US Army Corps of Engineers
New Orleans District

Public Meeting Summary

Plaquemines Parish Non-Federal Levees
Wednesday, Jan. 28, 2009

Location	Woodland Plantation 21997 Hwy 23 West Point a La Hache, LA 70083
Time	Open House: 6 p.m. – 7 p.m. Presentation: 7 p.m. – 9 p.m.
Attendees	Approx. 97
Format	Open House Presentation Discussion
Handouts	• Presentation
Facilitator	Maj. Kurgan, public affairs chief

Maj. Kurgan, public affairs chief

Good evening, ladies and gentlemen. I want to thank everyone for coming out this evening. Obviously this is a great turnout and we are very excited that we have this much of the community here to discuss what our alternatives are for this future levee project. My name is Major Timothy Kurgan and I am thee Executive Officer of the New Orleans District. On behalf of Colonel McCormick and Colonel Lee, I want to say thank you for coming out this evening. We recognize that Plaquemines Parish oil industry, gas industry and fisheries are a critical component of the natural infrastructure. This project is important and the reason why we are working as fast as we can to move this project forward. We are working with Plaquemines Parish government and the community to make sure that everybody understands what we're doing and what the impacts are to develop the best possible option to protect the community, population centers, evacuation routes and critical infrastructure. I want to recognize some of our parish officials and thank them for coming out and working with us: Blair Rittiner, Plaquemines Parish Land Superintendent; P.J. Hahn, Coastal Zone Management Director; Jay Friedman, councilman; and Lynda Banta, councilwoman. Thank you very much for coming. I would like to introduce a few of my Corps colleagues that are here:

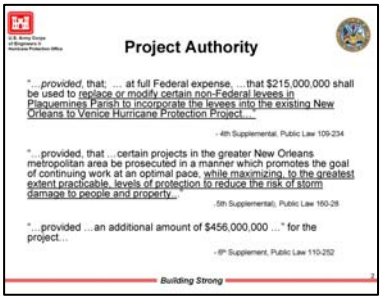
Bill Maloz	Senior Project Manager Plaquemines Parish non-Federal Levees

Ted Carr	Senior Project Manager Eastern Tie-In
August Martin	Branch Chief, Hurricane Protection Office
Deanna Walker	Real Estate
Joe Kopec	Real Estate
Gib Owen	Senior Environmental Manager

One quick note, I would like to ask you to hold all questions until the end of the presentation. Let Bill get through the presentation and then we'll get into a question and answer session. We will stay here as long as we have to tonight. Thank you. Without further adieu, here is Bill Maloz.

Bill Maloz, senior project manager Plaquemines Parish non-Federal Levees

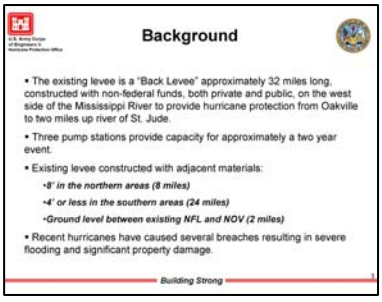
Thank you. I will give the presentation for the non-federal levee alignments that we're looking at in Plaquemines Parish.



The authority for the project is in the 4th Supplemental Emergency Spending Bill. The work would be done at full federal expense. There is $215 million that is to be used to replace or modify the non-Federal levees and incorporate them into the federal levee system.

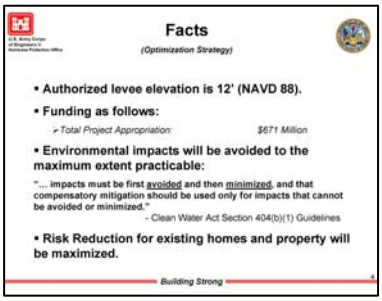
In the 5th Supplemental Emergency Spending Bill, we were also mandated to carry out the work at an optimal pace while reducing the risk to life and property.

And then the 6th Supplemental Emergency Spending Bill gave us an appropriation of an additional $456 million.

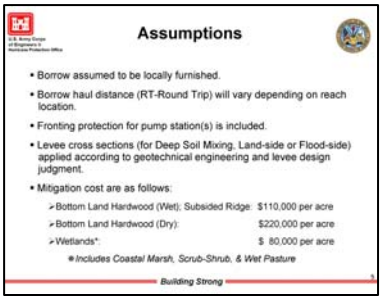


A 32-mile-long non-Federal back levee would be incorporated into the federal levee system. It was constructed with non-Federal funds from both private and public sources. It's located on the west side of the Mississippi River and runs from Oakville to approximately two miles above St. Jude on the Westbank. It is behind the main line levee. There are three pump stations along this reach. They have the capacity to handle a 2-year storm event. The existing levees were constructed with the adjacent materials. The first 8 miles are

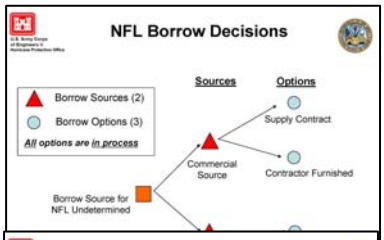
approximately 8 feet in height. The next 24 miles are approximately 4 feet in height, and for the last 2 miles there is no levee. Then, at about St. Jude and to Pointe a La Hache, there is no levee. Recent hurricanes have caused several breaches and flooding in the area.

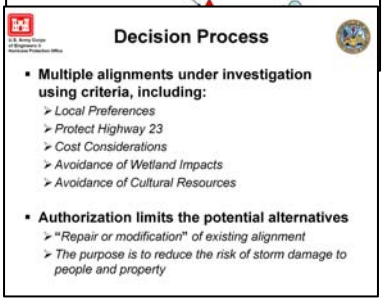


The levee is at an elevation of 12 feet according to the North American Vertical Datum of 1988 (NAVD 88). Funding, as stated in the congressional authorization, is $671 million total: $215 and the $456 million. Environmental impacts are to be avoided to the maximum extent practical. As stated in the Clean Water Act section of 404 (b) (1), "impacts must first be avoided and then minimized and that compensatory mitigation should only be used for impacts that could not be avoided or minimized." The risk reduction for existing homes and property will be maximized.



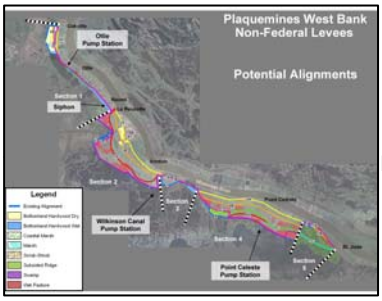
The assumptions made: Borrow is assumed to be locally furnished. The borrow haul distance varies depending on the reach needing the material. The fronting protection of the pump stations is included. Levee cross sections for deep soil mixing, land side or flood side are applied according to geotechnical engineering and the levee design. Mitigation costs are as follows: bottom land hardwood wet subsided ridge is $110,000 per acre; bottom land hardwood dry is $220,000 per acre; and, the wetlands which includes coastal marsh, scrub shrub and wet pasture is $80,000 per acre.





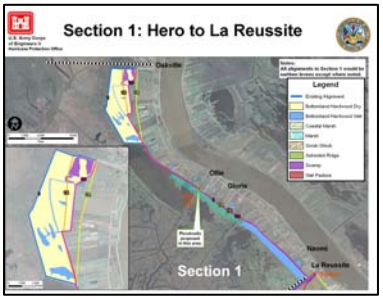
The borrow sources for the Non-Federal Levee is currently undetermined. There are two sources and three options. The three options are supply contract, contractor furnished or government furnished. Be advised that all of these options are still in process.

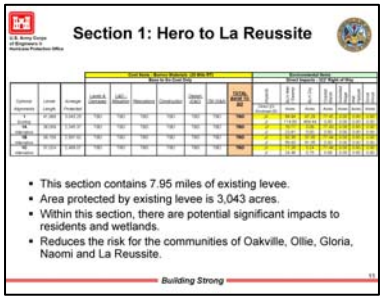
Multiple alignments are under investigation using criteria that include local preferences, protecting the Highway 23 evacuation route, cost considerations, and avoiding wetland impacts and cultural resources. The authorization limited the potential alternatives by mandating that we repair or modify the existing alignment. The purpose is to reduce the risk of storm damage to people and property. Those are the decision processes employed.



