levees in Terrebonne and Lafourche by the Secretary of the Army granting a waiver for federal Corps funds to be used on these levees. Such waivers have already been granted in such areas as Plaquemines and St. Bernard Parishes. These non-federal improved drainage levees will act as a second line of defense for coastal communities after the Morganza and Donaldsonville projects are built.
3. Complete the feasibility phase and submit a Chief's Report for Donaldsonville to the Gulf Project ASAP. I suggest the complete Donaldsonville Project should be rolled into the current category 5 study being done by the Corps.
4. Raise the existing levees in the Larose to Golden Meadow System. Hurricane Rita's tidal surge caused flood waters to come within 18 inches of overtopping parts of this system even though the Hurricane made landfall over 150 miles to the west.

If my comments and suggestions sound like we are frustrated in my region, we are. Approximately 10,000 homes flooded in my district due to Hurricane Rita, and it appears the Federal Government does not care. We desperately need your help now.

Sincerely,

Reggie B. Dupre, Jr.
State Senate, District 20
Chairman, Louisiana Senate Select Committee on
Coastal Restoration & Flood Control

cc: Governor Kathleen Blanco
U.S. Senator David Vitter
U.S. Senator Mary Landrieu
U.S. Representative Charles Melancon

NICK J. ACCARDO, M.D.

1519 West Main Street
Franklin, LA 70538
Telephone: (337) 828-0237

March 19, 2006

Dear Sirs,

The basic concept as we recover from Hurricanes Katrina and Rita[Katrita] is that we should mimic nature. Take our lessons from the original. Our category 5 protection should be as far offshore as possible. If our wetlands are so valuable to our nation, we should protect them so that they can function as secondary protectors for us. We should not allow anything so precious to be ravaged by the likes of Katrita.

For eons the coast of Louisiana was allowed to build up behind barrier islands and reefs. A low tide shell reef extended from Point Au fer to beyond Marsh Island. That should be our model for defending against the storm surge. The original reef was a quarter mile wide and was submerged at high tide.

Our storm barrier should extend from the Sabine to the Pearl. It should be 41 feet above mean sea level. Hurricane Camille hit Biloxi and the Mississippi gulf coast with a 24 foot tidal surge. No one ever thought they would live to see the day when Camille would be dwarfed. Katrina pushed a 33 foot wall of water onto shore. That's 9 feet above Camille, so I figure 8 feet above Katrina should be adequate. The rip-rap from destroyed sections of New Orleans should not be buried in the Gentilly dump. We should harvest the concrete from the streets and foundations as well as the brick walls of homes and start protecting our perimeter. Currently, there is an environmental nightmare brewing in West Virginia; mountains are being topped to expose the coal beds beneath- but the toppings are being used to fill entire valleys. America should barge those toppings to Louisiana. Our perimeter must be made of stone. The Dubai palm project has proven that sand will wash away-a la the Chandeliers.

The perimeter barrier should begin about one mile off the coast near Johnson's Bayou; it will be about 11 miles offshore when it follows the site of the old reef system from Marsh Island to Point Au fer; and will be about 14 miles offshore to protect the Chandeliers. Shallow storm gates would allow normal tidal flows every 7 miles with large navigation gates to allow shipping below New Orleans, Port Fouchon, Morgan City, and Cameron.

NICK J. ACCARDO, M.D.

1519 West Main Street
Franklin, LA 70538
Telephone: (337) 828-0237

The barrier should be engineered to not only stop a 40 foot storm surge, but also accommodate turbine windmills to help with America's energy alternatives. We should work with nature and take advantage of the steady gulf breezes.

Once our perimeter is secure, we can work with the Mississippi River to permanently restore Louisiana's coast. Our goal should be to rebuild it to match the 1853 U.S. geological survey.

The Bonnet Carre and Morganza spillways should be open as much as possible. The Old River control structure should not be held to just 30% for the Atchafalaya. Let the ratio fluctuate- as long as there is enough Mississippi River flow to prevent salt water intrusion to New Orleans' drinking water. The Industrial canal locks at Holy Cross should be opened and the canal closed at the Intracoastal waterway. The Intracoastal will serve as a silt flume to rebuild near Chef Menteur, the Rigolets, and eastern St. Bernard. Damming the industrial canal at the Intracoastal will allow New Orleans to have a world class marina inside the Seabrock bridge rather than at the exposed West End and Lakefront airport locations.

America should encourage the placement of liquid natural gas terminals in the gulf rather than in the Atlantic and Pacific. We need to do all that we can to cool the heated waters of the gulf. There is no comparable need on the other coasts.

If Dubai can take a 300 mile coast and reform it into a 3000 mile coast, America can protect Louisiana's 300 mile coast.

NJA;asp.

Sincerely,

NICK J. ACCARDO, JR. MD.

This article was submitted to the CEMVN via their web page.

Continued on Page B5

Continued on Page A22

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Design Flaws Seen in New Orleans Flood Walls

By CHRISTOPHER DREW and ANDREW C. REVKIN

NEW ORLEANS, Sept. 20 — Along the Mississippi River and Lake Pontchartrain, great earthen levees were ample to hold off much of the surging water propelled by Hurricane Katrina.

But concrete flood walls installed over the last several decades along the drainage and barge canals cutting into New Orleans were built in a way that by Army Corps of Engineers standards left them potentially unstable in a flood, according to government documents and interviews. The walls collapsed in several places during the storm.

A corps engineering manual cautions that such flood walls "rarely exceed" seven feet because they can lose stability as waters rise. But some of the New Orleans canal walls rose as high as 11 feet above dirt berms in which they were anchored.

As a result of federal budget constraints, the walls were never tested for their ability to withstand the cascades of lake water that rushed up to, or over, their tops as storm waves pulsed through the canals on Aug. 29, corps and local officials say.

Hurricane Katrina was the first serious test of the flood walls, said Stevan Spencer, chief engineer for the Orleans Levee District, and it "just overwhelmed the system."

Since the storm, corps officials have said that there is a simple explanation for the devastation: Hurricane Katrina was a Category 4 storm and Congress authorized a flood control system to handle only a Category 3 storm. "Anything above that, all bets are off," said Al Naomi, a senior project manager in the corps's New Orleans district.

But federal meteorologists say that New Orleans did not get the full brunt of the storm, because its strongest winds passed dozens of miles east of the city. While a formal analysis of the storm's strength and surges will take months, the National Hurricane Center said the sustained winds over Lake Pontchartrain reached only 95 miles per hour, while Category 3 storms are defined by sustained winds of 111 to 130 m.p.h.

This raises a series of questions about how the walls that failed were designed and constructed, as well as whether the soil in some spots was too weak to hold them. Investigations by federal engineers and outside experts are just now beginning.

One factor could be height, said Robert G. Bea, a former corps engineer and professor at the University of California, Berkeley, who is part of a National Science Foundation inquiry into the flood controls failures. The higher the wall, Professor Bea

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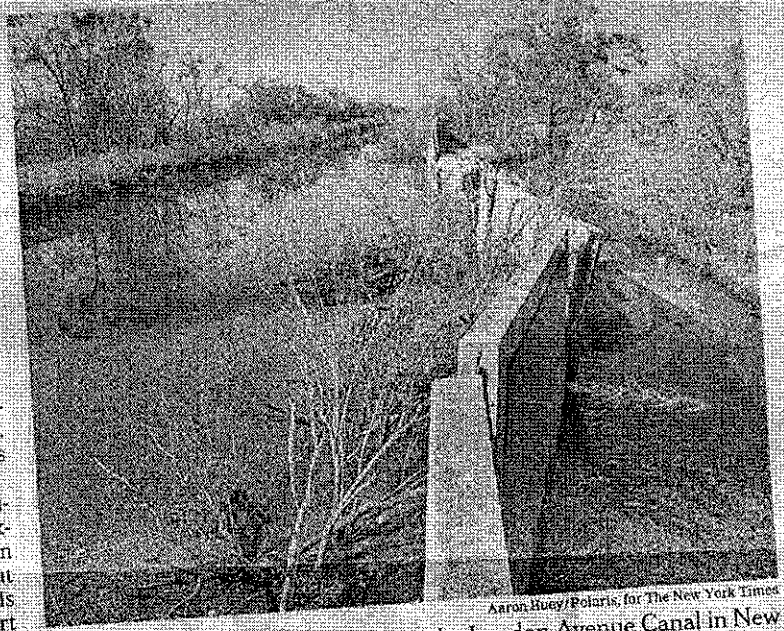

Aaron Huey/Polaris, for The New York Times

A break in the concrete flood wall on the London Avenue Canal in New Orleans. Army Corps of Engineers standards were reportedly not met.

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Evidence suggests that flood walls were unstable because they were built too high.

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But that option was never considered, corps engineers said, because "T walls" were more expensive, required a broad base of dense soil for support and were not necessarily stronger.

The corps and local levee authorities also never tested whether the chosen I-wall design could survive if water flowed over the top and cascaded onto dirt embankments below.

Corps officials said they were proscribed from considering stronger wall designs for the canals both by the tight quarters and by federal law, which requires that they seek and study only the level of flood control authorized by Congress.

"Our hands are tied as to looking at higher-level events," Mr. Naomi

Christopher Drew reported from New Orleans for this article and Andrew C. Revkin from New York.

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Ever since Hurricane Betsy flooded parts of New Orleans in 1965, the federal government has financed a hurricane defense system designed to guard against an equivalent storm.

But as the threat of a more intense hurricane became better understood in recent years, government financing for flood prevention in New Orleans did not keep pace with a growing alarm among many local residents, scientists and even the corps's own engineers.

Standing next to the shattered remains of one of the concrete walls last week, Cynthia Hedge-Morrell, a New Orleans councilwoman, said, "In my opinion, they were playing Russian roulette with people's lives."

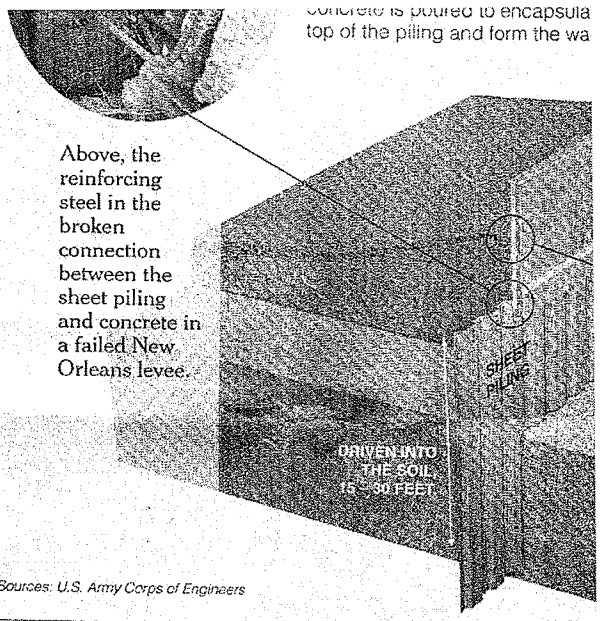
"Do you realize that if those walls had held, we'd have just had a little cleaning job?" said Ms. Hedge-Morrell, whose district between downtown and the lakefront was covered with 10 feet of water from the breaks of flood walls. "We would not have this massive loss of life and destruction."

On Tuesday, streams of dump trucks hurriedly dumped loads of gravel into the breaches in New Orleans's flood defenses, in case Hurricane Rita shifts toward here later this week.

In the wake of Hurricane Katrina, a surge from Lake Pontchartrain poured into the main parts of the city through breaks on the walls lining the 17th Street and London Avenue canals, which normally carry runoff pumped out of the city into the lake. A separate surge from the Gulf of Mexico overwhelmed the walls along the Industrial Canal, inundating the Lower Ninth Ward. Officials say that break may have been caused by a barge that broke loose from its moorings.

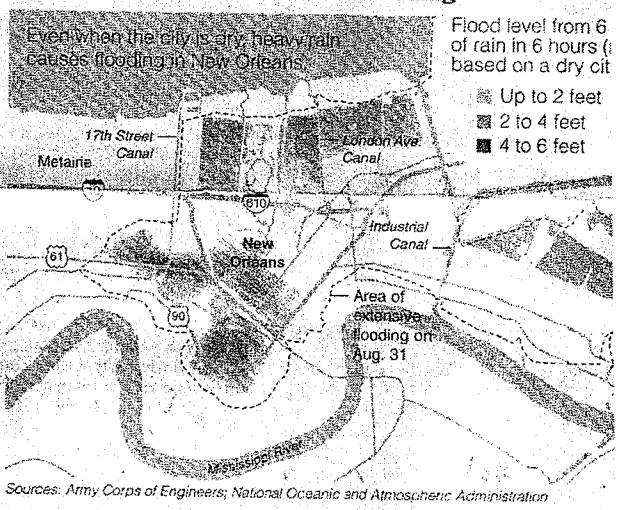
When the hurricane hit, the only earthen levees that failed in a way that produced substantial flooding were on the Mississippi River Gulf Outlet, a man-made ship canal east of the city. These levees, which were not as high as those on the river or Lake Pontchartrain, let in the floodwaters that ravaged eastern New Orleans and St. Bernard Parish.

A surge from Lake Pontchartrain was the catastrophic situation that the corps had been guarding against



Sources: U.S. Army Corps of Engineers

Hurricane Rita Could Increase Flooding



Sources: Army Corps of Engineers; National Oceanic and Atmospheric Administration

The New Yo

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That project was delayed by lawsuits from environmental groups that contended the corps had failed to study ecological effects. By the late 1970's, the corps abandone approach and began raising l along the lake and the Missi and adding flood walls on the ca

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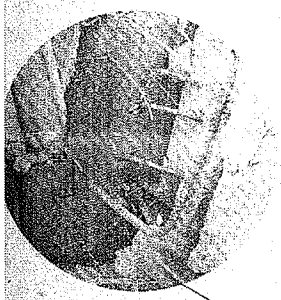
with concrete that rests beneath the surface.

Steel



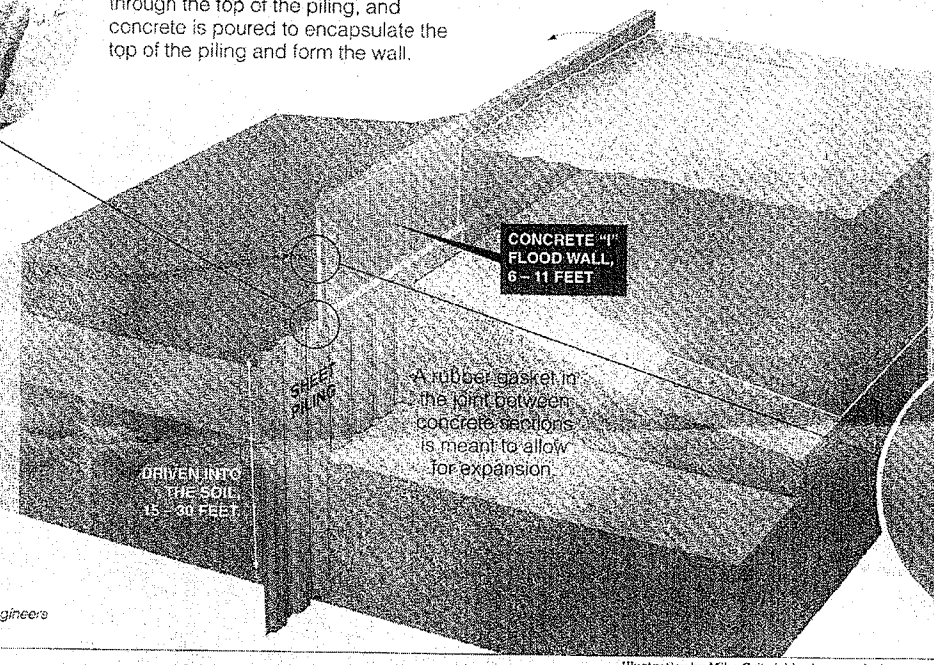
FLOOD WALLS IN NEW ORLEANS

To form an "I" flood wall, sheet pilings, a sort of steel fence, are driven into the compacted dirt of the levee. Then reinforcing steel rods are threaded through the top of the piling, and concrete is poured to encapsulate the top of the piling and form the wall.

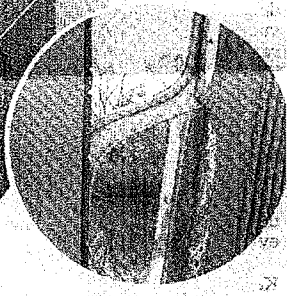
HOW NEW ORLEANS'S LEVEES MAY HAVE FAILED

Engineers suspect that rising waters reached the top of the flood walls, creating enough pressure to topple them. Other levee failures may have occurred when flood waters spilled over the top of flood walls, eroding the soil at their base.

Above, the reinforcing steel in the broken connection between the sheet piling and concrete in a failed New Orleans levee.



Below, a failed rubber gasket in a New Orleans levee.



urces: U.S. Army Corps of Engineers

Illustration by Mika Grondahl; photographs by Aaron Huey/Polaris for The New York Times

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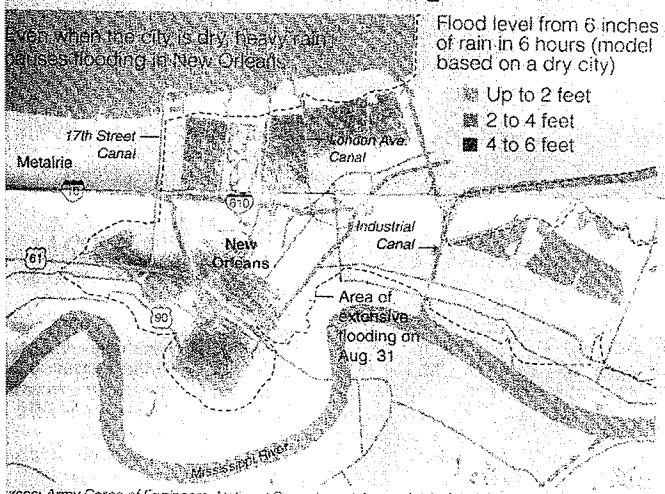

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In the mid-1990's, engineering professors at Louisiana State began publicizing computer models that showed how a Category 5 storm could kill tens of thousands of people and flood the French Quarter. Corps officials in Louisiana pushed local officials to help seek more money from Congress, both to finish existing upgrades and to start bolstering the city against bigger threats.

Joseph Suhayda, who was one of the Louisiana State professors, said corps officials privately urged him to "raise the consciousness" about the dire threats.

But upgrading the flood control system never became a major priority for corps officials in Washington, local and federal officials say.

Corps veterans said it was not surprising that federal engineers did not issue more vocal warnings.

"I don't think it was culturally in the system for the corps to say 'this is crazy,' " said William F. Marcuson III, the former director of the Waterways Experiment Station for the corps in Vicksburg, Miss., and president-elect of the American Society of Civil Engineers.

"The corps works for Congress," Mr. Marcuson said, "and when the boss says design for a Category 3 storm, culturally the corps is not going to go back and say this is wrong."

Investigations into how the walls failed are just now beginning. Col. Richard Wagenaar, commander of the corps district in New Orleans, said the soil behind the flood walls could have been weakened after they were topped by the storm surge, or the walls could have simply given way as the water — and the pressure — mounted against them.

Indeed, as several engineers said, while a dirt levee of similar height might eventually be topped as well, and possibly eroded, only the walls were vulnerable to a sudden collapse.

The determination of how the walls fell will bear on how officials decide to remake the flood control system.

A storm tested walls untested because of fiscal restraints.

Max Hearn, executive director of the Orleans Levee District, said that if the federal government was now ready to pay for Category 5 protection, it seemed unlikely that the flood wall system could be upgraded to that level.

But Mr. Hearn said the only answer might be the construction of flood gates designed to limit a hurricane surge in Lake Pontchartrain — the same idea that was considered and dropped in the 1970's.

RM AND CRISIS: In New Orleans

THE DEFENSES

Flood Wall Design Flaws Are Seen in New Orleans

Continued From Page A1

said, the greater the risk it could tip under the ever greater pressure of rising waters.

The 2000 edition of the Army Corps of Engineers manual "Design and Construction of Levees" says that the height of flood walls built on levees is an important factor in their ability to withstand a flood. For that reason, the manual says walls like those used in New Orleans "rarely exceed" seven feet. But on two of the three canals where breaks occurred — the 17th Street and London Avenue canals — the concrete sections rise 11 feet above the dirt berms.

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Mr. Naomi said that the recommendations in the flood control engineering manual were "general guidance," and that conditions at a particular site could justify deviations.

He defended the walls, saying: "The flood walls have functioned over the years very successfully and without incident. The design works. It has worked in other locales. And will likely continue to be used as long as you do not subject it to pressures that it was not designed to handle."

The broken walls, which were long seen as a second choice to earthen levees, are testament to 40 years of fiscal and political compromises made by elected officials, from local levee boards to Congress and several presidential administrations, as they balanced costs and environmental concerns with the need to protect a city that lies largely below sea level and is still subsiding.

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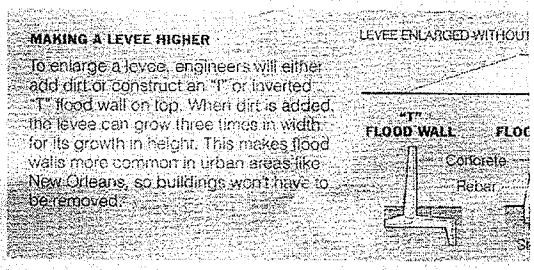
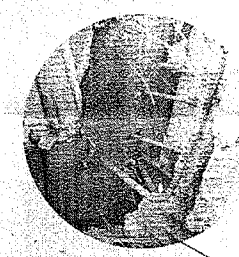
The Walls Along New Orleans's Levees

Concrete flood walls, installed over the last two decades along canals





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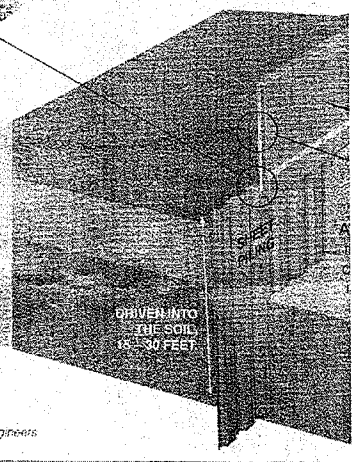
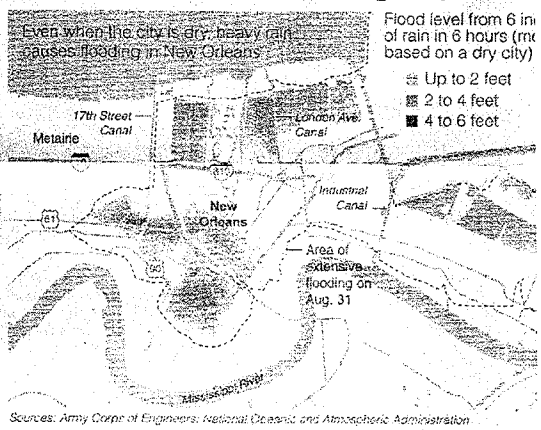


Above, the reinforcing steel in the broken connection between the sheet piling and concrete in a failed New Orleans levee.

Sources: U.S. Army Corps of Engineers

Hurricane Rita Could Increase Flooding



Sources: Army Corps of Engineers; National Oceanic and Atmospheric Administration

The New York

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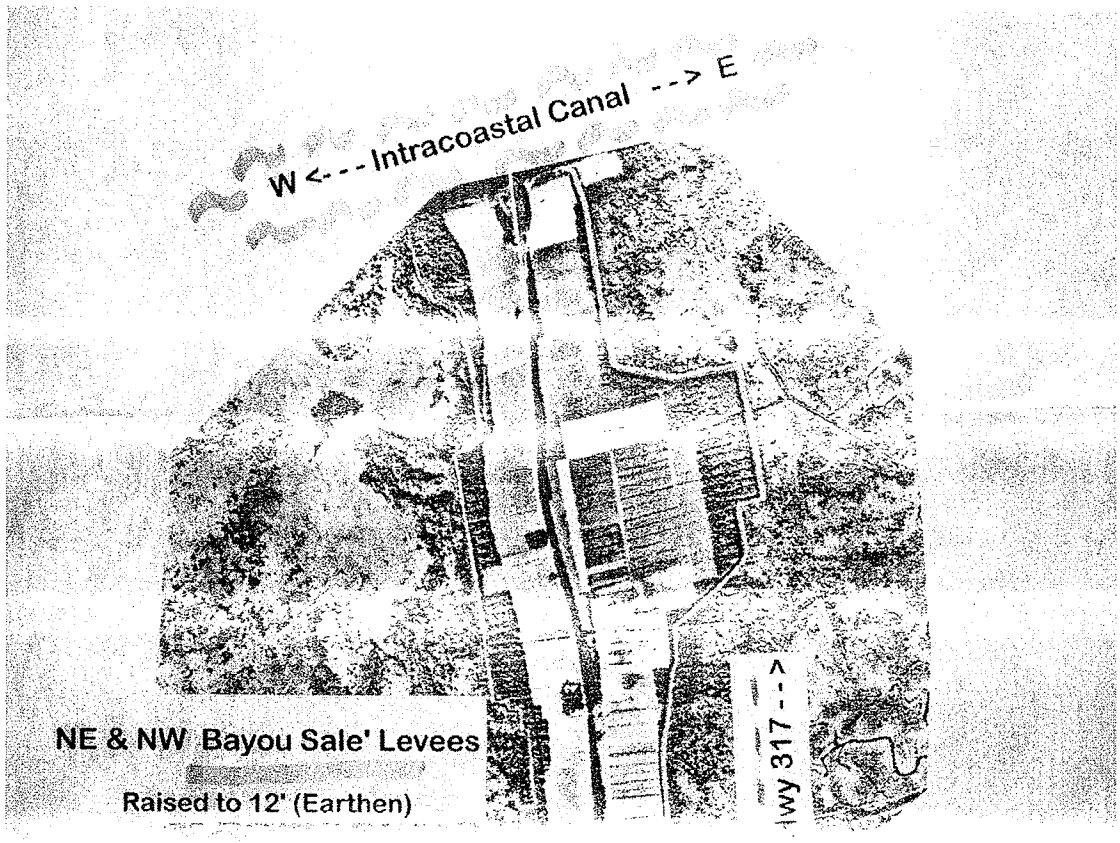
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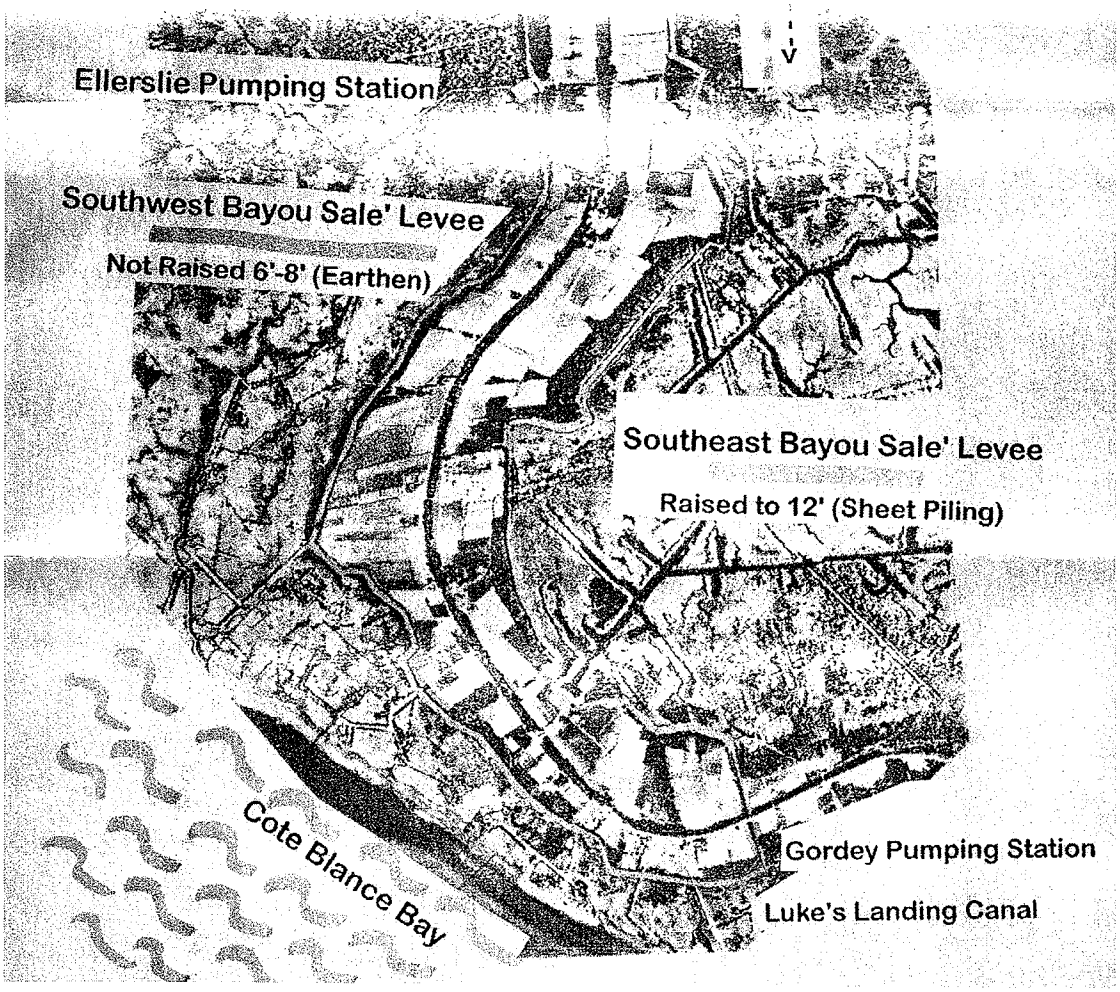
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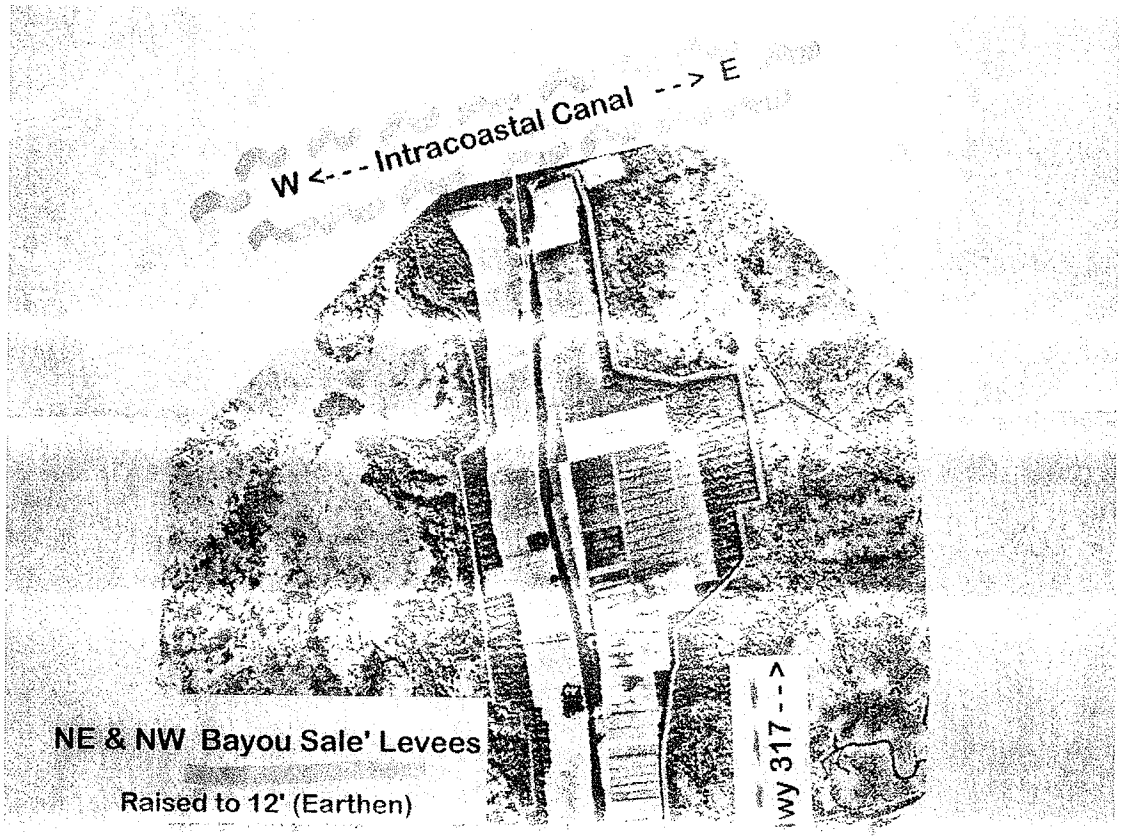
Gordey Pumping Station
Luke's Landing Canal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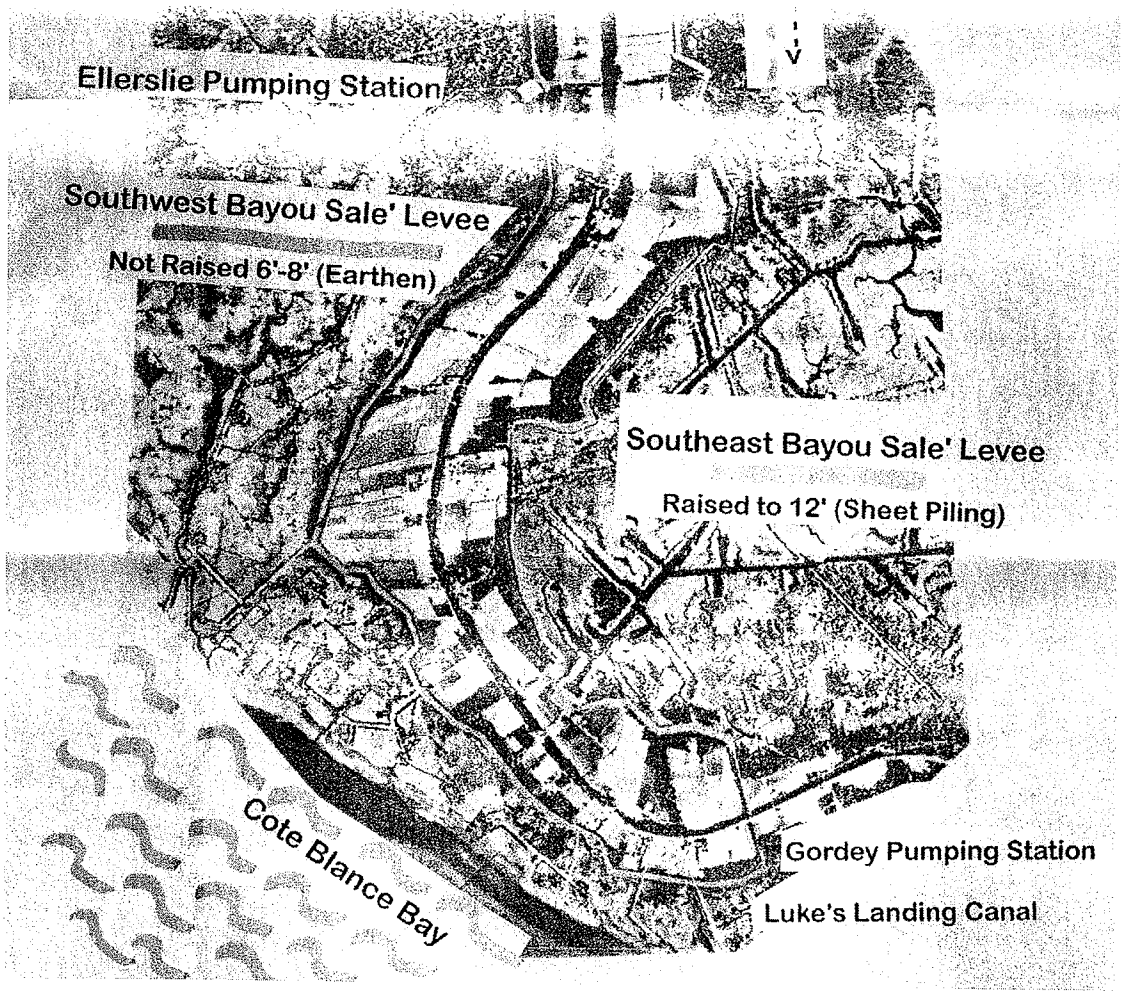
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-- Message from "Luci Cobb" <lucicobb@yahoo.com> on Tue, 21 Mar 2006 17:46:05 -0600 -----
To: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
Subject: Cat 5 Scoping
Comments concerning Cat 5 Technical Report-Scoping:
Category 5 protection should be provided to areas which would be most impacted. Risk as defined by the Dutch (Storm Frequency x damages(life and economic)) should be the basis for making decisions on where higher protection is provided. Lower protection could be provided to areas that are not as critical in terms of risk.
Low-lying areas should become green open spaces for flood storage/reserves. Local zoning should reflect the Cat 5 Tech Report recommendations, ie, rebuilding in green open reserve spaces should be prohibited.
Plans should be developed in an integrated fashion with the USACE (LACPR), DNR, LRA, parishes and City of NO.

----- Message from "Ted Baehr" <tedbaehr@yahoo.com> on Thu, 16 Mar 2006 10:20:11 -0600 -----
To: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
Subject: 2006 Hurricanes
The Hurricane category of storms increases over warm water. The water in the Gulf of Mexico is at very high temperatures in 2006, indicating that small hurricanes will strengthen rapidly. If hurricanes are to dodge the large population areas of New Orleans and Houston, then communities that have a corresponding increase in landfall danger need expedited in-place ways to cope with the cost of New England having a warm winter.

----- Message from "Jimenez, Medardo L" <Medardo.L.Jimenez@maf.nasa.gov> on Tue, 14 Mar 2006 09:48:49 -0600 -----
To: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
Subject: Category 5 Coastal Protection & Restoration Project - Request for Comments

Ref.: a) Public Scoping Meeting @ UNO on 3/9/06.

The following comments are offered in response to your request during ref (a):

My recommendation is to categorize and implement a Master Plan as follows:

1) " Short Range Plan " (immediate action required - projects critical to the survival of this area):

a- Implement any measures that may be required to prevent future flooding of un-flooded metropolitan areas. Re- assign priorities from flooded to non-flooded, if resources are not sufficient for both.

b- Complete approved West Bank projects.

c- Repair / upgrade East Bank levies & drainage. (Armor Lake and West Bank southern side existing levies, increase sheet piling depth, raise levels where settlements occurred, upgrade structure to levies connections, provide pumping stations redundancy and back-up power, etc)

d- Improve existing infrastructure: relocate inland pump houses to lake, install gates in open canals, install gates on discharge side of pumping stations,

coordinate area emergency plans, improve first respondent communications, improve evacuation plans, define areas of responsibilities.

e- Start preventing salt water infiltration to prevent more damage to the marshes. Stop dredging MRGO, consider using the existing MRGO channel for a fresh water diversion project as it was recommended during our group meeting. Start sealing - off pipe line canals and closing minor areas open to SW intrusion.

f- If possible and in order to expedite these activities consider the projects above as part of the "Guardian Task Force" activities.

g-- Develop "Mid" and 'Long" range plans ("Multi Line of Defense Plan"): develop a compartmentalize city plan, develop or finalize standard storm data, decide if it is reasonable and feasible a Cat 5 defense, if it is, break down in phases where some upgraded protection (Cat 4?) could be accomplished sooner while progressing to the ultimate goal of Cat 5. Develop or finalize permanent reference marks, develop or finalize existing infrastructure comprehensive maintenance plan, develop a marsh restoration plan, develop a barrier islands restoration plan, develop a Cat ? levee protection plan).

h- Consider a priority of the "Mid Range" plan: Isolation of Lake Pontchartrain from storm surge by adding the Chef and Riggolets locks and levy protection along the CSX Railroad bed east of NO toward Waveland as a second line of defense. Consider a levy along the Interstate 10 East (Twin Spans) between Irish Bayou and Slidell as a third line of defense. The first line of defense will be the restoration of the barrier islands, this may take longer to develop and may be completed during the "Long Range Plan".

i- Sort out all existing (environmental, feasibility, etc.) studies for immediate use. There are no benefits to re-inventing the wheel unless it is absolutely necessary. I imagine there is enough information somewhere for almost anything that we would like to do.

j- Start relocating business and private owners from affected areas.

k- Improve Corps image with the public: Admit past mistakes, invite or contract independent review (incl. critics or Corp opponents) of domestic & foreign experts, keep the Public and Congress informed of key decisions, survey for best course of action when all facts and data are available, consider practicality (risk assessment, funds and time constrains) when considering some ideas, get politics off the process, require decision makers (incl. their immediate families) to live in this area, consider expanding the work force using qualified local support, if necessary for the additional scope of work.

2) " Mid Range Plan " (projects requiring more comprehensive development, allocation of funds and time to accomplish them)

a- Close MRGO.

b- Develop and start implementing metropolitan area compartmentalization. Use existing elevated tracks of ground (railroads beds, roads, interstate highway structures) for this purpose. Plug underpasses, build overpasses where crossing may be necessary. Upgrade drainage system to prevent one compartment from flooding another.

c- Start more complex FW diversion projects.

d- Start barrier islands restoration projects.

e- Start long range plan of locks and infrastructure structures.

f- Re evaluate previous assumptions and incorporate any required changes to the plan. Incorporate any technological advances that may have develop since the previous plans were made, re assess basic design parameters and revise design if required.

3) " Long Range Plan " (Complete Coastal Protection & Restoration)

a- Maintain existing structures.

b- Complete preceding projects in accord to available funding.

c- Incorporate any areas improvements that may have been overlooked.

d- Upgrade projects using latest technological advances and design concepts.

e- Allow sufficient time for any flaws to develop before declaring victory. Implement corrections as it may be required.

Thanks for allowing me to participate in the process.

----- Message from "Keith Voisin" <kvoisin@triparish.net> on Tue, 14 Mar 2006 09:25:19 -0600 -----
To: "LACPR_EIS MVN" <lacpr_eis@mvn02.usace.army.mil>
Subject: Morganza Levee placement

I am writing you in reference to the placement of the Morganza Levee System in Terrebonne Parish Louisiana. My name is Keith Voisin. I, along with many of my fellow citizens of Terrebonne Parish, respectfully request that the levees be placed as to include as much of the lower parts of Terrebonne parish as possible and include the communities of Dularge, Theriot, Dulac, Chauvin, Cocodrie, Point Aux Chenes and Montegut. The viability and importance of these areas should not be underestimated when considering where protective levees should be placed.

A large portion of the inhabitable landmass of Terrebonne Parish exists to the south of Houma. This landmass harbors thriving communities that are very much a large part of the economic and social fabric of the community. When the rest of the country thinks of Cajuns and South Louisiana, it is pictures of life along the bayou communities that comes to mind.

It has been said that for every mile of land, tidal surge is reduced by one foot. If the primary goal of the levee is to protect Terrebonne?s financial and population center Houma, then wouldn?t a levee system farther south of Houma help assure a sustainable landmass to help to further buffer Houma from tidal surges? I am not an engineer, but it seems the more land we can keep between Houma and the gulf, the better off Houma will be.

The real reason to protect the southern communities is the communities and the people themselves. These are communities where people engage in commerce and recreation and family and community as they do anywhere else in the United States. These are communities of tax paying citizens that have a large stake invested in the land on which they live, just as anywhere else. What If terrorists had known plans to attack Terrebonne Parish? Would the country draw a boundary line just south of Houma and tell the rest of

the parish, sorry, we have them means to protect you, but the cost of defending you does not meet the cost/benefit ratio. The best thing for you to do is to evacuate and let the terrorists destroy your homes, your businesses, your schools, your churches and your property. This scenario sounds a little absurd. Yet there is not one reason to protect our citizens and our land from terrorist attack that would not just as equally apply to protection from hurricanes, especially when it is within our means to do so. If south Terrebonne were under attack by a foreign power, would the people have to develop a list of reasons why they deserve to be protected or would our government come to our aid just because It's our lives, our land, our property? It's valuable, and by God, it's just the right thing to do ? The southern portions of Terrebonne Parish contribute greatly to the economic and cultural base of Louisiana. These people deserve as much protection as all of our citizens. We only have one shot at this. If any levee system is built that leaves out the lower parts of the parish we will never be able to go back. It would be a sad failure to look back some day and see the value of what we have lost and say, "We should have built the levees farther south?. We have an opportunity to protect lives and property and in the process protect a cultural identity of a people that have been established in this part of the country for nearly 250 years. You have in your hands an awesome and difficult responsibility that will either positively or negatively impact the lives of thousands of people. You have it in your power to do the right thing, to protect a large portion of this land for a people that have worked hard to make it home, and for their descendants. Please do the right thing. Include all of our coastal communities in the Morganza Levee System.

