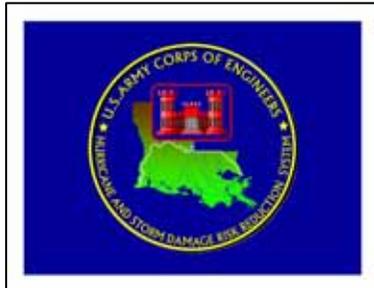


Public Meeting Summary

**Individual Environmental Reports 15, 16, 17 and borrow
Thursday, May 15, 2008**

Location	Cytec 10800 River Rd Waggaman, LA
Time	Open House 6:00 p.m. Presentation 7:00 p.m.
Attendees	46 attendees and 15 staff
Format	Presentation then Discussion
Handouts	Borrow handout 5.13.08 PowerPoint presentation
Facilitation	Rene Poche
Presenter(s)	Julie Vignes, senior project manager, Westbank and Vicinity Projects

Rene Poche, public affairs

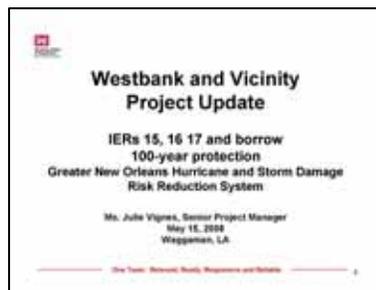


Good evening and thank you for coming tonight. I know there is a game tonight and your commitment to be here to listen to how the Corps is reducing the risk in the greater New Orleans area is impressive. My name is Rene Poche, and I am in public affairs at the Corps of Engineers New Orleans District. I believe this is the 63rd meeting in a little over a year. I want to thank Cytec for allowing us to use their facility. Tonight Julie Vignes will be

presenting and we ask that you allow her to finish the presentation before asking questions because she may answer them. After the presentation we will start the discussion session.

Tonight's guest are V.J. St. Pierre, St. Charles Parish President; Paul Hogan, St. Charles Parish Councilman; Billy Raymond, St. Charles Parish Councilman; Dennis Nuss, St. Charles Parish Council; Wendy Maise, a from Representative Billiot's office; Tab Troxler Terry Authemont; Carolyn Schnexnaydre; Shelly Taste; Councilman Capella, Jefferson Parish.. From the Corps we have Julie Vignes, senior project manager for the Westbank and Vicinity; Soheila Holley, senior

project manager of borrow; Gib Owen, senior environmental manager; Mike Stake, Project Manager West Bank; Sami Sosrie, project manager for floodwalls.



Julie Vignes, senior project manager

We are mainly here tonight to talk about the Westbank and Vicinity hurricane protection project. This is a large project and it

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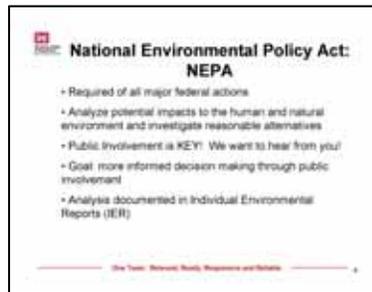
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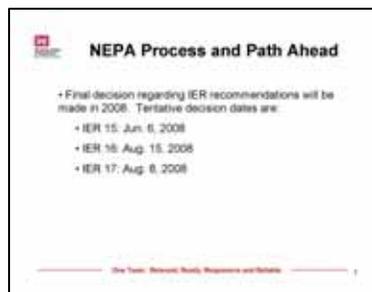
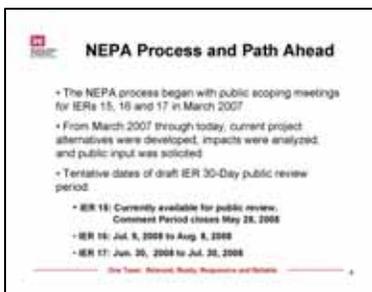
is focused on three areas that we have divided into Individual Environmental Reports 15, 16, and 17.

We are here tonight with two goals in mind. One is to take the opportunity to give you an update on construction in this area. The other is to talk about the alternatives we are looking at to improve for the 100-year

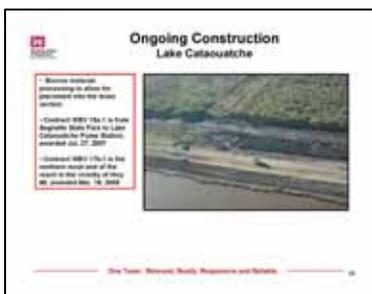
protection system.