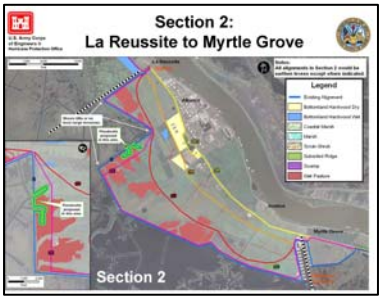
The maps list all of the potential alignments developed. We will go through each one of them individually in sections one, two,

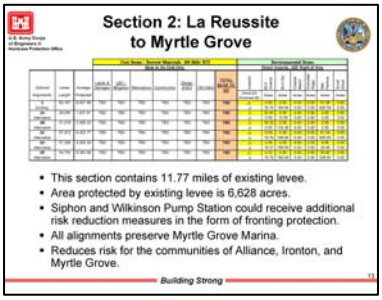
three, four, and five as you see in the display. We'll also get into the details of those individual sections.

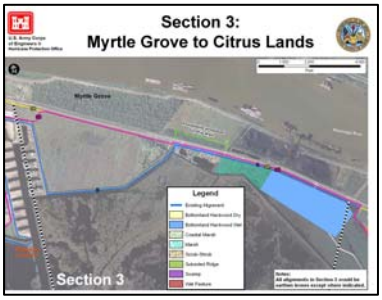




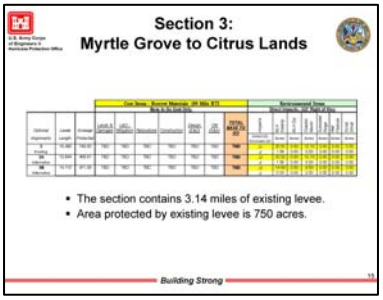
This is section 1 from the Hero Canal to La Reussite. This is the levee section through the Ollie subdivision [pointing] and these are the factors being considered. Section 1 contains almost eight miles of levee and the existing levee protects 3,043 acres. Within this section there are potential significant impacts to the residents and to the wetlands. It reduces the flood risk of the communities of Oakville, Ollie, Gloria, Naomi and La Reussite.







Section 2 is from La Reussite to Myrtle Grove. This section contains 11.77 miles of existing levee and it protects 6,628 acres. The Siphon and the Wilkinson pump station in the area could receive additional risk reduction measures in the form of fronting protection. All alignments preserve the Myrtle Grove alignment and reduce risk for the communities of Alliance, Ironton and Myrtle Grove.



Section 3 is Myrtle Grove to the Citrus Lands. This section contains 3.14 miles of levee that levee protects 750 acres.

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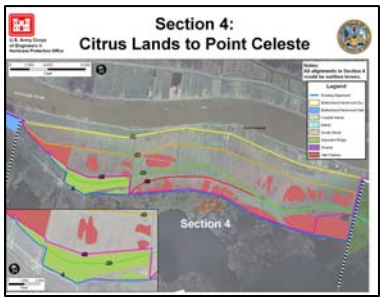
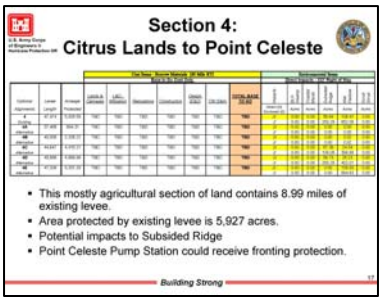
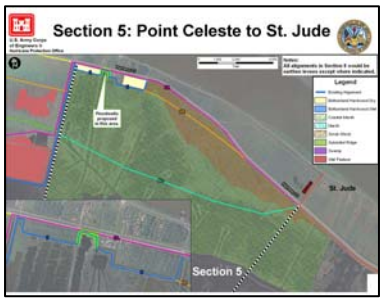
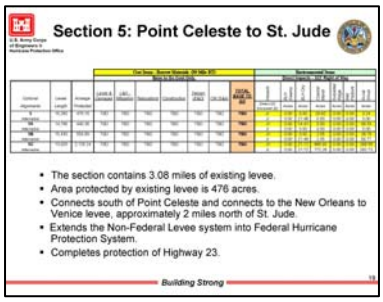




Section 4 is the Citrus Lands of Louisiana to Point Celeste. This mostly agricultural section of land contains almost nine miles of existing levee and is protected by an existing levee that covers 5,927 acres. The potential impacts are to the subsided ridge in this section. Point Celeste pump station could receive fronting protection.





Section 5 is the Point Celeste to St. Jude alignment. This section contains a little over three miles of existing levee and protects 476 acres. It connects south of Point Celeste to the New Orleans to Venice hurricane protection levee two 2 miles north of St. Jude. It extends the Non-Federal levee system into the federal hurricane protection system and completes the protection of the Highway 23 evacuation route.

Many people have asked about this project and what we're doing with it. In the path ahead we will have a draft SEIS prepared by the third quarter of 2009. At that point we'll have the record of decision, the project partnering agreement, and the acquisition of right of way for construction. Then construction will begin with the estimated completion of construction of all the levees in the Non-Federal levee system in 2013.

We'll now get into the discussion and question part of the meeting. .

Maj. Kurgan, public affairs chief

The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

This information is in your packets, and I know everyone didn't get them. If you did not get a copy of the slides, they are available on this Web site and you can download them. They are posted now at nolaenvironmental.gov. That's where we post all of the documents for review. Bill talked about the SEIS, Supplemental Environmental Impact Statement and that will also be posted online. We'll do a press release when the document is available for public review and we'll come down to let everyone know it's out for public review. That will be available on the Web site for you to review as well. You can also e-mail us at mvnenvironmental@usace.army.mil, Gib Owen; our environmental guy will get that e-mail. If have you a question or a comment we'll get it answered by the appropriate experts and get it entered into the record. If you want to use standard mail you can send it to Gib Owen at this address [pointing]. That is what the NOLA environmental Web site looks like and you can link into any of these IERs or projects.

A couple of ground rules real quick and then we'll get into the questions and answers. We have a court reporter here who is recording everything, and all of this is going into the record, and being taken into consideration. This will all be used to make the final decision on the alignments, I do ask that you come to the microphone so we can get it recorded properly and everyone can hear us. Also, please state your name for the record and try to keep your comments to about three minutes. I will try to facilitate this meeting to keep it moving. It's not that we don't want to hear your comments but we have a lot of people here and the meeting will get very long if we can't keep it down to three minutes. Now, if everyone has a chance to comment and you want to come up again, please come on up, but let's at least give everybody a chance to talk and be heard. If you were not able to get a copy of the presentations, they are available online and if you can't get there, you can give us your address at the end of the meeting and we'll mail one to you. With that said, I will open the floor for questions. I know there are questions out there.

Question 1. Audience Member: (Inaudible).

Response 1. Maj. Kurgan: I guess it's hard to see but if you look at the slides along there are you asking what the final alignment is?

Question 2. Audience Member: I'm just guessing. I'm looking at this map and there is a yellow line saying 828. Is that one of those possible lines? How do you explain this map?

Response 2a. Maj. Kurgan: Certainly, will do.

Response 2b. Bill Maloz: You can see the alignments. If you look at the legend it will tell you where the existing alignment is, the rest of the alignments are shown 1A, 1B, 1C, 1 and then those alignments extend out to this point.

Question 3. Audience Member: Are those options that you all are considering?

Response 3. Bill Maloz: These are options that we are considering, all of those.

Question 4. Audience Member: And you have not selected any one yet? They are all up for grabs.

Response 4. Bill Maloz: No. We have not.

Question 5. Benny Rousselle, Belle Chasse: Thank you for the opportunity tonight to look at the options. As I understand the programs tonight, all of the maps that you see here are strictly options and no decision has been made as to what alignments will be?

Response 5. Major Kurgan: That's right.

Question 6. Benny Rousselle: I believe you will find every person in this parish and in this room tonight that the alignments that we are seeking are those alignments which give Plaquemines Parish the most land inside the levee system. We cannot afford to have levees on top of highways or on top of other levees. I would hope that you take into consideration the position of the local government and the people to make sure that the alignments adopted are furthest to the west as possible. In the Magnolia area, where there is no alignment, we ask that you look at the Grand Bayou alignment there so we don't have an alignment that encroaches upon the power lines, and the highways. In the future, since these are not 100-year protection levees, they are subject to being raised and in this parish the history has been to continuously shrink the inside land. We want to make sure that in the future when these levees and these lifts are put in place and funded that we don't wind up with one little thin ribbon of land down the side of the Mississippi River. With no decision being made, I think we need to move into the environmental aspects of the project and be creative to self-mitigate these projects. As you know, the word of Bill, the state, is we are putting billions of dollars into coastal restoration projects. We have to look at those projects as being mitigation for some of this work. Now, that may be out of the box but it has to be considered because at those rates, at those acreage prices, no one will be able to afford hundred thousand dollar acre mitigation when can you come down here and buy every acre you want for $100,000. It's unbelievable to me that we had those prices, and I don't know where those figures come from, but I do know that in the future if you do not give us the most land mass, we will be having to acquire more property in future lifts. I would appreciate some work in that effort to look at some type of self-mitigation for all of the efforts that is going into place to help offset the cost of these projects. Thank you.