Thank you for your consideration.

Sincerely,

Keith Voisin
115 Richard Drive
Houma, La 70364

----- Message from "Shawn Robert" <shawn@hhmarine.biz> on Mon, 13 Mar 2006 16:53:16 -0600 -----
To: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
Subject: Levee alignment
Hello, I am looking for information regarding levee alignment thru Terrebonne Parish. Hopefully the Corp will choose to protect the bayou communities, who have needed protection for years.
Please respond if there are any web sites showing the proposed alignments.
Thank You
Shawn Robert
Chauvin, La 70344

-----Original Message-----
From: Jones, Amanda S MVN
Sent: Thursday, March 09, 2006 8:57 AM

To: Morgan, Julie T MVN; Brown, Robert MVN; Jackson, Susan J MVN
Cc: Hughes, Eric A MVN
Subject: early levee suggestion
I received a phone call from John Thompson, retired Senior Lock Master at Panama Canal, with some levee suggestions. He can't make it to the event tonight.

1) Instead of having one levee system surrounding the city, consider a grid system with levees and pumps. If one levee should overtop or breach, only one square of the grid would flood. He compared it to the Titanic how it was designed to close off doors so only certain levels would flood. Of course, they didn't close off the doors in time.

2) Use less contractors which would give us more control.

His phone number is 985-446-2083.

-----Original Message-----
From: Desormeaux, Johnny [mailto:Johnny.Desormeaux@conocophillips.com]
Sent: Sunday, March 26, 2006 4:41 PM
To: Baird, Bruce H MVN
Subject: FW: Calcasieu river proposed structure

Mr. Baird,

I have been hunting and fishing in Cameron Parish for 50 years. I have watched the marsh erode away and become salt water mud flats. This all started after the Calcasieu Ship Channel was completed. The cause of this marsh erosion is the increased volume of water that comes through the Calcasieu Pass (approximately 400 feet wide and 40 feet deep) during high and low tides. The speed of the water flowing in and out of the marshes, carries soil from the roots of the vegetation which eventually falls over and dies. Once the soil is gone no vegetation takes its place and the area becomes a mud flat and sinks as more soil is washed away. Levees have been built around the East side of Calcasieu Lake to slow down this erosion (which did not take place before the ship channel was created).

I understand that our marshes have historically protected us from storm surge, so we need to protect these marshes, so they can protect us from storms.

I propose that a structure be erected at Calcasieu Pass in Cameron that would restrict the volume of water flowing through the pass during tidal flows. This structure would perform 4 functions.

--First, it would be a bridge over the Calcasieu River that would eliminate the expense of operating a ferry year around.

--Second, it would be salt water barrier that would have to open and close to allow ships to go up and down the river.

--Third, it would have a shallow opening for small boat traffic to pass so the gates would not have to open up as they would for ships. This shallow opening could be closed completely when a storm approaches, creating a dam across the river which would slow down the inflow of water from the storm surge.
--Fourth, the cost of maintaining levees around Calcasieu Lake would be eliminated, since the ebb and flow of the tides would be greatly diminished, stopping erosion and begin the rebuilding process.

The opening in this structure for small boats would approximate the width and depth of the pass before the ship channel was created, thereby allowing free passage of marine species. Since the depth of the small boat opening would be 6-8 feet, the high-salt content of water at the 40ft level of the ship channel would not be allowed to freely flow into the upper reaches of the estuary. This would slow down or stop salt water intrusion and help the fresh water table levels in Cameron and Calcasieu Parishes.
I have attached a crude drawing of my proposal. I would be glad to discuss this or answer any questions you may have. You can reach me at 337-583-2458 or leave a message.
Thanks for your time.
Johnny DesOrmeaux
1011 Nathaniel Drive
Sulphur, La. 70665

<<20060326161741871.tif>>

----- Message from "Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil> on Mon, 27 Mar 2006 09:02:10 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
FW: Louisiana Coastal Restoration Subject:

-----Original Message-----
From: thedragonflylady@earthlink.net
[mailto:thedragonflylady@earthlink.net]
Sent: Sunday, March 26, 2006 3:39 PM
To: Baird, Bruce H MVN
Subject: Louisiana Coastal Restoration

Dear Sir:
As a long time resident of Louisiana (for 40 years) and after a recent exodus to Washington, DC, I would like to add my voice to those who have for many years stressed the vital importance of coastal restoration of the Louisiana marshes and wetlands. New Orleans is one of the gems of the country and I hope that it will survive, but I can not see its continued survival being accomplished without understanding and acting on the restoration of the swamps and marshes. We need to do whatever we can in this area to save vanishing lands and resources as well as to save a unique way of life. I realize that

this is a tremendously complicated issue made harder by global climate change and our refusal to address warnings from the scientific community for many years. Thank you for considering my opinion as a former resident. Sincerely, Virginia Goldsmith Lowery

----- Message from "Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil> on Fri, 24 Mar 2006 15:48:24 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
FW: Protection of the Gulf of Mexico coast against category 5 hurricanes Subject:

-----Original Message-----
From: NewBusiness [mailto:jimmystaton@earthlink.net]
Sent: Sunday, March 12, 2006 11:52 PM
To: Baird, Bruce H MVN
Subject: Protection of the Gulf of Mexico coast against category 5 hurricanes

March 13, 2006
Bruce H. Baird
US Army Corps of Engineers
Dear Mr. Baird:
I just read the USACE March 6, 2006 news release entitled "How should category 5 protection be provided?". As you know, this news release was an invitation for the general public to make their opinions known at several meetings in New Orleans as to how best to bring about category 5 protection along the Gulf coast of Louisiana and adjoining coastal states.
I live in Ohio, so it is not feasible for me to attend these meetings.
However, I have thought about what should be done for a long time, and have yet to read or hear of anyone mentioning the word "CONCRETE".
I shudder every time I hear discussions about whether or not the correct soil is being used to rebuild the damaged levees. In my opinion, soil of any type just won't do the job. Why hasn't there been talk about using reinforced concrete twenty feet thick (or whatever thickness is required), sunk down to bedrock? I know it would cost billions, but loosing New Orleans and other major cities along the Gulf would cost trillions.
The talk about just using soil seems so clearly wrong to me. Every time I read of a failed water reservoir, the collapsed dam is invariably one made of soil - not concrete.
Please convey my thoughts to your colleagues and to our political leaders. I will do the same.
Sincerely,
James Calvert
384 Caren Avenue
Worthington, Ohio 43085

----- Message from "Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil> on Fri, 24 Mar 2006 15:47:43 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
FW: Cat 5 protection - Greater New Orleans and St Bernard Subject:

-----Original Message-----
From: Mills, Sherri [mailto:Sherri.Mills@ololrmc.com]
Sent: Friday, March 10, 2006 3:32 PM
To: 'bmiller@mvn02.usace.army.mil'
Cc: Baird, Bruce H MVN
Subject: Cat 5 protection - Greater New Orleans and St Bernard

Dear Sirs,

Because I was unable to attend the Scoping Meeting in New Orleans, I would like to inquire about progress being made in levee plans for the Greater New Orleans area. As a resident of St Bernard Parish, my interest is heightened in response to plans of placing locks at the Paris Road area on the MRGO canal.
This plan seemingly places a shroud over the area below the locks in the even of any surge while the gates are closed.
I would like to know what the plans are for protection of St Bernard in the future - realistically.
I would like to re-invest in the Parish that my family has called home; however, I would like to know the facts.

Of course I would like to see the development of a Cat 5 system beginning in Verette and extending to the borders of Orleans Parish. I would like to see materials to reinforce the levee work that has been done until vegetation can grow to reinforce the strength of the earthen levees that are in place.
Mostly I would like to know the truth about the future of our area. Although I am at BFE +5 feet, I want to be protected.

Thank you in advance,

Sherri Mills RN, BSN
Clinical Systems Analyst
Our Lady of the Lake Regional Medical Center
(225) 765 - 6540

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----- Message from "Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil> on Fri, 24 Mar 2006 11:37:22 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
FW: Spam: LA/MS coastal restoration comments Subject:

-----Original Message-----
From: Toni Cooper [mailto:tcooper@nursing.umsmed.edu]
Sent: Thursday, March 23, 2006 9:50 AM
To: Baird, Bruce H MVN; Miller, Gregory B MVN
Subject: Spam: LA/MS coastal restoration comments

Obviously the effects of last year's hurricanes on LA and MS were wide spread and devastating. As planning for the area repair/restructure progresses, it is my hope that the opportunity to restore some of the tidal marshes will be taken.

These areas can in fact lessen damage from future storms. Over the past years we have lost so much of the coastal environment with long range implications on ecosystems. This loss has largely been due to man's interventions and urban development "needs" taking priority.

Now we have an opportunity to regroup and make planning for establishment and maintenance of the coastal marshlands a reality--in effect reversing some of the damage we had previously (unintentionally) caused.

Decision makers have the unenviable responsibility of weighing the "wants" of the development for people group and the "needs" of the environment. Fortunately, we now have enough evidence from previous decisions to evaluate that failure to protect the environment will ultimately result in damage to the development! Costly damage.

It is my hope that those making the policy decisions will have learned from the past and not recycle the same problems again.
Thank you
Toni L. Cooper

----- Message from "Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil> on Thu, 23 Mar 2006 15:15:02 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
FW: hurricane protection Subject:

-----Original Message-----
From: Andrea Cooper [mailto:placidw@iname.com]
Sent: Thursday, March 23, 2006 9:24 AM
To: Baird, Bruce H MVN
Subject: hurricane protection

Mr. Baird,
I am an associate wildlife biologist and a masters student at Mississippi State University. Having read several studies (pre-Katrina) on the
alarming dissapearance of the Louisiana coastal marshes and the impact of future hurricanes and storm surges on Louisiana, I strongly urge the ACE to follow the recommendations of scientists and concerned citizens. RESTORE THE MARSH! Obviously, levees now have their place in flood control, but no levee will be enough to save cities like Houma and New Orleans if there is no marsh to
"soften the blow" of storms like Katrina in the future. I have family all over the state of Louisiana including in New Orleans. I assure you, I do have a vested interest in the people as well as the ecosystem. Not only is the LA marsh indespensible in its protection role, but it is also one of the
largest fisheries and seafood sources in the world. Ecotourism and hunting which bring money to the LA and its people are also dependent
upon the intact marsh. The entire coastal ecosystem, including waterfowl habitat and vital resting and refuleing sites for migratory birds, is essential to the health of the wildlife in this hemisphere.
I beg of you, sir, if you do nothing else before the Corps embarks on another attempt to control nature, read Bayou Farewell by Mike Tidwell. I think
it will give you a glimpse into the importance and life of the Louisiana marsh and it's inhabitants. Please know that people all over this country are concerned about the dramatic loss of marsh every year. In fact, if funding is an issue, an increase in public awareness may just be a way to get monetary support.
I realize I don't know all that goes on in your organization or involving the marsh situation. However, I do know that a divergence of just one third of
the Mississippi River north of New Orleans will slow, halt and then reverse the loss of marsh. This will still allow enough flow past New Orleans to support ship traffic. You know it will work, it has worked before with other rivers in other areas of the coastal marsh.
Thank you for your attention,
Andrea L. Cooper
Department of Wildlife and Fisheries
Mississippi State University
Starkville, MS

God doesn't call the qualified, He qualifies the called.

--

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----- Message from "Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil> on Thu, 23 Mar 2006 10:14:24 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
FW: coastal restoration Subject:

-----Original Message-----
From: Katalina [mailto:katalina@lava.net]
Sent: Tuesday, March 21, 2006 11:49 AM
To: Miller, Gregory B MVN; Baird, Bruce H MVN
Subject: coastal restoration

Due to the relationship between epidemic loss of coastal marshland (25 square miles _a_year_!) and increased exposure of populated areas to the most destructive effects of hurricanes - tidal surge,

I urge you to apply resources and work to restore the coast (coastal restoration) as well as strengthen the levees.

K Mclone
Honolulu, HI

To: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
Subject: Levees
This is addressing the article in the Houma Courier on March 11, 2006 regarding the levees in Terrebonne Parish. As a life long resident of Terrebonne Parish, who has been living in Bourg, Louisiana, and who I might add has never had any problems with flooding, the idea that a Category 5 Levee would be built which would leave us unprotected appalls me.
This Levee which would cut the parish, would what use Bourg as a levee to protect Houma, and we would flood. So what is next??? First we have no levee system, then what we are cut off from other services? We work and pay taxes in this parish just like every resident of Houma.
So you leave us unprotected with no levee system, our property is worth nothing and we will not be able to sell, and the cost to insure what is worthless will probably be more than we can afford.
So maybe you need consider what you are doing to the thousands of residents who live on the Eastside of Houma before you start cutting the Parish with a Cat 5 levee, and put the levee system that we have been hearing about for the last upteen years instead of a drainage levee that affords little or no protection for anyone. This matter has been studied to death and no

progress has been made. It is time to stop studying, studying, studying and
GET TO WORK .
WHAT NEEDS TO BE DONE IS MAKE THE MORGANZA TO THE GULF A CAT 5
AND MAKE IT A
PRIORITY AND STOP STALLING AND STUDYING AND GET IT DONE NOW.
Janet Hornsby

----- Message from <Pald1228@aol.com> on Sat, 11 Mar 2006 12:41:58 -0600 -----
To: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
Subject: storm surge protection in South Louisiana
In my opinion, we should build the Morganza levee to category 5 level protection, for a few reasons. First, why spend more money on building two levees. Second, wouldn't putting a level 3 at the coast and a level 5 below Houma create a similar situation to New Orleans,kind of like a bowl effect? The water would go over the cat 3 levee and maybe not the cat 5 below Houma and we would have a bad outcome. I always though all of Terrebonne Parish was Terrebonne Parish not just Houma.. In South Louisiana the communities of Dularge, Dulac, Chauvin, Montegut and Pointe-Aux-Chenes contribute alot for Terrebonne Parish, seafood, oil field services just for a few examples.Why should we not be protected to full capacity? Do we not count? Are we just second class citizans because we're from the Bayou'.s? We are taxed just like the rest of Terrebonne Parish shouldn't we be protected like the rest. we are talking about a lot of lives that will be effected by this decision, I pray the right one will be chosen.
Paula L. Dupre

----- Message from "David Haudrich" <dhaudrich@yahoo.com> on Wed, 8 Mar 2006 11:30:12 -0600 -----
To: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
Subject: Louisiana Protection
How will the Louisiana Coastal Area,LA Ecosystem Restoration Study which has been underway for some time be integrated into the new Category 5 Louisiana Coastal Protection and Restoration Project study? Will this study include specific measures for New Orleans protection?
David Haudrich

Houma - Terrebonne CHAMBER of COMMERCE
6133 Hwy. 311
Houma, LA 70360
Phone: (985)876-5601
Fax: (985)876-5611
www.houmachamber.com

March 24, 2006

Mr. Gregory Miller, Project Manager
La. Category 5 Hurricane Protection Study
U.S. Corps of Engineers, N.O. Dist.
P. O. Box 60267
New Orleans, La. 70160-0267

Re: Category 5 Hurricane Protection Study & EIS

Dear Mr. Miller:

On behalf of the Houma-Terrebonne Chamber of Commerce, I offer the following comments. Terrebonne Parish has no hurricane levees and has been waiting for the passage of the WRDA bill for six years to authorize the Morganza to the Gulf Levee system. We have had a Corps Chief's Report submitted to Congress since 2001 and our citizens have taxed themselves to provide for the non-federal cost share of the project. This $780 million project will provide category 3 protection to most of Terrebonne and a large portion of Lafourche Parish. As far as Category 5 protection, the Chamber strongly supports the southern alignment that follows the approved Morganza to the Gulf alignment which protects most of the coastal communities in southern Terrebonne. It would be a horrible tragedy to exclude these communities from hurricane protection.

The Chamber suggest to the Corps the following steps need to occur to provide Terrebonne Parish the quickest Hurricane Protection:

1. Get the Morganza to the Gulf Hurricane Protection Project authorized and begin appropriations for funding by Congress. Use the existing Morganza alignment for Category 5 protection to protect as many coastal communities as possible.
2. Improve the non-federal Parish Drainage Levees in Terrebonne and Lafourche by the Secretary of the Army granting a waiver for federal Corps funds to be used on these levees. Such waivers have already been granted in such areas as Plaquemines and St. Bernard Parishes. These non-federal improved drainage levees will act as a second line of defense for coastal communities after the Morganza and Donaldsonville projects are built.

Approximately 10,000 homes flooded in Terrebonne Parish due to Hurricane Rita, and it appears the Federal Government does not care. We desperately need your help now.

Sincerely,

Jerry Ledet
Chairman of the Board

Lindy Waller Silverman
6018 Constance St.
New Orleans, LA 70118

U.S. Army Corps of Engineers, New Orleans District
C/O Cat 5 LACPR EIS, Environmental Manager, Bruce Baird
CEMVN-PM-RS
LACPR-EIS@Mvn02.usace.army.mil
7400 Leake Ave.
New Orleans, LA 70118-3651

Dear Mr. Baird,

In providing input during the "scoping" process for the EIS Cat5 LACPR at UNO on March 9, 2006, I expressed my concern that the MRGO was not a focus in discussion of the Cat5 LACPR.
Many look at my address and zipcode and correctly identify that my residence did not flood. What is not identified is my experience with the MRGO – My brothers and I were evacuated out of St. Bernard Parish, as children, after "Betsy" had flooded the lower ninth-ward, Poland Ave., and St. Bernard Parish.
The MRGO has been identified in both "Katrina" and "Betsy" as having funneled floodwaters. The MRGO has also been responsible for salt-water intrusion and the destruction of the wetland forest east of Chalmette, my family and I have witness this on going destruction.
The resources that should be considered in the EIS have been provided to the US Army Corp of Engineers by the Lake Pontchartrain Basin Foundation that include: Maintain the Lake Borgne Landbridge, restore Bayou la Loutre Ridge (constriction of the MRGO), Restore the Chandeleur Barrier Islands using the Caernarvon reintroduction, construction a Violet Reintroduction, and a Maurepas reintroduction. The Lake Ponchartrain Basin Foundation (LPBF) and the St. Bernard CRC (ST.B.CRC) have provided the US Army Corp Engineers with models that need to tested and put in place now.
Maintaining the MRGO as a deep draft navigation channel providing a Weir across the MRGO at Paris Rd. **will not** provide the East Basin with the necessary wetland restoration inhanced with hydrolic barriers (proposed by LPBF and ST.B.CRP) critical to hurricane protection.

Regards,

Lindy Waller Silverman

CC: Congressional members – Bobby Jindal, David Vitter, Mary Landrieu
Lake Pontchartrain Basin Foundation
St. Bernard Parish Government

Mississippi River Basin Alliance
P.O. Box 4268
New Orleans, La. 70178

March 27, 2006

LACPR EIS Environmental Manager
CE MVN-PM-R
P.O. Box 60267
New Orleans, La. 70160-0267

Comments on Category 5 Louisiana Coastal Protection and Restoration Project

I am submitting the following comments on behalf of the Mississippi River Basin Alliance (MRBA), a non-profit organization with over 130 member groups dedicated to the protection and restoration of the river system and the communities who depend on it.

MRBA has been an active participant in the effort to secure protection and restoration of Louisiana's coast and the Mississippi River delta, and has worked to support the communities and stakeholders in southern Louisiana who are trying to protect the coastal system and the way of life that depends on the health of marshes, swamps, and estuaries. We recognize the heightened urgency of coastal restoration and hurricane protection following the storms in 2005 and the prospect of a more active storm cycle in years ahead.

In terms of the specific questions posed by the Corps at the scoping meetings and call for public comments, our responses are the following.

Quation #I: What are the critical natural and human environmental problems and needs that should be addressed in the DPEIS?

It has become clear that coastal restoration and hurricane protection need to be more effectively and sustainably integrated. There are a number of complicated and pressing questions about rebuilding and relocation of coastal residents that fall outside of the Corps' direct jurisdiction, yet all of these issues obviously intersect in the real decisions being made on the ground.

The Coalition to Restore Coastal Louisiana, among others, has articulated the core considerations or principles that a sustainable coast and southern Louisiana will require: comprehensive coastal restoration and effective hurricane protection for population centers. In areas such as St. Bernard and Terrebonne Parishes, which sustained some of the most serious damage, the need to repair and strengthen hurricane protection levees is reinforced by their role as storm buffers for inland

areas, as well as the protection they provide to communities in their immediate vicinity.

The Lake Pontchartrain Basin Foundation has promoted the concept of "multiple lines of defense," which focuses on the natural and built features of the coastal system that can provide sustainable and long-term storm protection, while also retaining the natural features of the coastal system.

A critical consideration here is what has been called the "time factor" – the need for effective steps in the near term to allow restoration and survival in a situation of heightened risk.

Question #2: What are the signfxant resources that should be considered in the DPEIS?

The significant natural features identified in previous coastal studies and restoration plans are critical and necessary for a sustainable coast: barrier islands, coastal marshes, swamps and forested wetlands. Coastal forests in particular need to be protected as buffers against wave and wind surges for coastal communities.
The importance of all of these features for storm protection was vividly demonstrated by the storms in 2005; uncertainty about the exact amount of storm surge reduction per mile of wetlands should not be allowed to mask the necessity of having these areas situated between communities and infrastructure and the Gulf.

The inland energy system, and its connections to offshore facilities through pipelines, also needs to receive elevated attention to prevent even more extensive damage from spills resulting from future storm damage. The filling of obsolete canals in the marshes should be actively pursued where feasible to stabilize the landscape and close off channels for storm surge. The closure of the Mississippi River Gulf Outlet is clearly a priority.

Question #3: What are the reasonable hurricane protection, coastal restoration, flood control alternatives, and alternative barrier plans, etc., which should be considered in the DPEIS?

As stated above, we feel the "multiple lines of defense" concept to be a valuable approach that should be addressed in the DPEIS, as an integration of natural and structural measures in a sustainable way. The "time factor" should be one of the key considerations, along with sustainability of the coastal system, in deciding near term measures.

A number of stakeholders have urged that the use of sediment pipelines to carry slurry from the Mississippi River into adjacent wetland basins south of New Orleans be actively pursued. The offer from the state of Illinois to transport excess sediment from their waterways to Louisiana should also receive immediate attention. The high quality of this sediment makes it suitable for a number of uses in protection and restoration measures, while the synergy of needs between the two states increases the feasibility of this approach.

As mentioned above, strengthening existing hurricane protection levees in coastal parishes should also receive priority. Many of these levees were topped by surge in last years' storms, and will be again if similar storms hit the coast.

In terms of the four alternatives presented for evaluation in the LACPR EIS, we do not support the structural alternative of continuous earthen or concrete sea walls along the coast. The long time frame and technical challenges presented by this option raise serious questions about its feasibility, while its cost could make national support more difficult. A more fundamental concern is that it would work against deltaic restoration if wetland basins are enclosed within the levees, and detract from achieving a sustainable coast. Enclosure of wetlands within levees has traditionally led to their development or utilization for other purposes. It is also conceivable that a situation would arise during a storm event where high water occurred on both sides of the levee, in which case pumping out flood waters on the interior might not be an option.

A combination of structural and non-structural measures has been the basis of every restoration plan that has been formulated by the state and its federal partners. Particular elements of these plans have likely been rendered less effective by the impacts of last year's storms, but the basic concept of restoring and sustaining coastal wetlands, and providing effective hurricane protection for population centers, is clearly the optimal approach. The second aspect in many cases should involve strengthening of existing levees as the most immediate and effective option available in the near term.

The key consideraton for protection measures should be effectiveness. Many officials and stakeholders have understandably focused on structures built at the Category 5 level as the only way to achieve a secure system of protection. It is not clear that all levees need to be raised to this level, but this decision should be the result of a scientific determination. All levees and protection structures will clearly be more effective and more sustainable when separated from the Gulf by a buffer of coastal wetlands.

In conclusion, we raise again the issue of prioritization. Restoration and protection efforts should clearly take priority over other public works projects in the situation of recovery in heightened risk that Louisiana faces. We are concerned about the inclusion of projects such as the Inner Harbor Navigation Canal Lock in New Orleans in restoration plans, and the continued use of the MRGO channel as leverage for promoting the Lock expansion. The estimated cost of this single non-restoration project could fund the entire restoration effort for a number of years, and its economic justification has never been established.

We are also concerned that development patterns south of New Orleans, as well as in other coastal parishes, permitted by the Corps are putting more people in harm's way. Building south into coastal wetlands as the Gulf moves north is clearly inconsistent with genuine restoration of the coast, as well as implementation of an effective hurricane protection system based on projected changes. It is crucial that these policies change in the aftermath of the events of 2005.

Sincerely,

Doug Daigle
Lower River Program Director

Dear Mr. Miller,

I am writing in response to the levee hearing held Tuesday March 14, 2006 in Thibodaux. I do not know how anyone could come up with such a plan to exclude United States citizens from the ravages of hurricanes. Do you not know that we are living breathing human beings? How dare anyone exclude us. I grew up in Chauvin and I have raised my family here. I come from a long line of descendants that have lived here since the 1800's. Most of them are buried in the St. Joseph cemetery here in Chauvin. I am writing this letter trying to protect everything that is near and dear to me.

Chauvin is not a small community there are 4 financial banks on this bayou which should prove the people here have money. We have several churches on this bayou. My Church which is very nice is St. Joseph Catholic Church. There are many shrimp factories and many trawlers. Those of us who do not trawl work in the oil industry, medical field, etc.

After seeing the ravages from the hurricane that were done to New Orleans and surrounding areas, I could not help but feel this could happen to us. Our homes could be destroyed; our church and cemetery could be destroyed with all my ancestors buried in there. We also have plans to be buried there. All this destruction can be avoided if whoever made this horrendous decision to exclude us would change their minds. I hope and pray that you will change your mind and include us in the hurricane protection levee. If not someone will have to compensate us to be able to move our entire lives. My mother and father are old and cannot just uproot themselves. It is very sad for a lot of people living on this bayou. We can no longer feel safe in our own homes because someone in the United States of America decided we are not worth saving.

Please tell me how we could change your minds. You need to come down here and see we are worth saving. I cannot believe that this travesty is going to be allowed to happen.

What happened to the original plans for the Morganza to the Gulf levee? If you allow all this land to get eaten up Louisiana would not survive. The seafood industry, the oil industry, our heritage would disappear if you exclude us.

Sincerely,

Marla Davis

Dear Mr. Miller,

I am writing in response to the levee hearing held Tuesday March 14, 2006 in Thibodaux. I do not know how anyone could come up with such a plan to exclude United States citizens from the ravages of hurricanes. Do you not know that we are living breathing human beings? How dare anyone exclude us. I grew up in Chauvin and I have raised my family here. I come from a long line of descendants that have lived here since the 1800's. Most of them are buried in the St. Joseph cemetery here in Chauvin. I am writing this letter trying to protect everything that is near and dear to me.

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What happened to the original plans for the Morganza to the Gulf levee? If you allow all this land to get eaten up Louisiana would not survive. The seafood industry, the oil industry, our heritage would disappear if you exclude us.

Sincerely,
Marla Davis

-----Original Message-----
From: dale.lowery@casetech.us [mailto:dale.lowery@casetech.us]
Sent: Monday, March 27, 2006 4:43 PM
To: Baird, Bruce H MVN
Subject: Southern Louisiana

Dear Mr. Baird,
My readings these last few months lead me to believe that long-term reversal of the on-going damage to Southern Louisiana coastal regions and population centers is likely to be extremely difficult, and cannot be assured of success. All of the authors and experts that I have seen in print seem to agree, however, that whatever hope we may have will be strengthened by efforts to acccomodate the Mississippi River's natural tendency to divert itself from an established channel once that channel no longer provides an efficient route to the sea. While I recognize the political and social difficulties that make profound diversion unlikely, I would hope that your final report will give full weight to the opinions of the many, many scientists and engineers who encourage a diversion of the Mississippi _above_ New Orleans for the express purpose of wetlands restoration in the Southern Louisiana ecosystem. As I am sure you are aware, the arguments for such actions go much further than the well-documented mitigating effect wetlands have on storm surge. The long-term health of the entire Gulf seafood industry _requires_ an energetic program to restore wetlands. Obviously, such a program is years overdue. Where once we could argue about the positive

effects of wetlands generally and the negative effects of channels cut through the wetlands, such arguments are now closed conclusively by demonstraded effects.
I encourage you in the strongest terms possible to use whatever persuasive means are at your disposal to fully fund planning and active engineering work to divert a significant portion of the Mississippi River through the Achafalaya Basin, Bayou Lafouche, or other natural channels into the coastal wetlands, as expert advice deems appropriate.
Thank you in advance for your work on this vital project. Southern Louisiana is an irreplaceable natural, cultural, and historic resource. It deserves whatever we can do to protect and enhance its long-tern health.
-d-

Dale Lowery, Ph.D. CASEtech, Inc.
202-543-8400 x101 621 Pennsylvania Av SE
202-543-3181 fax Washington, DC 20003

-----Original Message-----
From: John Lopez [mailto:johnlopez@pobox.com]
Sent: Monday, March 27, 2006 12:23 PM
To: Miller, Gregory B MVN; Baird, Bruce H MVN
Cc: Constance, Troy G MVN; carlton@saveourlake.org
Subject: LACPR comments

Mr. Miller & Mr. Baird,

Please accept submission of the enclosed document as public comments regarding the LACPR planning underway by the US Army Corps of Engineers.

Please confirm receipt.

John A. Lopez, PhD
Dir. Coastal Sustainability Program
Lake Pontchartrain Basin Foundation
225-294-4998
504-421-7348 - cell
johnlopez@pobox.com

----- Message from "Doug Daigle" <dougdaigle@mrba.org> on Mon, 27 Mar 2006 15:58:37 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To: <orleans2005@yahoo.com> cc:

CAWIC-HCNA Comments on LACPR Subject:

To: LACPR Environmental Manager

From: Doug Daigle, Mississippi River Basin Alliance (MRBA)

To Whom It May Concern,

I am forwarding comments on the LACPR EIS from 2 neighborhood organizations in New Orleans - the Holy Cross Neighborhood Association and Citizens Against Widening the Industrial Canal (CAWIC).

Sincerely,
Doug Daigle
Lower River Program Director
MRBA

Mel Jimenez
-----Original Message-----
From: Mickal, Sean P MVN [mailto:Sean.P.Mickal@mvn02.usace.army.mil]On Behalf Of LACPR_EIS MVN
Sent: Thursday, March 23, 2006 9:52 AM
To: Jimenez, Medardo L
Subject: RE: Category 5 Coastal Protection & Restoration Project - Request for Comments

First, let me apologize for not responding sooner.

Thank you for your comments and input into the Louisiana Coastal Restoration and Protection Project (LaCPR) Programmatic Environmental Impact Statement (PEIS). Please note that at this point in the project, all options for Cat5 protection in Louisiana are on the table and any decisions or recommendations for the project will be presented to Congress in December 2007. If you are not already on a Corps mailing list, please reply via e-mail and include your mailing address to be included on future mailings pertinent to the LaCPR project. More information regarding LaCPR is available at www.lacpr.usace.army.mil.

Sincerely,
Sean Mickal
Environmental Manager
Ecological Planning and Restoration Section
USACE, New Orleans District
504 862-2319

----- Message from "Doug Daigle" <dougdaigle@mrba.org> on Mon, 27 Mar 2006 09:03:11 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
MRBA LACPR Comments Subject:

Attached are comments from the Mississippi River Basin Alliance on the LACPR EIS plan. Please contact me with any questions.

Doug Daigle
Lower River Program Director
504-258-7028
----- Forwarded by Jon Randall/Gaithersburg/URSCorp on 03/28/2006 04:47 PM -----
"Mickal, Sean P MVN" <Sean.P.Mickal@mvn02.usace.army.mil>
03/28/2006 04:44 PM
To
"Jon_Randall \(E-mail\)" <Jon_Randall@URSCorp.com>
cc

Subject
LaCPR E-mail Comments

<<Scoping comment>> <<Scoping comments>> <<Scoping Comments>> <<Scoping Comments>> <<Scoping comments>> <<Scoping comments>> <<Scoping comments>> <<Scoping Comments>>

----- Message from "Morgan, Julie T MVN" <Julie.T.Morgan@mvn02.usace.army.mil> on Tue, 28 Mar 2006 15:13:37 -0600 -----
"Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil>, "Mickal, Sean P MVN" <Sean.P.Mickal@mvn02.usace.army.mil> To:
Scoping comment Subject:

-----Original Message-----
From: Anderson, Drew L ERDC-ITL-MS
Sent: Tuesday, February 14, 2006 3:09 PM
To: Morgan, Julie T MVN
Subject: FW: Comment about LACPR

From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Tuesday, February 14, 2006 3:03 PM
To: SKIP5747@YAHOO.COM
Subject: Comment about LACPR

HERBERT VORDENBAUM,

Thank you for the following comment about this Web Page

I SEE NO POINT IN SPENDING TAX PAYERS MONEY TO PROTECT AN AREA THAT SHOULD NEVER HAVE BEEN BUILT ON IN THE FIRST PLACE. WE ARE NOT LIKE COUNTRIES THAT HAVE NO CHOICE BUT TO BUILD IN HARMS WAY.

----- Message from "Morgan, Julie T MVN" <Julie.T.Morgan@mvn02.usace.army.mil> on Tue, 28 Mar 2006 14:02:04 -0600 -----
"Baird, Bruce H MVN" <Bruce.H.Baird@mvn02.usace.army.mil>, "Mickal, Sean P MVN" <Sean.P.Mickal@mvn02.usace.army.mil> To:
Scoping comments Subject:

-----Original Message-----
From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Tuesday, February 14, 2006 4:39 PM
To: cginal@urisp.net
Subject: Comment about LACPR

William Goldman,

Thank you for the following comment about this Web Page

My suggestion is to do what a prince is doing off the coast of Dubai. As seen on the National Geographic Channel, the prince created an island using sand fron the Red Sea which was suitable for placement and compaction. Once areas were filled with raock and sand it was vibrated by 40 foot devices which compacted the sand. Th eisland I think is 10 feet above sealevel. The prince is also doing more of these. The technology is there because it is and american company doing the large ship dredging and placement. We could do the same and build upon vanishing and existing barrier island and even create new ones..What do you think???

-----Original Message-----
From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Wednesday, February 15, 2006 8:33 AM
To: PROCSLAND@AOL.COM
Subject: Comment about LACPR

MILTON GAGNON,

Thank you for the following comment about this Web Page

WHATEVER IS DECIDED TO DO, THERE IS ONE MUST, TO SAVE ST.BERNARD & LOWER N.O. CLOSE THE "MRGO" TO SHIP TRAFFIC

-----Original Message-----
From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Wednesday, February 15, 2006 4:22 PM
To: wcmiller@prodigy.net
Subject: Comment about LACPR

William Miller,

Thank you for the following comment about this Web Page

A recent Associated Press article states "the Corps plans to erect temporary gates at the mouths of the canals to protect them from storm surges coming off Lake Pontchartrain". Why is this sensible action, which mirrors the Dutch approach, only TEMPORARY? Also, we saw the effective locks at St. Malo, which isolate their harbor from the huge North Sea tides.

-----Original Message-----
From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Tuesday, March 07, 2006 10:41 PM
To: Bennett_Johnson@hotmail.com
Subject: Comment about LACPR

Dr. Earnestine Bennett-Johnson,

Thank you for the following comment about this Web Page

I lived in an area called Pontchartrain Park (along with quite a few other folks). Due to the levy breaking, our area which had NEVER flooded (even during Betsy, etc.) FLOODED. My Dad is in New Orleans now (overseeing home renovations) and will leave N.O. Wednesday night, prior to the Thursday meeting at UNO. We won't be back in N.O. until Sat., March 18th for the Pont. Park/Gentilly Woods meeting at the Greek Hellenic Center (St. Bernard Ave. and Robert E. Lee). Hopefully, you or someone from your office could let us (the large group) know about your efforts for N.O. Thanks, Dr. Earnestine Bennett-Johnson (205-995-7423/home).

-----Original Message-----
From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Friday, March 10, 2006 9:14 PM
To: hragas@cox.net
Subject: Comment about LACPR

KENNETH RAGAS,

Thank you for the following comment about this Web Page

I attended the scoping meeting at UNO and proposed several Cat 5 suggestions. I want to make sure that they are entered into the present scoping process. They are as follows: 1)Create multible free flowing spillways in areas where they would reduce storm surge by acting as relief valves to allow water to move from the river to coastal marshes in either direction as determined by the surge direction. These spillways would be spaced and sized to keep the surge from topping the present Cat 3 levees. The old levees would provide material to build the necessary levees needed to enclose the inhabited areas between the spillways, and borrow from the spillways would also be borrow sources. During high river the spillways would serve as freshwater diversions to rebuild marshlands between the river and the Gulf of Mexico. Now is a excellent opportunity to do this since many residents are not returning to lower Plaquemines Parish. Of course highways would have to be elevated to span the spillways. 2.)The prestent CWPPRA projects dealing with barrier island restoration need to be enhanced to raise these islands so as to act as surge barriers and not bird sanctuaries. The Barataria Basin barrier islands from Sandy Point to Grand Isle can be raised to +15' using suction dredges in the river to do this. 3.) The east bank river levee needs to be extended south of Bohemia all the way to Baptiste Collette Pass. This will provide surge protection coming from Breton Sound as was the case during Katrina. The present river diversion projects on the east bank below Ostrica need to be canceled. The area on the Breton Sound side of these levees need to be dredged in with river sediment to +5'.

-----Original Message-----
From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Thursday, March 16, 2006 10:07 AM
To: tedbaehr@yahoo.com
Subject: Comment about LACPR

Ted Baehr,

Thank you for the following comment about this Web Page

The Hurricane category of storms increases over warm water. The water in the Gulf of Mexico is at very high temperatures in 2006, indicating that small hurricanes will strengthen rapidly. If hurricanes are to dodge the large population areas of New Orleans

and Houston, then communities that have a corresponding increase in landfall danger need expedited in-place ways to cope with the cost of New England having a warm winter.

-----Original Message-----
From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Thursday, March 16, 2006 12:04 PM
To: harry_harlan@urscorp.com
Subject: Comment about LACPR

Harry Harlan,

Thank you for the following comment about this Web Page

I am a civil engineer working for URS Corp. and a resident of New Orleans East. My house got 6 1/2 feet of water in it because of Hurricane K. I attended the UNO Scoping Meeting and I have the following commens: There were about five alternate proposals on display (color maps of Louisiana, showine proposed alignments of hurricane protection levees), but no one ever said anything about them. Again, in the small group, one of the facilitators passed around smaller color copies of these same proposed alteernates, without any explanation. This became very confusing. Were we supposed to make comments on these, or what? If they are actual proposals, then someone should have walked us through them to see the differences, because without studying them in detail it was very hard to see what was the difference between them. Either explain them or don't even show them. They are just causing confusion. All the alternates seemed to be placing the hurricane protection structures a great distance from the inhabited areas of New Orleans. How do you propose to place levees or walls or gates out in the unstable soils of the marshland? There is nothing out there to build on. Secondly, if you do build hurricane barriers that far out, won't that completely change the ecological structure of the marshland? We need to rebuild the marshland and then keep the levees where they are, just make them Cat 5 levees. Thirdly, the current eastern flank of the New Orleans hurricane protection levee is too far out east. It is now incompassing the Bayou Savauge Wildlife Refuge. There is a lot of marshland out there, not only in the wildlift refuge, but out past the interior levee that should be allowed to be in hydrologic communication with the greater marshland. People put the levees up there thinking that New Orleans East would someday be built all over out there, but we need to rethink our plans for that area. In general: DON'T DESTROY MARSHLAND TRYING TO PROTECT NEW ORELANS FOR HURRICANES. STRENGTHEN AND BUILD UP THE CURRENT LEVEE SYSTEM TO CATAGORY 5 PROTECTION, EXCEPT BRING THE EASTERN FLANK OF THE LEVEE SYSTEM CLOSER IN TO THE INTERIOR LEVEE IN NEW ORLEANS EAST.

----- Message from <thedragonflylady@earthlink.net> on Tue, 28 Mar 2006 12:13:16 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
RE: Louisiana Coastal Restoration Subject:

Thank you very much for this additional information. Please forward via regular mail when more appropriate to my husband and myself: Dale and Ginny Lowery, 810 North Carolina Avenue SE, Washington, DC 20003.

Additionally I would like to comment a bit further about the damage done to the coastal wetlands by the oil companies who have come in to Louisiana and dredged "small" canals which have further eroded into very large bodies of water which were formally LAND. It seems to me that these companies should be involved financially in the restoration of an area important to all of the country. The impact on birds is particularly frightening since the last twenty years have resulted in dramatic losses in bird populations who migrate through the Louisiana wetlands. This is yet another demonstration of how a decision that seems small at the time such as dredging a "little" canal contributes to a huge problem. We can not afford to continue in the belief that we can make decisions in isolation. We see the evidence reverberating in large environmental destruction as well as cultural damage to the Cajun way of life. Certainly it is important to carefully and thoughtfully craft our next policies, but can we afford to wait until December of 2007? And one further inquiry would be about the possibility of our physical involvement in coastal restoration. My husband and I are considering relocating to Louisiana at least part of the year and would like to participate actively in restoration projects. We would appreciate any information you could give us about such possibilities.
Sincerely,
Ginny Lowery

----- Message from "NewBusiness" <jimmystaton@earthlink.net> on Tue, 28 Mar 2006 11:24:32 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
Re: Protection of the Gulf of Mexico coast against category 5 hurricanes Subject:

March 28, 2006
Sean Mickal
Environmental Manager
Ecological Planning and Restoration Section
USACE, New Orleans District
Dear Mr. Mickal:
Thank you very much for your informative response to my concerns about the gulf coast levee repairs now under discussion.
Frankly, I find it shocking that decisions or recommendations for the

project will be not be presented to Congress until December 2007. Does that mean that the people living along the gulf coast will not be protected from category 5 storms until 2008 or later (if ever)? That's at least another 2 or 3 hurricane seasons away! It seems to me that there is no sense of urgency within the organizations involved in these repairs, or perhaps our government leaders are hamstringing progress.
Thank you again for this enlightenment. I definitely intend to communicate this information to my representatives in Washington. Something needs to be done to get things moving. No caring person wants another devastating event like Katrina to occur, especially if timely action could prevent it.
Sincerely,
James Calvert
384 Caren Avenue
Worthington, Ohio 43085

----- Original Message -----
From: "LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil>
To: <jimmystaton@earthlink.net>
Sent: Tuesday, March 28, 2006 11:24 AM
Subject: RE: Protection of the Gulf of Mexico coast against category 5 hurricanes

Thank you for interest, comments and input into the Louisiana Coastal Restoration and Protection Project (LaCPR) Programmatic Environmental Impact Statement (PEIS). Please note that at this point in the project, all options
for Cat5 protection in Louisiana are on the table and any decisions or recommendations for the project will be presented to Congress in December 2007. If you are not already on a Corps mailing list, please reply via e-mail and include your mailing address to be included on future mailings pertinent to the LaCPR project. More information regarding LaCPR is available at www.lacpr.usace.army.mil. Additionally, please forward additional comments or concerns directly to this e-mail as it is intended specifically for the LaCPR PEIS.
Sean Mickal
Environmental Manager
Ecological Planning and Restoration Section
USACE, New Orleans District
504 862-2319

-----Original Message-----
From: Leo Richardson [mailto:lfrichardson@cox.net]
Sent: Tuesday, March 28, 2006 9:27 AM

To: Nagin Mayor C. Ray
Cc: Fisher Wynetka
Subject: LA CPR: Hwy 90 Flood Wall

Mayor Nagin,
We have sincerely appreciated your support for the efforts of the Lake Catherine community to stop the erosion of the Orleans Land Bridge, which is the last barrier island between L. Pontchartrain and the Gulf of Mexico. We are forwarding for your information our letter to Mr. Gregory Miller, the Corps of Engineers Coastal Protection Report Project Manager, requesting that the proposed Category 5 flood barrier be located along the CSX RR tracks instead of down the middle of Hwy 90.
Sincerely,

Randy Laumann, President
Lake Catherine Camp and Land Owners Civic Organization

Ken Cowie, President
Venetian Isles Civic Association

Begin forwarded message:

From: Leo Richardson <lfrichardson@cox.net>
Date: March 27, 2006 4:59:07 PM CST

March 27, 2006

Mr. Gregory Miller
Project Manager
LA Coastal Protection Report to Congress
New Orleans Engineer District
CEMVN-PM-C
P.O. Box 60267
New Orleans, LA 70160-0267

Re: East Orleans Land Bridge and vicinity

Dear Mr. Miller,
Maps we have seen of the initial layout of the Category 5 Hurricane protection plan for the New Orleans area places the barrier along the ROW of Hwy 90 between the New Orleans levee eastern flood wall and Chef Menteur Pass and then along Hwy 90 between Chef Menteur Pass and the Rigolets. We sincerely believe that locating a 30-40 ft high wall along that corridor will result in unnecessary adverse and negative impacts to the environment, including the following items:

1. The Venetian Isles subdivision, home to approximately 1200 people on the north side of the highway and Elan Vital development on the south side will be substantively disrupted. There will be a nearly total disruption of a one hundred year old community of 900 - 1,000 homes and business lying between the two passes. Know as the Lake Catherine community, most of those homes and businesses, including commercial fishers and processors, boat repair yards, restaurants and bars intend to rebuild.