The National Environmental Policy Act governs the process that you will hear us talk about. NEPA is a requirement for all federal major actions. When a federal organization wants to build it must comply with the NEPA regulations and consider the impacts to the natural and human environment to make sure we come up with the best decision. By informing the public and getting your input we then can make a better, more informed



decision.



We'll be documenting the process and describing the alternatives we choose and it will let us know how we will move forward. This is the Greater New Orleans Hurricane and Storm Damage Risk Reduction System. This whole area [pointing] is the area authorized for protection in as the West Bank and Vicinity Project. We will concentrate on the Company Canal, in Westwego for the IER 15 Lake Cataouatche area and IER 16

which goes into St. Charles Parish.

This is our path ahead: As we identify the alternatives we will put them out for public review and we have the dates for the tentative comment periods also. IER 15 is out for public comment now and it will close May 28th.

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IER 16 is the Western Tie-In project at the St. Charles/Jefferson Parish line and then also the Company Canal report. It will go out for the 30 day comment period on these dates [pointing].



We will then render a decision on these projects and here [pointing] are the target dates for the decision on those documents.

This is the Westbank and Vicinity Hurricane Protection Project. The red line indicates the Westbank Hurricane Protection project authorized for the 100-year protection system. It is from

Plaquemines, along the Algiers and Harvey Canals through Westwego and Harvey, then over to Bayou Segnette and Lake Cataouatche. This is the basic alignment of what is authorized.

There has been a lot of activity since 2005. Congress took action after the hurricanes to get the project complete. I will try to remind folks that although it is authorized, much of the project was unconstructed by summer 2005. It was authorized and being

appropriated at the time, but had not reached the construction stage. We have appropriated lots of money in the amount of contracts for the Lake Cataouatche area and west toward Davis Pond. There is a local levee currently in the construction phase to be improved for the hurricane system. To get to 100-year protection the levee will require a lift and it will be raised to elevation 11. Also there is work being done at the pump station. The levee comes from Davis Pond to here [pointing]. In the front of the pump station there is a wall to protect it from the surges. It's in Phase 1 construction. The sheet pile wall will be a T-wall constructed to provide the 100-year protection.

Moving east there is a large levee contract underway that goes to Bayou Segnette. It is similar to the previous levee and will be raised to elevation 11. There was a new contract awarded near Highway 90. The last reach was recently awarded in March. At Lake Cataouatche there are three levee contracts and one pump contract to be awarded.

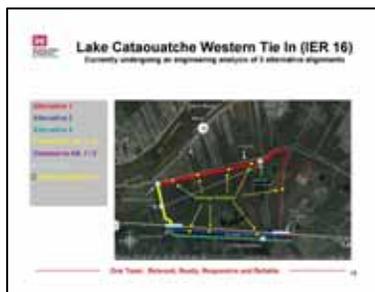


In Harvey at Lapalco we have an ongoing contract that just before the hurricane season, the sector gate is complete. We also have protection going toward the Cousins Gate that is now operable and can be used if there is a surge. This is a photo of the walls being constructed on the east side of the Harvey Canal. This reach would be handled by five contracts. We have awarded two contracts and there are three more contracts to be awarded by early to mid-summer.

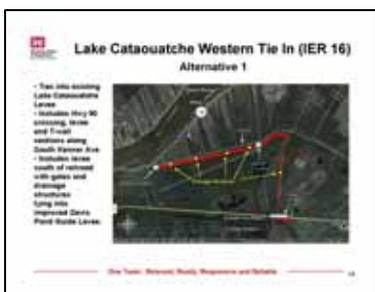
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Essentially complete is a floodwall around the perimeter of the Company Canal. When the Corps did an assessment, we investigated the area and improved the design criteria to increase the safety. We wanted to improve safety so we could construct a gate to close the wall because hurricane season is about to start.



Most of the construction work is authorized and funded. Congress came back after the hurricane and gave additional authorization and funding to take the system up to the 100-year level. The first area is IER 16, the Western Tie-In project. What we have is a detailed drawing on the wall. We have talked to some residents and can answer more questions after the meeting too. We are doing an evaluation of three alignments on what has been constructed or under construction thus far. The previous alignment was thought to go north along South Kenner Rd. and then tie into an embankment but that would not provide the level of protection needed. There are three alignments:].