Response 6. Maj. Kurgan: Thank you, Mr. Rousselle.

Question 7. Lea Perez, Belle Chasse: I'm looking at the upper end around Oakville and the different alignments. Alignment A, which is a levee that goes all of the way down to stop right

there [pointing] at the end and then it picks back up on the existing levee and goes all of the way down; is that correct?

Response 7. Bill Maloz: That's correct.

Question 8. Lea Perez: Until the levee teeters out.

Response 8. Bill Maloz: Yes.

Question 9. Lea Perez: My question is this, is that up around Oakville on to the far west the reason why you wouldn't go ahead and follow the existing footprint of the levee of the alignment 1? All that area that is shaded in yellow is dry land and I think what Mr. Rousselle was saying is that what we are trying to do is save as much dry land as possible and if you go ahead and not follow that back levee or alignment one, and it's not maintained it will become not a swamp but a lake. The saltwater erosion would kill all of the trees and so forth. Not to mention the potential development and the livelihood of the people that have property between the north end and the south end of that what I call the bow in the back. I wish y'all would go ahead and take in consideration following alignment one instead of 1A, B and C. I'm sure there are other people that would like to comment on that area. A lot of that property has been in my family for some time and it is not just looking to be developed for recreation and so forth. There is a lot of potential land there, and I just can't understand why you would deviate from alignment 1 to either A, B or C that would take how many acres in there? I don't know, a thousand acres or so.

Response 9. Bill Maloz: I would have to go back to the chart.

Question 10. Lea Perez: Well, it would be a considerable amount, and I would like to go ahead and ask you all to consider keeping alignment one. I don't know the reasoning for any of the other alignments. I know that there's some other costs and so forth, but I think if you put the pencil to it those numbers could be changed a little bit.

Response 10. Maj. Kurgan: Thank you, sir. And always, we have to look at all the different alignments and, you are right, there are different factors on the reliability and cost. We do understand the desire to maintain Alignment 1, particularly in this area and most other areas. We do hear you and we understand and we're working to do our best to provide risk reduction to the area. We will work with the parish to do the best we can to mitigate everything and make sure everyone's needs are met.

Question 11. Lea Perez: Well, if you follow the alignment from the end of that all of the way down to La Reussite it's as though you are trying to do what is good for the goose is good for the gander. Why can't we have it following the existing levee up north?

Response 11. Maj. Kurgan: There is no reason we can't but, the alternative hasn't been selected yet.

Question 12. Mike Mudge, Myrtle Grove Marina: This is merely suggestions and something that I would ask that y'all possibly consider. There are quite a few of us in here tonight from the Myrtle Grove Marina. In the opening comments there was the idea that behind the levee systems were to reduce risk from hurricanes and water. That is our biggest concern. We all live in Myrtle Grove, on the Wilkinson Canal at the Myrtle Grove Marina, which is probably subject to one of the highest tidal surges if a storm comes up through Barataria Bay. It's the deepest waterway and naturally it's going to be the biggest surge. What we would like to be considered is that you take the original levee alignment and bring it across the Wilkinson Canal with a floodgate. We understand floodgates are expensive, but what this does is that little loop brings the levee around Myrtle Grove Marina, about 2 miles of levee, and it would take a potential levee breach out of your system by putting the floodgate. There would be 2 miles of levee that would not have to be maintained. It would also soften the cushion of all of the silt that becomes a big problem for us. One other consideration that I would ask on some of these scenarios you can see back here, you are looking to put the alignment of one of these levees right along Highway 23. In the last storm we had a levee breach just south of Point Celeste and you can see that one area up in there. You gave us about three days to mobilize equipment, get manpower out there and do what we had to do to maintain the water to allow the people to get in and out of the low end of the parish. If we run these levees adjacent to Highway 23 and we have a levee breach, then the parish government has zero time to respond, and we all understand zero time to respond to that will completely stop the traffic north and south on Highway 23. Those are the two comments that I would like to make and the two comments that I would ask that y'all seriously consider so everybody doesn't have to come up here and say the same thing. I just ask for the people that live in Myrtle Grove if they just have a show of hands that way y'all can see the people here. Thank you.

Response 12a. Maj. Kurgan: Thank you, sir.

Response 12b. Bill Maloz: We understand what you are asking. I spoke earlier to you, Mr. Mudge, and we will put that into the consideration of the alignments that are being considered.

Question 13. Patrick Becnel, Jesuit Bend: If you could pull up the Oakville to Alliance Refinery grid on the map. I live approximately where the No. 1 is. If you take the actual No. 1 and go straight to LA 23 that's about my property right there. I'm a six generation citrus and vegetable grower in Jesuit Bend in Plaquemines Parish. I hand delivered your hired archeologist to my land. I walked him 30 yards from the Native American Indian artifacts that were found, their entire secret burial grounds, which is about 30 yards off of my property on Live Oak. I was there for several weeks with them. I got to see and hold and really look at a lot of the different artifacts they found. The archeologist made several comments that it really was a major find. I would like

to go on record and ask you to consider not only my way of life as a farmer and the archeological finds of the Native American Indian artifacts along with the sacred burial grounds. I have a mortgage on my farm and I'm really worried that the big guys would come in and basically cut me in half, it would really be detrimental to my way of life and my livelihood. I would be willing to give up 50 feet or 100 feet of extra bank, you can deepen the water, improve the drainage add the mud to the top, do whatever you need to do but I'm asking you to please follow the existing footprint in the Jesuit Bend area.

Response 13. Bill Maloz: Thank you, sir. Noted and we will consider that in developing the alignments.

Question 14. Matthew Ranatza, Jesuit Bend: My grandpa moved to this section of Jesuit Bend in 1933. He cleared the ground by hand with a weed knife and an ax. If they move this levee and cut this property in half to two thirds, I have no place to farm, you are moving the levee closer to the river. For Katrina the river levee is where we got the water. So you are taking a mile of land in a canal and that water can go this way, if you put the levee 1500 feet behind my house, I'm not a rocket scientist, but it seems like the water has got to go up. So if anything would be more prone to flooding, if you get water from Katrina is my guess. And, B, the way the property is actually shaped because I have seen it when we had rain, the back of the property is higher and the front is high. The middle of the property where the levee is located is one of the lowest points, at least in my experience and when I get a heavy rain I'm totally flooded. As to why we would put the levee point where the water naturally settles and just my experience living there. Also, if you look on the map at the yellow portion, below that is a great big blue lake. Now, in the 1980s you could walk in there and it was knee deep. Now you can't really walk in there because it's continuing to subside. If you cut all of that property off and put a levee right there, all of that yellow section is going to turn into that and I just don't see why we are bringing the marsh closer to the houses than it is now. Now, a mile away, you move the levee to 1A it's 1500 feet away, and it just seems like we are getting shrunk in and less and less chance for us to avoid a flood.

Response 14. Bill Maloz: Thank you.

Question 15. Edmond Fitzmarico: I am the trustee of the CKCC Trust which owns land next to Patrick and Mr. Ranatza. Do you know what the elevation difference is between the marsh on the outside of the current alignment and the elevation inside?

Response 15. Bill Maloz: No, sir. I don't.

Question 16. Edmond Fitzmarico: I would suspect that the elevation is lower on the inside. What's that? Lower on the inside by three feet. You know, we are talking about just with the differences between 1C and 1, which I'm in favor of alignment 1 you are cutting out about 500

acres of land, and the biggest element of cost in the proposal. One might not be so good because you say you are going to mitigate dry hardwood bottoms in this coastal zone for $228,000 an acre or 220 an acre. If you move that levee you are going to have 500 acres of dead trees that are now living there because they are behind the levee system it gets water but it drains out and under a pumping station. If you move that levee back to 1C, you are going to have 500 acres of lake with dead cypress tree skeletons in it and oak tree skeletons much like St. Bernard looks near the MRGO, and is that the mitigation to be considered? You get about 14 million if you multiply those acres by 220 an acre. Our position is we are in favor of trying to continue improvement to the levee system by following the No. 1 alignment. Thank you.

Response 16. Bill Maloz: Thank you.

