



# New Orleans Rail Gateway Program

Louisiana Department of Transportation and Development  
U.S. Department of Transportation - Federal Railroad Administration

## New Orleans Rail Gateway EIS Jefferson and Orleans Parishes

State Project No. H.005168  
F.A.P. No. DE-9208(500)

# Summary of Public Scoping Meetings

**Tuesday, February 7, 2012**

6:00 – 7:30 p.m.

Xavier University of Louisiana  
University Center, 3<sup>rd</sup> Floor  
Mary and William McCaffrey Ballroom B  
4980 Dixon Street  
New Orleans, LA 70125

**Wednesday, February 8, 2012**

6:00 – 7:30 p.m.

Joseph S. Yenni Building  
Council Chambers  
1221 Elmwood Park Boulevard  
Jefferson, LA 70123



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# **PUBLIC NOTICES**

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## NATION

# For some, pardons are about redemption

*Others get a second shot at better jobs*

By Holbrook Mohr  
The Associated Press

WESSON, MISS. — When Thomas Ailes heard from a friend that he'd been pardoned for a marijuana conviction from the 1970s, he didn't wait for the Mississippi Parole Board to mail him the paperwork. He jumped in his blue Dodge truck and drove an hour to the capital to pick it up himself.

On an unseasonably warm morning last week, the Vietnam veteran kicked back on his front porch in the tiny town of Wesson and proudly displayed Executive Order No. 1083, one of nearly 200 pardons former Gov. Haley Barbour signed in his final days in office.

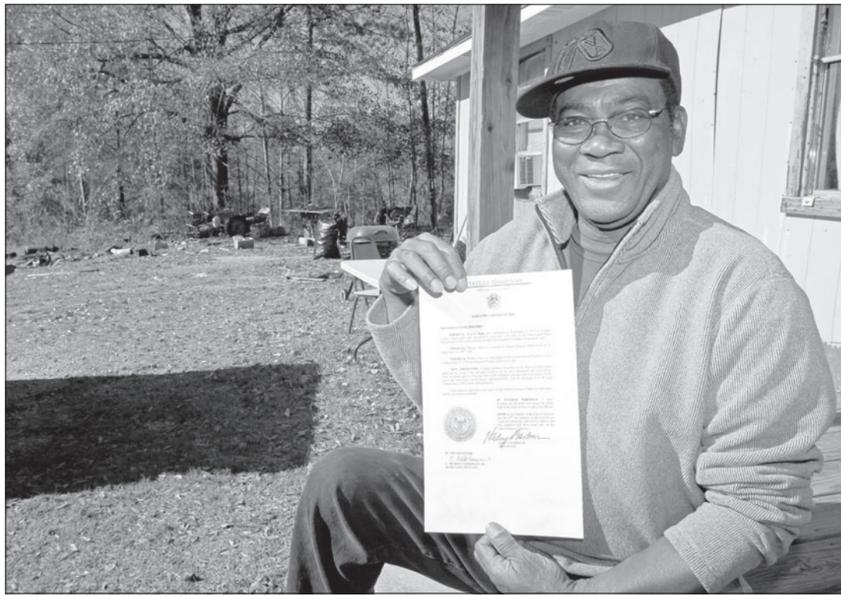
"I'm going to have about 10 copies of this bad boy made. And this one here is getting framed," Ailes said.

The pardon isn't life-changing for Ailes, 61. He's been out of prison since 1977. He's disabled, so it won't help him land a job. He never lost his right to vote.

"I just wanted the same clean record I had when I joined the Marines," he said. "I wanted it so I can clear my conscience."

Ailes' hopes may be dashed. The Mississippi attorney general's office is trying to have dozens of pardons thrown out, including his.

In the shadows of the national headlines and angry reaction from victims of heinous crimes, there are many like Ailes, searching for redemption, not freedom.



ROGELIO V. SOLIS / THE ASSOCIATED PRESS

On the porch of his Wesson, Miss., home Wednesday, Thomas Ailes displays Executive Order No. 1083, which pardons him for a marijuana conviction from the 1970s. The Vietnam veteran drove to Jackson to pick up the executive order from the Mississippi Parole Board after first learning of the pardon from a friend earlier this month.

Barbour, a two-term Republican governor, has been criticized for granting so many pardons and for giving them to people convicted of serious crimes like murder and rape. Among those pardoned were trustees — prisoners so trusted that they are allowed to work at the Governor's Mansion. Some lawmakers have vowed to craft legislation that would limit the governor's pardoning powers.

Most of the pardons were for lesser crimes, some dating back decades. Four men who benefiting from Barbour's pardons were

convicted of crimes in the 1960s — one for arson, two for burglary and one for robbery. More than four times that many were convicted of crimes in the 1970s, and even more in the '80s and '90s. Barbour has said 189 of the people who got reprieves were already out of prison, like Herbert Lowery of Vicksburg.

Lowery was 30 when he was busted for delivering marijuana and admitted he was looking for fast money to build a house and start a family. A shameful mistake, he called it, saying he's never even smoked pot.

Now 64, Lowery served less than a year in 1979 and hasn't been in trouble since. But the felony conviction was a haunting embarrassment.

Like Ailes, the pardon isn't likely to have much effect on Lowery's life. He too is disabled, from heart surgery and lung cancer. He's an avid hunter, but a judge restored his right to own a gun years ago. He's been voting ever since he got out of prison.

"I just wanted to clear my name before I died," Lowery said. "I'm so ashamed of what I did."

For others, the pardons offer a chance at a better job and a better life.

Larry Harper, a convicted killer who worked in the Governor's Mansion for Barbour's predecessor, Democratic Gov. Ronnie Musgrove, said he has been cleaning a chicken processing plant for eight years since he got out of prison on a suspended sentence. The murder, aggravated assault and weapon violations, he says, are like heavy chains that keep him from moving up in the world.

"That's all I want is to do a better job. As far as owning a gun and all that other stuff, I don't care. I just want a better job," Harper told The Associated Press in a telephone interview.

Harper acknowledges he killed a man in the early 1980s, but said he meant only to shoot the man in the shoulder while protecting himself.

Harper was sentenced to life in 1983. He was a good prisoner and earned the coveted trusty job in 1997. Governors historically released the trusties at the end of their terms, though new Republican Gov. Phil Bryant ended the program Thursday.

Harper was paroled Aug. 17, 1998. But less than a year later, he was arrested again, this time on aggravated assault and weapons charges. He said he didn't have a weapon and didn't assault anyone, but was mixed up with the wrong crowd.

He was sent back to prison in June 1999 and again became a Governor's Mansion trusty in March 2001. When Musgrove left office in 2004, he had Harper

released on a suspended sentence — meaning he was still on parole and didn't have the conviction wiped from his record.

Barbour's pardon could cut Harper loose from parole. If it stands.

Attorney General Jim Hood, the lone Democrat in statewide office, has pledged to fight dozens of the pardons, saying many didn't publish notifications in local newspapers every day for a month as required for pardons.

The pardon of five Governor's Mansion trustees sentenced to life — four for killings and the other for robbery — got the most attention.

One had shot his estranged wife in the head while she held their baby, and then shot and wounded her friend. Another trusty shot his wife in the back. Hood first moved to block their pardons, then filed papers to block dozens more.

But Parole Board Chairwoman Shannon Warnock told the AP Ailes and others got vague instructions. Some were led to believe they could publish once a week for a month — not every day as constitutionally required.

On Monday, a judge will decide whether the pardons can stand, though the ruling can be appealed.

Thinking back to that day on the porch, smiling in the warm sun and celebrating his good fortune, Ailes felt betrayed when he learned his pardon could be erased.

"That's a crock," Ailes said. "I guess that's the way they do a veteran. I did everything they told me to do."



Haley Barbour  
Former Miss. governor criticized for pardons granted

## Gay marriage gains support in Wash. state

*Bills to get first legislative hearings*

By Rachel La Corte  
The Associated Press

OLYMPIA, WASH. — The last time same-sex marriage was debated in the Washington state Legislature, lawmakers voted to ban it. Fourteen years later, the issue is before the Legislature once again after a multiyear effort that has incrementally increased rights to gay and lesbian couples in the state.

And this time around, it looks like Washington could very well become the seventh state plus the District of Columbia to legalize same-sex marriage.

Gay marriage has won the backing of several prominent Pacific Northwest businesses, including Microsoft Corp. and Nike, Inc., and just last week a conservative Democrat who once

opposed same-sex marriage said he will now vote for it.

Bills to legalize same-sex marriage have been introduced in the House and Senate, sponsored by two gay lawmakers who have pushed for gay rights measures in past years. The bills will have their first public hearings on Monday, before Senate and House committees. While gay marriage bills have been introduced in Washington state before, this is the first time the issue will receive a public hearing.

"If there's one word to sum up where Washington is on marriage equality, it's momentum," said Michael Cole-Schwartz, a spokesman for the Washington, D.C.-based Human Rights Campaign.

Same-sex marriage is legal in New York, Connecticut, Iowa, Massachusetts, New Hampshire, Vermont and the District of Columbia. Lawmakers in New Jersey and Maryland are expected to debate gay marriage this year as well.

Washington state along with

several other states, including California, Oregon and New Jersey, have laws that either recognize civil unions or domestic partnerships that afford same-sex couples some or nearly all of the rights of marriage.

The debate over same-sex marriage in Washington state has changed significantly since lawmakers passed Washington's Defense of Marriage Act in 1998. The constitutionality of DOMA was ultimately upheld by the state Supreme Court in 2006, but earlier that year, a gay civil rights measure passed after nearly 30 years of failure, signaling a change of mindset in the Legislature.

The quick progression of domestic partnership laws in the state came soon after, with a domestic partnership law in 2007, and two years of expansion that culminated in 2009 with the so-called "everything but marriage law" that was upheld by voters after opponents filed a referendum to challenge it.

That slow-but-steady strategy

was spearheaded by Democratic Sen. Ed Murray, a gay lawmaker from Seattle who has led the push for gay civil rights and domestic partnerships and who is sponsoring the Senate marriage bill.

Murray said that it may have taken years to lay the

groundwork, but now the state is ready to address same-sex marriage. "The culture changes and the politics follows," he said.

The state Senate is now just one vote shy of having enough backing to approve the bill, with a half-dozen lawmakers remaining uncommitted.

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## Wall St. banks' record profits don't translate into CEO bonus

*Financial stocks performed poorly*

By The Associated Press

NEW YORK — JPMorgan Chase, the nation's largest bank, posted a record profit for 2011. That didn't translate into a bigger bonus for CEO Jamie Dimon. Morgan Stanley's latest quarterly results topped expectations as the bank trimmed costs and cleaned up problems dating from the financial crisis. But CEO James Gorman saw the value of his stock awards for the year fall by half.

Across their ranks, Wall Street banks are curbing bonus pay for last year's performance, which was marked by big drops in stock prices and still-hefty costs for mortgage-related problems. In the last three months of the year, fears about the European debt crisis made the stock and bond markets volatile, and clients of all the major banks shied away from mergers and acquisitions

and public offerings of stock. That sharply reduced investment banking and underwriting fees. The banks also faced a surge in populist anger, as the Occupy Wall Street movement went national.

Financial stocks were some of the worst performing in 2011. While the S&P 500 Index finished the year flat, Morgan Stanley shares plunged 44 percent, JPMorgan dropped nearly 22 percent and Goldman Sachs Group Inc. tanked 46 percent.

Compensation followed the downward trend. In a closely watched and politically charged gauge, JPMorgan Chase & Co. revealed earlier this month that it set aside 36 percent less than the year before to pay its investment bankers. Morgan Stanley shed 700 workers last year and capped the amount that workers can get in their bonuses immediately, deferring anything over \$125,000. Rival Goldman eliminated 7 percent of its employees and cut 2011 pay by 21 percent.

And it appears the banks' CEOs are not immune. On Friday, Morgan Stanley's regulatory filing showed that the value

of Gorman's stock award for the year dropped to \$5.1 million from \$10.2 million in 2010.

Gorman, who became CEO two years ago, has been slimming down the bank, selling off units like a mortgage servicing division and an asset management business. He's been emphasizing divisions like wealth management, which provide smaller returns than some investment banking operations but also carry a lot less risk because they're based on fees rather than markets.

Unlike JPMorgan and some of the other big banks, Morgan Stanley doesn't have a large consumer deposit base to rely on when its investment bank stumbles.

JPMorgan's Dimon received restricted stock worth \$12.6 million and stock appreciation rights reportedly valued at roughly \$5 million for 2011, according to a filing with the Securities and Exchange Commission Friday. That compares with about \$17.1 million in stock and SARs that he was granted for 2010.

Complete compensation details weren't disclosed.

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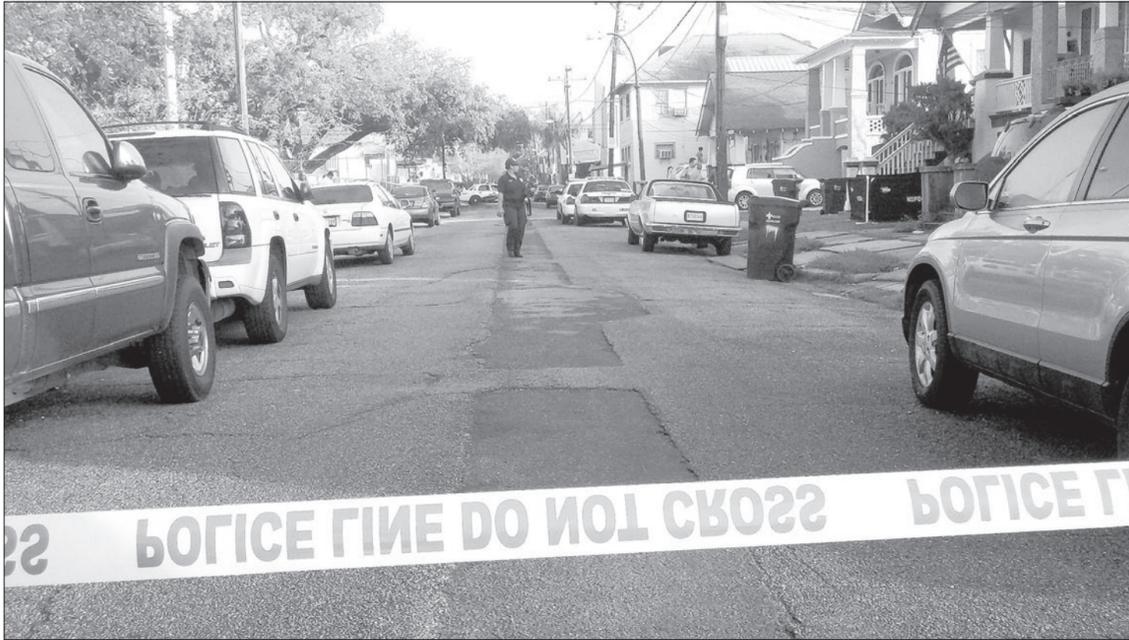
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CONTINUED

# 'He helped people. He tried to make the city a better place'



JOHN MCCUSKER / THE TIMES-PICAYUNE

New Orleans police investigate a shooting death in the 500 block of Vallette Street in Algiers Point early Wednesday morning. Responding to news of the shooting, Mayor Mitch Landrieu expressed his growing frustration with what he has long called the city's 'culture of death.'

## KILLING, from A-1

The shooting, the latest in a string of killings that has rattled a crime-weary citizenry, came just hours before the mayor and police chief held a news conference to urge the city's judges to increase bonds for those charged with gun crimes.

Mayor Mitch Landrieu began the conference, which was planned before Wednesday's shooting, by saying his "heart broke" when he learned the boys watched their father die. "Children should never have to witness a family member being hurt," he said.

As he has often done recently following high-profile shootings, Landrieu expressed his growing frustration with what he has long called the city's "culture of death."

It is "very hard to get at the root of," he said. "The breadth of it and depth of it can leave you numb."

Police said the incident began when the shooter walked up to a woman who was sitting in a gray Saturn preparing to leave for work. The man knocked on the window and asked for the time. When she turned, the man pulled out a black handgun and demanded she get out of the vehicle. She did, and the gunman got in and closed the door.

When Ainsworth saw what was happening, he jumped on the car's hood. The gunman then shot Ainsworth and abandoned the vehicle. Witnesses told investigators the



Composite sketch of killer in Algiers Point shooting. He is said to be about 5-foot-7 and between 140 and 150 pounds.

suspect was seen running toward Opelousas Avenue, said homicide commander Lt. Gary Marchese.

The International School of Louisiana — just steps from the crime scene — and nearby Martin Berhman Charter School were placed on lockdown as police hunted for the suspect.

Ainsworth, a 44-year-old contractor, spent much of his free time volunteering for police causes, his brother said. He was a member of COPS 8 — Citizens' Organization for Police Support — a group that raises money and provides supplies to the NOPD's 8th District, which patrols the Central

Business District, French Quarter and Faubourg Marigny. In October 2010, he founded a separate police-support group to help individual officers in need of assistance, Bill Ainsworth said.

"He was a Christian. He helped people," Ainsworth said of his brother. "He tried to make the city a better place. That was his main drive."

That Mike Ainsworth died trying to prevent a crime came as no surprise to those who knew him.

"This was far from the first time he's done it," Bill Ainsworth said. "Anything at all, people starting to get in a ruckus, he would go there and break it up."

The shooting came as a shock to the neighborhood, which rarely sees bloodshed in a city plagued by violence. Residents there have been on edge since the Jan. 7 beating and attempted robbery of a woman who was walking home from the ferry landing after the Saints' playoff game.

Mary Kamrath, of Washburn, Mo., who was visiting her brother in the neighborhood, said she heard three gunshots and looked out the window. That's when she saw the two boys next to Ainsworth's body. Neighbors took the children inside a home after police arrived, she said.

"Everybody was kind of in shock," Kamrath said. "It just goes to show no good deed goes unpunished."

In addition to neighbors, who gathered to comfort one another, several of Ainsworth's longtime friends also rushed to the scene as news of the shooting rippled

across Algiers Point.

"For this to happen in Algiers at this time of the morning on Vallette Street? I couldn't believe it," said Ronald Forbes, who knew Ainsworth for about 25 years. Criminals, he said, "don't care no more" about consequences.

NOPD 4th District Commander Heather Kouts said Wednesday that she assigned a task force to Algiers Point in an effort to increase contact with residents. Officers will enforce traffic and truancy laws, as well as talk to residents about safety issues, such as unlocked vehicles and other problems, she said.

City Councilwoman Kristin Gisleson Palmer, whose district includes Algiers, said she was leaving home to take two of her daughters to school when the shots exploded about two blocks away. Though she didn't immediately tell her children what happened, Palmer said she planned to recount the incident during dinner.

"It doesn't make this any more inhumane or egregious because it happened on my street," she said. "Parents all over the city have been having this same conversation with their children, and I'm super-angry that we have to. But if we're going to truly stop this, we're going to have this conversation."

"We all have to say, every street is our street."

Staff writer Michelle Krupa contributed to this report. Danny Monteverde can be reached at [dmonteverde@timespicayune.com](mailto:dmonteverde@timespicayune.com) or 504.826.3482.

# Study won't be limited to concussions

## TULANE, from A-1

in Falls Church, Va.; Morehouse School of Medicine in Atlanta; Mount Sinai School of Medicine in New York; University of California in San Francisco; University of Southern California in Los Angeles; and Washington University School of Medicine in St. Louis.

"You've got these guys who are used to accessing the health care system and the medical system in a certain way, and then once they are finished (with their careers), it all changes and they don't have access to what they used to have," said Dr. Gregory Stewart, who is the medical director of Tulane Centers for Physical Medicine and Rehabilitation. "Really all we're trying to do is help take care of these guys for the long term."

Stewart and Dr. Roger Kelley, chairman of neurology at Tulane University School of Medicine, will lead the Tulane chapter of the program. After evaluating the players, the team of doctors will coordinate treatment.

"We've got Dr. Kelley ... who is going to help coordinate all the neurological components and all the medications, and then my role with all this is to help coordinate some of the long-term care. My role is to work on some of the life skills that you need to

"This could be my future, so I was all for trying to speed up getting a center in place for that type of care. We also want to make sure we take care of the players playing right now in the future."

BERNARD ROBERTSON  
president of the local chapter of the NFL Players Association

keep you at home and in the community functioning to the best of your ability."

Bernard Robertson, president of the local chapter of the NFL Players Association, said efforts have been under way for two years to land a Neurological Care Program in New Orleans. Gleason's decision to make his case public might have accelerated the process up, Robertson said.

"It aided in being able to speed up the process and get the center," Robertson said. "We (also) pointed out how huge of a hub this area is for NFL stars."

Robertson, a former Tulane and NFL player, said he had a vested interest in getting a local center.

"This could be my future, so I was all for trying to speed up getting a center in place for that

type of care," Robertson said. "We also want to make sure we take care of the players playing right now in the future."

The NFL declined an interview request, instead issuing a statement via email: "The health and safety of our players is one of the NFL's highest priorities. We are pleased to be broadening our geographic reach by adding respected institution like Tulane to the group of medical centers selected to evaluate and treat possible neurological conditions among retired players."

Stewart said the issues that will be addressed will go beyond ex-players suffering from post-concussion injuries.

"We are not a concussion center," he said.

Many of the neurological diseases some former football players develop, including Gleason's

ALS, could be linked to concussions, a number of recent research studies show, but conclusive medical evidence has yet to be found.

Pressure has mounted on the NFL in the past few years to address the possible connections between on-field injuries like concussions and long-term brain issues and disease. This summer, the first of more than a dozen lawsuits was filed against the NFL and helmet companies by former players who felt the league did not act in their best interests after concussions and did not provide enough information about the injury and its long-term consequences.

"We believe that the long-term medical complications that have been associated with multiple concussions — such as memory loss, impulse anger-control problems, disorientation, dementia — were well documented, and that factually the NFL knew or should have known of these potentially devastating neurological problems, and yet it didn't take any active role in addressing the issue for players," attorney Larry Coben, who represents several ex-players in a lawsuit, told The New York Times in an article published last year.

Tammy Nunez can be reached at [tnunez@timespicayune.com](mailto:tnunez@timespicayune.com) or 504.232.3697.



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Distributed on 1/26/12 to project public mail list.

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Contact: [Public Information Office](#), (225) 379-1232, FAX: (225) 379-1863  
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1221 Elmwood Park Boulevard  
Jefferson, LA 70123

The purpose of the public meetings is to present an overview of the New Orleans Rail Gateway (NORG) Program and the study process for preparing an Environmental Impact Statement to evaluate environmental and related impacts of upgrading NORG and infrastructure in Jefferson and Orleans Parishes; and to provide an opportunity for all interested parties to express their views. All comments received during the public meetings and written comments post-marked within ten (10) calendar days of the meeting will become part of the official public record. If you are unable to attend the meeting, you may mail your comments to the address listed below.

New Orleans Rail Gateway  
c/o The Hawthorne Agency, Inc.  
818 Howard Avenue, Suite 300  
New Orleans, LA 70113

Interested persons or their representatives are invited to be present at the above times and places to review the study materials and will be afforded an opportunity to express their views concerning the information presented. Information on the Program can also be viewed at [http://www.dotd.la.gov/administration/public\\_info/projects/NORG/](http://www.dotd.la.gov/administration/public_info/projects/NORG/).

If you require special assistance due to a disability in order to participate in these public meetings, please contact Mr. Dean Goodell, Intermodal Transportation Manager by mail, at Louisiana Department of Transportation and Development, P.O. Box 9424 5, Baton Rouge, LA 70804-9245, or by telephone at (225) 379-3031, at least five (5) working days prior to the public meetings dates.

New Orleans Rail Gateway Program  
818 Howard Ave., Ste. 300  
New Orleans, LA 70113



CONTACT:  
Tiffany Willis  
504-488-6196

Radio Public Service Announcement  
Start Date: 2-1-12  
End Date: 2-8-12  
(30 Seconds)

DON'T MISS THE CHANCE TO GIVE YOUR INPUT AND LEARN MORE ABOUT THE NEW ORLEANS RAIL GATEWAY PROGRAM ENGINEERING AND ENVIRONMENTAL STUDY. JOIN US AT OUR OPEN HOUSE PUBLIC MEETINGS ON FEBRUARY 7<sup>TH</sup> AT XAVIER UNIVERSITY OR FEBRUARY 8<sup>TH</sup> AT THE JOSEPH S. YENNI BUILDING ANYTIME BETWEEN 6 AND 7:30 P.M. FOR MORE INFORMATION CALL 5-0-4-4-8-8-6-1-9-6 OR VISIT [WWW.DOTD.LA.GOV](http://WWW.DOTD.LA.GOV).

###

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New Orleans Rail Gateway Program  
818 Howard Ave., Ste. 300  
New Orleans, LA 70113

CONTACT:  
Tiffany Willis  
504-488-6196



FOR IMMEDIATE RELEASE:

## **Public Scoping Meetings Announced for the New Orleans Rail Gateway Program**

New Orleans, LA, February 1, 2012 – The Louisiana Department of Transportation and Development (DOTD) and the Federal Railway Administration (FRA) will hold public scoping meetings to inform the public about the New Orleans Rail Gateway (NORG) Program and to solicit input concerning important social and environmental issues. Open house style meetings will take place from 6:00 p.m. to 7:30 p.m. in Orleans Parish on February 7<sup>th</sup> at the Xavier University, Mary and William McCaffrey Ballroom B located in the University Center at 4980 Dixon St. and in Jefferson Parish on February 8<sup>th</sup> at the Joseph S. Yenni Building, Council Chambers located at 1221 Elmwood Park Blvd.

The goal of the public scoping meetings is to provide the public an opportunity to learn about the NORG Program and to gather input on issues of concern regarding the Study. Attendees will be able to view a slide presentation, display exhibits, speak with project personnel and provide comments.

Interested parties and their representatives are invited to attend. Representatives of DOTD and the consultant team will be available to answer questions and receive public comments. Verbal comments can be made at each of the meetings and written comments will also be accepted. Written comments may also be mailed to: New Orleans Rail Gateway, c/o The Hawthorne Agency, Inc., 818 Howard Avenue, Suite 300, New Orleans, LA 70113. All comments must be post-marked no later than February 18, 2012.