In Alternative 1 the levee would tie into the existing levee, including the Highway 90 crossing because of the adjacent landfill. This would call for a T-wall construction here [pointing] and a levee south of the railroad. Then we would have to add some drainage structures south of the road.



Alternative 2 would be south of Highway 90, [pointing] shown in the blue line. North of the Canal and south of Highway 90 are some openings under Highway 90 to allow water to pass. We would put a drainage structure so it would be maintained and in the event of a hurricane it would be closed. We would then cross Highway 90 in this location and tie into the Mississippi River Levee. This would have impacts to businesses, residents, and camps that are be considered in our study. One addition to this alignment would be a navigable floodgate reconstructed and would be closed to block surge. This alternative may have impacts to residents but there possibly more environmental impacts.



Alternative 3 is along the alignment of the existing Davis Pond Guide Levee and it exists to divert water from the Davis Pond Freshwater Diversion to the marsh. Material placed there is not

compacted and does not meet the same criteria. If we chose this alignment we would degrade the The following notes were recorded by USACE contractors. These notes are intended to provide an overview of the presentations and public questions and comments, and are not intended to provide a complete or verbatim account of the meeting. This account is not intended to be a legal document.

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current levee and rebuild it higher. Basic height in this area varies but would be around elevation 13 north of Highway 90, elevation 15 south of Highway 90 and the existing levee is elevation 7. As we move forward we would put in a railroad gate and a highway crossing. Currently, we are still at the assessment process which includes preliminary engineering, gathering data on various issues. We could go into mid-summer.



This is IER 15 which is currently available for public review. We have selected the proposed action. This area is currently under construction but to an elevation lower than the 100-year elevation. To get to the 100-year we will have to enlarge those levees.



Starting at Highway 90, this reach has different types of levee enlargements that include widening it or shifting it to the side. We could do a floodwall but because of [inaudible] the proposed action is to raise the earthen levees.



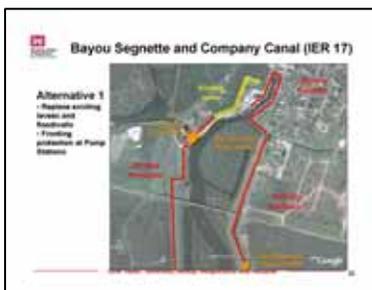
Around the pump station we can fit the larger levee in the existing right-of-way and we have acquired additional right-of-way. In addition, we had to relocate the drainage canals to stay within the current right-of-way. At the Lake Cataouatche pump station we



will be building T-walls. Part of the floodwalls will be the fronting protection to block storm surge. We would have to allow for discharge of the pump station so we would prevent backflow. There is a lot of work to improve the reliability but there is some possibility that something could fail, like the pump would not work. A storm surge on the pump could cause backflow, so part of the 100-year will include valves or sluice gates.



The earthen levee enlargement puts this to elevation 15 for the 100-year. The circle is showing right-of-way we would need to acquire. The existing right of way is narrow so we will more and it would have



some impacts to the wetlands.

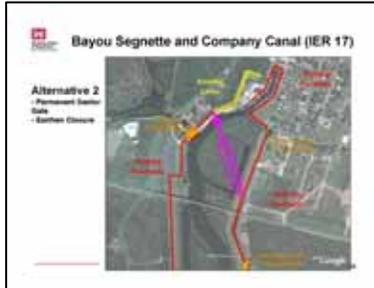
This is Bayou Segnette State Park. There are levees and floodwalls here [pointing]. This is IER 17. The proposed alignment will go out for public comment in June. This is the

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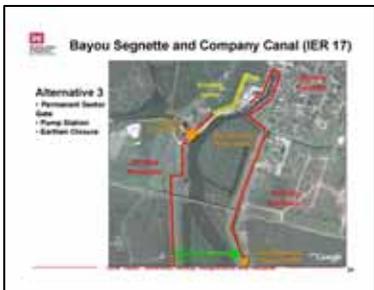
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operable gate here [pointing]. We are currently looking at the four alternative.

