



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Coastal Restoration in Louisiana Wednesday, Feb. 24, 2010

Location	St. Mary's Parish AARP building 4014 Chennault St. Morgan City, LA 70380
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx 90
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • Presentation • Approval Process Brochure • 2009 Status map
Facilitator	Rachel Rodi



Rachel Rodi: My name is Rachel Rodi and I work in the Army Corps of Engineers Public Affairs Office. Thanks for coming out tonight even though it's chilly weather, but we appreciate you coming. Before we get started would like to turn the mic over to Mayor Matte who will give you a short welcome.

Mayor Tim Matte: Thank you Rachel, and she did say a short welcome and I will keep it brief. I just want to say

thank you for coming out tonight to join us to hear the Colonel's presentation and more importantly, I think the Colonel will touch on this, he's not here just to make a presentation to us, but he he's also here to listen to us and hear what we have to say. I see a lot of friends not only from St. Mary's Parish, but throughout the other coastal parishes and we are glad that you are able to come out and join us this evening for what I hope to be an informative presentation by the Colonel. I'm sure it will be, but also as I said earlier this is an opportunity to engage the Colonel in a discussion about some of the things that are important to all of us. So thanks for coming out to make sure we keep this area on the forefront of the Colonel's to do list, thanks.

Rachel Rodi: Before I turn it over to Colonel Lee, I would like to recognize a few people, and say thank you for coming. Representative Blake Jackson from Senator Vitter's office, Mark Herbert from Landrieu's office, State Representative Sam Jones, State Senator Butch Gautreaux, Mayor Ratcliff from Berwick, St. Mary Parish's Paul Naquin and Charlotte Randolph from Lafourche. We have a couple of reps from the Coastal Protection Office, thank you for coming. With that I will turn it over to Colonel Lee who will give you a presentation on coastal restoration.

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of Engineers
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Public Meeting Summary

Col. Alvin Lee:

Well, good evening, it's great to be back in Morgan City. I always enjoy being in this part of coastal Louisiana. It's kind of the heart of Louisiana and we have a lot going on in the state. This is probably the busiest I've been. I've been here about 2.5 years and we have had a banner year last year. We obligated about \$3.2 billion dollars on work throughout the state of Louisiana and that included about 150 million of stimulus funding and you hear a lot about that in the news. I like to talk about it because I think it's pretty positive for what we were able to do with that stimulus funding. It's tangible, you know you can go up and see it and put your hands on it. We've bought, purchased, some crew boats for our lock structures that had some pretty dilapidated equipment and those crew boats came here from the state of Louisiana and the local area. The one I rode on yesterday was purchased in Stevensville so that is just a great opportunity to put back some funding into the local economy. We've also spent a lot of money on what we referred to as deferred maintenance. Any of you that are business owners, you know what I'm talking about. We have a lot of things on these lots and structures that we operate throughout the state. Some of them were built in the 20s and 30s and our crews keep them operating, but the budget is pretty tight and typically we have, probably like you do at your home, a deferred maintenance list or a honey-do list as my wife refers to it, so we have these lists of all our structures that we try to get around to and take care of so we don't have any problems in the future. So stimulus funding in the past year has allowed us to address some of the deferred operations and maintenance issues on our lots and structures throughout the state so I just wanted to share that with you. We have a lot of other things going on in the state too. I know I'm going to talk about something that's probably near and dear to your heart, but one of things that I wanted to do is [tell you that] we've been focused on a lot of things in the district. About six months ago, our public affairs officer and I started talking about coastal restoration in the state of Louisiana. And I know it's very important because it really is the survival of many of the communities that live along the coast. Fortunately for this area, you have a living delta and it may not be as critical in some aspects to you if you live in that building delta, but in the surrounding parishes, that take the direct hits from these hurricane and storms, damage that comes in, and we've seen quite a bit of that over the past five or six years, it is critical for the communities and I see Mr. Ted Falgout is here tonight, he was the director of Port Fourchon and I flew over that after Hurricane Gustav and it was totally inundated. So, when you have those types of facilities hanging out in the Gulf of Mexico, and they are critical for the economy, they service the deep oil and gas exploration and also services a lot of the other oil productions throughout the state and so, it is critical that we get the coastal restoration piece right. What I want to do is just talk through a little bit of that and also give you the opportunity to come up and ask questions to me and if I can't answer it, I have some lifelines out there with my staff and I've already called on them today when they started asking some hard questions and I'll start asking my staff to help me out a little bit. I really do appreciate you letting me come out and talk to you tonight and just thanks again for coming out.



This is our mission and I like to talk about it a little bit. We have multiple missions in the Corps of Engineers. Many of you probably already know this, but flood risk management mission is a huge mission for us and I'll show you my next slide in a minute that puts that in perspective. We have hurricane storm damage risk reductions systems. What you are probably familiar with

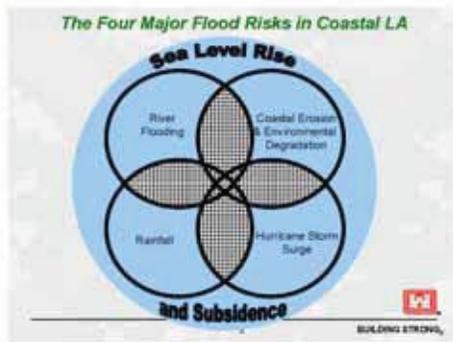
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US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

here in the Morgan City area is the flood wall that surrounds your city, the levees that tie into that and then the levees that tie into the Mississippi River and tributary projects that protects for riverine flooding, but also provides you some protection and risk reduction from hurricane storm surge. We also have a large navigation mission. We probably have the largest navigation mission in the Corps of Engineers. In order to maintain the waterways, there's 26 ports in the state of Louisiana, and we have some major waterways that I will show you a little later in my presentation on how we manage those waterways and what we do as far as dredging to keep those waterways open for the industries that are supported by those waterways and also the importance of those waterways, not only to the local economy, but the regional and national economy. We have a big component of our navigation is beneficial use of dredge material and I'll tell you a little bit more about that. But the Corps of Engineers is one of the largest and oldest water resource development and management agencies, so what that means is that we do have a lot of capability and capacity across the United States to do this type of work, but we don't do it alone. It is a team effort, it takes the effort of the locals and the state and the effort of other federal agencies. It is a shared responsibility. So, one of the things that we are focused on this year as part of our program is coastal restoration and that is my purpose to come out and give you an update on where we are with coastal restoration efforts and really support what is referred to, and I've heard and I know many of you have probably heard it referred to as multiple lines of defense. How does that tie into the picture and how does that help reduce risk for your community and that of the surrounding parishes and throughout the state and the coastal zone.



