

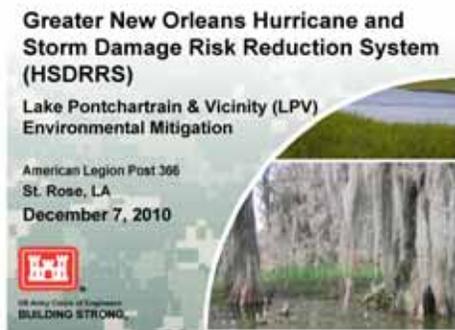


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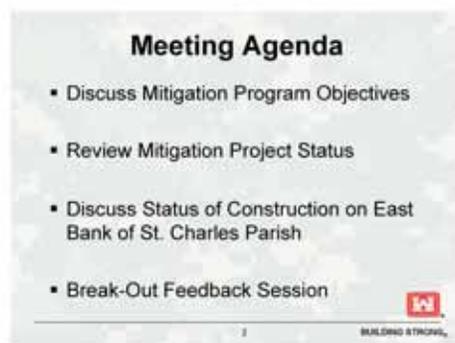
Public Meeting Summary

**Greater New Orleans Hurricane and Storm Damage Risk Reduction System (HSDRRS) Lake Pontchartrain & Vicinity (LPV) Environmental Mitigation St. Rose
December 7, 2010**

Location	American Legion Post 366 12188 River Rd, St. Rose, LA 70047
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a break out / feedback session
Attendees	Approx. 15
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • Presentation • Approval Process Brochure • June 2010 HSDRRS Status Map
Facilitator	Rene Poche



Rene Poche: Good evening and thank you for coming out this evening. I'm Rene Poche and I'm with the public affairs office with the New Orleans District Corps of Engineers.



So, why are we here tonight? We want to look at some of the mitigation program objectives. We are going to talk about the project status of the mitigation program and then we will talk about the construction going on with the hurricane storm damage risk reduction system on the East Bank of St. Charles Parish. Then we will have a feedback session.



We lead each meeting with this slide to talk about the risk and it being a shared responsibility. We call it the Hurricane Damage Risk Reduction System, risk reduction being the key there as we will never eliminate risk. As you see here, we start off with the risk and then we have opportunities to reduce that risk through building codes and structural and non-structural-type features, but living

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here in Southeast Louisiana carries a risk. The big thing to take away from this information is to listen to your local officials. I do need to mention that we have here tonight Parish President V.J. St. Pierre here tonight. Listen to the elected officials and when they tell you to evacuate, you need to listen and go ahead and evacuate.

National Environmental Policy Act (NEPA)

- Alternatives for all major federal actions must be analyzed
- Impacts to the human and natural environment are quantified
- Impacts are discussed in environmental documents
- Public Involvement is KEY. We want to hear from you!



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Primary reason for these meetings is the National Environmental Policy Act or NEPA. Under that we look at the impacts the projects have on the environment, not only the wildlife, but the people that are living in that area. We look at that and they are discussed in various environmental documents. The big thing though is your participation in this as your involvement is very important as we need your input for this to be effective. Towards the end you will see a variety of ways you can communicate with us.

Individual Environmental Report: Project Areas



We have under NEPA alternative arrangements, the project areas have been divided into 17 distinct project areas. Again, we are going to look at the natural and human environment in these project areas and assess them in IERs. Each IER describes and analyzes groups of projects that are similar in complexity and location. By grouping the portions of the system into smaller project areas, we can complete the NEPA compliance quicker than under the traditional environmental process, which

in some cases takes five plus years. These alternative arrangements allow the Corps to go to construction on several projects simultaneously as soon as the project is complete. You've seen that in the metro New Orleans area in the rate and speed we are doing these projects with. You see what's happening in St. Charles Parish as well, as things are moving quickly. At this time, I will turn it over to Elizabeth Behrens as she will talk to you about the mitigation program.