For more information on the New Orleans Rail Gateway Program, please visit [www.dotd.la.gov/administration/public\\_info/projects/NORG](http://www.dotd.la.gov/administration/public_info/projects/NORG) or call the New Orleans Rail Gateway Program Information Line at 504-488-6196.

###

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# Metro New Orleans area community meetings for Thursday, Feb. 2

Published: Thursday, February 02, 2012, 5:30 AM



By The Times-Picayune

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These government and community meetings are open to the public. To have meetings considered for inclusion, send an email to citydesk@tpmail.com with "Meetings" in the subject line, or send a fax to 504.826.3007.



## BOTTOMLINE-STAT MEETING

Today, 8-10 a.m., in the Homeland Security Conference Room on the eighth floor of City Hall, 1300 Perdido St. Regular monthly meeting to discuss the city's performance in revenue collection and cost containment efforts.

## VETERANS OPPORTUNITY EXPO

Today, 11 a.m.-3 p.m., at the Mercedes-Benz Superdome. A job fair for veterans. Email Chris Adams at cadams@recruitmilitary.com or call 513.683.5020.

## CITYWIDE PARENTS MEETING ON RSD ENROLLMENT PROCESS

Today, 6-7:30 p.m., at Columbia Park, Bayou District Club House Community Room, 1400 Milton St. Visit www.rsdl.net.

## EDGEWOOD PARK NEIGHBORHOOD ASSOCIATION

Saturday, 10 a.m., at New Hope Community Church's fellowship hall, 3708 Gentilly Blvd. Email edgewoodpark@yahoo.com

## WATER RATE PUBLIC MEETINGS

### More New Orleans Metro News

#### Most Comments

New Orleans Metro Real Time stories with the most comments last 7 days.

- 162 Woman **sexually** at as many as a half-in Central City, New Orleans police say
- 153 Sen. David Vitter **sl** exchange with CNN Monday
- 144 Bobby Jindal **touts** proposals, knocks leader
- 124 Another dead in Ne 7th **murder** victim days
- 121 Bible-**thumping** on Street at night bar ordinance

#### Most Active Users

Users with the most NOLA.cc comments in the last 7 days

- 140 Copperhe
- 109 Tom Thorn
- 102 muspencil
- 83 Creole C.
- 76 LadyLilith



The Ne. Orleans Sewerage and Water Board will hold additional public meetings on funding the sewer, water and drainage systems and proposed rate hikes.

Monday, 6 p.m., 4th District Police Station community room, Building 731, 2405 Sanctuary Drive, Algiers.

Tuesday, 6 p.m., Household of Faith Church, 9300 I-10 Service Road.

Feb. 9, 6 p.m., Bethel A.M.E. Church, 1415 Caffin Ave.

PREVENT CHILD ABUSE LOUISIANA'S ANNUAL MEETING

Tuesday, 12:30-1:30 p.m., at the Crowne Plaza, 4728 Constitution Ave., Baton Rouge.

NEW ORLEANS RAIL GATEWAY PUBLIC SCOPING MEETINGS

The Louisiana Department of Transportation and Development and the Federal Railroad Administration will conduct and open forum meeting on upgrades to New Orleans Rail Gateway Program in Orleans and Jefferson parishes.

Tuesday, 6-7:30 p.m., Xavier University's University Center, 3rd floor, Mary and William McCaffrey Ballroom B, 4980 Dixon St.

Wednesday, 6-7:30 p.m., Joseph S. Yenni Building, Council Chambers, 1221 Elmwood Park Blvd., Elmwood.

PUBLIC HEARING ON OPENING MAGAZINE STREET TO TWO-WAY TRAFFIC

Wednesday, 6-7:30 p.m., at the International School, 1400 Camp St. The proposal would cover from St. Andrew Street to Interstate 10. The meeting is being sponsored by the city Department of Public Works, Councilwoman Stacey Head and the Office of Neighborhood engagement. Call 504.658.1020.

BONNET CARRE SPILLWAY CEMETERIES MEETING

Wednesday, 6 p.m. informational open house and 6:30 p.m. presentation, at the Destrehan Plantation Mule Barn, 13034 River Road, Destrehan. The Army Corps of Engineers will accept public comment on long-term management of the Kenner and Kugler cemeteries archeological district within the spillway.

GENTILLY TERRACE AND GARDENS IMPROVEMENT ASSOCIATION

Wednesday, 7 p.m., at Gentilly Terrace Elementary School, 4700 Arts St. Topics will include establishing a security district and presentations by the Louisiana Bucket Brigade and Shoptilly Business Association.

BLIGHT-STAT MEETING

Feb. 9, 8-10 a.m., in the Homeland Security Conference Room on the eighth floor of City Hall, 1300 Perdido St. Regular monthly meeting to discuss the city's progress against blight.

SELECTING A SCHOOL WORKSHOPS

The Recovery School District will host the workshops to explain the new RSD enrollment process with educators on hand to assist with the application process.

Feb. 9, 9-10 a.m., Sarah T. Reed High School, 5316 Michoud Blvd.

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Everything New Orleans

# Metro New Orleans area community meetings for Saturday, Feb. 4

Published: Saturday, February 04, 2012, 5:30 AM



**The Times-Picayune**  
By

These government and community meetings are open to the public. To have meetings considered for inclusion, send an email to [citydesk@tpmail.com](mailto:citydesk@tpmail.com) with "Meetings" in the subject line, or send a fax to 504.826.3007.



## EDGEWOOD PARK NEIGHBORHOOD ASSOCIATION

Today, 10 a.m., at New Hope Community Church's fellowship hall, 3708 Gentilly Blvd. Email [edgewoodpark@yahoo.com](mailto:edgewoodpark@yahoo.com)

## UNIFIED NONPROFITS OF GREATER NEW ORLEANS

Monday, 9:30-11 a.m., at Goodwill Training Center, 3400 Tulane Ave. Topic: Surviving transitions.

## WATER RATE PUBLIC MEETINGS

The New Orleans Sewerage and Water Board will hold additional public meetings on funding the sewer, water and drainage systems and proposed rate hikes.

Monday, 6 p.m., 4th District Police Station community room, Building 731, 2405 Sanctuary Drive, Algiers.

Tuesday, 6 p.m., Household of Faith Church, 9300 I-10 Service Road.

Feb. 9, 6 p.m., Bethel A.M.E. Church, 1415 Caffin Ave.

## PREVENT CHILD ABUSE LOUISIANA'S ANNUAL MEETING

Tuesday, 12:30-1:30 p.m., at the Crowne Plaza, 4728 Constitution Ave., Baton Rouge.

## NEW ORLEANS RAIL GATEWAY PUBLIC SCOPING MEETINGS

The Louisiana Department of Transportation and Development and the Federal Railroad Administration will conduct an open forum meeting on upgrades to New Orleans Rail Gateway Program in Orleans and Jefferson parishes.

Tuesday, 6-7:30 p.m., Xavier University's University Center, 3rd floor, Mary and William McCaffrey Ballroom B, 4980 Dixon St.

Wednesday, 6-7:30 p.m., Joseph S. Yenni Building, Council Chambers, 1221 Elmwood Park Blvd., Elmwood.

#### PUBLIC HEARING ON OPENING MAGAZINE STREET TO TWO-WAY TRAFFIC

Wednesday, 6-7:30 p.m., at the International School, 1400 Camp St. The proposal would cover from St. Andrew Street to Interstate 10. The meeting is being sponsored by the city Department of Public Works, Councilwoman Stacey Head and the Office of Neighborhood engagement. Call 504.658.1020.

#### BONNET CARRE SPILLWAY CEMETERIES MEETING

Wednesday, 6 p.m. informational open house and 6:30 p.m. presentation, at the Destrehan Plantation Mule Barn, 13034 River Road, Destrehan. The Army Corps of Engineers will accept public comment on long-term management of the Kenner and Kugler cemeteries archeological district within the spillway.

#### BURBANK GARDENS NEIGHBORHOOD ASSOCIATION

Wednesday, 6:30 p.m., AT 6005 Wildair Drve. Call Mandy, 504.288.3138.

#### GENTILLY TERRACE AND GARDENS IMPROVEMENT ASSOCIATION

Wednesday, 7 p.m., at Gentilly Terrace Elementary School, 4700 Arts St. Topics will include establishing a security district and presentations by the Louisiana Bucket Brigade and Shoptilly Business Association.

#### BLIGHT-STAT MEETING

Thursday, 8-10 a.m., in the Homeland Security Conference Room on the eighth floor of City Hall, 1300 Perdido St. Regular monthly meeting to discuss the city's progress against blight.

#### SELECTING A SCHOOL WORKSHOPS

The Recovery School District will host the workshops to explain the new RSD enrollment process with educators on hand to assist with the application process.

Thursday, 9-10 a.m., Sarah T. Reed High School, 5316 Michoud Blvd.

Feb. 13, 11 a.m.-noon, Main Branch of the New Orleans Public Library, 219 Loyola Ave.

Feb. 15, 11 a.m.-noon, Latter Branch of the New Orleans Public Library, 5120 St. Charles Ave.

Feb. 16, 9-11 a.m., the four RSD Family Resource Centers will offer king cake, coffee and the application process workshop; Sarah R. Reed High School, 5316 Michoud Blvd.; L.B. Landry High School, 1200 L.B. Landry Ave.; Walter L. Cohen High School, 3530 Dryades St.; George W. Carver Elementary School, 3059 Higgins Blvd. (enter on Almonaster Boulevard.)



Everything New Orleans

# Metro New Orleans area community meetings for Tuesday, Feb. 7

Published: Tuesday, February 07, 2012, 5:30 AM



**The Times-Picayune**  
By

These government and community meetings are open to the public. To have meetings considered for inclusion, send an email to [citydesk@tpmail.com](mailto:citydesk@tpmail.com) with "Meetings" in the subject line, or send a fax to 504.826.3007.



## WATER BOARD RATES PUBLIC MEETINGS

The New Orleans Sewerage & Water Board is holding public meetings to present its plans to raise rates to fund its sewer, water and drainage systems.

Today, 6 p.m., at Household of Faith Church, 9300 I-10 Service Road.

Thursday, 6 p.m., at Bethel A.M.E. Church, 1415 Caffin Ave.

## NEW ORLEANS RAIL GATEWAY PUBLIC MEETINGS

The Louisiana Department of Transportation and Development and the Federal Railroad Administration will discuss plans for upgrading the railroad corridor stretching from Avondale across the river and into Orleans Parish.

Today, 6-7:30 p.m., at Xavier University's University Center, 3rd floor, McCaffrey Ballroom B, 4980 Dixon St.

Wednesday, 6-7:30 p.m., at the Parish Council chambers in the Joseph S. Yenni Building, 1221 Elmwood Park Blvd., Elmwood.

## OPENING MAGAZINE STREET TO TWO-WAY TRAFFIC

Wednesday, 6-7:30 p.m., at the International School, 1400 Camp St. The city's Department of Public Works, Councilwoman Stacy Head and the Office of Neighborhood Engagement present plans to allow two-way traffic on Magazine Street between St. Andrew Street and Interstate 10. Call 504.658.1020.

## BONNET CARRE SPILLWAY CEMETERIES MEETING

Wednesday, 6 p.m. informational open house and 6:30 p.m. presentation, at the Destrehan Plantation Mule Barn, 13034 River Road, Destrehan. The Army Corps of Engineers will accept public comment on long-term management of the Kenner and Kugler cemeteries archeological district within the spillway.

## BURBANK GARDENS NEIGHBORHOOD ASSOCIATION



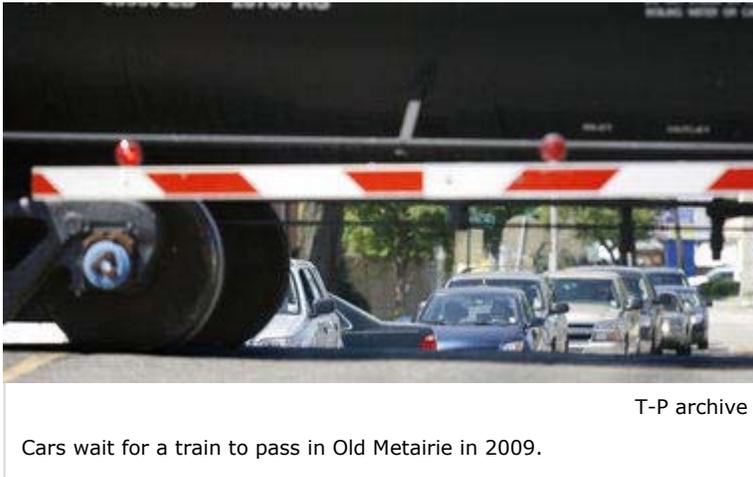
Everything New Orleans

## Metairie, New Orleans railroads are topic of public hearing tonight

Published: Wednesday, February 08, 2012, 7:00 AM

By **The Times-Picayune**

The latest aspirations to untangle the network of interstate railroads through **Metairie** and **New Orleans** will be bandied about tonight at a public forum in Elmwood. The Federal Railroad Administration and the state Department of Transportation and Development are hosting the meeting from 6 to 7:30 p.m. at the Joseph S. Yenni Building at **1221 Elmwood Park Blvd.**



T-P archive

Cars wait for a train to pass in Old Metairie in 2009.

The discussion will revolve around the next step in a decades-long rumination of what to do with the railroad lines **slicing through Old Metairie, Carrollton and Gentilly.**

Various studies have suggested everything from rerouting tracks around neighborhoods for \$57 million to building a bridge across the Mississippi River to connect Algiers and Chalmette to the tune of \$653 million. A **2009 study** advocated moving the railroad from Old Metairie into the Earhart Expressway-Interstate 10 corridor for about \$139 million.

Regardless of any final decision, the plan is likely to take many years to complete.

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# **TECHNICAL PRESENTATION**



NEW ORLEANS  
RAIL GATEWAY PROGRAM  
AN ECONOMIC ENGINE FOR OUR COMMUNITY

# New Orleans Rail Gateway Program EIS

Jefferson and Orleans Parishes  
State Project No. H.005168

## Scoping Meetings

February 7 and 8, 2012



Thank you for attending today's public meeting on the New Orleans Rail Gateway Program.

Baker

## Special Assistance



- **If you require special assistance due to a disability in order to participate in today's public meeting, please see a Study Team representative at the Welcome table.**
- **Si usted necesita ayuda especial debido a una discapacidad con el fin de participar en la sesión pública de hoy, consulte a un representante del Equipo de Estudio en la mesa de bienvenida.**
- **Nếu bạn là người khuyết tật cần sự giúp đỡ trong lúc tham dự cuộc họp này, làm ơn liên hệ với bộ phận tiếp tân.**



If you require special assistance due to a disability in order to participate in today's public meeting, please see a Study Team representative at the Welcome table.

Baker

## Purpose of Today's Meeting



- **Provide an open-house style (open forum) opportunity to learn about the New Orleans Rail Gateway Program and talk informally with Study Team representatives**
  - **Present an overview of the New Orleans Rail Gateway (NORG) Program**
  - **Describe the study process for preparing an Environmental Impact Statement (EIS)**
  - **Explain how to receive Study information and participate in the decision-making process**
  - **Solicit input on issues of concern regarding this Study**



Today's public meeting is an informal, open-house style or open forum format.

We'll present an overview of the New Orleans Rail Gateway Program, the study process for preparing an Environmental Impact Statement and provide an opportunity for all interested parties to express their views.

In order to get the most out of this presentation, please refer to the materials that were handed out at the Welcome Table.

After you've listened to this presentation, review the project exhibits, talk with Study Team representatives, and give us your comments.

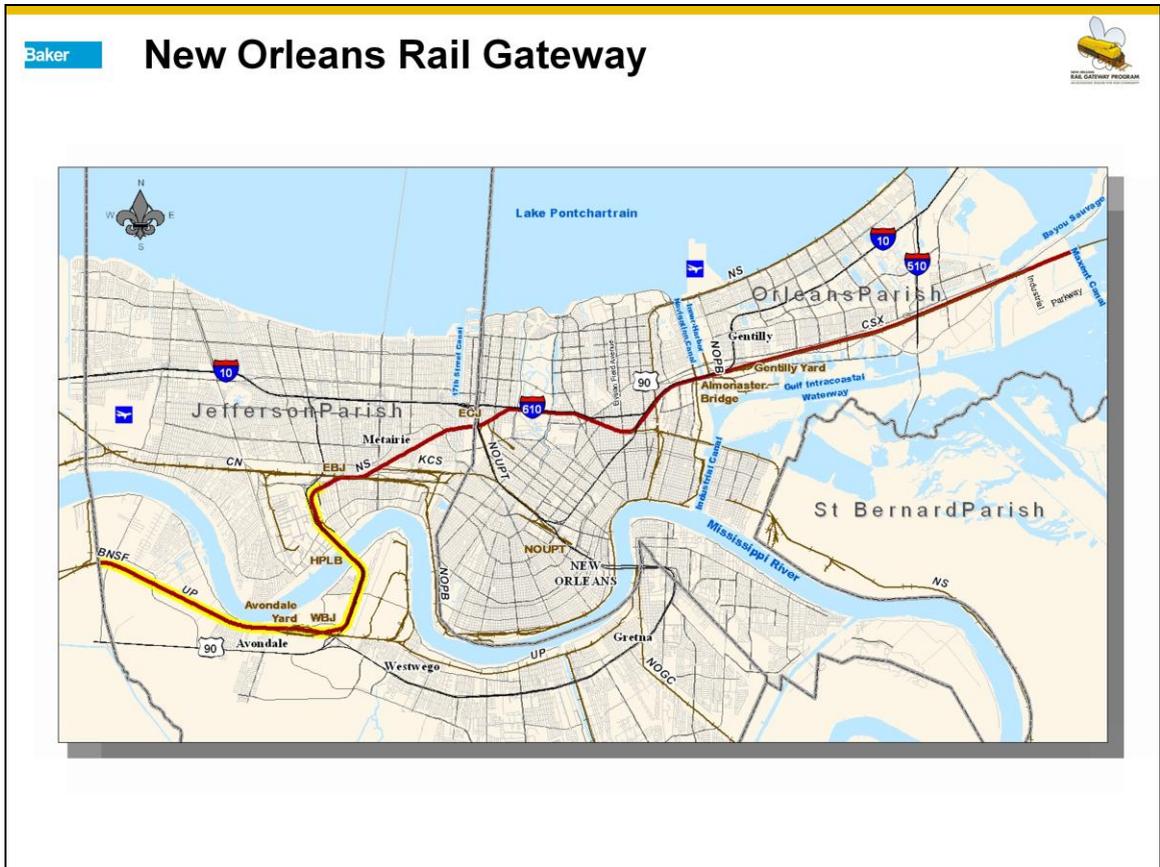
This public meeting is an important part of the transportation decision-making process and your input is encouraged and appreciated.

We hope you find this meeting interesting and informative.



The Federal Railroad Administration and the DOTD are preparing an EIS for the New Orleans Rail Gateway Program and infrastructure in Jefferson and Orleans Parishes, in coordination with the New Orleans Regional Planning Commission (NORPC) and the railroads operating in the New Orleans metropolitan area.

The Class I railroads, which are members of the Association of American Railroads (AAR), include Burlington Northern Santa Fe Railway (BNSF), CN, CSX, Kansas City Southern Railway (KCS), Norfolk Southern Railroad (NS), and Union Pacific (UP) railroads, the terminal switching railroad, the New Orleans Public Belt Railroad (NOPB), and the National Railroad Passenger Corporation or Amtrak. DOTD and these railroads are advancing the NORPC Program as a public-private partnership (P3) among these entities.



The NORG is a rail corridor within Jefferson and Orleans Parishes, beginning on the west bank of the Mississippi River near the St. Charles/Jefferson Parish line.

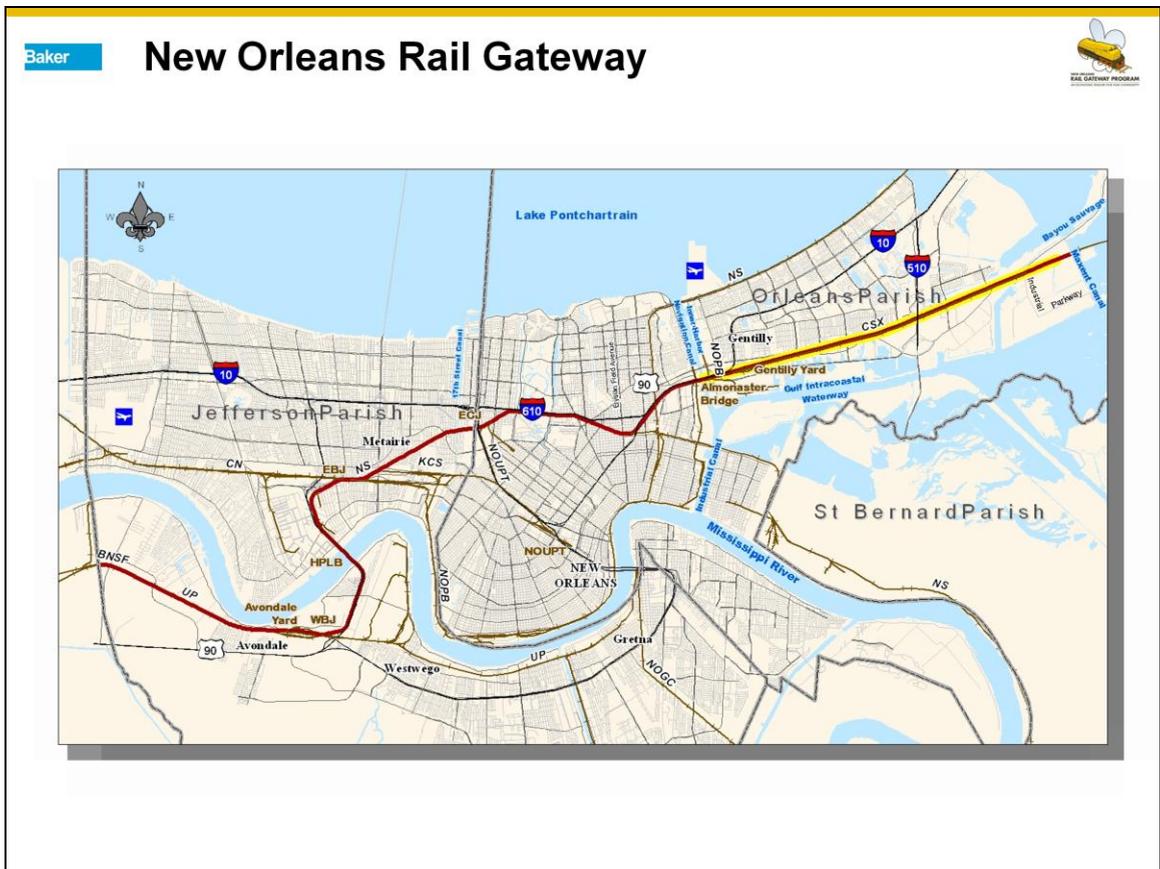
From the Parish line it proceeds easterly along the tracks of the UP and BNSF through the Avondale Yard at West Bridge Junction (WBJ) and crosses the Mississippi River on the Huey P. Long Bridge (HPLB), which is owned and operated by the New Orleans Public Belt Railroad.



At the base of the HPLB, it traverses East Bridge Junction (EBJ) to the Back Belt tracks owned and operated by the Norfolk Southern Railway.

The NORG proceeds along the Back Belt, entering the City of New Orleans at the 17th Street Canal.

It proceeds through the City of New Orleans along the Back Belt, and connects with CSX trackage at Elysian Fields Avenue, and continues on CSX trackage crossing the Inner Harbor Navigation Canal at the Almonaster Bridge.



It continues easterly traversing the CSX Gentry Yard and proceeding through New Orleans East to its terminus near Industrial Parkway.

Baker

## New Orleans Rail Gateway



- Six of seven Class I Railroads
- Fourth largest US rail gateway
- One of only three rail gateways that are both rail interchange hubs and major Mississippi River rail crossing
- 1.7 Million rail cars annually
- Port of New Orleans - #8 Port by tonnage
- Second, only to Chicago, in needing major improvements



The NORG serves six Class I Railroads and three Amtrak passenger rail routes and the NOPB railroad links the Port of New Orleans, the eighth largest tonnage port in the United States, to the national rail network.

The Gateway is a critical link in the national freight rail system.

It is one of five major rail interchange points between the eastern and western Class I Railroads, and the Huey P. Long Bridge is one of only four Mississippi River rail bridges.

NORG is one of only three national rail gateways that are both rail interchange hubs and major Mississippi River rail crossings.

New Orleans is the fourth largest US rail gateway, but ranks second, behind Chicago, in needing major improvements.

Baker

## Why are Improvements Needed?



- **Antiquated control systems and switches slow travel times through the Gateway**
- **Flood gates limit emergency responsiveness**
- **Almonaster Bridge requires frequent unscheduled maintenance**
- **Current freight demand routinely impacts both rail and road traffic**

### Average cumulative delays experienced daily:

- **29.7 hours of Rail delays**
- **112.4 hours of Vehicle delays**
- **12.1 hours of Truck delays**
- **Future freight demand will increase negative community impacts and decrease regional economic competitiveness**

Throughout the NORG, trains must observe a maximum speed of 20 mph, necessitated, in part, by antiquated control systems and switches.

Flood gates at various locations are closed up to 24 hours prior to and following storm events, such as Hurricane Katrina in 2005, limiting the railroads' ability to transport evacuees and emergency supplies.

The NORG includes the existing Almonaster Avenue Bridge across the Inner Harbor Navigation Canal (IHNC), an 80 year old structure that is subject to frequent breakdowns. The electrical and mechanical components of the bridge are obsolete and are the cause of continual maintenance problems. In the closed to navigation position, the bridge has virtually no vertical clearance for marine traffic.

Due to its existing design and limited capacity, the Gateway cannot efficiently handle current traffic volumes, routinely resulting in delays to both rail and road traffic.

The Gateway handles approximately 35 freight trains per day with a cumulative delay of nearly 30 hours per day for train meets, including deceleration and acceleration.