Question 17. Mark Ranatza: I live right up from Patrick and from my brother. That yellow section is hardwood bottom and in that hardwood bottom I did not know they had Indian artifacts but I do know that the whole section was once a plantation called Sarah Plantation. It's made up of three plantations: It was Idawell that the Perez's own; Sarah, that my family own; and Live Oak that my family owned, now Mr. Delinsie owns some, Patrick owns some, and everybody owns some. There is a very big historic presence in that plantation. To go in the woods and to look at the old steam driven pumping stations, the gears that are landing there, coal, Indian artifacts, I mean, I understand that it is better for the Corps of Engineers and the government and everybody else to put a levee in front all of that because then they don't have to pay the compensation for mitigation of the wetlands. I just don't understand why you can't re-dig the canal and have a levee. You are going to have to do something with that bottom section of the property. There is no bottom section of that yellow area. That big pond that you see there, a long time ago when I was a boy there was a pipeline canal that ran right along the edge on the western side. Everybody else was high Cypress woods, just like there are now in that yellow section. It sunk. Why it sunk in that section, I don't know. I do know there is a levee around it all of the way to the bottom of Ollie where Perez had crawfish ponds. The levee needs to stay at one, it shouldn't be moved. In this area is a majority of the highest income producing sections of agricultural lands. From Oakville to La Reussite you have more per capital income in agriculture than you do in that section. I'm not saying we are better down there, but I'm just saying that is where the 80 percent of the citrus is grown now. There are a lot of things that you need to take into consideration.

Response 17. Bill Maloz: Thank you, sir.

Question 18. Dale Lindsey, Belle Chasse: I live right next door to Patrick, and when I first found out about it, I just said what the cost factor would be to move that levee to where it is when all you would have to do is maybe increase the existing levee. What happens to the drainage now? Right now we have our own kind of drain that goes back and goes back to the canal. When you

move this up, where does all of the water go, are you going to put a pumping station there? What happens to all of the water now? It's low, the land is low so what happens is you moved it up another 1500 feet the water comes in and we have a bowl there. I don't know where the water would go. I mean, I have some problems now where when it rains because it goes back to that back canal. When you move it up you are actually at the lowest point, and I just can't see mathematically how it would be more cost efficient to put a new levee than to build on the existing levee. I just don't see it. And I'm assuming your going to take the land if you moved it. Would you take the existing levee and bring the dirt to make the new levee or do you leave the old levee back there? And there's no way the cost benefit would be cheaper to go buy mud and build a new levee than use the existing. It just doesn't make any sense. I'm against it. I think it should go on the existing alignment.

Response 18a. Bill Maloz: Thank you, sir. The drainage between 1A and 1, we would take the drainage if we went with the 1A alignment back to the back canal also and move that water out of the area just as its being moved now.

Response 18b. Maj. Kurgan: The other thing to note is we won't execute a project that is going to destroy your drains to make everything flood. That wouldn't be beneficial to anyone. Obviously, any project that we have to do, we would modify the existing drains and we consider those options. The only other thing that I want to note is I know everyone is talking about cost, and you are right, it may not be cost beneficial to build 1B versus raising 1A. At the end of the day it might be cheaper to build 1A instead of doing 1, but we're not bound by cost and that is not our only factor and rarely is it our primary factors. What you guys are talking about here tonight, which is why we're here, is the economic impact, the environmental impact and the social impact. Those are very important and aren't secondary or tertiary thoughts of ours. They are taken into full consideration when we do these alignments. I go to all of these meetings all over the place and time and time again the public input has made a difference and we changed what we were doing to make sure that community gets what they need and we get the risk reduction required for the community. We also minimize the impact of that community. Some folks think we just generate the cost and pick the low one, that's not how it's done.

Question 19. Dewell Walker, Buras: I have been to a lot of these meetings, I have seen you at some meetings and I kind of summed up how to tell y'all better. I'm not here for what y'all are here for tonight. I am here because I don't want to wake up one morning and find out that a hurricane hit and 3.1 million people died. That's what's fixing to happen here. It's happened here before. About the Indians, I'm glad he brought that up, they died from a hurricane. Everybody in Plaquemines Parish, 98 percent kill rate is from hurricanes. Well, back then they had wagons and horses; they could not run from these storms. Lately you have been on the freeway waiting for a hurricane. We cannot run. There is one thing that we can do and that's to quit spending all of this money like y'all are spending here on these levees. Levees are not designed to work. They won't

work. Can you go back to the first page you had up on the screen. I will show you. It shows Schindler Island, and look at the design there. We can go to any high school and ask a 5th grader how to stop these hurricanes and they can get it up on the computer and show you how to do it. You see the Schindler Island that's not how it looks now, but anyway, see the shape of it, it's a semi-C, but it use to go all of the way down to about where Baptiste Collette is located. It used to cut through at the bottom of Venice and go back up through about where Red Pass is located. It used to go all of the way to Grand Isle, all of the way to Texas. That design stopped the hurricane from hitting this area, but because of that design it pushed the hurricanes over to Mobile, and so when we do something down here realize it is going to have great effects, but I think that we need to do something down here and let Mobile do something, too. If you get on the interstate, the Highway 10, you will see these big mass of sand dunes the other side of the interstate. How did they get there? These big hurricanes used to come through here, bounce off of us and hit them. Right now they call category 5 a big hurricane. Back then category 5 wasn't a big hurricane. They get much bigger. We had marshes all of the way to Arkansas. We have how much marsh now, and we are hollering about losing marsh. There used to be shallow sea all of the way to Arkansas, but since a great flood the water came down and push the land up. That can never happen again. Even if the ocean rises, we will never have an ocean back in Arkansas. What can we have? We can have Baton Rouge under water. We can have Hammond, Morgan City, just let me read a couple of these: Dulac, Amite, Franklin, New Iberia, Lafayette, Montreal, Century, Kaplan, Dulac, Breaux Bridge, Portage, Houma, Boutte, Hammond, Covington, Gonzales, Amite, Killian, Baton Rouge, Kenner, and Donaldsonville. My mother used to wake me up in the morning; she would say get up seven to ten times before we finally got up. Maybe that's what we need here. Maybe we need to wake up.

Response 19a. Bill Maloz: We'll look at that. We sure appreciate you.

Response 19b. Maj. Kurgan: Just a note on coastal restoration, I know that is also very big on everyone's mind, very big for Plaquemines Parish in particular, and I know Plaquemines Parish is working a lot of initiatives on their own as is the state and the Corps. We did just submit what we call the LACPR report, which will provide five different alternatives or a handful of alternatives for each planning unit and there are five taking off from east Louisiana all of the way to the western side. That is actually going to go out to the National Academy of Science for external peer review. Working with the state, we came up with the hydraulic analysis and alternatives that are going to go to the National Academy of Science to be reviewed independently and provide feedback to us. That will happen this first quarter, I guess first quarter of this calendar year. It's going to happen February or March so we can submit that to Congress this summer and that is the big push for getting a lot of this coastal restoration work started. Obviously that's very important to us as well. We're not only building the levees and reducing risk we are also working on coastal restoration. We understand it's very important. Yes, sir.

Question 20. Villere Cross, Manson Gulf: We're presently rebuilding the barrier island involved in the reconstruction of the island between Pass Chenier and the Grand Bayou Pass. I'm not from here but my father was from Pointe a La Hache. I was at a meeting here two years ago talking about this very project and I have been out on the citrus lands levee, I have not been up and down the whole section, but it seems like you are looking at borrow and hauling and etc. Many of the people have talked about the project here tonight and you need to really consider just following the existing levee but not so much from the land standpoint. The cheapest option is to take a set of drag lines in the drainage canal on the flexi-float and dig that drainage canal deeper, wider and place it on the existing levee. That whole levee that was built has lasted this long was built with the drag line digging the canal and putting the material on the levee. We're presently doing a project right now in South Lafourche for the South Lafourche Levee District. We have got that very operation, put a machine on a flexi-float. You have a drainage canal that is following that whole project and why you want to take borrow material and run it back and forth on that levee and drive that levee down even further is beyond me. Your best option is to dig that canal deeper and wider, take the material from the inside and build your levee like it has been done for years. Thank you.

Response 20. Maj. Kurgan: And, we are doing that on some levees. Obviously the key is material composition. Post Katrina with all of that internal and external design reviews, they have really refined our design criteria on what types of soil and what type of clay to use that includes moisture content, and we can't change that.

Question 21. Villere Cross: On these back levees, that was all done with existing borrow, with adjacent borrow. My brother built 11 miles from Empire coming up this way and it was on material that had been pumped there. The material was so shaky a couple of times we almost lost the drag line, but that section of levee has never failed. You know, there's nothing wrong with a cast in place levee. Wendell Curole at the South Lafourche Levee District says that a poor levee is better than no levee at all, and the cast in place levees have done just fine down there. Now, I grant you, material that has been dried in good clay creates a more solid levee, but you also have to look at the cost, and you mention that's not too much of what we are concerned with, it's more a matter of safety and the people we're protecting. But you really need to look at cost.

Response 21a. Bill Maloz: We do. We do look at cost.