2. Historic Ft. Pike would be left outside of the wall..

3. The opportunity for substantial property tax revenues by the City of New Orleans will be lost. Pre-Katrina, property values were growing rapidly over the past five years, especially in the area between the passes, in spite of being located outside of the Orleans Parish levee system.

4. Unnecessary expense to American taxpayers to compensate at least 500 property owners with 18 lineal miles of water front properties on the Orleans Land Bridge and others in Venetian Isles along Hwy 90.

5. Encumbrance of recreational access to Lake Catherine and Lake Pontchartrain.

6. Endangerment of the CSX RR tracks, a vital transportation infrastructure component. The tracks would lie outside of the wall and become subject to deeper and longer-lasting submersion during surge events, including less than Cat. 5 hurricanes.

Please consider this letter as our formal request that the LA CPR align the Category 5 barrier along the south side of the CSX RR tracks. We suggest that water controlled structures be designed so that they do not restrict the normal tidal flows of the Chef Menteur and Rigolets channels and placed as indicated on the attached map. The Rigolets placement is designed to avoid trapping the Pearl River and to flow the surge into the Pearl estuary until it reaches higher land. By locating the alignment on the south side of the CSX tracks and tying it in with the Orleans levee at Bayou Thomas, the Venetian Isles-Elan Vitale residents can protected without adverse consequences for them.

Sincerely,

Leo F. Richardson, II
At the direction of

Randy Laumann
President
Lake Catherine Camp and Land Owner's Civic Organization, Inc.

and

Ken Cowie

President
Venetian Isles Civic Association

Dear Mr. Baird,
My readings these last few months lead me to believe that long-term reversal of the on-going damage to Southern Louisiana coastal regions and population centers is likely to be extremely difficult, and cannot be assured of success. All of the authors and experts that I have seen in print seem to agree, however, that whatever hope we may have will be strengthened by efforts to acccomodate the Mississippi River's natural tendency to divert itself from an established channel once that channel no longer provides an efficient route to the sea. While I recognize the political and social difficulties that make profound diversion unlikely, I would hope that your final report will give full weight to the opinions of the many, many scientists and engineers who encourage a diversion of the Mississippi _above_ New Orleans for the express purpose of wetlands restoration in the Southern Louisiana ecosystem. As I am sure you are aware, the arguments for such actions go much further than the well-documented mitigating effect wetlands have on storm surge. The long-term health of the entire Gulf seafood industry _requires_ an energetic program to restore wetlands. Obviously, such a program is years overdue. Where once we could argue about the positive effects of wetlands generally and the negative effects of channels cut through the wetlands, such arguments are now closed conclusively by demonstraded effects.
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-d-

Dale Lowery, Ph.D. CASEtech, Inc.

202-543-8400 x101 621 Pennsylvania Av SE
202-543-3181 fax Washington, DC 20003

From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Tuesday, February 14, 2006 4:39 PM
To: cginal@urisp.net
Subject: Comment about LACPR

William Goldman,

Thank you for the following comment about this Web Page

My suggestion is to do what a prince is doing off the coast of Dubai. As seen on the National Geographic Channel, the prince created an island using sand fron the Red Sea which was suitable for placement and compaction. Once areas were filled with raock and sand it was vibrated by 40 foot devices which compacted the sand. Th eisland I think is 10 feet above sealevel. The prince is also doing more of these. The technology is there because it is and american company doing the large ship dredging and placement. We could do the same and build upon vanishing and existing barrier island and even create new ones..What do you think???

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From: DoNotReply@ten.usace.army.mil [mailto:DoNotReply@ten.usace.army.mil]
Sent: Wednesday, February 15, 2006 4:22 PM
To: wcmiller@prodigy.net
Subject: Comment about LACPR

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-----Original Message-----
From: (Mr.) Kelly M. Haggar [mailto:riparian@bellsouth.net]
Sent: Monday, March 27, 2006 10:50 PM
To: Baird, Bruce H MVN; Miller, Gregory B MVN
Subject: Category 5 Hurricane Protection Comments

REPORT TO CONGRESS:
Gregory Miller, project manager,
New Orleans Engineer District CEMVN-PM-C, P.O. Box 60267 New Orleans, LA 70160-0267
fax (504) 862-1892; e-mail: gregory.b.miller@mvn02.usace.army.mil.
ENVIRONMENTAL IMPACT STATEMENT:
Bruce Baird, biologist, New Orleans Engineer District CEMVN-PM-R
P.O. Box 60267
New Orleans, LA 70160-0267
fax (504) 862-1525; e-mail: bruce.h.baird@mvn02.usace.army.mil.
Gentlemen -
First, I would like to be added to the snail mail (and any e-mail) updates on this levee effort.
Second, my comments are:
1. Any type of levee or coastal restoration planning must include consideration of faults, both for levee alignment and for levee construction. Areas on downthrown blocks sinking faster than either slurry pipelines or diversions can build up should be south of any new levees. Design of levees must include shear loads from faults. The primary axis (strike plane) of the faults is east-west; the levees along the Mississippi run about 45 degrees to those faults, subjecting them to sheer loads, not compression, if the faults move suddenly. New hurricane levee alignments that cross fault lines at right angles are especially vulnerable to shear loads. Note that this is not a just a "subsidence" issue, nor

is faulting only an "engineering" problem. The southern third of La. is sliding into the Gulf along a family of fault lines running from the other side of Houston to past Slidell. Ensuring that the local soil can support the weight of a levee is necessary but it is not enough. The floor of an elevator will support your weight even when the "down" button has been depressed. The fact that you aren't falling through the floor won't help to keep you dry if the first two floors are flooded and you are passing the third floor with the "one" button selected on the "desired floor" panel.

2. Everything thing of any size or expense in La. should be tied into a CORS-like GPS system. Numerous benchmarks are sinking all over south La. There is no point in planning a levee "17 feet high" unless you can tie that "17 feet" elevation to reliable benchmark. Whether or not the crest of the levee is getting closer to the toe of the levee is one kind of question. That's typically what engineers mean by "subsidence." But, whether or not the toe of the levee is getting closer to the center of the Earth is a rather different kind of question. That's what geologists mean by subsidence. Faulting is a geological hazard and the design of the levee must take it into account just as with other geological hazards, such as earthquakes. (And La. is neither immune to nor exempt from earthquakes.) I'm not talking about "rock squeezing" here. This is "moving rock" territory, and it is moving down at least as much as it is compressing - if not more so. Additionally, the zone of deformation associated with a fault scarp is much larger than just the scarp itself, particularly on the downthrown side. The upthrown side can rebound after a movement, which can be as bad for a levee above (north, here) the fault as below it (south, here). See this report, prepared for the New Orleans District, http://www.coastalenv.com/Publications/ActiveGeologicalFaultsandLandChangeinSELA.pdf, for details of the geological forces both shaping our coastal losses and complicating the survival of levees crossing faults.

3. Places such as the Wax Lake delta should not be cut off by levees. Huge gates will be required to allow silt to move south 350 days a year but surge to be stopped 15 days a year.

4. I see no hope for hurricane protection for St. Tammany Parish, be it a III or a V, without (a) gates in the Chef and Rigolets, (b) raising and armoring the Orleans-St. Tammany land bridge, and (c) extending the levee up the west Pearl River far enough north to prevent a surge from doing an "end around" up the Pearl River and then arcing left/west back down into Slidell from the north. Given the contentious fights over the West Pearl levee in St. Tammany, 1979-1996, it will not be possible to satisfy the locals with any given levee alignment. Run the levee as far east as you can, as straight as you can (unless the models show some other alignment better reduces surge action), and let the chips fall where they may.

Thx

(Mr.) Kelly M. Haggar
Riparian, Inc.
7635 Jefferson Hwy PMB 162
Baton Rouge LA 70809-1102
riparian@bellsouth.net

-----Original Message-----
From: Butch,Sandra L. [mailto:BUTCHSL@airproducts.com] On Behalf Of Hinman,Wayne A.
Sent: Monday, March 27, 2006 3:04 PM
To: Miller, Gregory B MVN
Subject: Letter from Wayne Hinman regarding Protecting Coastal Louisiana from Category 5 Hurricanes

-----Original Message-----
From: martin crabtree [mailto:tmcab@mobiletel.com]
Sent: Monday, March 20, 2006 9:56 AM
To: Miller, Gregory B MVN
Subject: Coastal rebuilding

My comments and I feel strong about this subject.
Erosion cannot be stopped-PERIOD.
The only way to restore Louisiana marshes is to build it faster than it erodes. Every one knows the only way to build it back is the same way it was put there in the first place. The Mississippi river is the only long term solution.
We must quit putting it off and do what must be done. Whom ever makes that decision will make some people mad and they will cry foul, but they would not be there if the Mississippi river had not laid down the silt.
The whole center of USA is being dumped into 1500 ft off shore.
Let the river go thru the Atachalayafa river, Bayou Lafourche, Manchac Bayou, Bayou Plaquemine, Lake Catawachie and the locks above N.O. that go into Lake Ponchatrain. The only new land along the coast was at the mouth of the Atachalayafa and Wax lake, of course Hurricane Andrew took care of that.
Just do it for the big picture.
Thanks, Martin Crabtree
email tmcab@mobiletel.com

----- Message from "Kandy Theriot" <ktheriot@houmachamber.com> on Mon, 27 Mar 2006 13:38:23 -0600 -----
"LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil> To:
"Jerry Ledet " <jledet@banksynergy.com> cc:
Chamber Public Comments on Category 5 Hurricane Protection Subject:

Mr. Miller,

Attached is a letter from the Chairman of the board of the Houma-Terrebonne Chamber of Commerce concerning the Category 5 Hurricane Levee system being proposed.

Please enter this letter into the written public comments for the project.

Thank you,

Kandy Theriot
President/CEO
Houma-Terrebonne Chamber of Commerce
6133 Hwy 311
Houma, LA 70360
www.houmachamber.com
phone: 985-876-5600
fax: 985-876-5611

Please add the following people to the Corps Mailing List for future mailings pertinent to the LaCPR Project. Thank you.

Wayne A. Hinman
Vice President and General Manager
Worldwide Merchant Gases
Air Products and Chemicals, Inc.
7201 Hamilton Boulevard
Allentown, PA 18195
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Joseph M. Pietrantonio
Vice President - Global Operations-Americas
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R. Peter Jones
Manager, Corporate Relations
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7201 Hamilton Boulevard
Allentown, PA 18195
jonesrp@airproducts.com

Cat5 LACPR
Comments of James W. Bean
March 13, 2006

To Whom It May Concern

I attended the public input session at UNO last week and was impressed with the progress to date as well as the process for obtaining comments. As a follow up to that session, I respectfully submit the following comments based upon my many years of experience in moving wet soils in this region as well as my personal interest in seeing that the region has adequate protection from future storm events in a timely manner.

Sequencing—The current efforts to rebuild the existing levee system protecting Orleans, St. Bernard and Jefferson will provide reasonable protection along the south shore of Lake Pontchartrain once the canal closures are in place. There still remains the exposure from the east threatening St. Bernard and the eastern portions of Orleans. I believe that focusing first on the barrier east of the Mississippi River would provide the greatest good. This first phase would connect the Mississippi River levee in St. Bernard with the South Lakeshore levee near the southern end of the Highway 11 Bridge. This would provide protection for most of St. Bernard as well as Orleans.

Ease of construction—The barrier protecting St. Bernard as depicted on the various proposed routes consists of enlarging existing levees as well as construction of a new segment along the edge of Lake Borgne. These levees will have to be significantly higher than those currently existing. To achieve these heights at reasonable costs a sand core levee will be required. Fortunately, there are adequate quantities of sand available in the Mississippi River that can be transported economically to the site by pumping. Clay for covering the sand core is available within economical distances.

Closing off Lake Pontchartrain – The current alignments for the barrier from the Michoud area to Slidell generally follows Highway 90. I would suggest that the barrier be built between the Intracoastal Waterway and the railroad until it reaches the Rigolets. This alignment avoids the more congested route along Highway 90 as well as protecting the railroad. It also allows space for an earthen levee with a sand core and clay cover. The materials for this construction are readily available in the Pearl River delta. The construction would not interfere with existing road traffic.

Another benefit of this route is that there is adequate space for the construction of the control structure for the Rigolets. Additionally, there appears to be a sand base near the intersection of the IWW and the Rigolets that would provide a good foundation for the control structure.

Westbank of Plaquemines and Jefferson—The current alignments being proposed exclude the communities along Bayou Barataria. Perhaps this area could be included by building the barrier between a point just south of the Refinery at Myrtle Grove to a point just below Lafitte, La. The barrier would then be constructed on the west side of Bayou Barataria up to the IWW. The Barataria waterway would be relocated to the west of the barrier, thereby taking larger vessel traffic out of the existing communities. This alignment should not be significantly more costly and can be designed to allow normal tidal flow just as the levee along the edge of Lake Borgne.

I appreciate the opportunity to provide these comments and would be happy to discuss them further at you convenience.

James W. Bean
jwbean@cfbean.com
504-587-8601
6025 Garfield St.
New Orleans, Louisiana 70118

Jon Randall/Gaithersburg/URSCorp
04/14/2006 12:02 PM

To Kate Wood/Gaithersburg/URSCorp@URSCorp
cc
bcc
Subject Fw: More LaCPR e-mails!!!

Jonathan Randall
Project Environmental Scientist
URS Corporation
200 Orchard Ridge Drive, Suite 101
Gaithersburg, MD 20878
Office: 301-258-5808
Cell: 202-297-9534
Fax: 301-721-2204

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----- Forwarded by Jon Randall/Gaithersburg/URSCorp on 04/14/2006 12:02 PM -----

"Mickal, Sean P MVN" <Sean.P.Mickal@mvn02.usace.army.mil>
03/29/2006 11:44 AM

To "Jon_Randall \(E-mail\)" <Jon_Randall@urscorp.com>
cc
Subject More LaCPR e-mails!!!

<<RE: Letter from Wayne Hinman regarding Protecting Coastal Louisiana from Category 5 Hurricanes>> <<RE: hurricane protection>> <<RE: Southern Louisiana>>

Message from "Hinman,Wayne A." <HINMANWA@airproducts.com> on Wed, 29 Mar 2006 08:59:03 ----- ----- 0600-

<LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil" **:To**

RE: Letter from Wayne Hinman regarding Protecting Coastal Louisiana from Category **Subjec** Hurricanes 5 **:t**

Please add the following people to the Corps Mailing List for future mailings pertinent to the LaCPR Project. Thank you.

Wayne A. Hinman
Vice President and General Manager
Worldwide Merchant Gases
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hinmanwa@airproducts.com

Joseph M. Pietrantonio

Vice President - Global Operations-Americas
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7201 Hamilton Boulevard
Allentown, PA 18195
jonesrp@airproducts.com

From: Mickal, Sean P MVN [mailto:Sean.P.Mickal@mvn02.usace.army.mil] **On Behalf Of** LACPR_EIS MVN
Sent: Tuesday, March 28, 2006 3:42 PM
To: Butch,Sandra L.
Subject: RE: Letter from Wayne Hinman regarding Protecting Coastal Louisiana from Category 5 Hurricanes

Thank you for interest, comments and input into the Louisiana Coastal Restoration and Protection Project (LaCPR) Programmatic Environmental Impact Statement (PEIS). Please note that at this point in the project, all options for Cat5 protection in Louisiana are on the table and any decisions or recommendations for the project will be presented to Congress in December 2007. If you are not already on a Corps mailing list, please reply via e-mail and include your mailing address to be included on future mailings pertinent to the LaCPR project. More information regarding LaCPR is available at www.lacpr.usace.army.mil. Additionally, please forward additional comments or concerns directly to this e-mail as it is intended specifically for the LaCPR PEIS.

Sincerely,

Sean Mickal

Environmental Manager

Ecological Planning and Restoration Section

USACE, New Orleans District

504 862-2319

-----Original Message-----

From: Butch,Sandra L. [mailto:] **On Behalf Of** Hinman,Wayne A.

Sent: Monday, March 27, 2006 3:04 PM

To: Miller, Gregory B MVN

Subject: Letter from Wayne Hinman regarding Protecting Coastal Louisiana from Category5 Hurricanes

<< File: Scan001.PDF >>

----- Message from "Andrea Cooper" <placidw@iname.com> on Tue, 28 Mar 2006 17:52:04 -0600 -----
<LACPR_EIS MVN" <LACPR_EIS@mvn02.usace.army.mil" **:To**
RE: hurricane protection **:Subject**

Please keep me posted.
Andi Cooper
1655 Belk Rd
Crawford, MS 39743

Thank you,
Andi Cooper

----- Original Message -----
From: "LACPR_EIS MVN"
To: placidw@iname.com
Subject: RE: hurricane protection
Date: Tue, 28 Mar 2006 10:23:01 -0600

Thank you for interest, comments and input into the Louisiana Coastal Restoration and Protection Project (LaCPR) Programmatic Environmental Impact Statement (PEIS). Please note that at this point in the project, all options for Cat5 protection in Louisiana are on the table and any decisions or recommendations for the project will be presented to Congress in December 2007. If you are not already on a Corps mailing list, please reply via e-mail and include your mailing address to be included on future mailings pertinent to the LaCPR project. More information regarding LaCPR is available at www.lacpr.usace.army.mil. Additionally, please forward additional comments or concerns directly to this e-mail as it is intended specifically for the LaCPR PEIS.

From: Andrea Cooper [mailto:]
Sent: Thursday, March 23, 2006 9:24 AM

AIR PRODUCTS

Air Products and Chemicals, Inc.
7201 Hamilton Boulevard
Allentown, PA 18195-1501
Tel: 610-481-6579
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E-mail: hinmanwa@airproducts.com

Wayne A. Hinman
Vice President and General Manager
Worldwide Merchant Gases

27 March 2006

Mr. Gregory Miller, Project Manager
U.S. Army Corps of Engineers
New Orleans Engineer District CEMVN-PM-C
P.O. Box 60267
New Orleans, LA 70160-0267
gregory.b.miller@mvn02.usace.army.mil

Subject: Protecting Coastal Louisiana from Category 5 Hurricanes

Dear Mr. Miller:

Air Products appreciates the opportunity to provide comments to the U.S. Army Corps of Engineers regarding its ongoing investigation of Category 5 protection of coastal Louisiana from hurricane storm surges.

As background, Air Products serves customers in technology, energy, healthcare, and industrial markets worldwide with a unique portfolio of products, services and solutions, providing atmospheric gases, process and specialty gases, performance materials, and chemical intermediates. The company has annual revenues of $8.1 billion, operations in more than 30 countries, and has more than 20,000 employees around the globe.

Since 1965, Air Products has operated a manufacturing facility in New Orleans, Louisiana (specifically in the area known as New Orleans East). Air Products' industrial gases facility in New Orleans is a leading supplier of much-needed hydrogen produced in the United States, providing liquid and gaseous hydrogen to a number of industries critical to the domestic economy. Liquid and gaseous hydrogen from our New Orleans facility are used as a fuel propellant for the Space Shuttle; by oil refineries to make cleaner transportation fuels; and by electronic, steel, chemical, public utility, and food processing customers, among the more than 500 customers that we serve.

Air Products is one of two major North American suppliers of liquid hydrogen, and the New Orleans facility alone represents more than 30 percent of the liquid hydrogen produced in North America. Unfortunately, the New Orleans facility sustained extensive flooding and wind damage from Hurricane Katrina as a levee failure near the site was responsible for up to eight feet of flooding in the plant. And on 31August 2005, the company declared force majeure regarding liquid hydrogen from the New Orleans plant.

Despite the flooding and the eight days without normal access to the facility, the support we received from various agencies and departments of the U.S. government and Louisiana state government was extraordinary. The site was placed on the Presidential watch list in the immediate aftermath of Katrina's landfall, and agencies such as the U.S. Army Corps of Engineers, U.S. Department of Homeland Security, U.S. Department of Commerce, National Security Council, and others provided resources to de-water, restore electricity, and restore natural gas service to the plant. Approximately 1.8 billion gallons of water were eventually pumped out of the plant during the de-watering process, and this could not have been accomplished without the support of the aforementioned agencies. Air Products is extremely grateful for this effort and assistance.

We are also grateful that the eight workers who rode out the storm at the facility were unharmed and that we eventually accounted for all of our employees in the New Orleans area. And since Hurricane Katrina, the company has invested over $70 million to resume production at the facility. With employees working around-the-clock for several weeks, partial operations at the facility were restored in November 2005, and the plant should return to full operations by the end of this month.

During the past several months, we have witnessed the massive amount of restoration work that is occurring on the levees around our New Orleans facility. It is an impressive operation, and we firmly believe it is a worthy reinvestment for both the residents of New Orleans East and industrial entities such as Air Products. The speed at which the work is being done is also remarkable, and we applaud the Corps and its contractors.

Current priority levee needs

It is our understanding that President Bush has submitted a fourth supplemental appropriations request to members of the U.S. Congress for consideration. We have been advised that this request includes over $1. 36 billion for further levee improvements including $170 million for armoring levees. Respectfully, we would request that a portion of this funding be directed to armoring the federal levees immediately adjacent to our New Orleans East facility prior to the beginning of this hurricane season.

Again, we are most grateful for all the work that the hard working men and women of the Corps and its contractors have done and are continuing to do, but we believe this armoring is critical and essential to providing the necessary protection for our employees, our liquid and gaseous hydrogen production facilities, residents of New Orleans East, and our surrounding industrial neighbors.

Category 5 Protection

Regarding a higher level of hurricane defense up to Category 5 protection, we have the following suggestions to offer for your consideration: For the earthen levee category, it would seem a most optimum solution would be to utilize the existing earthen berm by topping it with a concrete wall founded on H-piles. This would allow the use of the existing levee and eliminate further land development. For the existing concrete levee category, adding additional height to it would seem to be the lowest cost and fastest schedule. With the advances in new light weight materials, several feet of height could be added to the wall using high strength composites and or anodized aluminum reinforced with stiffeners attached to the concrete wall.

Again, Air Products is appreciative of all of the governmental assistance received in the immediate aftermath of Hurricane Katrina as well as the impressive work that has already been done and is currently being done to provide a greater level of flood protection to the citizens and businesses of south Louisiana. Air Products is committed to the New Orleans facility and Louisiana as evidenced by our own actions and reinvestment to restore operations and remain in the state.

We believe our facility provides a vital product (liquid and gaseous hydrogen) to several strategically important components of the U.S. economy. We further believe our facility and the industrial neighbors around us are located in an area that is worth protecting. We are pleased with the levee restoration process thus far, but we also recognize that in the short-term armoring the levees around our facility will provide an even greater level of protection for the next couple of hurricane seasons. In the longer term, we hope that funding will be granted for a category 5 upgrade that would serve as the ultimate barrier to protect the life and property of the citizens and businesses in the New Orleans area.

Thank you for the opportunity to provide these comments and, if you should need any further clarification, please do not hesitate to contact me.

Sincerely,

Wayne A. Hinman

Wayne A. Hinman
Vice President and General Manager
Worldwide Merchant Gases

WAH/sb/032706.doc

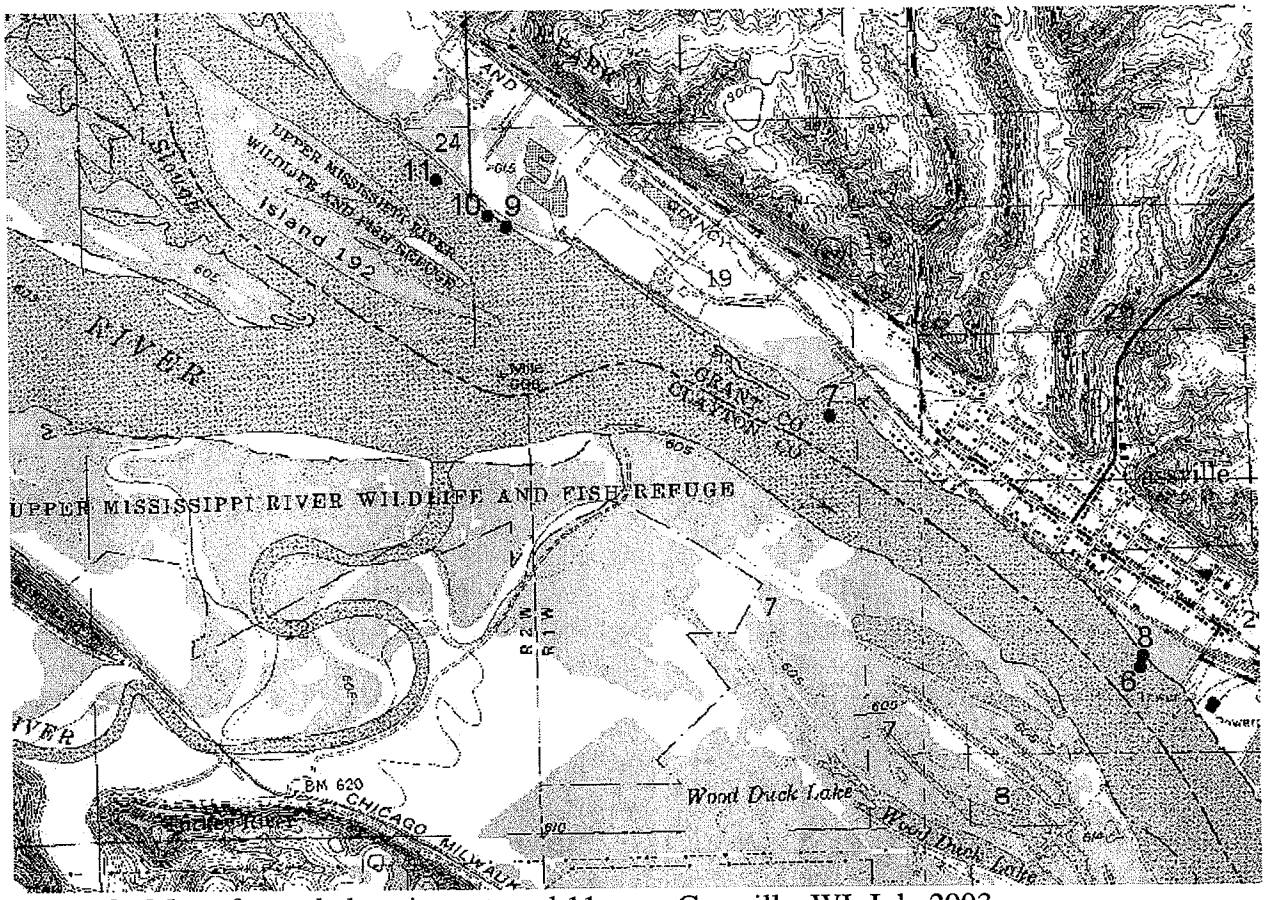

Figure 3. Map of sample locations at pool 11, near Cassville, WI, July 2003.

1911 Burgundy Street
New Orleans, Louisiana 70116
lcarney199@aol.com
January 15, 2006

WAYS TO IMPROVE NEW ORLEANS

Hurricane Katrina changed New Orleans more than almost any event in its history. It is now time to decide whether we will make New Orleans a model of urban development and planner for the rest of the world, as it has been in the past, or simply gone.

1) The most serious problem is the wetlands disappearance. Without them, the coastline of Louisiana will be at the north shore of Lake Pontchartrain. Although people have said that they intend to build back their homes and businesses, the truth is more probably that this will be practically, if not completely, impossible to do in all places. We may have to accept the fact that the marshlands which formed the neighborhoods like Lakeview, New Orleans East, the Lower Ninth Ward, Broadmoor, and much of the developed part of St. Bernard Parish, will largely have to revert to their former habitat, otherwise they will have to deal with the prospect of being flooded again and again. The more wetlands that are destroyed, the more vulnerable the New Orleans is to physical devastation and ultimate disappearance altogether.

The U. S. Corps of Engineers has built too many canals which caused the water surges which destroyed New Orleans East, the Lower Ninth Ward and St. Bernard. The MR-GO must be filled in as soon as possible. MR. GO MUST GO!! People in St. Bernard, the Ninth Ward, and Holy Cross area have complained about this since 1958 (5 years before the MR-GO was built), always to be ignored because they were the wrong race or class. They weren't wrong.

Unfortunately, William Jefferson has opposed the closing of MR-GO because Bollinger,

albeit a large employer for the port, has opposed the closing of the underutilized facility they have there. Mr. Jefferson has to weigh the closing of a large employer over the deaths of some 300 people, all of them his own constituents.

I have noticed for years that a big part of the Industrial Canal levee between Claiborne Avenue and Florida Avenue had been cut in half, I presume to start the widening process. That is where the levee breached twice from the two hurricanes. The 30-or-so-square block area around the blocks-long breach looks like Hiroshima the day after the A-bomb hit. There are probably still bodies underneath the knee-high pile of splinters.

If I am not mistaken, I recently read that the Westbank golf course which sponsored the Zurich Classic was flooded during the storms. During the classic, Vijay Singh, probably because he wasn't winning, complained that the course wasn't as good as English Turn. The Times-Picayune ran a story about how the course had been a swamp but had all of these drainage pipes to make it a first-class golf course. It was paid for with state money, I think under the auspices of John Alario, with various assurances that the state would pay to have the Zurich Classic here. Thank you, Mike Foster. The newspaper had run several stories about the environmental questionability of the project, but the Corps approved it anyway. Now, the course has flooded because that's what it's supposed to do! The course needs to be allowed to return to the marshland that it once was. This example is typical of the short-sightedness of various government, not to mention private, land-use plans which have been wasteful, expensive, unnecessary, and downright dangerous and this sort of thing has to stop. There was also a cynical, stupid article in the Times-Picayune by a writer who was some kind of apologist for the wasted money. He said that it was naive and foolish for people in the public to even believe that

the money would be better spent on public health or education, because we all knew better. This is the sort of attitude that created the catastrophe caused by Katrina. Now how much are we going to have to pay?

Likewise, David Vitter has proclaimed himself to be a giant among pygmies for his advanced thinking about wetland restoration. Nevertheless, in addition to being unable to convince the President of the United States that we have a serious problem down here and something expensive is going to have to be done about it, he has also caved in or just been bought out by the lumber lobby, which wants to cut one of the last areas of cypress forest in Lake Maurepas down under the fallacious thinking that the trees will grow back. If hurricane season happens once every six months (including one in May one year recently), anyone who is thinking clearly will realize that those trees will not grow enough in six months to absorb the strength of a tropical storm or hurricane. Mr. Vitter needs to remove his support from cutting those and any other trees from wetland areas.

It is my understanding that the oil companies are required to fill in the canals and level out the spoil banks of the canals after they build them. Although I am not certain about this, I have a funny feeling that the Louisiana Department of Environmental Quality has not been enforcing a lot of these environmental reparation cases, which has contributed greatly to the erosion and salt water intrusion.

To show you what funny people we Louisianians are, we will eat oysters, catfish, shrimp, crabs, gleefully watch crawfish broil to death and will eat any number of otherwise completely vile things, but everyone I speak to is either nauseous or horrified at the thought of eating nutria. I would urge all of us to start learning recipes and "refine" our tastes just a little bit more. Nutria

are great mammals, but they are an imported pest that is literally eating the marshland up. I generally try to eat more vegetables than meat, but I would consider it my patriotic duty to eat nutria steak. Keep up the good work, Paul!

2) If the city's physical area is severely restricted (like Manhattan, Seattle, or San Francisco), the best way to give everyone a decent life is to use the land we have better. One out of every five residential buildings in New Orleans is blighted and/or abandoned. I have been very disappointed in Mayor Nagin's approach to historic preservation. He seems not to care at all. Yet, quite a few of these dilapidated buildings survived this terrible storm that ripped up much newer, suburban buildings. The City needs more laws allowing it to take over such buildings, selling them cheaply to contractors, developers, and private individuals, and renovated. Perhaps Habitat for Humanity, the Preservation Resource Center, ACORN, and other groups could assist with saving the structures and the architectural significance of these buildings. By the way, there is a magnificent Italianate villa on the lake block of North Claiborne between Esplanade and Kerlerec (1423?) that is still standing after decades of horrid abuse. If I had the money, I'd do it myself. Also, 1625 St. Maurice Avenue deserves a look before it is demolished. Could anyone check into saving these houses?

The vacant lots and parking areas of the Central Business District, New Marigny and other neighborhoods need to be filled in with either architecturally appropriate buildings or mid- and high-rise apartment buildings for mixed income people. There is a lot of potential for developing parks, make the Woolsworth's a grocery store and have Canal Street become the greatest avenue in the world again. What about putting up French-quarter-style ironwork for the balconies of high-rise apartments. Look to the innovations in Art Nouveau & Art Deco, particularly as it has

been done in Havana, Cuba, for example, for guidance. We need a new modern architecture, but one that will show the originality of our style. We should become a collonnaded city again.

The second, third, and fourth stories of the buildings on Canal Street are often empty. Those would make wonderful apartments for mixed income people who will be able to walk to work.

3) The City needs to be a place that both blacks and whites can feel comfortable living in together. I am white, but I wonder if many black people feel somewhat cheated by the whites again. In New Orleans East, they had an opportunity to have a suburban, predominantly black neighborhood. They may not have been exactly welcomed in Metairie, but The East become a rather close-nit community that carried on the traditions of the 7th Ward, many of which may have come from Africa. I personally do not care for the suburbs (don't like to drive) but was glad that blacks could live in the city or the suburbs if they wanted to. But, they were given the worst land for flooding to live in. If they have to move back to the older parts of the city, then, those neighborhoods should be habitable, comfortable, and places that people want to call home. I think all neighborhoods should be integrated, much as they always were.

New Orleans is the most mixed-race city in America. She is also the Mother of American Culture. We need to remind America again and again that we can be both naughty and nice. We have contributed to American culture at least what New York or San Francisco have. A great deal of the New Orleans contribution has been black. I should remind white readers of this diatribe to remember that the crisis we are facing is too great for us to be wasting time worrying about someone's race.

4) Although the public transportation in New Orleans is not bad, it could be a lot better. I

lived for 11 years in this city with no car and I never thought about it. If it's good enough for me, it's good enough for everyone else! This would be easier to do with the reduced amount of land for public transportation. Make it cheaper or free. It is also essential that the transit systems of Jefferson, Orleans, and St. Bernard Parishes be completely unified. The present system of 3 separate public transit entities for 3 parishes whose borders and development touch each other is absurd and just adds to more political infighting and duplication of effort. One should be able to take the bus or rail from Chalmette to Kenner and transfer once or twice or not at all.

Also, better public transportation will put us years ahead of cities like Houston, Dallas, or Miami, which depend on an increasingly undependable and dangerous source of oil. Americans will have to learn to live within their means. And who better to teach them than the state and city that provide a huge part of the oil and gas that they use so immorally? If we can teach Americans how to cook, we can teach them how to conserve gasoline. One of the geniuses of New Orleans is its ability to think about life in terms other than materialism (while being built on materialism!!).

5) This idea may not be suited for an American city, but it is a possibility. The city of Curitiba, Brazil, has been designated as the Greenest City in the World. Why would a poverty-stricken, almost unheard of place in the Third World be so environmentally and socially correct? From what I understand, about 20 years ago, a relatively unknown candidate was elected mayor of this city. He saw that there was a choice between making the city livable for people or livable for cars and "modernity." He chose the former. He organized a system where he took unused plots of land in the favelas housing some one million people, erecting a stall, and had workers exchange recyclable garbage for fresh fruits and vegetables. Within a short period of time, the public health had improved because the residents had access to free and fresh food. Also, the

streets were cleaner and the neighborhood actually improved. The residents developed a sense of civic pride in their homes and neighborhoods. Brazil and Louisiana have a lot in common. Why can't we take the Parkway and Parks Commission use of vacant lots one step farther? I remember the residents of the Lafitte Housing Project had a wonderful garden where they grew much of their own food. Is there some way to obtain some kind of grant to run a pilot program of that sort in New Orleans?

6) Children should be made to clean up their schools as much as possible. Discipline should be stern and enforced. As for how to improve the public education here, I'm at a loss. Any ideas? In Cuba, the best building in the neighborhood is the school. If they can do this, why can't we?

7) Rebuild Charity Hospital. The Art Deco building is beautiful, if structurally flawed. In the meantime, maybe we could have more community health centers. Charity Hospital has been one of the most important public health facilities in the United States and should be maintained.

These are a few of my ideas. I hope you will not think I am being condescending or elitist. But this is our Moment of Truth. We live in one of the greatest African, French, Caribbean, Spanish, Vietnamese and most uniquely American cities in the world. Americans have always been known for their optimism and hard work. New Orleans and Louisiana have not always shared a lot of that feeling, but the time has come to reach into ourselves and come up with a new, innovative solution to our serious, serious problems, which existed long before Hurricane Katrina. We've had plenty of warning. Now it is time for the action.

Sincerely,

James F. Welch

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 1:

Priority Issues Identified:

1. Use of ring levees for smaller communities
2. Build levees as far south standoff distance as possible
3. Venetian Isles – would be in a bowl – levees would trap water
4. Increase pumping capacity
5. Is the Corp the best agency to implement this project
6. Reliability of protection systems
7. Independent energy group to oversee Corp activities
8. Neighborhood – Lower 9th matters
9. Increase emergency response capabilities
10. Protection of human lives through structure, but still have
11. Coastal protection
12. Levees for St. Bernard and East N.O. first
13. Consider short term fixes (do outlying areas last)
14. (Lines of Defense) and build out
15. Enormous vulnerability of West Bank
16. Rigolets & Chef/close off with flood gates
17. Do not adversely impact coastal
18. Commit appropriate dollars

Other Issues/Comments Identified:

1. Restoration plan with alignments
2. Provide protection to populated areas with structures and coastal protection
3. Flood protection for Lower 9th
4. Levee school – created by State and open to the public
5. Strengthen building and utility infrastructure codes to account for
6. Flooding and wind damage

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 1 Continued:

7. Which of the alignments take the longest to build?
8. Protect high population density areas first
9. Closure of Rigolets TS and Chef path
10. Industrial canal
11. Coastal restoration
12. Urgency in dealing with Cat 5
13. Segment protection – concentrate on east of Mississippi
14. Protect areas – existing coastal assets (forests)
15. ID critical ones
16. Restoration of Barrier Islands – structural protection – reforestation
17. Be conscious of impact of fresh water/salt water incursions
18. Consensus within fishing industry re: impacts
19. Rigorous analysis geologic/geotechnical along alignments for foundation
20. Strength
21. Repopulate fisheries damaged by fresh/salt water incursion
22. Educational program for multiple lines of defense/multiple lines of risk
23. Advanced warning/communication
24. Good transportation for evacuation of those outside the Cat 5
25. Build levees to proper elevation – visit Holland
26. Manage public's expectations; don't minimize risk
27. Borrow sites for levees for each alignment – where are they? – what are the impacts on those areas?
28. What types of soil?
29. Protection for West Bank – by implementing flood control structure
30. Across waterway at Herd canal coupled with increasing Herd canal
31. Levee to 12!
32. Tie in waterfront levees to Cat 5 levees

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 1 Continued:

33. Coordination between David pond diverting project and Cat 5 project
34. Population along Highway 90 follow incorporation with vise Highway 90

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 2:

Priority Issues Identified:

1. Needs to be balance between structural protection restoration and protection of natural environment.
2. Close MRGO based on flood protection, wetlands, environment, and safety.
3. Maintain natural hydrology (e.g., tidal exchange and sediment delivery) fishery access.
4. Ensure modeling includes climate change, subsidence. Review USGS models on impacts from oil and gas.
5. Limit development pressures on drainage, and wetlands.
6. Use of existing studies.

Other Issues/Comments Identified:

1. No levees from sand – need to be armored
2. 6 point plan
   - no use of steel sheet pile (aluminum)
   - extend canals Belle Chase and Harvey
   - Canals inadequate – left end canals to river
   - alternate energy for pumping stations
   - build canals in lower Plaquemines
   - need to close MRGO in order to stop saltwater intrusion and economic
3. Implications
4. Outreach to displaced New Orleans residents?
   a. especially out-of-state (Houston/Atlanta) and New Orleans shores
5. Opportunities for public comment and time frame
6. Lake Catherine and Lake Warren
7. Levee align near Rigolets East of CSX mainline – protect critical transportation infrastructure

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 2 Continued:

8. Close MRGO
    - safety
    - saltwater intrusion
    - rising water
    - floodgates – dangerous
    - close off access to Gulf
    - use of kelp to stop saltwater intrusion
9. Restore MRGO wetlands
10. Need restoration project
11. Maintain coastal integrity
12. Modeling needs to include subsidence (true soils, compaction)
13. Need to maintain tidal exchange that is protected by levees – must be included in model-also mitigates environmental effect
14. Pre-existing programs/docs need to be considered (Coast 2050) – Balanced levee with coastal restoration
15. Take advantage of international engineers/expertise
16. Existing levees need to be heightened and improved
17. Instead of artificial solutions look at natural solutions
18. Need to factor in sea level rise and consider climate change
19. Review USACE wetland permits and impact of program on coast and environment
20. Build back what was lost (coastal wetlands) and restore to pre-1970s condition
21. Consider replication
22. Allow for sediment delivery
23. Close mouths of
    - London
    - 17th Street
    - Orleans
    - St. Charles Parish Line

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 3:

Priority Issues Identified:

1. Wetlands
2. MRGO
3. Tiered approach
4. Preserving neighborhoods
5. More cooperation with energy
6. Novel financing
7. Public Information
8. Short term plans (interim solution)

Other Issues/Comments Identified:

1. Transportation corridors need to be functional and I-10 need to be raised.
2. Concern over levees structure that didn't breach and strength of levees.
3. How is the levee on west side of Kenner being addressed?
4. Protection to the City of New Orleans
5. Structural damage to houses/homes
6. Lack of trust in USACE
7. Saving lives
8. Toxicity of soil
9. Connect pipeline on Airline Highway to deal with weather during hurricanes (need rows).
10. Include Gulf Coast Intercoastal Waterway
11. MRGO should be included as part of the project or what will be done with MRGO?
12. Series of flood protection system.
13. Stop water before it gets into lake.
14. Loom at Mr. Galliano studies.
15. Alignment 5 concerns because of Plaquemines Parish.
16. More meetings east of here.

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 3 Continued:

17. Advertise earlier and more often.
18. Include Lower Plaquemines
19. River levee by Paris Road. Levee filled and failed.
20. Can't build levees high enough to prevent overtopping. Build free-flowing spillways in Lower Plaquemines parish.
21. Spillways act as relief valve.
22. E. Orleans land bridge as part of Cat 5.
23. CSX RR water piles up and spills over into basin when fills up. Highway 90 2nd levee absorb energy there and deflect it.
24. Strengthen marshlands.
25. Highway 90 widened and filled (only there because inhabitants protected).
26. Build houses out of water.
27. Move protection system to Lake Bourne.
28. Marsh regeneration.
29. Rebuild Chandelier Island (Barrier Islands), Biloxi, MS.
30. Need multi-prong approach.
31. Preserve neighborhoods and rebuild.
32. Get input from experts (Dutch).
33. Novel methods to fund coastal mitigation.
34. "Wetlands banks" used for costal wetlands restoration. Mitigation Conference in April.
35. Look at land loss maps Baritana Basin – project to rebuild islands in area. Islands need to be raised higher to act as storm surge barrier.