Each of the 20 at-grade crossings along the Gateway handles over 20 trains per day. Several of these crossings are moderate to high volume arterials, carrying between 10,000 and 20,000 vehicles daily. The average cumulative delays experienced daily for vehicles and trucks at these crossings are 112.4 hours and 12.1 hours, respectively.

The Gateway is not able to accommodate anticipated future freight demand. The U.S. Department of Transportation forecasts that import and export freight tonnage could double by the year 2020 and domestic freight tonnage could increase by approximately 60 percent. Growth of shipping port traffic will also increase rail traffic in the Gateway.

This will result in negative impacts to the community and decreased regional economic competitiveness.

Baker

## Purpose and Need



- Reduce vehicle congestion at street crossings



The purpose of this study is to identify a Program of Projects that:

Reduce vehicle congestion at street crossings

Baker

## Purpose and Need



- Reduce vehicle congestion at street crossings
- Improve emergency evacuation conditions



Improve emergency evacuation conditions

Baker

## Purpose and Need



- Reduce vehicle congestion at street crossings
- Improve emergency evacuation conditions
- Improve vehicle and pedestrian safety



Improve vehicle and pedestrian safety

Baker

## Purpose and Need



- Reduce vehicle congestion at street crossings
- Improve emergency evacuation conditions
- Improve vehicle and pedestrian safety
- Improve overall environmental quality



Improve overall environmental quality

Baker

## Purpose and Need



- Reduce vehicle congestion at street crossings
- Improve emergency evacuation conditions
- Improve vehicle and pedestrian safety
- Improve overall environmental quality
- Improve traffic reliability at the Almonaster Bridge



Improve traffic reliability at the Almonaster Bridge

Baker

## Purpose and Need



- Reduce vehicle congestion at street crossings
- Improve emergency evacuation conditions
- Improve vehicle and pedestrian safety
- Improve overall environmental quality
- Improve traffic reliability at the Almonaster Bridge
- Correct physical and operational deficiencies to improve rail traffic flow and better serve existing and future users of the Gateway



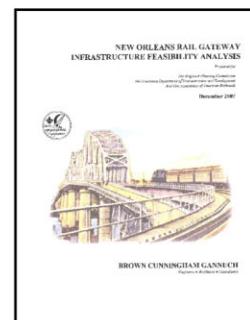
And correct physical and operational deficiencies to improve rail traffic flow and better serve existing and future users of the Gateway.

Baker

## Previous Studies



- **Analysis of Alternatives in Alleviating Railroad – Community Conflicts in Jefferson Parish, Louisiana (FRA 1975)**
- **Old Metairie Railroad Project Final EIS (FHWA 1989)**
- **A Comprehensive Study of Problems in the Old Metairie Railroad Corridor in Jefferson and Orleans Parishes in Louisiana (FRA 1996)**
- **New Orleans Rail Gateway & Regional Rail Operations Analysis (DOTD 2002)**
- **New Orleans Rail Gateway Infrastructure Plan (AAR 2004)**
- **New Orleans Rail Gateway Infrastructure Feasibility Analysis (DOTD 2007)**
- **New Orleans Rail Gateway Benefits Report (AAR 2008)**



Over the past 35 years, the FRA, the DOTD, the New Orleans Community and the railroads have examined rail improvements within the Gateway that would reduce delays and improve rail service to rail customers in the greater New Orleans region. Most recently, the DOTD, NORPC, and the AAR, representing Amtrak and the six Class I freight railroads serving New Orleans, studied improvements to the Gateway that would:

- improve rail service,
- reduce rail impacts on the adjacent communities, and
- further the economic recovery and development of the metropolitan area.

Studies in 2002, 2004, and 2007 evaluated potential physical and operational improvements to eliminate the worst chokepoints and improve freight movement.

Baker

## 2007 Infrastructure Feasibility Analysis



- Evaluated possible improvements to the Back, Front and Middle Belts
- Front Belt improvements were determined unfeasible



The 2007 NORG Infrastructure Feasibility Analysis (2007 Study) evaluated possible improvements to the Back Belt, Front Belt along the Mississippi River, and the Middle Belt along the Earhart Expressway/I-10 Corridor.

Improvements to the Front Belt were determined to be unfeasible due to the adjacent development and numerous at-grade crossings.

Baker

## 2007 Infrastructure Feasibility Analysis



- Evaluated possible improvements to the Back, Front and Middle Belts
- Front Belt improvements were determined unfeasible
- Back Belt improvements considered eliminating or grade separating most grade crossings



Back Belt improvements included grade separating numerous highway-railroad crossings to improve highway traffic flow and would provide limited additional rail capacity with minimal track construction.

Baker

## 2007 Infrastructure Feasibility Analysis



- Evaluated possible improvements to the Back, Front and Middle Belts
- Front Belt improvements were determined unfeasible
- Back Belt improvements considered eliminating or grade separating most grade crossing
- Middle Belt improvements evaluated the “Carrollton Curve”
- Middle Belt improvements appeared to offer the best benefit



Middle Belt improvements included creating a new route between East Bridge Junction (EBJ) and East City Junction (ECJ) by linking existing, but lightly used rail lines through Jefferson and Orleans Parishes. Commonly known as the “Carrollton Curve”, this route was first identified in 1955 and would reroute trains to the Earhart Expressway/I-10 corridor to provide additional rail capacity through a more industrial part of the City of New Orleans.

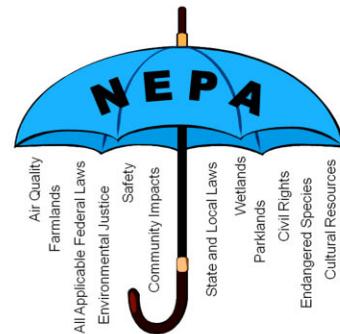
While the Back and Middle Belt improvements both improved public safety by eliminating or separating most highway-rail grade crossings, the Middle Belt improvements appeared to offer the best benefits for both the public and the railroads, and would improve emergency evacuation procedures by eliminating flood-prone highway underpasses on I-10 and Airline Highway.

Baker

## Why prepare an EIS?



- **National Environmental Policy Act of 1969 (NEPA)**
  - Consider every significant aspect of the environmental impact of the Propose Action
  - Use an interdisciplinary approach
  - Inform and involve the public of potential impacts and alternatives
- **Environmental Impact Statement (EIS)**
  - Explain the development process
  - Identify alternatives considered, the potential impacts, and measures to mitigate those impacts
  - Document the decision-making process and decisions made
- **Draft and Final EISs will be distributed for public review**
- **Today's meeting is part of the public involvement process**



The National Environmental Policy Act of 1969 (NEPA) declared the Nation's policy on protecting the environment. NEPA requires Federal agencies to use all practicable means within their authority to protect the environment, and establishes a process for analyzing and disclosing the impacts of Federal actions on the environment. The Act also established the Council on Environmental Quality (CEQ) to oversee and advance the goals of NEPA.

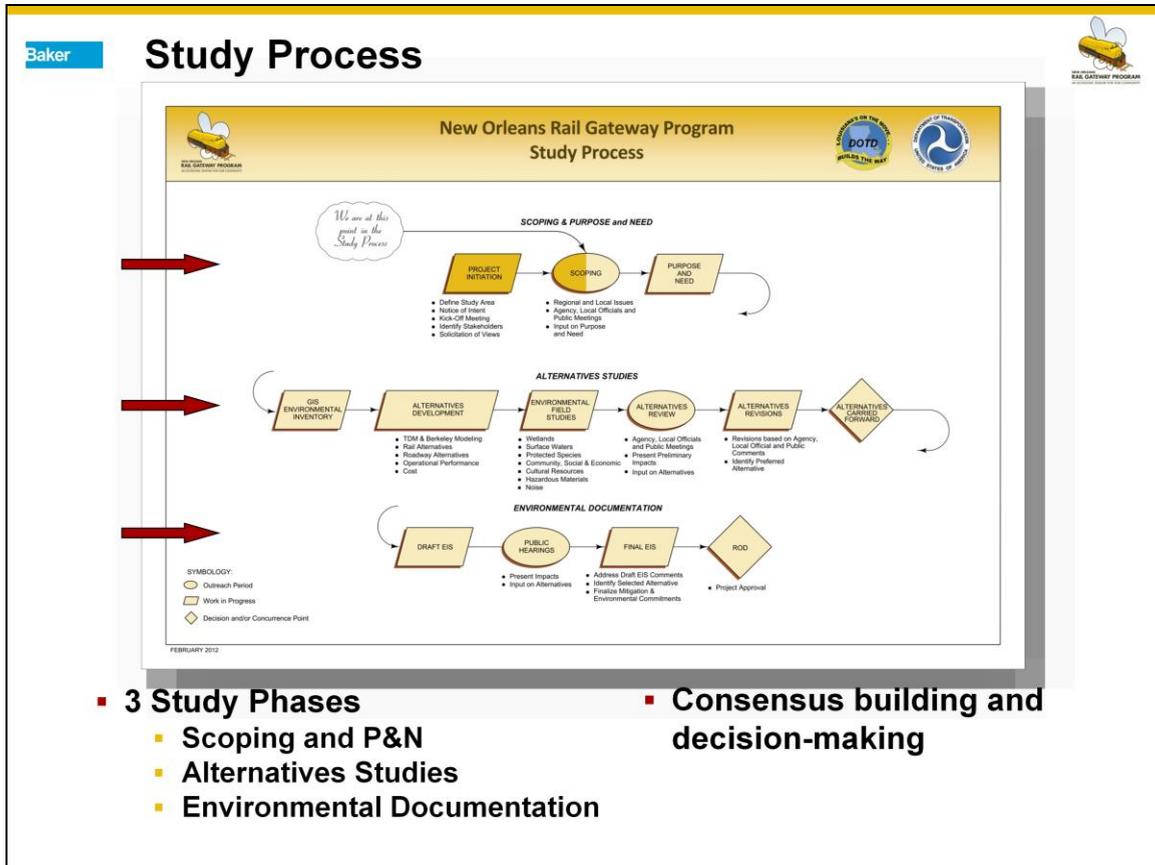
NEPA's objective is to improve Federal decision-making through early involvement of the public and Federal, state, tribal, and local agencies in the planning process and through disclosure of the impacts associated with proposed actions and alternatives. To assist Federal agencies achieve this objective, the Council on Environmental Quality developed regulations and guidance for implementing NEPA that outline the analytical and disclosure processes for environmental impact statements (EIS), environmental assessments (EA), and categorically-excluded actions (CE).

An environmental impact statement (EIS) is a decision-making tool, it describes the positive and negative environmental effects of a proposed action and lists one or more alternative actions that may be chosen instead of the action described in the EIS.

An EIS is being prepared for the NORG because the Program of Projects have the potential to significantly affect the quality of the human environment. The EIS will evaluate the environmental and related impacts of upgrading the Gateway and infrastructure.

Draft and Final versions of the EIS will be distributed for public review.

Today's meeting is part of the public involvement process.



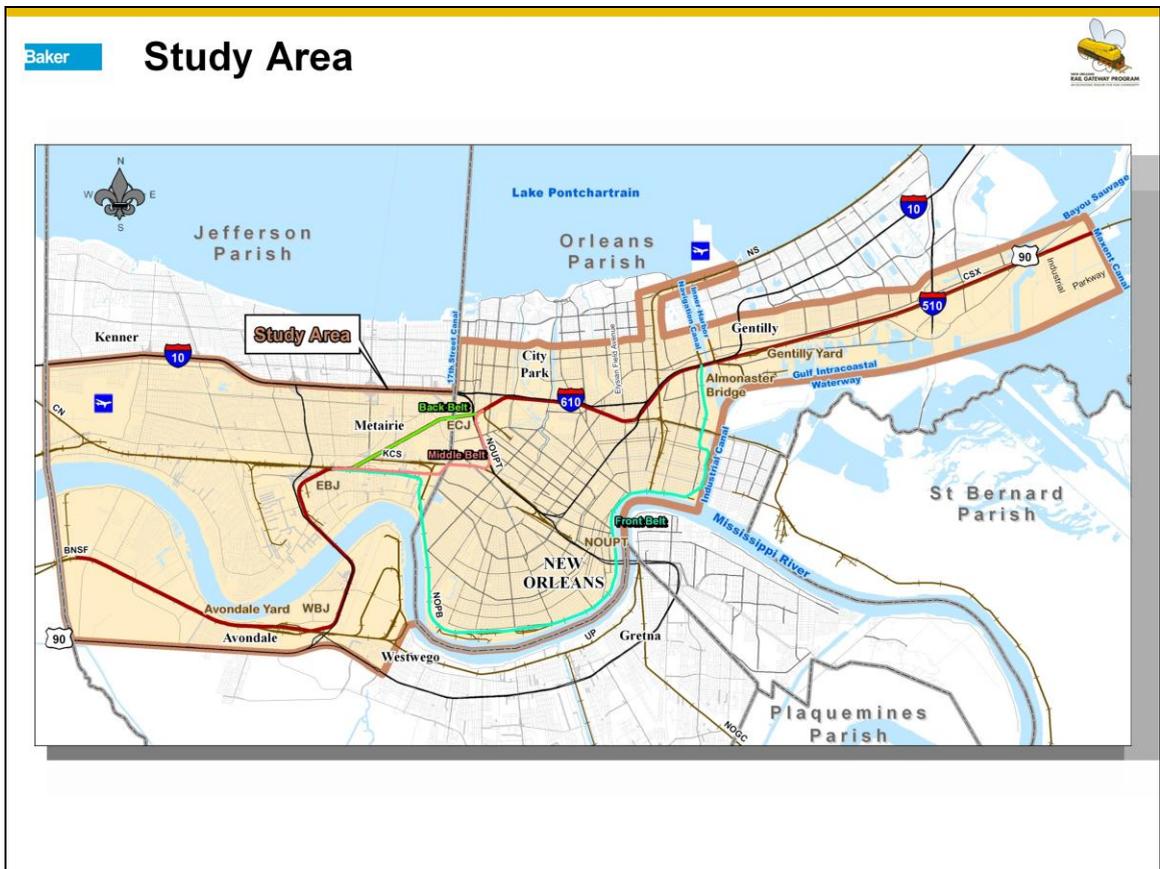
The multi-step study process adopted for the NORG Program EIS involves three (3) primary phases and includes:

Scoping and Purpose & Need Assessment which includes the identification and evaluation of a broad range of transportation alternatives and consensus on important program and environmental issues

Alternatives Studies which develops environmental specific rail and roadway improvements and identifies a Preferred Program of Projects

Environmental Documentation, which consists of the preparation of the Draft EIS and other supporting documents. The Draft EIS will be subject to public review and Public Hearings will be held. The Final EIS, addressing comments raised on the Draft EIS, will be prepared and distributed again for public review. Ultimately a Selected Program of Projects will be identified in the Record of Decision.

Through proactive coordination, public outreach and consensus building, decisions are made at the end of each phase of study.



For the purposes of the EIS, a 110 square mile Study Area has been established that includes the NORGT corridor and the other existing rail corridors within the New Orleans metropolitan area, and is of sufficient geographic extent to allow for a variety of alternatives to be considered and potential impacts to the human, natural and cultural environments to be assessed.

Baker

## Engineering and Environmental Studies



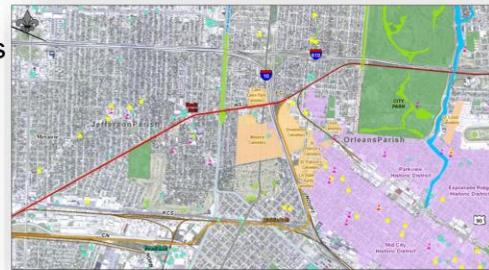
### ■ Engineering Studies

- Rail & Roadway Operations Performance
- Rail & Roadway Conceptual Engineering
- Capital cost, operations and maintenance estimates



### ■ Environmental Studies

- Socio-Economics - Community Impact Assessment
- Ecology and Water Resources
- Historic and Archaeological Resources
- Visual Character and Aesthetics
- Hazardous Materials
- Air Quality, Noise & Vibration



Engineering and environmental studies will be focused within the Study Area.

Engineering studies will evaluate rail and roadway operations performance, identify physical improvements and prepare capital cost, operations and maintenance estimates.

The environmental studies will evaluate direct, indirect and cumulative changes to the social, economic, and physical environment. The evaluation will take into account both beneficial and adverse affects and identify measures to avoid, minimize, and mitigate adverse community and environmental impacts.

Baker

## Alternatives to be Considered



- **No-Build Alternative**
  - Serves as a baseline for comparison
  
- **Build Alternatives**
  - Close or grade-separate crossings
  - Reconfigure or add trackage
  - Upgrade structures
  - Improve signal systems
  - Incorporate positive train control and/or centralized train control

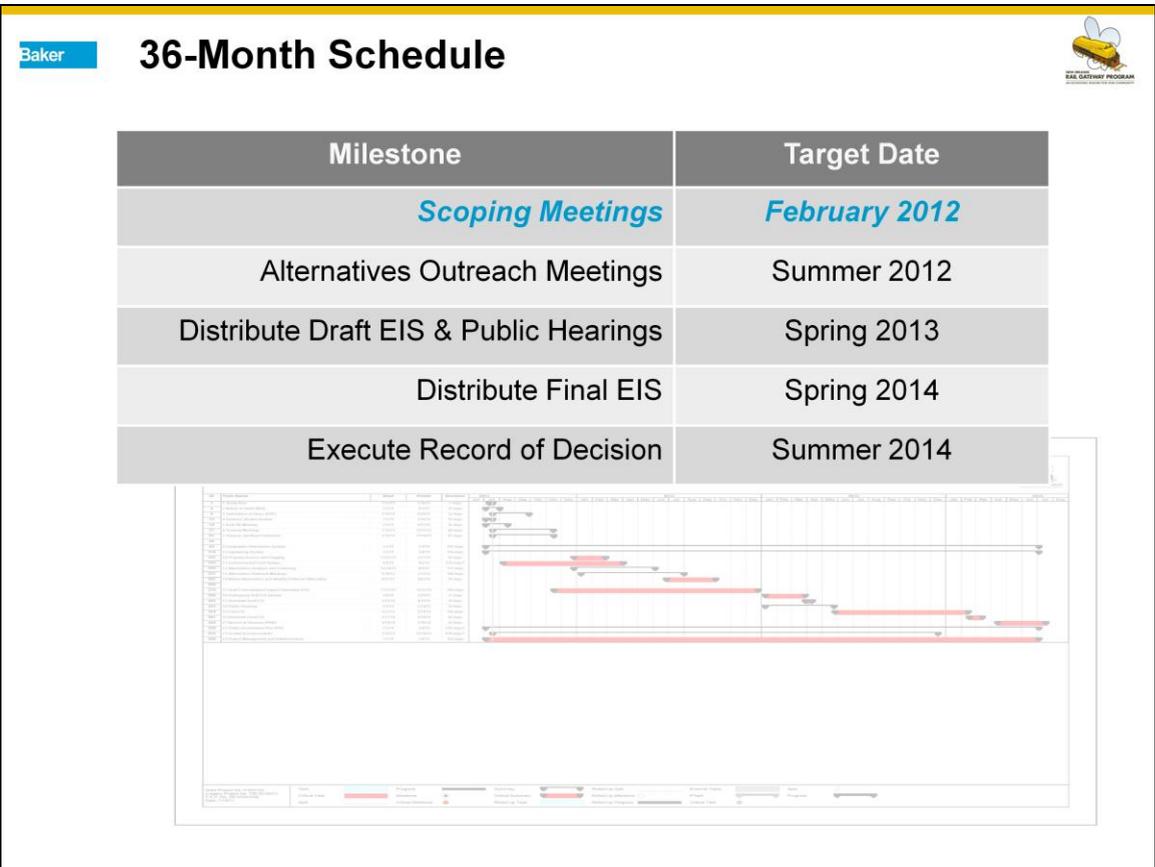


Alternatives evaluated will include a No-Build Alternative and various Build Alternatives.

The No-Build Alternative is defined to serve as the baseline for comparison of all alternatives, and represents the transportation system (highway and rail) as it exists, and as it would exist after completion of programs or projects currently funded or being implemented.

The Build Alternatives will include a program of rail and roadway infrastructure and operations improvements (program of projects) that are cost-feasible and satisfy the stated purpose and need. Improvements considered could include, but not be limited to, closing or grade-separating crossings, reconfiguring or adding trackage, upgrading structures (including culverts and over/underpass structures), improving signal systems, and incorporating positive train control (PTC) and/or centralized train control (CTC).

The Build Alternatives would include the alternatives evaluated in the 2007 Study and additional alternatives identified during scoping and the alternatives development process.



The study is anticipated to take about three years to complete. Public meetings, similar to this one, are planned during the alternatives phase and Public Hearings will be held after the Draft EIS is distributed. If necessary, additional meetings will be scheduled to present study efforts and receive comments.

If you signed in tonight, you will be on the mailing list to receive study information and future public announcements. Public meetings will also be announced through newspaper notices, advertisements, press releases and on the project website.

Baker

## Public Involvement



### ▪ Proactively engage the Stakeholders

- Public Meetings & Hearings
- Project Website  
[www.dotd.la.gov/administration/public\\_info/projects/NORG](http://www.dotd.la.gov/administration/public_info/projects/NORG)
- Project Mailings and Notices
- Press Releases
- Newsletters
- Community surveys
- Special Assistance

If you require special assistance due to a disability in order to participate at future public meetings, please contact Mr. Dean Goodell, Intermodal Transportation Manager by mail, at Louisiana Department of Transportation and Development  
P.O. Box 94245  
Baton Rouge, LA 70804-9245  
or by telephone at (225) 379-3031,  
at least five (5) working days prior to the public meetings dates.



Public involvement initiatives, including public meetings, newsletters, and outreach to engage low-, minority-, and other environmentally-disadvantaged groups will be used throughout the study. Opportunities for public participation will be announced through mailings, notices, advertisements, press releases and a project Web site.

**Baker** **Stay Involved!**

**▪ If you signed in at the Welcome Table, you will receive study information and future meeting announcements**

NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
------	--------------------	------------------

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? \_\_\_\_\_
2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO
3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
Please explain: \_\_\_\_\_
4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
Please explain: \_\_\_\_\_
5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)  
\_\_\_ reduce vehicle congestion at street crossings  
\_\_\_ improve emergency evacuation conditions  
\_\_\_ improve vehicle, pedestrian and rail safety  
\_\_\_ improve overall environmental quality  
\_\_\_ improve traffic reliability at the Almonester Bridge  
\_\_\_ correct physical and operational deficiencies to improve traffic flow
6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES  
 NO  
If yes, explain: \_\_\_\_\_
7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?
  - Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
  - Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
  - Completing the "Carrollton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  DisagreeOther suggestions, please explain: \_\_\_\_\_

State Project No. H.005168  
FAP No. DE-9208(500) February 7 & 8, 2012

- **Comment at today's meeting**
  - Oral Comment Station
  - Written Comment Station
- **Comment by Mail**
  - NORG  
c/o The Hawthorne Agency, Inc.  
818 Howard Avenue, Suite 300  
New Orleans, LA 70113
- **All comments must be post-marked no later than February 18, 2012**
- **DOTD Website ([www.dotd.la.gov](http://www.dotd.la.gov))**
  - Public Meeting Handouts
  - Community Survey
  - Comment Form
- **Telephone Inquiries - (504) 488-6196**

We want your comments on the information presented today.

If you want to comment at today's public meeting, you can make a verbal statement at the Oral Comment Station or you can complete the Comment Form that is included in the handout materials and deposit it in the box at the Written Comments Station.

If you prefer to mail us your comments, please mail them to:

NORG  
c/o The Hawthorne Agency, Inc.  
818 Howard Avenue, Suite 300  
New Orleans, LA 70113

All comments must be post-marked no later than February 18, 2012 to become part of the public record.

Please complete your full name and address information. Anonymous comments cannot be fully considered.

**Baker** Thank you for Attending!



# THANK YOU



- Your input is important
- Give us your comments
- Ask us questions – We’re here to assist you

This public meeting is an important part of the transportation decision-making process and your input is encouraged and appreciated.

After this presentation, please review the project exhibits, talk with Study Team representatives, and give us your comments.

If you have any questions, please do not hesitate to ask one of the Study Team representatives. We’re all wearing name badges. **Remember, the only bad questions are the ones not asked!**

Thank you again for attending today’s public meeting!

# **HANDOUT MATERIALS**

discrimination under any program or activity receiving federal financial assistance from the U.S. Department of Transportation on the grounds of race, color, age, sex, disability or national origin. The role of this office is to interpret Title VI laws and regulations, provide technical assistance where needed, and to establish agency-wide policy for compliance. Program focus areas include:

- Limited English Proficiency (LEP)
- Americans with Disabilities Act (ADA)
- Providing technical assistance to all program and field offices.
- Training on Title VI laws and regulations to all program field offices.
- Process and investigate Title VI complaints of discrimination.

#### **TITLE VII PROGRAM UNIT**

The mission of the Title VII Program is to ensure fair and equal treatment of all DOTD employees, regardless of race, color, national origin, religion, sex, age or disability.

The unit is basically responsible for the following:

- Develops and implements an Affirmative Action Plan to work toward parity of minorities and females in all major job categories within DOTD.
- Investigates internal discrimination/harassment complaints
- Investigates charges received from the U.S. Equal Employment Opportunity office.
- Makes recommendations for all complaints/charges based on findings.

1000 copies of this public document was published in one printing at a cost of \$460.06. This document was published for DOTD by State Printing.