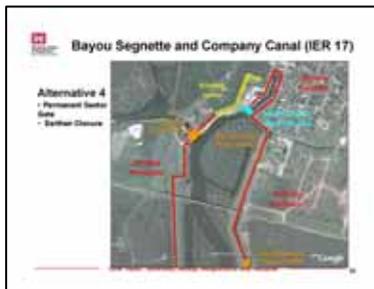
In Alternative 1 we replace the existing levee and floodwalls along the same alignment. The red line [pointing] are the existing I-walls. We have strengthened them so they still need to be improved. We will replace the I-walls with T-walls and would create higher more robust levees.



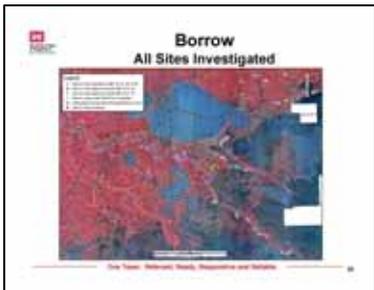
Alternative 2 would be a permanent sector gate here [pointing] and we have an earthen levee here [pointing]. We have to improve the system below and this would eliminate some features by the Company Canal.



Alternative 3 has a navigable gate at a more southern location and an earthen closure. There are pump stations near Westwego and those pump stations discharge into the canal. They would operate during a hurricane but that discharge would be intercepted. It would include each pumping station to lift water up and over the wall so it does not lose draining capacity.



Alternative 4 is a permanent structure at the location of the temporary barge gate that ties in [inaudible] and improvements south of it. This is the end of the summary of the hurricane protection features.



material is suitable.

Within St. Charles we operate the Bonnet Carre Spillway so we can do excavation at Bonnet Carre. These are some of the locations within that area [pointing].



These are the borrow site within the West Jefferson areas [pointing] that are under investigation or have been investigated.

are intended to provide an overview of the
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This area shows other areas that are under investigation [pointing].



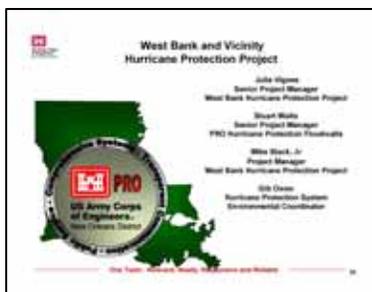
IER 15 is currently open for public comment. We brought copies of that report but they are also available at nolaenvironmental.gov. The site is full of information and has all the IERs that are ready for public review.

There are opportunities for public input on the hurricane system. This is Gib Owen's information [pointing] but you can e-mail or call.



This is what the Web site looks like and we have tried to make it user friendly. The site is not just for environmental issues but it also keeps a record of current activities in the system.

This is the project team and we can take questions.



Rene Poche, public affairs

The ground rules for the question and comments are: that you please state your name and keep your comments to three minutes. This way everybody has a chance to speak. Once we have gone around

the room, if you want to step up again, you may.

Question 1. Terry Authoment, St. Charles Parish Council: Today I met with Julie Vignes, Mike Stack and the parish president on the three alternatives. One thing I did not see was a pump station. When closing in St. Charles, will the Lake Cataouatche Pump Station handle all the pumping? You talked about [inaudible] canal if a gate has to be there then something has to mimic the drainage?

Response 1. Mike Stack: One thing we are doing now is a drainage study to determine if the structures are pumping stations. We need to do more engineering on storage capacity of the wetland. For example if we just have a pump and closed it then that would cause problems. So we would have to look at the pumps. The drainage structure we are designing are in the early stages but we are still gathering information and calculating drainage structures of any kind that could be used.

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Question 2. John Schlumbrecht: You referenced plus 9 and plus 15 what is the standard and why are you not making everything standard? There is five feet by Lake Cataouatche, and the temporary pump is 9 ft, why not a standard and go up? Why is there a 20 foot wall somewhere else?

Response 2. Julie Vignes: When we talk about plus 9, that is the elevation standard. Elevation is a [inaudible] data and that's an elevation for the floodwalls around Peters Road that are taller than 14 ft because those [inaudible]. That is why the elevation is different because of the hydrology that helps determine what the 100-year elevation will be. Sometimes elevation is higher because of the open water. If you go north of Highway 90, elevation drops.. The model does consider sea level rise.

Question 3. V.J. St. Pierre, St. Charles Parish President: Will the parish have the opportunity to recommend the preferred alignment?