Response 21b. Maj. Kurgan: We do look at cost. Certainly a levee is better than no levee but the other thing is we don't want people to have a false sense of confidence in that levee because those design standards are not up to standard, and I understand there are many different construction techniques that can get you to a levee that you can live behind and provide you with the amount of risk reduction we have, and we are looking at that right now. We are looking at any techniques. We are actually looking at the soil standards again right now to see if we can

increase the organic content. So it's always being looked at and it's always being watched. You have a very good point, sir.

Question 22. Emily Campbell, Belle Chasse: I'm an employee of ConocoPhillips. We supported this project and have been actively involved in working with the Corps. Y'all have told us repeatedly that we need to tell you how we feel so I'm repeating that we feel we are a key energy asset to this parish, the state and the nation. We feel like the people of this parish are also a key asset to this effort as well as the parish. We feel like the most land that can be protected is the best. We feel like the wetlands fight, is a fight forward and we support wetlands projects. We feel like we need to have the best alignment which is the one that falls on the existing alignment that claims the most land and let the wetlands projects go forward from there. But to protect the people and the assets that exist within the levees, we need the most land to absorb the drainage; any overtopping that does occur and continue to be involved in the process. Thank you for the opportunity to speak.

Response 22. Bill Maloz: Thank you. We do understand the importance of this community, the oil and gas industry, the fishery industry and everything else that the great people of Plaquemines Parish make.

Question 23. Edward Martin: Hello. I'm here representing my wife who owns property here. It's our contention that we should leave the levee in the back of the property where it is today. The farther away from the homes and the businesses the better off the levee will be, so that is the only comment that we have to make. We want it where it's presently at and that's it. Thank y'all.

Response 23. Bill Maloz: Thank you, sir.

Question 24. John Paul Larrison: Hi. My name is John Paul Larrison. I'm a lawyer from New Orleans. My clients are White Oak Reality, Mr. Carriere and Mr. Terry White that own Idawell, which is right next to the Ranatza property that the Martins now own and next to Mr. Lea Perez. Many of the comments that I had to tell you have already been addressed. The proposed levee alignment 1C will destroy my client’s property. It's going to cut it in half. It's a historic property and that would be bad enough, but the real issue is when I looked at the numbers that the Corps has, when this new levee cuts off the back half of our property, the land that is there now that is beautiful, it has pockets of hardwood. It has swamp, it has wetland, and I, too, believe that if that 1C alignment goes, those 200 acres is going to be reduced to open water. Because it's been enclosed and pumped for so long you can stand on top of the existing levee and see its 4 feet lower than the other side. I think 4.25 to be exact. The numbers in your cost estimate don't account for the destruction of those wetlands within the existing levee now nor do they account for the destruction of the land that is not wet enclosed by the levee now. My clients are so adamant that they don't want you to move and they want you to keep the original alignment, that they are willing to donate property. My clients own probably a million dollars worth of property

where the existing levee is that they will donate to the parish or the Corps if the Corps will accept the original alignment and not cut our property in half. I think all of our neighbors who have spoken tonight would probably do the same thing, but we believe that we would like you to look at it because we just don't think the numbers are right. Thank you.

Response 24. Bill Maloz: We will look at that and thank you for your input.

Question 25. Linda Banta, Plaquemines Parish Council Chairman: I'm going to speak for the entire parish. We keep hearing about the one hundred year storm protection. At what point are we going to find out what height of the levee or do we have to wait until 2013 to have certified levees to correct our high rate insurance problems. Are we going to continue to displace our citizens to meet that levee alignment? I'm going to speak for the people in the West Pointe a La Hache area. They lost everything in Katrina. Well, maybe it only involves 25 families, but those 25 families might be displaced again. You are going to ask them to move again when they are trying to get their lives back together. It could be that with anybody. You are asking our orange growers to cut their land in half. I think that the residents should be heard, and when we come up with a plan, give us a better voice, give Plaquemines Parish a vote and let us decide what are we think is the best place for the levee.

Response 25a. Bill Maloz: Thank you, ma'am.

Response 25b. Maj. Kurgan: And let's confirm. Bill, the current elevation of these levees is authorized to 12 feet, right?

Response 25c. Bill Maloz: Correct.

Response 25d. Maj. Kurgan: Understand that is not the one hundred year level and understand we are authorized to build to 12. That's what Congress told us we can do and I work for Congress.

Question 26. Linda Banta: Still doesn't help Plaquemines Parish.

Response 26. Maj. Kurgan: I understand that, ma'am. I implore you to work with your state and federal delegations to get authorization to get that elevation increased. It all cost money.

Comment 27. Arthur Giles: Thank you, gentlemen, for coming to meet with us tonight and letting us voice our opinions. I just moved in my home here right before Christmas. I have been in Plaquemines Parish all of my life. I run a successful business. We have people from Venice and all the way up and down the highway. It boggles my mind to think that we would give up so much land now to move a levee to the side of a highway to try to protect what we have because 30 years ago I used to cut grass with lawnmowers in the West Bay oil fields. Now there's six feet

of water there, and we have to move out, not in. Our strip is just getting smaller and smaller and I appreciate y'all listening to us. Thank you.

Question 28. Warren Lawrence, Myrtle Grove: How did they come up with these alternatives when y'all already had an existing situation? It has to be money. Why would you even consider moving the levees in 1A and 1B when you have the existing levee and people that have existing land? It's there. It has been established. Who came up with the idea of picking these alternatives? It has to be something they are looking for, a cheaper way to do it. I know you said at the beginning it's not money but it is money.

Response 28. Maj. Kurgan: Partially, yes, sir.

Question 29. Warren Lawrence: What is the cost difference of the alternates between 1A, 1B and so on? Before you can make the decision y'all should know what the cost factor difference is between 1A, 1B and 1C all of the way down the line. If it's not money it's something else and I just like to get an answer on what is the problem.

Response 29. Bill Maloz: We are looking at all of the factors that I mentioned in the presentation. The local government and the community helped develop the alignments that you see they were not just developed by us. Those came from the community.

Question 30. Warren Lawrence: Who in the community brought up [inaudible]?

Response 30a. Bill Maloz: I can't specific [inaudible].

Response 30b. Maj. Kurgan: And if I can get [inaudible].

Question 31. Warren Lawrence: The community [inaudible].

Response 31. Maj. Kurgan: Part of this is a process. We are required to look at alternatives. I can't just say that's what I'm building, I like it. Federal law requires me to look at alternatives. So you look at it, design and look at feasible alternatives that would provide the project’s purpose. Now that project’s purpose is to protect the evacuation route, the people, and the infrastructure here.

Question 32. Warren Lawrence: I'm just saying if your telling me somebody in the community asked to consider 1A and 1B just tell us who that person or who came in with this idea. That is all I'm saying. Somebody else came up with these ideas because it didn't come from Plaquemines Parish. That's my feeling on it.

Response 32. Maj. Kurgan: I understand that 1A is not palpable to you. 1B is not palpable to you. 1C is not palpable to you. You want one and that is clear, it's on the record and we understand it.

Question 33. Warren Lawrence: Who drop [inaudible]?

Response 23. Maj. Kurgan: I'm trying to look at this perspective a little bit. I am required to look at alternatives. Those alternatives fulfill a project function and there are costs to those alternatives. Cost to those alternatives is loss of property, loss of access to agriculture land, and the potential of bringing the marsh back up closer to where you live. Those are costs and they are very negative, but when you look at all of those costs and then you look at the possible price differential in building that because maybe I'm starting from virgin soil versus 7 feet of the existing alignment, it may be a no brainier. I understand it's very difficult for everyone to look at this and think that it's even being considered but I have to. At the end of the day we certainly want to build what you want because you are our customer. We want to build what protects you and makes you happy. But I have to do this, come out and talk to you which is great because we get feedback. We take that feedback very seriously and we have changed many project alignments throughout this system because of meetings just like this one tonight.

Question 24. Ralph Hermann, Myrtle Grove: I thought it was Warren's idea to move that levee. To go back to what Mike Mudge talked about earlier with maybe doing away with the ring levee and building a flood control gate, I have no idea what this cost is but it's got to be expensive. What does two miles of ring levee at 12 feet cost to build and maintain for ten years, do you have any idea?

Response 24. Bill Maloz: We don't have those figures.

Question 25. Ralph Hermann: I figure you guys would. Y'all do this all of the time.

Response 25. Bill Maloz: We don't have those figures off the top of our head, no, sir.

Question 26. Ralph Hermann: What would a flood control gate cost? I know I read in the newspaper they are building one at Company Canal. Y'all don't do that?

Response 26a. Bill Maloz: Different size and types.

Response 26b. Maj. Kurgan: Company Canal is currently a barge gate, and site conditions factor into cost. I don't know what a sector gate cost off the top of my head.

Question 27. Ralph Hermann: You don't know what the cost?