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 4:

Priority Issues Identified:

— none listed

Other Issues/Comments Identified:

1. Reverse land loss – restore 1930s wetlands area
2. Protect dry lands – residential – human environment
3. 12 ft. Lake Pontchartrain – Dirt material for fill material
4. Habitat – protect wetlands – Dual – ecosystem – value
5. Explore flood gate – increase flood protection
6. Close MRGO – revert back
7. Wetlands
8. Multi lines of defense versus single line of defense (more effective)
9. Secondary pumping stations
10. Levee sustains up to a Cat 3
11. Pumping stations up to a Cat 5
12. Barriers closed during storm time
13. Gate – hard structure
14. Chef mentor/Rigolets
15. Cultural aspects (consider impacts too)
16. Shrimping/Oystering
17. PUSH FOR FUNDING – NEED TO MAKE SURE WE GET THE DOLLARS
18. Work with nature
19. Build coast on cont. basis
    — silt/dams/sediment
20. Flow of water – north/south
21. Funding
22. How we got here
23. Ecology

New Orleans Public Meeting Breakout Session Comments
March 9, 2006

Group 4 Continued:

24. Protect evacuation routes
25. Community impacts
26. Economic
27. Natural resources
28. Independent review/outside sources
29. Construction methods
30. Comp Planning
31. Evacuation routes
32. Levy all around Lake Pontchartrain
33. Populations – small communities
34. Use MRGO – restoration alt.
35. Need more information on alignment

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 1:

Priority Issues Identified:

1. Compatibility with Existing Plans specifically Morganza-Gulf and Donaldsonville-Gulf projects that are underway and have local tax contributions already matched. Improve these to Cat 5. Use existing plans and coastal restoration studies and current EIS's to aid in fast-tracking the NEPA process for the CAT 5 project.
2. Envision the entire ecosystem: marshlands redeveloped as well as restoration of barrier islands to serve as buffers that will reduce storm surge impacts. Rebuild natural ridges
3. Protection for LA's unique access corridor to the gulf and its natural resources; i.e. oil, gas, seafood, loop *(not sure what loop is supposed to mean)*
4. *(Could not find priority number 4)*
5. Population, lives, displaces *(not sure exactly what this was supposed to mean but my interpretation is that they want to protect the largest population possible to maximum the number of lives saved while minimizing the number of displaces)*

Other Issues/Comments Identified:

1. Timely plans are essential
2. Effects on existing waterways that are located inside the alternatives
3. Impacts to local economies, fisheries, and estuaries
4. Concerns about use of communities as buffers
5. Continued maintenance of levees after subsidence
6. Design canals and locks to Cat 5
7. Coastal projects especially Cat 5 needs equal attention to the New Orleans Area. New Orleans protection starts with coastal restoration

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 2:

Priority Issues Identified:

1. Don't ignore/write-off southern, coastal areas
2. Restore natural systems for protection
3. Consider effects of alternatives on saltwater intrusion and marsh/wetland loss
4. Ensure fair allocation of protection/consideration
5. Evaluate immediate protection vs. long-term protection
6. Enforce existing wetland protection

Other Issues/Comments Identified:

1. Marsh and Wetlands loss
2. Freshwater Diversion projects to expand wetlands; i.e. Davis Pond
3. Introduce sediment into the system
4. Restore and Maintain Barrier Island protection system
5. Sustainability for southern Terrebonne
6. Halt Marshland deterioration rate
7. Homer Navigation Channel
8. Consider closing canal
9. Utilize natural ridges and marshlands
10. Recreational vs. Commercial resources
11. RESTORE NATURAL SYSTEMS FOR PROTECTION
12. Framework is still there to re-create wetlands, marshes, etc.
13. Curb land loss
14. Evaluate work to restore barrier islands; what works best?
15. Level 3 protection not sufficient, need Cat 5, too many people are leaving
16. Larose needs higher levees
17. Consider Cat5 to the Coast
18. Oil/Gas industry in Houma Navigation Canal
19. Consider effects of saltwater intrusion

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 2 Continued:

20. Fair allocation of federal funds; "We don't want to go through this again! We pay taxes! We want to be protected!"
21. All alternative should be under consideration
22. Restore marshes; levees alone cannot do it alone; find balance between structural and natural protection
23. North-south flow of water
24. Drainage
25. Consider indirect effects to lands not directly effected
26. Low coastal Louisiana must not be written off; this is a very serious concern
27. Sediments, freshwater can create new marshes offshore. These must be rebuilt. Must find funding for long distance transport pipelines for wetland restoration.
28. Think outside the box; look at long term protections, short term/immediate protections, and interim protections
29. Consider use of Atchafalaya Basin
30. Consider moratorium on future oil/gas exploration; these canals cause erosion
31. Consider displaced residents; People are moving out, camps are setting up, communities are dying, the glue of the area
32. Balance human concerns with natural concerns
33. Grand Isle and Fourchon
34. Enforce existing wetlands regulations; i.e. Section 404 wetlands
35. Don't let people move into areas that will flood
36. Marsh restoration: Evaluate effectiveness of projects and the selected locations
37. Build on the 1950's landscape, rebuild to that template; use natural systems as template
38. Biggest bang for the buck
39. Exposed pipeline infrastructure is very dangerous/hazardous to public safety; must protect
40. Impacts to the nation as a whole should be addressed

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 2 Continued:

41. Look to oil companies for $$$; they're killing the marsh; Oil companies should restore what they've destroyed, not just government response
42. Treat everyone fairly
43. Morganza to the Gulf levee alternative w/ marsh restoration ongoing and barrier island maintenance
44. GAIWW Alternative is unacceptable *(don't know what GAIWW is but I assume it has something to do with the Intracoastal Water Way)*
45. Alternative along sand deposits at end of bayous.

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 3:

Priority Issues Identified:

1. Follow suggestions made in Reggie Dupre's letter at start of meeting
   — Specifically, finish Morganza to Gulf project immediately then expand it to provide Cat 5 protection
2. Do this as fast as possible; cut through regulations that cause bottlenecks, build sections simultaneously, waive restrictions on local governments, ACT AS IF THIS WERE AN EMERGENCY
3. Put human considerations over environmental considerations
4. Utilize a comprehensive protection system that combines the construction of levees with the restoration wetlands and barrier islands to provide a multi-tiered protections system
5. Look into constructing a 40' high x 1.5 mile wide barrier island across the entire coast of Louisiana

Other Issues/Comments Identified:

1. Maintain website
2. Lafourche and Terrebonne must be included in protection area; Morganza-Gulf is a good starting point and would save money
3. Construct a 40' high, 1.5 mile wide island outside the existing barrier island system with channels every 10 miles or so to allow for boats to travel through *(maps, drawings, and description of plan submitted at meeting)*
4. Expand upon Morganza-Gulf to make at Cat 5
5. Extend scoping period by 1 week to allow for proper commenting and petitioning by residents
6. Ensure all voices are heard
7. Get it done!
8. Follow all recommendations of Reggie Dupre's letter read at start of meeting
9. Cut through regulations

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 3 Continued:

10. Waive wetland mitigation that would result from levee construction
11. Let parishes build cross levees (north-south levees that would compartmentalize areas)
12. Contract the levees out in 10 mile sections to have multiple sections built simultaneously to speed up the process
13. Use an alignment at least 40 miles south of the Intracoastal Water Way (IWW) *(unanimously endorsed by the group)*
14. Double and triple up all efforts to speed up the process
15. USACE should hold meetings further south to accommodate the people that get flooded by hurricanes
16. Strengthen local levees
17. Take back the land: restore wetlands and construct levees as far south as possible
18. Utilize Morganza-Gulf
19. Restore Barrier islands
20. Can the Lafourche & Terrebonne areas be fast tracked since Morganza-Gulf study is already completed?
21. Proper levees will spur the economy
22. Sand, sea oats, and picket fences do not work
23. Use a comprehensive system that utilizes wetlands, islands, and levees; multiple levels of defense
24. Mandate that elected officials attend scoping meeting
25. Don't hold public meetings at the same time as parish and city council meetings

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 4:

Priority Issues Identified:

1. 3-Tiered approach to protection
   - Protect/restore barrier islands as first line of defense
   - Protect/restore wetlands as second line of defense
   - Construct levees as final line of defense
2. General support of Alignment #1
3. Strike Alignment #5
4. Too many studies and not enough actions. Studies are outdated by the time they are implemented
5. Dedication of funds to Louisiana. We must remind the nation that we are the backbone of the nation's seafood and oil industries

Other Issues/Comments Identified:

1. Support Alignment 1- use Morganza to the Gulf and Donaldsonville to the Gulf, raise to Cat 5
2. Support raising South Lafourche to Cat 5
3. Use existing data of Phase II- Recon level study CH2MHill Alternatives to the third Delta Conveyance
4. Include coastal communities
5. Wan to see meetings in the lower parishes
6. Restore wetlands
7. Aggressive barrier island defense
8. Back barrier marsh restoration
9. Examine "back to basic" restoration plans
10. Sediment delivery pipelines to help restore interior
11. Off shore sediment to barrier islands
12. Use Bayou rigs dredging to restore existing islands to original state
13. Do not forget barrier islands when allocating monies

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 4 Continued:

14. Alignment 1 stopping at Venice and not protecting the entire Parish?
15. What are short term resolutions for the coastal areas during the long term restoration effort? "Save South Louisiana to protect North Louisiana"
16. 3-Tiered approach to protection
    - Protect/restore barrier islands as first line of defense
    - Protect/restore wetlands as second line of defense
    - Construct levees as final line of defense
17. Don't have meetings that conflict with Parish meetings
18. Bring meetings to southern parishes
19. Alignment 5 should be stricken.
20. Take care of home before foreign countries
21. Coast 2050 plan done in 1998; Must be fewer studies, more commitment, more action, stop using band-aids
22. Bayou Lafourche water diversion project: Keep it going
23. Pipeline slurries to improve wetlands
24. Alignment 5 omits Davis Pond; We need Davis pond as conduit for freshwater; omit alignment 5
25. More freshwater diversion projects; key to saving the marsh
26. Schedule meetings on weekends
27. Do SOMETHING! SICK OF STUDIES!
28. Saving the wetlands- nothing being done from all levels of government- stress management
29. Drinking water issues arising b/c of salt water intrusion
30. Time is of the essence; when is somebody going to do move on these studies?
31. Bring nationwide attention to coastal protection
32. FEMA telling folks to raise houses, house has been flooded 4 times, how will they have accessible houses for elderly and handicapped
33. Children and grandchildren are moving away to lack of action
34. Ensure natural hydrology in levee alignments

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 4 Continued:

35. Who will maintain whatever is decided on in the Cat 5 protection?
36. USACE doing a bad job of Coleman Navigation Canal
37. Coleman Canal open to the Gulf which allows water to come into Houma
38. Repeated flooding is a problem
39. Conflict b/w industry and the community on decisions
40. Who represents the community relative to industry?
41. Are there LA residents actively involved in Cat 5 Protection? Residents will be more sensitive to needs.
42. Natural estuaries must be maintained
43. Is the USACE looking at natural "biological" construction levee systems as opposed to "traditional concrete systems"?
44. Dredging to fill is futile, may cause more problems
45. Lock at Houma Navigation Canal
46. Lock at Bayou Barataria waterway
47. People are not expendable; all are citizens of the USA; "We make this state, we make this country"
48. Hold meetings in coastal areas
49. Strike Alignment #5
50. Barrier islands wetlands and levees together
51. Stop the studies; data is too old already
52. Oil and seafood industry is backbone of LA
53. Mental anguish from lack of action and inability to plan
54. Restore areas to natural state
55. Saved New Orleans at the expense of the lower parishes
56. Louisiana has a large percentage of soldiers overseas. We need help. All should help.
57. Justification and dedication for the cost of this project. We need money. LA not getting fair share of federal funding.

Thibodaux Public Meeting Breakout Session
March 14, 2006

Group 4 Continued:

58. Utilize Concrete ship barriers – "floating docks"
59. Treat us like a foreign country and give us the money
60. Continuity with in the USACE and federal agencies leaves people in the dust. "This is our time"
61. USACE needs to address coastal erosion
62. Levees will not stop coastal erosion
63. Where is the 1.2 billion dollars that the Federal Government is getting for coastal erosion going? They do not have a solution yet.
64. Citizen has solution; has not heard response from USACE (Charlie Callais)

Lake Charles Public Meeting Breakout Session
March 15, 2006

Group 1:

Priority Issues Identified:

1. Use Coast 2050 Plan elements.
2. Consider economic survival. SW LA - restoration.
3. Restore marshes is key protection measure.
4. Sand nourishment is key protection measure.
5. Consider multiple elements in alternatives.

Other Issues/Comments Identified:

1. oil companies, private commercial and agricultural interest, large landowners - should be stakeholders
2. Concern: salt water intrusion for rice farmers etc. along IWW.
3. Clarify "design storm."
4. Caredon Parish vital commercial infrastructure should be considered (e.g., Galveston Sea Wall).
5. Port, Lake Charles dredge material use.
6. Use of private land adjacent to port land for dredging material/spoil deposition
7. Consider interim alternatives of rip rap/breakwater between Houy Beach and Johnson Bayou.
8. Consider additional bridges for evacuation.
9. Reduce/control use of "board rugs" by oil companies because debris (float) hazard and potential to damage marsh
10. South Cam. H.S.-Prot
11. Town of Cameron - Prot.
12. Consider phasing/small pieces to implement.
13. AIWW levee unacceptable to Cameron - Should follow Hwy. 82.
14. Again: use dredge spoil for marsh creation. (Used at Refuges already.)
15. Consider economic/recreational effects of alternatives to coastal marsh.

Lake Charles Public Meeting Breakout Session
March 15, 2006

Group 1 Continued:

16. Use Coast 2050 elements where possible because already approved. Use as "blueprint."
17. Model alternatives "abandon" Cameron Parish
18. Cameron Parish infrastructure (e.g., strt. Pet. Reserve and 3 LNGs coming).
19. Protect Cheniers.
20. Sand nourishment has worked. Coast 2050.
21. Remember our valuable coastal LA resources - sand beaches.
22. Consider diverting more sediments to Atchafalaya
23. Consider "multi-prong" alternatives with more than one component.
24. Evaluate short-term effectiveness of alt. measures
25. Legal issues (row) can delay project; address now
26. Garbage in, garbage out. Evaluate quality input of models.
27. Rsch modification of storms; Current steering, etc.
28. B/C evaluation of restoration of marshes to 1950s vs. Category 5 structural alternatives
29. Consider isolated/ring levees for vital facilities/infrastructure
30. low-tech restoration elements can be effective (e.g. sand fences)
31. consider oyster leases and other legal issues
32. wind breaks are options to wind damage
33. Small business owners' assistance needed
34. Research GE/DOW proposal
35. Cool/aerate water as attenuation option of storm
36. Refer/use Coast 2050 program elements
37. Rebuild marshes with freshwater, not saline/brackish
38. Consider saltwater intrusion effects to marshes from alternatives
39. Restoration of marshes is step number 1.
40. Use Coast 2050 Program
41. Revert hydrology to natural conditions.

Lake Charles Public Meeting Breakout Session
March 15, 2006

Group 1 Continued:

42. Considering lowering weirs/locks to allow sediment-laden water to flow back and forth for marsh nourishment.
43. Consider dredging ICWW deeper
44. Use offshore bar channel dredge material for beach/marsh renourishment (calcasieu).

Lafayette Public Meeting Breakout Session Comments
March 16, 2006

Group 1:

Priority Issues Identified:

1. Complete AGMAC as requested (not as designed) effect short and long term projects
2. Reef Restoration
3. Coastal Restoration
4. Storm Protection

Other Issues/Comments Identified:

1. Coastal Restoration, saltwater control, agriculture protection
2. Infrastructure
3. long term Coastal Restoration
4. Pipe Line- Oil and Gas
5. Fisheries Resources
6. Stop surge as far out as possible (perimeter of Louisiana)
7. Reduce water temperature
8. Short term alternatives
9. Henry Hub- need to protect 13-15 gas pipelines- gathering point
10. Vermillion Parish- highest seafood harvest agriculture
11. We need to protect and preserve what land (marshes) we have
12. Police Jury (AGMAC) Barriers with trees- to break waves- inside levees
13. Agriculture is key resource that must be considered- need an embankment (hard protection)
14. Port Pelican- LNG Critical facility
15. Use spoils from AGMAC to build levee freshwater bayou to Pelican Island
16. Mangrove trees as barrier bamboo trees also
17. River diversion (Atachafalya) dump into marshes .. Building
18. Protect coastal restoration and navigation interests

Lafayette Public Meeting Breakout Session Comments
March 16, 2006

Group 1 Continued:

19. Reef Restoration
20. Atchafalaya surge
21. Existing alignment reduces potential for backwater flooding
22. Shell reefs were effective
23. Agriculture- oil and gas, LNG existing and future development
24. Comprehensive protection of community and developments
25. Incorporate planned developments and develop multi-purpose protection alternatives (eco, navigation, communication)
26. Consider Recreation (hunting and fishing) Tourism affects, bayou tech, national wildlife refuge
27. Armor levees AGMAC, trees, etc.
28. Marsh restoration- used as act. Replanting etc. Saltwater intrusion, barriers, freshwater diversion
29. Break Energy of surge (levee and marsh restoration)
30. In favor of AGMAC
31. AGMAC should have levee on south side. It would benefit existing commercial operations and would be less expensive and quicker.
32. Protect offshore oil and gas labor in Vermillion Parish.
33. Build houses higher; zoning laws considered as property protection
34. River control- higher amount of water through Atchafalaya
35. Levees affect on Coastal wetlands
36. Where did water come from? What direction did water go? Restore oyster reefs. Surge corridors enlarged.
37. Louisiana is sinking. Work with mother nature, remove levees and restore bayous or land will continue to sink. Get sediment back in marshes.
38. CAT 5= what level of storm surge?

Lafayette Public Meeting Breakout Session Comments
March 16, 2006

Group 2:

Top Issues Identified:

1. What are we gonna protect?
2. What are design criteria?
3. Absent out sustaining ecosystems, our uses cannot be sustaining.
4. Wider realm of stakeholders into the process (at the table), specifically landowners
5. Be goal oriented- not schedule driven. Take more time if it results in a better solution.

Other Issues/Comments Identified:

1. Plan results in ___ of natural hydrology. Forced complete man-made control of hydrology on both sides of Levee
2. Eco systems- sustainability is a big issue. Eco system is not sustaining us. We need to restore sustainability with whatever is done.
3. Learn from mistakes. We need functioning eco system and estuary. They are critical resources. Don't do a knee-jerk reaction.
4. Restore functional relationships between the three eco systems; MS, Gulf and Coastal ecosystems.
5. Are we gonna do it right this time and deal with it as a system?
6. Keep coastal wetlands on equal footing with the levee system
7. Determine appropriate design critical for levees. What height? Use current accurate vertical data.
8. Consider historical, natural subsidence rate.
9. Levee will cross key infrastructure, consider interactions with critical coastal infrastructure.
10. Based on historical success
11. Protect fisheries and coastal estuaries.
12. Focus on non-structural approach knowing that is the most difficult path.

Appendix E. Database of Compiled Comments

Database of Compiled Comments

Comment Mode	Commenter ID	Comment	Theme	1	2	3
beakout session	131	Henry Hub- need to protect 13-15 gas pipelines-gathering point		8		
breakout session	56	1. Breton Sound. East side of river. Design spillways so that they will divert storm surge in either direction. These spillways will serve as river diversions during high river. 2. Build Barataria Bay beaches to 20' by pumping sand from Mississippi river.		12		
breakout session	56	Explain alignment to Parish.		0		
breakout session	119	Remember our valuable coastal LA resources - sand beaches.		9		
breakout session	119	Consider isolated/ring levees for vital facilities/infrastructure		12		
breakout session	119	B/C evaluation of restoration of marshes to 1950s vs. Category 5 structural alternatives		1	3	13
breakout session	119	Rsch modification of storms; Current steering, etc.		0		
breakout session	119	Garbage in, garbage out. Evaluate quality input of models.		0		
breakout session	119	Legal issues (row) can delay project; address now		17		
breakout session	119	Evaluate short-term effectiveness of alt. measures		1	15	
breakout session	119	low-tech restoration elements can be effective (e.g. sand fences)		3	12	
breakout session	119	Consider diverting more sediments to Atachafalya.		9		
breakout session	119	Small business owners' assistance needed		11		
breakout session	119	Sand nourishment has worked. Coast 2050.		5	9	
breakout session	119	Protect Cheniers.		8		
breakout session	119	Cameron Parish infrastructure (e.g., strt. Pet. Reserve and 3 LNGs coming).		8		
breakout session	119	Consider "multi-prong" alternatives with more than one component.		1		
breakout session	119	Model alternatives "abandon" Cameron Parish		8		
breakout session	119	wind breaks are options to wind damage		12		
breakout session	119	Rebuild marshes with freshwater, not saline/brackish		3	9	
breakout session	119	Research GE/DOW proposal		5	12	
breakout session	119	Cool/aerate water as attenuation option of storm		12		
breakout session	119	Refer/use Coast 2050 program elements		5		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	119	consider saltwater intrusion effects to marshes from alternatives		9		
breakout session	119	restoration of marshes is step number 1.		3		
breakout session	119	Use Coast 2050 Program		5		
breakout session	119	Revert hydrology to natural conditions.		3		
breakout session	119	Considering lowering weirs/locks to allow sediment-laden water to flow back and forth for marsh nourishment.		9	12	3
breakout session	119	Consider dredging ICWW deeper		12	8	
breakout session	119	Use offshore bar channel dredge material for beach/marsh renourishment (calcasieu).		3	12	
breakout session	119	consider oyster leases and other legal issues		0		
breakout session	119	Caredon Parish vital commercial infrastructure should be considered (e.g., Galveston Sea Wall).		11		
breakout session	119	Consider multiple elements in alternatives.		1		
breakout session	119	Sand nourishment is key protection measure.		9		
breakout session	119	Restore marshes is key protection measure.		3		
breakout session	119	Use Coast 2050 elements where possible because already approved. Use as "blueprint."		5		
breakout session	119	Consider additional bridges for evacuation.		4		
breakout session	119	Consider interim alternatives of rip rap/breakwater between Houy Beach and Johnson Bayou.		8	15	
breakout session	119	oil companies, private commercial and agricultural interest, large landowners - should be stakeholders		11		
breakout session	119	Port, Lake Charles dredge material use.		8		
breakout session	119	Reduce/control use of "board rugs" by oil companies because debris (float) hazard and potential to damage marsh		0		
breakout session	119	Consider phasing/small pieces to implement.		15		
breakout session	119	Consider economic/rec. effects of alternatives to coastal marsh.		11	20	3
breakout session	119	Again: use dredge spoil for marsh creation. (Used at Refuges already.)		3	12	
breakout session	119	Use of private land adjacent to port land for dredging material/spoil deposition		8		
breakout session	119	AIWW levee unacceptable to Cameron - Should follow Hwy. 82.		8		
breakout session	119	Clarify "design storm."		0		
breakout session	119	Town of Cameron - Prot.		8		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	119	South Cam. H.S.-Prot		8		
breakout session	119	Use Coast 2050 Plan elements.		5		
breakout session	119	Consider economic survival. SW LA - restoration.		11		
breakout session	119	Concern: salt water intrusion for rice farmers etc. along IWW.		9		
breakout session	123	Venetian Isles- would be in a bowl- levees would trap water		8		
breakout session	123	Build levees as far south standoff distance as possible		8		
breakout session	123	Use of ring levees for smaller communities		8	12	
breakout session	123	Good transportation for evacuation of those outside the Cat 5		4		
breakout session	123	Increase pumping capacity		0		
breakout session	123	Consensus within fishing industry re: impacts		11	20	
breakout session	123	Rigorous analysis geologic/geotechnical along alignments for foundation strength		12		
breakout session	123	Repopulate fisheries damaged by fresh/salt water incursion		9	20	
breakout session	123	Is the Corps the best agency to implement this project		6		
breakout session	123	Advance Warning/communication		4	7	
breakout session	123	Build levees to proper elevation- visit Holland		5		
breakout session	123	Borrow sites for levees for each alignment- where are they? What are the impacts on those areas?		0		
breakout session	123	Be conscious of impact of fresh water/salt water incursions		9		
breakout session	123	What types of soil?		0		
breakout session	123	Protection for West Bank- by implementing flood control structure across waterway at Herd Canal with increasing Herd Canal to levee 12!		8		
breakout session	123	Tie in waterfront levees to Cat 5 project		8		
breakout session	123	Coordination between David Pond diverting project and Cat 5 project		8		
breakout session	123	Population along Highway 90 follow incorporation with vise Highway 90		11		
breakout session	123	Educational program for multiple lines of defense/multiple lines of risk		7		
breakout session	123	Commit appropriate dollars		14		
breakout session	123	Reliability of protection systems		12		
breakout session	123	Neighborhood - Lower 9th matters		8		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	123	Levees for St. Bernard and East N.O. first		8		
breakout session	123	Consider short term fixes (do outlying areas last)		17	15	
breakout session	123	(Lines of Defense) and build out		0		
breakout session	123	Enormous vulnerability of West Bank		8		
breakout session	123	Manage public's expectations; don't minimize risk		7		
breakout session	123	Do not adversely impact coastal		9		
breakout session	123	Increase emergency response capabilities		0		
breakout session	123	Restoration plan with alignments		3	18	
breakout session	123	Provide protection to populated areas with structures and Coastal protection		18	9	
breakout session	123	Flood protection for Lower 9th		8		
breakout session	123	Levee school- created by State and open to the public		7		
breakout session	123	Segment protection- concentrate on east of Mississippi		8		
breakout session	123	Protection of human lives through structure, but still have Coastal protection		18	9	
breakout session	123	Rigolets & Chef/ close off with flood gates		8		
breakout session	123	Strengthen building and utility infrastructure codes to account for flooding and wind damage		1		
breakout session	123	Restoration of Barrier Islands - structural protection- reforestation		9		
breakout session	123	Protect areas- existing coastal assets (forests) ID critical ones		9		
breakout session	123	Urgency in dealing with Cat 5		13	17	
breakout session	123	Coastal restoration		9	3	
breakout session	123	Industrial canal		8		
breakout session	123	Closure of Rigolets TS and Chef path		8		
breakout session	123	Protect high population density areas first		0		
breakout session	123	Which of the alignments takes the longest to build?		0		
breakout session	123	Independent energy group to oversee Corps activities		10		
breakout session	124	Limit development pressures on drainage and wetlands		3		
breakout session	124	Instead of artificial solutions look at natural solutions		12		
breakout session	124	Consider replication		0		
breakout session	124	Need to factor in sea level rise and consider climate change		1	9	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	124	Review USACE wetland permits and impact of program on coast and environment		1	9	
breakout session	124	Build back what was lost (coastal wetlands) and restore to pre-1970's condition		3	9	
breakout session	124	Allow for sediment delivery		9		
breakout session	124	Close mouths of: - London - 17th Street - Orleans - St. Charles Parish Line		8		
breakout session	124	Needs to be balance between structural protection restoration and protection of natural environment.		18		
breakout session	124	Close MRGO based on flooding protection, wetlands, environment, and safety.		2	3	
breakout session	124	Ensure modeling includes climate change, subsidence. Review USGS models on impacts from oil and gas.		5	9	
breakout session	124	Use of existing studies		5		
breakout session	124	Need to maintain tidal exchange that is protected by levees- must be included in model- also mitigates environmental effects		3		
breakout session	124	Maintain natural hydrology (e.g. tidal exchange and sediment delivery) fishery access.		9		
breakout session	124	6 point plan: - no use of steel sheet pile (aluminum) - extend canals Belle Chase and Harvey - Canals inadequate- left end canals to river - alternate energy for pumping stations - build canals in lower Placquemine. - need to close MRGO in order to stop saltwater intrusion and economic implications.		8	1	2
breakout session	124	Take advantage of international engineers/experience		5		
breakout session	124	Existing levees need to be heightened and improved		13		
breakout session	124	No levees from sand- need to be armored.		12		
breakout session	124	Outreach to displaced New Orleans residents? Especially out-of-state (Houston/Atlanta) and New Orleans shores.		7		
breakout session	124	Opportunities for public comment and time frame		7		
breakout session	124	Lake Catherine and Lake Warren		8		
breakout session	124	Modeling needs to include subsidence (true soils, compaction)		9		
breakout session	124	Close MRGO -safety -saltwater intrusion -rising water -floodgates- dangerous -close off access to Gulf -use of kelp to stop saltwater intrusion		2	9	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	124	Restore MRGO wetlands		2	3	
breakout session	124	Need restoration project		3		
breakout session	124	Maintain coastal integrity		9		
breakout session	124	Levee align near Rigolets East of CSX mainline- protect critical transportation infrastructure.		8		
breakout session	124	Pre-existing programs/docs need to be considered (Coast 2050)- Balanced levee with coastal restoration		5	18	
breakout session	125	Preserve neighborhoods and rebuild		19		
breakout session	125	Need multi-prong approach		1		
breakout session	125	Rebuild Chandelier Island (barrier islands) Biloxi, MS		9		
breakout session	125	Marsh regeneration		3		
breakout session	125	Move protection system to Lake Bourne		8		
breakout session	125	CSX RR water piles up and spills over into basin when it fills up. Highway 90 2nd levee absorb energy there and deflect it.		8		
breakout session	125	Highway 90 widened and filled (only there because inhabitants protected)		0		
breakout session	125	Strengthen marshlands		3		
breakout session	125	Get input from experts (Dutch)		5		
breakout session	125	Novel financing		14	12	
breakout session	125	Build houses out of water		0		
breakout session	125	Novel methods to fund coastal mitigation		9	14	12
breakout session	125	"Wetlands banks" used for coastal wetlands restoration. Mitigation conference in April.		3		
breakout session	125	Look at land loss maps Baritana Basin- project to rebuild islands in area. Islands need to be raised higher to act as storm surge barrier.		3		
breakout session	125	wetlands		3		
breakout session	125	MRGO		2		
breakout session	125	Tiered approach		1	15	
breakout session	125	Preserving neighborhoods		19		
breakout session	125	Public Information		7		
breakout session	125	Short term plans (interim solution)		15		
breakout session	125	Protection to City of New Orleans		8		
breakout session	125	E. Orleans land bridge as part of Cat. 5		8		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	125	More cooperation with energy		0		
breakout session	125	Concern over levees structure that didn't breach and strength of levees.		0		
breakout session	125	Spillways act as a relief valve		8		
breakout session	125	GIWW Levee- how will we know if this has been fixed?		8	6	
breakout session	125	Transportation corridors need to be functional and I-10 needs to be raised		4		
breakout session	125	How is the levee on west side of Kenner being addressed?		8		
breakout session	125	Lack of trust in USACE		6		
breakout session	125	Structural damage to houses/homes		0		
breakout session	125	Where is coastal restoration?		3		
breakout session	125	Saving lives		0		
breakout session	125	Toxicity of soil		0		
breakout session	125	Connect pipeline on Airline Highway to deal with weather during hurricanes (need roads)		8		
breakout session	125	Include Lower Plaquemines		8		
breakout session	125	I-10 Corridor as it crosses the eastern levee near highway- Are they going to raise I-10?		4		
breakout session	125	Include Gulf Coast Intercoastal Waterway		8		
breakout session	125	Can't build levees high enough to prevent overtopping. Build free-flowing spillways in Lower Plaquemines Parish.		8	1	
breakout session	125	River levee by Paris Road. Levee filled and failed.		8		
breakout session	125	Advertise earlier and more often		7		
breakout session	125	More meetings east of here		7		
breakout session	125	Alignment 5 concerns because of Plaquemines Parish		8		
breakout session	125	Look at Mr. Galliano studies		5		
breakout session	125	Stop water before it gets into lake		0		
breakout session	125	Series of flood protection system		1		
breakout session	125	MRGO should be included as part of the project or what will be done with MRGO?		2		
breakout session	126	Flow of water- north/south		0		
breakout session	126	Use MRGO - restoration alternative		2	3	
breakout session	126	Natural resources		0		
breakout session	126	How we got here		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	126	Ecology		0		
breakout session	126	Protect evacuation routes		4		
breakout session	126	Community impacts		19		
breakout session	126	Economic		14		
breakout session	126	funding		14		
breakout session	126	Independent review/outside sources		10		
breakout session	126	Construction methods		12		
breakout session	126	Comprehensive planning		1		
breakout session	126	Evacuation routes		4		
breakout session	126	Populations- small communities		19		
breakout session	126	Need more information on alignment		7		
breakout session	126	Build coast on cont. basis. - silt/dams/sediment		3	9	
breakout session	126	Secondary pumping stations		0		
breakout session	126	Levy all around Lake Pontchartrain		8		
breakout session	126	Multilines of defense versus single line of defense (more effective)		1	18	
breakout session	126	Reverse land loss- restore 1930's wetlands area		3		
breakout session	126	Protect dry lands- residential - human environment		19		
breakout session	126	12 ft. Lake Ponchartrain- dirt material for fill material		8		
breakout session	126	Habitat- protect wetlands- dual- ecosystem- value		3	9	
breakout session	126	Explore flood gate- increase flood protection		8		
breakout session	126	Pumping stations up to a Cat 5		8	13	
breakout session	126	Wetlands		3		
breakout session	126	Work with nature		0		
breakout session	126	Levee sustains up to a Cat 3		8		
breakout session	126	Barriers closed during storm time		0		
breakout session	126	Gate- hard structure		8		
breakout session	126	Cef mentor- Rigolets		8		
breakout session	126	Cultural aspects (consider impacts too)		19		
breakout session	126	Shrimping/Oystering		11	20	
breakout session	126	Push for funding- need to make sure we get the dollars		14		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	126	Close MRGO- revert back		2		
breakout session	127	Compatibility with existing plans speciifically the Morganza-Gulf and Donaldsonville- Gulf projects that are underway and have local tax contributions already matched. Improve these to a Cat 5. Use existing plans and coastal restoration studies and current EIS's to aid in fast-tracking the NEPA process for the CAT 5 project.		5	13	
breakout session	127	Impacts to local economies, fisheries and estuaries		11	20	3
breakout session	127	Design canals and locks to CAT 5		13		
breakout session	127	Coastal projects especially CAT 5 needs equal attention to the New Orleans Area. New Olreans protection starts with coastal restoration.		13	3	
breakout session	127	Continued maintenance of levees after subsidence		14	9	
breakout session	127	Concerns about use of communities as buffers		8		
breakout session	127	Timely plans are essential		17		
breakout session	127	Population, lives, displaces		0		
breakout session	127	Envision the entire ecosystem: marshlands redeveloped as well as restoration of barrier islands to serve as buffers that will reduce storm surge impacts. Rebuild natural ridges.		3	9	
breakout session	127	Effects on existing waterways that are located inside the alternatives		0		
breakout session	127	Protection for LA's unique acess corridor to the gulf and its natural resources; ie oil, gas, seafood, loop		11	20	
breakout session	128	All alternatives should be under consideration		1	12	
breakout session	128	Think outside the box; look at long term protections, short term/immediate protections, and interim protections.		12	15	
breakout session	128	Sediments, freshwater can create new marshes offshore. These must be rebuild. Must find funding for long distance transport pipelines for wetland restoration.		9	3	
breakout session	128	Low coastal Louisiana must not be written off; this is a very serious concern		11	9	
breakout session	128	Consider indirect effects to lands not directly effected		1		
breakout session	128	Drainage		0		
breakout session	128	Restore marshes; levees alone cannot do it alone; find balance between structural and natural protection		3	18	
breakout session	128	Enforce existing wetlands regulations; I.e. Section 404 wetlands		8		
breakout session	128	Fair allocation of federal funds; "We don't want to go through this again! We pay taxes! We want to be protected!"		14		
breakout session	128	Consider effects of saltwater intrusion		9		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	128	North-South flow of water		0		
breakout session	128	Consider moratorium on future oil/gas exploration; these canals cause erosion		8		
breakout session	128	Grand Isle and Fourchon		8		
breakout session	128	Level 3 protection not sufficient, need CAT 5, too many people are leaving		13		
breakout session	128	Don't let people move into areas that will flood		8		
breakout session	128	Marsh restoration: Evaluate effectiveness of projects and the selected locations		3		
breakout session	128	Build on the 1950's landscape, rebuild to that template; use natural systems as template		3		
breakout session	128	Biggest bang for the buck		1		
breakout session	128	Exposed pipeline infrastructure is very dangerous/hazardous to public saftey; must protect		0		
breakout session	128	Impacts to the nation as a whole should be addressed		0		
breakout session	128	Look to oil companies for $$$; they are killing the marsh; oil companies should restore what they've destroyed, not just government response		14		
breakout session	128	Treat everyone fairly		0		
breakout session	128	Morganza to the Gulf levee alternative w/ marsh restoration ongoing and barrier island maintenance		8	3	
breakout session	128	Balance human concerns with natural concerns		18		
breakout session	128	Homer navigation channel		8		
breakout session	128	consider displaced residents; people are moving out, camps are setting up, communities are dying, the glue of the area		19		
breakout session	128	Don't ignore/write-off southern, coastal areas		0		
breakout session	128	Restore natural systems for protection		3	1	
breakout session	128	Consider effects of alternatives on salt water intrustion and marsh/wetland loss		3		
breakout session	128	Ensure fair allocation of protection/consideration		0		
breakout session	128	Evaluate immediate protection vs. long-term protection		1	15	
breakout session	128	Enforce existing wetland protection		3		
breakout session	128	Marsh and Wetlands loss		3		
breakout session	128	Freshwater Diversion projects to expand wetlands I.e. Davis Pond		3		
breakout session	128	Introduce sediment into the system		9		
breakout session	128	Consider CAT 5 to the coast		13		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	128	Sustainability for southern Terrebonne		8	16	
breakout session	128	Oil/gas industry in Houma Navigation Canal		11		
breakout session	128	Halt marshland deterioration rate		3		
breakout session	128	Consider closing canal		2		
breakout session	128	Utilize natrual ridges and marshlands		3		
breakout session	128	Recreational vs. commercial resources		20	11	
breakout session	128	Restore natural systems for protection		3		
breakout session	128	Framework is still there to re-create wetlands, marshes, etc.		3		
breakout session	128	GAIWW Alternative is unacceptable		8		
breakout session	128	Curb land loss		0		
breakout session	128	Evaluate work to restore barrier islands; what works best?		9	3	
breakout session	128	Larose needs higher levees		8		
breakout session	128	Restore and maintain barrier island protection system		3	9	
breakout session	128	Consider use of Atchafalaya Basin		12		
breakout session	129	Let parishes build cross levees (north-south levees that would compartmentalize areas)		8		
breakout session	129	Look into constructing a 40' high x 1.5 mile wide barrier island across the entire coast of Louisiana		12		
breakout session	129	Don't hold public meetings at the same time as parish and city council meetings		7		
breakout session	129	Mandate that elected officials attend scoping meeting		7		
breakout session	129	Use a comprehensive system that utilizes wetlands, islands, and levees; multiple levels of defense		1	18	
breakout session	129	Sand, sea oats and picket fences do not work		8		
breakout session	129	Proper levees will spur the economy		11		
breakout session	129	Can the Lafourche and Terrebonne areas be fast tracked since Morganza-Gulf study is already completed?		17	8	16
breakout session	129	Restore barrier islands		9		
breakout session	129	Utilize Morganza-Gulf		8		
breakout session	129	Strengthen local levees		13		
breakout session	129	Double and triple up all efforts to speed up the process		17		
breakout session	129	Utilize a comprehensive protection system that combines the construction of levees with the restoration wetlands and barrier islands to provide a multi-tiered protections system		1	18	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	129	Contract the levees out in 10 mile sectons to have multiple sections built simultaneously to speed up the process		17	15	
breakout session	129	Take back the land: restore wetlands and construct levees as far south as possible		3	9	
breakout session	129	Waive wetland mitigation that would result from levee construction		0		
breakout session	129	cut through regulations		17		
breakout session	129	Folow all recommendations of Reggie Dupre's letter read at start of meeting		0		
breakout session	129	GET IT DONE!		17		
breakout session	129	Ensure all voices are heard		7		
breakout session	129	Extend scoping period by one week to allow from proper commenting and petitioning by residents		7		
breakout session	129	Expand upon Morganza-Gulf to make at CAT 5		13		
breakout session	129	Construct a 40' high, 1.5 mile wide island outside the existing barrier island system with channels every 10 miles or so to allow for boats to travel through (maps, drawings, and description of plan submitted at meeting)		12		
breakout session	129	Lafource and Terrebone must be included in protection area; Morganza-Gulf is a good starting point and would have money		8	16	
breakout session	129	Maintain website		7		
breakout session	129	Use an alignment at least 40 miles south of the Intracoastal Water Way (IWW) (unanimously endorsed by the group)		8		
breakout session	129	Do this as fast as possible; cut through regulations that cause bottlenecks, build sections simultaneously, waive restrictions on local governments, act as if this were and EMERGENCY		17		
breakout session	129	Follow suggestions made in Reggie Dupre's letter at start of meeting. Specifically, finish Morganza to Gulf project immediately, then expand it to provide CAT 5 protection.		8	13	
breakout session	129	Put human considerations over environmental considerations		0		
breakout session	129	USACE should hold meetings further south to accommodate the people that get flooded by hurricanes		7		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	130	Three Tiered approach to protection: 1. Protect/restore barrier islands as first line of defense 2. Protect/restore wetlands as second line of defense 1. Protect/restore barrier islands as first line of defense 2. Protect restore wetlands as second line of defense 3. Construct levees as final line of defense		1	9	3
breakout session	130	General support of Alignment #1		8		
breakout session	130	Strike Alignment #5		8		
breakout session	130	Dedication of funds to Louisiana. We must remind the nation that we are the backbone of the nation's seafood and oil industries.		14	11	20
breakout session	130	Too many studies and not enough actions. Studies are outdated by the time they are implemented.		5	17	
breakout session	131	Police Jury (AGMAC) Barriers with trees- to break waves- inside levees		12	1	18
breakout session	131	Protect coastal restoration and navigation interestes		3	20	
breakout session	131	River diversion (Atachafalya) dump into marshes .. Building		9		
breakout session	131	Mangrove trees as barrier bamboo trees also		1	12	
breakout session	131	Use spoils from AGMAC to build levee freshwater bayou to Pelican Island		8		
breakout session	131	Agriculture is key resource that must be considered- need an embankment (hard protection)		11		
breakout session	131	Complete AGMAC as requested (not as desgined) effect short and long term projects		8		
breakout session	131	We need to protect and preserve what land (marshes) we have		3		
breakout session	131	Vermillion Parish - highest seafood harvest agriculture		11		
breakout session	131	short term alternatives		15		
breakout session	131	reduce water temperature		12		
breakout session	131	Stop surge as far out as possible (perimeter of Louisiana)		0		
breakout session	131	Fisheries Resources		11	20	
breakout session	131	Pipe Line- Oil and Gas		11		
breakout session	131	long term Coastal Restoration		3		
breakout session	131	Infrastructure				
breakout session	131	Port Pelican- LNG Critical facility		8		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	131	Marsh restoration- used as act. Replanting etc. Saltwater intrusion, barriers, freshwater diversion		9	3	
breakout session	131	Reef Restoration		3		
breakout session	131	Atchafalaya surge				
breakout session	131	Existing alignment reduces potential for backwater flooding		0		
breakout session	131	Shell reefs were effective		0		
breakout session	131	Agriculture- oil and gas, LNG existing and future development		11		
breakout session	131	Comprehensive protection of community and developments		1		
breakout session	131	Incorporate planned developments and develop multi-purpose protection alternatives (eco, navigation, communication)		1		
breakout session	131	AGMAC should have levee on south side. It would benefit existing commercial operations and would be less expensive and quicker.		8	11	
breakout session	131	Consider Recreation (hunting and fishing) Tourism affects, bayou tech, national wildlife refuge		19	20	
breakout session	131	Coastal Restoration		3		
breakout session	131	Armor levees AGMAC, trees, etc.		8		
breakout session	131	Storm protection		0		
breakout session	131	Break Energy of surge (levee and marsh restoration)		8	3	
breakout session	131	In favor of AGMAC		8		
breakout session	131	Protect offshore oil and gas labor in Vermillion Parish.		11		
breakout session	131	River control- higher amount of water through atchafalaya		8	9	
breakout session	131	Levees affect on Coastal wetlands		3	18	
breakout session	131	Where did water come from? What direction did water go? Restore oyster reefs. Surge corriders enlarged.		3	8	
breakout session	131	Lousisiana is sinking. Work with mother nature, remove levees and restore bayous or land will continue to sink. Get sediment back in marshes.		3	9	8
breakout session	131	CAT 5= what level of storm surge?		0		
breakout session	131	Reef Restoration		3		
breakout session	131	Coastal Restoration, saltwater control, agricultrue protection		9	11	
breakout session	131	Build houses higher; zoning laws considered as property protection		1		
breakout session	132	Determine approapriate design critical for levees. What height? Use current accurate vertical data.		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	132	Can't rebuild 75 years worth of damage in 12 months. Take lessons from Bangaldesh in handling flood response. Provide significant, safe shelter, and other flood mitigation measures to protect critical infrastructure.		5		
breakout session	132	Other alignment options west of Morgan City to Texas coast should be considered.		8		
breakout session	132	Focus on non-structural approach knowing that is the most difficult path.				
breakout session	132	Protect fisheries and coastal estuaries.		20	3	
breakout session	132	Based on historical success				
breakout session	132	Plan results in ___ of natural hydrology. Forced complete man-made control of hydrology on both sides of Levee		8		
breakout session	132	Consider historical, natural subsidence rate.		9		
breakout session	132	Involve Louisiana Landowners Association early in the process- at the table.		8		
breakout session	132	Keep coastal wetlands on equal footing with the levee system		18		
breakout session	132	Are we gonna do it right this time and deal with it as a system?				
breakout session	132	Restore functional relationships between the three eco systems; MS, Gulf and Coastal ecosystems.		3		
breakout session	132	Learn from mistakes. We need functioning eco system and estuarie. They are critical resources. Don't do a knee-jerk reaction.		3	5	
breakout session	132	Eco systems- sustainability is a big issue. Eco system is not sustaining us. We need to restore sustainability with whatever is done.		3		
breakout session	132	Levee will cross key infrastructure, consider interactions with criticl coastal infrastructure.		8		
breakout session	132	Coastal marshes adjacent to levees act as"speed bumps"				
breakout session	132	Be goal oriented- not schedule driven. Take more time if it results in a better solution.		1		
breakout session	132	Wider realm of stakholders into process, specifically landowners		8		
breakout session	132	Absent sustaining ecosystems, our uses can not be sustaining.		0		
breakout session	132	What are we going to protect?				
breakout session	132	Will ther ebe other opportunities for public input? Will it be on the web? Post comments on web. Post prelim results on web.		7		
breakout session	132	Develop regional sediment management plans		9		
breakout session	132	Marsh wetlands buffers in front of levees		3		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
breakout session	132	Wider stakeholder involvement including private land owners. No private landowners organization listed on slides.		8		
breakout session	132	Some of marsh creation concepts appear aggressive				
breakout session	132	Include Avery Island inside levee alignment		8		
breakout session	132	Need structures in strategic places like Houma Navigational Canal to stop saltwater intrusion and storm surge.		8	9	
breakout session	132	Concentrate on east end of state, west end is easier to fix and make sustainable. Smaller investment in west will work better than invvestments in East.		8		
breakout session	132	Cobble soln?? Together now with short-term, interim plans- can't wait		17	15	
breakout session	132	Additonal points of input are needed later in the process.		7		
breakout session	132	Utilize existing farm levee alignments in western part of state where farmers will spot problems quickly.		8	12	
breakout session	132	What design criteria?				
breakout session	204	Alternative along sand deposits at the end of bayous		9		
breakout session	271	Utilities service/Facilities: Affordable choices other than energy.		12		
breakout session	272	LEVEES - COASTAL RESTORATION - CLOSE MRGO. FRESH H20 DIVERSION AND SEDIMENT.		2	9	
breakout session	273	Evacuation routes must be included. Pipelines. Fisheries.		4	20	
breakout session	274	Place M.R.G.O. on your wetland restoration project - St. Bernard had wetlands before M.R.G.O.		2	3	
comment card	5	It is very important to balance protection of people and build environment with preservation and restoration of natural environment- wetlands and coastal marshes.		3	9	18
comment card	25	Please close MRGO		2		
comment card	25	Enjoyed the Format and thanks for asking for our input.		0		
comment card	30	Hurricane protection. Coastal restoration.		3		
comment card	30	Like the Dutch we should seek designs from Engineers in private sector to achieve best design.		5		
comment card	30	The rigolets is Lake Pontchartrain's greatest enemy, but the easiest problem to solve. A dam or other water control device will keep the lake from filling up with storm surge in the first place when a hurricane approaches due to its counterclockwise spin.		8		
comment card	35	Newspapers- need more publications		7		
comment card	35	Loss of life, loss of homes, loss of futures- toxic soil. Loss of trust.		6		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
comment card	56	It was interesting that lower Plaquemines is not being included in the Cat 5 process. I am from Burns & realize that the levee system requried to prevent overtopping would have to be so large that the cost/benefit would be prohibitive. I am proposing a system of multiple free flowing spillways traversing the land area between the river & the marshland. I have e-mailed my plans. Thanks		8	1	12
comment card	62	Why are you even considering building levees around wetlands? We need to protect the City and its neighborhood, or the metropolitan areas, not the uninhabited areas, unless someone was planning to develop them.		11	19	
comment card	85	It is important to have more detailed pamphlets and explanations of what is being looked at and the considerations being made. Secular language explaining the process and how the decisions are being made and what they are. Much of the confusion comes from not understanding our EIS and why what plans are being looked at. Maybe a flyer at a mini EIS or environmental course on it. Education! People get upset about what they don't understand.		7		
comment card	92	I urge the adoption of levee rebuild design of - Tulane University engineers S.2.S. Consultants, foundation & - Soil engineers. It is a double walled system, inside wall 65' deep, outside wall 35' deep, 12' apart, filled in with sand. Please call them at 504-561-5724. Also, do not put fixed gates at the mouths of the canals - we can't pump out rain.		8	12	
comment card	99	The Corps of Engineers is repairing a portion of the New Orleans East Levee System extending from the Easternmost end of the Southern flank or the perimeter lake (this levee was washed out for a length of several miles and was probably the greatest contributor to flooding in N.O. East) in house- they are doing this work themselves. This is almost completely inaccessible to the public. How can we know that this has been fixed?		6	8	
comment card	99	The I-10 corridor as it passes over the Eastern perimeter Levee or New Orleans East- just before the Twin Spans is at elevation (about) 11.5 and is about 300' wide. This is a major hole in the levee system and has received zero mention in the press. Will the road be raised and the hole filled in?		8		
comment card	112	Coastal wetlands restoration as buffer zone to slow surge levees to stop surge. Spill ways to relieve or redirect surge (diversion).		3	18	
comment card	112	Proposed levee by or on HWY 90, Lake Catherine, need to go East to the other side of the railroad tracks by the intercoastal waterway.		8		
comment card	133	Close MRGO		2		
comment card	133	Save our Wetlands		3		
comment card	133	We know you don't care!		6		
comment card	134	Incorporate prior plans and studies which have relevance.		5		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
comment card	134	Involve municipal planner.		1	8	
comment card	134	Balance flood protection with coastal restoration.		18		
comment card	135	Can there be any 'riff raff' process (trash cans & refrigerators??) that can help build up the coast?		12		
comment card	135	MRGO must go with the CAT5 LACRR project		2		
comment card	135	Consider all the international engineering input.		5		
comment card	136	Is it possible to use the military eng. battling to assist in building up the levees.		12		
comment card	138	Entergy has numerous wire crossing over various levees in South Louisiana. We would like to be included very early on in the design process to eliminate any conflicts with our facilities.		7	1	8
comment card	161	I am the owner of a building material dealership in Houma. Judging from the amount of rebuilding that I see occuring in damage areas, people are staying in droves. They want to rebuild and hire in Dularge, Dalac, and Montegut. Please include them in the levee Cat 5 protection!		8		
comment card	177	Issues of concern are the following - 1. Floods that are result of local rainfall or riverine flooding from the Mississippi & Atchafalya 2. Borrow material - where will it come from? 3. _____ of hydrologic & wetland protection 4. Impacts on navigation 5. Economic Impacts 6. Historical & ecological impacts		9	11	19
comment card	181	Oyster fisheries and others will be impacted, but water flow is return to natural and the effects are what would happen w/o leeves -> so there is no claim for damages - we live in a very dynamic river delta environment and changes will occur.		20	9	
comment card	181	Roads & train tracks are acting as dams for freshwater - build spillways or pipes under to let water (fresh flow) use gates to stop salt water		9	12	
comment card	181	I-49 to N.O. -> 8 lanes raised I-55 - I-10, I59 -> causeway 8 to 10 lanes raised for evacuations		8	4	
comment card	181	Raised highways or spillways should be 6 to 10 lanes wide with gas station on elevated areas by rivers & canals for refueling for evacuations. Autos are expensive -> need mounds or barges or raised highways to park		4	8	12
comment card	181	Destroyed marsh -> will lead to destroyed fisheries -> that is what will happen if you put up leeves. freshwater is cutoff. The marsh and seafood industry will die.		20	9	
comment card	181	Port of NO - prepare to move over next 50 years to Atchafalya River VERY IMPORTANT TO US COMMERCE - Grain - oil & gas		1	11	8