So the next slide I'll show you, Louisiana is unique. When you go to most places you may have a couple of these hazards that you deal with. You know I was in Charleston, SC and they had a big hurricane in 1989 called Hurricane Hugo, and they had some of the same challenges that happened during Hurricane Katrina. They had massive storm surge, a lot of inundation, shrimp boats went all the way across and pushed and sometimes came five miles in across Highway 17 and so they had some serious damage. But they weren't dealing with the

coastal erosion and environmental degradation that you see in Louisiana. I've got a slide that I'll show in a minute that kind of lays that out and I'm sure many of you have seen it. But you are also dealing with river flooding and I know that if you live anywhere near the floodwall or outside that floodwall, you are very sensitive to the river levels in the Atchafalya River and the impact and effects on those river levels on those communities. And then of course you have to deal with rainfall. So there are four major hazards and some of those can happen simultaneously and even cause greater risk and so that's what we work with local communities, the Governor's Office of Homeland Security and Emergency Preparedness, the local parishes that have EOPs and we have what we refer to as liaisons from the Corps of Engineers that we put in those EOPs during the hurricane season when they activate, we put our teams in there to help when there's flood fighting or advanced measures that we can work with the parishes and assisting in that method. Those are some of the things we do in the state and some of the questions I got, I met with St. Mary Parish today and some of the other leaders from the area here in Morgan City and Berwick and we talked about some of the challenges that we see right now. You know I've been

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Public Meeting Summary

here for about 2.5 years and I've had the unique opportunity, that's what my guys tell me, of opening the Bonnet Carre Spillway - I won't say that is necessarily a positive thing, but when you have a flood coming down the Mississippi River we have to let off these safety values. One of the safety values above New Orleans, when we get one million cubic feet per second of water coming down the river is to divert about 250,000 cubic feet per second into Lake Pontchartrain. In 2008, we did that successfully, and it reduced the risk for the City of New Orleans while passing that project design flood. A major component is, after you start looking at reaching that threshold of 1.5 million cubic feet per second at Baton Rouge and you start looking up the river if it would have exceeded that, then when would have looked at start opening the flood structure at Morganza. Now we didn't get there in 2008, but what we are looking at now in the hydrographs is some pretty interesting information. This, as we looked at 27 hydrographs of the '27 floods, the '73 hydrograph and right now we are ahead of that so we are trending ahead of both of those hydrographs of two major floods. Now that doesn't mean you can say this is going to be worse than either one of those floods, but it is something that we are very focused on, that we are very aware of and we have our teams going through a lot of procedures right now to verify our structures to make sure they are operational. They will be doing training to make sure they can open and operate those and we also are monitoring the condition on the Mississippi River and the Atchafalya River. We've had some engagements with the local leaders today about their concerns about some low areas within the Atchafalya River system and some of the local areas that we are taking back and we will be engaging those local leaders and providing them some information that we've been working on for the past five or six years. We call it a flowline study. That looks at the bottom of the river and see what kind of carry capacity that channel has. We've also done some additional surveys to see how high the levees are and as you are aware levees over time they subside or sink and sometimes they are damaged from high water events, so our focus is to provide that information to local leaders. We have engineers back in New Orleans that will go over that information and work with the levee districts and coastal parishes to make sure they understand what areas are most vulnerable because what we have the capability to do along with the state of Louisiana and your parishes and levee districts is flood fighting and advanced measures. So over the coming weeks we will be focused on that. We don't believe we are out of the woods yet. If you look at the weather reports, we have about 60 percent of the flow that comes down the Mississippi River and the Atchafalya River comes from the Ohio River system. So that watershed up in the Ohio River, when you see a lot of snowfall that you've seen, rainfall and combined with the river at the stages it is right now, we see a long high water season this year. That could extend into late spring and even the summer based off what we've seen in the past histories. So, we are real focused on that and I just wanted to pass that along to you as part of my presentation and I'll be glad to answer. I have some of my operation managers here that can answer some more detailed questions if I can't cover those.



Now I'll shift gears to restoration and talk through what I came here to talk to you about primarily and then I'll open it up to any comments or questions that you have. What I want to cover tonight is to talk about some of the programs that we operate under and again, this is a team effort. We work closely with federal agencies that are on the Coastal Wetlands Planning Protection and Restoration Authority Task Force and the State of Louisiana. I'm the

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US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