Response 27. Maj. Kurgan: No. I can tell you what a barge gate cost, we can figure that out, but the sector gate hasn't been built there. Now the barge gate at that Company Canal was built as an expedient measure because of the walls there. The permanent solution I believe is to put a sector gate there and again part of the process would be to get a cost estimate on that, and you are right, that is something to look at. If you have two miles of ring levee and if want to block the back of

the envelope swag it is $35 cubic yard in place possibly. That could give you an order of magnitude of doing a levee, but I don't have a number off the top of my head for a sector gate. It's a viable alternative to consider, and you can look at that. You are right, things to consider there are the upkeep and maintenance to a levee.

Question 28. Ralph Hermann: That's a lot of cost.

Response 28. Maj. Kurgan: I understand. You have future cost because of subsidence and because of a sector gate, but you also have different maintenance cost on the sector gate as well. The other thing that we try to do is we don't what to put an overly expensive system in there. Of course the local authorities do maintain it once it's turned over to them. Anything we can do to provide them a resilient system and minimize operation and maintenance cost will certainly benefit everyone.

Question 29. Ralph Hermann: It cost just a lot of money for the levee because we pay for a little bit of that. I appreciate everything that y'all do for us. Hang in there.

Response 29. Bill Maloz: Thank you, sir.

Question 30. David Gegenheimer, Braithwaite: Yes, I'm from the east bank of Plaquemines and we have been told by the Corps that our benefit to cost ratio was done in a three page report that was so inaccurate it was almost fraudulent. I would love to be able to tell you that y'all are lucky for being federalized. They are not going to be able to do it for the money that is here. They would have to build a levee on the highway to be able to afford to do it. By the time this construction gets started costs are going to be totally through the roof. Whenever I criticize the Corps it's not the people, it's the partially dysfunctional federal bureaucracy. I love Plaquemines Parish, I live in the north end, I fish and hunt in the south end, have done it all of my life. Unfortunately, we have federal levees on the lower end but not on the upper end. Well, most of you know the reason for that. When they were federalized on the lower end it was so much closer to the gulf and that area of the parish needed the protection, we didn't need it on the northern end because we had healthy marshes both brackets, intermediate, fresh and Cypress swamp to protect us from the storm surge. We have lost almost all of it now, so the fact is that Congress should be protecting all of us all the way up to the city, but the costs are going to be astronomical. I'm afraid we better spend as much time praying that the Lord spares us with storms for a few years as we do pushing for the levees themselves. Thank you.

Response 30. Bill Maloz: Thank you, Mr. Gegenheimer.

Question 31. Dale Adams: I want to echo what Mike Mudge said about the floodgates, but what concerns us is how long is going to take for you guys to decide which option y'all are going to go with or is it going to be like a two year study or three year study or do we have an idea?

Response 31. Bill Maloz: No. In the planning and the development of the Supplemental Environmental Impact Statement we'll consider all of the alignments that we have developed and that we'll develop from the input of the community that we're listening to right now. We have listened to the development of these alternatives since the first two public hearings or public meetings right here, if you recall two years ago. What you see here is a result of the development of those alternatives and of the alternatives that are being listed right now that are being asked of the Corps to be considered.

Question 32. Dale Adams: Is that like one year or [inaudible].

Response 32a. Bill Maloz: On the path ahead we indicated that the Supplemental Environmental Impact Statement would be done by the third quarter of 2009. We'll recommend an alignment and with the recommendation of that alignment that goes to our headquarters in Washington. They will approve it, send it back down for construction, and construction will begin with the completion of construction in 2013.

Response 32b. Maj. Kurgan: In the third quarter 2009 will be when we have a recommended alignment, that is when we put the EIS out and that is another opportunity for everyone here to review and comment for the record based on what that alignment. So in the third quarter you should get an answer on what the recommendation is between 1A, B or C.

Response 32c. Bill Maloz: Right. Local, state and stakeholders help put these alignments together for us.

Question 33. Kerry Lincoln, Port Sulphur: I own a few pieces of property through Plaquemines Parish. Right now there is very little actual high, dry land in Plaquemines considering how large it is. By taking any of it away is almost like a theft. Nothing should be taken from what is protected, what little bit of protection it does have. If anything, the levee should be moved further out to provide more property. You had mentioned borrow pits. At the rate we're going, I'm not sure when, it may not be in my lifetime but we are going to have a beautiful levee system that is going to protect a hole. You are digging the inside out and stacking it up around us and you are just making it deeper and deeper. Instead of doing these levees like this, why don't we think about some type of sea barrier like a metal type barrier that they use in numerous places. It would a little more expensive but then the upkeep should be a lot cheaper. Probably cheaper if you look at it that way we would have one less hole to deal with in Louisiana. We have enough fishing holes already. Let's keep them on the outside of the levees. Thank you.

Response 33. Maj. Kurgan: Understand we have concerns about borrow across the whole system not just in Plaquemines but up north as well. We do try to limit the impact of pulling borrow out of your area. There are technical feasibility issues sometimes with very large barriers outside of here and that just goes back to the coastal restoration and those initiatives and how important

those are. This immediate effort that we are doing right now on these levees here in the greater New Orleans area that's an immediate fix we can take because we know coastal restoration takes a long time, but that's the key to the risk reduction for this area it lies on that coast and putting the ocean further away from your front door. Hopefully you don't have to go any higher than 12 feet. Your point is well noted and we do try to be very careful about how we pull borrow and how we impact the local communities of borrow.

Question 34. Burghart Turner, Councilman District 6: I think the community has presented us the case very well. We want the most protection possible. We would like the levees as far west as possible. We are concerned about the cost. You heard talk about mitigation. There was a mention of the soil composition being used for borrow material, in the areas that you are talking about, have there been sampling done in the area of the soil feasibility in the canal? Is it favorable to use?

Response 34. Bill Maloz: We have and it varies. Some of it is favorable. Some of it is not favorable. We have a limited organic content and a limited sand content that we can use in the levees. We're looking for a good clay content that stops seepage, compacts and provides a formidable levee as opposed to something that is sandy with organics in it. We do have that kind of material in the parish. We also unfortunately have done some investigations on materials that would not stand up to be certified as a federal levee.

Question 35. Burghart Turner: So you have already done surveys in the area that we are talking about, and I guess the next question will be because we are building levee repairs right now, has that soil been tested?

Response 35. Bill Maloz: Yes, sir. Before we put soil on the federal levee it is tested.

Question 36. Burghart Turner: Right now we are dealing with non-Federalized levees.

Response 36. Bill Maloz: Excuse me.

Question 37. Burghart Turner: We made some repairs in the parish. I'm not sure who is exactly paying for it. The area that you are talking about that is the non-Federalized area. Have you done any soil samples in the area to determine whether the composition is suitable for levees?

Response 37. Bill Maloz: No. Not specifically in that area, but in the parish itself. Although, not in the area behind the non-Federal levees. There was some Task Force Guardian work and there were some Myrtle Grove pits tested but they did have suitable material, which is an indication that there is more suitable material inside the non-Federal levees.

Question 38. Burghart Turner: Okay. The reason that I raise the question is because if we do have a problem, considering the large area that we are looking to expand the levee, move it as

opposed to building on what we have is going to take more material, and if there is a poor quality of soil in that area then the cost goes up and then it becomes a question of whether or not we can actually pull it off. Do we actually have the raw material to do it and do you feel we have the raw material in that area to put in a system in?

Response 39. Bill Maloz: I feel that we do. We are in the process of identifying that and as we identify that, we test it to make sure that it is suitable for use in levee material to be certified as a federal Corps levee.

Question 40. Burghart Turner: Okay. Again, I just want to echo what many others have said and that is we want the levees moved as far west as possible to give us the most use of our properties, allow us to grow economically, allow us to continue to live and expand, and we just appreciate that consideration. Thank you.

Response 40. Bill Maloz: We understand. Thank you, sir.

Question 41. James Coleman, New Orleans: I'm representing the owners of the Magnolia property in section 5. First, we would like to thank the Corps and all of the work of your team to get this far. I know it hasn't been an easy process to develop such a significant levee alignment options. With regard to section 5, all of the options other than what you have marked as 5C cuts off two thirds of the property. This property is viable property for future economic development and to not take a [inaudible]. The most western point feasible on this property, which would be the Grand Bayou alignment, would cut off future economic growth for the parish, the state and possibly the country because we feel Plaquemines Parish has incredible opportunities for the future. So we just wanted to express strong support for the western most alignment and indicate that the alignment closest to the highway would basically, in the future as we have state, transition to open water along the highway.

Response 41. Bill Maloz: Thank you, sir. We understand that and we will, as we develop the alternative, certainly consider the Grand Bayou alignment.