Comment Mode	Commenter ID	Comment	Theme	1	2	3
comment card	181	Oil and gas - waterways - permits not as restrictive if water & silt flows silt will fill in delta flooding will heal our man made scars		3	9	
comment card	181	NO - build over pass at I-10 & IG10 - leave pump All leeves need one way flood gates to allow water out when leeves are topped pumps are needed too - all part of protection system add raised highways to park cars		12	8	
comment card	181	Need 8 to 10 lane highways from coastal areas to I-20 or more to evacuate increased populations -> Florida, SC, Georgia, Alabama, Mississippi, Louisiana, Texas, Make I-10 - 10 lanes to move population east or west quickly		4	8	
comment card	181	Prepare (50 yrs plan) to move MS River to Atchafalya -> start NOW with bridges, homes, pipelines, spillways - move PORTS and infrastructure		1	17	12
comment card	181	City Leeves - build higher & stronger in NO other areas - smaller leeves because water can spread out w/o MS River leeves. Homes & businesses out of city leeve will get tax breaks to raise homes & business 14 to 15 ft - bottoms wash out - new designs		13	12	
comment card	195	It is time to start building restoration. The planning has taken too long.		17		
comment card	196	We're tired of planning, things need to start. Building restoration, barrier islands and levees.		17	18	
comment card	197	We're tired of stop planning things, need to start building restoration.		17		
comment card	198	Quit planning, get to work NOW on restoration and category 5 levee system.		17	18	
comment card	199	We're tired of planning. We need restoration of barrier islands and wetlands and Category 5 levee system NOW.		17	13	18
comment card	200	Agree with alignment 1; 3-tier approach. No more studies.		0	17	
comment card	201	The Morganza to the Gulf levee system and CAT FIVE LEVEE must include the southern Terrebonne Parish area. -Chauvin, Montegut, Grand Caillon etc. must all be included in the levee boundaries. I am completely opposed to allignments one and five, which exclude these communities. Please ACT on this emergency - cut regulations - instead of just talking.		16	8	17
comment card	202	Support original Morganza project (Allignment #1). No consideration on aliign # 5. Locks should be in place 1st before levees. Barrier Islands should be next then levee construction. By-pass Congress - should be "emergency status"		8	15	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
comment card	203	1. It appears that all draft alignments in Terrebonne Parish come too far North. What does this mean for South Terrabonne Parish? One cannot forfeit Southern Terrabonne Parish. 2. Cease "ALL" Oil and Gas Exploration in Terrabonne unless explorer can prove - "0" - environmental Impact on the environment.		16		
comment card	204	For Terrebonne Parisg, category 5 protection along current Morganza to the Gulf alignment is ideal. This must be done, howver, in conjunction with aggressive barrier island restoration and maintenance, and restoration of back barrier marsh to further reduce fetch. Any agressive restoration plan should also include sediment delivery via pipeline in tandem w/ fresh water inputs for sustainability also needs to stabilize interior shorelines e.g. along GIWW.		16	3	9
comment card	205	We need levees to impact economic development. Start on levee!! Stop Studying!! Wave Migiation!!! On flood prone areas. We have taxed ourselves - 1/4 c. Authorize our projects. We need levees it will make marsh. Projects are self mitigating. The environmental impact is greater with no action. * Consider HUMAN IMPACT!! Look at cost of flooding vs. cost of levee!. With loss of land and marsh there is great Human Impact. If you use Federal money or non Federal Levees and afford us the same IN St Bernard Placamines Terrebonne. MORGANZA. We need levees to impact economic development.		3	17	14
comment card	206	Follow the morganza to the Gulf alignment to a cat. 5 - and golden meadow Levee to cat 5. Restore Barrier Island and Marsh Lands - include coastal communities.		13	3	
comment card	207	I ALONG W/ MY STUDENT PEERS HAVE TRAVELED TO LOUISIANA TO VOLUNTEER IN THE RE-BUILDING. NATIONAL ATTENTION HAS BEGUN, BUT HAS STRUGGLED. "OUT OF SITE, OUT OF MIND" IDEA HAS ALREADY BEGUN. HAVING INTENSELY RESEARCHED THE TOPIC WE AGREE THAT TIME IS OF THE ESSENCE. SHORT TERM PROJECTS SHOULD HAVE STARTED ALREADY, AND LONG TERM NEEDS TO BE BEGUN.		17	15	
comment card	208	Sustainability of Southern Terrebone Levee will be the line where the Gulf will stop, flood protection is paramount.		16		
comment card	208	Lost of the culture of Bayou through migration of population North		19		
comment card	208	Lost of Brackish and saltwater marsh subsidence.		9		
comment card	208	Get our oil dollars to fund.		14		
comment card	209	I support the Southern alignment of Donaldsonville to the Gulf. I support Morganza to the Gulf including the South LaFourche Levee system. Raise the South LaFourche Levee to Category 5. Strengthen our interior Levees, show some action.		8	13	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
comment card	209	(Strike Alignment 5) - Barriers, wetlands, and levees and gates. We need the multiple lines of defense. We need barriers now! No more years of Planning! We need money committed to action!		17	14	1
comment card	211	All of the issues as so imoprtant but I fell "time" is running out like a hour glass - we need to physically see results of ALL these studies.		17		
comment card	247	Include Sweet Lake Land & Oil company 20/50 Use bolders for breakwaters a few hundred yards offshore while waiting on other parts of project to be completed (such as exists between Hally Beach & Johnson Bayou & culverts along Mississippi coast.)		8	15	12
comment card	266	A comprehensive solution should be sought. A very generic solution was presented. Only one alternative was proposed for Cameron Parish which also has an effect on Calcasieu Parish. Construction of Tier's to promote breaking waves & dispursing wave engery while protecting & buffering marshes is important. Removal of man-made structures as well as enhancing natural land building techniques are needed.		1	9	12
comment card	275	The Houma Navigation Channel needs to be filled in - locks will not work. The channel has expanded. It has destroyed adjacent marsh and swamp. It has brought saltwater into the Intracoastal Canal, polluted Terrebonne freshwater supplies and now threatens with salt water once-dry land areas to the north of Houma.		8	9	
comment card	276	Please, include Chauvin & the Bayou communities in the Category 5 protection plan.		8		
comment card	277	Please, include Chauvin & the Bayou communities in the Category 5 protection plan.		8		
comment card	278	More leeves - more mistakes (same mistakes) Revisit the Flood Control of 1927 Change Corps of Engineers approach Man-made structures will not stop Cat 4 or Cat 5 -> Let mother nature build marsh barrier		5	3	
comment card	278	Work with Mother Nature - not against with man-made structures use river & silt to build (rebuild land)		9		
comment card	278	Remove River levees, re-connect tributaries, marshes, Teche, Lafouche, Vermilion, Atchafalya, etc Allow silt to flow - ring sities with levees - connect cities with spillway bridges		9	12	
comment card	279	Please include the bayou communities inside the category 5 levee protection!		8		
comment card	280	Allow the Mississippi to switch to the natural course that it wants to take. Allow seasonal flooding of all areas that used to flood before levees corraled the river.		3		
comment card	280	Please consider doing something besides one big levee from Texas to Mississippi that will allow the loss of the coast to halt or slow. We need more coastline NOT levees		3	12	9

Comment Mode	Commenter ID	Comment	Theme	1	2	3
comment card	281	We need Category 5 levees alignment along the south Louisiana coast to protect all of us. We also need hurricane protection, flood control, and coastal restoration		13	3	
comment card	282	I would liketo see a protection levee 15' high from New Iberia to Inteacoasta City along the no bank of the GIWW Channel and then along the west bank of the Freshwater Channel. This levee to be armored with concrete or rock.		8		
comment card	283	1) Please from from consideration alignment # 5 2) I prefer alignment #1 3) Take the most southern route on the Donaldsonville project		8		
comment card	284	Please do not consider alignment #5. Alignment #4 or #1 seems to be the best for ours and surrounding areas.		8		
comment card	285	I cannot stress enough the necessity of including ALL of Terrebonne Parish in the Category 5 protection levee alignment. Our community is at risk - are losing the very livelyhood that has helped our parish strive in the past - our seafood industry, oil production, wetlands, recreation, and our citi - who are moving away from their lifelong homes and families because of the fear of flooding. Businesses are turning away from Terrebonne Parish. We need - deserve protection as tax paying citizens of the USA. Lower Terrebonne does - to become the next barrier is - for B - Please -		16	20	11
comment card	286	I strongly feel that a structural alternative with large scale coastal restoration is whats necessary. Additionally, key infrastructure such as Port Fourchon must be protected with both hard and soft structures at the coast. Highway infrastructure between key coastal facilities and inland barriers must be elevated to bridge the unprotected distance.		18	8	
comment card	287	Focus should be put on the Barrier Islands, Alignment #1 of the Cat 5 project and wetlands restoration thru pipeline slurries & freshwater diversion project.		18	8	3
comment card	288	Very well done need to explain why Sea ____ / ___ MRGO not included		7		
comment card	289	Further, the Corps should fund this entire process of Cat 5 levees while the opportunity does exist. Should also restore imediately the barrier islands.		14	13	9
comment card	289	Good meeting. The Corps should take charge of the opportunity in using the most southern alignment of the Morganza and Donaldsonville to the Gulf projects as a Emergency type situation. Utilize then presend information. Stop all the red tape in the process and go to construction before its to late.		8	6	17

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	0	I'd like to add a little about what these gentlemen has said about the 2050 Plan. Until you get these marshes back in working order, you're not going to have the buffer to protect it, and you're not going to have the ecosystem for the fish. You're not going to have the ecosystem it supports here. I don't know if you've ever worked in those marshes, and a lot of people here had. It's very emotional. My wife is grocer, and everything that her family owned in Cameron is gone, but I would like to echo what Doug said and these gentlemen over here and Kevin, Roy, that the Coast 2050 needs to be looked at.		5		
court reporter	0	From what I saw, though I didn't comment earlier, I've heard comments made on a lot of things. The biggest thing that we've seen tonight is that the restoration and return to the normalcy of the marshes that we have, probably the biggest topic, was that 2050 Plan being a comprehensive plan, a lot of small projects that can be worked out to come up with a large comprehensive plan in the lookings of this, and money is no factor at this moment. Marsh restoration as a protection major, one of the major issues that was brought by most people here in allowing the marshes to function to the best, the ability would continue to allow those protections naturally. From some data that I've seen, and correct me if I'm wrong, it takes 2.7 miles of marshland to (inaudible) if that's the case, we don't have the distance to finish the job with just the marshes so we need something else so this is not the solution by itself. It's a considerable effort, but we need something else because ten vertical feet of water will take us all the way from Lake Charles to the Gulf. That's it, that's what the marshes will do.		3		
court reporter	0	I think the problem began (inaudible) levee or lock system put in 50 something years ago, and it continues to get worse everyday. The only fix for it is to allow the water flow like it used to flow. Every place you put up that for the flow, you're going to create a new problem. To fix it, you're going to need to lower the top. (Inaudible) But it will also allow all the settlement that's coming down the river to get to the coast. Salt water is precipitated as is the mud and clay and stuff (inaudible) and the mud and stuff drops out of it (inaudible) it's a natural process that's being interrupted, and it will continue to cause problems until we stop that. No barrier is never going to fix it. The barrier is what caused it. The barrier has to be adjusted or removed. All that needs to be a flood planning. The drainage problems that we have on this side of the levee -- all the problems on the other side of the levee (inaudible) because saltwater concentration of a (inaudible) has increased because there's no freshwater. It's a simple problem. It's a simple solution. It's a natural thing.		3	9	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	0	The building that took most of notice was the Cameron Parish Courthouse stood, and it was made of concrete. In the Tsunami, the only building I saw on TV standing was made of concrete, that's why I'm very confused about piers. We had a camp at Holly Beach that we picked up off the ground, put on piers, and lost it. That was our second income. My husband is a teacher at high school We also have a camp at Big Lake, which we didn't expect to stand, and it did just find. I think part of that of security were the trees that were around it to block the wind. No technical proof, but that's my belief. I didn't really expect it to stand at all; it was old. Trees fell on it. What we would like to see also help for the small business owners and as far as zero percent interest loans until we're healed. We would like to see the protection at the school areas, and then the big levee system like in Amsterdam, between the school areas, stage by stage. Insurance south of I-10, everyone will have a problem with that. I disagree. I think it's a major mistake. That's like saying anything north of the Atlantic if it's going to have (inaudible), then you shouldn't build out there. We're going to stay. We want to make it a good place to live again. Last semester for GE and Dow, and that was to pull the gulf waters and come up with ideas to prevent a disastrous hurricane again. They were already working on that to go forward with something. My ideas were to take sea water, cool it, put it right back in the ocean, how can it affect some sea life. Bill Delaney can help you with that or some marine biologists, anybody in marine divisions. Go from there, and then aerate the water without contaminating sea life. Contamination is a big thing. We're all interested in keeping the crabbing and fishing alive.		0		
court reporter	0	It was mentioned the full report was due out, I believe, November 07, and that there was going to be an interim report to Congress in June of 06. Is there any possibility for actions on any of the initial recommendations that the Corps would make in the June of 06, such that as items that are identified for fast tracking could be implemented in a phased manner?		17		
court reporter	0	We're looking at the insurance costs. We're looking the economic survival of south Louisiana. If we get two more hurricanes in 2006, we're going to be in deep trouble.		11		
court reporter	13	Is anyone doing any modeling or studies on the level of wind damage from a Category 5 storm? Would that level of wind damage make flood protection a moot point if all the buildings are wiped out from that level of force?		0		
court reporter	15	Every group tonight brought up the subject of MRGO. The brochure tonight said what is currently not part of a Category 5, every group here tonight has asked that MRGO be put in part of a Category 5. So, can we have commitment from the Corps that our concern over the continued dredging and use as MRGO as a vehicle to bring surge into our system can be addressed because we have all, every group, put MRGO on their list.		2		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	24	My question is during the process of flooding in New Orleans a lot of vital time was lost because the levees started self destructing. Is there a possibility of a safety valve type something so they can be plugged quickly and save the levee in itself? I don't know if that's varying strngths in the levee, but a portion maybe that would be, like a pop off valve on a water heater, that would save the levee as a whole and then would allow timely plugging of that point in the levee break.		12		
court reporter	35	My question is really for the Corps to address when these Cat 5 levees will be completed and not to be sarcastic, but I think it took the Corps 46 years to do Cat 3, would it take that long to do the Cat 5 because we're all very concerned.		17		
court reporter	57	I want to know who appointed the independent pier group, I mean who chose them? How were they chosen?		10		
court reporter	64	I just have a really basic question. What have you all done to change your decision making process to improve? I mean you. You caused all this. Every canal everything that broke was manmade. Our whole coastal restoration problem stems from putting up the levees on the Mississippi river after the 1927 flood. That's why when you look at all maps they say, 1930 to 2000, land loss. That was a manmade project. The Corps, you destroyed our City. The London Avenue canal, manmade. Industrial canal, manmade. MRGO, manmade. 17th street, manmade. And it was all you all. How have you changed? Why should we believe you? How has your decision making process changed? Involving more people sounds like a more discussion and talk, a PR event. You need to do something. It's not brain surgery. Let the river do its thing. Take the levees down wherever you can and let's strat building it up with the soil again. Let's start reversing all the negative things you've done since 1927.		6	17	
court reporter	70	It seems to me the elephant in the room is confidence in the Corps that you will do the job right. We need to depend upon you to do the job right and at this point what I need to feel that you are going to do the job right is independent review at the record of decision stage where an independent review by engineers, outside the Corps, will say whether or not this project is worthwhile.		6	10	
court reporter	75	If everything went smoothly and the Congress was cooperative and the administration fell right in line, what's the earliest date that you think we could actually start some construction?		17		
court reporter	78	Is there anyway you can build in a system to improve rapid detection when a levee's been compromised?		12		
court reporter	95	I noticed in several of the alignments there was an alignment across the Barataria Nay, which is just coincidental with one of the alignments for the Donaldsonville to the Gulf. My question is whether the group that's working on the Donaldsonville to the Gulf has chosen that as the final alignment and you've incorporated that in your alignments for your Cat 5?		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	97	The first comment is, all of us are responsible for what happens to all of us. The Corps of Engineers does what people elected by us tell them to do. I know that what we are seeing the Corps of Engineers do now, in terms of public involvement in the decision making process, in terms of reach out locally, nationally, internationallyto find a way to solve this problem is unprecedented and I congratulate you for it. You are reinventing yourself in front of us and I hope that you do a good job at it and I hope that we all help you do a good job at it in these meetings.		0		
court reporter	97	Given the context that in coastal protection and restoration the health of the marsh lands is essential to observing the surge and continuing the health of all the land along the coast, has there been any serious consideration given to the offer of the State of Illinois to move millions and millions and millions of tons of surplus top soil down here to lay on top of those marshes in order to restore their health in quick fashion?		9		
court reporter	193	The majority of it's all based on Cat 5 but a slow-moving 2 would pump more water because the water is the main thing, that's where the damage is coming from. So, we need I think we need more multiple lines of defense rather than one large line of defense. Because I mean like I said from a slow moving 2, you're going to get more water than a fast moving 5.		1		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	230	Thank you for allowing me and other people to be here. You talked about stake holders two or three times. The ones you get people to help make decisions, to make better decisions, you had a slide up there about 22 different agencies, all state, all federal, but I didn't see anything up there about the Sabine stake holders. I think you can also call those taxpayers' property, couldn't you? But no oil companies were up there. They should probably have some input. It's not incumbent upon them to make money, no oil companies, how about the rice industry here, the poor old crawfishers, other individuals that are landowners down there, some more of the stake holders that maybe have a better decision on property they have that they might be inclined to furnish, to assist in the coastal erosion process. A lot of those that are decision makers, might not appreciate through restrictive covenants that are placed upon the landowner, and this is not meant to hurt anyone's feelings, if it comes from someone like you gentlemen that are state or federal, okay. They might not look at it as acceptably as they would when another person doesn't work for a state agency or a federal government or a parish government. Also, the landowners, you know, might address money or something, talk money, but they don't have no potential stake holders, and, you know, get their opinion, also. It would real nice to see something like that, just a plan that -- I kind of put you on the spot about a little yellow line back there. The people south of that levee, and we're here by choice, the Intracoastal Canal that you're following, that's freshwater. I think that we should cool Calcasieu and Cameron parishes with this area of the State of Louisiana. There used to be plenty when we were together. I think they're separated, but you don't have a great number of populations in Cameron. You do have 160,000 in Calcasieu. Calcasieu's industry is dependent upon access to the gulf as well as freshwater, and we have all sorts of hackberry, all of that is worth preserving. I, personally, would love to see Cameron thought of to be just as important as Galveston and the type of hurricane protection that is in place in Galveston, and put in place in Cameron. Hopefully, this could be done without losing some 20,000 people as Galveston did in the early 1900s, and I don't think we're going to be ready by June 1st for another hurricane because the gulf is warm. The temperature of the gulf is what feeds these storms, and we did not have a cool winter. We need to move up and be ready to get out of here again.		0	8	11

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	239	My name is Doug Miller. I represent Sweetlake and Oil Company and the North American Land Company. I think it's safe to say that we all in favor of a levee system or anything that would protect us from a Category 5 storm. However, the plan that you have drawn on the map or endanger of, not only financially but also from land user groups and drainage issues and a variety of other things, what's hurting us right now and has hurt us in the past was the day to day loss to marshes, that's our most resolving to prevent any storms and surging further inland. In addition to that, that's where a lot of people in this area make their livelihood, and there's a plan called Coast 2050 that's developed by the state that in comprehensive marsh restoration plan that has gone through all these processes, the scoping, the impact studies, and everything, of which all the federal agencies have already agreed upon this. The state agencies have ruled off on it as well as the private landowners. This plan can have all the components that what you're going to do here. There's levee protection. There's locks along the Intracoastal. There's solidity control with the lock system at the mouth of each our anchor river systems. Everything that we're discussing tonight is in that Coast 2050 plan in marsh restoration format, and I'd like to see on the record that this Coast 2050 plan be used as a blueprint towards a step just going up and throwing a bunch of lines on the map. Let's pull this book out and see where -- a lot of this stuff is already done. We've already discussed it. We've already sent it through. We went through numerous meetings for several years to get to this point so before we run out and just throw a bunch of blanket lines across a map, let's pull that Coast 2050 plan out and see what fits into what's needing flood protection.		13	9	5

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	243	I'd like to comment on that gentleman next to her about that bridge that was supposed to be knocked out. I've heard neighbors that go across that bridge with some heavy equipment, and then put it back just like it was before, and they don't let anybody else go across it. My main comment is, a lady here survived the storm. She lost her mother, and I would like to comment on what cause the loss of the house. We was on Oakgrove about less than a mile from that bridge he was talking about there, and what had happened they have a floating -- they had a lot debris from the -- what do you call the boards, and a lot of the boards the oil companies would leave there -- of course, a lot them, you got to pick up now, but anyway, it would pile against her daddy's fence, and it would pile up there until it just couldn't hold it anymore and then all of that weight and -- it would drag marsh debris, too, and apparently if it hit the house, it would have just flowed off. I would think that tr might be -- and the same thing happened with this Rita storm. We had two houses, one at -- two in Grand Chenier, and her daddy fixed another house, and he increased the height of that thing something like -- a total amount of about five and a half feet originally where the house was, and this storm here, it didn't do any good, and I'm thinking at how ever high you build this house or put it up if these boards after they roll through the marsh and picking up bullrushers and things by the roots, and they pile up along side the road and where they, you know, just make like a big hill right south of all that bridge, if you've been down there, I don't know if you've been down there that much. The road runs right south of the bridges, and it piles up there -- a big pile up, then the water comes up and it pushes it all at one time and those houses are not going to able to stand that, and I've heard of your fellows that he was thinking about putting trees, but I don't know how he would -- you would -- this is 17 and half foot of water -- There's debris from the oil company. I'll make my suggestion a little bit more plain. These two houses, they're owned in Grand Chenier, and the same thing happened to them, and what I was thinking without putting a due hardship on the oil companies, at the time of the oil -- starting in July or at the end of the June, if they could use some other kind of besides a floating object and mud matts that the drilling rigs used in the marsh. The other thing is this marsh debris, is picked up by these big boards that they use in the marsh with these flanks, and then it breaks -- the water breaks them loose and they go right close to the surface of the mud, and they pick up roots and all, and that's -- I was thinking maybe some kind of way where if -- to make it a lot easier on the oil companies, it would be -- the way it -- the EPA now got -- I don't want to run them down road, but these oil companies got to put all of these -- all of this stuff, plants, and all that, just like it was before in the past, and I think that's kind of waste of work, and maybe they could kind of use that money to take it around. And besides those marsh facts, get something to -- during the storm season, where they can hold that stuff down, and I think if it would be all for that marsh debris, I think		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
		a lot of the hazard would stay there because there's a lot of them that, you know, it didn't mess it up.				
court reporter	246	The levees are all fine and good but if you build a house, if you build the best house you can on a foundation of quick sand, it's still going to sink. So my question is, we're doing a lot of study on the levees, but what are we doing about the drainage system? Are we going to continue to pump water into the lake or are we going to use our untapped neighbor to the South, the Mississippi river?		1		
court reporter	247	I've been here since 1951. I went through Audrey. I fished and hunted all along the coast. One of the things I think you might want to consider, I noticed that these studies are not going to be finished for a year and half or more, and then you have to go through the process of bidding and so on and so forth. In the meantime, I think it would be economically feasible to put in boulders or break waters along the coastline, which you should have between Cameron and Holly Beach -- I mean, Holly Beach and Johnson Bayou. Holly Beach has been completely wiped out, but Johnson Bayou didn't get quite as much damage, and I think that's quite a bit of reason for it. The boulders where they are creates a beach of sand, and I think that if they were high enough and large enough, it would break the surge up to some degree before it hits inland. The very beginning of those was a very simple thing like a bar line driven in the sand, that was the beginning of the break waters. And right now, the bridge is out at Oakgrove so Highway 82 up the coast is got about a ten mile detour. I think future bridges ought to be built for serious hurricanes.		8		
court reporter	250	I'm John Walter, and some of the problems that we can address at the meeting well, and a levee system isn't the best world development is that if we want to rebuild marshes, we've got to do it with special water. We can't do it with bracket waters or saline water, and when you start putting in these big levee systems, you're channelizing your water, and you can't get it back into the spot that need waters, but we need to have a way -- our plant communities are so diverse in freshwater, and we're looking at (inaudible). I'm not talking about on higher land behind Creole or Cameron, because that is fresh enough. I can't see the levee being north of Intracoastal Canal if you want to restore marshes.		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	253	I'm a homeowner. (Inaudible) because they have the future of the coastline in 1999, and all you see is the water and the land, that's it, there's no beach, and when it pumped in all that, about $14,000,000 worth of sand, it was gorgeous. It was a bright sand. I don't have a house. My beach house is gone, but I do have my land, and I think what you talked about the Coast 2050 Plan, it worked because a lot of people have no land and because of that one project; it helped. We looked around from here all the way to Florida, and you're just looking at a person and if you want to build on the water and you want to have peace and quite, when you go down there, it's gorgeous, and people don't realize how lucky they were to be -- we're five minutes away from something so pretty, and we're right here, and to see that it's not there no more, it's crushing. I'm still dumb enough to where I want to go back and I want see it after when I retire, but I can understand where people are coming back. We need to get it as close as we can, and get as close as we can to the water so we can enjoy all the people in Louisiana. I saw on some of your models back there you have freshwater diversion from the Mississippi River, I guess, south of Baton Rouge, I guess, either through pumping stations or levee breaks. (Inaudible) has further north of Gilbert and Folsom to keep the Mississippi in its current channel, I guess, my thought is diverting more of the sediments that the flow from the Mississippi back to the Atchafalaya where it naturally wants to go. I know there's a few indications for New Orleans and Baton Rouge and all the refinery and so forth down there, but if you let Mother Nature go where she wants to go a little more and let her sediments go to Big Atachafalaya that would open (inaudible).		9	5	
court reporter	257	There's been so much concern for levee breaches on London and 17th Street Canal and the various ones out in New Orleans East. My question concerns the levee overtopping. You have so many parts of Jefferson Parish, West Esplanade Canal, West Napoleon Canal, you have parts of Orleans Parish where the 17th street canal runs below the pumping station, that don't have any levee walls and the flooding was minimal. I'm just wondering why we can't address some of the overtopping issues where if the flooding is 3 to 6 feet, if you could get some walls up in spots that did overtop and not just breach, I was just wondering if this is being addressed.		8		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	257	My name is Kevin Savoy. I'm with LSU Ag Center and Seaman Program, and I have a couple of comments. Whenever you look at a large project like this, it's going to be very costly to the taxpayers, and once again, you're not having possibly looking at cost benefit modeling, restoring coastal margins through Coast 2050 Plan, the way it's laid out versus this huge levee system. What the effects would be of a hurricane strike, similar to the one we just we had, but all these projects put in place and our marshes being restored to some date back in the 1950s or '60s because we know these healthy marshes are a buffer against these large hurricanes and storm surges. If they were implemented to some level, where our marshes were very healthy, what that would costs versus what this huge levee system would cost, and I don't know if we can go back that far back because we got a lot of things we're dealing with. We also have hydrology of the entire coastal system. We've got sea level rise problems that maybe would be too far gone to even consider, but it's something worth looking at. The other thing I represent is that we look at some additional beach nourishment, sandbagging the projects similar to the one that was done over in Holly Beach and Johnson Bayou area because that project itself was credited; it was saving that highway, and it is still there. At some point, it's not apparently as large as it was, but it did stay somewhat intact, and that was attributed to the planning, a very positive outcome. Another thing you need to consider whenever you look at any of these large projects are the implications or impacts to our natural resources and fisheries. As the Corps of Engineers knows there have been some multi-million dollar in diversion projects that went on the eastern part of Louisiana, and those are being held up now through litigation by commercial fishing groups, and that was not taken into any consideration whenever all those projects went in, and they ended up being -- it's holding it all back so that's something that needs to be considered. I guess a comment I had. I don't know if we can protect ourselves on the coast of Louisiana from a Category 5 hurricane. You've got a line drawn back there, the green line, which I had to ask what it was, that is a 20 foot line, and in most places on that map, it's north of I-10, and I don't know what kind of storm surge a Category 5 hurricane is going to push or how far, but we saw a minor Category 3 hurricane in what this one was called, Rita, and it pushed water to I-10 here in Lake Charles so I don't know if we can protect ourselves from a 5.		14	3	9
court reporter	258	We'll submit further comments later on, but I would like to echo what Kevin had mentioned, that's using the Coast 2050 plan; it's a document that has continued -- various people, various agencies; it's basically a recipe for restoring the coastal regions of the state so we would like to recommend using that document as part of this.		5		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	259	My name is Tom Henney. I'm with Cameron Telephone. I'm also one of the two Southwest Louisiana board members on the Louisiana Recovery Authority. I'm astonished at looking at these maps. I didn't understand the part that -- I think I heard you said that they're models, you know, only models that for levee system. I'm talking about the three levee system models that you've got. The reason I'm astonished is that the model didn't begin with trying to protect as much as Louisiana as it could. That model, basically, abandons Cameron Parish, and the two reasons that -- I mean, you can probably come up with a lot more than two, but the two I see is if it's not -- you're abandoning the people there, but if that is not enough for government because it's always not numbers, and Cameron doesn't have a whole lot numbers, you have a lot of infrastructure there. First, you have the strategic reserve which is gone. The Corps of Engineer or whoever put that together appeared to be abandoning something that our nation believes is strategic to our defense against terrorists or whoever, and that's been abandoned right off the bat, and there's three plans that is going to come into Cameron Parish. I don't know if those people realize, but a big lot of worth of investment is going to be abandoned with any of these models which are above Cameron, are going to be adopted as basically saying "We're getting everything below the levee that you got there," and in addition to the 3RG, you have gas costs. The other thing that you can look at is by having the models so far up north. The only thing that would catch the rest of Louisiana North of -- let's say Calcasieu Parish, you think of the Chenier, which is Grand Chenier, Cameron, Johnson Bayou, and all, if you're giving that up because of the way you already designed the natural replacement of those soils are no longer there so we have to protect them and some of these projects are done to protect them, well, Chenier after awhile is going to go away. It's gone to get rolled away. Once it's gone, it's going to run through the marsh, and then Calcasieu Parish is going to become Cameron Parish, and it's going to become the coast for Louisiana, down in Southwest Louisiana.		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	265	I'm Carl Broussard, the Clerk of Court from Cameron Parish. We were looking at those drawings on the back right hand side showing a levee along the Intracoastal Waterway, that cuts off about 75-percent of Cameron. I think it's unacceptable for Cameron Parish. I think that Highway -- if you're going to build a levee system, I think starting in Vermilion Parish and Fork at Island Bridge, that levee should follow Highway 82, that way it would hit every population center along the coast; it would encompass every community along the coasts instead of just the communities north of the Intracoastal, but we also -- that's one way of looking at it, but benefits through use of dredge material, like the man from the Port said, is very important in Cameron Parish. Marsh creating, which using this dredge material is very voluble, and we have -- instead of just piling it up in piles and creating marsh, we have several federal refuges that have used it, and it looks like it was a success, and I think we need to continue to look at that as an alternative, a marsh creation alternative.		8	12	3
court reporter	268	We have very valuable dredge material that is needed to help restore the coast of Louisiana that will come out of the Calcasieu River Waterway. The Port has encouraged local landowners like Mr. Wheat to come forth and offer their property up either on a short term or 25 years or so lease times to utilize their private property for wiser placement of dredge material that the Corps of Engineers presently allows with the federal standard requirement that dredge materials will be placed in upland disposal sites very close to channel, extensive upland disposal sites. We think we can kill two birds with one stone, fully dredge our ship channel and wisely use that dredge material to help out folks like Mr. Wheat whose grandfather walked on property that's now open water. We have sent 800 letters out to local property owners over here asking for participation, and we've got a pretty good response. We suggested in that in that workshop that sort of effort be taken across the state that ought to restore coastal Louisiana in that fashion because the Corps' initial reaction was, "We are going to have to take all this property to demonstrate the Wall of China." We may not have to take all that property. We may have other willing landowners to help us with I believe your alternatives, too.		3	12	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	332	Letter by State Senator (read out by a member of the public in the meeting in Thibodeaux): "First off, I apologize in advance for not being able to attend the Corps' public hearing of March 14, 2006. Before getting into any suggestions or providing my district, Terrebonne and Lafourche Parishes, with category five hurricane protection, I am requesting the Corps conduct two additional public hearings in these parishes. Tidal surges have more of a direct impact on coastal communities in southern parts of Terrebonne and Lafourche Parishes. Thibodaux is 60 miles north of the gulf. I suggest that you consider a hearing in the south Terrebonne area and secondly in the south Lafourche area. I promise you these two locations will provide more participation in interest from affected citizens. I will offer to assist in getting public buildings in these areas, possibly free of charge. Now, I wish to make a few comments on hurricane protection. The only federal hurricane protection project in my region of the state is in Larose, the Golden Meadow, Hurricane Protection Project in south Lafourche. Terrebonne Parish does not have any federal levees. The problem for us is that Congress has not passed a water bill in the last six years. We have had a Corps chief's report submitted to Congress since 2001 from Morganza to the Gulf Hurricane Protection Project. This $780 million project will provide Category 3 protection for most of Terrebonne and a large portion of Lafourche Parish. This levee project begins in the east on the western side of Larose to the Golden Meadow Project in Lafourche Parish. As far as Category 5 protection, I strongly support the southern alignment that follows the approved Morganza to the Gulf alignment which protects most of the coastal communities and southern Terrebonne. It would be a horrible tragedy to exclude these communities from hurricane protection. Another project currently in the Corps feasibility phase is called the Donaldsonville to the Gulf Hurricane Protection Project. There are three alignments currently being considered in this study: The first two are north of the Intracoastal Canal; and the third alignment is south of the Gulf Intracoastal Waterway between Bayou, Lafourche, Ethel Rose to the Mississippi River south of the Naval Air Station in Belle Chase. I support the southern alignment because it protects over 20 percent of the state's population in Plaquemines, Orleans, Jefferson, St. Charles, Lafourche, St. John and St. James Parishes. If the Corps were to build both the Westbank hurricane protection projects and the southern alignment of the Donaldsonville to the Gulf Project we would have a redundant system of protection for the New Orleans metro area from the south. I suggest to the Corps the following steps need to occur to provide Terrebonne and Lafourche and the west side of the Mississippi River the quickest hurricane protection: Number one, get the Morganza to the Gulf Hurricane Protection Project authorized and begin appropriations for funding by Congress. Use the existing Morganza line for		16	7	8