**CONTACT INFORMATION**  
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Email: [stephanie.ducote@la.gov](mailto:stephanie.ducote@la.gov)  
Telephone: (225) 379-1382

Yolanda Marshall - Administrative Assistant  
Email: [yolanda.marshall@la.gov](mailto:yolanda.marshall@la.gov)  
Telephone: (225) 379-1382

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Telephone: (225) 379-1762

Bonnie Bertrand - Compliance Spec.  
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Telephone: (225) 379-1360

Juanita Linton - Compliance Spec.  
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Telephone: (225) 379-1411

**DBE CONTRACT ADMINISTRATION**  
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Telephone: (225) 379-1774

Amber White - Compliance Spec.  
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Telephone - (225) 379-1494

Alex Broussard - Compliance Spec.  
Email: [alex.broussard@la.gov](mailto:alex.broussard@la.gov)  
Telephone - (225) 379-1922

**CONTRACT COMPLIANCE**  
Juana Turnipseed - Program Manager  
Email: [juana.turnipseed@la.gov](mailto:juana.turnipseed@la.gov)  
Telephone: (225) 379-1923

**LABOR COMPLIANCE**  
Gene McArdle - Labor Compliance Officer  
Email: [gene.mcardle@la.gov](mailto:gene.mcardle@la.gov)  
Telephone: (225) 379-1775

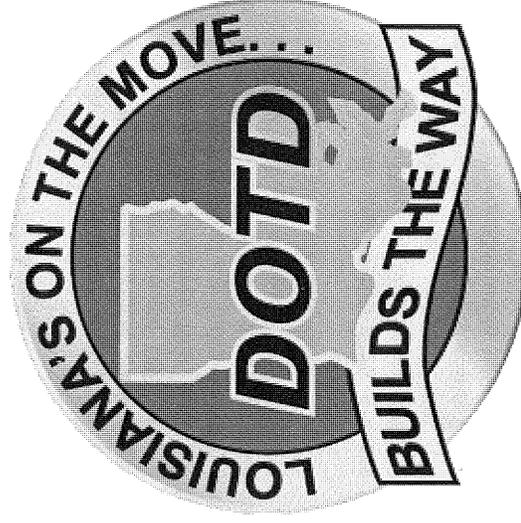
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Tanya St. Angelo - Program Manager  
Email: [tanya.stangelo@la.gov](mailto:tanya.stangelo@la.gov)  
Telephone: (225) 379-1361

Keycha Alexander-Green - Compliance Spec.  
Email: [keycha.alexander-green@la.gov](mailto:keycha.alexander-green@la.gov)  
Telephone - (225) 379-1364

**TITLE VII**  
Kathy Horsfall - State Int. Affirmative Action Mgr.  
Email: [Kathy.horsfall@la.gov](mailto:Kathy.horsfall@la.gov)  
Telephone: (225) 379-1362

## **DOTD COMPLIANCE PROGRAMS SECTION**

*Committed to ensuring compliance with all civil rights and labor requirements that impact the Louisiana Department of Transportation and Development.*



Headquarters Building, Third Floor  
1201 Capitol Access Road  
Baton Rouge, Louisiana 70802-4438

Post Office Box 94245  
Baton Rouge, Louisiana 70804-9245

Telephone: (225) 379-1382  
Fax: (225) 379-1865

October 2011

## DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (DBE)

The Louisiana Department of Transportation and Development is required by Federal Regulations to have an approved DBE program. Our program is comprised of two units, DBE Certification and Contract Administration. Our primary focus is to ensure a level playing field so that DBE firms can compete fairly for DOT federal-assisted contracts.

### DBE CERTIFICATION UNIT

This unit is responsible for certifying businesses capable of performing services and/or products which can be credited toward DBE goals. The certification process ensures that only qualified small business firms that are independently owned and controlled by one or more socially and economically disadvantaged individuals are certified for program participation.

The first step in the certification process is to complete and submit a DBE application, which can be downloaded from our website [www.dotd.la.gov](http://www.dotd.la.gov). You may also contact our office for additional information or to have a hard copy of the application mailed to you.

Other areas of responsibility include:

- DBE Directory
- Annual Affidavits
- Recertification Applications
- Additional Work Items

### UNIFIED CERTIFICATION PROGRAM (UCP)

In order to comply with regulatory mandates, our department has collectively joined with the Louis Armstrong New Orleans International Airport, the Orleans Levee District and the New Orleans Regional Transit Authority to develop and

implement uniform procedures for DBE certification. This program eliminates the necessity for DBE firms to complete multiple applications, as certification decisions are reciprocally accepted throughout the UCP membership in Louisiana. Any firm may apply with our department; however, the other agencies are restricted by geographic location.

Our department is recognized as the certifying agent for all airports and transit authorities located within the boundaries of Louisiana who have contracting opportunities in excess of \$250,000.00 annually. This authority excludes those entities mentioned in the previous paragraph.

### DBE CONTRACT ADMINISTRATION UNIT

Contract Administration monitors the performance of subcontractors and contractors on all DBE goal projects from pre-award to completion to ensure all DBE contract provisions are met. This includes:

- Review and approve CS-6AAA forms
- Monitor payments to DBEs (CP-1As)
- Perform commercially useful function reviews
- Resolve conflicts and complaints
- review completed project for compliance

This unit also reviews and approves sublet requests (OMF-1A & 2A) which are required for all state and federally funded projects. Subcontractors cannot work on a DOTD job until the Request to Sublet is approved.

### CONTRACT COMPLIANCE UNIT

In order to receive federal funding, DOTD ensures that contractors and subcontractors comply with equal employment opportunity and

non-discrimination provisions of all federally-assisted construction contracts of \$10,000 or more in value. The function of the Contract Compliance Program is to ensure that the requirements of the Federal Highway Administration are fulfilled in this area. The primary duties of this program area are:

- Monitoring and assisting contractors in program implementation;
- Conducting compliance reviews; and
- Developing the annual summary of highway construction employment data.

### LABOR COMPLIANCE UNIT

The department's Labor Compliance program is responsible for the following:

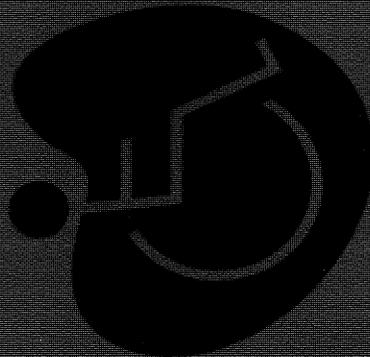
- Interpreting and enforcing labor compliance standards of the contract.
- Conducting investigations and audits of contractor's payroll records whenever violations are noted or complaints are received from contractor employees.
- Interviewing employees and DOTD project personnel to determine if employees are under paid or misclassified.
- Represents the department whenever Labor Compliance reviews are conducted by FHWA, Legislative Auditors or our Internal Audit Section. Provides pertinent information to the U.S. Department of Labor, Wage and Hour Division, to assist them in conducting statewide highway wage surveys in Louisiana.
- Respond to questions that arise on Davis-Bacon projects regarding proper classifications, payrolls, material suppliers, subcontractors, owner-operators, fringe benefit plans, etc.

### TITLE VI PROGRAM UNIT

The mission of the Title VI Program is to ensure that no person be excluded from participation in, denied benefits of, or be subjected to

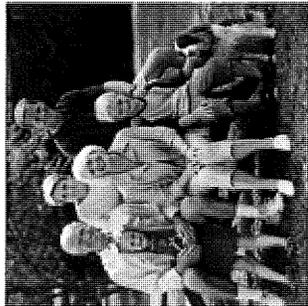
**YOUR RIGHTS  
UNDER TITLE VI OF  
THE CIVIL RIGHTS  
ACT OF 1964**

**"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal assistance."**



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Louisiana  
Department Of  
Transportation  
And Development



**AMERICANS  
WITH  
DISABILITIES  
ACT (ADA)**

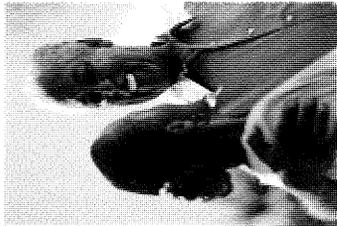


Louisiana Department Of  
Transportation And Development

Tanya St. Angelo  
Title VI/ADA Program Manager  
LA DOTD  
P.O. Box 94245  
Baton Rouge, LA 70804-9245  
Phone: 225-379-1382

[www.dotd.louisiana.gov](http://www.dotd.louisiana.gov)

# AMERICANS WITH DISABILITIES ACT (ADA)



The Americans With Disabilities Act (ADA) prohibits its discrimination on the basis of disability in employment, state and local government, public accommodations, commercial facilities,

transportation, and telecommunications. It also applies to the United States Congress.

To be protected by the ADA, one must have a disability or have a relationship or association with an individual with a disability. An individual with a disability is defined by the ADA as a person who has a physical or mental impairment that substantially limits one or more major life activities, a person who has a history or record of such an impairment, or a person who is perceived by others as having such an impairment.

## LADOTD (ADA) Policy Statement

Louisiana Department of Transportation and Development (LADOTD) supports the objectives of the ADA to ensure equal opportunity for individuals with disabilities in employment, public accommodation, programs, activities, and services.

It is the policy of the LADOTD that no qualified individual shall, solely on the basis of his or her disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any of its programs, services, or activities in accordance with Section 504 of the Rehabilitation Act of 1973 and the Americans with Disabilities Act of 1990.

The Americans with Disabilities Act of 1990 requires state agencies to make reasonable accommodations for the known physical and mental limitations of otherwise qualified individuals who are applicants or employees, provided such accommodations do not cause undue hardship to state agency operations. Qualified individuals with disabilities are persons with disabilities who meet the job related requirements of an employment position and who can perform the essential functions of the position with or without reasonable accommodations. A person with a disability is considered an individual with a physical or mental impairment that substantially limits one or more major life activities, has a record of such impairment, or is regarded as having such impairment. Applicants for initial employment or for promotions have the right not to be questioned about disabilities, either obvious or latent.

FOR QUESTIONS OR CONCERNS  
REGARDING DISABILITY  
ACCOMMODATIONS PLEASE  
CONTACT:

ADA COORDINATOR - CONSTRUCTION  
FACILITY PROJECT PLANNER 5  
1201 CAPITOL ACCESS ROAD  
BATON ROUGE, LA 70802-4438  
(225) 379-1523

ADA COMPLIANCE - INTERNAL  
HUMAN RESOURCES ANALYST  
1201 CAPITOL ACCESS ROAD  
BATON ROUGE, LA 70802-4438  
(225) 379-1296

ADA COMPLIANCE - EXTERNAL  
COMPLIANCE PROGRAMS  
TITLE VI MANAGER  
1201 CAPITOL ACCESS ROAD  
BATON ROUGE, LA 70802-4438  
(225) 379-1382

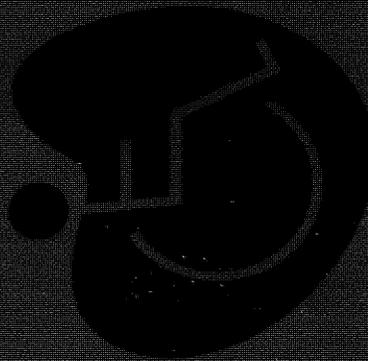
Louisiana Department Of  
Transportation And Development

P.O. BOX 94245  
BATON ROUGE, LA. 70804-9245

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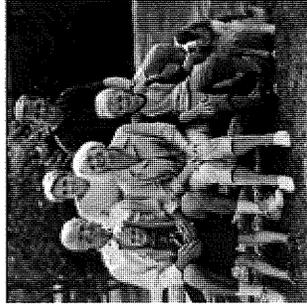
## SUS DERECHOS BAJO TITULO VI DEL ACTO DE DERECHOS CIVIL de 1964

"Ninguna persona en los Estados Unidos, con motivo de la raza, color, o origen nacional, sufrirá por la parte de un negocio los perjuicios de ser sujeta a la discriminación conforme a cualquier programa o actividad que reciba la ayuda Federal."

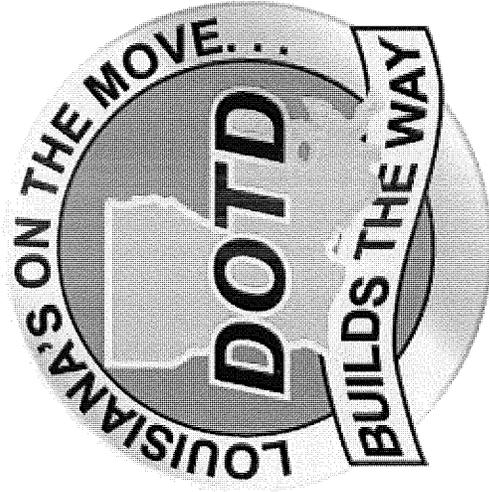


Este documento público fue publicado en un coste total de \$395.80 dólares. Como thousand (1,000) las copias del este documento público fueron publicadas en esta primera imprenta en un coste de \$345.80 dólares. Este documento fue publicado por el Departamento de Transportación y Desarrollo, 1201 Acceso de Congreso Rd., Colmette de Batou, La. 70804 por la División de Administración, Imprenta Estatal, para informar el público de asegurar conformidad por derechos civiles y exigencias de trabajo. Este material fue impreso de acuerdo con los estándares para servir la imprenta por agencias estatales establecidas de acuerdo con R.S. 43:311.

Departamento de  
Luisiana de  
Transporte y  
Desarrollo



LOS  
AMERICANOS  
CON LA  
INVALIDEZ  
ACTÚAN (ADA)

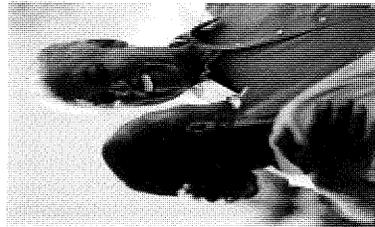


Departamento de Luisiana  
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FAX: (225) 379-1865

[www.dotd.louisiana.gov](http://www.dotd.louisiana.gov)

# LOS AMERICANOS CON LA INVALIDEZ ACTÚAN (ADA)



Los americanos con el Acto de Discapacidades (ADA) prohíben la discriminación sobre la base de la discapacidad en empleo, Estado y administración municipal, alojamientos públicos, instalaciones comerciales, transporte, y telecomunicaciones. Esto también se aplica al Congreso de los Estados Unidos.

Para ser protegido por ADA, hay que tener una invalidez o tener una relación o la asociación con un individuo con una invalidez. Un individuo con una invalidez es definido por ADA como una persona que tiene un daño físico o mental que considerablemente limita una o varias actividades de vida principales, una persona que tiene una historia o el registro de tal daño, o una persona que es percibida por otros como tener tal daño.

## Americanos con Acto de Discapacidades (ADA Policy) Declaración

El Departamento de Luisiana de Transporte y Desarrollo (LADOTD) apoya los objetivos de ADA asegurar la igualdad de oportunidades para individuos con discapacidades en empleo, alojamiento público, programas, actividades, y servicios.

Esto es la política del LADOTD que ningún individuo calificado va a, únicamente sobre la base de su discapacidad para ser excluida de la participación en, ser negado las ventajas de, o ser sometido a la discriminación conforme a cualquiera de sus programas, servicios, o actividades como está previsto la Sección 504 del Acto de Rehabilitación de 1973 y los americanos con el Acto de Discapacidades de 1990 (ADA).

Los americanos con el Acto de Invalidez de 1990 requieren que agencias estatales hagan alojamientos razonables para las limitaciones físicas y mentales conocidas de individuos por otra parte calificados que son candidatos o empleados, a condición de que tales alojamientos no causen la privación excesiva de declarar operaciones de agencia. Los individuos calificados con la invalidez son personas con la invalidez quienes se encuentran el trabajo relación exigencias de una posición de empleo y quién puede realizar las funciones esenciales de la posición con o sin alojamientos razonables. Una persona con una invalidez es considerada a un individuo con un daño físico o mental que considerablemente limita una o varias actividades de vida principales, tiene un registro de tal daño, o es considerado como tener tal daño. Los candidatos del empleo inicial o de promociones tienen el derecho para no ser preguntado sobre la invalidez obvio o latente.

PARA PREGUNTAS O PREOCUPACIONES EN CUANTO A ALOJAMIENTOS DE DISCAPACIDAD POR FAVOR PÓNGASE EN CONTACTO:

COORDINADOR DE ADA - CONSTRUCCIÓN  
PLANIFICADOR DE PROYECTO DE  
INSTALACIÓN 5  
1201 CARRETERA DE ACCESO DE CONGRESO  
COLORETE DE BATUTA, LA 70802-4438  
(225) 379-1523

CONFORMIDAD DE ADA - INTERNA  
ANALISTA DE RECURSOS HUMANO  
1201 CARRETERA DE ACCESO DE CONGRESO  
COLORETE DE BATUTA, LA 70802-4438  
(225) 379-1296

CONFORMIDAD DE ADA - EXTERNA  
PROGRAMAS DE CONFORMIDAD  
TÍTULO VI GERENTE  
1201 CARRETERA DE ACCESO DE CONGRESO  
COLORETE DE BATUTA, LA 70802-4438  
(225) 379-1382

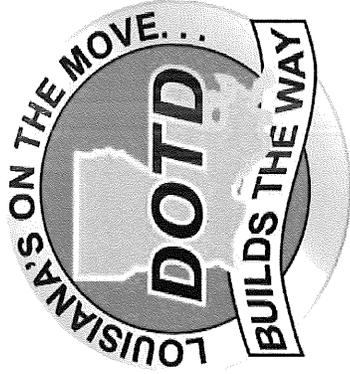
Departamento de Luisiana de  
Transporte y Desarrollo

G.p. CAJA 94245  
COLORETE DE BATUTA, LA 70804-9245

[www.dotd.louisiana.gov](http://www.dotd.louisiana.gov)

## QUIÉN ES UNA PERSONA LEP?

Una persona con habilidad limitada en Inglés (LEP) no habla Inglés como su idioma principal, y tiene una capacidad limitada para leer, escribir o comprender Inglés.



### AVISO

#### PAUTAS PARA HABILIDAD LIMITADA EN INGLÉS

La Oficina de los Programas de Conformidad ha desarrollado unas pautas para los de capacidad limitada en Inglés para asegurar el acceso significativo a los programas y a los servicios de la agencia para las personas con Inglés limitado. Las pautas del LEP son efectivos el 1 de enero de 2007. Estas pautas son un instrumento para asistir al Departamento a proveer servicios a las personas cuyo idioma principal no es el Inglés y que pueden tener dificultades con la lectura, hablando o entendiendo Inglés. Si tienes preguntas sobre las pautas o si usted quisiera solicitar el entrenamiento por favor pongase en contacto con Oficina de Programas de Conformidad al (225) 379-1382.

LOUISIANA DEPARTMENT OF  
TRANSPORTATION AND DEVELOPMENT

Tanya St. Angelo  
Title VII/ADA Program Manager  
LA DOTD  
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# HABILIDAD LIMITADA EN INGLÉS

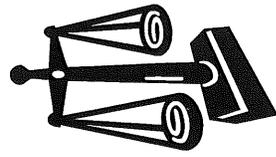
## ACTO DE LAS DERECHOS CIVILES DEL TÍTULO VI DE 1964



TELÉFONO: (225) 379-1382

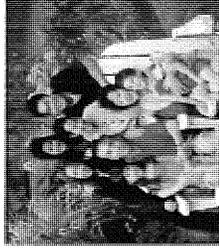
## Que es el título VI?

- El título VI es una parte de la Ley de Derechos Civiles de 1964 que protegé a los individuos contra la discriminación basada en su raza, color u origen nacional en los programas que reciben ayuda financiera federal. Un programa con asistencia federal no puede basado en la raza, color u origen nacional, ya sea directamente o por medios de trato:
- negar servicios, ayuda o beneficios del programa,
- ofrecer un servicio diferente de ayuda o beneficios o proporcionales en una manera diferente a las que se le prestan a otros.
- segregar o tratar por separado a individuos de cualquier manera relacionada con el recibo de cualquier servicio ayuda o beneficio.



## DECLARACIÓN DE COMPROMISO HABILIDAD LIMITADA EN INGLÉS

El estado de Luisiana, Departamento del Transporte, (LADOTD) efectuará las provisiones del título VI del acto de las Derechos Civiles de 1964, el código 49 de la parte 21 de las Regulaciones Federales (CFR), de la sección 200 de 23 CFR, de las Ordenes Ejecutivas (EO) y de otros directivos aplicables. Esta autoridades proveen que ninguna persona en los Estados Unidos por mo-



tivos de raza, color, origen nacional, sexo, edad o incapacidad, sera excluida de la participación en, se le nieguen los beneficios de o sean de otra manera objeto de

discriminación en programa y actividades en LADOTD.

Como receptor de ayuda de los fondos federales, LADOTD se ha comprometido a no discriminar en todos sus programas y actividades independientemente de que dichos programas y actividades reciban fondos federales. Esta orientación aclara el cumplimiento de responsabilidad de LADOTD hacia las personas con Inglés limitado, conforme a la orden ejecutiva 13166, titulado "Mejorando el acceso a los servicios para las personas con limitada capacidad en el Inglés" LADOTD tomará las medidas razonables para asegurar el acceso significativo a los programas de la agencia, actividades, servicios y la información que normalmente se proporcionan en Inglés

son accesibles a las personas LEP. Falta de asegurarse que las personas LEP puedan participar efectivamente en programas y actividades asistidos con fondos federales puede constituir una violación de la prohibición de discriminación por origen nacional en el título VI de la ley de Derechos Civiles.

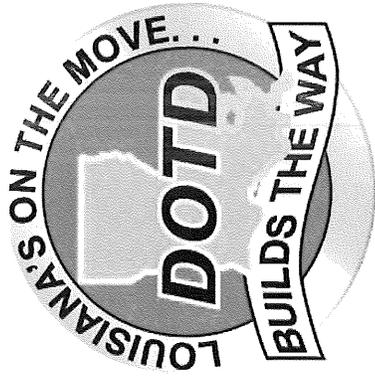
La clave para proporcionar un acceso significativo a personas LEP es asegurarse que los beneficiarios LEP puedan comunicarse eficazmente y actuar adecuadamente basados en esa comunicación. El Departamento se asegurara de que cada gerente, supervisor, empleado, y sub-receptor de fondos de ayuda federal administrado por LADOTD tome medidas razonables para asegurar el acceso significativo a los beneficiarios de programas y actividades en LADOTD. Cuando sea posible, todos los distritos y la división deben recoger y mantener las estadísticas demográficas sobre las personas que participan en sus programas y servicios. Las alegaciones de la discriminación serán traídas a la atención inmediata de la Oficina de Programas de Conformidad.

LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

TITLE VI COORDINATOR  
P. O. BOX 94245  
BATON ROUGE, LA 70804-9245  
Teléfono: 225-379-1382  
fax: 225-379-1865  
WWW.DOTD.LOUISIANA.GOV

## WHO IS A LEP PERSON?

A Limited English Proficient (LEP) person does not speak English as his or her primary language, and has a limited ability to read, write, or understand English.



### Notice

#### LIMITED ENGLISH PROFICIENCY GUIDELINES

The Compliance Programs Office has developed Limited English Proficiency Guidelines to ensure meaningful access to agency programs and services for persons with Limited English Proficiency (LEP). The LEP Guidelines are effective January 1, 2007. These guidelines are a tool to assist the Department in providing services to persons whose primary language is not English and who may have difficulty with reading, speaking, or understanding English. If you have questions about the guidelines, or if you would like to schedule training, please contact the Compliance Programs Office at (225)379-1382.

LOUISIANA DEPARTMENT OF  
TRANSPORTATION AND DEVELOPMENT

Tanya St. Angelo  
Title VI/ADA Program Manager  
LA DOTD  
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Phone: 225-379-1382

# LIMITED ENGLISH PROFICIENCY

## TITLE VI

## CIVIL RIGHTS ACT OF 1964



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PHONE: (225) 379-1382

# LIMITED ENGLISH PROFICIENCY (LEP)

## STATEMENT OF COMMITMENT

The State of Louisiana, Department of Transportation, (LADOTD) will effectuate the provisions of Title VI of the Civil Rights Act of 1964, 49 Code of Federal Regulations (CFR) part 21, 23 CFR section



200, Executive Orders (EO) and other applicable directives. These authorities provide that no person in the United States shall, on the grounds of

race, color, national origin, sex, age, or disability, be excluded from participation in, be denied the benefits of or be otherwise subjected to discrimination in LADOTD programs and activities.

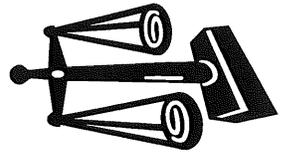
As a recipient of federal-aid funding, LADOTD is committed to non-discrimination in all its programs and activities whether or not those programs and activities are federally funded. This guidance clarifies LADOTD's fulfillment of responsibilities to limited English proficient persons, pursuant to Executive Order 13166, titled

"Improving Access to services for persons with Limited English Proficiency." LADOTD will take reasonable steps to ensure meaningful access to the agency's programs, activities, services, and information that are normally provided in English

## WHAT IS TITLE VI?

Title VI is a part of the Civil Rights Act of 1964 that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive Federal financial assistance. A federally assisted program cannot on the basis of race, color, or national origin, either directly or through contractual means:

- deny program services, aids or benefits;
- provide a different service, aid or benefit or provide them in a manner different than they are provided to others or;
- segregate or separately treat individuals in any manner related to the receipt of any service, aid, or benefit.



are accessible to LEP persons. Failure to ensure that LEP persons can effectively participate in federally assisted programs and activities may violate the prohibition against national origin discrimination in Title VI of the Civil Rights Act.

The key to providing meaningful access to LEP persons is to ensure that LEP beneficiaries can communicate effectively and act appropriately based on that communication. The Department will ensure that every manager, supervisor, employee and sub-recipient of federal-aid funds administered by LADOTD takes reasonable steps to ensure meaningful access to LADOTD recipients' programs and activities. Where possible, every district and division will collect and maintain demographic statistics on persons who participate in their programs and services.

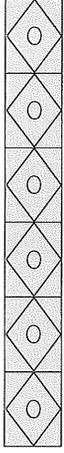
Allegations of discrimination will be brought to the immediate attention of the Compliance Programs Office.