Response 3. Julie Vignes: Every stakeholder can advise on the preference.

Comment 3. Kevin Friloux: I know the Corps employees took a lot of hits from the public. We know you are trying to do the best job you can and we do not have a problem with anyone. I represent Joseph Burnstein. Seventeen acres south of Highway 90 they are opposed to Alternative 2. They have contingent contracts with one group of interested people to purchase, it's similar to the one I worked on seven years ago with Frank Matherne and Regina Matherne. Now we have a plan to develop property further to choose that it would negate the project. To say there are some impacts is an understatement. To take Frank and Regina's property would be a travesty. They have developed and have a Cajon paradise, but if you have not been there you need to go. We really think Alternative 3 is most practical, least costly, and would have less impact to property owners. We suggest that you do not choose anything but Alternative 3. I think anything done by the Corps takes a lot of time and all of a sudden this project came up. My property owners were not notified in this area that this project was in the making. I think this is strange to happen so quickly. Are there any politicians who own property in this area?

Question 4. Jeff Roux: I do not see need for a railroad floodgate by Union Pacific since it is already on high ground. There should be, an Alternative 4, I think that sector gate should be closer to the Lake Cataouatche Pump Station to avoid an [inaudible]. About a mile in it is similar to the Sellers Canal and Terry is asking about pumping stations. You can upgrade Lake Cataouatche [inaudible] from the north [inaudible]. I do not see that alternative, I realize a diversion levee may not be up too much but it has been working. [Inaudible] the assumption that any protection on the west side of St. Charles in the levee under construction was going to tie into the west bank diversion levee as well. I realize that is not [inaudible] but it has not been discussed openly until now.

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Response 4. Mike Stack: The alternative you are talking about is 2-3 miles down close to the northeastern section near Davis Pond. [Inaudible] does not provide [inaudible] that would entail the West Bank and Vicinity map. You are talking about a structure at this point and it ties into where we are now. [Inaudible]. It has a sector gate and levee alignment above it. The Davis Pond Guide Levee has to be taken to the ground and be rebuilt. It is better to rebuild the Lake Cataouatche levee and then bring it across.

Question 5. Unidentified Man: Some time in the future you are going to need the west side of the diversion rebuilt anyway. That levee has to be redone anyway. If the federal government funded it, that has to be done.

Response 5. Mike Stack: That is the second part of your question. Local government is building a levee and an ongoing federal levee called the Donaldsonville to the Gulf. There are 5 alignments in that project, it's an ongoing federal feasibility report. The federal government is looking into the feasibility of providing that protection then once they authorize the area they begin to build.

Question 6. Unidentified Man: The point I have, the risk to Ama is no different now than at the 100-year point. The high ground is still going to be high ground so why does it [inaudible] until there is a feasibility assessment? Then do a comprehensive report, why not wait until a comprehensive look at the west bank of St. Charles?

Response 6. Mike Stack: What you are talking about as far as the west bank project is the levees are about 15 feet. You are taking 9 feet of water and diverting the flow where it wants to go until it hits the Mississippi River levee. This portion of the system is the Western Tie-In. There is a hole in this area right now.

Question 7. Unidentified Man: But there's no water along River Road. Is there a difference to Ama? Maybe to Avondale because there are other low spots but it makes no different to Ama.

Response 7. Mike Stack: You could be correct about Ama being high and with no risk of flooding, but while Ama would not be flooded there are residents and businesses that would.

Question 8. Unidentified Man: You have funding, you have to get more money to raise the levees?

Response 8. Mike Stack: First [inaudible] is the Mississippi River Levee, we need to get up to that height to close the system.

Question 9. Mike Sherman: Are any of these projects fully funded or is there cost share?

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Response 9. Julie Vignes: The 100-year work is cost shared as directed by Congress in support of the appropriation. At the same time 65% is federal and 35% is non-federal. The work ongoing is what was authorized before Katrina to complete the system. In 2006, Congress appropriated money for that work. The work on the ground is to finish the authorized system, it is 100 federally funded. We'll come back for cost share. Everything in the IER about the Western TieIn is cost shared.

Question 10. Ricky Dufrene, property owner along area and resident of St. Charles: If it's cost shared then what benefit is it to St. Charles and to create stacking in some of the neighborhoods? If you allow water to enter into St. Charles then why does that make sense for St. Charles?