Environmental Mitigation

- Avoid impacts to natural resources
- Minimize impacts to the greatest extent possible
- Compensate for unavoidable impacts
- Mitigation plans will be discussed in environmental documents
- Mitigation is fully funded



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Elizabeth Behrens: There are several federal laws that require the Corps to avoid and minimize their environmental impacts to the maximum extent practicable before moving to compensate for these impacts. While designing the HSDRRS system, the Corps made a concerted effort to avoid the environment. Now that the engineering and design for the system is complete, we are moving forward with planning these mitigation projects to compensate for the unavoidable impacts. Mitigation is an important part of construction

of the system and we will replace the loss function and values of the impacted habitat types by either replacing that habitat type somewhere else, enhancing similar habitat of low quality or preserving existing similar habitat elsewhere. As mentioned earlier, all the impacts from constructing the Hurricane Storm Damage Risk Reduction System are documented in IERs. You

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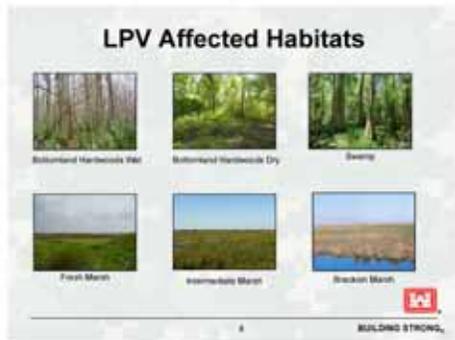
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will be seeing come out additional IERs that will come out and show how we plan to mitigate these unavoidable impacts. Funds to implement these mitigation plans have been set aside from the budget of the parent project that incurred the impact so we are fully funded at this point for the mitigation effort.



The levees around New Orleans are broken into two project areas. The levees on the east side of the river are lumped into the Lake Pontchartrain & Vicinity Projects and the projects on the West Bank of the river lumped into the West Bank & Vicinity Projects. To keep our mitigation projects close to the impacted areas and to be consistent with our regulatory process, the alternatives that we analyzed either fell into the Lake Pontchartrain & Vicinity watershed or the West Bank & Vicinity watershed depending on where the impacts were. We

note that the West Bank & Vicinity watershed looks a good bit smaller than the Lake Pontchartrain & Vicinity watershed only because we only had impacts to fresh marsh on the West Bank so we truncated this basin based on this fresh intermediate interface. Please note too that mitigation will be done in-kind by habitat types. So if we impacted swamp we will mitigate for that with a swamp mitigation project.



So what are the habitat types that we impacted from the HSDRRS work LPV. They were bottomland hardwoods consisting of hardwood forest generally found in low-land flood plains adjacent to large river or lakes, swamps consisting of flooded tupelo gum, swamp stands and fresh marsh found in areas of little to no salinity with little to no tidal influence, intermediate marsh found between brackish and fresh marsh systems that have irregular tidal influences, and brackish marsh that exist where fresh water and salt water mix near the estuaries of coastal rivers and lakes.

Habitat Type	Quantity (acres)	Quality (AAHUs*)
Bottomland Hardwood Wet	202	126
Bottomland Hardwood Dry	54	19
Swamp	114	71
Fresh Marsh	48	25
Intermediate Marsh	232	108
Brackish Marsh	506	303
Total	1,246	662

*AAHU (Average Annual Habitat Unit) is a numerical value representing the quality of a habitat.

These are the impacts that we've had to date from the HSDRRS system for LPV. The last time we meet with you we were trying to get any ideas you have on alternatives to mitigate for these impacts. We got a lot of good suggestions from you, our non-federal sponsors, the state and federal agencies and non-governmental organizations. We then took these ideas and ran them through some screening criteria so we could reduce those numbers to a more manageable level.