LOUISIANA DEPARTMENT OF TRANSPORTATION  
AND DEVELOPMENT

**TITLE VI COORDINATOR**  
**P.O. BOX 94245**  
**BATON ROUGE, LA 70804-9245**

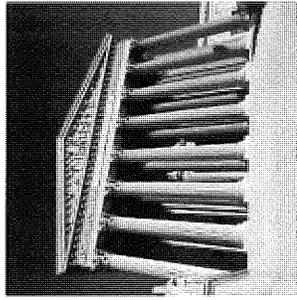
**Phone: 225-379-1382**  
**Fax: 225-379-1865**

**WWW.DOTD.LOUISIANA.GOV**



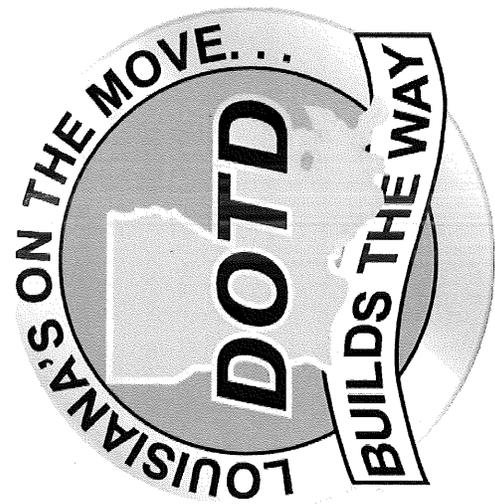
# YOUR RIGHTS UNDER TITLE VI

CIVIL RIGHTS ACT OF 1964



LOUISIANA DEPARTMENT  
OF TRANSPORTATION  
AND DEVELOPMENT

TEL: 225-379-1382

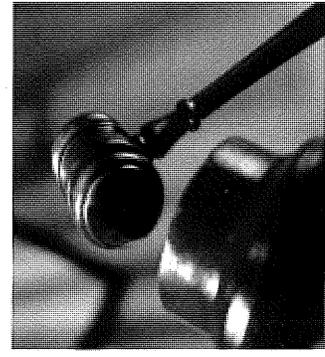


## ONCE A

## COMPLAINT IS FILED

Once a complaint is filed, the agency will review it to determine whether it has jurisdiction to investigate the issues you have raised.

In general, the agency will investigate your allegations and attempt to resolve any violations that are found. If a violation is found, and negotiations are unsuccessful, enforcement measures may be instituted.



LOUISIANA DEPARTMENT OF  
TRANSPORTATION AND DEVELOPMENT

Tanya St. Angelo  
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## WHAT IS TITLE VI?

Title VI of the Civil Rights Act of 1964 is the Federal law that protects individuals from discrimination on the basis of their race, color, or national origin in programs that receive Federal financial assistance. There are approximately 30 Federal agencies that provide Federal financial assistance in the form of funds, training, technical and other assistance to state and local governments, and non-profit and private organizations. Most federally assisted programs address such areas as:

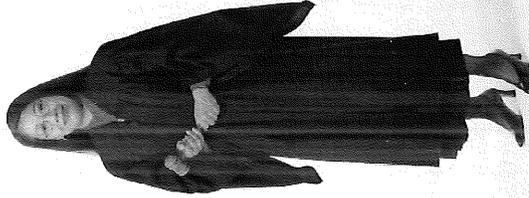


- Elementary, secondary, and higher education
- Health care, social services, and public welfare
- Public transportation
- Parks and recreation
- Natural resources and the environment
- Employment and job training
- Housing and community development, law enforcement, and the administration of justice
- Agriculture and nutrition

## PROHIBITED DISCRIMINATION UNDER TITLE VI

Many forms of illegal discrimination exist. This can limit the opportunity of minorities to gain equal access to services and programs. Federally assisted programs cannot, on the basis of race, color, or national origin, either directly or through contractual means:

- Deny program services, aid, or benefits;
- Provide a different service, aid, or benefit, or provide them in a manner different than they are provided to others; or
- Segregate or separately treat individuals in any manner related to the receipt of any service, aid, or benefit.



## FILING A TITLE VI COMPLAINT

All agencies that provide Federal financial assistance are responsible for investigating complaints of discrimination on the basis of race, color, or national origin in the use of its funds. If you believe that you or others have been discriminated against, you are entitled to file a complaint with the Federal agency that provides funds for the program where the discrimination is occurring. A written and signed complaint should be filed with the appropriate Federal agency, generally within 180 days of the date of the alleged discrimination. It should describe:

- Your name, address, and telephone number. Your complaint must be signed. If you are filing on behalf of another person, your name, address, telephone number, and your relation to that person should be noted. (For example: friend, mother, attorney, etc.)
- The name and address of the agency, institution, or department you believe discriminated against you.
- How, why, and when you believe you were discriminated against. Include as much background information as possible about the alleged acts of discrimination. Include names of individuals whom you allege discriminated against you, if you know them.
- The names of any persons, if known, that the investigating agency could contact for additional information to support or clarify your allegations.

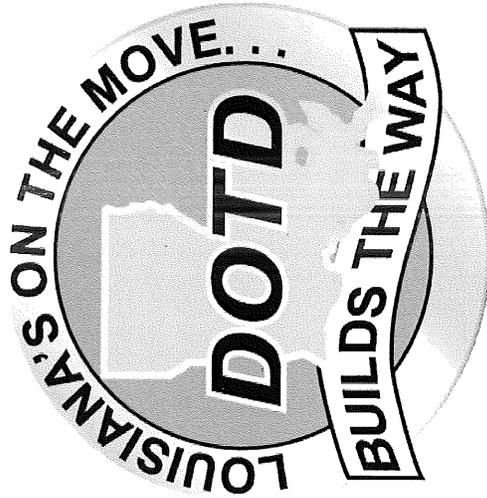
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## UNA VEZA

### QUEJA ES ARCHIVADA

Una vez que una queja es archivada, la agencia lo examinará para determinar si esto tiene la jurisdicción para investigar las cuestiones que usted ha levantado.

En general, la agencia investigará sus acusaciones e intentará resolver cualquier violación que es encontrada. Si una violación es encontrada, y las negociaciones son fracasadas, las medidas de imposición pueden ser instituidas.

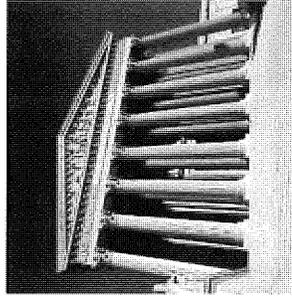


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# SUS DERECHOS BAJO TÍTULO VI

ACTO DE DERECHOS CIVIL de 1964

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TEL: 225-379-1382

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## DISCRIMINACIÓN PROHIBIDA BAJO TÍTULO VI

## LA CLASIFICACIÓN DE UN TÍTULO VI QUEJA

El título VI del Acto de Derechos Civil de 1964 son la ley Federal que protege a individuos de la discriminación sobre la base de su raza, color, u origen nacional en programas que reciben la ayuda financiera Federal. Hay aproximadamente 30 agencias Federales que proporcionan la ayuda financiera Federal en la

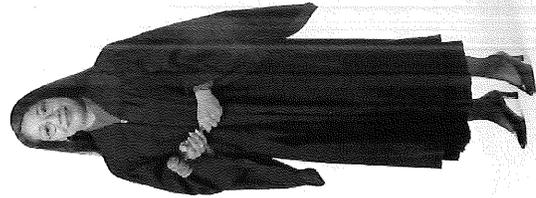


forma de fondos, formación, técnica y otra ayuda para Declarar y administraciones municipales, y organizaciones no lucrativas y privadas. El más federalmente los programas asistidos se dirigen a tales áreas como:

- Enseñanza superior y elemental, secundaria
- Asistencia médica, asistencia social, y bienestar público
- Transporte público
- Parques y reconstrucción
- Recursos naturales y el ambiente
- Empleo y formación de trabajo
- Alojando y desarrollo de comunidad, aplicación de la ley, y la administración de justicia
- Agricultura y nutrición

Muchas formas de la discriminación ilegal existen. Este puede limitar la oportunidad de minorías de ganar el acceso igual a servicios y programas. Los programas federalmente asistidos no pueden, sobre la base de raza, color, u origen nacional, directamente o por medios contractuales:

- Niegue servicios de programa, ayuda, o ventajas;
- Proporcione un servicio diferente, la ayuda, o la ventaja, o proporciónelos en una manera diferente que les proporcionan a otros; o
- Segregue o por separado trate a individuos en cualquier manera relacionada con el recibo de cualquier servicio, ayuda, o ventaja



Todas las agencias que proporcionan la ayuda financiera Federal son responsables de investigar quejas de la discriminación sobre la base de raza, color, u origen nacional en el uso de sus fondos. Si usted cree que usted o los otros han sido discriminados contra, usted tiene derecho a presentar una demanda con la agencia Federal que proporciona fondos del programa donde la discriminación ocurre. Un escrito y la queja firmada debería ser archivada con la agencia Federal apropiada, generalmente 180 días después de la fecha de la discriminación presunta. Esto debería describir:

- Su nombre, dirección, y número de teléfono. Su queja debe ser firmada. Si usted archiva de parte de otra persona, su nombre, dirección, número de teléfono, y su relación a aquella persona debería ser notada. (Por ejemplo: amigo, madre, abogado, etc.)
- El nombre y dirección de la agencia, institución, o departamento usted cree discriminado contra usted.
- Como, por qué, y cuando usted le cree fueron discriminados contra. Incluya tanta información previa como posible sobre los actos presuntos de la discriminación. Incluya nombres de individuos que usted alega discriminado contra usted, si usted los sabe.
- Los nombres de cualquier persona, de ser conocidas, con que la agencia de investigación podría ponerse en contacto para la información adicional para apoyar o clarificar sus acusaciones.



# New Orleans Rail Gateway Program Public Scoping Meetings

Welcome to this Public Scoping Meeting for the New Orleans Rail Gateway Program EIS in Jefferson and Orleans Parishes.

Today's public meeting is an informal, open-house style format.

## To obtain the most out of today's public meeting please:

- ✿ **Sign in** at the front welcome table and take a copy of the handout materials. By signing in your name will be placed on the mailing list to receive future public announcements.
- ✿ **Watch the slide presentation** for an overview of the project and the study process for preparing an Environmental Impact Statement (EIS)
- ✿ **Review the exhibits** displayed around the room to learn more about the Program and the location of the New Orleans Rail Gateway (NORG) Study Area
- ✿ **Ask questions** of the Study Team members (we're all wearing badges). Remember, there are no foolish questions. The only bad questions are the ones not asked.
- ✿ **Give us your comments** by either making a verbal comment at the Oral Comment Station or completing a Comment Form that is included with the handout materials and deposit it in the box at the Written Comments Station. Written comments will also be accepted by mail provided they are postmarked no later than February 18, 2012.

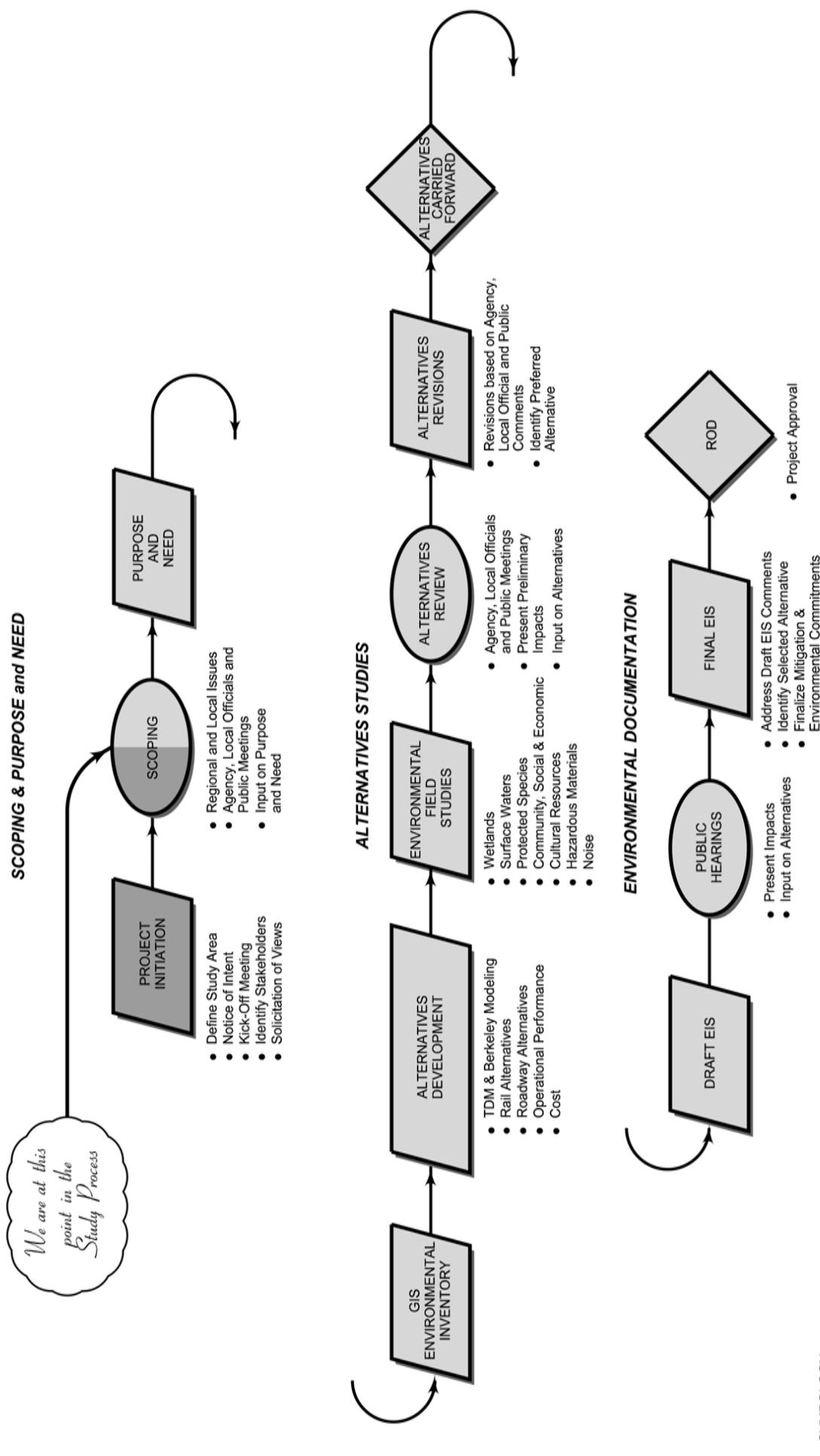
**This public meeting is an important part of the transportation decision-making process and your input is encouraged and appreciated.**

**Thank you for attending!**





# New Orleans Gateway Program Study Process



SYMBOLGY:

- Outreach Period
- Work in Progress
- Decision and/or Concurrence Point



NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip

The purpose of today’s scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? \_\_\_\_\_

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 – Highest | 6 – Lowest)

- \_\_\_ reduce vehicle congestion at street crossings
- \_\_\_ improve emergency evacuation conditions
- \_\_\_ improve vehicle, pedestrian and rail safety
- \_\_\_ improve overall environmental quality
- \_\_\_ improve traffic reliability at the Almonaster Bridge
- \_\_\_ correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: \_\_\_\_\_  
 NO \_\_\_\_\_

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the “Carrollton Curve” and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? \_\_\_\_\_

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg](http://www.dotd.la.gov/administration/public_info/projects/norg))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

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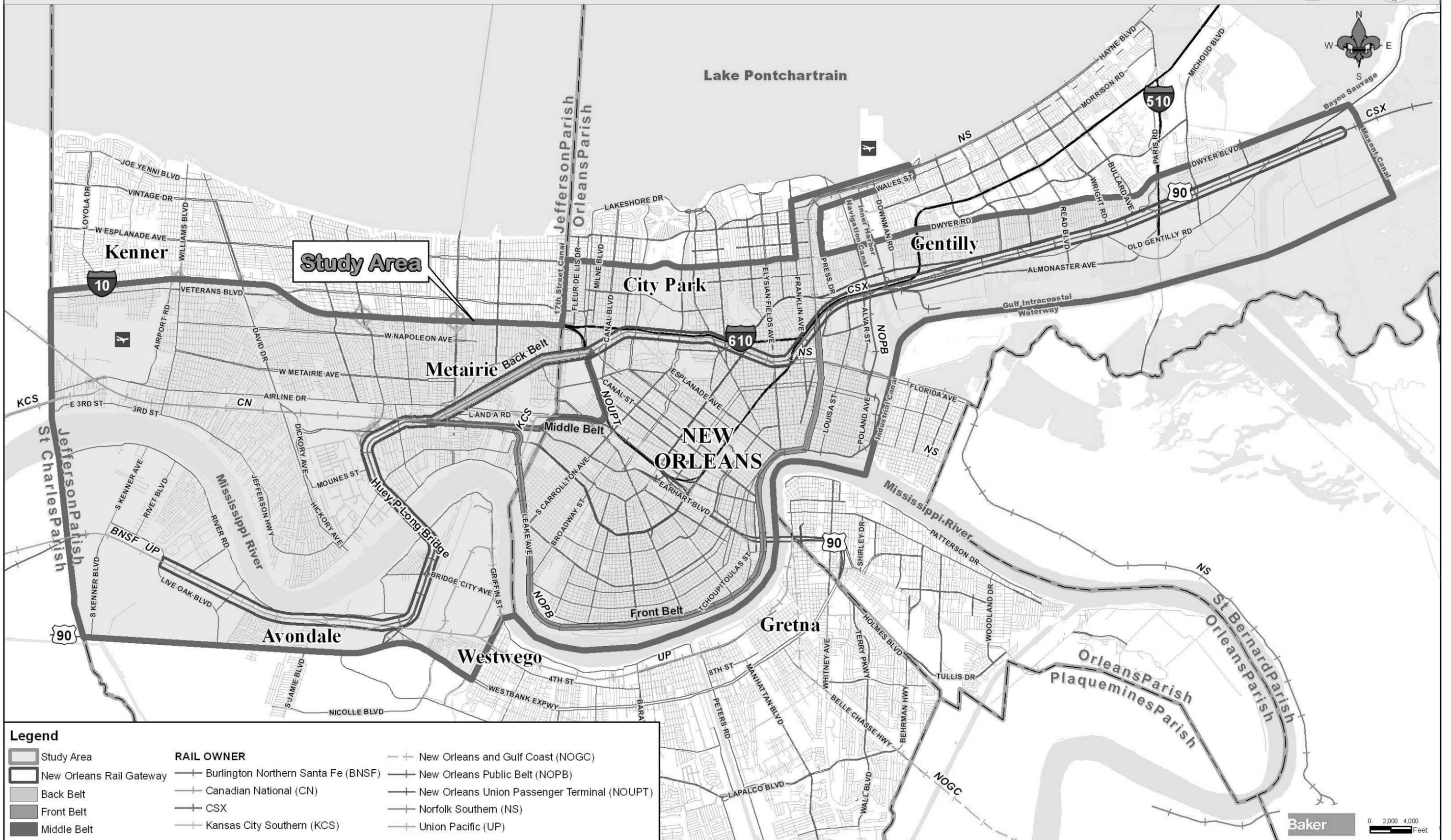
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**NEW ORLEANS RAIL GATEWAY PROGRAM  
c/o THE HAWTHORNE AGENCY, INC.  
818 HOWARD AVENUE  
SUITE 300  
NEW ORLEANS LOUISIANA 70113**



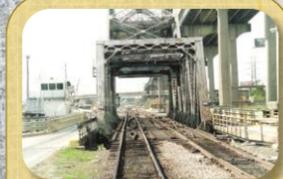
# New Orleans Rail Gateway Program Project Study Area





## What is the NORG Program?

An engineering and environmental study to identify a Program of Projects to upgrade the New Orleans Rail Gateway (NORG) and infrastructure in Jefferson and Orleans Parishes to increase Regional competitiveness and enhance economic growth.



Almonaster Bridge at Industrial Canal



CSX Gentilly Yard



Roadway crossing at Metairie Rd



I-10 flooding at Back Belt crossing



17th Street Canal flood gates along the Back Belt



Amtrak train traveling east from the Huey P Long Bridge



Roadway crossing at Central Ave

## We Need Your Input!

- Talk to the Study Team members about the issues that are important to you
- Complete a comment form
- Make a verbal comment
- Plan on attending future public meetings

## Why is the NORG Program Needed?

- Reduce vehicle congestion
- Improve emergency evacuation conditions
- Improve vehicle and pedestrian safety
- Improve overall environmental quality
- Improve traffic reliability at the Almonaster Bridge
- Correct physical and operational deficiencies to improve rail traffic flow

## Got Questions?

New Orleans Rail Gateway  
 c/o The Hawthorne Agency, Inc.  
 818 Howard Avenue, Suite 300  
 New Orleans, LA 70113  
 (504)488-6196  
[www.dotd.la.gov/administration/public\\_info/projects/NORG](http://www.dotd.la.gov/administration/public_info/projects/NORG)



Signal between Avondale Rail Yard and Huey P Long Bridge



West Bridge Junction Control Tower



Source (Citation)  
 This imagery was provided by the Regional Planning Commission for Jefferson, Orleans, Plaquemines, St. Bernard and St. Tammany Parishes (RPC), the United States Geological Survey (USGS), the New Orleans Region Urban Area Security Initiative (UASI) and the United States Corps of Engineers (USACE) New Orleans Branch.  
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Imagery Information:  
 The true color aerial imagery and infrared band were captured between February 6 and March 3 of 2009 by Pixures, Inc., and data was acquired by DigitalGlobe. Data was purchased under a DigitalGlobe license for civil government.  
 The imagery is projected to UTM 15 NAD 83, unit of measure is meters.  
 The spatial resolution is approximately a one foot pixel.  
 Any use of the data must be accompanied with this citation and accompanying seals and logos.

**INDIVIDUALS  
MAKING  
FORMAL STATEMENTS**

**Tuesday, February 7, 2012**

**6:00 – 7:30 p.m.**

**Xavier University of Louisiana  
University Center, 3<sup>rd</sup> Floor  
Mary and William McCaffrey Ballroom B  
4980 Dixon Street  
New Orleans, LA 70125**

Ricardo Gutierrez, DeSaix Area Neighborhood Association  
Bart Everson  
Bruce Boyd  
Ruth E. Kennedy  
Jeff Schwartz  
Rachel Heiligman  
Vann Joines  
Carol Dotson  
Kenneth LaViege  
Marsha Gilmore

1  
2  
3 NEW ORLEANS RAIL GATEWAY PROGRAM (NORG)  
4 EIS IN JEFFERSON AND ORLEANS PARISH  
5 PUBLIC SCOPING MEETING  
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12 PLACE OF HEARING: XAVIER UNIVERSITY NEW ORLEANS  
13 UNIVERSITY CENTER  
14 THIRD FLOOR BALLROOM  
15 NEW ORLEANS, LOUISIANA  
16 DATE OF HEARING: TUESDAY, FEBRUARY 7, 2012  
17 TIME OF HEARING: 6:00 p.m. to 8:00 p.m.  
18  
19  
20  
21

22 REPORTED BY:  
23 DIANE MATHEWS  
24 CERTIFIED COURT REPORTER  
25

1  
2 (FOLLOWING PRESENTATION - PUBLIC COMMENTS)

3 MR. GUITERREZ:

4 I am Ricardo Gutierrez, 333 DeSaix  
5 Boulevard, New Orleans, Louisiana 70119-2742  
6 (504) 250-0213.

7 I represent the DeSaix Area Neighborhood  
8 Association. These are citizen comments  
9 regarding the NORG Project and I would like this  
10 statement made a part of the record as well as  
11 submitted as a written statement. As a  
12 neighborhood that lies adjacent to the rail  
13 tracks from Paris Avenue to the east and Bayou  
14 St. John to the west we believe that we qualify  
15 as stakeholders in the New Orleans Rail Gateway  
16 Project (NORG). As stakeholders we are entitled  
17 to express our concerns about the consequences  
18 of this project and to request that enhancements  
19 be incorporated into the plans in order to  
20 mitigate the increased noise and risk factors  
21 that we will be subjected to as the result of  
22 this project.

23 Our neighborhood is in the unique position  
24 of having a rail line and Interstate Highway  
25 running side-by-side along the north boundary.

1 We are in the heart of a densely populated urban  
2 area and this project will significantly affect  
3 dwellings, elementary schools, parks with  
4 festival grounds and the LSU School of  
5 Dentistry.

6 The enhancements to the NORG that we are  
7 proposing will comprise a Transportation  
8 Corridor Noise and Security Barrier System.  
9 This project will require the participation of  
10 LaDOTD, FRA, FHWA, DOT and Association of  
11 American Railroads (AAR) to succeed.

12 Noise Abatement. Our neighborhood is  
13 constantly affected by the railroad noise.  
14 Whether it is through-traffic or the tail of  
15 switching operations, we endure railroad noise  
16 every day. During the winter months when north  
17 winds predominate this noise will penetrate the  
18 best acoustically insulated home.

19 Hazmat Protection. In the event of a  
20 derailment or a tank car malfunction the  
21 proximity of our neighborhood to the tracks will  
22 subject our residents to the hazards of toxic  
23 and corrosive materials. This is exactly the  
24 same situation we encountered twenty five years  
25 ago: "September 9, 1987, a pressurized railroad

1 tank car which was loaded with butadiene  
2 ("GATX55996") was parked on the interchange  
3 tracks of at about 1:15 CSX in a residential  
4 area, Gentilly, of New Orleans. Butadiene is a  
5 carcinogenic a.m., GATX 55996 leaked and  
6 ignited. It is flammable and also volatile, so  
7 that it can be hazardous chemical. The  
8 chemicals produced by burning butadiene include  
9 several explosives. The butadiene leaked from  
10 GATX 5596 carcinogenic hazardous chemicals. As  
11 a heavier-than-gas so, as it leaked from GATX  
12 55996, it spread. Eventually, out along the  
13 ground to the surrounding residential areas.  
14 The butadiene reached an ignition source,  
15 possibly the hot water heater of a home,  
16 ignited, and flashed back to GATX 55996, which  
17 itself and Five other pressurized tank cars  
18 loaded with butadiene were ignited. Coupled to  
19 the now-flaming GATX 55996."

20 [http://caselaw.findlaw.com/la-court-of-](http://caselaw.findlaw.com/la-court-of-appeal/1083304.html)  
21 [appeal/1083304.html](http://caselaw.findlaw.com/la-court-of-appeal/1083304.html).

22 Homeland Security. Following the  
23 catastrophic events of September 11, 2011 the  
24 United States has become acutely aware of the  
25 threat of terrorism to our country. The stretch

1 of railway that we are addressing is an area  
2 that is currently 100% unsecured. Trains on  
3 this segment of track never exceed 15 mph and  
4 are often stopped during traffic, staging and  
5 crew change operations.