Response 10. Julie Vignes: Engineering for closing the system is not affected by parish boundaries. Congress authorized protecting this general area and this is on the parish line. If we only go to So. Kenner Rd. we would stay in Jefferson but we used to think if we stopped at the railroad we would close. We now know that is not true. The railroad [inaudible] we could get to that point and terminate but if a hurricane event came and overtopped Highway 90 the water would cross 90 and go through Ama to flood the area.

Question 11. Rickey Dufrene: Is my parish expected to cost share for Jefferson parish? We have levee proposed now. This would take the money from us to pay for levees for other constituents?

Response 11. Julie Vignes: The federal government pays 65 percent. We enter into an agreement with our non-federal sponsor, in this case, DOTD, was delegated by the state. Some responsibility is the West Jefferson Levee District's. [Inaudible] and there are ongoing discussions are for the state to become the non-federal sponsor. The state can then decide how to [inaudible] non-federal sponsor.

Question 12. Mike Mayeux: How much [inaudible] do you have on top of the wave run up and what is the thinking about when to build the virgin levee, what follows up the program?

Response 12. Mike Stack: The wave runner is on 2-3 feet. Included is the stillwater elevation. Stillwater would be 12 to 15 feet and it does not have freeboard. Our plans take into account sea level rise. The walls will hold back the 2057 or the 50-year design life.

Question 13. Mike Mayeux: So it will stay at that grade until 2057?

Response 13. Mike Stack: It was overbuilt to the level it needs to be which accounts for subsidence. We have a settlement curve that runs until 2057, the point is it has to be able to withstand the 100-year storm. The elevation is 11. We would do engineering to see how much subsidence we expect then we figure when to do next lift. We build higher so it can settle until the next lift.

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Question 14. Ray Milligan: The risk reduction and Mississippi River levees, we have certain sections along the levee with no land so the river is next to the levee. I am curious, are there plans that might involve barge traffic or any plans to put concrete pilings down that might penetrate or cause a problem with the levees as they are right now?

Response 14. Julie Vignes: There are no plans to do that to the river. The Mississippi River levee is within the Corps' jurisdiction.

Question 15. Ray Milligan: How bad is seepage? It concerns me that there is water under the levee.

Response 15a. Julie Vignes: Seepage is a concern, we do a geotechnical analysis at borrow sites and take soil borings. We take geotech and soil samples for a seepage analysis. If there is seepage you will see lengthy sheet pile walls. Sami Mosrie can tell you more about that, we have sheet piles at 80 feet.

Question 16. Unidentified Woman: What about Cytec's seepage?

Response 16a. Julie Vignes: We can take those [inaudible] and get back to you.

Response 16b. Rene Poche: If there is a concern with high water on the Mississippi River, if you see something please call us, our operations team will come out and check it. If the water is clear, it is not coming from the river.

Response 16c. Maj. Kurgan: Water is a natural occurrence. What Rene is alluding to is when the river is high we have mobile engineers who drive over 9723 miles to monitor the Mississippi River levees. These guys are doing hurricane levees, if the water is clear it is not moving sediment. Seepage is a concern, yes, but just because we [inaudible] the sediment does not mean there is a problem.

Question 17. Unidentified Woman: How do they mark it?

Response 17. Maj. Kurgan: There's no physical mark, the same guys do the same section.

Question 18. Unidentified Man: When you go back will you check in front of the ADM grain elevator from 310 to right here. ADM and Cytec have seepage. All three places have docks. I would like to know where we can see, on paper, the seepage and sand boils. You do not have any identification where the places are located. When driving River Road we notice it, I live close to the river, there are guys in white trucks. When going about 45 miles per hour we do not know what they see.

Response 18a. Maj. Kurgan: Call us and we will check it.

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Question 19. Sandy Dares: You mentioned the elevation at at Lake Cataouatche is plus 11 and in the future the floodwall will possibly go to the 100-year level. Will the floodwall at the pumping plant, be 100-year or plus 11?

Response 19. Julie Vignes: The work now is not 100-year. Right now it looks like sheet pile and then when we pull it off we are going to do more sheet pile.

Response 19a. Mike Stack: The sheet pile that came out is shorter than before we were building. We will take those and will turn them into T-walls. There are seepage cut piles now sticking up when we come back to do phase 2 construction. Those sheets will be driven further into the ground then they will be tied into the system above.