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LPV Initial Screening Criteria

- Compliance with laws, regulations and policies
- Avoid Hazardous Toxic and Radioactive Waste
- Within LPV Mitigation Basin (Lake Pontchartrain)
- Must address 100% of mitigation need in kind by habitat type
- Technically viable (e.g. correct salinity)

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These are some of our initial screening criteria as I've highlighted a few of them. The next to last one, if we had a potential project suggested, it had to address 100% of mitigation needs so if we needed 10 acres to mitigate fully for a swamp impact, then any suggested project had to be at least 10 acres. The last bullet is about being technically viable. If someone suggested a swamp project and it was in an area where the salinities were not right, those types of projects fell out because it would not have been a sustainable project in that case.

LPV Initial Screening Criteria

- No conflicts with other projects constructed or planned for construction
- Not dependent upon another project
- Can be adjusted to meet mitigation requirement only
- Addresses multiple mitigation requirements in one project area

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Continuing with the screening criteria, the second to last one notes that any project had to be scalable. If we only needed 50 acres to mitigate fully for a swamp impact and someone suggested a project that was 100 acres, it had to be scaled down to 50 acres. Another example is for any large to medium diversion project. Typically they aren't able to be scaled efficiently to meet our mitigation requirements, so those types of things fell out as well. The last bullet here; in an effort to address large mitigation projects, we developed various criteria to group several of our mitigation requirements into large tracts of manageable land in lieu of having several small projects scattered throughout the watershed.



What we ran through the initial screening was nearly 400 different features. The features that we included were mitigation banks, LCA projects, CWPPRA projects and projects suggested by the public, non-federal sponsors, NGOs, or state or federal agencies.



What we ended up with is 14 different project areas. Mitigation banks are not included but they will be considered as we move along in our alternative evaluation process. All of these projects currently meet or exceed our mitigation requirements so we are currently working on resizing these projects to meet our need and further refining them.

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Mitigation Tentative Timeline

Initiated Study	May 2010	(Completed)
5 Scoping Meetings	May 2010	(Completed)
Initial Screening of Measures	Jul 2010	(Completed)
Project Status Public Meetings	Dec 2010	(Completed)
Refine Measures	Apr 2011	
Assemble Alternative Plans	Jun 2011	
Identify Proposed Action	Aug 2011	
Release Individual Environmental Reports	Jan 2012	
Division Approval of Mitigation Plan	Jan 2012	
Final Design Mitigation Projects	Jun 2012	
Start Real Estate Acquisition	Jun 2012	
Issue Construction Contract	Jun 2013	
Transfer Project to Non-Federal Sponsor	Post Construction	

The timeline for our mitigation efforts and to be consistent with all our IERs, we will be having periodic public meetings to update you on the status of the IER. Our next one will be on the 9th in Westwego and we are currently working on refining the measures and resizing them to what we need. Our anticipated date for public review for IERs when they get completed will be about this time next year. Our engineering and design will be done around June 2012. Our goal is to have all construction contracts awarded for the mitigation efforts by June 2013. That's all I have so next up is Brad who will give you an update on LPV in St. Charles.



Brad Drouant: I'm Brad Drouant and I'm a project manager in St. Charles Parish for the Corps of Engineers and what I will do tonight is give you a quick overview of the progress we've made in St. Charles Parish.



St. Charles Parish has about 10 miles of levees, four floodwalls, four drainage structures and a railroad swing gate located near the airport. Right now we have about 4.5 miles of the levees in St. Charles Parish raised to the 100-year elevation and we are making great progress with the remainder. I know what is important to a lot of people is getting grass on the levees afterwards and right now, we have a significant portion of the completed levee with Bermuda and where it did not grow in before winter, we've gone ahead and placed ryegrass out there so we will have ryegrass on the levees over the winter and in the spring we will come back and plant bermuda and get that to grow in.



This is showing you the way we break up the levees in St. Charles Parish. There are four reaches and the big take away from this slide, is that 2A, 2B and 1A. What we did is in locations where we didn't have sufficient soil strengths to construct the levee to the 100-year elevation, we employed a degrade technique where we went in and



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we brought the levee down and placed a high-tech, geotechnical-style fabric underneath it and then raised the levee back up. Basically what that allows us to do is that we remain within the right-of-way and the local sponsor doesn't have to purchase any new land. It keeps our mitigation requirement low because we have smaller impacts and it reduces the amount of material we need to pull in from the Bonnet Carre Spillway to place and that reduces the amount of traffic on Airline Highway. It also reduces the overall cost of the project.