Question 42. Sharon Brannon: Good evening. I arrived late, so if my questions already been asked and answered I apologize and would appreciate your patience. I live just a little south of the Perez ranch. For Katrina, I flooded. The river came in, the water came over the river levee and we flooded. I just simply want to know why we're looking at repairing the only levee that did hold during Katrina. Why are we going to change the only thing that really, really worked for Katrina?

Response 42. Bill Maloz: We are not necessarily going to change the levee. We're looking, and we did discuss this earlier, that all options are open. We're looking at all of the alternative alignments in considering the recommended plan.

Question 43. Sharon Brannon: Okay. Maybe this is just too simple, but, you know, we are all talking and thinking coastal restoration, building up the coast. How does this remotely resemble any sort of coastal preservation or reconstruction?

Response 43. Maj. Kurgan: The project itself or the alignment?

Question 44. Sharon Brannon: The cut moves the levees closer to the highway.

Response 44. Maj. Kurgan: Sure. One of the issues when we design these things is we don't want to impact the marshes or the bottom hardwood and all. I understand that moving in closer will bring the water in closer to you and we understand that impact and that gets factored in. These are just alternatives that we are looking at and we have to weigh all of the options, and I reiterate again, it's not cost, it's economic impact to the community, it's impact to your housing, it's impact to the way you live, it's impact to industry and we understand that the original the current alignment at seven 7or eight 8 feet is a good levee and it held. We understand that and that's one of the options is to just tack on that one and raise it up to 12 feet.

Question 45. Foster Creppel: First I would like to ask, what are the dotted lines? You have four.

Response 45a. Maj. Kurgan: The black ones?

Response 45b. Bill Maloz: This is section [inaudible].

Question 46. Foster Creppel: They are not canals or anything?

Response 46. Bill Maloz: No, sir.

Question 47. Foster Creppel: Where you built back levees south of us, the water is right up against the back levees. Where there was marsh at one time, a lot of marsh, there is nothing but open water. So you build a back levee closer in here, within 20 years we'll have lakes and everything and open water right out here. Now, if you are going to move them that far in, I would say just leave them as they are to let us take care of them as they are because they are not going to help the city. Moving closer is going to do more damage. When Katrina came through here the water came from the other side of the river, and not having a levee is why we didn't get more water, we had a foot of water in this building because there was a low back levee out here. If you build a levee 12 feet high right across the highway and we have another Katrina, we'll have water 12 feet high in here and it's not going to do any good, we are going to lose a lot of land and we don't appreciate it. We'd rather you do a better job, perhaps build some spillways. Bayou Grand Chenier, Grand Bayou, Mr. Coleman said they own the land there at Magnolia, which is a great piece of property. It's still there because there are no levees. There is no levee at all. There's no back levee. That was all farmed all of the way out to Grand Bayou at one time. The plantation all the way out to Grand Bayou is still very viable land. By putting the back levee

at 5 feet all of the land is going to be gone before long. You may as well leave no levee. If you are going to put a levee right along the highway, don't put any. It's not going to do us any good. Thank you.

Response 47. Bill Maloz: Thanks for your comments.

Question 48. Mike Territa, Belle Chasse: Born and raised in the parish. Me and a friend since Katrina we have been looking at different options, and one of the things that we come up with is we can build the tallest levees in the world but if the water gets in it's worse for us because now we are a swimming pool. What can we do to get the water out fast? That is just like if we all are fisherman, we have a boat that is taking in water, we turn that bilge on and that pumps the water out. If that bilge pump doesn't work then we sink. So if we fill up with water I think that we need to have the Alaskan pipeline to carry oil for miles and miles and mile, why can't we run a pipe line here to go way back out to the Gulf of Mexico, click the pumps on, get the water back out into the gulf. I mean, we need stronger levees and more pumps. That's what I think.

Response 48. Maj. Kurgan: Okay. Understand any levee can be overtopped, the bigger the storm it's going to get overtopped eventually, and a key component of getting the water back out is the interior drainage. I know we just issued a contract last week or the week before on five pump stations down here, but we are working with the parishes to help make the pumps more resilient. By storm proofing the existing stations, raising the generator and fuel tanks so that if there is massive overtopping during a large event that those pump stations aren't so inundated that they cannot get back online and remove the water. So it is a very delicate balance of coastal restoration, of risk reduction with levees and interior drainage. You cannot ignore any one of those pieces as we have to work on all of them.

Question 49. Beverly Jarvis, Point Celeste: My husband and I have only been there for two years but we love it out here. It's beautiful and peaceful. There's no crime. I don't want a levee in front of my house so that I can't get home at all. I was gone for Ike for 12 days because of the water and I want it built up so that I don't get the water anymore and we need the land. We just can't lose all of that land. Thank you.

Response 49. Bill Maloz: Thank you. Yes, sir.

Comment 50. Lea Perez: I want to talk about going back up to section 1 in the northern end of the section. All of these people that you have heard speak tonight have this parish in its heart and they want to go ahead and keep on living here, their ancestors and so forth, and it is a very big feeling for us to go ahead and to do the best for the parish. What they are talking about is, yes, their livelihood. I know there are numerous determining factors that you all go through in determining various alignments. Now, in one factor I would like to speak to and be noted is that it was just briefly touched upon by Mr. Becnel, Patrick Becnel, and that I know one of the factors

is that the historical culture, and up in the middle part of the bow section, as I call it again, there was a significant find as Mr. Becnel brought out. I would like to know, be shown or heard that it was the Coles Creek Culture and this culture goes back 1400 years ago. This is a significant find that this is the further south that this culture has been found in the United States, and so I hope that you all would keep that in mind in keeping the alignment 1 for consideration.

Question 51. Villere Reggion, Myrtle Grove: I would like to see y'all put the new levee y'all talking about building when y'all do it's going to be a 12 -foot elevation throughout?

Response 51. Bill Maloz: Yes.

Question 52. Villere Reggion: Even though we are outside of protection levee, we all built our slabs to the current elevation, so if you add six to eight feet that's six to eight feet more water that we'll get, so I would like to see a floodgate proposed and drawn up.

Response 52. Maj. Kurgan: In Myrtle Grove. Okay. Thank you.

Question 53. Mike Mudge: I'm going to make one other comment and be very short about it. Everybody's input here was good and everybody has got good ideas and concerns. Let me say this before I go any further. I have sat on a council for many years with a lot of these councilmen that are presently sitting here now and I can tell you they have the best interest of this parish at heart. How these other scenarios come up here that are offered tonight is sort of a mystery, nobody knows where they came from. The point I'm trying to make is everybody sitting in here making comments are citizens. Our entire Plaquemines Parish government is a term limited government; therefore, before this project is halfway through, these people will be gone. The citizens are not term limited, we are not going anywhere. So we would ask that y'all keep our suggestions and our concerns in mind as y'all are doing this.

Response 53. Maj. Kurgan: Yes, sir.

Question 54. Benny Rousselle: Seems to be wrapping up, I wanted to make a few fine comments and I heard tonight that money is not an object. I have heard that the people [inaudible].

Response 54. Maj. Kurgan: I didn't say that now.

Question 55. Benny Rousselle: It's not the main factor. I will clarify that.

Response 55. Maj. Kurgan: That's correct.

Question 56. Benny Rousselle: The people are the client and that economic impacts are considered as well as environmental impacts. I would be willing to tell you that we want to start our coastal restoration fight as far out to the west as possible. We want to also see as much land again included in the levee and at the next meeting we want to see you come back with a

preferred alignment on your maps showing the will of this meeting tonight the further west as possible, regardless of where the wetlands are today because if we let the wetland dictate where we build then we might as well give up. We want to fight our battle as far out towards the Gulf as possible including the barrier islands, coastal restoration of the marshes and then our levees. As far as the area northern of the parish, if you look at the state master plan, you should be coordinating with the state master plan; the state master plan has one hundred year protection to Myrtle Grove. I know that for a fact. So you are taking into consideration that levee alignment is going to be raised and should be put as close to the alignment that is there now and in the area where Foster just mentioned, if you don't start the fight farther west then you give up all of that land and all of that surge will come over into this building, as he said, a lot sooner, so having heard those comments tonight about money, people are the clients, we appreciate you adopting our wishes. Thank you.

Response 56. Maj. Kurgan: Yes, sir. There is plenty more time to talk, but I want to relate to people how important it is that you come out here and give us your comments. I think Mr. Rousselle was at the Oakville meeting a couple of weeks ago, and, the proposed action there was to do a ramp over the T-wall which would impact the traffic flow of that neighborhood a great deal. Ted Carr is our senior project manager here working on that project, and we took that advice to heart and we went back and we are very, very close to going back to a gated alternative which will not impact the cross, will not require the turnaround and will not have that negative impact on that local community, so we do listen. It is very important and we take everything that we have heard here tonight to heart, and we are going to come back and hopefully third quarter when we have the EIS. We will come back here and show you what the alternatives are and give you another chance to comment on what the proposed alternatives.