6 This area has historically been a point of  
7 embarkation and disembarkation for "rail  
8 riders". Although rail riders are mostly  
9 harmless this does point out the easy access to  
10 the railway. This location has to rank very  
11 highly for its vulnerability as a target for  
12 terrorism.

13 FEMA Preparedness. This type of barrier  
14 will be a major pro-active measure in the event  
15 of a terroristic or mechanical mishap. A barrier  
16 with sealed and secured access points will  
17 protect the surrounding neighborhood from  
18 heavier than air gases in the event of such an  
19 occurrence. Even if it is not 100% in  
20 containing a leak or rupture it will contain so  
21 that a safe and orderly evacuation can be  
22 effected and the amount and area of  
23 contamination can be mitigated.

24 Railroad Crew Security.

25 On June 20, 2010

1 [http://www.nola.com/crime/index.ssf/2010/06/conductor\\_killed\\_on\\_train\\_in\\_n.html](http://www.nola.com/crime/index.ssf/2010/06/conductor_killed_on_train_in_n.html)

2           A CSX conductor was murdered during an  
3 attempted robbery while his train was stopped on the  
4 track near Marshall Foch and Florida Avenue in  
5 Lakeview. This points out the need for protection  
6 of railway personnel. Whether it is because of crew  
7 changes and provisioning, switching or traffic  
8 delays-trains in this area move very slowly or are  
9 stopped. A Transportation Corridor noise and  
10 security barrier with sealed and secured access  
11 points along this stretch will allow the activities  
12 to continue while preventing access the railway by  
13 unauthorized people.

14           Neighborhoods and Organizations. In addition  
15 to the DeSaix Area Neighborhood, the LSU School of  
16 Dentistry, New Orleans, City Park, the Navarre  
17 Neighborhood, the Lakeway-South Neighborhood, and  
18 the Country Club Gardens Neighborhood will be  
19 affected by the NORG. With the increase in rail  
20 traffic that this will upgrade will bring to their  
21 neighborhoods, noise abatement and security concerns  
22 need to be addressed as part of this project.

23           The Proposed Transportation Corridor Noise and  
24 Security Barrier are listed by Location, GPS  
25 Latitude, GPS Longitude and Distance to Next.

1 St. Bernard Avenue W, N29 59.524', W090  
2 04.627', 0878 km; Bayou St. John E., N29 59.554',  
3 W090 05.173'; Bayou St. John W, N29 59.560', W090  
4 05.193, 0.598 km; H. Thomas Dr. E., N29 59.592',  
5 W090 5.564', 027m; H. Thomas Dr. W., N29 59.592',  
6 W090 05.581, 0.707 km; Marconi Dr. E., N29 59.631',  
7 W090.06.018', 042 m; Marconi Dr. W., N29 59.635',  
8 W090 06.044', 019 m; Orleans Canal E.N29 59.638',  
9 W090 06.055', 046 m; Orleans Canal W., N29 59.641',  
10 W090 06.084', 0.839 km; CSX at Marshal Foch St., N29  
11 59.621', W090 06.287', Dog Leg; Canal Boulevard E.,  
12 N29 59.484', W090 06.563', 060 m; Canal Boulevard  
13 W., N29 59.467', W09006.595', 0134 m; Hawthorne  
14 Avenue, N29 59.426, W090 06.663.

15 Thank you.

16 MR. EVERSON:

17 My name is Bart Everson. My concern is  
18 basically Norfolk Southern's spur it turns  
19 vehicular and it goes down Anders Street. There  
20 is the opportunity here to extend it by the  
21 Greenway Project and I have been living there  
22 for years now and it's really a great area. So  
23 there is an opportunity to extend this rail  
24 alongside that road and I'm just hopeful that is  
25 an identifiable priority. Thank you very

1 much. I can be contacted at 520-5164 or  
2 b@rox.com.

3 MR. BOYD:

4 My name is Bruce Boyd. I have some concerns  
5 about the way that the train is going to be  
6 turning. Where is that, it's where you go  
7 across where it comes to Carrollton and it goes  
8 back to Airline, right? My concern is are they  
9 going to elevate it or is this going to be  
10 ground level? If it's ground level it's going  
11 to be a problem. If they elevate it, it may  
12 work. If they don't, it won't work they should  
13 scratch. If it's ground level it should be  
14 scratched. If they elevate it and get it above  
15 traffic, where traffic can just keep going the  
16 way it's normally going, this may work.

17 Thank you very much.

18 MS. KENNEDY:

19 My name is Ruth E. Kennedy. I live in the  
20 Hollygrove neighborhood for 61 years, long  
21 before the Illinois-Central had the tracks.  
22 They used to come right behind my house, the  
23 outbound tracks and then when they went together  
24 down at the station, I didn't understand how it  
25 split. They had one that went to Atlanta and

1 New York and the City Of New Orleans and then  
2 there is the Limited.

3 In recent years I have been working on the  
4 trains during the summer with Amtrak and the  
5 National Park Service and so I am quite familiar  
6 with the way it splits under the Carrollton  
7 Overpass there. I sincerely feel that that  
8 curve that they are talking about is a very good  
9 plan. Okay? I have no objection to move  
10 freight coming through there, especially if they  
11 move slow. If the, what do you call it, the  
12 freight companies. If the freight companies  
13 take care of the track, they need to go slow. I  
14 have to hold on when I'm on that train during  
15 the summertime. Once we get up there on those  
16 tracks, the way that certain people drive they  
17 don't adjust them. So if they service them and  
18 don't go fast because sometimes they go so fast  
19 you end up dumping everything over everybody on  
20 a turn or if it's going fast.

21 As I said, I don't object the freight coming  
22 through that corridor near the Airline Drive  
23 area as long as they are real careful about the  
24 tracks and the speed. We can feel the  
25 vibration, or whatever, whether it's the house

1 or the church, or whatever it is in that area.

2 I don't like to stand in the way of progress  
3 but sometimes some progress can bring on other  
4 problems. I also have some concerns about how  
5 much of a disruption it would take at the  
6 Carrollton/Tulane line there to do this spur.  
7 It is a very tight, very narrow now. There are  
8 several different directions that the people use  
9 to get off of the interstate and come into my  
10 neighborhood. The people will try to stay on  
11 the interstate; they would be re-routed through  
12 a different direction, which I don't think that  
13 is a good idea. I understand that there is  
14 nothing else they could do but maybe put up a  
15 barrier. So I'm really concerned.

16 The other thing that I would like to ask  
17 them is to consider is right at the, what is  
18 that street that comes out, the Edinburgh Street  
19 that comes out across the tracks to Airline  
20 Drive, would they consider an elevated passenger  
21 roadway. The reason for that is that the back  
22 section of Hollygrove there is already bound up.  
23 When they first started putting the track up  
24 back there they closed in the neighborhood.  
25 People will be crossing the track because the

1 bus stop is right there from Edinburgh at  
2 Airline Drive so it's much more convenient than  
3 walking six, seven or eight blocks toward  
4 Leonidas. Now the Leonidas bus is even slower  
5 now than it was before Katrina. The people go  
6 to Airline so maybe it could be that it could go  
7 over to the Hollygrove side and you know it  
8 could be by a parking area for them to use. So  
9 an elevated passenger walkway would be an  
10 excellent way or use, what shall I say,  
11 accomplishing what they want to do too. You  
12 know, with the freight and all, maybe they could  
13 do that for the neighborhood to make it safe  
14 from the Hollygrove side.

15 I know that some people didn't know about  
16 tonight because there is a lady that has a  
17 nursery right there and I looked for her but I  
18 didn't see her. It is right over by the  
19 Palmetto Overpass, right alongside the tracks so  
20 I'm not sure if she knew about this. I meant to  
21 call her, but I completely forgot so I will let  
22 her know when they have the other meetings. I  
23 will keep her abreast but I think she will want  
24 to come to another meeting.

25 So thank you, I think that is about it.

1 MR. SCHWARTZ:

2 My name is Jeff Schwartz. I am excited  
3 about the New Orleans Rail Gateway Project and I  
4 would just like to encourage the studies and the  
5 scoping meetings to give consideration for trails and  
6 transit as a part of any mitigation or enhancement  
7 funds for their project. And lastly, I would like to  
8 encourage at-grade street and transit crossing which  
9 would entail above grade rail whenever possible.

10 Thank you so much.

11 MS. HEILIGMAN:

12 Rachel Heiligman. I also am very excited  
13 about the Gateway Project, I liked the  
14 presentation. I think there are some really  
15 great ideas that should be evaluated as we are  
16 looking at improvements to our gateway  
17 structure. Specifically, I think that freeway  
18 connections, building onto the connection at the  
19 Lafitte Greenway and seeing if there is an  
20 ability to use the rail right of way that is the  
21 middle belt to connect to City Park and beyond  
22 eventually way down to Press Street. And to  
23 connect to the Riverfront Greenbelt is an  
24 excellent project. I think that would be great  
25 with the trails program.

1           Additionally I think that the streetcar at  
2 grade crossing, eliminating the underpass at  
3 Carrollton would allow for a streetcar to  
4 connect all of the way down from Carrollton and  
5 City Park to the St. Charles line. I think that  
6 connection would create a really circulation for  
7 our streetcar system. Similarly with the  
8 streetcar station now down at St. Claude, it's  
9 important for us to be able to get a streetcar  
10 across the Crescent tracks that are operated by  
11 Norfolk Southern.

12           Thank you.

13 MR. JOINES:

14           I am Vann Joines. So the Norfolk Southern  
15 switching yard at Oliver Station has a direct  
16 effect on the amount of cars that are going  
17 through the Gateway. That switching yard  
18 between the public belt and St. Claude Avenue  
19 has six at-grade crossings in less than a  
20 quarter of a mile, none of which have gate arms.  
21 And there are only one set of flashing lights.  
22 There are consistent accidents that happen, both  
23 hitting one of the local schools that is right  
24 there at the corner as well as a decapitation a  
25 few years ago and multiple car accidents.

1 possibly, or Metairie Road, somewhere along  
2 there. I have pointed it out to people on the  
3 team line. I also want to address that the  
4 Airline culvert at Monticello where the water  
5 flows to the 17<sup>th</sup> Street Canal to the lake. It  
6 just seems that the water flow gets bigger as  
7 you pass through there. I think that Councilman  
8 Guidry is addressing that.

9 I wanted to see other options. I have just  
10 seen this one little pink line and it's not  
11 making a lot of sense. I'm not understanding  
12 the curve, what they are calling the Carrollton  
13 curve, because again, it's because the maps are  
14 lousy. It's not by the interstate entrance,  
15 it's further down, it looks like it's by Tulane  
16 Avenue. And there is something else but I can't  
17 think of it right now but I took something to  
18 send written comments later.

19 MR. LA VIEGE:

20 Kenneth LaViege. My main concern about this  
21 is the design in the Hollygrove area just right  
22 around that area from the I-10 along Hamilton  
23 and Monroe. I think that they are making this a  
24 less than a ninety (90) degree turn right in  
25 that area around where the Tulane Overpass,

1           This is a huge concern of ours that this is  
2 not being addressed by the environmental impact  
3 survey. Both, in making sure that the safety  
4 concerns are addressed as well as the noise  
5 pollution is decreased. We would love to see a  
6 quiet zone. We would also like to prevent the  
7 amount of switching traffic on Northern  
8 Southern's yard by moving their switching yard  
9 up closer to the Gateway.

10           Thank you very much.

11           MS. DOTSON:

12           Carol Dotson. I am part of the Hollygrove  
13 neighborhood.

14           First of all, I am concerned about the  
15 horrible maps that I can't see a blessed thing  
16 on. Could they give me a map so that I can see  
17 which street is intersecting where and where  
18 this track is going. I need a better map. I  
19 also want to know about the times for the  
20 increased traffic, rail traffic, you know, what  
21 time of the day they are talking about. I am  
22 already being awakened at 3:00 o'clock in the  
23 morning by trains.

24           The Airline culvert, one of the options that  
25 I want to suggest is to come up Monticello,

1 Tulane/Carrollton Overpass. If it's going down  
2 to 20 miles an hour and the increase in the  
3 amount of traffic that we're talking about  
4 there. I really feel like that is going to  
5 affect our neighborhood to where a lot of people  
6 are probably going to end up moving out. That  
7 may be what they want.

8 Also, have you ever seen a train going 20  
9 and make a sixty (60) degree or a 90 degree  
10 turn? I'm just concerned for our safety. I'm  
11 concerned for the train derailment; I think that  
12 there is a better way, a better planning process  
13 that could make it better. Because a  
14 derailment, because look what happened at  
15 Elysian Fields and I-610, there was a chemical  
16 spill. I know people that lived in that area,  
17 they had to move out. It took twenty (20) years  
18 even for a settlement, fifteen years. So I'm  
19 just thinking that turn that they are talking  
20 about making is not realistic, it's not. Okay,  
21 thank you.

22 MS. GILMORE:

23 Marsha Gilmore. I don't like it; I really  
24 don't like this deal. Unless it is a rider  
25 train, I worry about derailment and the way they

1 are trying to make the curve. I would prefer  
2 for them not to put the freight, come through,  
3 the freight. I would rather they keep the  
4 passenger train and bring them straight to the  
5 station. Instead of this extra, that is my  
6 biggest worry, putting more on the track. That  
7 won't make it, not the freight. I don't want  
8 freight close to Peach, back by the shopping  
9 center. The Carrollton Overpass is not going to  
10 be safe; putting it on the curve is unsafe to  
11 me.

12 (END OF COMMENTS)

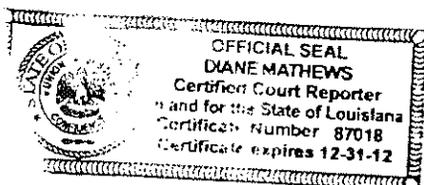
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## CERTIFICATE

1  
2  
3 I, the undersigned reporter, do hereby  
4 Certify that above and foregoing is a true and  
5 correct transcription of the stenographic notes of  
6 the proceedings herein, taken down by me and  
7 transcribed under my supervision, at the time and  
8 place hereinbefore noted, in the above-entitled and  
9 numbered cause(s).

10  
11 I further certify that the witness(es) was  
12 duly sworn by me in my capacity as a certified  
13 reporter.

14  
15 That I am a licensed Court Reporter for  
16 the State of Louisiana; that I am not of counsel  
17 nor related to any of the counsel or any of the  
18 parties, nor in the employ of any of them, and  
19 that I have no interest in the outcome of this  
20 action(s).



*Diane W Mathews*

DIANE W. MATHEWS, CCR

**Wednesday, February 8, 2012**

**6:00 – 7:30 p.m.**

**Joseph S. Yenni Building**

**Council Chambers**

**1221 Elmwood Park Boulevard**

**Jefferson, LA 70123**

Douglas Roome

George Vrbaskovich

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NEW ORLEANS RAIL GATEWAY PROGRAM (NORG)  
EIS IN JEFFERSON AND ORLEANS PARISH  
PUBLIC SCOPING MEETING

---

PLACE OF MEETING: JOSEPH S. YENNI BUILDING  
COUNCIL CHAMBERS  
1221 ELMWOOD PARK BOULEVARD .  
JEFFERSON, LOUISIANA 70123  
DATE OF MEETING: WEDNESDAY, FEBRUARY 8, 2012  
TIME OF MEETING: 6:00 p.m. to 7:30 p.m.

REPORTED BY:  
SHELLEY A. NICHOLSON  
CERTIFIED COURT REPORTER

1 (FOLLOWING PRESENTATION - PUBLIC COMMENTS)

2 MR. ROOME:

3 Douglas Roome, R-O-O-M-E. Let me say  
4 I'm a Metairie resident, born and raised  
5 here. And since I've had family members in  
6 the railroad business, I'm talking about  
7 grandparents, etcetera, for generations, and I  
8 am interested in railroad and I use Amtrak I'm  
9 pretty familiar with the track and routing  
10 situation in this area, and I'm extremely  
11 disturbed about the proposal because what I see  
12 it doing is attempting to dedicate anywhere from  
13 sixty to six hundred million dollars to cure a  
14 problem that is not a real problem, but was only  
15 recently manufactured by the tearing of tracks  
16 along the public belt which used to be a four  
17 track main line entering the riverfront area to  
18 Louisiana Avenue. Half of that capacity was  
19 ripped up down to two tracks. In fact, I think  
20 more than half of that was ripped up starting  
21 at the public, the site of the former public a  
22 grain elevator. For the rest of the way it was  
23 a good two track main and it has been reduced  
24 within just the past few years to one track.  
25 I believe what is going on there, you have some

1 developers along the riverfront who just have a  
2 personal preference or idea that people seeing  
3 freight trains is not a good idea. I strongly  
4 object to spending sixty to six hundred million  
5 dollars to protect people from viewing freight  
6 trains. Access should not be a problem from one  
7 side of those railroad tracks to the other. We  
8 already have pedestrian overpasses that can be  
9 built in minimal incrementally expense across  
10 additional track. The present, there is  
11 presently track there, plus the riverfront  
12 streetcar. Capacity can basically be  
13 increased by fifty percent very cheaply by  
14 relaying what was there a few years ago.

15 I believe that the plan I just outlined of  
16 reinstating the track recently torn up along the  
17 public belt will also deal with the problem of  
18 delays for people crossing Metairie Road and a  
19 couple of other old Metairie crossings. If you  
20 reduce those frequencies, and there are not a  
21 whole lot of freight frequencies there right  
22 now, but if you reduce those frequencies by half  
23 by routing those trains along the public belt  
24 there should not be a significant issue.

25 Again, I do not think spending sixty to

1 six hundred million in public money to handle a  
2 problem of ten percent of Metairie residents  
3 being delayed by about twelve minutes two or  
4 three times a week by a freight train in  
5 Metairie is good use of public funds.

6 I will wrap this statement up by saying I  
7 think that if even one quarter of the average  
8 expenditure I'm seeing, which I think it  
9 averages about a hundred and fifty million  
10 between these projects spent on needed higher  
11 speed rail linking major points in the region's  
12 metro area and in Louisiana would be much better  
13 use of that money and that use is not part of  
14 this Gateway Project.

15 Thank you.

16 And to contact, my contact information is  
17 Doug Roome, R-O-O-M-E, at 1016, 1-0-1-6,  
18 Homestead Avenue, H-O-M-E-S-T-E-A-D, Avenue,  
19 Metairie, Louisiana 70005. I will even give  
20 you my e-mail. Which is dougroome@gmail.com,  
21 the telephone is 504-838-9683.

22 MR. VRBASKOVICH:

23 My name is George, last name I'll spell it  
24 for you, V-R-B-A-S-K-O-V-I-C-H, Jr. I live at  
25 3027 38th Street in Metairie. I've been a

1 resident of the parish since 1961.

2 I'm here on one purpose, the Back Belt  
3 track that runs through Metairie was  
4 incorporated and built between '41 and 1993.  
5 Political people at that time was a sheriff  
6 and the sheriff run the passage in the parish.

7 Now at time and since that time we've had a  
8 political corruption that we hoped that will  
9 stop and maybe get this parish back on line and  
10 let the people run it and still it's the  
11 politicians. Now, the Back Belt rail, the  
12 public belt commission gets a percentage from  
13 Burlington who is now the main one that runs,  
14 although that other tracks run it, and their  
15 commission is appointed by the New Orleans  
16 Mayor. Now, the public belt railroad leases out  
17 that track that runs through Metairie. We've  
18 tried for years and years to get that track out,  
19 but the politician that was in 2000, between  
20 2000 and 2004, had a political agenda so that he  
21 could up his grade in politics, and he tried to  
22 get that removed at no avail, because whoever  
23 put it in couldn't find a contract, and I don't  
24 know at this point who it was in Orleans,  
25 Jefferson Parish could not find the contract

1 that says once the war is over they will  
2 remove the track. That portion of track  
3 interrupted the Old Metairie area and there are  
4 overpasses and underpasses, etcetera that cost  
5 somebody, and I don't if the parish paid for  
6 it and I'm not -- I know that somebody paid for  
7 it, but they're not getting anything out of it  
8 and not helping our parish, because we would  
9 like to have that spur removed like it was  
10 intended in the contract. And that was  
11 publicized in the paper for sometime and the  
12 councilmen brought the information out.

13 Now, Burlington is the sole percentage that  
14 uses it and the other tracks, the other railroad  
15 yards use it but Burlington is their main source  
16 of income that they get, New Orleans Commission  
17 Public Belt and they pay a percentage. Now,  
18 if the track is removed, they have to go back  
19 to the old track that's still there which tied  
20 in around the Metairie Road -- no, not there, it  
21 ties into the line that hooks close to the  
22 Gentilly line.

23 So the spur was only intended for a war time  
24 fast track to bring the RL (sic) etcetera, that  
25 the bottom parishes provided because there was

1 no other access to get it fast to the war. And  
2 the only bridge we had that had crossed the  
3 river that had railroad tracks was the Huey P.  
4 Long. Now I understand the Huey P. Long is not  
5 owned by the state, it's owned by one of the  
6 railroad companies. I had it in here  
7 (indicating), I don't remember. But what I'm  
8 interested in, I'm not interested in this, we've  
9 tried it before and they made it surveyed  
10 to run it from Earhart to Baton Rouge. Although  
11 we had track that was on Airline Highway, that  
12 was very close to Airline Highway that was  
13 removed for some reason, and I can't tell you  
14 why, but the public officials here that ran this  
15 parish didn't buy the tracks, they didn't say  
16 that and that could suffice. New Orleans to  
17 Baton Rouge wasn't one to get together the  
18 transportation, Baton Rouge was a different  
19 area. New Orleans was an isolated parish, that  
20 Baton Rouge could care less, they weren't  
21 associated, they never did -- we've never had a  
22 governor -- we've never had a governor from New  
23 Orleans to take office in Baton Rouge, never.  
24 So what they're trying to do now is help the  
25 railroad and not our parish, and I live in

1 Metairie and I believe in Metairie, and I want  
2 to know why they don't get rid of the Back  
3 Belt, that's an important factor for Jefferson  
4 Parish. Other than that, I don't care what they  
5 do with this, but as long as that back track is  
6 removed they can do what they want because it's  
7 all isolated area but the tracks are already  
8 there that goes to Baton Rouge and all they have  
9 to do is use them. Why do they want more  
10 tracks?

11 As far as the train running from Earhart  
12 Boulevard, I think they wanted to run it to the  
13 airport, and that fizzled out because as of, I  
14 don't know maybe five, ten years ago that we had  
15 that meeting, and that fizzled out because the  
16 people didn't want it. If the parish decides to  
17 approve this, it should be up to the people and  
18 let the people vote either we do it if you take  
19 out the back track. And that's what it's all  
20 about.

21 Okay. I believe in the parish, I'm  
22 eighty-five years old. I'm a World War II  
23 veteran. I didn't get involved in politics. My  
24 house wasn't built until 1958. Causeway was a  
25 dirt track.

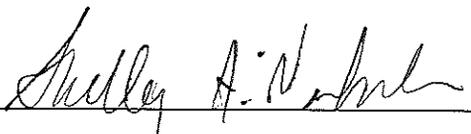
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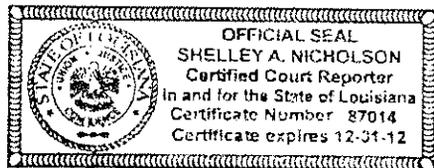
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I, the undersigned reporter, do hereby certify that the above and foregoing is a true and correct transcription of the stenographic notes of the proceedings herein, taken down by me and transcribed under my supervision, at the time and place hereinabove noted, in the above-entitled and numbered cause(s).

I further certify that the witness(es) was duly sworn by me in my capacity as a certified court reporter.

That I am a licensed Court Reporter for the State of Louisiana; that I am not of counsel nor related to any of the counsel or parties, nor in the employ of any of them, and that I have no interest in the outcome of this action(s).