Animation available at <www.nolaenvironmental.gov>



This is reach 2b. It has been completely degraded and the geotechnical-style fabric has been placed and it's been raised to the 100-year elevation to 16.5 feet, which includes two feet of overbuild. This is just showing you where the existing levee is now. This levee started out at 13.5 feet. Outside of hurricane season, they removed some of the material and placed it on the flood side; that is actually temporary flood protection to maintain a certain amount of flood protection through non-hurricane

season to prevent any flooding due to winter storms or high tides. The levee was then degraded the rest of the way and a high-strength fabric was placed and after the fabric was placed, we used the material that was already on site to begin raising the levee back to the previous elevation of 13.5. That elevation of 13.5 that was out there before we began work was achieved prior to hurricane season this year. After June 1st, we continued to raise the levee from 13.5 feet up to 16.5 feet and that includes raising the berms and also adding additional materials to the levee itself. At the end we built an access road to allow our local sponsor to operate and maintain that levee. This is a cross-section showing how we moved material to the flood side to act as temporary flood protection; again this happened outside hurricane season. The remainder of the materials from the existing levee was stockpiled on the protected side and the geotechnical fabric was placed. Again, the material on site was used to begin building the levee back up to elevation and then after it was above +6, they could start using the material that was on the flood side that was acting as temporary flood protection to bring the levee back to 13.5 feet. That occurred prior to hurricane season beginning this year and then we began raising the levee further, including raising the berms and the levee elevation itself.



This is just a quick rundown of the status of the different levee reaches out there. As you can see, Reach 2B is almost completely done and we are making significant progress on all of the other levee reaches in St. Charles Parish. There is also one contract that is not listed here that is already complete that raised two miles of levee to the 100-year elevation.

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This is just a quick rundown of the floodwalls in St. Charles Parish. We have four floodwalls and the railroad swing gate at the end. We actually just added one back in at Shell Pipeline Floodwall. We originally intended to construct a levee there. There is an existing floodwall at Shell Pipeline. What you see is the second one on the western side and there was an existing floodwall there and we were going to relocate a fuel line that goes out to the airport and instead of keeping that existing floodwall, we were going to build a levee in its place, but we

actually switched back to having a floodwall there. That is the last contract that will be awarded in St. Charles Parish. With a little bit of luck that will happen this week and then every contract in St. Charles will be under construction. The Bayou Trepagnier Complex Floodwall, which is on the far west, will be done in early 2011. The Goodhope Floodwall is complete and the Gulf South Pipeline Floodwall is complete.

Floodwall and Floodgate Status	
<p>Bayou Trepagnier Complex</p> <ul style="list-style-type: none"> Award Date: Dec. 23, 2009 Estimated Completion: Jan. 2011 77% Complete 	<p>I-310 Floodwall</p> <ul style="list-style-type: none"> Award Date: April 23, 2010 Estimated Completion: April 2011 50% Complete
<p>Shell Pipeline Floodwall</p> <ul style="list-style-type: none"> Anticipated Award Date: Dec. 2010 Estimated Completion: April 2011 0% Complete 	<p>Illinois Central Railroad Gate</p> <ul style="list-style-type: none"> Award Date: June 24, 2010 Estimated Completion: May 2011 3% Complete
<p>Goodhope Floodwall</p> <ul style="list-style-type: none"> Award Date: Dec. 18, 2009 Completion: Sept. 17, 2010 100% Complete 	

This is just telling you when those jobs were awarded and completion dates.