Question 57. Unidentified Audience Member: I see a lot of people here that probably live down below us, and I guess the whole thing in a nutshell is when you going on top of the Empire Bridge and you look out south and you see the Gulf of Mexico, we can put these levees 40 feet high, it's not going to help. We need all of our focus on coastal restoration. Why does it take an Environmental Impact Statement for me to determine I can get a big dredge and start pumping sand around Shell Island Bay and move it to start filling in land. I know one of the council members is a fisherman and he could tell you fishing in that area from Empire going towards the jetties. When I first used to go there, I haven't fished there since the '80s and seeing it now, I mean, we need the coast, we need sand, and we need sandbars built. We need all of that right now.

Response 57. Maj. Kurgan: I understand. And we understand that. We agree coastal restoration isn't just sitting in the drawer while we build these. We are working that as well. You have to plan it and design it. Now, as far as Environmental Impact Statements, unless somebody gets the

federal law changed, I have to follow the law. The law requires the US Army Corps of Engineers to comply with the NEPA Act for every single project we do. I can't do anything different.

Question 58. Unidentified Audience Member: I understand that. What kind of environmental impact do we have by pumping sand up and making some sand dunes to stop the surge?

Response 58. Maj. Kurgan: Understood. I understand your point, yes, sir.

Question 59. Mark Dugan: What's the feasibility used at the river and, is it just not usable to get it from there and put it over the levee on this side.

Response 59. Maj. Kurgan: Again, it goes back to material content. The material used has to be very, very low sand, very low organics. We are talking very lean clay that we use in these levees is our requirement to use in them.

Question 60. Mark Dugan: We need to dredge out by the passes. They make islands high and I'm telling you two or three weeks they have islands ten feet high out there. One dredge. This guy right here, my uncle from Toiling Construction he built a canal 30 years ago when I was a kid with a drag line, him and my cousin did it by they self and it is still there today. They drug it in that canal right over there in Harvey from the Patriot Avenue over to LaPalco. Look at that canal right now and that levee is still there 30, 35 years ago. So he is right about drag lines and dredges, you can get a whole lot of stuff done with a lot of men working with dredges and I'm sure the Corps has a lot of that stuff lying around.

Response 60. Maj. Kurgan: No.

Question 61. Mark Dugan: Everything is working? Are they [inaudible]?

Response 61. Maj. Kurgan: We don't own any of that stuff. We own one hopper dredge. Obviously we try to be very innovative in anything that we build and how we do it. I understand there's a cost for everything. Transportation cost and you saw what the gas prices were this year. Thank God they are going down because transportation cost has a huge impact on the cost of material -- if I can get it adjacent to the project site it’s great.

Question 62. Mark Dugan: That river is full of sand right there. You keep 40 feet in the middle it goes right here but all on this side here there's tons and tons that you could put on this side. I don't know how you get it over the levee and across the highway.

Response 62. Maj. Kurgan: Unfortunately a lot of that material is probably not suitable for the levee.

Question 63. Mark Dugan: How long does it have to be sit?

Response 63. Maj. Kurgan: It may never be suitable. It's not just moisture content, it's the composition. Too high in sand it doesn't matter how dry it gets.

Question 64. Mark Dugan: So you have to have it long enough to have vegetation grow in it and make it solid.

Response 64. Maj. Kurgan: It has to have the clay contents.

Question 65. Mark Dugan: That's the only question that I had.

Response 65. Maj. Kurgan: Okay. Yes, sir.

Question 66. Dewell Walker: I just want to apologize if you think I wasn't on your side because y'all are on our side. Y'all will get the contract. These levees y'all build, what category storm do you think it will hold up to?

Response 66. Maj. Kurgan: It goes back to surge level, not category.

Question 67. Dewell Walker: Well, instead of asking questions, I am a man of knowledge and research and that's what I do. I research things and I use knowledge. Your levees will stand up to a category one slow moving storm. The reason for that is your levees right now they are going to be 12 to 15 feet high, obviously. If there is a 12 to 15 feet high category one storm we're busted. 12 to 15 feet high beaches, at the same height, guess what would work. That's why it worked. The levee designs are faulty with the curvy design. You can take these levees y'all make with this clay and put it on the beach and it will work, but you have to design like the beach is designed. You can't have it curvy like this. So what I ask y'all to do, I want to play with y'all. When y'all come back with the new models, put a hurricane design in these levees and then it will work a little better. If we got to build levees and that's what we are going to do. We are not going to build a beach, then let's design it for a hurricane. Let's not design it to run water downhill like they do the Mississippi River. These hurricanes design will work on these levees. Clay composition, it will work, but now y'all have one other problem when it gets too clay and that's the reason y'all researching that. Can't get the grass to grow, right? Well, see, these clay levees you can put a soft moisture compost on top of it and the clay at the bottom will hold, so [inaudible].

Response 67. Maj. Kurgan: We're looking at different ways to grow different grasses, different ways to get that grass to grow.

Question 68. Dewell Walker: What you need to do is go to a school and get a 5th grader and get on the computer. All of these designs and stuff I didn't do it, they are there for the taking, let's use this money that we have to do this, let's do the job right. Southeast Louisiana could be the best, it already is but it could be the greatest county or parish in the state. Right now we're No. 2

in seafood production with a depleted marsh. We can't do anything to help that. In fact they do everything to destroy that. Right now our oil industry is second in the state, too. It's humongous. All of our resources here in southeast Louisiana, as you have seen the people here, will fight for it. We think we have paradise; we just don't want y'all to destroy it. These levees the way y'all build them you see the effects of it. You go down look at the levees built at south Plaquemines most of them are still there but look at the marsh in front of it. The money that y'all spend on this stuff if you spend one tenth of it on the beach you stop the whole problem. You would not have to have this levee that you are building here now if you have a beach in front of it. Water doesn't have time [inaudible] 32 miles in this levee to the beach water doesn't have time to build back up. It takes these hurricanes miles and miles and miles, hundreds of miles to build up, and that's again why I'm here. These meteorologists they miss a hurricane or two every now and then. People in south Plaquemines went to bed a couple of times, go to sleep, hurricane Opal missed us by that much. One degree more we wouldn't be talking today. It's happened in history before and it's going to happen again. Let's use hurricane technology. The Corps of Engineers are levee builders, but they may need to expand and listen to a Cajun man and start building beaches.

Response 68. Maj. Kurgan: We built a beach in Grand Isle after Gustav and Ike washed it away.

Question 69. Dewell Walker: That's the reason to put a hurricane design into the beach. You had an island, you didn't build a beach. These beaches got to be solid. They got to be 12 to 1,500 yards wide. They got to be 50 feet high. You can't have a gap in it, you have one little hole and a hurricane is going to wash it away. It won't work. But if it's solid [inaudible] as a matter of fact, they have a design where they have a beach in front of a beach in case of big storm comes and push that smaller beach on top of the second beach and so then we'll have two defenses. We are going to build this I know we are, because it's our design, so let's go ahead. Y'all got the job, let's build this, and let's use hurricane instincts.

Response 69. Maj. Kurgan: When the LACPR report comes out this spring I encourage you to look at it. It will be online and will that show you all of the different things that we can do to do exactly what you are talking about to stop that hurricane out of the Gulf, bring the surge down, reduce it so that you don't have the sand. It will be a very good report. I encourage you to look at that.

Question 70. Dewell Walker: That's one thing with me I research all of y'all stuff. I'm a man of knowledge and research and what I try to do is I try not to get people too excited, and, for instance, everybody here needs to know that levee y'all building it will stop a Gustav type storm and it missed us but never think that levee is going to stop a hurricane. The lady a while ago she wondered why you don't build the levee lower? Katrina didn't hit where y'all are building. I know you understood that [inaudible].

Response 70. Maj. Kurgan: Based on the path, the hydraulics we'll determine how that surge comes up, so you are right and we have to be very careful on how we build these things to make sure we don't cause any additional negative impact.

Question 71. Dewell Walker: One other thing. We have a canyon off the coast. A lot of people like to tuna fish. That canyon will catch any big hurricane, so from southwest pass to about halfway to Grand Isle is your most important surge not only for lower Plaquemines, but for Mississippi and Alabama, too. If you put something there big it will stop 80 percent of the surge.

Response 71. Maj. Kurgan: Yes, sir.

Maj. Kurgan, public affairs chief

I want to thank everyone for coming this evening. I appreciate your time. We'll be hanging out afterwards if you want to come up or have any additional questions, please feel free. Thank you.