Comment Mode	Commenter ID	Comment	Theme	1	2	3
		Category 5 protection to protect as many coastal communities as possible; number two, improve the non-federal parish drainage levees in Terrebonne and Lafourche by the Secretary of the Army granting a waiver for Federal Corps' funds to be used on these levees. Such waivers have already been granted in such areas as Plaquemines and St. Bernard Parishes. These non-federal improved drainage levees will act as the second line of defense for coastal communities after the Morganza and Donaldsonville Projects are built; number three, complete the feasibility phase in submitting chief's report for Donaldsonville to the Gulf Project A.S.A.P. I suggest the complete Donaldsonville project should be rolled into the current category five study being done by the Corp; number four, raise the existing levees in the Larose to Golden Meadow System. Hurricane Rita's tidal surge caused flood waters to come within 18 inches of over topping parts of this system even though the hurricane made landfall over 150 miles to the west. If my comments or suggestions sound like we are frustrated in my region, we are. Approximately 10,000 homes flooded in my district due to Hurricane Rita and it appears the federal government does not care. We desperately need your help now. Sincerely, Reggie Dupre, State Senate District 20."				
court reporter	333	I think y'all need to fix the Barrier Islands before y'all build any kind of levee. And to fix the Barrier Islands, well, y'all got all kind of barges --that barges can get - where boats can give, take them and put them out the Island. Once y'all got it out the Island, put sand on for more shore and fill it up. And put the Island back like it was a hundred years ago before y'all build any levee, then y'all gonna have something to work with. Besides that, y'all can build the levees y'all want. The lower parishes once they built up, them levees is the only protection you got. When the storm come and they ain't got no lower, no marsh land, and no lower parishes, the levee's gonna take the beating. Then you gonna have to come back and build another levee 50, 60 miles further. That's all I got to say.		0		
court reporter	334	I'm Scott Trey, and I'm an engineer in Creole. I apologize for being late. The comment as being from Grand Chenier and living in Creole, I would like to see your storm surge protection levee (inaudible) It's not going to help us out in Cameron Parish. I would appreciate y'all would consider putting it south of 82 and the road channel; that's all I have.		8		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	335	I'm Stephanie, with the Cameron Parish School Board. Our superintendent was here early, and he had another engagement. He is sending a formal statement and comments, and he'll send that by email. In the meantime, I would just like to summarize what we're doing. We are rebuilding a K-12 school where South Cameron High School previously stood and where our athletic complex remains. We're going to have a temporary campus there in the fall, and we hope to have a more wind resistant building by fall of '09. We are very interested in containment of the entire coastline. We are particularly interested if nothing else in containment of that particular school since it was our school, and the Town of Cameron where our government agencies are. South Cameron High School, and that's going to be K-12 school by the fall of '09, is what we project, but we are going to be there in a temporary setting this fall, and we would be interested in containment of that site and containment of Town of Cameron, particularly where all the governmental agencies are. Perhaps ahead of -- if the whole coastline project is a very extensive project, and it can start in smaller pieces that you get your hands around. As far as schools, all three of our schools were destroyed, but we're going to back with one building, but we're going to locate our office in Cameron. One was in Cameron, and two were in Creole, and, now, all three will be in Creole.		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
court reporter	336	My name is Nicholas. I am a Professor here in Louisiana, and I'm looking at this from a scientific perspective. You will never find the perfect solution, and whatever you do, it has to be a number of things working together. The levee is good. The marsh is good. The stones are good so whatever you do, it has to be a combination of things, and if you look at all of these things, they're some extensive, and they're some not so extensive. And, of course, the effectiveness drops so you're looking at two or three years down the road. I want to know what's going to happen this August. I want to know what can you do for this hurricane season. I want to know if the stones help maybe to the 10-percent effectiveness versus the levee that may get a 70-percent effectiveness. So we can't wait five years from now until all of the research is done until we heard from everybody in order to stop putting a levee in. I think we need to look at this -- what can we do now? What can we do in a year? The other thing, you have to work with feet, and anytime you work with feet from a legal issue, you need to start looking at legal issues now. You have private owners. You have -- and I'm not familiar, so I'm assuming the state owns some land. I'm assuming that the Federal Government owns some land. You may have a perfect plan for a levee if it takes you 20 years through the court system to get the proper requirements, it's not going to be effected so you need to work with finding the issues and as doing the studies with the legal issues. You're talking about modeling. This is very important. There's a principle in modeling. GIGO, garbage in, garbage out. If you don't put the right input, you're not going to get the right options. If you don't consider people south of the Intracoastal Canal, you're not going to get a solution with them in it. So I guess this body of people here needs to know what is the input that some scientists out there are putting in the modeling in order to come up with yellow lights, and maybe we need to consider that input. That input can come from considerations. Last comment I'm going to make, I'm not familiar with it, but we're talking about trying to lessen the effect of the hurricane. Is there anybody in the country looking at the hurricanes themselves, like can we do some research like in 10, 20 years from now and maybe lessen the strength of the hurricane. If we can do that, maybe we can -- I don't know, steer the hurricane to certain areas that are not as populated. A hurricane is a natural phenomena. It has to happened in our life, but maybe we can have it our way. I don't know, maybe in 20 or 50 years we can do that so I think there has to be some other ideas.		17	1	12

Comment Mode	Commenter ID	Comment	Theme	1	2	3
other	213	The advantages of this idea are environmental, recreational, and security. -The protection of life and property from flooding during hurricanes and high water. - The protection of wetlands, prevention of erosion, protection of wildlife and sea life. - Enhancement of the seafood industry with easier fishing and processing. - Creation of deepwater seaport for importing and exporting. - Creation of beaches for swimming and water sports. - Creation of piers for fishing and crabbing.		9	20	11
other	213	We should design an island coming about a half mile from the coast line and extend the island out one and one-half miles. The sides of the island should parallel the Atchafalaya River on the west side and Bayou Lafourche on the east side and from Bayou Lafourche on the west side to the Mississippi River on the east side and on the Mississippi River to the state line.		12		
personal letter	15	Maintaining the MRGO as a deep draft navigation channel providing a Weir across the MRGO at Paris Rd. will not provide the East Basin with the necessary wetland restoration inhanced with hydrolic barriers (proposed by LPBF and ST.B.CRP) critical to hurricane protection		2	3	
personal letter	15	The resources that should be considered in the EIS have been provided to the US Army Corp of Engineers by the Lake Pontchartrain Basin Foundation that include: Maintain the Lake Borgne Landbridge, restore Bayou la Loutre Ridge (constriction of the MRGO), Restore the Chandeleur Barrier Islands using the Caernarvon reintroduction, construction a Violet Reintroduction, and a Maurepas reintroduction. The Lake Ponchartrain Basin Foundation (LPBF) and the St. Bernard CRC (ST.B.CRC) have provided the US Army Corp Engineers with models that need to tested and put in place now.		3	8	9
personal letter	15	In providing input during the “scoping” process for the EIS Cat5 LACPR at UNO on March 9, 2006, I expressed my concern that the MRGO was not a focus in discussion of the Cat5 LACPR. Many look at my address and zipcode and correctly identify that my residence did not flood. What is not identified is my experience with the MRGO – My brothers and I were evacuated out of St. Bernard Parish, as children, after “Betsy” had flooded the lower ninth-ward, Poland Ave., and St. Bernard Parish. The MRGO has been identified in both “Katrina” and “Betsy” as having funneled floodwaters. The MRGO has also been responsible for salt-water intrusion and the destruction of the wetland forest east of Chalmette, my family and I have witness this on going destruction.		2	9	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	32	As you are probably already aware, our area is experiencing the greatest land loss within south Louisiana at a rate of 10-11 square miles a year. After hurricanes Katrina and Rita alone, Terrebonne Parish experienced a loss of 13 square miles of valuable buffer against storm surges. The basins are located between two river sources, the Atchafalaya and the Mississippi Rivers, making it difficult to get nutrient-rich sediment flow to our area to counter land loss. Additionally, our first line of defense, the barrier island, has long been neglected. These vital lines of protection must be an essential part of the state's rebuilding plan, not only for restoration, but for protection as well. The rebuilding of the barrier islands must take into account the natural dynamic of the land, and if rebuilt from the transfer of offshore materials, consideration must be given to how salinity will affect this natural dynamic. For these land-loss reasons alone, our area should be made a priority for significant hurricane protection. Although most of the attention is focused on rebuilding and repairing levees in the greater New Orleans area, one of the most critical gaps in the protection of our coastal communities occurs in Terrebonne Parish. Terrebonne Parish lacks ANY adequate hurricane protection, and for more than 10 years now, the Morganza to the Gulf Hurricane Protection Project has awaited the proper authorization and funding from the federal government. This project must be made a priority on the state and federal levels, and this exceptionally vulnerable area that is the home to a significant share of oil and gas service companies must be protected immediately. In conjunction, the South Lafourche Levee System must also receive the proper attention and resources in order to raise and armor its levees, which have been exposed to subsidence and exposure due to land loss, and additional funding given for the necessary water control structure(s) to make navigation and flood protection work simultaneously for the betterment of the community. This system, which also protects vital oil and gas infrastructure and development for not only the state, but the nation, must receive priority status as well. Although Morganza currently lacks authorization, the non-federal levees in Terrebonne Parish can be improved to provide an interim form of protection. By raising the non-federal drainage levees significantly and constructing critical water control infrastructure on the most vulnerable areas of the parish, including a lock complex at the Houma Navigational Canal, these interim levees and complex can easily be utilized as a third ring of defense against hurricanes, with the aforementioned barrier islands and Morganza project providing the first and second lines of defense, respectively.		9	16	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	32	ROR believes several key factors must be considered during this investigation for CAT 5 protection and restoration for Louisiana. First and foremost, it is important to balance the natural environment with these protection structures. History has taught us that the battle against Mother Nature is not one we are going to win without taking her destructive power into consideration. Protection becomes moot if the proper steps are not taken to sustain and maintain our coastal communities. ROR also believes that a long term, large scale restoration project, specifically the Third Delta, is essential to the long term sustainability of our area, and these projects must be taken into consideration. Considerable thought and effort needs to be placed into already conceived plans and studies for restoration and protection. Coast 205, as well as the Louisiana Coastal Area Study, is an invaluable tool for helping to prepare this study and others. Comprehensive planning, including future infrastructure projects such as improvements to the LA Highway 1, must also be taken into consideration during the planning process. Existing alignments for future protection, such as Morganza and Donaldsonville to the Gulf and existing protection such as that from Larose to Leeville must be taken into serious consideration. In regards to current restoration strategies, such as those proposed in the state reconnaissance-level study of the Third Delta Conveyance Channel conducted by CH2MHILL, ROR adamantly believes the suggested pipeline strategies should work synchronically with the Third Delta. The two scenarios should not be treated as "either/or." Pipeline transfer, done properly on a smaller scale, with far less than the $10 billion price tag suggested by CH2MHILL, would greatly complement and expedite the evolution of the Third Delta Conveyance Channel. To expedite the CAT 5 study, it is imperative to utilize this important existing information.		18	5	
personal letter	40	The U.S. Corps of Engineers has built too many canals which caused the water surges which destroyed New Orleans East, the Lower Ninth Ward and St. Bernard. The MR-GO must be filled in as soon as possible. MR. GO MUST GO!! People in St. Bernard, the Ninth Ward, and Holy Cross area have complained about this since 1958 (5 years before the MR-GO was built), always to be ignored because they were the wrong race or class. They weren't wrong. Unfortunately, William Jefferson has opposed the closing of MR-GO because Bollinger, albeit a large employer for the port, has opposed the closing of the underutilized facility they have there. Mr. Jefferson has to weigh the closing of a large employer over the deaths of some 300 people, all of them his own constituents.		2	6	11

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	40	Hurricane Katrina changed New Orleans more than almost any event in its history. It is now time to decide whether we will make New Orleans a model of urban development and planner for the rest of the world, as it has been in the past, or simply gone. 1) The most serious problem is the wetlands disappearance. Without them, the coastline of Louisiana will be at the north shore of Lake Pontchartrain. Although people have said that they intend to build back their homes and businesses, the truth is more probably that this will be practically, if not completely, impossible to do in all the places. We may have to accept the fact that the marshlands which formed the neighborhoods like Lakeview, New Orleans East, the Lower Ninth Ward, Broadmoor, and much of the developed part of St. Bernard Parish, will largely have to revert to their former habitat, otherwise they will have to deal with the prospect of being flooded again and again. The more wetlands that are destroyed, the more vulnerable the New Orleans is to physical devastation and ultimate disappearance altogether		3		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	40	I have noticed for years that a big part of the Industrial Canal levee between Claiborne Avenue and Florida Avenue had been cut in half, I presume to start the widening process. That is where the levee breached twice form the two hurricanes. The 30-or-so-square block area around the blocks-long breach looks like Hiroshima the day after the A-bomb hit. There are probably still bodies underneath the knee-high pile of splinters. If I am not mistaken, I recently read that the Westbank golf course which sponsored the Zurich Classic was flooded during the storms. During the classic, Vijay Singh, probably because he wasn't winning, complained that the course wasn't as good as English Turn. The Times-Picayune ran a story about how the course had been a swamp but had all of these drainage pipes to make it a first-class golf course. It was paid for with state money, I think under the auspices of John Alario, with various assurances that the state would pay to have the Zurich Classic here. Thank you, Mike Foster. The newspaper had run several stories about the environmental questionability of the project, but the Corps approved it anyway. Now, the course has flooded because that's what it's supposed to do! The course needs to be allowed to return to the marshland that it once was. This example is typical of the short-sightedness of various government, not to mention private, land-use plans which have been wasteful, expensive, unnecessary, and downright dangerous and this short of thing has to stop. There was also a cynical, stupid article in the Times-Picayune by a writer who was some kind of apologist for the wasted money. He said that it was naive and foolish for people in the public to even believe that the money would be better spent on public health or education, because we all knew better. This is the sort of attitude that created the catastrophe caused by Katrina. Now how much are we going to have to pay? Likewise, David Vitter has proclaimed himself to be the giant among pygmies for his advanced thinking about wetland restoration. Nevertheless, in addition to being unable to convince the President of the United States that we have a serious problem down here and something expensive is going to have to be done about it, he has also caved in or just been bought out by the lumber lobby, which wants to cut one of the last areas of cypress forest in Lake Maurepas down under the fallacious thinking that the trees will grow back. If hurricane season happens once every six months (including one in May one year recently), anyone who is thinking clearly will realize that those trees will not grow enough in six months to absorb the strength of a tropical storm or hurricane. Mr. Vitter needs to remove his support from cutting those and any other trees from wetland areas.		8	3	6

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	40	It is my understanding that the oil companies are required to fill in the canals and level out the spoil banks of the canals after they build them. Although I am not certain about this, I have a funny feeling that the Louisiana Department of Environmental Quality has not been enforcing a lot of these environmental reparation cases, which has contributed greatly to the erosion and salt water intrusion. To show you what funny people we Louisianians are, we will eat oysters, catfish, shrimp, crabs, gleefully watch crawfish broil to death and will eat any number of otherwise completely vile things, but everyone I speak to is either nauseous or horrified at the thought of eating nutria. I would urge all of us to start learning recipes and "refine" our tastes just a little bit more. Nutria are great mammals, but they are an imported pest that is literally eating the marshland up. I generally try to eat more vegetables than meat, but I would consider it my patriotic duty to eat nutria steak. Keep up the good work, Paul!		9	6	
personal letter	40	2) If the city's physical area is severely restricted (like Manhattan, Seattle, or San Francisco), the best way to give everyone a decent life is to use the land we have better.		1		
personal letter	40	One out of every five residential buildings in New Orleans is blighted and/or abandoned. I have been very disappointed in Mayor Nagin's approach to historic preservation. He seems not to care at all. Yet, quite a few of these dilapidated buildings survived this terrible storm that ripped up much newer, suburban buildings. The City needs more laws allowing it to take over such buildings, selling them cheaply to contractors, developers, and private individuals, and renovated. Perhaps Habitat for Humanity, the Preservation Resource Center, ACORN, and other groups could assist with saving the structures and the architectural significance of these buildings. By the way, there is a magnificent Italianate villa on the lake block of North Claiborne between Esplanade and Kerlerec (1423?) that is still standing after decades of horrid abuse. If I had the money, I'd do it myself. Also, 1625 St. Maurice Avenue deserves a look before it is demolished. Could anyone check into saving these houses?		6	19	8

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	40	The vacant lots and parking areas of the Central Business District, New Marigny and other neighborhoods need to be filled in with either architecturally appropriate buildings or mid- and high-rise apartment buildings for mixed income people. There is a lot of potential for developing parks, make the Woolsworth's a grocery store and have Canal Street become the greatest avenue in the world again. What about putting up French-quarter-style ironwork for the balconies of high-rise apartments. Look to the innovations in Art Nouveau & Art Deco, particularly as it has been done in Havana, Cube, for example, for guidance. We need a new modern architecture, but one that will show the originality of our style. We should become a collonnaded city again. The second, third, and fourth stories of the buildings on Canal Street are often empty. Those would make wonderful apartments for mixed income people who will be able to walk to work.		19	8	5
personal letter	40	4) Although the public transportation in New Orleans is not bad, it could be a lot better. I lived for 11 years in this city with no car and I never thought about it. If it's good enough for me, it's good enough for everyone else! This would be easier to do with the reduced amount of land for public transportation. Make it cheaper or free. It is also essential that the transit systems of Jefferson, Orleans, and St. Bernard Parishes be completely unified. The present system of 3 separate public transit entities for 3 parishes whose borders and development touch each other is absurd and just adds to more political infighting and duplication of effort. One should be able to take the bus or rail from Chalmette to Kenner and transfer once or twice or not at all. Also, better public transportation will put us years ahead of cities like Houston, Dallas, or Miami, which depend on an increasingly undependable and dangerous source of oil. Americans will have to learn to live within their means. And who better to teach them than the state and city that provide a huge part of the oil and gas that they use so immorally? If we can teach Americans how to cook, we can teach them how to conserve gasoline. Once of the geniuses of New Orleans is its ability to think about life in terms other than materialism (while being built on materialism!!).		1		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	40	5) This idea may not be suited for an American city, but it is a possibility. The city of Curitiba, Brazil, has been designated as the Greenest City in the World. Why would a poverty-stricken, almost unheard of place in the Third World be so environmentally and socially correct? From what I understand, about 20 years ago, a relatively unknown candidate was elected mayor of this city. He saw that there was a choice between making the city livable for people or livable for cars and "modernity." He chose the former. He organized a system where he took unused plots of land in the favelas housing some one million people, erecting a stall, and had workers exchange recyclable garbage for fresh fruit and vegetables. Within a short period of time, the public health had improved because the residents had access to free and fresh food. Also, the streets were cleaner and the neighborhoods actually improved. The residents developed a sense of civic pride in their homes and neighborhoods. Brazil and Louisiana have a lot in common. Why can't we take the Parkway and Parks Commission use of vacant lots one step farther? I remember the residents of the Lafitte Housing Project had a wonderful garden where they grew much of their own food. Is there some way to obtain some kind of grant to run a pilot program of that sort in New Orleans? 6) Children should be made to clean up their schools as much as possible. Discipline should be stern and enforced. As for how to improve the public education here, I'm at a loss. Any ideas? In Cuba, the best building in the neighborhood is the school. If they can do this, why can't we? 7) Rebuild Charity Hospital. The Art Deco building is beautiful, if structurally flawed. In the meantime, maybe we could have more community health centers. Charity Hospital has been one of the most important public health facilities in the United States and should be maintained.		1	5	8
personal letter	40	These are a few of my ideas. I hope you will not think I am being condescending or elitist. But this is our Moment of Truth. We live in one of the greatest African, French, Caribbean, Spanish, Vietnamese, and most uniquely American cities in the world. Americans have always been known for their optimism and hard work. New Orleans and Louisiana have not always shared a lot of that feeling, but the time has come to reach into ourselves and come up with a new, innovative solution to our serious, serious problems, which existed long before Hurricane Katrina. We've had plenty of warning. Now it is time for the action.		12		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	40	3) The City needs to be a place that both blacks and whites can feel comfortable living in together. I am white, but I wonder if many black people feel somewhat cheated by the whites again. In New Orleans East, they had an opportunity to have a suburban, predominantly black neighborhood. They may not have been exactly welcomed in Metairie, but The East become a rather close-nit community that carried on the traditions of the 7th Ward, many of which may have come from Africa. I personally do not care for the suburbs (don't like to drive) but was glad that blacks could live in the city or the suburbs if they wanted to. But, they were given the worst land for flooding to live in. If they have to move back to the older parts of the city, then, those neighborhoods should be habitable, comfortable, and places that people want to call home. I think all neighborhoods should be integrated, much as they always were. New Orleans is the most mixed-race city in America. She is also the Mother of American Culture. We need to remind America again and again that we can both be naughty and nice. We have contributed to American culture at least what New York or San Francisco have. A great deal of New Orleans contribution has been black. I should remind white readers of this diatribe to remember that the crisis we are facing is too great for us to be wasting time worrying about someone's race.		1	8	19

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	61	Cat5 LACPR Comments of James W. Bean March 13, 2006 To Whom It May Concern I attended the public input session at UNO last week and was impressed with the progress to date as well as the process for obtaining comments. As a follow up to that session, I respectfully submit the following comments based upon my many years of experience in moving wet soils in this region as well as my personal interest in seeing that the region has adequate protection from future storm events in a timely manner. Sequencing—The current efforts to rebuild the existing levee system protecting Orleans, St. Bernard and Jefferson will provide reasonable protection along the south shore of Lake Pontchartrain once the canal closures are in place. There still remains the exposure from the east threatening St. Bernard and the eastern portions of Orleans. I believe that focusing first on the barrier east of the Mississippi River would provide the greatest good. This first phase would connect the Mississippi River levee in St. Bernard with the South Lakeshore levee near the southern end of the Highway 11 Bridge. This would provide protection for most of St. Bernard as well as Orleans. Ease of construction—The barrier protecting St. Bernard as depicted on the various proposed routes consists of enlarging existing levees as well as construction of a new segment along the edge of Lake Borgne. These levees will have to be significantly higher than those currently existing. To achieve these heights at reasonable costs a sand core levee will be required. Fortunately, there are adequate quantities of sand available in the Mississippi River that can be transported economically to the site by pumping. Clay for covering the sand core is available within economical distances. Closing off Lake Pontchartrain – The current alignments for the barrier from the Michoud area to Slidell generally follows Highway 90. I would suggest that the barrier be built between the Intracoastal Waterway and the railroad until it reaches the Rigolets. This alignment avoids the more congested route along Highway 90 as well as protecting the railroad. It also allows space for an earthen levee with a sand core and clay cover. The materials for this construction are readily available in the Pearl River delta. The construction would not interfere with existing road traffic. Another benefit of this route is that there is adequate space for the construction of the control structure for the Rigolets. Additionally, there appears to be a sand base near the intersection of the IWW and the Rigolets that would provide a good foundation for the control structure. Westbank of Plaquemines and Jefferson—The current alignments being proposed exclude the communities along Bayou Barataria. Perhaps this area could be included by building the barrier between a point just				

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		south of the Refinery at Myrtle Grove to a point just below Lafitte, La. The barrier would then be constructed on the west side of Bayou Barataria up to the IWW. The Barataria waterway would be relocated to the west of the barrier, thereby taking larger vessel traffic out of the existing communities. This alignment should not be significantly more costly and can be designed to allow normal tidal flow just as the levee along the edge of Lake Borgne. I appreciate the opportunity to provide these comments and would be happy to discuss them further at you convenience.				
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personal letter	61	Ease of construction—The barrier protecting St. Bernard as depicted on the various proposed routes consists of enlarging existing levees as well as construction of a new segment along the edge of Lake Borgne. These levees will have to be significantly higher than those currently existing. To achieve these heights at reasonable costs a sand core levee will be required. Fortunately, there are adequate quantities of sand available in the Mississippi River that can be transported economically to the site by pumping. Clay for covering the sand core is available within economical distances.		12	8	
personal letter	96	This document summarizes the Lake Pontchartrain Basin Foundation's comments regarding the coastal restoration component of the LACPR project. The Pontchartrain Coastal Lines of Defense Program represents a highly vetted and integrated set of projects which is based on the Comprehensive Habitat Management Plan for the Pontchartrain Basin (CHMP). The CHMP was developed over two years ago by a team of highly qualified engineers, biologists and physical scientists including representation from the US Army Corps of Engineers, US Fish and Wildlife Service, University of New Orleans, Southeastern University, LA Department of Nature Resources, Pontchartrain Institute for Environmental Services and LSU AgCenter. The plan was peer-reviewed by representatives from National Marine Fisheries Service, Natural Resource Conservation Service, LSU, US Geological Survey, LA Geological Survey, The Nature Conservancy, and EPA Gulf of Mexico Program Office and the Coalition to Restore Coastal Louisiana. The final CHMP was formally approved and accepted by the EPA Region VI office. Since its release, the Pontchartrain Coastal Lines of Defense Program has been presented to numerous parish, state and federal officials. To our knowledge, no one has challenged the analyses, conclusions or recommendations of this program. Recently both the Coalition to Restore Coastal Louisiana and the Louisiana Wildlife Federation have approved resolutions endorsing both the Comprehensive Habitat Management Plan and the Pontchartrain Coastal Lines of Defense Program. These proposals are the best and most integrated restoration plan that is available for the Pontchartrain Basin. More complete documentation may be found at our website SaveOurLake.org (under Coastal Sustainability Program). The Pontchartrain Coastal Lines of Defense Program includes ten coastal project areas which provide significant habitat restoration and flood protection. We strongly endorse and request that all ten projects be included into the LACPR plans, be funded and begin construction with the greatest urgency. Thank you for your consideration.		5	8	17

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	97	Please consider this letter as our formal request that the LA CPR align the Category 5 barrier along the south side of the CSX RR tracks. We suggest that water controlled structures be designed so that they do not restrict the normal tidal flows of the Chef Menteur and Rigolets channels and placed as indicated on the attached map. The Rigolets placement is designed to avoid trapping the Pearl River and to flow the surge into the Pearl estuary until it reaches higher land. By locating the alignment on the south side of the CSX tracks and tying it in with the Orleans levee at Bayou Thomas, the Venetian Isles-Elan Vitale residents can protected without adverse consequences for them.		8		
personal letter	97	2. Historic Ft. Pike would be left outside of the wall.. 3. The opportunity for substantial property tax revenues by the City of New Orleans will be lost. Pre-Katrina, property values were growing rapidly over the past five years, especially in the area between the passes, in spite of being located outside of the Orleans Parish levee system. 4. Unnecessary expense to American taxpayers to compensate at least 500 property owners with 18 lineal miles of water front properties on the Orleans Land Bridge and others in Venetian Isles along Hwy 90. 5. Encumbrance of recreational access to Lake Catherine and Lake Pontchartrain. 6. Endangerment of the CSX RR tracks, a vital transportation infrastructure component. The tracks would lie outside of the wall and become subject to deeper and longer-lasting submersion during surge events, including less than Cat. 5 hurricanes.		19	11	20
personal letter	97	Maps we have seen of the initial layout of the Category 5 Hurricane protection plan for the New Orleans area places the barrier along the ROW of Hwy 90 between the New Orleans levee eastern flood wall and Chef Menteur Pass and then along Hwy 90 between Chef Menteur Pass and the Rigolets. We sincerely believe that locating a 30-40 ft high wall along that corridor will result in unnecessary adverse and negative impacts to the environment, including the following items: 1. The Venetian Isles subdivision, home to approximately 1200 people on the north side of the highway and Elan Vital development on the south side will be substantively disrupted. There will be a nearly total disruption of a one hundred year old community of 900 - 1,000 homes and business lying between the two passes. Know as the Lake Catherine community, most of those homes and businesses, including commercial fishers and processors, boat repair yards, restaurants and bars intend to rebuild.		8	9	11

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	109	If our wetlands are so valuable to our nation we should protect them so that they can function as secondary protectors for us. America should encourage the placement of liquid natural gas terminals in the gulf rather than in the Atlantic and Pacific. We need to do all that we can to cool the heated waters of the gulf. For eons the coast of Louisiana was allowed to build up behind barrier islands and reefs. A low tide shell reef extended from Point Au fer to beyond Marsh Island. That should be our model for defending against the storm surge. The original reef was quarter mile wide and was submerged at high tide. Our storm barrier should extend from Sabine to the Pearl. It should be 41 feet above mean sea level.		3	9	12
personal letter	160	1. Any type of levee or coastal restoration planning must include consideration of faults, both for levee alignment and for levee construction. Areas on downthrown blocks sinking faster than either slurry pipelines or diversions can build up should be south of any new levees. Design of levees must include shear loads from faults. The primary axis (strike plane) of the faults is east-west; the levees along the Mississippi run about 45 degrees to those faults, subjecting them to sheer loads, not compression, if the faults move suddenly. New hurricane levee alignments that cross fault lines at right angles are especially vulnerable to shear loads. Note that this is not a just a "subsidence" issue, nor is faulting only an "engineering" problem. The southern third of La. is sliding into the Gulf along a family of fault lines running from the other side of Houston to past Slidell. Ensuring that the local soil can support the weight of a levee is necessary but it is not enough. The floor of an elevator will support your weight even when the "down" button has been depressed. The fact that you aren't falling through the floor won't help to keep you dry if the first two floors are flooded and you are passing the third floor with the "one" button selected on the "desired floor" panel.		1	8	9
personal letter	160	4. I see no hope for hurricane protection for St. Tammany Parish, be it a III or a V, without (a) gates in the Chef and Rigolets, (b) raising and armoring the Orleans-St. Tammany land bridge, and (c) extending the levee up the west Pearl River far enough north to prevent a surge from doing an "end around" up the Pearl River and then arcing left/west back down into Slidell from the north. Given the contentious fights over the West Pearl levee in St. Tammany, 1979-1996, it will not be possible to satisfy the locals with any given levee alignment. Run the levee as far east as you can, as straight as you can (unless the models show some other alignment better reduces surge action), and let the chips fall where they may. Thx		8		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	160	2. Everything thing of any size or expense in La. should be tied into a CORS-like GPS system. Numerous benchmarks are sinking all over south La. There is no point in planning a levee "17 feet high" unless you can tie that "17 feet" elevation to reliable benchmark. Whether or not the crest of the levee is getting closer to the toe of the levee is one kind of question. That's typically what engineers mean by "subsidence." But, whether or not the toe of the levee is getting closer to the center of the Earth is a rather different kind of question. That's what geologists mean by subsidence. Faulting is a geological hazard and the design of the levee must take it into account just as with other geological hazards, such as earthquakes. (And La. is neither immune to nor exempt from earthquakes.) I'm not talking about "rock squeezing" here. This is "moving rock" territory, and it is moving down at least as much as it is compressing - if not more so. Additionally, the zone of deformation associated with a fault scarp is much larger than just the scarp itself, particularly on the downthrown side. The upthrown side can rebound after a movement, which can be as bad for a levee above (north, here) the fault as below it (south, here). See this report, prepared for the New Orleans District, http://www.coastalenv.com/Publications/ActiveGeologicalFaultsandLandChangeinSELA.pdf, for details of the geological forces both shaping our coastal losses and complicating the survival of levees crossing faults.		12	9	5
personal letter	172	My readings these last few months lead me to believe that long-term reversal of the on-going damage to Southern Louisiana coastal regions and population centers is likely to be extremely difficult, and cannot be assured of success. All of the authors and experts that I have seen in print seem to agree, however, that whatever hope we may have will be strengthened by efforts to acccomodate the Mississippi River's natural tendency to divert itself from an established channel once that channel no longer provides an efficient route to the sea. While I recognize the political and social difficulties that make profound diversion unlikely, I would hope that your final report will give full weight to the opinions of the many, many scientists and engineers who encourage a diversion of the Mississippi _above_ New Orleans for the express purpose of wetlands restoration in the Southern Louisiana ecosystem. As I am sure you are aware, the arguments for such actions go much further than the well-documented mitigating effect wetlands have on storm surge.		1	9	3
personal letter	172	Thank you in advance for your work on this vital project. Southern Louisiana is an irreplaceable natural, cultural, and historic resource. It deserves whatever we can do to protect and enhance its long-tern health.		19		
personal letter	172	I encourage you in the strongest terms possible to use whatever persuasive means are at your disposal to fully fund planning and active engineering work to divert a significant portion of the Mississippi River through the Achafalaya Basin, Bayou Lafouche, or other natural channels into the coastal wetlands, as expert advice deems appropriate.		14	1	9

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	172	The long-term health of the entire Gulf seafood industry _requires_ an energetic program to restore wetlands. Obviously, such a program is years overdue. Where once we could argue about the positive effects of wetlands generally and the negative effects of channels cut through the wetlands, such arguments are now closed conclusively by demonstraded effects.		20	3	
personal letter	185	On behalf of the Houma-Terrebonne Chamber of Commerce, I offer the following comments. Terrebonne Parish has no hurricane levees and has been waiting for the passage of the WRDA bill for six years to authorize the Morganza to the Gulf Levee system. We have had a Corps Chief's Report submitted to Congress since 2001 and our citizens have taxed themselves to provide for the non-federal cost share of the project. This $780 million project will provide category 3 protection to most of Terrebonne and a large portion of Lafourche Parish. As far as Category 5 protection, the Chamber strongly supports the southern alignment that follows the approved Morganza to the Gulf alignment which protects most of the coastal communities in southern Terrebonne. It would be a horrible tragedy to exclude these communities from hurricane protection.		16	8	5
personal letter	185	The Chamber suggest to the Corps the following steps need to occur to provide Terrebonne Parish the quickest Hurricane Protection: 1. Get the Morganza to the Gulf Hurricane Protection Project authorized and begin appropriations for funding by Congress. Use the existing Morganza alignment for Category 5 protection to protect as many coastal communities as possible. 2. Improve the non-federal Parish Drainage Levees in Terrebonne and Lafourche by the Secretary of the Army granting a waiver for federal Corps funds to be used on these levees. Such waivers have already been granted in such areas as Plaquemines and St. Bernard Parishes. These non-federal improved drainage levees will act as a second line of defense for coastal communities after the Morganza and Donaldsonville projects are built. Approximately 10,000 homes flooded in Terrebonne Parish due to Hurricane Rita, and it appears the Federal Government does not care. We desperately need your help now.		17	16	6

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	186	On behalf of the Mississippi River Basin Alliance (MRBA), I wanted to thank you for inviting me to participate in the Louisiana Coastal Protections and Restoration Workshop held in Lafayette on February 13-14, and for the Corps of Engineers' efforts to solicit input from the public on this critical issue. MRBA has supported restoration of Louisiana's coast for a number of years, and has focused many of our efforts on building support for this endeavor in the states upriver. The inherent challenge of the issue has been magnified by the complex and pressing questions that Louisiana and its federal partners are confronted with after the hurricanes in 2005. We are committed to a sustainable coast and effective hurricane protection for southern Louisiana, and hope to work through these issues with the state, federal agencies, and stakeholders so that the decisions reached can further those goals.		1	3	
personal letter	186	The second aspect in many cases should involve strengthening of existing levees as the most immediate and effective option available in the near term. The key consideraton for protection measures should be effectiveness. Many officials and stakeholders have understandably focused on structures built at the Category 5 level as the only way to achieve a secure system of protection. It is not clear that all levees need to be raised to this level, but this decision should be the result of a scientific determination. All levees and protection structures will clearly be more effective and more sustainable when separated from the Gulf by a buffer of coastal wetlands.		13	1	9
personal letter	186	Question #2: What are the significant resources that should be considered in the DPEIS? The significant natural features identified in previous coastal studies and restoration plans are critical and necessary for a sustainable coast: barrier islands, coastal marshes, swamps and forested wetlands. Coastal forests in particular need to be protected as buffers against wave and wind surges for coastal communities. The importance of all of these features for storm protection was vividly demonstrated by the storms in 2005; uncertainty about the exact amount of storm surge reduction per mile of wetlands should not be allowed to mask the necessity of having these areas situated between communities and infrastructure and the Gulf. The inland energy system, and its connections to offshore facilities through pipelines, also needs to receive elevated attention to prevent even more extensive damage from spills resulting from future storm damage. The filling of obsolete canals in the marshes should be actively pursued where feasible to stabilize the landscape and close off channels for storm surge. The closure of the Mississippi River Gulf Outlet is clearly a priority.		5	3	2

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	186	I am submitting the following comments on behalf of the Mississippi River Basin Alliance (MRBA), a non-profit organization with over 130 member groups dedicated to the protection and restoration of the river system and the communities who depend on it. MRBA has been an active participant in the effort to secure protection and restoration of Louisiana's coast and the Mississippi River delta, and has worked to support the communities and stakeholders in southern Louisiana who are trying to protect the coastal system and the way of life that depends on the health of marshes, swamps, and estuaries. We recognize the heightened urgency of coastal restoration and hurricane protection following the storms in 2005 and the prospect of a more active storm cycle in years ahead.		9	3	19
personal letter	186	The Lake Pontchartrain Basin Foundation has promoted the concept of "multiple lines of defense," which focuses on the natural and built features of the coastal system that can provide sustainable and long-term storm protection, while also retaining the natural features of the coastal system. A critical consideration here is what has been called the "time factor" - the need for effective steps in the near term to allow restoration and survival in a situation of heightened risk.		18	15	
personal letter	186	In terms of the specific questions posed by the Corps at the scoping meetings and call for public comments, our responses are the following. Quation #I: What are the critical natural and human environmental problems and needs that should be addressed in the DPEIS? It has become clear that coastal restoration and hurricane protection need to be more effectively and sustainably integrated. There are a number of complicated and pressing questions about rebuilding and relocation of coastal residents that fall outside of the Corps' direct jurisdiction, yet all of these issues obviously intersect in the real decisions being made on the ground.		1		
personal letter	186	A number of stakeholders have urged that the use of sediment pipelines to carry slurry from the Mississippi River into adjacent wetland basins south of New Orleans be actively pursued. The offer from the state of Illinois to transport excess sediment from their waterways to Louisiana should also receive immediate attention. The high quality of this sediment makes it suitable for a number of uses in protection and restoration measures, while the synergy of needs between the two states increases the feasibility of this approach.		9	1	
personal letter	186	As mentioned above, strengthening existing hurricane protection levees in coastal parishes should also receive priority. Many of these levees were topped by surge in last years' storms, and will be again if similar storms hit the coast.		13		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	186	In terms of the four alternatives presented for evaluation in the LACPR EIS, we do not support the structural alternative of continuous earthen or concrete sea walls along the coast. The long time frame and technical challenges presented by this option raise serious questions about its feasibility, while its cost could make national support more difficult. A more fundamental concern is that it would work against deltaic restoration if wetland basins are enclosed within the levees, and detract from achieving a sustainable coast. Enclosure of wetlands within levees has traditionally led to their development or utilization for other purposes. It is also conceivable that a situation would arise during a storm event where high water occurred on both sides of the levee, in which case pumping out flood waters on the interior might not be an option. A combination of structural and non-structural measures has been the basis of every restoration plan that has been formulated by the state and its federal partners. Particular elements of these plans have likely been rendered less effective by the impacts of last year's storms, but the basic concept of restoring and sustaining coastal wetlands, and providing effective hurricane protection for population centers, is clearly the optimal approach.		18	1	3
personal letter	186	We are concerned about the inclusion of projects such as the Inner Harbor Navigation Canal Lock in New Orleans in restoration plans, and the continued use of the MRGO channel as leverage for promoting the Lock expansion. The estimated cost of this single non-restoration project could fund the entire restoration effort for a number of years, and its economic justification has never been established. We are also concerned that development patterns south of New Orleans, as well as in other coastal parishes, permitted by the Corps are putting more people in harm's way. Building south into coastal wetlands as the Gulf moves north is clearly inconsistent with genuine restoration of the coast, as well as implementation of an effective hurricane protection system based on projected changes. It is crucial that these policies change in the aftermath of the events of 2005.		2	3	1
personal letter	186	In conclusion, we raise again the issue of prioritization. Restoration and protection efforts should clearly take priority over other public works projects in the situation of recovery in heightened risk that Louisiana faces.		3	9	1
personal letter	186	Question #3: What are the reasonable hurricane protection, coastal restoration, flood control alternatives, and alternative barrier plans, etc., which should be considered in the DPEIS? As stated above, we feel the "multiple lines of defense" concept to be a valuable approach that should be addressed in the DPEIS, as an integration of natural and structural measures in a sustainable way. The "time factor" should be one of the key considerations, along with sustainability of the coastal system, in deciding near term measures.		18	15	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	187	After seeing the ravages from the hurricane that were done to New Orleans and surrounding areas, I could not help but feel this could happen to us. Our homes could be destroyed; our church and cemetery could be destroyed with all my ancestors buried in there. We also have plans to be buried there. All this destruction can be avoided if whoever made this horrendous decision to exclude us would change their minds. I hope and pray that you will change your mind and include us in the hurricane protection levee. If not someone will have to compensate us to be able to move our entire lives. My mother and father are old and cannot just uproot themselves. It is very sad for a lot of people living on this bayou. We can no longer feel safe in our own homes because someone in the United States of America decided we are not worth saving. Please tell me how we could change your minds. You need to come down here and see we are worth saving. I cannot believe that this travesty is going to be allowed to happen. What happened to the original plans for the Morganza to the Gulf levee?		16	6	5
personal letter	187	Chauvin is not a small community there are 4 financial banks on this bayou which should prove the people here have money. We have several churches on this bayou. My Church which is very nice is St. Joseph Catholic Church. There are many shrimp factories and many trawlers. Those of us who do not trawl work in the oil industry, medical field, etc.		11	20	
personal letter	187	I am writing in response to the levee hearing held Tuesday March 14, 2006 in Thibodaux. I do not know how anyone could come up with such a plan to exclude United States citizens from the ravages of hurricanes. Do you not know that we are living breathing human beings? How dare anyone exclude us. I grew up in Chauvin and I have raised my family here. I come from a long line of descendants that have lived here since the 1800's. Most of them are buried in the St. Joseph cemetery here in Chauvin. I am writing this letter trying to protect everything that is near and dear to me.		6	16	19
personal letter	187	If you allow all this land to get eaten up Louisiana would not survive. The seafood industry, the oil industry, our heritage would disappear if you exclude us.		20	11	19
personal letter	189	The Coalition to Restore Coastal Louisiana, among others, has articulated the core considerations or principles that a sustainable coast and southern Louisiana will require: comprehensive coastal restoration and effective hurricane protection for population centers. In areas such as St. Bernard and Terrebonne Parishes, which sustained some of the most serious damage, the need to repair and strengthen hurricane protection levees is reinforced by their role as storm buffers for inland areas, as well as the protection they provide to communities in their immediate vicinity.		3	16	1

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	193	We have sincerely appreciated your support for the efforts of the Lake Catherine community to stop the erosion of the Orleans Land Bridge, which is the last barrier island between L. Pontchartrain and the Gulf of Mexico. We are forwarding for your information our letter to Mr. Gregory Miller, the Corps of Engineers Coastal Protection Report Project Manager, requesting that the proposed Category 5 flood barrier be located along the CSX RR tracks instead of down the middle of Hwy 90.		8		
personal letter	194	My comments and I feel strong about this subject. Erosion cannot be stopped-PERIOD. The only way to restore Louisiana marshes is to build it faster than it erodes. Every one knows the only way to build it back is the same way it was put there in the first place. The Mississippi river is the only long term solution. We must quit putting it off and do what must be done. Whom ever makes that decision will make some people mad and they will cry foul, but they would not be there if the Mississippi river had not laid down the silt. The whole center of USA is being dumped into 1500 ft off shore. Let the river go thru the Atachalayafa river, Bayou Lafourche, Manchac Bayou, Bayou Plaquemine, Lake Catawachie and the locks above N.O. that go into Lake Ponchatrain. The only new land along the coast was at the mouth of the Atachalayafa and Wax lake, of course Hurricane Andrew took care of that. Just do it for the big picture.		9	8	
personal letter	212	As a highly productive area of the state of Louisiana, strategically located on the Gulf of Mexico, south Louisiana must have proper coastal restoration, flood control and hurricane protection. We believe the Morganza to the Gulf project is a well documented plan that protects Terrebonne and parts of LaFourche parishes. We support the alignment that will protect Terrebonne parish's residential communities in the southern most part of the parish to include Category 5 protection. We encourage the Corps to assist with getting authorization and appropriation from Congress for Morganza to the Gulf - Level 5 protection.		1	16	14
personal letter	212	We also support the southern most alignment for the "Donaldsonville to the Gulf Hurricane Protection Project," between Bayou LaFourche at Larose to the Mississippi River below Belle Chsse. We encourage the Corps to complete the feasibility phase of this project to include Category 5 hurricane protection.		8	15	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	269	I am writing on behalf of two community organizations in New Orleans, the Holy Cross Neighborhood Association and Citizens Against Widening the Industrial Canal (CAWIC). Our neighborhoods were devastated by flooding from Hurricanes Katrina and Rita, both by surge coming through St. Bernard Parish and the Breaks in the Industrial Canal Levee. Our organizations are committed to rebuilding our neighborhoods and communities as part of the recovery effort in New Orleans. We have opposed the expansion of the Industrial or Inner Harbor Navigation Canal (IHNC) Lock for a number of years because of the effects the project would have on our community. This project was deemed unjustifiable by a number of public watchdog groups such as Taxpayers for Common Sense, yet the Corps of Engineers and some local officials have remained committed to its completion, even using it for yeas as a justification to keep the MRGO Channel open, despite repeated pleas for its closure by citizens and government in St. Bernard Parish. We are concerned about the efforts to include the IHNC in plans for the rebuilding of New Orleans, and even to present it as a coastal restoration project. We believe that these claims damage the integrity of restoration efforts, and would divert much needed public funds from real recovery and restoration work. Cost estimates for the lock expansion have grown from $300 million a few years ago to over $800 million - almost a billion dollars. We believe that closure of the MRGO should proceed immediately, regardless of the status of funding for expansion of the IHNC project		2	14	
personal letter	314	We are in immediate need for Comprehensive Coastal Protection and Restoration. The Terrebonne Levee District has begun to move forward in trying to build the Morganza to the Gulf levees. This protection is in need of immediate action on the part of our Federal Government, to move forward and approve the funding to the Morgaza to the Gulf Hurricane Protection Project as recommended and approved by the Corps of Engineers. This is the number one (1) alignment on the (LCPRP) maps and is the solution to Terrebonne's hurricane protection. This project will also help us move forward in addressing our restoration needs. It is necessary that hurricane protection and coastal restoration move forward together in the best interest of our NATION.		1	14	16
personal letter	314	It is my belief that the proposed locks to the navigational canal should be designed to category 5 specifications. The locks and floodgates once built as a category 3 will be hard to modify in order to meet these needs. The levees will be built in stages and providing enough rights of way are acquired, they can be lifted to meet category 5 needs.		13		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	332	Letter by State Senator (also read out by a member of the public in the meeting in Thibodeaux): "First off, I apologize in advance for not being able to attend the Corps' public hearing of March 14, 2006. Before getting into any suggestions or providing my district, Terrebonne and Lafourche Parishes, with category five hurricane protection, I am requesting the Corps conduct two additional public hearings in these parishes. Tidal surges have more of a direct impact on coastal communities in southern parts of Terrebonne and Lafourche Parishes. Thibodaux is 60 miles north of the gulf. I suggest that you consider a hearing in the south Terrebonne area and secondly in the south Lafourche area. I promise you these two locations will provide more participation in interest from affected citizens. I will offer to assist in getting public buildings in these areas, possibly free of charge. Now, I wish to make a few comments on hurricane protection. The only federal hurricane protection project in my region of the state is in Larose, the Golden Meadow, Hurricane Protection Project in south Lafourche. Terrebonne Parish does not have any federal levees. The problem for us is that Congress has not passed a water bill in the last six years. We have had a Corps chief's report submitted to Congress since 2001 from Morganza to the Gulf Hurricane Protection Project. This $780 million project will provide Category 3 protection for most of Terrebonne and a large portion of Lafourche Parish. This levee project begins in the east on the western side of Larose to the Golden Meadow Project in Lafourche Parish. As far as Category 5 protection, I strongly support the southern alignment that follows the approved Morganza to the Gulf alignment which protects most of the coastal communities and southern Terrebonne. It would be a horrible tragedy to exclude these communities from hurricane protection. Another project currently in the Corps feasibility phase is called the Donaldsonville to the Gulf Hurricane Protection Project. There are three alignments currently being considered in this study: The first two are north of the Intracoastal Canal; and the third alignment is south of the Gulf Intracoastal Waterway between Bayou, Lafourche, Ethel Rose to the Mississippi River south of the Naval Air Station in Belle Chase. I support the southern alignment because it protects over 20 percent of the state's population in Plaquemines, Orleans, Jefferson, St. Charles, Lafourche, St. John and St. James Parishes. If the Corps were to build both the Westbank hurricane protection projects and the southern alignment of the Donaldsonville to the Gulf Project we would have a redundant system of protection for the New Orleans metro area from the south. I suggest to the Corps the following steps need to occur to provide Terrebonne and Lafourche and the west side of the Mississippi River the quickest hurricane protection: Number one, get the Morganza to the Gulf Hurricane Protection Project authorized and begin appropriations for funding by Congress. Use the existing Morganza line for		16	7	8

Comment Mode	Commenter ID	Comment	Theme	1	2	3
		Category 5 protection to protect as many coastal communities as possible; number two, improve the non-federal parish drainage levees in Terrebonne and Lafourche by the Secretary of the Army granting a waiver for Federal Corps' funds to be used on these levees. Such waivers have already been granted in such areas as Plaquemines and St. Bernard Parishes. These non-federal improved drainage levees will act as the second line of defense for coastal communities after the Morganza and Donaldsonville Projects are built; number three, complete the feasibility phase in submitting chief's report for Donaldsonville to the Gulf Project A.S.A.P. I suggest the complete Donaldsonville project should be rolled into the current category five study being done by the Corp; number four, raise the existing levees in the Larose to Golden Meadow System. Hurricane Rita's tidal surge caused flood waters to come within 18 inches of over topping parts of this system even though the hurricane made landfall over 150 miles to the west. If my comments or suggestions sound like we are frustrated in my region, we are. Approximately 10,000 homes flooded in my district due to Hurricane Rita and it appears the federal government does not care. We desperately need your help now. Sincerely, Reggie Dupre, State Senate District 20."				