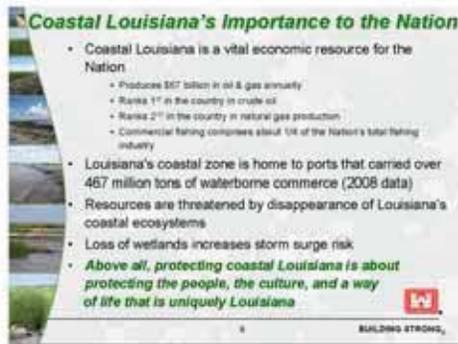
chairman of the CWPPRA Task Force and what that means is that we all come together. We have the primaries from five federal agencies in the state and we come together and vote on projects that are put in what we call the Priority Project List every year and we're coming up on our 20th Anniversary this year. It's exciting to see what's happened throughout the state. I'll show you a map in a little bit that shows you all the CWPPRA projects that have been either completed or in the planning stages that are under way. Another thing that we are pretty huge on is beneficial use of dredge material. If you look at the sediments that come out of the river, we dredge about 65 million cubic yards a year. It's the largest program in the Corps of Engineers for dredging. If you look at the available sediment and you take away the fluff that is unsuitable, we beneficially use about 48 percent of that material to help rebuild some of the coastal areas throughout the state. I think I have some slides here that I'll show you what we've been able to do on the Atchafalya River, on the bottom of that, and it's pretty telling on the impacts that that can have when you work along with mother nature and the effects of the building delta. We also have a Louisiana Coastal Area Study and that's well under way. This is the big year for LCA. We have eight studies that will be completed this year and they will be going to Congress for funding and implementation. Congress is looking favorable on the LCA program and I'll talk a little bit about that later. Another study that we did after Hurricane Katrina is the Louisiana Coastal Protection Restoration Study and I'll talk about that later in the presentation. And then, for the eastern part of the state, you've probably heard of the Mississippi River Gulf Outlet [technical issues] St. Bernard Parish area, the Lake Borgne area and after Hurricane Katrina, Congress directed the Corps of Engineers to close that waterway and we did that in July of this past year. So the effects of that closure have reduced salinity levels about 54 percent above that closure and we've closed it on the very north end of that near Lake Borgne where we are putting in a billion dollar surge barrier near New Orleans. We also have a Southwest Coastal Louisiana study and that's focused on the very most western part of the state and again it's looking at dual functions and how we can provide hurricane storm damage [technical issues] And one of the things that we are charged with, is that we have to balance those needs and that's why it's important that we have meetings like this to engage the public. We work closely with our federal resource agencies in Louisiana to make sure we are balancing those needs for the customers.



You've probably seen this slide, but it does depict some of the losses throughout the coastal zone in Louisiana and there's been significant losses over the hundred years that this has been occurring. I guess the bright news is that if you see the two green areas in the coastal zone where you are at, that's a good news story. That's the only [Inaudible] deltas in the state currently and that Wax Lake Outlet to the west and Atchafalya River and I've got some blow ups that I'll show you a little later on that.

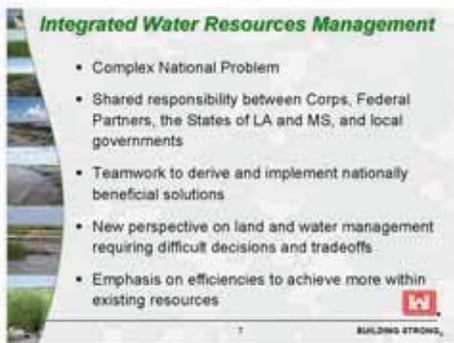


Public Meeting Summary



And then everywhere I go, when I talk about Louisiana, and I do talk to quite a few people about Louisiana, is Louisiana's importance to the nation. You know it is the economy and a lot of people focus on the local economy, but the local economy drives the regional economy and the national economy. There are many things built in Louisiana that not only support local and regional economies, but they support they oil and gas industry, they support the seafood industry. I was up in Baltimore, Maryland last week, up there eating some crab cakes, and

the manager of the restaurant came by and I heard him mention that the crab that we were eating came from Louisiana. Maryland is pretty well know for crab, but they, I guess they don't have enough up so there so I had some great crab that came from Louisiana. And then you are aware of the some the other things, the tonnage, I talked about the 26 ports in Louisiana. The top five deep draft ports transit about 430 million tons of cargo and that's tremendous. The four ports on the Mississippi River make up the number three port in the world and then you have the number 12 port in Calcasieu and then you have the other small to medium ports that are also essential. Those ports are essential, especially with the industries that build top-side rigs and other oil and gas supplies, a lot of other industries that you find near the coastal zone that supports many other industries. So they are very important and I know they are important to the communities that work in those industries. The resources that I talked about on this slide are threatened by the disappearance of Louisiana's coastal ecosystems. When I talked about earlier about the multiple lines of defense, that's what it's so important to have a healthy coast so you can buffer against storm surges, against river rain floods, and you can withstand those types of events. Anytime you loose wetlands, and that's one of the things that our LACPR study did, that Congress directed us to do after Hurricanes Katrina and Rita, was to determine how that storm surge interacts with that coastal environment and there's a lot of lessons learned that we learned from Hurricanes Katrina and Rita that we are now incorporating now into our designs for levees, for floodwalls and other structures that we are building throughout the State of Louisiana.



The next slide I want to talk about is Water Resources Development. This is probably the toughest part of my job. It is a complex national problem. I've already kind of framed why Louisiana is important to the nation, and it's important for many reasons. If you talk about the LOOP, if you talk about all the oil and gas pipelines that go out to the Gulf of Mexico that feed the LOOP that cross the Mississippi River. You know we dredge all over the state and there's many pipelines all over the state and those pipelines are essential in not only providing product not

only locally and regionally, but also to about 50 percent of the refining capacity throughout the United States. So, it is a complex national problem and that's one of the challenges. How do you communicate that at a national level? We have plenty of opportunities to do that and we bring people down and show them some of the resources that Louisiana has. We also show them the hurricane storm damage risk reduction system. I had two reporters up in my helicopter after