  
SHELLEY A. NICHOLSON, CCR



# **SIGN-IN SHEETS**

**Tuesday, February 7, 2012**

**6:00 – 7:30 p.m.**

**Xavier University of Louisiana  
University Center, 3<sup>rd</sup> Floor  
Mary and William McCaffrey Ballroom B  
4980 Dixon Street  
New Orleans, LA 70125**



Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
 Date: February 7, 2012

State Project No.: H.005168  
 Location: Xavier University of Louisiana, University Center

F.A.P. No.: DE-9208(500)  
 Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
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Carol Dotson	945 Fig St NOLA 70118	Phone 504 339 8691 Email cdot66@hotmail.com
Catherine Dobbs	FRA - 1200 New Jersey Ave SE W38-213 Washington DC 20590	Phone 202 493-6347 Email Catherine.dobbs@dot.gov
Lillian Freeman	8218 Forshey st	Phone 482 1125- <sup>2014</sup> 904 9957 Email
Jason Sappington	Regional Planning Commission 10 Veterans Blvd, NOLA 70124	Phone 504-400-7503 Email jsappington@corp.org
Lillian Wormley-Seales	ZION TRAVELERS 1st BC 406 Adams St. NOLA 70118	Phone 504-218-8125 Email
FRAN SCALOS, SR.	ZION TRAVELERS FIRST BRCH. 406 ADAMS ST. NOLA 70118	Phone 504-841-9015 Email FRANSCE406@Yahoo.com



# Public Scoping Meeting

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Date: February 7, 2012

State Project No.: H.005168  
Location: Xavier University of Louisiana, University Center

F.A.P. No.: DE-9208(500)  
Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
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Fred Robinson	7702 plain St 70118	Phone (504) 866-4140 Email fred@robinson@earthlink.net
Amy Centola	4640 Toulouse St NO LA 70119	Phone 504.301.2993 Email Amy@twosprounts.com
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Andrew Stephens	3523 Royal St. NO LA 70117	Phone 636.389.6333 Email atsteph@gmci.com
Bridget McLean	9411 Palm St 70117	Phone 504-452-1381 Email



Public Scoping Meeting

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Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
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Rachel Heiligman	945 Kerlesse St NOVA 70116	Phone 507-845-8360 Email Rachel.C.Transport@usla.org
Britney Everett	2922 N. Rampart St. Apt B NOVA 70117	Phone 504-750-2270 Email britney.everett@gmail.com
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Jarvain L. Pinson	8411 Stroelitz St. 70118	Phone 504 482-7822 Email Jarvain@teero.org
Siobhan Feehan	2922 N. Rampart St Apt B 70117	Phone <del>504 482 609 570 887</del> Email ms.feehan@gmail.com



Public Scoping Meeting

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F.A.P. No.: DE-9208(500)  
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NAME	ADDRESS	CONTACT INFORMATION
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Gwendolyn Diggs	3431 LIVE OAK ST N.O. LA 70118	Phone 504-483-7093 Email gbdiggs1133@AOL.COM
Robert Rutter	330 N. St. Patrick N.O., LA 70119	Phone 504-864-9756 Email bobbyway@gmail.com
JIM GARDNER	15830 Chef Menteur Hwy N.O. LA, 70129	Phone (214) 325-0391 Email jim95@verizon.net
K Stephens	833 N. Olympia St. N.O. LA 70119	Phone 734-516-4432 Email N/A
Samela Danner	959 Taft Pl N.O 70119	Phone 504 669 6025 Email Samela IPA @ Yahoo.com



Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
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State Project No.: H.005168  
Location: Xavier University of Louisiana, University Center

F.A.P. No.: DE-9208(500)  
Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
Silas Cunningham	517 W. Esplanade Ave. Xavier	Phone 504-468-6129 Email <del>silascunningham@xavier.edu</del>
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Charles LeBlanc Jr. VPS	5700 Morrison Rd NO, LA 70126	Phone 504-813-5720 Email eleblanc@vps.com
Charles Besworth HOLLY GROVE - DIXON NEEDHAMWOOD, MASS	4333 HOWE LTON ST. 70118	Phone 504-LIFE-7469 Email thebo33@hotmail.com
DEAN GOODSELL	1201 CAPITOL ACCESS RD BATON ROUGE, 70804	Phone 225-379-3096 Email DEAN.GOODSELL@LA.GOV
Ruth Kennedy	8826 Forshey St 70118 P.O. Box 10462 N.O. LA 70181	Phone 504-482-8240 Email HollygroveNeedhamwood@Yahoo.Com
Samuel Spencer	920 Spain St NO LA 70117	Phone 202-556-9814 Email SNS3000@gmail.com
Lucia Clark	3410 Live Oak St N.O. 70118	Phone 504-482-1248 Email Clelandelle@yahoo.com



Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
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State Project No.: H.005168  
Location: Xavier University of Louisiana, University Center

F.A.P. No.: DE-9208(500)  
Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
Drew Everson	4329 Banks St No LA 70119	Phone <del>504</del> 504-520-5164 Email B@BOX.COM
Ellen Kocher	4634 Toulouse St No LA 70119	Phone (504) 486-1109 Email
Stacey Rogers Kimberly Morand	601 N. Solomon St No LA 70119	Phone 504 782 9188 Email STACEYR ROG @ COX .NET
Fam Schultz Shedawalker	1600 20th Kenner 70026	Phone 417-614-4281 Email SSW @SchultzandSummers.com
JEFF SCHWARTZ	PO BOX 19231 NO LA 70119	Phone 504-345-8360 Email JEFF@TRANSPORTFORNBUT.ORG
Doris Gonzales	3832 Orleans NO 70119	Phone Email
Jeff Gonzales	3832 Orleans Ave NO LA 70119	Phone Email gatepage@hotmail.com
Marsha Gilmore	3521 Gen. Ogden St No La 70118	Phone Email maly@netzero.net

TOGETHER



Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
Date: February 7, 2012

State Project No.: H.005168  
Location: Xavier University of Louisiana, University Center

F.A.P. No.: DE-9208(500)  
Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
Robert Miller	2922 N. Rampart NO, LA 70117	Phone 504-343 7022 Email rrmillerc@ymail.com
Kenneth LeLievre	4121 Gen. Dyer St NO LA 70118	Phone 504-952-4672 Email kennethlelievre@hotmail.com
Bruce E. Boyd	3030 Hamilton St. N.O. LA, 70118	Phone 504-327-1553 Email
Sherri Wilder	City Hall 1300 Perdido	Phone Email skwilder@nola.gov
Jeanette Thompson	441 Iberville St. NO LA 70119	Phone 337 Email jeannette@yaho.com
Sheryl Wagers	318 Lake Marina Unit B02 NO LA 70124	Phone Email ndnwin@yahoo.com
Geneva Coleman	The Hawthorne Agency, Inc. 818 Howard Ave, Ste. 300 NO LA 70113	Phone 504-488-6160 Email gcoleman@hawthorneagency.com Phone Email

**Wednesday, February 8, 2012**

**6:00 – 7:30 p.m.**

**Joseph S. Yenni Building**

**Council Chambers**

**1221 Elmwood Park Boulevard**

**Jefferson, LA 70123**



Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
Date: February 8, 2012

State Project No.: H.005168  
Location: Joseph S. Yenni Building, Council Chambers

F.A.P. No.: DE-9208(500)  
Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
DEAN GOODZELL	1201 CAPITOL ACCESS RD	Phone 225-876-3031 Email DEAN.GOODZELL@LA.GOV
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BERRY WRIGHT	3132 41ST ST MET. LA. 70001	Phone 504-835-6220 Email MZSTOLLRIGHT@att.net
VIM AMOAL	116 VERRET NO. LA. 70114	Phone 913-9519 Email vjandel@uno.edu
James Guillbeau	3718 Brandgum Dr Metairie LA 70002	Phone Email guillbea@attglobal.net
Rev. Irvin Scobey Sr Senator Botha Lebon B.Ch.	1818 Shrewsbury Rd, Met. La-7001	Phone 504-218-8125 Mon / 701-7485611 Email Prosehor406@yahoo.com
Silas Cunningham	527 W. Esplanade Ave.	Phone 504-418-6129 Email SCUNNINGHAM@del.net
Karimah Stewart	The Hawthorne Agency, Inc. 818 Howard Ave., Ste. 300 NOA 70113	Phone 504-488-6100 Email KStewart@HawthorneAgency.com



Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
 Date: February 8, 2012

State Project No.: H.005168  
 Location: Joseph S. Yenni Building, Council Chambers

F.A.P. No.: DE-9208(500)  
 Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
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CAROLINE BARTOLOTTA	1400 AIRLINE DR. MET, LA. 70001	Phone 831-2734 Email ejbarto@gmail.com
TERRY LAMONTE	1820 CLAUDIUS ST MET, LA 70005	Phone 554-2969 Email
Catherine Dobbs	1200 New Jersey Ave SE W38-2B Washington DC 20590	Phone 202-493-6347 Email Catherine.Dobbs@dot.gov
Vernon L. Schewick	120 Houma Blvd. APT. 20 METAIRIE, LA 70001-4766	Phone (504) 875-9313 Email
CATHY BROSSARD	124 METAIRIE LAWN MET 70001	Phone 504 913 4164 Email
		Phone Email
		Phone Email



Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
 Date: February 8, 2012

State Project No.: H.005168  
 Location: Joseph S. Yenni Building, Council Chambers

F.A.P. No.: DE-9208(500)  
 Time: 6:00 PM

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PAUC WALKERS	BK1 4176 CANAL ST NOVA 70119	Phone (504) 486-5901 Email PAUCWALKERS@BKUSA.COM
Ellen Soll	" "	Phone "" Email esoll@bkusa.com
Charles LeBlanc Jr. UPS	5700 Morrison Road New Orleans, LA 70126	Phone 504-813-5720 (O) 504-243-4408 Email cleblanc@ups.com
BRIAN MATHERNE URS	5700 MORRISON RD NO. LA 70126	Phone (504) 256-7963 (C) Email BMATHERNE@URS.COM
RICHARD RAINY	4013 H I-10 SERVICE RD METairie LA 70002	Phone 504 883-7052 Email rrainy@timespicayune.com
Jeff Mollen	DIAR 425 3RD ST SW WASH DC 20024	Phone 202 639 2371 Email JUMOLLEN@AFAN.OBEG



Public Scoping Meeting

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Date: February 8, 2012

State Project No.: H.005168  
Location: Joseph S. Yenni Building, Council Chambers

F.A.P. No.: DE-9208(500)  
Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
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A Duncan Laura Duncan	305 Cuddihy Drive Metairie LA 70005	Phone 504 218-4181 Email Laura.Duncan@ME.COM
Tim Deano	379 Orchard Rd RIVER RIDGE LA 70123	Phone 738-9559 Email TimDeano@hotmail.com
Adam Heddox	251 Florida St Suite 412 Baton Rouge LA 70801	Phone (318) 64-5043 Email aheddox@capitalresourcesllc.com
Steven Delony	7831 Scotland Dr N.O., LA 70128	Phone Email stewartdelony@gmail.com
SHARON J. BALFOUR	P.O. Box 94245 B.R. LA 70804	Phone 225-379-3035 Email SHARON.BALFOUR@LA.GOV
JOHN GREEN	311 MAENOLA MET LA 70005	Phone Email SALES@SOUTHERNPROFESSIONAL.COM
Lisa Katz	303 Bella Dr. Met LA 70005	Phone Email lkatz@cox.net



# Public Scoping Meeting

Job Name: New Orleans Rail Gateway EIS  
Date: February 8, 2012

State Project No.: H.005168  
Location: Joseph S. Yenni Building, Council Chambers

F.A.P. No.: DE-9208(500)  
Time: 6:00 PM

NAME	ADDRESS	CONTACT INFORMATION
Anthony Treutacoste	900 N Causeway Blvd Met La. 70001	Phone 835-8741 Email
		Phone Email

**INDIVIDUAL'S  
WRITTEN  
COMMENTS**



NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Siobhan Feehan	2922 N. Rampart St, Apt B	New Orleans, LA 70117

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Vann Jones

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important

Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

2 reduce vehicle congestion at street crossings

5 improve emergency evacuation conditions

1 improve vehicle, pedestrian and rail safety

4 improve overall environmental quality

6 improve traffic reliability at the Almonaster Bridge

3 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES

If yes, explain: Sound pollution in the Press Street Area

NO

quiet zone

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

• Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree

• Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree

• Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: Creating quiet zone on press street

8. What other alternatives should be considered as the study moves forward:

Gate arms on Rampart, Burgundy, Chartres + Royal Street

9. How often do you come in contact with the NORG?

- Daily
- Weekly
- Infrequently
- Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers
- Vehicular or pedestrian travelers crossing the NORG
- Residence or employment is located along the NORG
- Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television
- Newspaper
- Radio
- Internet
- Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? NPR

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES
- NO

14. Are there any other meeting locations that could better engage the public? Bywater

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

---



---



---



---

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

(Fold)------(Fold)------(Fold)

2922 N. Rampart  
Apt B  
New Orleans, LA 70117

NEW ORLEANS RAIL GATEWAY PROGRAM  
c/o THE HAWTHORNE AGENCY, INC.  
818 HOWARD AVENUE  
SUITE 300  
NEW ORLEANS LOUISIANA 70113



NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Robert Miller	2922 N. Rampart	New Orleans LA 70117

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

- How did you hear about the New Orleans Rail Gateway (NORG) Program? Vann Joiner
- After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO
- How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: Create a quiet zone on Press St., we need gate arms
- How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: Noise Pollution is unbearable
- Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)  
3 reduce vehicle congestion at street crossings  
5 improve emergency evacuation conditions  
4 improve vehicle, pedestrian and rail safety  
1 improve overall environmental quality  
6 improve traffic reliability at the Almonaster Bridge  
2 correct physical and operational deficiencies to improve traffic flow
- Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: Quiet zone on Press St.  
 NO
- A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?
  - Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
  - Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
  - Completing the "Carrollton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree
 Other suggestions, please explain: Create a quiet zone on Press St.

8. What other alternatives should be considered as the study moves forward:

Press St. Quiet zone

9. How often do you come in contact with the NORG?

Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? CNN, NPR

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

Residents on Press St want a Quiet zone

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

(Fold)------(Fold)------(Fold)

Rob Miller  
440 Soraparu St  
NO, LA 70130

NEW ORLEANS RAIL GATEWAY PROGRAM  
c/o THE HAWTHORNE AGENCY, INC.  
818 HOWARD AVENUE  
SUITE 300  
NEW ORLEANS LOUISIANA 70113



**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
RICARDO GUTIERREZ	3337 DESAIX BLVD	NO. LA 70119

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? NORPC

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 1 reduce vehicle congestion at street crossings
- 1 improve emergency evacuation conditions
- 2 improve vehicle, pedestrian and rail safety
- 1 improve overall environmental quality
- 2 improve traffic reliability at the Almonaster Bridge
- \_\_\_ correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: NOISE ABATEMENT, SAFETY SECURITY BARRIERS  
 NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? BLOGS

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg](http://www.dotd.la.gov/administration/public_info/projects/norg))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
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16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Samuel Spencer	920 Spain St	New Orleans, LA 70117

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

- How did you hear about the New Orleans Rail Gateway (NORG) Program? Through Friends of the LaFitte Corridor
- After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO
- How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: The primary benefit would seem to be for the private rail companies
- How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_
- Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)  
6 reduce vehicle congestion at street crossings  
4 improve emergency evacuation conditions  
1 improve vehicle, pedestrian and rail safety  
2 improve overall environmental quality  
5 improve traffic reliability at the Almonaster Bridge  
3 correct physical and operational deficiencies to improve traffic flow
- Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: I'm primarily concerned that no action taken as a result of this project negatively impact the progress of the conversion of the LaFitte corridor to a greenway. (Also see below) #  
 NO
- A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?
  - Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
  - Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
  - Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree
 Other suggestions, please explain: \* And further that if and when the city extends streetcar service along St Claude Ave to and beyond Press St, the railroad entities including Norfolk Southern accomodate the needed at-grade crossing for this critical project.

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? Newspaper

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg](http://www.dotd.la.gov/administration/public_info/projects/norg))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
\_\_\_\_\_  
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16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
ISOBEL HEALY	1440 Canal Street STE 2000 NO2A →	70119

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? I got an email from the Friends of Lafitte Corridor
2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)
- 3 reduce vehicle congestion at street crossings
  - 4 improve emergency evacuation conditions
  - 1 improve vehicle, pedestrian and rail safety
  - 2 improve overall environmental quality
  - 6 improve traffic reliability at the Almonaster Bridge
  - 5 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: The Lafitte Greenway is a pedestrian and bicycle project whose original boundaries overlap near NORG @ City Park Ave  
 NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain:  
I don't know enough about this to agree or disagree - but I'm all for evaluation!!!

8. What other alternatives should be considered as the study moves forward:

rail for transportation

9. How often do you come in contact with the NORG?

- Daily
- Weekly
- Infrequently
- Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers
- Vehicular or pedestrian travelers crossing the NORG
- Residence or employment is located along the NORG
- Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television
- Newspaper
- Radio
- Internet
- Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? npr.org

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES
- NO but will!

houses the Dillard University / Tulane School of Public Health  
NORA Food CO-OP

14. Are there any other meeting locations that could better engage the public? Sojourner Truth Community Center  
NOCCA, Community center on St. Claude,

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

If would be great if NORG could communicate with Design Workshop, the city of New Orleans and Friends of LaBelle Corridor about plans for the rail gateway and the possible impact on the Greenway project

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Maggie Tishman	1050 S. Jefferson Davis Parkway	NOLA 70125

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Friends of Lafitte Corridor

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 5 reduce vehicle congestion at street crossings
- 4 improve emergency evacuation conditions
- 2 improve vehicle, pedestrian and rail safety
- 3 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 1 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: better coordination with Port  
 NO rails and trails project with Lafitte Corridor

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible ?  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? NPR / WWNO  
nola.com

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? no

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

no  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
BART EVERSON	4329 BANKS ST	NO LA 70119

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? FRIENDS OF LAFITTE CORDR

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: RAIL IS VITAL FOR SHIPPING

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important

Please explain: VERY INTERESTED IN LAFITTE CORRIDOR GREENWAY

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

5 reduce vehicle congestion at street crossings

4 improve emergency evacuation conditions

1 improve vehicle, pedestrian and rail safety

2 improve overall environmental quality

6 improve traffic reliability at the Almonaster Bridge

3 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES If yes, explain: SAFE TRAILS ALONGSIDE RAILWAYS WHERE APPROPRIATE

NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

• Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree

• Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree

• Completing the "Carrollton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: ROUTING THE LAFITTE CORRIDOR GREENWAY

ALONGSIDE THE NORFOLK-SOUTHERN SPUR THAT RUNS FROM

N. ALEXANDER STREET to CANAL BLVD.

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? TIMES - PICAYUNE

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
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16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Jeannette Thompson	4411 Iberville St.	NOLA 70119

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Email via Neighborhood Org'n.

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important

Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

3 reduce vehicle congestion at street crossings

4 improve emergency evacuation conditions

1 improve vehicle, pedestrian and rail safety

2 improve overall environmental quality

\_\_\_ improve traffic reliability at the Almonaster Bridge

\_\_\_ correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES If yes, explain: \_\_\_\_\_

NO \_\_\_\_\_

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

• Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree

• Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree

• Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? \_\_\_\_\_

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
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16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Jarvain L. Bingham	8418 Straelitz St.	NOLA 70118

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Hollygrove Neighbors Email

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: I understand the need for better transportation options

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: I don't like the fact that there is a possible disruption of quality of life in one neighborhood (Hollygrove)

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)
- 5 reduce vehicle congestion at street crossings
  - 4 improve emergency evacuation conditions
  - 3 improve vehicle, pedestrian and rail safety
  - 2 improve overall environmental quality
  - 6 improve traffic reliability at the Almonaster Bridge
  - 1 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: Can it be rerouted along the 17th Street Canal where it would not disrupt any home owners  
 NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?
- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
  - Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
  - Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

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12. What is your most trusted media source (television station, newspaper, etc...)? Community Groups

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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818 HOWARD AVENUE  
SUITE 300  
NEW ORLEANS LOUISIANA 70113



**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Bruce Edward Boyd	3030 Hamilton St.	New Orleans, LA 70118

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Sister - IN - LAW

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important  
Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important  
Please explain: NORG can improve travel time on the road

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 3 reduce vehicle congestion at street crossings
- 2 improve emergency evacuation conditions
- 5 improve vehicle, pedestrian and rail safety
- 4 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 1 correct physical and operational deficiencies to improve traffic flow

AVOID Traffic build-up

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES  NO If yes, explain: think about please <sup>↑</sup> elevating these train when passing through neighborhoods for safety purposes.

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

Travel for students to school and between hospitals  
Travel for public ~~working~~ workers from one parish to another

9. How often do you come in contact with the NORG?

Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

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12. What is your most trusted media source (television station, newspaper, etc...)?

Television phone,  
Internet, Newspaper

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

YES  NO

14. Are there any other meeting locations that could better engage the public? Lafayette University is good

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

NO

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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Bruce E. Boyd  
3030 Hamilton St.  
N.O. LA  
70118

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Carol Dotson	9415 Fig St	NO LA 70118

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Hawthorne Agency / Hollygrove Neighbors

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important

Please explain: Shipping important to city/region

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important

Please explain: I live near tracks - already have noisy trains at all hours

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 5 reduce vehicle congestion at street crossings
- 7 improve emergency evacuation conditions
- 2 improve vehicle, pedestrian and rail safety
- 1 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 3 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES  NO If yes, explain: Look at all options

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: ?

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

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12. What is your most trusted media source (television station, newspaper, etc...)? TV newspaper

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg](http://www.dotd.la.gov/administration/public_info/projects/norg))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

Noisy. Boring video. Terrible maps  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Several meetings spoke about it

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: Would it put more freight on line

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 – Highest | 6 – Lowest)

- 3 reduce vehicle congestion at street crossings
- 1 improve emergency evacuation conditions
- 1 improve vehicle, pedestrian and rail safety
- 1 improve overall environmental quality
- 1 improve traffic reliability at the Almonaster Bridge
- 6 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: \_\_\_\_\_  
 NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

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12. What is your most trusted media source (television station, newspaper, etc...)? \_\_\_\_\_

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg](http://www.dotd.la.gov/administration/public_info/projects/norg))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
\_\_\_\_\_  
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16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
VANN JOINES	4208 DAUPHINE ST	NOLA, 70117

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Councilwoman Palmer's Office

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: Need to make ~~it~~ it so that trains operate more safely in residential neighborhoods like Bywater

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 2 reduce vehicle congestion at street crossings
- 5 improve emergency evacuation conditions
- 1 improve vehicle, pedestrian and rail safety
- 3 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 4 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES  NO If yes, explain: CREATE QUITE ZONES, INCREASE GATE ARMS

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration? Don't close streets

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: Improve the operational efficiency of the switching yards supporting the back belt to increase safety to neighborhood citizens

8. What other alternatives should be considered as the study moves forward:  
Changing the switching activity at Oliver Yard to prevent At Grade crossings from St. Claude to Chartres

9. How often do you come in contact with the NORG?  
 Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)  
 Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?  
 Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

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12. What is your most trusted media source (television station, newspaper, etc...)? NOLA.COM

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?  
 YES  NO

14. Are there any other meeting locations that could better engage the public? Holy Angels Convent  
3500 St. Claude Ave

15. Do you have any other comments or concerns not addressed at today's scoping meeting?  
CREATE A QUIET ZONE ALONG PRESS ST, ~~ROBERTS~~  
BUILD GATE ARMS ALONG THE AT GRADE CROSSINGS,  
CHANGE SWITCHING OPERATIONS @ OLIVER YARD

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Britney Everett	2922 Rampart St. Apt B	New Orleans, LA 70117

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? friend, Vann Jones

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)  
3 reduce vehicle congestion at street crossings  
5 improve emergency evacuation conditions  
1 improve vehicle, pedestrian and rail safety — lack of arm cars @ at-grade crossings.  
2 improve overall environmental quality — Noise pollution  
6 improve traffic reliability at the Almonaster Bridge  
4 correct physical and operational deficiencies to improve traffic flow

The lines running thru this area are a huge safety impediment for the community. There are no crossing arms and only 1 set of lights b/w St. Claude and the river. The trains honk horns at all hours of the night. It seems that a quiet zone w/ arms & lights would improve safety & reduce noise.

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES  NO  
If yes, explain: Another option would be to move the Norfolk switching station north so the trains wouldn't run right thru a densely populated community.

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

not familiar w/ these areas

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily
- Weekly
- Infrequently
- Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers
- Vehicular or pedestrian travelers crossing the NORG
- Residence or employment is located along the NORG
- Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television
- Newspaper
- Radio
- Internet
- Other (specify) \_\_\_\_\_

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12. What is your most trusted media source (television station, newspaper, etc...)? Internet - NPR, NY Times

Democracy Now

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES
- NO

14. Are there any other meeting locations that could better engage the public? It seems that it would be best to

meet near these same areas and in areas where residents have access to cars. Try

15. Do you have any other comments or concerns not addressed at today's scoping meeting? to make a presence

in each community throughout process.

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Andrew Stephens	3823 Royal St.	New Orleans LA 70117

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? friend/local groups

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: improvements to safety in vehicular & pedestrian intersections as well as efficient traffic improvements

4. How important to you are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: can provide improvements to safety and efficiency (both vehicular and rail)

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 3 reduce vehicle congestion at street crossings
- 5 improve emergency evacuation conditions
- 1 improve vehicle, pedestrian and rail safety
- 4 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 2 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES If yes, explain: quiet zones and gates at more intersections  
 NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:  
changing the switching activity @ driver yards to improve safety and efficiency

9. How often do you come in contact with the NORG?  
 Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)  
 Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?  
 Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? radio

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?  
 YES  NO

14. Are there any other meeting locations that could better engage the public? Holy Angels Convent  
3500 St. Claude Ave.

15. Do you have any other comments or concerns not addressed at today's scoping meeting?  
Norfolk Southern Line that intersects St. Claude ave currently does not have needed safety improvements to improve efficiency and safety of rail & vehicular travelers

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
CATHY BROUSSARD	612 RIDGELAKE DR	MOBILE, LA. 70001

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? PHONE CALL

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 1 reduce vehicle congestion at street crossings
- 5 improve emergency evacuation conditions
- 5 improve vehicle, pedestrian and rail safety
- 5 improve overall environmental quality
- 2 improve traffic reliability at the Almonaster Bridge
- 7 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: \_\_\_\_\_  
 NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? Paper

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
\_\_\_\_\_  
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\_\_\_\_\_

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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NEW ORLEANS RAIL GATEWAY PROGRAM  
c/o THE HAWTHORNE AGENCY, INC.  
818 HOWARD AVENUE  
SUITE 300  
NEW ORLEANS LOUISIANA 70113



**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Anthony Trentacoste	900 Clause way Blvd	Met. La. 70001

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Paper

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: improve traffic & remove I10 mess in New Orleans.

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important

Please explain: for safety

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 1 reduce vehicle congestion at street crossings
- 2 improve emergency evacuation conditions
- 3 improve vehicle, pedestrian and rail safety
- 4 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 5 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES If yes, explain: remove RR crossing in Metairie  
remove underpass on I10 in N.O.

NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

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12. What is your most trusted media source (television station, newspaper, etc...)? Newspaper

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? NO

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

great  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Laura Duncan	305 Cuddihy Drive	Metairie LA 70005

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? NOLA.COM

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: to manage the future growth of train traffic, changes are needed.

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important

Please explain: rail traffic is very heavy already, alternatives are needed

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 2 reduce vehicle congestion at street crossings
- 4 improve emergency evacuation conditions
- 1 improve vehicle, pedestrian and rail safety
- 3 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 5 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES If yes, explain: move rail traffic out of neighborhoods near schools & homes to more industrial areas.

NO

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrollton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: main concern, reroute this traffic now!

8. What other alternatives should be considered as the study moves forward:

how can we protect neighborhoods and schools in case of a rail traffic.  
Can hazardous waste be sent another route?

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? not a.com

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg](http://www.dotd.la.gov/administration/public_info/projects/norg))?

- YES  NO - not yet!