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	337	The Department would like to see the following included before the final alignment of the Category 5 Protection System is chosen. 1. A mitigation and monitoring plan designed to off-set impacts to fish and wildlife resources. As with other projects of this nature, the Habitat Evaluation Team (HET) shall be consulted in conjunction with the development of mitigation and monitoring alternatives. 2. Development of a system wide hydrologic model. Lack of a functioning hydrologic model will limit the ability to adequately determine if all direct and indirect impacts have been avoided, minimized, or mitigated as a result of the project and project features. 3. Operational plans for the proposed water control structures. The areas on the protected side of the levee have the potential to be impounded by the proposed structures. The plans need to be designed to allow adequate drainage as well as ingress and egress of all estuarine dependent fin fish and shellfishes to the impacted areas. 4. The Department is concerned with the large amount of material that will be required to construct a Category 5 Protection System. Based on other hurricane protection system projects, lack of quantity and quality material seems to be a reoccurring problem. To minimize impacts to the habitat, materials should be hauled in from off-site internal borrow locations and avoid impacts associated with the adjacent borrow canals. Our coast is so dynamic and the ecological and economic interactions are so complex that a comprehensive plan is needed to balance the needs and take in to account the consequences of such a large-scale protection system. We urge the U.S. Army Corps of Engineers (USACE) to incorporate the following comprehensive approach in the long-term planning component of the Category 5 Hurricane Protection System. 1. Current projects and local levees, water control structures, locks, flood gates, pump stations, and diversion structures in and adjacent to the coastal zone in Louisiana. 2. Not only should Category 5 Hurricane Protection System be consistent with the restoration measures that have been previously identified by CWPPRA, Coast 2050, and LCA, it should be jointly coordinated as part of these strategies. The Category 5 Hurricane Protection System should address social and economic impacts, positive and negative, to coastal communities. Changes to fish and wildlife communities will cause displacement and stress for communities with economies dependent upon these resources. Changes in coastal morphology due to large levee systems may exacerbate flooding and infrastructure problems. Project plans should address these impacts, and the means required to alleviate any negative impacts.		1	20	11

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	337	1. No-action alternative; 2. A structural alternative, which is flood protection consisting of a continuous line of earthen or concrete walls, along southern coastal Louisiana connected at various locations, as needed, by floodgates and other devices to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane; 3. A structural alternative with coastal restoration features commensurate to the level of structural fortification to provide protection against a storm surge originating in the Gulf of Mexico produced by a Category 5 hurricane; 4. A non-structural alternative consisting of coastal restoration measures to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane. Other non-structural measures such as raising or moving structures to meet existing or revised flood plain base elevations, would be a part of any proposed action alternative. As mentioned above the no-action alternative would maintain current levels of flooding and hurricane protection against a Category 3 hurricane. The Department recommends that the highest priority be given to the non-structural alternative consisting of coastal restoration measures to provide protection against a storm surge originating from the Gulf of Mexico produced by a Category 5 hurricane. This preferred alternative should include other measures such as raising or moving existing levees, ring levees, back levees, water control structures, and pumping stations while avoiding enclosing any wetlands behind structures. If levee type structures must be built, the alignment should follow along the wetland - non-wetland interface to the greatest extent possible. The Department anticipates negative impacts to the ecology of coastal Louisiana if an extensive structural plan for the Cat-5 LACPR is implemented. It is difficult to predict the extent of such chamges, but based on historical projects of this nature, it could only be to the detriment of the wetlands. The extent of the effects will largely depend upon Cat-5 LACPR impacts to and alterations of existing physical and biological processes that create and maintain the wetlands. A disruption of the natural tidal exchange between freshwater influences in the coastal marshes and the Gulf of Mexico would be harmful to fish and wildlife resources dependent upon these habitats.		18	3	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	337	According to information presented at the recent Cat-5 LACPR public scoping meetings, a system wide hydrologic model will not be completed until June 2007 (at the earliest). High priority should be given to completion (at the soonest possible date) of this model so that environmental impacts can be addressed and appropriate modifications can be incorporated into the project. The resulting model findings should designate specific streams, bayous, canals, and open water areas that would be affected by a structural Cat-5 LACPR alignment. In addition, those areas that require water control structures should be adequately sized to maintain sufficient drainage to the areas as well as allow the ingress and egress of estuarine dependant fishes and shellfishes. Information relative to seasonal abundance, movement, and migration of estuarine dependant fishes and shellfishes should be incorporated into any plan regarding placement of water control structures and their associated operational schedules.		17	1	20
personal letter	338	It is noted that you plan to address transportation as one of the Socioeconomic items that would be evaluated as part of the National Environmental Policy Act. We trust that this evaluation will include state and local road systems, existing and planned. Coordination with the Louisiana Department of Transportation and Development transportation sections as well as with Parish and local communities is encouraged.		1		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	339	I would like to know when work on the Bayou Sale' levee project will be continued. As you will note on the enclosed map, the project consisted of 4 parts, 3 of which have been completed. The remaining portion of the existing levee is on the Cote Blanche Bay side. It is the portion of the levee which was topped during Hurricane Lili in 2002 and again by Hurricane Rita in 2005. Both of these storms resulted in several feet of water in homes as well as severe damage to the oil industry, woodlands, crops and agriculture land. If this phase of the project had been completed in a timely manner there would have been no damage due to tidal surge. In both instances, water was held within the levee system for weeks. Cuts in the earthen levees were necessary to allow some of the water to run out. The pumping station was flooded and had structural damage, so repairs had to be made before the pumps could be of any help. In addition to farm operations, this area is also important to many oil and related companies including Exxon/Mobil, Legacy, Hunt, Marathon, Burlington, Hilcorp, BP, and others. These companies operate oil and gas wells, compressor stations and storage tanks. All of these are critical to production and must be shut down when flooded. Representatives from the Corps have been working in the area and we have been promised that the work will begin soon. Now we are told it has been delayed again. With the other phases complete it is hard to understand why this last piece of the work has been left undone. Please let me know the status of this project.		6	8	11
personal letter	340	I want to thank you for working on the unbelievable damages that hurricanes have created in your area. I would like to know if I could submit some drawings and written ideas I have for a Cat 5 levee system in New Orleans. (see enclosed internet copy) I am not an engineer, but I have _____ heavy concrete/industrial construction. I think some of my ideas might help and are very reasonable to construct. Please advise me of where and if I could send my drawings – free for you to use. And enjoy news articles. Keep up the good work.		12		
personal letter	341	Rebuilt LA Barrier Island and restore our wetland's. Plain and simple. I do not support any alignments. Maybe we should let the FLA Everglades wash away?		3		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	342	The St. James Parish Council would like to go on the record as recommending that the US Army Corps of Engineers use as much of the studies from both the Morganza to the Gulf and the Donaldsonville to the Gulf Cat 3 projects, along with the additional proposed changes of progress, to make both projects Cat 5 protection levees and coastal restoration.		5	13	18
personal letter	350	The citizens of this are have long been supportive and proactive in fighting to protect their communities and culture, and we are asking the same of you.		19		
personal letter	350	Levee Alignment: To give the highest number of Louisiana citizens Category 5 Hurricane Protection and to give Category 5 Hurricane Protection to the largest possible portion of Louisiana Highway #1, designated by the U.S. Congress as a High Priority Corridor based on its role as critical energy infrastructure, we support Alignment #1. This alignment coincides with the Morganza to the Gulf Hurricane Protection Project: This proposed $780 million project is currently designed to provide category 3 protection to most of Terrebonne and a large portion of Lafourche Parish. This levee project begins at the hurricane protection levee in Larose and travels west until the Morgan City area. It could be built to Category 5 standards and would require a lock on the Houma Navigation channel. It has enough proposed openings in it to appease environmental concerns. This alignment also coincides with the southern most alignment of the Donaldsonville to the Gulf Hurricane Protection Project: This most southern alignment protects over 20% of the state's population in Plaquemines, Orleans, Jefferson, St. Charles, Lafourche, St. John and St. James Parishes. The southern alignment starts at the hurricane protection levee in Larose and it runs east toward the Mississippi River ending south of the Naval Air Station in Belle Chase, in Plaquemines Parish. The project requires at least one major water control structure at Bayou Perrot/Barataria Waterway area. The complete Donaldsonville Project should be rolled into the current Category 5 Study being done by the Corps.		5	8	
personal letter	350	In conclusion, the LA 1 Coalition requests that the U.S Army corps of Engineers not neglect such an important area as the Barataria and Terrebonne Basins.		16		
personal letter	350	Upgrade the federally authorized South Lafourche Hurricane Protection Levee to Category 5 Protection. We support raising the existing levees of the Larose to Golden Meadow System to provide Category 5 protection for Southern Lafourche Parish. This area is a critical energy corridor and needs to be tied into the Category 5 levee plan.		13	8	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	350	Achieve economical, significant coastal restoration utilizing recent study results. Significant coastal restoration work needs to be accomplished utilizing the existing analyses in Phase II of the State of Louisiana's Reconnaissance Level Study which is part of CH2MHILL's Alternatives to the 3rd Delta Conveyance Channel. This avoids "reinventing the wheel" with another costly study; and this study clearly identifies where dedicated dredging and pipeline slurries can quickly and economically provide significant sediment to rebuild our coast.		9	3	5
personal letter	350	Design maximum powered offshore dredges which work 24 hours a day, and are capable of working in rough sea conditions. While it is estimated to take years to restore the Louisiana coast to pre-1927 conditions, the job can be achieved earlier through the use of massive dredges, with 100-inch dredge pipes, and horsepower on each dredge that is equivalent to that on artic ice breakers. Rebuild Louisiana's Barrier islands. Our first line of defense, the barrier islands, has long been neglected. These vital lines of protection must be an essential part of the state's rebuilding plan, not only for restoration, but for protection as well.		12	3	
personal letter	350	These basins provide valuable resources for the nation, including 18% of the nation's oil production, 24% of the nation's natural gas production, 20,000 miles of pipelines and infrastructure, passage of 500 million tons of waterborne cargo, most bountiful commercial fisheries in the lower 48 states, and valuable wetland protection for over half of the state's population.		11	20	3
personal letter	354	I am writing to you on behalf of the Terrebonne Parish Consolidated Government and the citizens of Terrebonne Parish to express our immediate need for Comprehensive Coastal Protection and Restoration. As I am sure you are aware, the combined impacts of Hurricanes Katrina and Rita have left many citizens of Terrebonne Parish facing the same recovery and rebuilding challenges as our neighbors to the east. During Hurricane Rita, our lack of comprehensive hurricane and flood protection left thousands of our area homes and businesses exposed to the impacts of a storm whose path was 200 miles from our shores. Our existing drainage levees were simply not adequate to withstand the forceful storm surges caused by this storm, and many of our citizens experienced flooding for the first time. This painful experience has reinforced the urgent need to protect life and property, and at the same time, protect our coastal wetlands, which are experiencing the most rapid loss in Louisiana.		1	9	16

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	354	For the past decade, hurricane protection to the citizens of Terrebonne Parish has been synonymous with the Morganza to the Gulf Hurricane Protection Project (Morganza). This project, currently awaiting programmatic authorization through the Water Resources Development Act (WRDA) is currently designated at a Category 3 protection level. Because this project has been substantially engineered and its alignments have been accepted by area residents, any LACPRP that includes the Morganza alignment (Corps alignment 1-4) would be generally acceptable, though the presented "Alignment 1" appears to provide the most comprehensive benefits to not only the citizens of Terrebonne Parish, but to our neighbors to the east in Lafourche Parish as well – in effect, the entire Terrebonne Basin. While we remain committed to the aggressive pursuit of authorization and full funding for the Morganza to the Gulf Project, the citizens of Terrebonne Parish are obviously in need of an immediate solution to its hurricane protection needs.		5	16	17
personal letter	354	In response to the massive flooding experienced in the southern portion of Terrebonne Parish during Hurricane Rita, I convened an advisory panel whose mission is to develop an interim levee protection plan, which could be implemented in a relatively shore time frame. This plan is not dependant on Morganza authorization, but it does include, the Houma Navigation Canal (HNC) Lock Complex, our Terrebonne Parish version of the MRGO. It is my belief that if Terrebonne Parish is able to implement its interim levee plan in the short term and construct the Morganza project as it is currently designed, in conjunction with an aggressive barrier island restoration and maintenance plan that includes the restoration of the back barrier marsh, our citizens would have the benefit of category 5 Hurricane Protection and still be able to enjoy the multiple benefits of a healthy and sustainable ecosystem. Thank you for the opportunity to provide these comments this evening, and I respectfully request that you include this statement as part of your official Programmatic Environmental Impact Statement.		15	3	8
personal letter	354	Let me say first, and foremost, that clearly, any "No Action" alternative is not acceptable to the citizens of Terrebonne Parish. Of the five alignments currently being studied as part of the Category 5 Louisiana Coastal Protection and Restoration Project (LCPRP), alignment number five, the alignment suggested by the Louisiana State University Hurricane Center is also not acceptable. This alignment would, in effect, abandon every coastal community across the state of Louisiana, including those in Terrebonne Parish. The impact felt as a result of the loss of these communities, along with their unique culture and substantial contributions to our economy would be impossible to calculate. These impacts would be particularly felt by the extensive Native American populations of the bayou communities in the Southern portion of Terrebonne Parish.		19	11	16

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	356	We also wish to lend our support to the Coastal Restoration Master Plan proposals which include the restoration of the outer barrier islands and the marshes which have been destroyed by hurricanes and other erosion problems over the years. This would include the closing of the Mississippi River Gulf Outlet.		3	2	
personal letter	356	At this point, we are submitting our recommendation regarding the placement of the proposed floodwall. We believe that the most advantageous and least burdensome placement for the residents would be to follow the path between the CSX tracks and the Intracoastal Waterway. This would include the necessary tie-ins with existing levee systems to the West of our areas and the systems to be developed to the East of our areas. It is our understanding that this configuration would include the installation of floodgates at the intersections of the floodwall with the Chef Menteur Pass, Unknown Pass and the Rigolets Pass. The floodgates discussed would be of the Netherlands design which would be closed mechanically to prevent the flood surge from the South but would open by water pressure as a storm progressed over the area to permit the water to surge back from the North. These gates would prevent the areas from being caught in the "bowl" effect if power is out and manpower not available to operate them.		8	5	12
personal letter	356	By letter dated September 29, 2005, (enclosed) NMFS provided preliminary comments on a COE internal technical report for Category 5 Hurricane Protection from Morgan City to Slidell, Louisiana. That letter primarily outlined general issues of concern and guiding principles that should be considered in the scoping for the LACPR project. NMFS has since participated in the development of a draft interagency report titled, "Environmental Alternatives and Guiding Principles for the South Louisiana Hurricane Protection Study (i.e., LACPR)" presented, in part, at a February 13-14, 2006, workshop in Lafayette.		5		
personal letter	356					
personal letter	356	We are fully aware that the construction of this floodwall in our area is not something that can be done in an isolated manner without consideration of St. Tammany Parish and the State of Mississippi. You have explained to us the effect that the construction of a floodwall could have on the natural flow of the Pearl River and that this must be a major consideration in the planning process. We are already attempting to contact the President of St. Tammany Parish to make sure we are working together to a common goal. We are quite willing to meet with any representatives from Mississippi to accomplish an overall plan for the entire area. We will keep you advised of our progress in gathering our forces in support of our recommendation and further ideas to include the extension of the floodwall through Mississippi or a tie-in at high ground in St. Tammany Parish. Please keep us informed of further developments from the perspective of the Corps so that we can keep the momentum going forward to accomplish the overall goal.		1	8	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	357	Marine Fishery Production Wetlands in the project area consist of fresh, intermediate, brackish, and saline marsh and tidally influenced forested wetlands. In addition to being designated as EFH for the species identified in the attached table, these wetlands provide nursery, foraging, and predator refugia habitats that support numerous economically important marine fishery species such as spotted seatrout, black drum, southern flounder, gulf menhaden, striped mallet, Atlantic croaker, and blue crab. Some of these species also serve as prey for other fish species managed under the Magnuson-Stevens Act by the GMFMC (e.g., mackerels, snappers, and groupers) and highly migratory species managed by NMFS (e.g., billfishes and sharks). The importance of fishery resources to the state of Louisiana and the national economy is illustrated by the fact that during 2004, approximately 1.2 million pounds of seafood was landed at Louisiana ports totaling $274 million dollars in dockside value. More than 85 percent of these commercial landings are related to the harvest of estuarine dependent species (i.e., species that depend on access to coastal marsh during one or more life stage). NMFS recommends the PEIS fully describe and quantify the value of marine fishery resources to Louisiana and the nation and discuss the importance of maintaining both the areal extent of, and existing degree of fishery access to, these coastal wetlands.		11	20	3
personal letter	357	In recognition of the need for partnering to work on coastal restoration and protection in Louisiana while ensuring compliance with the National Environmental Policy Act, NMFS has agreed to serve as a cooperating agency on the development of the PEIS for the LACPR effort.		0		
personal letter	357	This commitment represents a continuation of our efforts to work with the COW and other stakeholders to provide coastal restoration and protection in Louisiana while identifying and addressing the issues of concern in a timely manner such as the adverse impacts to wetlands and marine fishery resources are avoided, minimized, and mitigated.		3	9	20

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	357	By letter dated September 29, 2005, (enclosed) NMFS provided preliminary comments on a COE internal technical report for Category 5 Hurricane Protection from Morgan City to Slidell, Louisiana. That letter primarily outlined general issues of concern and guiding principles that should be considered in the scoping for the LACPR project. NMFS has since participated in the development of a draft interagency report titled, "Environmental Alternatives and Guiding Principles for the South Louisiana Hurricane Protection Study (i.e., LACPR)" presented, in part, at a February 13-14, 2006, workshop in Lafayette. That report further outlined guiding principles to not only avoid and minimize adverse environmental impacts but also to develop environmentally preferable restoration alternatives. The report did not represent a formal position of the drafting agencies, but it did provide preliminary guidance and a representative starting point for scoping on levee alignments and floodgates, if they are determined to be necessary.		1	3	5
personal letter	357	Essential Fish Habitat The LACPR is located in areas identified as essential fish habitat (EFH) for a variety of federally managed species. Specific categories of EFH that have been designated in the project area include estuarine wetlands; water column; submerged aquatic vegetation; and mud, sand, and shell substrate in the vicinity of the proposed levees and potential interior borrow areas. Additionally, marine water column, non-vegetated bottoms, and continental shelf features have been designated as EFH in potential nearshore and offshore borrow areas. Detailed information on federally managed fisheries and their EFH is provided in the 2005 generic amendment of the Fishery Management Plans for the Gulf of Mexico prepared by the Gulf of Mexico Fishery Management Council (GMFMC). The generic amendment was prepared as required by the Magnuson-Stevens Fishery Conservation and Management Act (Magnuson-Stevens Act). The EFH revisions to the generic amendment became effective January 23, 2006. An updated version of our regional EFH guidance document and new and user-friendly versions of EPH designation maps will be provided to the COE once they become available. In the interim, to assist the COE as the federal action agency on this project, we have enclosed a preliminary table of species for which EFH has been designated in Louisiana and new EFH designations based on the 2005 generic amendment to assist in drafting an EFH assessment to be included in the PEIS.		1	20	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	357	The PEIS should evaluate and quantify all impacts to the various categories of EFH and clearly present those impacts in the appropriate sections of the PEIS. Measures should be taken to first avoid and minimize adverse impacts to wetlands and other habitats designated as EFH. The draft interagency report provides specific guiding principles for some of the avoidance and minimization measures, such as building along the wetland: upland interface and minimizing the amount of wetland enclosed by levees. NMFS believes it is necessary to emphasize that including restoration features in various alternatives does not preempt the avoidance and minimization sequencing of mitigation that is required by the President's Council on Environmental Quality or a Memorandum of Agreement between the Corps of Engineers and the Environmental Protection Agency regarding mitigation under Clean Water Act 404(b)(l) guidelines. After all reasonable efforts have been taken to avoid impacting important wetland habitats, the remaining unavoidable adverse impacts must be fully offset through compensatory mitigation measures, unless it is determined that coastal restoration measures contained within the LACPR project fully offset such impacts.		9	3	20
personal letter	357	Secondary Impacts NMFS is very concerned with the potential magnitude of secondary, or indirect impacts to tidal wetlands and their marine fisheries support functions that could result from the proposed construction of levees and installation of water control structures. Extensive secondary impacts to wetlands and fishery productivity could occur from ecosystem level alterations of wetland hydrology associated with enclosing or semi-impounding thousands of acres of tidal habitat and potential construction of adjacent borrow canals. The construction of levees and installation of water control structures can impede fishery access to critical nursery and foraging habitats and result in the impoundment of those wetlands. Considering the potentially large amount of tidally influenced wetlands and water bodies which could be enclosed within these levees and the value of those habitats to Louisiana's recreational and commercial fishery harvest, this is an issue of paramount importance. The PEIS should quantify the acres of all categories of EFH to be enclosed within the levees or behind flood gates for all structural alternatives evaluated. The PEIS also should identify avoidance, minimization, and mitigative measures, features, and actions (water control structure designs and operational plans) that could be incorporated into each alternative to ensure that an adequate level of fishery access to enclosed wetlands and water bodies is maintained. For example, floodgates being considered in Seabrook, Chef Pass, and Rigolets should be designed in a manner to maintain the pre-project cross section at the surface and depth while not creating adverse flow conditions for fishery organisms while the structures are open. Similar concerns, depending on the structural alternatives evaluated, should be considered at Bayou Perot, Bayou Petite Caillou, Bayou Grand Caillou, Bayou Boeuff, Vermilion River, and the Calcasieu Ship Channel.		20	8	18

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	357	Wetlands on the protected side of structural alternative features also could be impacted by the ponding of water on the marsh surface and interruption of tidal flow necessary to maintain wetland plant health. If sufficient cross-sectional area is not provided at all necessary locations within a leveed alternative, water behind the levees could take an excessive amount of time to drain, which would increase soil anoxia and decrease plant health. Levees and water control structures also could block the flow of sediments, detritus, and nutrients, which are important for maintaining plant health and soil elevations in a subsiding environment, to wetlands both within and outside the impounded system. This would be counterproductive and result in an increase in the already rapid loss of wetlands in Louisiana. In general, enclosing wetlands behind levees and water control structures should be avoided and minimized to the maximum extent practicable. The PEIS should identify and discuss this issue and identify measures for each alternative necessary to maintain the health of enclosed or adjacent wetlands.		9	3	
personal letter	357	Alternatives to be Evaluated NMFS is concerned that the alternatives listed in the scoping notice for in-depth evaluation may prohibit the identification of a cost-effective project that would provide Category 5 hurricane protection to the most developed areas while maintaining a natural system in areas where such protection is less warranted. NMFS believes combining levee alignments and wetland restoration features that stretch across the entire state could result in the identification and selection of a project that is so expensive that funding would be prohibitive. If that were to occur, it is possible that funding Category 5 hurricane protection for the most critical areas would not be considered. Therefore, NMFS believes an alternative that includes the construction of ring levees around large population centers or important infrastructure nodes only, combined with more critical wetland restoration activities, should be included in the list of alternatives for in-depth evaluation.		1	18	12

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	357	Restoration features An effective wetland restoration program is an important component of providing hurricane protection to Louisiana. The potential hurricane protection benefits of large-scale coastal restoration measures that offer multiple lines of natural defense should be fully evaluated as important components of the two alternatives having wetland restoration features. Conceptual restoration features have been developed and are identified in the draft interagency report as well as by the Lake Pontchartrain Basin Foundation. These conceptual ecosystem restoration features are based in part on the strategies identified under the Coastal Wetlands Planning, Protection and Restoration Act (CWPPRA), the Coast 2050 Strategic Plan, and the Louisiana Coastal Area (LCA) Study, but have been tailored with the specific intent of providing synergy with storm protection under LACPR. These concepts and coordination with the ongoing CWPPRA and LCA programs should be considered and evaluated in the PEIS. Coordination with Other Efforts In addition to the LACPR project, wetland restoration and/or flood protection activities are being considered or undertaken through the Louisiana Recovery Authority, Louisiana Coastal Protection and Restoration Authority, CWPPRA, LCA study, and Coastal Impact Assessment Program. We encourage the COE to work with the State and other stakeholders to integrate these various programs to the maximum extent possible. It is essential that the other stakeholders, including the State, share a commitment to coordinate a consistent, productive, and environmentally acceptable plan within the congressionally mandated and funded timeline. There are ongoing federal flood and hurricane protection projects (e.g., Lower Atchafalaya Basin Re-evaluation Study, Morganza to the Gulf, Donaldsonville to the Gulf, and the Southeast Louisiana Area study) that should be considered under the no-action alternative as well as means to adapt at least portions of those projects to provide Category 5 hurricane protection in a timely and cost efficient manner. The PEIS should identify and discuss all programs that are involved in wetland restoration and flood protection efforts.		3	5	9

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	357	Programmatic Sediment Sources Identifying sediment sources of sufficient quantity and quality has proven to be problematic for Category 3 hurricane protection projects in the state. Sediment needs for the LACPR project would be much more substantial. In the past, the standard has been to evaluate the sediment needs on a reach specific, case-by-case basis and then assess practicability of a borrow sites based primarily on cost. The cost of offsite borrow areas, or those located outside the flood protection system, often have been sufficiently high to result in the selection of adjacent and semi-continuous borrow canals. To develop more cost-effective and less environmental damaging borrow sites, NMFS recommends the COE develop a programmatic sediment source plan as part of the PEIS. The highest priority should be given to borrow sources located outside tidal wetland areas; including upland sites (within and outside Louisiana), the Mississippi and Atchafalaya rivers, and offshore sources outside the depth of closure to avoid inducing wave impacts on the shore face. Secondly, renewable resources such as using sediment dredged from authorized federal navigation channels or sediment sinks in bays actively receiving riverine sediment should be considered. The PEIS should describe a programmatic plan to identify sufficient sediment of acceptable quantity and quality that could be used for both protection and restoration components of the LACPR plan and have minimal adverse environmental impacts. The PEIS should evaluate all direct and indirect environmental impacts associated with the proposed use of each sediment source. Construction of borrow canals adjacent to levees should be discouraged. Where they are included as a project component, design and maintenance measures to minimize indirect wetland impacts from altered hydrology should be developed, required, and discussed in the PEIS.		9		
personal letter	357	In conclusion, NMFS continues to be committed to working cooperatively with the COE, the State, natural resource agencies, and other stake holders to facilitate thorough planning of this project to the maximum extent allowable by the project schedule. We appreciate the coordination with NMFS and the opportunity to provide comments for consideration in preparing the PEIS. If you have questions regarding our comments, please contact Richard Hartman or Patrick Williams at (225) 389-0508.		0		
personal letter	357	The mission of NMFS is stewardship of living marine resources through science-based conservation and management and the promotion of healthy ecosystems. To fulfill this mission, NMFS strives to conserve, protect, and manage living marine resources in a way that ensures their continuation as functioning components of marine ecosystems, affords economic opportunities, and enhances the quality of life for the American public. Our stewardship efforts are especially critical for this project because wetlands across Louisiana have experienced substantial loss and degradation during the 2005 hurricane season, increasing the already rapid deterioration of coastal wetlands supportive of economically important fisheries of national importance.		3	11	20

Comment Mode	Commenter ID	Comment	Theme	1	2	3
personal letter	357	Unless specified otherwise below, NMFS recommends all issues identified in our September 29, 2005, letter, the draft interagency report, and the following comments regarding resources, issues and alternatives be addressed in the PETS:		1	5	
personal letter	482	Regarding a higher level of hurricane defense up to Category 5 protection, we have the following suggestions to offer for your consideration: For the earthen levee category, it would seem a most optimum solution would be to utilize the existing earthen beam by topping it with a concrete wall founded on H-piles. This would allow the use of the existing levee and eliminate further land development.		13	12	
personal letter	482	In the longer term, we hope that funding will be granted for a category 5 upgrade that would serve as the ultimate barrier to protect the life and property of the citizens and businesses in the New Orleans area.		14		
personal letter	482	For the existing concrete levee category, adding additional height to it would seem to be the lowest cost and fastest schedule. With the advances in new light weight materials, several feet of height could be added to the wall using high strength composites and or anodized aluminum reinforced with stiffeners attached to the concrete wall.		12		
personal letter	482	Respectfully, we would request that a portion of this funding be directed to armoring the federal levees immediately adjacent to our New Orleans East facility prior to the beginning of this hurricane season. Again, we are most grateful for all the work that the hard working men and women of the Corps and its contractors have done and are continuing to do, but we believe this armoring is critical and essential to providing the necessary protection for our employees, our liquid and gaseous hydrogen production facilities, residents of New Orleans East, and our surrounding industrial neighbors.		14	8	12
personal letter	482	We are pleased with the levee restoration process thus far, but we also recognize that in the short-term armoring the levees around our facility will provide an even greater level of protection for the next couple of hurricane seasons.		8		
phone call	163	Use less contractors which would give us more control.		0		
phone call	163	Instead of having one levee system surrounding the city, consider a grid system with levees and pumps. If one levee should overtop or breach, only one square of the grid would flood. He compared it to the Titanic how it was designed to close off doors so only certain levels would flood. Of course, they didn't close off the doors in time		12		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
verbal comment	30	Okay, well, my suggestion is that the main cause of the flooding in New Orleans was the water from Lake Pontchartrain. And the water in Lake Pontchartrain comes from the Gulf of Mexico. And the entrance to Lake Pontchartrain is the Rigolets. So the Rigolets is a very narrow waterway. I think the main method of keeping the water out of Lake Pontchartrain is by building a dam or some other water-control structure to prevent that. It would keep the storm surge out o the lake and, thus, keep the storm surge out of all the parishes that surround the lake. The design of the - the second thing is the Army Corps has been very inward looking to its designs of its levees and structures - various structures. They should, liike the Dutch and the Netherlands, ask for proposals from private corporations, engineer firms of what the design should be so there's plenty of public input and alternatives that the public and Corps can weigh to decide what is the best way to build the dam on the Rigolets. And that's all I have to say		8	5	
verbal comment	44	I am Woody Crews, the Chairman of the Board of the Coalition to Restore Coastal Louisiana. The Louisana CPR must do two things. We have major population centers in Louisiana that must have adequate storm protection. No question. Secondly, we must establish and support a stable coast. No question. Neither one can survive without the other. Scoping for these efforts should not be confined by programmatic, geographic, or budgetary constraint. Those alignments can be reconciled later. For now we must think broadly so that every possibility can be explored. We must use the existing experience derived from the studies of the past: Coast 2050, the LCA, BTNEP comphrehensive plan, and the Lake Pontchartrain Basin Foundation Comprehensive Habitat Management Program. There is no reason to reinvent the wheel here. We must use the lessons learned in those studies to more effectively tie in an integrated coastal restoration program along with the flood protection that is so desperately needed. The Corps of Engineers should use these studies as an effective starting point. The CPR must integrate its program's efforts with those of the LCA, CWPPRA, and Recovery Task Force. These agencies already have programs in effect that have analyzed and judged the value of coastal restoration projects. They should be supplemented by these efforts, not aborted. Finally, the Corps of Engineers must commit to a meaningful and ongoing public engagement process. The scoping efforts must not stop with this initial scoping meeting.		7	1	5

Comment Mode	Commenter ID	Comment	Theme	1	2	3
verbal comment	92	I would like to see the design of a foundation engineer, Samuel Scandaliato, who does business as SZS Consultants, Inc. I would like to see his levee design adopted since he has been a foundation engineer for 40 years. He is very familiar with Louisiana soils. And he has developed a double-walled levee system, which I think is elegant, clean, simple, and is ready to provide protection within 16 weeks to 20 weeks for Cat 5. The design is essentially of two steel bulkhead walls, no sheetpilings, the first of which is driven 60 feet depth on either side of the canal. That woud be the inside wall. And the second, approximately 12 to 15 feet outside of that driven to a depth of 35 feet with the tops are both parallel and 20 feet above the top of the base level of the ground, I guess you would say. He proposes filling that in with sand then caping it with concrete and is convinced as is one soil engineer with the Corps of Engineers, that it would hold against anything that might hit the City of New Orleans. He could bring it in a $1,000 an inch. It would be a one-half of the budget now set aside for various levee designs, all of which seems rather convoluted. Second thing is that I'm totally opposed to any fixed gates to be erected at the mouth of any of our canals, because we wil flood from rainwater as soon as we get a good 12-inch day. And I believe that any sheetpiling to be driven at the mouth of the canal shoud be driven no more than two days before the hurricane is expected to hit the New Orleans area. And third and finally, I believe that if there are moving floodgates to be erected, they should be at the eastside of the Lake Pontchartrain, I believe the main inlets around Lake Borgne, Lake Catherine. I'm not certain, but that's where I think. It would prevent the tidal surge from beating in against the whole rim of the lake wherever. So those three things - that would be what I - that would be my suggestions; what I would like to see, especially the double-wall design of our local foundation engineer, Mr. Sam Scandaliato.		8	12	
website	52	Implement any measures that may be required to prevent future flooding of un-flooded metropolitan areas. Re-assign priorities from flooded to non-flooded, if resources are not sufficient for both.		0		
website	52	Complete approved West Bank projects.		8		
website	52	c- Repair / upgrade East Bank levies & drainage. (Armor Lake and West Bank southern side existing levies, increase sheet piling depth, raise levels where settlements occurred, upgrade structure to levies connections, provide pumping stations redundancy and back-up power, etc)		8	13	
website	52	Start long range plan of locks and infrastructure structures.		1		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	52	Improve existing infrastructure: relocate inland pump houses to lake, install gates in open canals, install gates on discharge side of pumping stations, coordinate area emergency plans, improve first respondent communications, improve evacuation plans, define areas of responsibilities.		1	4	
website	52	Start preventing salt water infiltration to prevent more damage to the marshes. Stop dredging MRGO, consider using the existing MRGO channel for a fresh water diversion project as it was recommended during our group meeting. Start sealing - off pipe line canals and closing minor areas open to SW intrusion.		2	9	
website	52	If possible and in order to expedite these activities consider the projects above as part of the "Guardian Task Force" actvities.		5		
website	52	Develop "Mid" and 'Long" range plans ("Multi Line of Defense Plan"): develop a compartmentalize city plan, develop or finalize standard storm data, decide if it is reasonable and feasible a Cat 5 defense, if it is, break down in phases where some upgraded protection (Cat 4?) could be accomplished sooner while progressing to the ultimate goal of Cat 5. Develop or finalize permanent reference marks, develop or finalize existing infrastructure comprehensive maintenance plan, develop a marsh restoration plan, develop a barrier islands restoration plan, develop a Cat ? levee protection plan).		1	15	
website	52	Start relocating business and private owners from affected areas		0		
website	52	Develop and start implementing metropolitan area compartmentalization. Use existing elevated tracks of ground (railroads beds, interstate highway structures) for this purpose. Plug underpasses, build overpasses where crossing may be necessary. Upgrade drainage system to prevent one compartment from flooding another.		12		
website	52	Incorporate any areas improvements that may have been overlooked.		1		
website	52	Complete preceding projects in accord to available funding		15		
website	52	Sort out all existing (environmental, feasibility, etc.) studies for immediate use. There are no benefits to re-inventing the wheel unless it is absolutely necessary. I imagine there is enough information somewhere for almost anything that we would like to do		5		
website	52	close MRGO		2		
website	52	Upgrade projects using latest technological advances and design concepts.		12		
website	52	Start more complex FW diversion projects		0		
website	52	Re evaluate previous assumptions and incorporate any required changes to the plan. Incorporate any technological advances that may have develop since the previous plans were made, re assess basic design parameters and revise design if required		12		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	52	Start barrier islands restoration projects		9		
website	52	Allow sufficient time for any flaws to develop before declaring victory. Implement corrections as it may be required.		15		
website	52	Consider a priority of the "Mid Range" plan: Isolation of Lake Pontchartrain from storm surge by adding the Chef and Riggolets locks and levy protection along the CSX Railroad bed east of NO toward Waveland as a second line of defense. Consider a levy along the Interstate 10 East (Twin Spans) between Irish Bayou and Slidell as a third line of defense. The first line of defense will be the restoration of the barrier islands, this may take longer to develop and may be completed during the "Long Range Plan".		8		
website	52	Improve Corps image with the public: Admit past mistakes, invite or contract independent review (incl. critics or Corp opponents) of domestic & foreign experts, keep the Public and Congress informed of key decisions, survey for best course of action when all facts and data are available, consider practicality (risk assessment, funds and time constrains) when considering some ideas, get politics off the process, require decision makers (incl. their immediate families) to live in this area, consider expanding the work force using qualified local support, if necessary for the additional scope off work		6	10	5
website	52	Maintain existing structures.		0		
website	56	2.)The present CWPPRA projects dealing with barrier island restoration need to be enhanced to raise these islands so as to act as surge barriers and not bird sanctuaries. The Barataria Basin barrier islands from Sandy Point to Grand Isle can be raised to +15' using suction dredges in the river to do this. 3.) The east bank river levee needs to be extended south of Bohemia all the way to Baptiste Collette Pass. This will provide surge protection coming from Breton Sound as was the case during Katrina. The present river diversion projects on the east bank below Ostrica need to be canceled. The area on the Breton Sound side of these levees need to be dredged in with river sediment to +5'.		3	8	9
website	56	I attended the scoping meeting at UNO and proposed several Cat 5 suggestions. I want to make sure that they are entered into the present scoping process. They are as follows: 1)Create multible free flowing spillways in areas where they would reduce storm surge by acting as relief valves to allow water to move from the river to coastal marshes in either direction as determined by the surge direction. These spillways would be spaced and sized to keep the surge from topping the present Cat 3 levees. The old levees would provide material to build the necessary levees needed to enclose the inhabited areas between the spillways, and borrow from the spillways would also be borrow sources. During high river the spillways would serve as freshwater diversions to rebuild marshlands between the river and the Gulf of Mexico. Now is a excellent opportunity to do this since many residents are not returning to lower Plaquemines Parish. Of course highways would have to be elevated to span the spillways.		9	12	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	99	All the alternates seemed to be placing the hurricane protection structures a great distance from the inhabited areas of New Orleans. How do you propose to place levees or walls or gates out in the unstable soils of the marshland? There is nothing out there to build on. Secondly, if you do build hurricane barriers that far out, won't that completely change the ecological structure of the marshland? We need to rebuild the marshland and then keep the levees where they are, just make them Cat 5 levees. Thirdly, the current eastern flank of the New Orleans hurricane protection levee is too far out east. It is now incompassing the Bayou Savauge Wildlife Refuge. There is a lot of marshland out there, not only in the wildlife refuge, but out past the interior levee that should be allowed to be in hydrologic communication with the greater marshland. People put the levees up there thinking that New Orleans East would someday be built all over out there, but we need to rethink our plans for that area. In general: DON'T DESTROY MARSHLAND TRYING TO PROTECT NEW ORELANS FOR HURRICANES. STRENGTHEN AND BUILD UP THE CURRENT LEVEE SYSTEM TO CATAGORY 5 PROTECTION, EXCEPT BRING THE EASTERN FLANK OF THE LEVEE SYSTEM CLOSER IN TO THE INTERIOR LEVEE IN NEW ORLEANS EAST.		3	13	8
website	99	I am a civil engineer working for URS Corp. and a resident of New Orleans East. My house got 6 1/2 feet of water in it because of Hurricane K. I attended the UNO Scoping Meeting and I have the following commens: There were about five alternate proposals on display (color maps of Louisiana, showine proposed alignments of hurricane protection levees), but no one ever said anything about them. Again, in the small group, one of the facilitators passed around smaller color copies of these same proposed alteernates, without any explanation. This became very confusing. Were we supposed to make comments on these, or what? If they are actual proposals, then someone should have walked us through them to see the differences, because without studying them in detail it was very hard to see what was the difference between them. Either explain them or don't even show them. They are just causing confusion.		7		
website	139	As a long time resident of Louisiana (for 40 years) and after a recent exodus to Washington, D.C., I would like to add my voice to those who have for many years stressed the vital importance of coastal resotration of the Louisiana marshes and wetlands. New Orleans is one of the gems of the ocutnry and I hope that it will survive, but I can not see its continued survival being accomplished without understanding and acting on the restoration of the swamps and marshes. We need to do whatever we can in this area to save vanishing lands and resources as well as to save a unique way of life. I realize that this is a tremendously complicated issue made harder by global climate change and our refusal to address warnings form the scientific community for many years. Thank you for considering my opinion as a former resident.		3	9	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	139	Thank you very much for this additional information. Please forward via regular mail when more appropriate to my husband and myself. Additionally I would like to comment a bit further about the damage done to the coastal wetlands by the oil companies who have come in to Louisiana and dredged "small" canals which have further eroded into very large bodies of water which were formally LAND. It seems to me that these companies should be involved financially in the restoration of an area important to all of the country. The impact on birds is particularly frightening since the last twenty years have resulted in dramatic losses in bird populations who migrate through the Louisiana wetlands. This is yet another demonstration of how a decision that seems small at the time such as dredging a "little" canal contributes to a huge problem. We can not afford to continue in the belief that we can make decisions in isolation. We see the evidence reverberating in large environmental destruction as well as cultural damage to the Cajun way of life. Certainly it is important to carefully and thoughtfully craft our next policies, but can we afford to wait until December of 2007? And one further inquiry would be about the possibility of our physical involvement in coastal restoration. My husband and I are considering relocating to Louisiana at least part of the year and would like to participate actively in restoration projects. We would appreciate any information you could give us about such possibilities.		9	1	19
website	140	The Hurricane category of storms increases over warm water. The water in the Gulf of Mexico is at very high temperatures in 2006, indicating that small hurricanes will strengthen rapidly. If hurricanes are to dodge the large population areas of New Orleans and Houston, then communities that have a corresponding increase in landfall danger need expedited in-place ways to cope with the cost of New England having a warm winter.		0		
website	158	Risk as defined by the Dutch (Storm frequency x damages (life and economic)) should be the basis for making decisions on where higher protection is provided.		5		
website	158	Plans should be developed in an integrated fashion with the USACE (LACPR) DNR, LRA, parishes and City of N.O.		1	8	
website	158	Lower protection could be provided to areas that are not as critical in terms of risk		0		
website	158	Low-lying areas should become green open spaces for flood storage/reserves. Local zoning should reflect the CAT 5 Tech Report recommendations, ie, rebuilding in green open reserve spaces should be prohibited.		1		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	159	I propose that a structure be erected at Calcasieu Pass in Cameron that would restrict the volume of water flowing through the pass during tidal flows. This structure would perform 4 functions. --First, it would be a bridge over the Calcasieu River that would eliminate the expense of operating a ferry year around. --Second, it would be salt water barrier that would have to open and close to allow ships to go up and down the river. --Third, it would have a shallow opening for small boat traffic to pass so the gates would not have to open up as they would for ships. This shallow opening could be closed completely when a storm approaches, creating a dam across the river which would slow down the inflow of water from the storm surge. --Fourth, the cost of maintaining levees around Calcasieu Lake would be eliminated, since the ebb and flow of the tides would be greatly diminished, stopping erosion and begin the rebuilding process. The opening in this structure for small boats would approximate the width and depth of the pass before the ship channel was created, thereby allowing free passage of marine species. Since the depth of the small boat opening would be 6-8 feet, the high-salt content of water at the 40ft level of the ship channel would not be allowed to freely flow into the upper reaches of the estuary. This would slow down or stop salt water intrusion and help the fresh water table levels in Cameron and Calcasieu Parishes. I have attached a crude drawing of my proposal. I would be glad to discuss this or answer any questions you may have. You can reach me at 337-583-2458 or leave a message. Thanks for your time		12	9	8
website	159	I understand that our marshes have historically portected us from storm surge, so we need to protect these marshes so they can protect us from storms.		3		
website	159	I have been hunting and fishing in Cameron Parish for 50 years. I have watched the marsh erode away and become salt water mud flats. This all started after the Calcasieu Ship Channel was completed. The cause of this marsh erosion is the increased volume of water that comes through the Calcasieu Pass (approximately 400 feet wide and 40 feet deep) during high and low tides. The speed of the water flowing in and out of the marshes, carries soil from the roots of the vegetation which eventually falls over and dies. Once the soil is gone no vegetation takes its place and the area becomes a mud flat and sinks as more soil is washed away. Levees have been built around the East side of Calcasieu Lake to slow down this erosion (which did not take place before the ship channel was created).		8	9	
website	161	I, along with many of my fellow citizens of Terrebonne Parish, respectfully request that the levees be placed as to include as much of the lower parts of Terrebonne parish as possible and include the communities of Dularge, Theriot, Dulac, Chauvin, Cocodrie, Point Aux Chenes and Montegut. The viability and importance of these areas should not be underestimated when considering where protective levees should be placed.		16		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	161	The southern portions of Terrebonne Parish contribute greatly to the economic and cultural base of Louisiana. These people deserve as much protection as all of our citizens. We only have one shot at this. If any levee system is built that leaves out the lower parts of the parish we will never be able to go back. It would be a sad failure to look back some day and see the value of what we have lost and say, "We should have built the levees farther south?. We have an opportunity to protect lives and property and in the process protect a cultural identity of a people that have been established in this part of the country for nearly 250 years. You have in your hands an awesome and difficult responsibility that will either positively or negatively impact the lives of thousands of people. You have it in your power to do the right thing, to protect a large portion of this land for a people that have worked hard to make it home, and for their descendants. Please do the right thing. Include all of our coastal communities in the Morganza Levee System.		11	19	16
website	161	A large portion of the inhabitable landmass of Terrebonne Parish exists to the south of Houma. This landmass harbors thriving communities that are very much a large part of the economic and social fabric of the community. When the rest of the country thinks of Cajuns and South Louisiana, it is pictures of life along the bayou communities that comes to mind		11	19	16
website	161	The real reason to protect the southern communities is the communities and the people themselves. These are communities where people engage in commerce and recreation and family and community as they do anywhere else in the United States. These are communities of tax paying citizens that have a large stake invested in the land on which they live, just as anywhere else. What If terrorists had known plans to attack Terrebonne Parish? Would the country draw a boundary line just south of Houma and tell the rest of the parish, sorry, we have them means to protect you, but the cost of defending you does not meet the cost/benefit ratio. The best thing for you to do is to evacuate and let the terrorists destroy your homes, your businesses, your schools, your churches and your property. This scenario sounds a little absurd. Yet there is not one reason to protect our citizens and our land from terrorist attack that would not just as equally apply to protection from hurricanes, especially when it is within our means to do so. If south Terrebonne were under attack by a foreign power, would the people have to develop a list of reasons why they deserve to be protected or would our government come to our aid just because It's our lives, our land, our property? It's valuable, and by God, it's just the right thing to do ?		8	11	16
website	161	It has been said that for every mile of land, tidal surge is reduced by one foot. If the primary goal of the levee is to protect Terrebonne?s financial and population center Houma, then wouldn?t a levee system farther south of Houma help assure a sustainable landmass to help to further buffer Houma from tidal surges? I am not an engineer, but it seems the more land we can keep between Houma and the gulf, the better off Houma will be.		20	11	16