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Hurricane Gustav and I flew them all the way out to the Atchafalya and showed them the effects of where Wax Lake Outlet is and showed them what a healthy ecosystem looks like and comparison of some of the others areas in the state where salt water intrusion has impacted and depredated those areas. So, it is a shared responsibility and I've talked about that earlier. It takes a lot of collaboration and coordination and this is not easy stuff. This takes a lot of trade offs. Some people think you can do everything and that's a good goal and some things are conducive to work together and some things you really have to figure out where the sweet spot is. There's a trade off analysis we have to go through when we're trying to balance these missions in the ecosystem world. And then the last two bullets, is just trying to achieve efficiencies. I think everybody understands that we have a limited budget and that's why it takes the teams working together and it take resources, not just from the federal side, but also from the state and local communities to pay for some of these projects and then to operate and maintain some of these projects. This is a challenge that we continue to work with. You know the Corps provides the technical and engineering lead for a lot of the water resource development projects that come down from Congress, but we work very closely with our partners to make sure that we understand the uniqueness of the area that we are working in. If you look at the planning areas throughout the state and the Louisiana on the east, versus the area west of the Mississippi River versus this area in the Atchafalya and then you shift out to the Chenier Plain, those are different and distinct hydrologic units and you can't treat them the same. They function differently, they have different subsidence rates, they have different challenges and those are some of the things that we have to look at. One of the things that has happened over the past year, after the Obama Administration came in, is that there is a creation of the Mississippi-Louisiana Gulf Coast Ecosystem Restoration Working Group. And the purpose of that working group is to focus and integrate the federal agencies and I've talked about some of the federal agencies already. The U.S. EPA, the National Marine Fisheries, which is part of NOAA, U.S. Fish and Wildlife Service, NRCS, the Corps of Engineers and others that participate in some of the work that we do here. What this working group does, is they came down and met in both Louisiana and Mississippi to try and understand the problems and what they are working to do is try to bring the collective resources together and try to get everybody on the same sheet of music. Right now we have federal agencies that are different cabinets within the administration and their policies are not always the same and I'm sure plenty of you have dealt with federal agencies can attest to that and so this CEQ Working Group that is led by the president's Council for Environmental Quality, is trying to pull these federal agencies together along with the states of Mississippi and Louisiana to help benefit some of the coastal restoration work that is planned to be executed in the future.



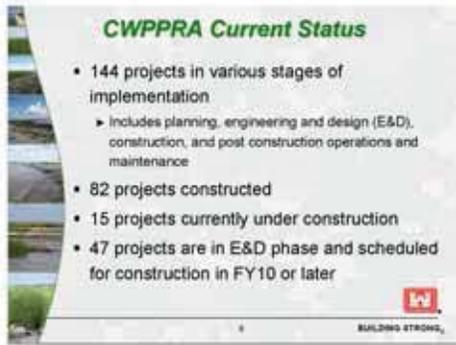
This slide is to show you some of the CWPPRA projects that have been executed. There already constructed in the green. That's not necessarily how big the project are, that size, those are the areas of influence. The red projects that are identified throughout the state are the ones that are planned, but are not constructed yet.

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US Army Corps
of Engineers
New Orleans District

Public Meeting Summary



And just to give you a rundown on the current status, on the next slide (C Current Status), we've got about 144 projects in various stages of implementation. I've talked about this is the 20th year of CWPPRA, we'll have the 20th year anniversary on the 8th of April to celebrate that and we have 82 projects constructed to date and we have about 15 currently under construction and we have 47 that are in the engineering and design phase. So those will be scheduled for construction in FY 10 or later. One thing that is kind of interesting about CWPPRA, a lot of projects that you build and you turn it over to the non-

federal sponsor and then they provide the operations and maintenance. For the CWPPRA program, part of the funding stream is that you build the project and then the CWPPRA program, and that's a federal in-state cost share, pays for those projects for a 20 year life cycle. So that's kind of a unique aspect of CWPPRA. CWPPRA gets about 80 million dollars worth of funding every year. That funding come off the revenue off of small engine sales off the sales of the gas tax off small engines and so a piece of that is cut away and provided for the CWPPRA program and its actually give to the Department of Interior and the Corps of Engineers manages that program with the other federal partners in the state of Louisiana. This has been a very positive program. One of the things I do want to let you know is that we've been aggressively managing the program in CWPPRA. This year was our largest year in executing project for our project priority list we do every year. But the program is coming to an end in 2019 unless Congress reauthorizes that program. So I wanted to let you know about that so you can engage your elected official appropriately



I've talked about the benefits of using dredged materials program. We maintain about 11 navigational channels in Louisiana, which is about 2800 miles of channels and those are essential. I've already talked to you about how much we use about 48% are available of suitable dredged materials that we used beneficially to help restore some of the coast. To date, our dredge material has help created about 39 square miles or about 25 thousand acres of coastal habitat in Louisiana.



Shifting gears a little to the next is the LCA Program. This program was authorized and awarded in 2007 and that's the Water Resource Development Act. The Corps, in order to first build something, must first have an authorization from Congress and then we get an appropriation that matches that and then we have the authority to move out. So this program was authorized in 2007 WRDA and it's a program that is cost shared with our sponsor and that is the Louisiana Office of Coastal Protection and Restoration and we're right now in the

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US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

middle with 13 projects that are authorized plus the beneficial use of dredge material program demonstration projects and also the science and technologies program that helps us do some of the scientific analysis for these projects. We currently have 12 studies under way, 10 since the WRDA bill passed in 2007 November and then we have three studies start schedule for this year and all of those require a federal cost study share agreements that we signed with the state of Louisiana before we can move forward with those.



And I will go through those quick. We have five near term projects and I just want to highlight one of those out of this. We have the Barataria Shoreline Restoration and that report is scheduled for completion this year and we expect to complete it and get it up to our headquarters so it can go forward for funding and construction in the near future.



Our next slide will show six projects that we have and these are contingent projects. They have a schedule completion of not later than 31 December of this year and those include the multi-purpose operation of the Houma Navigation Lock, Terrebonne Basin Barrier Shoreline Restoration, Small Diversion at Convent/Blind River and we have another one at Convey at Atchafalya River to northern Terrebonne Marshes, Amite River Diversion Canal Modification and also Medium Diversion at White Ditch. All these studies are underway and they are going very well and they are all on schedule. The state is doing some of the studies with coordination with us and our federal partners and we're leading some of the studies to meet these timelines and we are scheduled to meet that.