14. Are there any other meeting locations that could better engage the public? no

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

\_\_\_\_\_  
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\_\_\_\_\_

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Charles R. LeBlanc Jr. <i>United Parcel Service, Inc</i>	5700 Morrison Rd.	New Orleans, LA 70126

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Phone Call

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: \_\_\_\_\_

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 – Highest | 6 – Lowest)

- \_\_\_ reduce vehicle congestion at street crossings
- \_\_\_ improve emergency evacuation conditions
- \_\_\_ improve vehicle, pedestrian and rail safety
- \_\_\_ improve overall environmental quality
- \_\_\_ improve traffic reliability at the Almonaster Bridge
- \_\_\_ correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: \_\_\_\_\_  
 NO \_\_\_\_\_

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_  
\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? NOLA.COM

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

UPS, located at 4500 Firestone, Metairie, LA would need to maintain access to Airline Hwy (north) and Jefferson Hwy (south). Any closure of the Central Ave crossing without giving us access to Clearview Pkwy would substantially hurt our ability to serve our customers. The location employs over 200 employees and has approximately 80 delivery vehicles and 30 Tractor Trailers that use the facility daily.

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Lisa Katz	303 Bella Dr.	Metairie, LA 70005

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Neighborhood association email

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: need to improve traffic flow at major intersections

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important

Please explain: The train runs right past my house

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 1 reduce vehicle congestion at street crossings
- 3 improve emergency evacuation conditions
- 2 improve vehicle, pedestrian and rail safety
- 4 improve overall environmental quality
- 6 improve traffic reliability at the Almonaster Bridge
- 5 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES If yes, explain: \_\_\_\_\_  
 NO \_\_\_\_\_

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. What other alternatives should be considered as the study moves forward:

\_\_\_\_\_

9. How often do you come in contact with the NORG?

- Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?

- Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? TV + newspaper

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?

- YES  NO

14. Are there any other meeting locations that could better engage the public? \_\_\_\_\_

15. Do you have any other comments or concerns not addressed at today's scoping meeting?

re-routing the Back Belt would provide an opportunity to eliminate train traffic through a highly residential area.

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
GEORGE VRBASKOVICH JR	3027 - 38TH ST,	METAIRIE, LA 70001

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? T.P. paper 2-8-12

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important TO MEAN IF THEY REMOVE  
 Please explain: "BACK BELT" TRACKS IN METAIRIE. (I APPROVE PLAN)

4. How important to you are improvements to the NORG?  
 Very Important  Important  Somewhat Important  Not Important  
 Please explain: TRACKS TO BATON ROUGE FROM N.O. START WILL BE

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- reduce vehicle congestion at street crossings NOTING DONE SO FAR - MINOR THINGS
- improve emergency evacuation conditions MAJOR MAKES APPOINTMENT
- improve vehicle, pedestrian and rail safety? THE TRACKS UNDER N.O. PUBLIC BELT WILL USE ORIGINAL TRACK STRUCTURE,
- improve overall environmental quality?
- improve traffic reliability at the Almonaster Bridge THAT N.O. PROBLEM.
- correct physical and operational deficiencies to improve traffic flow PUBLIC BELT WILL STILL RUN TRACK RENTAL

6. Are there any additional needs (goals) that should be considered for the NORG Program?  
 YES If yes, explain: "REMOVE" "BACK BELT TRACKS"  
 NO REMOVE

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrollton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: I ATTENDED THAT MEETING WHAT HAPPENED AFTER

\* I MADE RECORDING TO YOUR MRS NICKELSON ON MY OPINION

8. What other alternatives should be considered as the study moves forward:

9. How often do you come in contact with the NORG?

- Daily
- Weekly
- Infrequently
- Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)

- Employment by railroads, shipper or suppliers
- Vehicular or pedestrian travelers crossing the NORG
- Residence or employment is located along the NORG
- Other, please explain: NEVER HEARD N.O. RGS

11. What medium do you use to get most of your news information?

- Television
- Newspaper
- Radio
- Internet
- Other (specify) BOOKS

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)?

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?  
 YES  NO I HAVE NO CELL OR COMPUTERS OR OTHER MEANS.

14. Are there any other meeting locations that could better engage the public? NOT METAIRIE  
USE N.O. OR PARISHES UP TO BAYOU ROUGE

15. Do you have any other comments or concerns not addressed at today's scoping meeting?  
I GAVE IT TO RECORDER  
20 PEOPLE ATTENDED + NOT ENOUGH TO  
GIVE OPINIONS NOT REK APP SMALL IN T.P.  
SAME DATE MEETING.

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  (AS ATTENDED THIS signed in during the meeting.)  
TO ATTEND NEXT MEETING.

Please fold on the dotted line, tape, stamp, and return to:

(Fold)------(Fold)------(Fold)

**George Vrbaskovich, Jr.**  
**3027 38<sup>th</sup> Street**  
**Metairie, Louisiana 70001**

NEW ORLEANS LA 700  
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**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
VERNON L. SCHENCK	120 HOLMA BLVD., APT. 20 <del>NEW ORLEANS, LA</del>	METAIRIE, LA 70001-4766

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? TIMES - PICAYUNE NEWSPAPER ITEM MORNING OF MEETING THAT SAME EVENING

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?  
 Very Important  Important  Somewhat Important  Not Important

Please explain: VERY IMPORTANT WOULD BE FLOOD PROTECTION AND COASTAL RESTORATION, WITHOUT WHICH ALL OTHER CONCERNS ARE SIMPLY MARKING TIME UNTIL PERMANENT EVACUATION OF AREA IS REQUIRED. WITH THAT PROVISIO, TRANSPORTATION IMPROVEMENTS ARE ALWAYS DESIRABLE. NOT IMPORTANT

4. How important to you are improvements to the NORG? WOULD BE YET MORE NEW RESTAURANTS AND OTHER ENTERTAINMENT VENUES.  
 Very Important  Important  Somewhat Important  Not Important

Please explain: AS MY TRAVEL PATTERNS HAVE CHANGED IN THE LAST YEAR, I NO LONGER CONFLICT WITH RAIL TRAFFIC. (USED TO HAVE TO NEGOTIATE CENTRAL AVENUE CROSSING.) HOWEVER, I HAVE ALWAYS ENJOYED CONTACT WITH RAIL TRANSPORTATION AND WOULD ALWAYS WANT THE INDUSTRY TO HAVE THE BEST RELATIONS WITH THE PUBLIC.

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 6 reduce vehicle congestion at street crossings
- 5 improve emergency evacuation conditions
- 2 improve vehicle, pedestrian and rail safety
- 4 improve overall environmental quality
- 3 improve traffic reliability at the Almonaster Bridge
- 1 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional needs (goals) that should be considered for the NORG Program?

YES If yes, explain: CENTRAL AVENUE CROSSING MUST BE KEPT (WITH UPGRADED PROTECTIONS WHERE NECESSARY). MANY RESIDENTS SOUTH OF CROSSING ALONG CENTRAL AVE. CORRIDOR WORK

NO NORTH OF CROSSING TOWARD AIRLINE AND VETERANS AND CLOSURE WOULD FORCE UNACCEPTABLE

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree  
ONLY IF CARROLTON CURVE PLAN ELIMINATED FROM CONSIDERATION.
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree  
BEST SOLUTION IF RAILROADS AGREE. (MINIMAL IMPACT TO RESIDENTIAL AREAS)

Other suggestions, please explain: IF CARROLTON CURVE (MIDDLE BELT) PLAN ELIMINATED, BACK BELT IMPROVEMENTS MUST INCLUDE COMPLETE DOUBLE-TRACKING OF ENTIRE BELT, POSSIBLY WITH GRADE SEPARATIONS AT METAIRIE ROAD AND LABARRE ROAD CROSSINGS. OTHER CROSSINGS COULD BE KEPT ONLY IF GIVEN UPGRADED, HIGH-VOLUME CROSSING PROTECTIONS. IF MIDDLE BELT APPROVED, BACK BELT SHOULD BE KEPT AS IS AS LONG AS POSSIBLE AS BACK UP IN CASE OF ACCIDENT/INCIDENT AT THE NEW CURVE,

8. What other alternatives should be considered as the study moves forward:  
CANNOT THINK OF ANY THAT WOULD KEEP NEW ORLEANS AS A RAIL GATEWAY.

9. How often do you come in contact with the NORG?  
 Daily  Weekly  Infrequently  Not at All (USED TO BE DAILY AT CENTRAL AVE., BUT NOW LIVE NORTH OF AIRLINE DR.)

10. If you come in contact with the NORG, is it for: (Check all that apply)  
 Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?  
 Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? CLEAR-CHANNEL RADIO (WVNB) AM/FM

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?  
 YES  NO BUT I WILL!

14. Are there any other meeting locations that could better engage the public? WITH MY CAR UNDER REPAIR, I WAS STILL ABLE TO WALK TO THIS MEETING IN LESS THAN 30 MINUTES.

15. Do you have any other comments or concerns not addressed at today's scoping meeting?  
MASS TRANSIT OR LIGHT RAIL CORRIDOR SHOULD BE PROVIDED FOR IN ANY MIDDLE BELT PLAN FOR FUTURE USE BY AIRPORT-DOWNTOWN ~~SYSTEM~~ SYSTEM, OR FAR FUTURE DOWNTOWN NORTHSORE SYSTEM. (AIRPORT SYSTEM WILL HAVE TO WAIT UNTIL AIRPORT MAKES UP ITS MIND WHERE IT WANTS ITS PASSENGER TERMINAL!)

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.  
THANK YOU!

Please fold on the dotted line, tape, stamp, and return to:

(Fold)------(Fold)------(Fold)

120 HOWARD BLVD, Apt. 20  
METAIRIE, LA  
70001-4766

NEW ORLEANS RAIL GATEWAY PROGRAM  
c/o THE HAWTHORNE AGENCY, INC.  
818 HOWARD AVENUE  
SUITE 300  
NEW ORLEANS LOUISIANA 70113



**NEW ORLEANS RAIL GATEWAY  
JEFFERSON AND ORLEANS PARISHES, LOUISIANA  
SCOPING MEETING COMMENT FORM**

Please Print Clearly

Name	Street or P.O. Box	City, State, Zip
Ruth E. KENNEDY	8826 Forshey ST	N. O. LA 70118

The purpose of today's scoping meeting is to present the environmental and location study process and to solicit your input concerning important social and environmental issues. Please answer the following questions.

1. How did you hear about the New Orleans Rail Gateway (NORG) Program? Neighborhood meeting & word of mouth

2. After hearing the presentation, do you better understand the need for the NORG Program?  YES  NO

3. How important to the Region are improvements to the NORG Program?

Very Important  Important  Somewhat Important  Not Important

Please explain: Upgrade/improvements are always necessary for safe & efficient operations but (are) totally subject to the 'middle curve'

4. How important to you are improvements to the NORG?

Very Important  Important  Somewhat Important  Not Important

Please explain: Same as #3

5. Rank the importance of the six identified needs (goals) for the NORG Program: (1 - Highest | 6 - Lowest)

- 5 reduce vehicle congestion at street crossings
- 1 improve emergency evacuation conditions
- 3 improve vehicle, pedestrian and rail safety
- 6 improve overall environmental quality
- 4 improve traffic reliability at the Almonaster Bridge
- 2 correct physical and operational deficiencies to improve traffic flow

6. Are there any additional <sup>concerns</sup> needs (goals) that should be considered for the NORG Program?

YES  NO If yes, explain: The horrendous inconvenience & traffic detours while constructing the middle belt curve.

7. A 2007 feasibility study evaluated possible improvements to the Back Belt (Metairie/New Orleans), Front Belt (Mississippi River/Port of New Orleans), and the Middle Belt (Earhart Expressway/I-10) to improve traffic flow by separating rail, vehicle and pedestrian traffic (refer to handouts for location of each Belt). Do you agree/disagree with the following study findings or have any suggestions for consideration?

- Grade-separating and/or closing streets to eliminate rail crossings combined with the adjacent development along the Front Belt make improvements unfeasible  Agree  Disagree
- Grade-separating and/or closing streets to eliminate rail crossings along the Back Belt should be further evaluated  Agree  Disagree
- Completing the "Carrolton Curve" and rerouting rail traffic to the Earhart Expressway/I-10 corridor should be further evaluated  Agree  Disagree

Other suggestions, please explain: I called to inquire about Earhart Ex 1-10 corridor because I don't remember seeing any map at the LU meeting which really showed how you get down under the Carrolton overpass and connect with the Earhart Expressway.

8. What other alternatives should be considered as the study moves forward:  
Keeping the train routes on the Back + Front Belts + not  
Disrupting mid city properties

9. How often do you come in contact with the NORG?  
 Daily  Weekly  Infrequently  Not at All

10. If you come in contact with the NORG, is it for: (Check all that apply)  
 Employment by railroads, shipper or suppliers  
 Vehicular or pedestrian travelers crossing the NORG  
 Residence or employment is located along the NORG  
 Other, please explain: \_\_\_\_\_

11. What medium do you use to get most of your news information?  
 Television  Newspaper  Radio  Internet  Other (specify) \_\_\_\_\_

(Fold)------(Fold)------(Fold)

12. What is your most trusted media source (television station, newspaper, etc...)? TV + Newspaper

13. Have you visited the New Orleans Rail Gateway Project website ([www.dotd.la.gov/administration/public\\_info/projects/norg/](http://www.dotd.la.gov/administration/public_info/projects/norg/))?  
 YES  NO

14. Are there any other meeting locations that could better engage the public?  
Hollygrove Neighbors Assn,  
Hollygrove Neighbors, Palm Aire Assn, Bertown neighborhood, North West  
Carrollton Assn

15. Do you have any other comments or concerns not addressed at today's scoping meeting?  
The problem with this kind of meeting is the proposed project  
is already in the works and the raised objections and  
suggestions and concerns do not change or correct  
anything.

16. Would you like your name to be placed on the NORG mailing list?  YES  NO  I signed in during the meeting.

Please fold on the dotted line, tape, stamp, and return to:

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\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

NEW ORLEANS RAIL GATEWAY PROGRAM  
c/o THE HAWTHORNE AGENCY, INC.  
818 HOWARD AVENUE  
SUITE 300  
NEW ORLEANS LOUISIANA 70113



New Orleans Rail Gateway  
c/o The Hawthorne Agency, Inc.  
818 Howard Avenue, Suite 300  
New Orleans, LA 70113

February 17, 2012

State Project No. H.005168  
Federal Aid Project No. DE-9208(500)  
New Orleans Rail Gateway Program

Dear Sirs:

Friends of Lafitte Corridor (FOLC) wishes to express our support for inclusion of the conversion of the Saint Louis Street spur of the Back Belt into a “rail with trail” shared-use facility within the New Orleans Rail Gateway Program. The Saint Louis Street spur represents a critical segment of the Lafitte Greenway, which the City of New Orleans is developing as a three-mile long bike/pedestrian trail and park stretching from Basin St., at the rear of the French Quarter, to Canal Boulevard in Lakeview. The Saint Louis Street spur, spanning from Canal Boulevard to North Alexander Street, will link the greenway to Delgado Community College, a key cluster of businesses in the Mid City neighborhood, and to the greenway trailhead at Canal Boulevard.

The Lafitte Greenway planning and design team has developed a number of viable alternative schemes for safely accommodating limited rail, vehicular, and bike/pedestrian usage of the Saint Louis Street right-of-way between N. Carrollton Avenue and Canal Boulevard. The conversion of the spur into a shared use trail will offer significant benefits to the community, in terms of active transportation, quality of life and neighborhood revitalization. Development of the Lafitte Greenway is supported by citywide entities including: Regional Planning Commission, Mayor of City of New Orleans, New Orleans City Council, City Planning Commission, and a broad alliance of community organizations and local businesses.

The Saint Louis Street spur of the Back Belt has impacted the residential neighborhoods and people of Mid City, Lakeview and Parkview for many generations. **The Rail Gateway Program presents an opportunity for Norfolk Southern to engage with the City of New Orleans, the Regional Planning Commission, and community stakeholders on facilitating the development of this “rail with trail” greenway within the framework of a broader network of rail and urban infrastructure planning.**

Consideration should also be given, from the standpoint of impact mitigation, for funding the removal of all abandoned rail infrastructure along the entire length of the former Norfolk Southern line on the Saint Louis Street/ Lafitte Street corridor.

P.O. Box 791727 • New Orleans, Louisiana 70179-1727 • [www.folc-nola.org](http://www.folc-nola.org)

*Friends of Lafitte Corridor seeks to preserve the open space of the Lafitte Corridor from the French Quarter to Canal Boulevard by advocating and facilitating the creation of a greenway with bicycling and pedestrian paths linking neighborhoods, cultural features, historic sites, retail areas and public spaces.*

*Friends of Lafitte Corridor is a 501 (c) (3) nonprofit organization*



Respectfully yours,

Bart Everson  
*President, Friends of Lafitte Corridor*

Ryan Bordenave, *Vice-President*  
Linda Landesberg, *Treasurer*  
Edgar Chase  
Vance Levesque  
Matt Rufo  
Jeff Schwartz  
Maggie Tishman

Jessica Knox, *Chair*  
Martha Landrum, *Secretary*  
Alli deJong  
Erica Normand  
Daniel Samuels  
Leonetta Terrell  
Mark Venczel

cc: Councilmember Susan Guidry, Deputy Mayor Cedric Grant, Yoiana Rodriguez, Bill Gilchrist, Kurt Culbertson

P.O. Box 791727 • New Orleans, Louisiana 70179-1727 • [www.folc-nola.org](http://www.folc-nola.org)

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# Transport for NOLA

NORG

c/o The Hawthorne Agency, Inc.  
818 Howard Avenue, Suite 300  
New Orleans, LA 70113

RE: State Project No. H.005168  
Federal Aid Project No. DE-9208(500)  
New Orleans Rail Gateway Program EIS  
Jefferson and Orleans Parishes

Via Mail

To the New Orleans Rail Gateway Team:

Transport for NOLA is a non-profit working to create a world-class transportation system in New Orleans, and we hereby submit our preliminary input to the New Orleans Rail Gateway project. In its own right, New Orleans' freight railway network is a critical transportation and economic development system, and its impacts on the Greater New Orleans metropolitan area cannot be overstated. Transport for NOLA fully supports investment in the region's rail infrastructure, and as the Regional Planning Commission and the Louisiana Department of Transportation Development study the New Orleans Rail Gateway project, we encourage the public entities sponsoring this study to think holistically about how freight rail can increase the competitiveness, prosperity, and livability of the Greater New Orleans region.

As a part of the New Orleans Rail Gateway study, Transport for NOLA encourages the Regional Planning Commission and the Louisiana Department of Transportation Development to evaluate the following recommendations as part of the project scope and where applicable, as mitigation measures.

**A. Middle Belt**

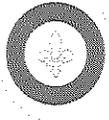
Transport for NOLA supports the concept of a 'Middle Belt' rail corridor that would route all Old Metairie rail traffic through the Toni Morrison Interchange.

1. The 'Middle Belt' should minimize automobile interaction with freight rail, particularly in Old Metairie.
2. The 'Middle Belt' proposal should help consolidate and improving freight rail operations in New Orleans along the existing 'Back Belt' rail corridor.

**B. Eliminate Underpasses and Build Above-Grade Viaducts**

The New Orleans Rail Gateway should study eliminating underpasses and at-grade rail crossings.

1. The Toni Morrison Interchange should be rebuilt to eliminate underpasses to improve emergency evacuation conditions and vehicle and pedestrian safety.
2. Eliminate the underpass at Carrollton Avenue. As it exists today, the underpass restricts the ability to connect the St. Charles and Canal Streetcar lines along Carrollton Avenue. A streetcar connection at Carrollton Avenue would greatly enhance New Orleans public transit network.



# Transport for NOLA

3. Build viaducts throughout the city that permit automobile, transit, cyclists, and pedestrians to traverse freight rail lines at the surface, rather than through underpasses. The I-10 underpass should be eliminated.
- C. Create Multimodal Rights-of-Way**
- The New Orleans Rail Gateway should study the feasibility of sharing rail rights-of-way with active transportation users.
1. Rails to trails programs should be considered for any rail rights-of-way that will be decommissioned.
  2. Rails with trails programs that facilitate the use of rail rights-of-way by pedestrians and cyclists should be considered for all improvements as a part of the NORG Program. For example, rails with trails could be built along Airline Highway and along the back belt along I-610 and Florida Avenue.
  3. With regards to the Lafitte Greenway:
    - a. Rails with trails should be permitted for the portion of the Lafitte Greenway that extends between City Park Avenue and Canal Boulevard.
    - b. A connection utilizing the Norfolk Southern operated rail right-of-way between the Canal Blvd and City Park shall be authorized to connect the Lafitte Greenway with City Park.
    - c. Long term greenway connections through City Park and along the Press Street rail right-of-way shall be considered to facilitate a greenway network that connects to the riverfront park.
    - d. Funding for the removal of all abandoned rail infrastructure along the entire length of the Lafitte Corridor shall be considered.
- D. Streetcars, Light Rail, Regional Rail, and High Speed Rail**
- Ensure that any decisions made about the New Orleans Rail Gateway enhance or do not negatively impact future passenger rail projects.
1. Authorize streetcar crossings over rail rights-of-way, specifically at Press Street and St. Claude Avenue.
  2. Explore transit alongside rail rights-of-way. Study potential alignments for future rail projects including, but not limited to: 1) light rail between the airport and the CBD, 2) a regional rail connection between New Orleans and Baton Rouge, and 3) high speed rail connections through New Orleans.
- E. Decommission or Deprioritize Certain Rail Corridors**
1. Consider decommissioning or deprioritizing the Press Street rail right-of-way. Build a new switching and intermodal yard for Norfolk Southern in the New Orleans Regional Business Park in New Orleans East.
  2. Funding for the removal of all rail infrastructure, introducing transit, pedestrian, and cycling infrastructure, and reconnecting the street grid along decommissioned rail corridors shall be provided.

Thank you for the opportunity to submit our views on the New Orleans Rail Gateway project.

Sincerely,

Rachel Heiligman



Executive Director

# Transport for NOLA

President Charlie Bosworth and Vice-President Kenneth LeViege went to the public hearing on plans to re-route freight trains down Airline Drive and Pontchartrain Expressway Tuesday evening at Xavier.

Although we have reached no conclusions at this point as to our support or objection to the project a number of serious issues and questions arose.

The plan under consideration to re-route about 20 freight trains a day from the so-called "back belt", which goes through Metairie and connects up with the rail line that is currently in service through City Park and on into New Orleans East and then to eastern parts of the United States. It is a major rail connection in our national rail system.

The railroad industry would like to re-route the trains all the way down Airline, where it would make a very sharp turn at the "Carrollton Curve" under the interstate, and then join the Amtrak line that runs parallel to Pontchartrain Expressway on the mid-city side. This means the re-routed trains would pass near two sides of Hollygrove-Dixon.

Engineers explain the railroads like this route, because although longer than the current route through Metairie allows more efficient parking of trains. They also say it makes it possible to eliminate the underpass over I-10 at the cemeteries.

We have several concerns we want addressed and questions answered.

- 1) What will be the noise impact of a large number of freight trains passing through Hollygrove and Hollygrove-Dixon? If noise is an issue, how will it be addressed? Sound walls? Are there alternatives to unsightly, environmentally destructive sound walls?
- 2) What provisions will be made to better enable pedestrian traffic across Airline? Current plans call for a cross walk at the light at Palm-Air and then safe passage over the tracks. What about Hollygrove-Dixon? Airline at Eagle has significant pedestrian needs, especially if Costco builds in the Carrollton Shopping Center. Councilwoman Guidry's office has been pushing this matter very hard.
- 3) What safety issues arise from freight trains, many of which will undoubtedly carry hazardous materials coming through dense residential areas? The Carrollton Curve is very sharp. What dangers, if any, does that pose, and how will they be addressed?
- 4) Re-routing down Airline will require rebuilding the Palmetto overpass to provide adequate clearance for trains. What sort of alternatives are being considered, and what impact will this have on Hollygrove, Hollygrove-Dixon, and Palm-Air? Are there any plans to remove the overpass?
- 5) The re-routing will be very popular in Metairie, which has suffered for decades from the rail traffic through Old Metairie, across Metairie Road, and through dense neighborhoods. What are the demographics of the Metairie neighborhoods relieved of train traffic and Hollygrove and Mid-City, which will pick up the traffic, including ethnic and economic factors, plus issues like numbers of households with and without cars?

As said above, we are not opposed at this time to the project. It may be perfectly reasonable and defensible, but we would like answers to these questions and other that most certainly will arise.

We understand we are in the very early period of planning, as the study will go three years, plus five or more years to complete the project. However, we want to make sure our questions are part of the study from the beginning.

Charles Bosworth-President

Hollygrove-Dixon Neighborhood Association

February 9, 2012

New Orleans Rail Gateway  
c/o The Hawthorne Agency, Inc.  
818 Howard Avenue, Suite 300  
New Orleans, LA 70113

To whom it may concern:

I am writing in regard to potential changes to rail transportation routes in metro New Orleans. I was unable to attend the recent forum, and ask that these comments be made part of the record and considered in the evaluation of the proposed changes.

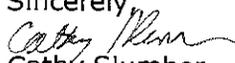
It appears that most of the changes have to do with re-routing rail traffic from Metairie to a corridor along Earhart Expressway south of Airline Highway. While it is nice that the industry is attempting to help residents of Metairie, I think they need to give some attention to probable impacts to residents near the Earhart corridor.

We already are "blessed" to live near a large railroad yard, with its 24/7 gifts of very loud train signals, crashing of boxcars as they are removed/ added to trains, and blocked access to and from our neighborhood at the Little Farms crossing. Rerouting all NOLA bound rail traffic through this area will compound the existing noise pollution problems and lower our property values significantly.

It appears that this "study" is just a mechanism to approve an already anointed project. Could it be because the residents along the proposed corridor are not as wealthy and well-connected as those in Old Metairie? Where is the environmental justice in that?

Since it's apparently a done deal, how about limiting the hours during which trains can be broken up with the attendant crashing noises to 6 am-11 pm? And is it really necessary to blast a train horn 5-10 times consecutively at a crossing with a traffic control barrier and flashing lights - especially at 4a.m.?

Sincerely,

  
Cathy Slumber

cc: Paul Johnston, Councilman