Question 20. Sandy Dares: Are the piles along Highway 90 going to suffice or will we need more borings closer to Hwy 90?

Response 20. Mike Stack: We'll need more borings along 90. We will hit every spot to get a point for soil. What we have is existing information from when the Davis Pond Freshwater Diversion was built and it is fairly recent and good. The boring lets us anticipate what the soil will be like. That information gives us a good idea as to what the soil looks like down there. We are trying to see if the soil in this area is different than the soil in this area [pointing]. If the soil stronger, that could lead to the levee?

Question 21. Sandy Dares: You don't have cost estimates because you still have engineers evaluating, at what point will they be available? Will it be before the decision date in August?

Response 21. Mike Stack: We are gathering the pieces of cost not just for construction but we are doing the cost of human and environemtanl impacts. We're gathering information now and the cost specific numbers do not go in the IER that is for contractual reasons. Contractors building these are [inaudible].

Question 22. Sandy Dares: So there won't be the numbers in the IER?

Response 22. Mike Stack: If the numbers are close we may do a range of where they are but we won't have a specific number because we do not want a contractor who bids on it to bid high.

Question 23. Officer: Are those impacted, which is not as important as displacing residents, Pier 90? Pier 90 literally serves thousands fishermen by giving them access to the surrounding wetlands. I would ask you to consider having and maintaining public access to a waterway. At least having some place where 100 guys can launch a boat. If you shut down this corridor however long during construction and tell fishermen they have to go to Bayou Segnette, that is going to be an inconvenience and will also make boating more hazardous. It is going to be a big deal when it comes to construction.

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Response 23. Mike Stack: We can do construction in phasing and sequencing.

Question 24. Sandy Dares: The north alignment impacts are imminent and the southern alignments shut down Pier 90. You are talking about [recreators] driving 10-15 miles to Lake Segnette or launching in Des Allemands. That lengthy run is going to be a big deal.

Response 24. Mike Stack: We need to check that too.

Question 25. George Peterson, S1 Civil Group and Waggaman resident: Your proposal is to tie in at Ama to the Mississippi River levee or not to. How does that affect Jefferson Parsh? Katrina showed us that water does not know parish boundaries. The flow of water around the Lake Cataouatche levee will still affect Avondale and parts around it. The neighborhood of greater New Orleans and New Orleans is a great bowl built as a levee. Katrina showed that we do not want to put faith in the levees and they do not protect cemeteries. Something to look at is an alternative to a levee is silt diversion with the Mississippi River. If we do not restore the coast there, water will still erode the coast. Look at St. Bernard and New Orleans East with the MRGO. An alternative is to look at barrier island restoration, if you do not stop water from eroding the coast you are going to erode Southeast Louisiana. The delta is going to come north. New Orleans won't be around and Baton Rouge will be at the mouth. Levees are a temporary fit not a 100-year plan.

Response 25. Maj. Kurgan: We all agree with your statement. Congress has authorized us to do this but has not given total answers. We would encourage you to talk to your elected officials. The Corps is studying longer term solutions, we have the LaCPR Cat 5 study. Go to our Web site and you can track that the Louisiana Coastal Authority already authorized coastal restoration. A little piece is the hurricane system but there is a whole other team for restoration.

Question 26. Unidentified Lady: [Inaudible] the least damaging practical alternative. We faced that with I-49, is that required under NEPA?

Response 26. Julie Vignes: NEPA tells us that all activities regulated by the federal government, including actions of federal pursuits, [inaudible]. Before anyone can impact wetlands you have to demonstrate the least damaging practical alternative. NEPA is a process put in place to discourage impacts to the wetlands.

Question 27. Unidentified Lady: Is there one discounted because it is not least damaging?

Response 27. Julie Vignes: Part of the process is to assess all impacts and that can include what residents would lose whether they be camps or homes or the natural environment. What we have to do is assess wetland impacts and we have to say what we recommend. We have to assess the impacts. We have to show what we would choose when assessing the environment. Some

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have more environmental impacts than others. Alternative 3 has more wetland and environmental impacts than Alternative 2 but Alternative 2 has other human impacts.

Question 28. Frank Matherne: How long ago did St. Charles know the levee was coming through? How much influence does St. Charles have on where it goes?