The next slide is just four additional investigations. Those include Gulf Shoreline at Point Au Fer Island, the land bridge at Caillou Lake and Gulf of Mexico and modification of the Caernarvon Diversion near New Orleans and also the modification of the Davis Pond and both of these diversions are off the Mississippi River.

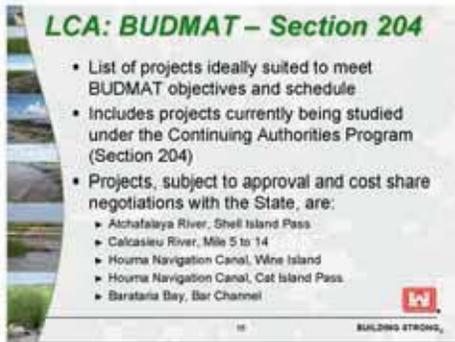
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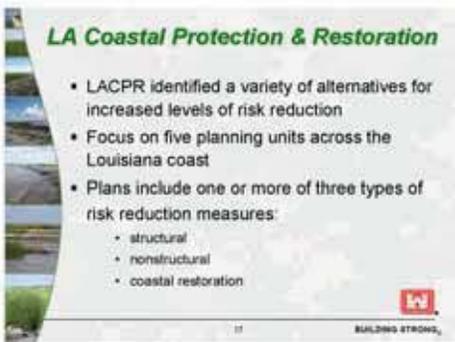
Public Meeting Summary



And the next program that may be of interest to you because there are some areas where there is potential for the beneficial use of dredge material program, and that's what the acronym BUDMAT stands for, but really this report we are focusing on and we've completed this report and it's going for review right now and the good news is that we have the first construction scheduled for FY 11. The president's budget was recently released and it had 19 million dollars as a new start and those are rare to come across in the Corps of Engineers these days, but we have a new start and about 10 million of that money right now is going to be focused on beneficial use of dredge material in the State of Louisiana. We have another nine million dollars that will be focused on demonstration projects that I referred to early in the brief.



And then we also have beneficial use of dredge material under Section 204. This is a list of projects that is ideally suited to meet BUDMAT objectives and the schedule and you see those here. There is Atchafalaya River and Shell Island Pass, Calcasieu River, Houma Navigational Canal at Wine Island, the Houma Navigational Canal at Cat Island Pass, and then the Barataria Bay Bar Channel. So, these are the candidate lists that we are looking at currently.



I talked earlier about the LACPR and this is the referred to as the Cat 5 Hurricane Study. We have completed that technical report and it went out for a 45 day public review back in June of 2009 in the summer and we transmitted this report up to our headquarters who sent it over to the Assistant Secretary for Army of Civil Works and for review and approval. The current status is ASA is waiting on the state's input and then that report will be transmitted over to Congress.



What I would like to do now is show you some projects in your area Morgan City that are in and around Morgan City in the coastal zone. Some of these are a little bit out, but I just wanted to show them to you.



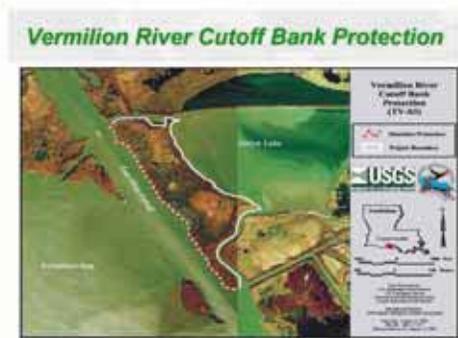
US Army Corps
of Engineers
New Orleans District

Public Meeting Summary



The first one is the Marsh Island ----Hydrologic Restoration Project. This is a CWPPRA project, construction was completed in December 2001 and it's located in Iberia Parish, which is near by. You can see some of the things it's trying to do, it's trying to protect the integrity of that ecosystem and because of the some of the salt water intrusion, the winds that are blown across some of these open waters it starts degrading the marsh and this is a protection and restoration project. This project stabilizes the northeastern shore of Marsh Island

including the northern shoreline of Lake Sand and helps restores the historic hydrology. Project components include the construction of seven closures for oil and gas canals at the northeastern end of Marsh Island and the protection of the northeastern shoreline with rock, including the isolation of lake sand from Vermilion Bay. So again, going back to some of the human intervention to try and reverse some of that and restore that. This project increases marsh fish wildlife productivity by reducing the shoreline erosion and correcting the altered hydrology. Again, this project was completed in December 2001.



The next project is the Vermilion River Cutoff Bank Protection and it's located in the Vermilion River Cutoff Chanel about three miles south of Intercoastal City, Louisiana. This is a large section of the west bank of the Vermilion River Cutoff and it was eroded because of the base side shoreline erosion in Vermilion Bay and mainly from boat wake induced shorelines. So you see a lot of erosion, especially on the channels, from some of the vessels that use these and again this is to stabilize some of that channel.

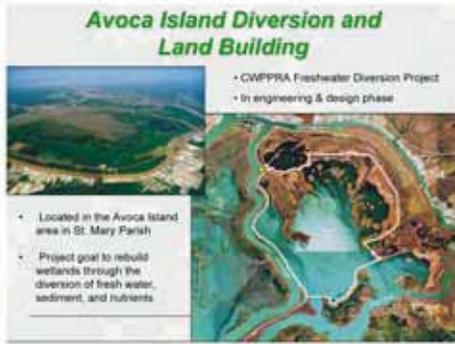


Another one that, to show you here and that's just some photos of it.