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	162	Hello, I am looking for information regarding levee alignmet thru Terrebonne Parish. Hopefully the Corp will choose to protect the bayou communities who have needed protection for years. Please respond if there are any web sites shoing the proposed alignments.		16		
website	164	This matter has been studied to death and no progress has been made. It is time to stop studying, studying, studying and GET TO WORK		17	5	
website	164	This is addressing the article in the Houma Courier on March 11, 2006 regarding the levees in Terrebonne Parish. As a life long resident of Terrebonne Parish, who has been living in Bourg, Louisiana, and who I might add has never had any problems with flooding, the idea that a Category 5 Levee would be built which would leave us unprotected appalls me. This Levee which would cut the parish, would what use Bourg as a levee to protect Houma, and we would flood. So what is next??? First we have no levee system, then what we are cut off from other services? We work and pay taxes in this parish just like every resident of Houma. So you leave us unprotected with no levee system, our property is worth nothing and we will not be able to sell, and the cost to insure what is worthless will probably be more than we can afford. So maybe you need consider what you are doing to the thousands of residents who live on the Eastside of Houma before you start cutting the Parish with a Cat 5 levee, and put the levee system that we have been hearing about for the last upteen years instead of a drainage levee that affords little or no protection for anyone.		16	8	11
website	164	WHAT NEEDS TO BE DONE IS MAKE THE MORGANZA TO THE GULF A CAT 5 AND MAKE IT A PRIORITY AND STOP STALLING AND STUDYING AND GET IT DONE NOW		17	13	
website	165	First, why spend more money on building two levees		0		
website	165	Second, wouldn't putting a level 3 at the coast and a level 5 below Houma create a similar situation to New Orleans,kind of like a bowl effect? The water would go over the cat 3 levee and maybe not the cat 5 below Houma and we would have a bad outcome.I always though all of Terrebonne Parish was Terrebonne Parish not just Houma..		8	16	
website	165	In my opinion, we should build the Morganza levee to category 5 level protection, for a few reasons		13		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	165	In South Louisiana the communities of Dularge, Dulac, Chauvin, Montegut and Pointe-Aux-Chenes contribute alot for Terrebonne Parish, seafood, oil field services just for a few examples.Why should we not be protected to full capacity? Do we not count? Are we just second class citizans because we're from the Bayou'.s? We are taxed just like the rest of Terrebonne Parish shouldn't we be protected like the rest. we are talking about a lot of lives that will be effected by this decision, I pray the right one will be chosen		11	16	8
website	166	How will the Louisiana Coastal Area, LA Ecosystem Restoration Study which has been underway for some time be integrated into the new Category 5 Louisiana Coastal Protection and Restoration Project study? Will this study inclue specific measures for New Orleans protections?		5	8	
website	167	Thank you very much for your informative response to my concerns about the gulf coast levee repairs now under discussion. Frankly, I find it shocking that decisions or recommendations for the project will be not be presented to Congress until December 2007. Does that mean that the people living along the gulf coast will not be protected from category 5 storms until 2008 or later (if ever)? That's at least another 2 or 3 hurricane seasons away! It seems to me that there is no sense of urgency within the organizations involved in these repairs, or perhaps our government leaders are hamstringing progress. Thank you again for this enlightenment. I definitely intend to communicate this information to my representatives in Washington. Something needs to be done to get things moving. No caring person wants another devastating event like Katrina to occur, especially if timely action could prevent it.		17	6	
website	167	I just read the USACE March 6, 2006 news release entitled "How should category 5 protection be provided?". As you know, this news release was an invitation for the general public to make their opinions known at several meetings in New Orleans as to how best to bring about category 5 protection along the Gulf coast of Louisiana and adjoining coastal states. I live in Ohio, so it is not feasible for me to attend these meetings. However, I have thought about what should be done for a long time, and have yet to read or hear of anyone mentioning the word "CONCRETE". I shudder every time I hear discussions about whether or not the correct soil is being used to rebuild the damaged levees. In my opinion, soil of any type just won't do the job. Why hasn't there been talk about using reinforced concrete twenty feet thick (or whatever thickness is required), sunk down to bedrock? I know it would cost billions, but loosing New Orleans and other major cities along the Gulf would cost trillions. The talk about just using soil seems so clearly wrong to me. Every time I read of a failed water reservoir, the collapsed dam is invariably one made of soil - not concrete. Please convey my thoughts to your colleagues and to our political leaders. I will do the same.		12		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	168	Because I was unable to attend the Scoping Meeting in New Orleans, I would like to inquire about progress being made in levee plans for the Greater New Orleans area. As a resident of St Bernard Parish, my interest is heightened in response to plans of placing locks at the Paris Road area on the MRGO canal. This plan seemingly places a shroud over the area below the locks in the even of any surge while the gates are closed. I would like to know what the plans are for protection of St Bernard in the future - realistically. I would like to re-invest in the Parish that my family has called home; however, I would like to know the facts.		8		
website	168	Of course I would like to see the development of a Cat 5 system beginning in Verette and extending to the borders of Orleans Parish. I would like to see materials to reinforce the levee work that has been done until vegetation can grow to reinforce the strength of the earthen levees that are in place. Mostly I would like to know the truth about the future of our area. Although I am at BFE +5 feet, I want to be protected. Thank you in advance,		8	13	7
website	169	Obviously the effects of last year's hurricanes on LA and MS were wide spread and devastating. As planning for the area repair/restructure progresses, it is my hope that the opportunity to restore some of the tidal marshes will be taken. These areas can in fact lessen damage from future storms. Over the past years we have lost so much of the coastal environment with long range implications on ecosystems. This loss has largely been due to man's interventions and urban development "needs" taking priority. Now we have an opportunity to regroup and make planning for establishment and maintenance of the coastal marshlands a reality--in effect reversing some of the damage we had previously (unintentionally) caused. Decision makers have the unenviable responsibility of weighing the "wants" of the development for people group and the "needs" of the environment. Fortunately, we now have enough evidence from previous decisions to evaluate that failure to protect the environment will ultimately result in damage to the development! Costly damage. It is my hope that those making the policy decisions will have learned from the past and not recycle the same problems again. Thank you		1	3	5

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	170	I am an associate wildlife biologist and a masters student at Mississippi State University. Having read several studies (pre-Katrina) on the alarming dissapearance of the Louisiana coastal marshes and the impact of future hurricanes and storm surges on Louisiana, I strongly urge the ACE to follow the recommendations of scientists and concerned citizens. RESTORE THE MARSH! Obviously, levees now have their place in flood control, but no levee will be enough to save cities like Houma and New Orleans if there is no marsh to "soften the blow" of storms like Katrina in the future. I have family all over the state of Louisiana including in New Orleans. I assure you, I do have a vested interest in the people as well as the ecosystem. Not only is the LA marsh indespensible in its protection role, but it is also one of the largest fisheries and seafood sources in the world. Ecotourism and hunting which bring money to the LA and its people are also dependent upon the intact marsh. The entire coastal ecosystem, including waterfowl habitat and vital resting and refuleing sites for migratory birds, is essential to the health of the wildlife in this hemisphere. I beg of you, sir, if you do nothing else before the Corps embarks on another attempt to control nature, read Bayou Farewell by Mike Tidwell. I think it will give you a glimpse into the importance and life of the Louisiana marsh and it's inhabitants. Please know that people all over this country are concerned about the dramatic loss of marsh every year.		3	18	20
website	170	In fact, if funding is an issue, an increase in public awareness may just be a way to get monetary support. I realize I don't know all that goes on in your organization or involving the marsh situation. However, I do know that a divergence of just one third of the Mississippi River north of New Orleans will slow, halt and then reverse the loss of marsh. This will still allow enough flow past New Orleans to support ship traffic. You know it will work, it has worked before with other rivers in other areas of the coastal marsh. Thank you for your attention		14	7	9
website	171	Due to the relationship between epidemic loss of coastal marshland (25 square miles _a_year_!) and increased exposure of populated areas to the most destructive effects of hurricanes - tidal surge, I urge you to apply resources and work to restore the coast (coastal restoration) as well as strengthen the levees.		9	3	13
website	188	I SEE NO POINT IN SPENDING TAX PAYERS MONEY TO PROTECT AN AREA THAT SHOULD NEVER HAVE BEEN BUILT ON IN THE FIRST PLACE. WE ARE NOT LIKE COUNTRIES THAT HAVE NO CHOICE BUT TO BUILD IN HARMS WAY.		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	189	My suggestion is to do what a prince is doing off the coast of Dubai. As seen on the National Geographic Channel, the prince created an island using sand fron the Red Sea which was suitable for placement and compaction. Once areas were filled with raock and sand it was vibrated by 40 foot devices which compacted the sand. Th eisland I think is 10 feet above sealevel. The prince is also doing more of these. The technology is there because it is and american company doing the large ship dredging and placement. We could do the same and build upon vanishing and existing barrier island and even create new ones..What do you think???		12		
website	190	WHATEVER IS DECIDED TO DO, THERE IS ONE MUST, TO SAVE ST.BERNARD & LOWER N.O. CLOSE THE "MRGO" TO SHIP TRAFFIC		2		
website	191	A recent Associated Press article states "the Corps plans to erect temporary gates at the mouths of the canals to protect them from storm surges coming off Lake Pontchartrain". Why is this sensible action, which mirrors the Dutch approach, only TEMPORARY? Also, we saw the effective locks at St. Malo, which isolate their harbor from the huge North Sea tides.		5	12	
website	192	I lived in an area called Pontchartrain Park (along with quite a few other folks). Due to the levy breaking, our area which had NEVER flooded (even during Betsy, etc.) FLOODED. My Dad is in New Orleans now (overseeing home renovations) and will leave N.O. Wednesday night, prior to the Thursday meeting at UNO. We won't be back in N.O. until Sat., March 18th for the Pont. Park/Gentilly Woods meeting at the Greek Hellenic Center (St. Bernard Ave. and Robert E. Lee). Hopefully, you or someone from your office could let us (the large group) know about your efforts for N.O. Thanks, Dr. Earnestine Bennett-Johnson (205-995-7423/home).		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	343	NEW ORLEANS "PLAN" Based on my 30 some years experience as a county "real estate representative" acquiring land titles for freeways, county-trunk highways, and miscellaneous-county projects, we have always proceeded with a "plan". What is the plan for New Orleans; well, what are the problems? Problem #1. With 80% or more destruction, this is the greatest, unprecedented natural disaster to ever strike this country in combination of migration of life/property damage. Problem #2. reflooding of New Orleans is a CLEAR AND PRESENT DANGER, Problem #3. building or rebuilding on the sea floor never was and never will be a good idea, Problem #4. any rebuilding plan will span decades and not days, weeks, months, or years. Problem #5. citizens' real estate damaged by Katrina cannot wait decades for compensation, and Problem/Opportunity #6. this near-total destruction presents a golden opportunity to rebuild New Orleans as a MODEL CITY physically, socially, and efficiantially. With the above problems in mind, how do we proceed with a New Orleans "plan"? "Under all lies the land", (a famous quotation.) In my career acquiring title to lands for county projects, the first piece of paper in the file was always a LEGAL DESCRIPTION of the property to be acquired, but before this could occur a RELOCATION ORDER had to be developed through a series of legal steps, and had to be passed by ALL of the governing bodies. For example, in the case of a freeway segment, this was a 10-year process from concept to ribbon cutting. Based on the above scenario, I suggest an emergency (like in war time) a legal procedure be adopted that would result in a New Orleans "plan" as follows: Solution #1. construct a 1,000 foot wide corridor bisecting New Orleans from east to west to accommodate right-of-way for roads, masstransit, utilities, and residential construction, Solution #2. that this 1,000 foot right-of-way be raised to a level of 43 feet with material from super dredges scouring the sea floor for proper "fill" to be trucked to this super right-of-way corridor, dumped and compacked, Solution #3. those people who want to stay and rebuild in New Orleans be given a "first refusal" to acquire new land in this super-raised corridor,		1	12	8

Comment Mode	Commenter ID	Comment	Theme	1	2	3
		Solution #4. compensation for property owners based on appraisal and/or assessed valuations who do NOT want to rebuild to be paid in a timely way. NOW, WE HAVE A NEW ORLEANS "PLAN"! As this raised corridor expands from east to west, depending on demand, north and south extensions can or will not be built. Eventually, this raised to 43 feet corridor bisecting New Orleans will be completed perhaps in a decade, and perhaps north and south extensions will also be constructed leaving natural areas still below sea level. I would set aside the French Quarter as a national monument, a treasure, to assure its preservation. No "plan" is ever perfect, but its main goal is to achieve equity and justice for all, and that includes nationwide taxpayers. Being America’s number two busiest port (some would say number one), we must take all legal steps first and physical steps second to assure the future via this New Orleans "plan".				

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	52	Improve existing infrastructure: relocate inland pump houses to lake, install gates in open canals, install gates on discharge side of pumping stations, coordinate area emergency plans, improve first respondent communications, improve evacuation plans, define areas of responsibilities.		1	4	
website	52	Start preventing salt water infiltration to prevent more damage to the marshes. Stop dredging MRGO, consider using the existing MRGO channel for a fresh water diversion project as it was recommended during our group meeting. Start sealing - off pipe line canals and closing minor areas open to SW intrusion.		2	9	
website	52	If possible and in order to expedite these activities consider the projects above as part of the "Guardian Task Force" actvities.		5		
website	52	Develop "Mid" and 'Long" range plans ("Multi Line of Defense Plan"): develop a compartmentalize city plan, develop or finalize standard storm data, decide if it is reasonable and feasible a Cat 5 defense, if it is, break down in phases where some upgraded protection (Cat 4?) could be accomplished sooner while progressing to the ultimate goal of Cat 5. Develop or finalize permanent reference marks, develop or finalize existing infrastructure comprehensive maintenance plan, develop a marsh restoration plan, develop a barrier islands restoration plan, develop a Cat ? levee protection plan).		1	15	
website	52	Start relocating business and private owners from affected areas		0		
website	52	Develop and start implementing metropolitan area compartmentalization. Use existing elevated tracks of ground (railroads beds, interstate highway structures) for this purpose. Plug underpasses, build overpasses where crossing may be necessary. Upgrade drainage system to prevent one compartment from flooding		12		
website	52	Incorporate any areas improvements that may have been overlooked.		1		
website	52	Complete preceding projects in accord to available funding		15		
website	52	Sort out all existing (environmental, feasibility, etc.) studies for immediate use. There are no benefits to re-inventing the wheel unless it is absolutely necessary. I imagine there is enough information somewhere for almost anything that we would like to do		5		
website	52	close MRGO		2		
website	52	Upgrade projects using latest technological advances and design concepts.		12		
website	52	Start more complex FW diversion projects		0		
website	52	Re evaluate previous assumptions and incorporate any required changes to the plan. Incorporate any technological advances that may have develop since the previous plans were made, re assess basic design parameters and revise design if required		12		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	52	Start barrier islands restoration projects		9		
website	52	Allow sufficient time for any flaws to develop before declaring victory. Implement corrections as it may be required.		15		
website	52	Consider a priority of the "Mid Range" plan: Isolation of Lake Pontchartrain from storm surge by adding the Chef and Riggolets locks and levy protection along the CSX Railroad bed east of NO toward Waveland as a second line of defense. Consider a levy along the Interstate 10 East (Twin Spans) between Irish Bayou and Slidell as a third line of defense. The first line of defense will be the restoration of the barrier islands, this may take longer to develop and may be completed during the "Long Range Plan".		8		
website	52	Improve Corps image with the public: Admit past mistakes, invite or contract independent review (incl. critics or Corp opponents) of domestic & foreign experts, keep the Public and Congress informed of key decisions, survey for best course of action when all facts and data are available, consider practicality (risk assessment, funds and time constrains) when considering some ideas, get politics off the process, require decision makers (incl. their immediate families) to live in this area, consider expanding the work force using qualified local support, if necessary for the additional scope off work		6	10	5
website	52	Maintain existing structures.		0		
website	56	2.)The present CWPPRA projects dealing with barrier island restoration need to be enhanced to raise these islands so as to act as surge barriers and not bird sanctuaries. The Barataria Basin barrier islands from Sandy Point to Grand Isle can be raised to +15' using suction dredges in the river to do this. 3.) The east bank river levee needs to be extended south of Bohemia all the way to Baptiste Collette Pass. This will provide surge protection coming from Breton Sound as was the case during Katrina. The present river diversion projects on the east bank below Ostrica need to be canceled. The area on the Breton Sound side of these levees need to be dredged in with river sediment to +5'.		3	8	9
website	56	I attended the scoping meeting at UNO and proposed several Cat 5 suggestions. I want to make sure that they are entered into the present scoping process. They are as follows: 1)Create multible free flowing spillways in areas where they would reduce storm surge by acting as relief valves to allow water to move from the river to coastal marshes in either direction as determined by the surge direction. These spillways would be spaced and sized to keep the surge from topping the present Cat 3 levees. The old levees would provide material to build the necessary levees needed to enclose the inhabited areas between the spillways, and borrow from the spillways would also be borrow sources. During high river the spillways would serve as freshwater diversions to rebuild marshlands between the river and the Gulf of Mexico. Now is a excellent opportunity to do this since many residents are not returning to lower Plaquemines Parish. Of course highways would have to be elevated to span the spillways.		9	12	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	99	All the alternates seemed to be placing the hurricane protection structures a great distance from the inhabited areas of New Orleans. How do you propose to place levees or walls or gates out in the unstable soils of the marshland? There is nothing out there to build on. Secondly, if you do build hurricane barriers that far out, won't that completely change the ecological structure of the marshland? We need to rebuild the marshland and then keep the levees where they are, just make them Cat 5 levees. Thirdly, the current eastern flank of the New Orleans hurricane protection levee is too far out east. It is now incompassing the Bayou Savauge Wildlife Refuge. There is a lot of marshland out there, not only in the wildlife refuge, but out past the interior levee that should be allowed to be in hydrologic communication with the greater marshland. People put the levees up there thinking that New Orleans East would someday be built all over out there, but we need to rethink our plans for that area. In general: DON'T DESTROY MARSHLAND TRYING TO PROTECT NEW ORELANS FOR HURRICANES. STRENGTHEN AND BUILD UP THE CURRENT LEVEE SYSTEM TO CATAGORY 5 PROTECTION, EXCEPT BRING THE EASTERN FLANK OF THE LEVEE SYSTEM CLOSER IN TO THE INTERIOR LEVEE IN NEW ORLEANS EAST.		3	13	8
website	99	I am a civil engineer working for URS Corp. and a resident of New Orleans East. My house got 6 1/2 feet of water in it because of Hurricane K. I attended the UNO Scoping Meeting and I have the following commens: There were about five alternate proposals on display (color maps of Louisiana, showine proposed alignments of hurricane protection levees), but no one ever said anything about them. Again, in the small group, one of the facilitators passed around smaller color copies of these same proposed alteernates, without any explanation. This became very confusing. Were we supposed to make comments on these, or what? If they are actual proposals, then someone should have walked us through them to see the differences, because without studying them in detail it was very hard to see what was the difference between them. Either explain them or don't even show them. They are just causing confusion.		7		
website	139	As a long time resident of Louisiana (for 40 years) and after a recent exodus to Washington, D.C., I would like to add my voice to those who have for many years stressed the vital importance of coastal resotration of the Louisiana marshes and wetlands. New Orleans is one of the gems of the ocutnry and I hope that it will survive, but I can not see its continued survival being accomplished without understanding and acting on the restoration of the swamps and marshes. We need to do whatever we can in this area to save vanishing lands and resources as well as to save a unique way of life. I realize that this is a tremendously complicated issue made harder by global climate change and our refusal to address warnings form the scientific community for many years. Thank you for considering my opinion as a former resident.		3	9	

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	139	Thank you very much for this additional information. Please forward via regular mail when more appropriate to my husband and myself. Additionally I would like to comment a bit further about the damage done to the coastal wetlands by the oil companies who have come in to Louisiana and dredged "small" canals which have further eroded into very large bodies of water which were formally LAND. It seems to me that these companies should be involved financially in the restoration of an area important to all of the country. The impact on birds is particularly frightening since the last twenty years have resulted in dramatic losses in bird populations who migrate through the Louisiana wetlands. This is yet another demonstration of how a decision that seems small at the time such as dredging a "little" canal contributes to a huge problem. We can not afford to continue in the belief that we can make decisions in isolation. We see the evidence reverberating in large environmental destruction as well as cultural damage to the Cajun way of life. Certainly it is important to carefully and thoughtfully craft our next policies, but can we afford to wait until December of 2007? And one further inquiry would be about the possibility of our physical involvement in coastal restoration. My husband and I are considering relocating to Louisiana at least part of the year and would like to participate actively in restoration projects. We would appreciate any information you could give us about such		9	1	19
website	140	The Hurricane category of storms increases over warm water. The water in the Gulf of Mexico is at very high temperatures in 2006, indicating that small hurricanes will strengthen rapidly. If hurricanes are to dodge the large population areas of New Orleans and Houston, then communities that have a corresponding increase in landfall danger need expedited in-place ways to cope with the cost of New England having a warm winter.		0		
website	158	Risk as defined by the Dutch (Storm frequency x damages (life and economic)) should be the basis for making decisions on where higher protection is		5		
website	158	Plans should be developed in an integrated fashion with the USACE (LACPR) DNR, LRA, parishes and City of N.O.		1	8	
website	158	Lower protection could be provided to areas that are not as critical in terms of risk		0		
website	158	Low-lying areas should become green open spaces for flood storage/reserves. Local zoning should reflect the CAT 5 Tech Report recommendations, ie, rebuilding in green open reserve spaces should be prohibited.		1		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	159	I propose that a structure be erected at Calcasieu Pass in Cameron that would restrict the volume of water flowing through the pass during tidal flows. This structure would perform 4 functions. --First, it would be a bridge over the Calcasieu River that would eliminate the expense of operating a ferry year around. --Second, it would be salt water barrier that would have to open and close to allow ships to go up and down the river. --Third, it would have a shallow opening for small boat traffic to pass so the gates would not have to open up as they would for ships. This shallow opening could be closed completely when a storm approaches, creating a dam across the river which would slow down the inflow of water from the storm surge. --Fourth, the cost of maintaining levees around Calcasieu Lake would be eliminated, since the ebb and flow of the tides would be greatly diminished, stopping erosion and begin the rebuilding process. The opening in this structure for small boats would approximate the width and depth of the pass before the ship channel was created, thereby allowing free passage of marine species. Since the depth of the small boat opening would be 6-8 feet, the high-salt content of water at the 40ft level of the ship channel would not be allowed to freely flow into the upper reaches of the estuary. This would slow down or stop salt water intrusion and help the fresh water table levels in Cameron and Calcasieu Parishes. I have attached a crude drawing of my proposal. I would be glad to discuss this or answer any questions you may have. You can reach me at 337-583-2458 or leave a message. Thanks for your time		12	9	8
website	159	I understand that our marshes have historically portected us from storm surge, so we need to protect these marshes so they can protect us from storms.		3		
website	159	I have been hunting and fishing in Cameron Parish for 50 years. I have watched the marsh erode away and become salt water mud flats. This all started after the Calcasieu Ship Channel was completed. The cause of this marsh erosion is the increased volume of water that comes through the Calcasieu Pass (approximately 400 feet wide and 40 feet deep) during high and low tides. The speed of the water flowing in and out of the marshes, carries soil from the roots of the vegetation which eventually falls over and dies. Once the soil is gone no vegetation takes its place and the area becomes a mud flat and sinks as more soil is washed away. Levees have been built around the East side of Calcasieu Lake to slow down this erosion (which did not take place before the ship channel was created).		8	9	
website	161	I, along with many of my fellow citizens of Terrebonne Parish, respectfully request that the levees be placed as to include as much of the lower parts of Terrebonne parish as possible and include the communities of Dularge, Theriot, Dulac, Chauvin, Cocodrie, Point Aux Chenes and Montegut. The viability and importance of these areas should not be underestimated when considering where protective levees should be placed.		16		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	161	The southern portions of Terrebonne Parish contribute greatly to the economic and cultural base of Louisiana. These people deserve as much protection as all of our citizens. We only have one shot at this. If any levee system is built that leaves out the lower parts of the parish we will never be able to go back. It would be a sad failure to look back some day and see the value of what we have lost and say, "We should have built the levees farther south?. We have an opportunity to protect lives and property and in the process protect a cultural identity of a people that have been established in this part of the country for nearly 250 years. You have in your hands an awesome and difficult responsibility that will either positively or negatively impact the lives of thousands of people. You have it in your power to do the right thing, to protect a large portion of this land for a people that have worked hard to make it home, and for their descendants. Please do the right thing. Include all of our coastal communities in the Morganza Levee System.		11	19	16
website	161	A large portion of the inhabitable landmass of Terrebonne Parish exists to the south of Houma. This landmass harbors thriving communities that are very much a large part of the economic and social fabric of the community. When the rest of the country thinks of Cajuns and South Louisiana, it is pictures of life along the bayou communities that comes to mind		11	19	16
website	161	The real reason to protect the southern communities is the communities and the people themselves. These are communities where people engage in commerce and recreation and family and community as they do anywhere else in the United States. These are communities of tax paying citizens that have a large stake invested in the land on which they live, just as anywhere else. What If terrorists had known plans to attack Terrebonne Parish? Would the country draw a boundary line just south of Houma and tell the rest of the parish, sorry, we have them means to protect you, but the cost of defending you does not meet the cost/benefit ratio. The best thing for you to do is to evacuate and let the terrorists destroy your homes, your businesses, your schools, your churches and your property. This scenario sounds a little absurd. Yet there is not one reason to protect our citizens and our land from terrorist attack that would not just as equally apply to protection from hurricanes, especially when it is within our means to do so. If south Terrebonne were under attack by a foreign power, would the people have to develop a list of reasons why they deserve to be protected or would our government come to our aid just because It's our lives, our land, our property? It's valuable, and by God, it's just the right thing to do ?		8	11	16
website	161	It has been said that for every mile of land, tidal surge is reduced by one foot. If the primary goal of the levee is to protect Terrebonne?s financial and population center Houma, then wouldn?t a levee system farther south of Houma help assure a sustainable landmass to help to further buffer Houma from tidal surges? I am not an engineer, but it seems the more land we can keep between Houma and the gulf, the better off Houma will be.		20	11	16

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	162	Hello, I am looking for information regarding levee alignmet thru Terrebonne Parish. Hopefully the Corp will choose to protect the bayou communities who have needed protection for years. Please respond if there are any web sites shoing the proposed alignments.		16		
website	164	This matter has been studied to death and no progress has been made. It is time to stop studying, studying, studying and GET TO WORK		17	5	
website	164	This is addressing the article in the Houma Courier on March 11, 2006 regarding the levees in Terrebonne Parish. As a life long resident of Terrebonne Parish, who has been living in Bourg, Louisiana, and who I might add has never had any problems with flooding, the idea that a Category 5 Levee would be built which would leave us unprotected appalls me. This Levee which would cut the parish, would what use Bourg as a levee to protect Houma, and we would flood. So what is next??? First we have no levee system, then what we are cut off from other services? We work and pay taxes in this parish just like every resident of Houma. So you leave us unprotected with no levee system, our property is worth nothing and we will not be able to sell, and the cost to insure what is worthless will probably be more than we can afford. So maybe you need consider what you are doing to the thousands of residents who live on the Eastside of Houma before you start cutting the Parish with a Cat 5 levee, and put the levee system that we have been hearing about for the last upteen years instead of a drainage levee that affords little or no protection for anyone.		16	8	11
website	164	WHAT NEEDS TO BE DONE IS MAKE THE MORGANZA TO THE GULF A CAT 5 AND MAKE IT A PRIORITY AND STOP STALLING AND STUDYING AND GET IT DONE NOW		17	13	
website	165	First, why spend more money on building two levees		0		
website	165	Second, wouldn't putting a level 3 at the coast and a level 5 below Houma create a similar situation to New Orleans,kind of like a bowl effect? The water would go over the cat 3 levee and maybe not the cat 5 below Houma and we would have a bad outcome.I always though all of Terrebonne Parish was Terrebonne Parish not just Houma..		8	16	
website	165	In my opinion, we should build the Morganza levee to category 5 level protection, for a few reasons		13		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	165	In South Louisiana the communities of Dularge, Dulac, Chauvin, Montegut and Pointe-Aux-Chenes contribute alot for Terrebonne Parish, seafood, oil field services just for a few examples.Why should we not be protected to full capacity? Do we not count? Are we just second class citizans because we're from the Bayou'.s? We are taxed just like the rest of Terrebonne Parish shouldn't we be protected like the rest. we are talking about a lot of lives that will be effected by this decision, I pray the right one will be chosen		11	16	8
website	166	How will the Louisiana Coastal Area, LA Ecosystem Restoration Study which has been underway for some time be integrated into the new Category 5 Louisiana Coastal Protection and Restoration Project study? Will this study inclue specific measures for New Orleans protections?		5	8	
website	167	Thank you very much for your informative response to my concerns about the gulf coast levee repairs now under discussion. Frankly, I find it shocking that decisions or recommendations for the project will be not be presented to Congress until December 2007. Does that mean that the people living along the gulf coast will not be protected from category 5 storms until 2008 or later (if ever)? That's at least another 2 or 3 hurricane seasons away! It seems to me that there is no sense of urgency within the organizations involved in these repairs, or perhaps our government leaders are hamstringing progress. Thank you again for this enlightenment. I definitely intend to communicate this information to my representatives in Washington. Something needs to be done to get things moving. No caring person wants another devastating event like Katrina to occur, especially if timely action could prevent it.		17	6	
website	167	I just read the USACE March 6, 2006 news release entitled "How should category 5 protection be provided?". As you know, this news release was an invitation for the general public to make their opinions known at several meetings in New Orleans as to how best to bring about category 5 protection along the Gulf coast of Louisiana and adjoining coastal states. I live in Ohio, so it is not feasible for me to attend these meetings. However, I have thought about what should be done for a long time, and have yet to read or hear of anyone mentioning the word "CONCRETE". I shudder every time I hear discussions about whether or not the correct soil is being used to rebuild the damaged levees. In my opinion, soil of any type just won't do the job. Why hasn't there been talk about using reinforced concrete twenty feet thick (or whatever thickness is required), sunk down to bedrock? I know it would cost billions, but loosing New Orleans and other major cities along the Gulf would cost trillions. The talk about just using soil seems so clearly wrong to me. Every time I read of a failed water reservoir, the collapsed dam is invariably one made of soil - not concrete. Please convey my thoughts to your colleagues and to our political leaders. I will do the same.		12		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	168	Because I was unable to attend the Scoping Meeting in New Orleans, I would like to inquire about progress being made in levee plans for the Greater New Orleans area. As a resident of St Bernard Parish, my interest is heightened in response to plans of placing locks at the Paris Road area on the MRGO canal. This plan seemingly places a shroud over the area below the locks in the even of any surge while the gates are closed. I would like to know what the plans are for protection of St Bernard in the future - realistically. I would like to re-invest in the Parish that my family has called home; however, I would like to know the facts.		8		
website	168	Of course I would like to see the development of a Cat 5 system beginning in Verette and extending to the borders of Orleans Parish. I would like to see materials to reinforce the levee work that has been done until vegetation can grow to reinforce the strength of the earthen levees that are in place. Mostly I would like to know the truth about the future of our area. Although I am at BFE +5 feet, I want to be protected. Thank you in advance,		8	13	7
website	169	Obviously the effects of last year's hurricanes on LA and MS were wide spread and devastating. As planning for the area repair/restructure progresses, it is my hope that the opportunity to restore some of the tidal marshes will be taken. These areas can in fact lessen damage from future storms. Over the past years we have lost so much of the coastal environment with long range implications on ecosystems. This loss has largely been due to man's interventions and urban development "needs" taking priority. Now we have an opportunity to regroup and make planning for establishment and maintenance of the coastal marshlands a reality--in effect reversing some of the damage we had previously (unintentionally) caused. Decision makers have the unenviable responsibility of weighing the "wants" of the development for people group and the "needs" of the environment. Fortunately, we now have enough evidence from previous decisions to evaluate that failure to protect the environment will ultimately result in damage to the development! Costly damage. It is my hope that those making the policy decisions will have learned from the past and not recycle the same problems again. Thank you		1	3	5

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	170	I am an associate wildlife biologist and a masters student at Mississippi State University. Having read several studies (pre-Katrina) on the alarming dissapearance of the Louisiana coastal marshes and the impact of future hurricanes and storm surges on Louisiana, I strongly urge the ACE to follow the recommendations of scientists and concerned citizens. RESTORE THE MARSH! Obviously, levees now have their place in flood control, but no levee will be enough to save cities like Houma and New Orleans if there is no marsh to "soften the blow" of storms like Katrina in the future. I have family all over the state of Louisiana including in New Orleans. I assure you, I do have a vested interest in the people as well as the ecosystem. Not only is the LA marsh indespensible in its protection role, but it is also one of the largest fisheries and seafood sources in the world. Ecotourism and hunting which bring money to the LA and its people are also dependent upon the intact marsh. The entire coastal ecosystem, including waterfowl habitat and vital resting and refuleing sites for migratory birds, is essential to the health of the wildlife in this hemisphere. I beg of you, sir, if you do nothing else before the Corps embarks on another attempt to control nature, read Bayou Farewell by Mike Tidwell. I think it will give you a glimpse into the importance and life of the Louisiana marsh and it's inhabitants. Please know that people all over this country are concerned about the		3	18	20
website	170	In fact, if funding is an issue, an increase in public awareness may just be a way to get monetary support. I realize I don't know all that goes on in your organization or involving the marsh situation. However, I do know that a divergence of just one third of the Mississippi River north of New Orleans will slow, halt and then reverse the loss of marsh. This will still allow enough flow past New Orleans to support ship traffic. You know it will work, it has worked before with other rivers in other areas of the coastal marsh. Thank you for your attention		14	7	9
website	171	Due to the relationship between epidemic loss of coastal marshland (25 square miles _a_year_!) and increased exposure of populated areas to the most destructive effects of hurricanes - tidal surge, I urge you to apply resources and work to restore the coast (coastal restoration) as well as strengthen the		9	3	13
website	188	I SEE NO POINT IN SPENDING TAX PAYERS MONEY TO PROTECT AN AREA THAT SHOULD NEVER HAVE BEEN BUILT ON IN THE FIRST PLACE. WE ARE NOT LIKE COUNTRIES THAT HAVE NO CHOICE BUT TO BUILD IN HARMS		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	189	My suggestion is to do what a prince is doing off the coast of Dubai. As seen on the National Geographic Channel, the prince created an island using sand fron the Red Sea which was suitable for placement and compaction. Once areas were filled with raock and sand it was vibrated by 40 foot devices which compacted the sand. Th eisland I think is 10 feet above sealevel. The prince is also doing more of these. The technology is there because it is and american company doing the large ship dredging and placement. We could do the same and build upon vanishing and existing barrier island and even create new ones..What do you think???		12		
website	190	WHATEVER IS DECIDED TO DO, THERE IS ONE MUST, TO SAVE ST.BERNARD & LOWER N.O. CLOSE THE "MRGO" TO SHIP TRAFFIC		2		
website	191	A recent Associated Press article states "the Corps plans to erect temporary gates at the mouths of the canals to protect them from storm surges coming off Lake Pontchartrain". Why is this sensible action, which mirrors the Dutch approach, only TEMPORARY? Also, we saw the effective locks at St. Malo, which isolate their harbor from the huge North Sea tides.		5	12	
website	192	I lived in an area called Pontchartrain Park (along with quite a few other folks). Due to the levy breaking, our area which had NEVER flooded (even during Betsy, etc.) FLOODED. My Dad is in New Orleans now (overseeing home renovations) and will leave N.O. Wednesday night, prior to the Thursday meeting at UNO. We won't be back in N.O. until Sat., March 18th for the Pont. Park/Gentilly Woods meeting at the Greek Hellenic Center (St. Bernard Ave. and Robert E. Lee). Hopefully, you or someone from your office could let us (the large group) know about your efforts for N.O. Thanks, Dr. Earnestine Bennett-Johnson (205-995-7423/home).		0		

Comment Mode	Commenter ID	Comment	Theme	1	2	3
website	343	NEW ORLEANS "PLAN" Based on my 30 some years experience as a county "real estate representative" acquiring land titles for freeways, county-trunk highways, and miscellaneous-county projects, we have always proceeded with a "plan". What is the plan for New Orleans; well, what are the problems? Problem #1. With 80% or more destruction, this is the greatest, unprecedented natural disaster to ever strike this country in combination of migration of life/property damage. Problem #2. reflooding of New Orleans is a CLEAR AND PRESENT DANGER, Problem #3. building or rebuilding on the sea floor never was and never will be a good idea, Problem #4. any rebuilding plan will span decades and not days, weeks, months, or years. Problem #5. citizens' real estate damaged by Katrina cannot wait decades for compensation, and Problem/Opportunity #6. this near-total destruction presents a golden opportunity to rebuild New Orleans as a MODEL CITY physically, socially, and efficiantially. With the above problems in mind, how do we proceed with a New Orleans "plan"? "Under all lies the land", (a famous quotation.) In my career acquiring title to lands for county projects, the first piece of paper in the file was always a LEGAL DESCRIPTION of the property to be acquired, but before this could occur a RELOCATION ORDER had to be developed through a series of legal steps, and had to be passed by ALL of the governing bodies. For example, in the case of a freeway segment, this was a 10-year process from concept to ribbon cutting. Based on the above scenario, I suggest an emergency (like in war time) a legal procedure be adopted that would result in a New Orleans "plan" as follows: Solution #1. construct a 1,000 foot wide corridor bisecting New Orleans from east to west to accommodate right-of-way for roads, masstransit, utilities, and residential construction, Solution #2. that this 1,000 foot right-of-way be raised to a level of 43 feet with material from super dredges scouring the sea floor for proper "fill" to be trucked to this super right-of-way corridor, dumped and compacked, Solution #3. those people who want to stay and rebuild in New Orleans be given a "first refusal" to acquire new land in this super-raised corridor,		1	12	8

Comment Mode	Commenter ID	Comment	Theme	1	2	3
		Solution #4. compensation for property owners based on appraisal and/or assessed valuations who do NOT want to rebuild to be paid in a timely way. NOW, WE HAVE A NEW ORLEANS "PLAN"! As this raised corridor expands from east to west, depending on demand, north and south extensions can or will not be built. Eventually, this raised to 43 feet corridor bisecting New Orleans will be completed perhaps in a decade, and perhaps north and south extensions will also be constructed leaving natural areas still below sea level. I would set aside the French Quarter as a national monument, a treasure, to assure its preservation. No "plan" is ever perfect, but its main goal is to achieve equity and justice for all, and that includes nationwide taxpayers. Being America’s number two busiest port (some would say number one), we must take all legal steps first and physical steps second to assure the future via this New Orleans "plan".				