Response 28a. Julie Vignes: We've been going through the public involvement process since March 2007, so back in March 2007.

Question 29. Man: We were notified three weeks ago?

Response 29a. Julie Vignes: There was a difference in administration in place at that time. We have been to tons of churches and neighborhood groups. Our intent is to go out and get to the public. We welcome you to advise us on how to better get the public involved. We put information out in every paper, every news station, radio stations, and Web sites. We try our best.

Response 29b. Rene Poche: There has been a great effort from the Corps' perspective to notify the public. We have ads in the newspapers, we'll check out the St. Charles Herald Guide, we are constantly talking to them, we advertise in the L'Observateur. We do stuff with radio and television. Information is out there and there was another administration in the parish when a lot was going on. We are doing what we can, if you have a better way we can get information to you please let us know.

Comment 2. Paul Egle: I would be directly affected by Alternative 2 because I live there. It will directly affect my homes, and people's lives and ways of life. As far as public relations from the Corps goes, the contact with the people who live and have land in that area, I did receive a letter a year ago and then nothing else until I had people putting flags in my yards. It is simple to come there and tell me what is going on and not everybody has access to e-mail. It is easy to ride by look at residents and touch base before you have people driving 4-wheelers cutting down trees to take surveys. It was upsetting. You sent me a letter a year ago but there were no dates saying when you'd be on the property. Then I come to find out the levee diagram was going to be Alternative 3. I believe most landowners will prefer Alternative 3 because we would be inside the flood protection and it would not affect our property.

Question 30. Man in red shirt: I pay attention. I watch the news and I want copies of the advertisements and them to be sent to the St. Charles Parish Council.

Response 30. Julie Vignes: We have that information, we can provide a log to this gentleman and a copy of the advertisement for this meeting. We have had similar ads. I have been touring this slide show to many people, maybe not everyone within St. Charles Parish but our mission is to provide hurricane protection. Gib Owen and Soheila Holley do this once and twice a week.

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They have been to every community on the Westbank and we will come to any civic association meeting to provide an update on those alternatives.

Question 31. Man in red shirt: There are only two parish governments but you should have had parish contacts let us know. It is just two parishes.

Response 31. Julie Vignes: When the project was designed we went to and had dialogue with the parish government. We went to St. Charles Parish for a status meeting every few weeks.

Question 32. Michelle Boreu: I live in St. Charles and I have been looking into buying on Highway 90. If it is not protecting St. Charles, why not follow Jefferson Parish, why not go straight to the river?

Response 32. Julie Vignes: Every alignment would provide protection to portions of St. Charles Parish. The alignments vary, there are engineering challenges. The interest is to close off the system. There are landfills that make construction more difficult and costly. It is a balance or a trade off on cost and which system is more reliable, which is most reliable, which has least environmentally damaging. Alignment 3, while probably more than advantageous to people on Highway 90, has more environmental impacts which may be more acceptable. It would require a gates structure in Bayou Segnettte. The impacts to recreational boat users are great and it would have more operation. We are gathering information that will be part of the decision making process.

Comment 3. Allen Tregue: Represents Burstein. The Burstein family disagrees with this [inaudible] Highway 90. We have holdings on $\frac{3}{4}$ of what this project will be built on [inaudible] and we disagree. On Alternative 2, we disagree.

Comment 4. Shelly Taste, St Charles: [Inaudible] you have no protection, so we said it's okay to connect. [Inaudible] work with the alignments and recreational boat launch work with us. We are here to protect Ama. The Donaldsonville to the Gulf project, when appropriated, we made a resolution 5 weeks ago to connect [it to the Western Tie-In project].

Question 33. Man in Black: The slide with Waggaman area and the borrow pits, slide 28. One that is brown next to blue says declined, is that the greater New Orleans landfill? It is a closed landfill next to the River Birch landfill.

Response 33. Tutashinda Salaam: I do not believe that was a landfill. The area has been declined but the borrow site called Westbank B is not a landfill.

Question 34. Man in black: Can you look at that? It was closed by Louisiana Department of Environmental Quality but it was not properly closed. [Inaudible].

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Response 34. Tutashinda Salaam: If it is a landfill, it is not clay and we need clay to build the levees.

Rene Poche, public affairs

We have project managers available to talk to you. Thank you for your participation, it is important.

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