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Public Meeting Summary

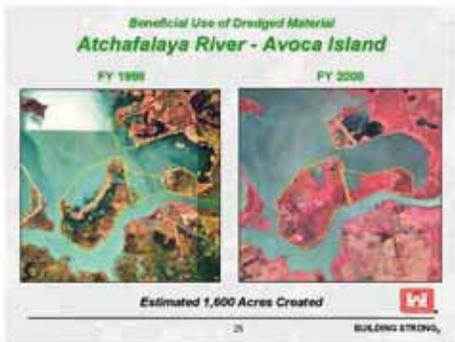


The next slide is of Avoca Island Diversion and Land Building. Avoca Island area lost about five thousand acres of marsh between 1932 and 1990. Natural over bank flooding to the area has been eliminated by channelization and the construction of flood protection of levees, thereby preventing the input of fresh water sediment and nutrients. The goal of this project is to rebuild eroded wetlands in the area through the diversion of fresh water sediments and nutrients. A diversion structure will be installed through the Avoca Levee to allow water from

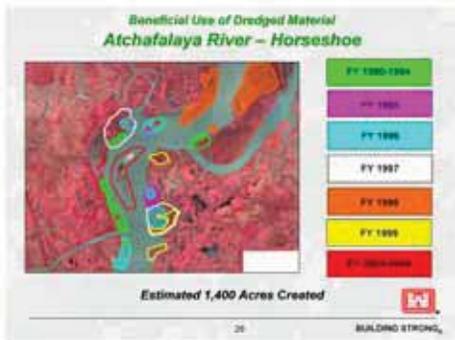
Bayou Shaffer to enter Avoca Lake at about a rate of 1,000 cubic feet per second. The Louisiana Coastal Wetlands Task Force approved funding for the engineering and design of this project in January 2003 and the project work for the planning engineering and design was submitted for program review in May of 2003. Engineering data collection and this has been approved on project priority list 12.



Some other things that are occurring in your area is the Beneficial Use of Dredge Material and this just shows the lower Atchafalaya River and some of the reaches that we dredge, the Bar channel and as we move up the pass, those are some of the areas that you see that are sort of in the light pink colors, those are some of the beneficial use areas that we've built.



The next slide will show you some of the before and after. If you look at this, and this is Avoca Island, but if you look at the before and after, 1998 that's what it looked like, and then after the beneficial use, we've created about 1600 acres in this area.

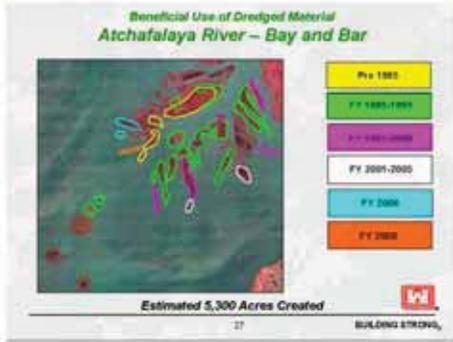


Another area that we do beneficial use is on the Horseshoe Bend and these are just showing by year, the placement of beneficial use of dredged material. We've created about 1400 acres dredging from the navigation channel.

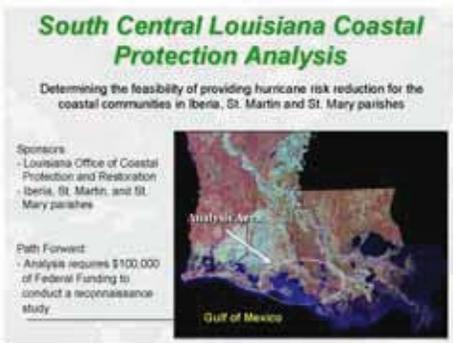
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Public Meeting Summary



And the next slide shows the Bay and the Bar Channel and again, what we've done is try to compliment what mother nature is doing with some of the deposition that the river is already building naturally and using the beneficial use of dredge material to reinforce those fingers that are actually growing in the Atchafalaya Bay and Bar portions of the Atchafalaya River.



This is just showing some of the area that we are looking for and this South Central Louisiana Coastal Protection Analysis and what this is, is determining the feasibility of providing hurricane risk reduction for the coastal communities of Iberia, St. Martin and St. Mary Parishes. This would be similar to what is happening out west with the Southwest Coastal Study that I talked about and the current status on that on that, you know it requires us to get \$100,000 of funding and authorization to conduct the reconnaissance study for this South Central Louisiana Coastal Protect Analysis. I just wanted to give you an update on that.



One other slide that I'll cover and then I'll turn it over to you for any comments or questions that you may have. This is just some of the comprehensive conservation work that we have going on. The purpose of this is a comprehensive plan for the management and preservation of the water and related land resources at Atchafalaya River Basin including environmental restoration, the water management units along the Atchafalaya Basin, fish and wildlife enhancement and also recreational facilities.

This is located in South Central Louisiana and extends southward from U.S. Highway 190 at the north to the vicinity of Morgan City and Berwick at the south. It comprises of approximately 595,000 acres in the area between the east and west of the Atchafalaya Basin Protection levees. The project features include the acquisition of additional real estate interest including minerals, flood control purposes, environmental protection purposes, recreational development purposes, public access and the construction of recreational facilities initially to pilot management projects. And then finally the construction of miscellaneous canal closures in circulation improvements in the lower floodway. Some of the things that we work on is that we've acquired quite a few lands through our federal authorities, we have a lot of park rangers who work in Port Berry out in the Atchafalaya and the goal of that is to provide public access for the public to go out and use and recreate in those areas. There is some dissolved oxygen issues in the Atchafalaya Basin and we work closely with the state and

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US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

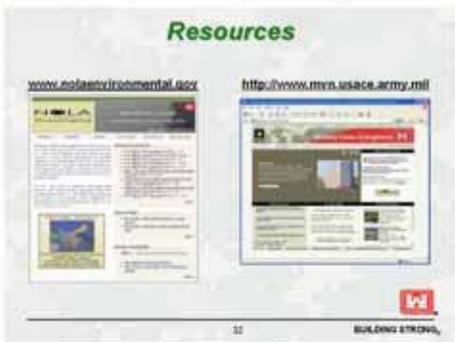
other partners to make sure that we are trying to address those issues. That's covers what I have to say tonight so I'll turn it back over to Rachel.