Here are some pictures of the construction going on at the floodwalls. In the top left corner you can see the Bayou Trepagnier Complex and what they are doing right now is forming up the walls to pour the concrete. Those are actually done now so the forms have been removed and the walls are out there. There are just a few sections of that floodwall to be constructed. The Goodhope Floodwall is complete. The scour protection has been built as the floodwall transitions into the levee and the area has been fertilized and seeded on either side. I-310

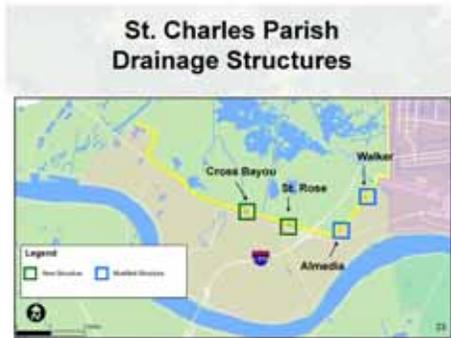
right now, you can see the temporary flood protection that has been built. These are HESCO baskets and this is the actual alignment for the future protection that is under construction right now. They have driving the sheet pile and the H-piles in that I-310 floodwall job and they are starting to pour concrete. This is an aerial picture of the existing railroad gate. Work is just getting underway out there now that hurricane season is over they will begin removing the existing wall to make modifications to construct it to the 100-year elevation.

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We have four drainage structures in St. Charles Parish. Two of those drainage structures are being completely replaced and two of those are being modified and strengthened to 100-year elevation. Cross Bayou and St. Rose are the two structures that are being completely replaced and the new structures are being built on the flood side of the existing drainage structures so that the existing protection is in place throughout the construction. The way we are building also allows drainage to occur all throughout construction so we don't impede the drainage out of St. Charles Parish. The other two structures moving further east at Almedia and Walker were actually modified to bring them to the 100-year elevation and those two jobs are actually completed and close to being turned back over to the local sponsor.

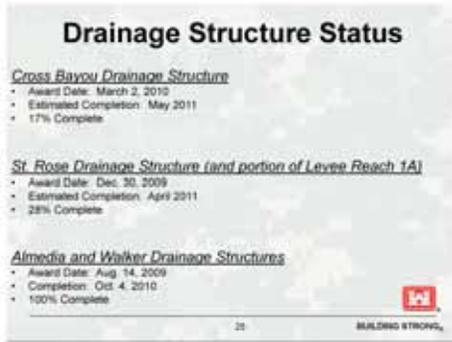


Now we have an animation to show you the construction of the two new drainage structures that cross Bayou and St. Rose. We are using Cross Bayou as the example and this is showing you the existing structure. The first step is they are building a cofferdam with a central box in the middle and sheet piling on the other side. This allows the water to pass on either side of the cofferdam in the center, which is de-watered. They are going to drive piles, build a concrete slab and then start building up in the dry hole in the middle. Once they have the main portion of the structure complete, they will remove the cofferdam and at

that point, they will allow the water to start flowing through the new structure so they can begin building the T-walls on either side that will go from the new structure and tie back into the existing levees, which you can see here. The reason we did this again, is that it allows us to keep the existing protection in place all throughout hurricane season during construction and allow tidal flow and drainage out of St. Charles Parish all throughout construction. Those are the sluice gates that the parish operates to raise and close in case of a hurricane. Here is a completed aerial view of what it will look like. Also, you will see the new Cross Bayou Pump Station being constructed by Pontchartrain Levee District that will be operated by St. Charles Parish. That is a non-federal job; the federal government is not involved in the construction of that other than we've worked with them to make sure that it meets our hurricane storm damage risk reduction criteria and the 100-year level of risk reduction.

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As you can see all these structures are expected to be completed prior to June 1, 2011.