Rachel Rodi: Thank you Col. Lee. Just a quick side before we move forward, that's why we are all here tonight, public engagement between us and your local government. The Corps has held over 150 public meetings since Hurricanes Katrina and Rita and we are going to continue that. Like I said, we will meet with you anytime, anywhere, any place if you have any suggestions for us, questions, comments, we are always willing to meet with you.



Besides tonight, options for public input, you can always reach us by e-mail which is Askthecorps@usace.army.mil or you can call our Public Affairs Office and we will get you the right person at 504-862-2201. We also have a mailing address that is on the handouts you got in the back of the room.



And resources, as soon as we can get home, maybe not tonight, but tomorrow we'll get this presentation posted on www.nolaenvironmental.gov to the left and there will be a link that says "new" and you can download the whole presentation and also our regular Army Corps website is www.mvn.usace.army.mil. With that I think we are going to turn it over to you guys for discussion and our first to start it off, I think President Naquin has something to say.

Paul Naquin: At this time I would like to make a presentation on behalf of [Inaudible] we would like to take this opportunity to present you with a key to the parish for all the outstanding you did in St. Mary Parish, Terrebonne and everywhere you've been and your staff with us. As you know, Col. Lee is leaving us and July of this year, he's getting transferred to D.C. and we want to present this to you and let you know this key [Inaudible].

Col. Lee: Thank you very much I really appreciate that and I'm honored by that. One of the things I guess before I wrap up and take your questions and comments, you know the unique thing about Louisiana is the people. I went out to Lake Charles a couple of days ago and I had dinner with some folks from Cameron Parish and there was a gentleman named



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Travis and he was a 7th generation Cameron Parish resident and he was able to go to LSU and get his degree and come on back to Cameron Parish and contribute back to the community. Before I came to Louisiana, you know I was in Afghanistan when Hurricane Katrina hit, and you know I live, I'm originally from South Georgia, not exactly on the coastal zone, but if you've ever heard of the Okefenokee Swamp, it's pretty similar to the environment you have here except it's not eroding. I had real fond memories growing up on a farm near a swamp and just enjoying that, but the culture and the people in Louisiana is unique. You have a working coast, a lot of people in the U.S. don't understand that. After Katrina a lot of people said why you don't just move away, move to a safe area. Well, it's not that simple and I think after people come down and figure out how the culture and the people, the industries are intertwined, it's a pretty loud statement from people who live here why they live here. I mean people are definitely committed to where they live and they have a good reason to be committed. I think it's a great place to live and really appreciate you coming out tonight and interested in hearing any questions and comments you have so thank you.

Tim Matte: Tim Matte, City of Morgan City. Colonel, we had a meeting early today and we talked about some of the concerns of the potential for river flooding and we discussed this quite a bit, the issues as far as backwater flooding. Would you mind just relaying what we discussed so that the citizens here in St. Mary's Parish can understand some of the conversations and some of the action items we are going look forward to over the next couple of months.

Col. Lee: I'll try to remember the ones and if I don't I'll get my deputy as he wrote them down. We did talk about a lot of issues and one of them that's probably near and dear to everyone's heart that is effected by the backwater flooding, not just here in Morgan City, but in other areas and that is an area we also have concern. We have been studying, we get blamed for this a lot, doing a lot of studying, but we actually are finishing our study on the baseline and so, when we do those baseline studies that's to determine the bathymetry, that means what's on the bottom of river looks like and what has happened over the last time we did the study, so flowlines. We are doing a flowline right now to see what the capacity of the river is. We've also done a lot of surveying to determine the heights of the levees and the condition they are in to convey the project flood. So we will be doing some analysis and of course there's always areas that are deficient or there are low spots in the system and some of the discussions we had today with Mayor Matte and the other parish officials from St. Mary Parish and others, is what we want to do is work together. My engineers will take a look at this and then communicate with the levee districts and parish officials where those areas of vulnerability are and then what we want to do is insure that we all understand what those are. The other thing that I committed to, is that the locals have responsibility for some of the local flood fighting, we call that the first responders, and of course the levee districts have some authority and funding, so that's sandbags and other advance measures they can do. Then there's the LADOTD and CPRA and also the state of Louisiana supports that. And then the Corps of Engineers, we have the authority called PL-8499 and that allows us, when you have an emergency, which we are getting pretty close to on the river right now, then my emergency operation center is working right now 24/7 and so they are monitoring the conditions on the Atchafalya River and the Mississippi River. What happens is when we start getting reports and we do some assessments of some of these vulnerable areas, then we have the authority where we can go in and do some advanced



Public Meeting Summary

measures. What we are going to be doing over the coming weeks is working with the parish officials and the levee districts and try and determine where some of those areas area and ensure we have the right flood-fighting equipment and that means sandbags, everybody has pre-stocks of sandbags, and other material to fill those sandbags up and then we'll just work with the state and local officials to make sure we identify the trouble spots and provide the assistance that we can to support that effort. The other thing that we talked about is the projection on the Mississippi River. We have an individual that works in our Vicksburg Headquarters, Vicksburg, Mississippi as a team member from the National Weather Service and he does predictions on the river and they are typically are looking at, if you look at the Mississippi River all the way up where it starts in Lake Itasca, until it comes down to the Gulf of Mexico, they are doing stage forecast and typically what's effecting us is Cairo, Illinois and you are talking about seven days later, that same water is coming right by New Orleans and Morgan City. So it's important for us to get that right and they are pretty good at it. They give us the forecast, the Atchafalya and the Mississippi River is predicted to start dropping, but there is another surge that is coming up and that's hitting Cairo in a couple of days, so seven days later we will see another bump in the river. We don't know exactly what that's going to look like, but in the next couple of days we should have a better handle on that. What we do is monitor the river and what we've committed to do is make sure we are communicating as effectively as we can so if we start seeing things like I alluded to earlier, opening Bonnet Carre and then the next stage is open the Morganza Floodway, again, that's only happened once, 1973, but that would have tremendous on the basin. There will be a lot of engagement with leaders and making sure that landowners, people that have fish camps, hunting camps, and other things in that floodway have an opportunity of evacuating their structures, their personal property and even some of the livestock that are located in that floodway. We take this very seriously and we know that communication is essential in getting word out to the public. Tim, anything else that I missed?