Here are some pictures that are a little old, but I wanted to show you what it looked like while constructing. This is the Almedia Drainage Structure, which is one of the structures that we modified the existing structure to raise it to the 100-year level of protection. They basically tore out the existing walls and drove additional piles in order to use some of the existing piles from the original structure and then constructed new T-walls on either side. The Walker Drainage Structure is very similar as it was another structure that we modified and strengthened

and that is a finished produce picture. You can see the pumps in St. Charles Parish are placed back on the structure to assist with some of their drainage when lake levels are high. This is a Cross Bayou Drainage Structure and here you can see where they've driven the sheet piles to make the cofferdam in the center of the canal and you can see where the water can pass on either side right here. This picture is a few weeks old and they started pumping the water out of that center hole and dewatering the hole. This is a picture from St. Rose Drainage Structures. It's about two weeks old. You can see they have the base slab of the new structure; that's the cofferdam holding water back. They have actually poured the base slab and they are starting to build some of the wing walls for the structure and then next they will start building the walls to bring the structure up off the base slab.



Rene Poche: Some upcoming public meetings. We are going to be doing this on the West Bank in Westwego on Thursday night. We will have some meetings in Opelousas and Port Allen and then we come back around next week to talk about the work going on at Causeway Blvd. and the lake.



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Currently available for review is IER 33, the Mississippi Levee Co-located Levees, this is down in the Plaquemines Parish. That public review goes through December 25th.



We mentioned at the beginning of the meeting that your input was important to this whole process and we want to hear from you and there are a variety of ways you can do that. We ask that you sign in if you didn't so you can get on our mailing list so we can let you know when there are upcoming public meetings and other things that are happening within the New Orleans District. We have a construction impact hotline if you live in an area where we have construction going. You can call that number if you see something or have a question. You can also go to nolaenvironmental.gov and submit comments regarding tonight's meeting. If you have any questions or comments that mailbox comes to public affairs. If you have questions about projects Brad briefed you on tonight, those questions will come to me and if you have questions about mitigation, those will go to Rachel Rodi and Shantel Washington and they will get some answers for you.



Resources are available to you. We talked about nolaenvironmental.gov. It's a great site to find out what is happening with this whole process and what is going on right now. Information in general about what is happening in the New Orleans District, you can go to www.mvn.usace.army.mil.

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If you are into the social media thing, you can tweet us. If you want to see pictures of construction that were referenced in the presentation, you can go to Flickr and search for New Orleans District you can see the progress that is going on. You can follow us on Facebook as well. We have about 600 followers. Whenever we do a press release or something that happens outside the normal traditional media outlets that we use, we also use social media.



And here are all the links that you can use to go to various websites. If you put in the search box New Orleans District it will come right up.

Before we get into the break-out session, Parish President St. Pierre would like to come up and make a few remarks and then after that the subject matter experts will be available to answer questions and talk about the projects in particular.

V.J. St. Pierre: I want to thank you and your Corps team for coming out and making a presentation. I know since Katrina you get hammered a lot with bad press, but in my three years as parish president I have certainly enjoyed our working relationship that we have had. You have always been responsive and willing to share the information with the public. I would also like to thank all the St. Charles Parish residents who came out tonight. In our business we always get frowned upon when something happens and asked why you didn't tell us what was going on, so I certainly appreciate you all for taking your time to come out and see what is going on. I think after reviewing this presentation you can certainly appreciate the work they are doing. On the East Bank we are in very good shape. I don't know if this is the right time to do it, but I would like to plant a seed here tonight. I was listening to Elizabeth's presentation and I think Carl is familiar with the project we have going on the West Bank to get a permit for our West bank hurricane protection levee. Everything has been finalized except for the mitigation bank. The Corps wants us to mitigate one bank and DNR wants to mitigate another bank; 43-acres of land at \$1.9 million. My question is, can we give the Corps \$1.9 million, put it in the bank and when you decide to do a mitigation bank inside St. Charles Parish, you have the money to do it in our parish. Please keep that in mind.

Rene Poche: At this time we will have experts available for your questions. Thank you for coming out this evening.



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Comments collected during feedback session:

- Eden Isles? What about levees on the northshore?
- Does real estate have to be purchased in fee for mitigation projects?
- Where will bids for construction of mitigation projects be posted? On FedBizOps.gov?