Tim Matte: [Inaudible]

Col. Lee: That's right. We also have some authorities to work with USGS and putting out some emergency gauging and there were a couple of areas identified today by the leadership and we are going back to take a look at that and see if we can get some temporary gauges in during this high water season that will help the city officials as they, how may gauges do you have, 27 gauges in the City of Morgan City to help understand what that's looking like and understand what the conditions on the back water are looking like because right now Mayor Matte is sharing with me right now that he's having to use some of the gauges we have at one of our locks to determine what it looks like in comparison to the lake and what we want to do is get some gauges out that are reporting and he can have access to that information so that if some flood fights need to occur and advance measures need to be put in place in the back side of the city, where that backwater issue is, they will have time and understand what's actually happening in the system.

Rachel Rodi: Open the floor to any questions. You can just come to the microphone and state your name and affiliation.

Sam Jones: State Representative Sam Jones and I was too at the meeting the earlier. This is State Representative Karen St. Germain whose district is also impacted by the Belle River



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

and Bayou Boeuf. We talked the need for a permanent long-term solution in the Bayou Boeuf plan we discussed earlier today and I thought Colonel you might want to mention that a little bit more and I know Karen wants to speak a little bit. It is a multi-parish problem, it's not just a local problem and we were pleased to hear that you think the same way that we want to see what it's going to take to move the solution along. We have been and hopefully some of them will testify, we have people here that have institutional knowledge over the years of the conditions of flooding in '93, '73 and even beyond and I for one remember '73 and seeing bench marks earlier in the year where we are having flooding in places that we didn't even have back then at this time so it's very scary for us. We also know, and Karen and I are both on the DOTD Transportation Committee, we've traveled the state this year taking testimony and we've found that we've had a higher incident of rainfall that existed in 1927 and you can find that throughout the state, the ground is saturated and it doesn't seem to stop. [Inaudible] can tell you it's starting to flood houses that generally don't get water is already starting to get water and we are concerned all through our district so I would like to ask you to speak to that after Karen mentions her [Inaudible].

Karen St. Germain: Good Evening. I'm sorry you are leaving, so let me start with that. I know that is kind of the way it works, but it's been a pleasure having you here because you have really gotten involved and really gotten to know the district and come like part of the family so I guess three years kind of feels like I just met you and you're gone. Just for the record so we can have a later discussion on this because I've kind of started an [Inaudible] and I'm from Pierre Part so I do kind of sit smack dab between both sometimes what happens to all along the basin to Morgan City. What affects them effects everybody from the north end and vice versa and that area Sam was just talking about, White Pigeon has continued to keep the high elevations on the water for a lot longer than normal. In fact I think it was about four years ago - Sorrel Pigeon - had flooding that they hadn't seen in 50 years and then again in the last six months or so, we did sandbagging along Highway 75 on the Intracoastal and when you brought up gauges before I forget that is another area that Charlie Demmons [phonetic] has good ideas about where we need some gauges so we can have that discussion later. If you can tell me if you know anything along the Intercoastal that's being worked on in that arena, I know they talked about locks, they talked about a lot of things, but they changed the scope a little bit, but nobody has really ever talked to us about them, the problem, where the [Inaudible] are and when it does come through it ends up hitting St. Mary in the end and so we are on a framed conversation, on the phone trying to figure out what to do next. We're here to help and from the beginning to the end.

Col. Lee: I'll try and cover a couple of things. One, I've talked about but I'll talk about it again because it's essential and kind of the long term strategy I believe and it's the flowline study. That flowline study looks at the whole basin and determines what's happened over the past 10, 15, 20 years as far as sedimentation there is a lot of sediment in the Atchafalya River and in some cases that sediment drops out and it reduces your capacity in the river and so that what the flowline study will look at. And then if you take the flowline study and tie that to the elevations we just surveyed on all the levees, the guide levees everything else in the basin and you put those two together then we'll learn what the capacity of the river is. If the capacity of the river for a flood has decreased since the last time we did a flow analysis then the potential



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

is that we would be looking to make improvements to the levee system to prevent some of those issues. That doesn't address all the issues and...

Karen St. Germain: [Inaudible]...the backwater doesn't effect ...[Inaudible]

Col. Lee: Yes, and what we are doing with the backwater and Mayor Matte has been engaged in this I think he said for 10 or 12 years, I think..... 20ok, even longer, I knew about 10 or 12 years but, I've seen letters from my last 2.5 years that he has been engaged in this and what we're doing and I think one of the additional benefits of the flowline study is that it's going to paint a picture of what's happened over time. That will, right now we've been engaged in our division in doing analysis for the backwater and the current thought is that we would have to do a recon study to determine what's happening and that would be 100 percent federally funded. Of course we would need the authorization from Congress and the appropriation.

Karen St. Germain: Has some of that been studied?

Col. Lee: Not the backwater area. Now we have, part of the...we would use some of the same information from the flowline study and the other elevation from the levees. It wouldn't be a complete start over, so about a year effort and then that would tell us if there is a federal interest in proceeding forward and then from there based on what happens with the flow to go forward. So that's kind of the process of the long term.

Karen St. Germain: I look forward to talking to y'all later.

Col. Lee: Now the other part you talked about is the locks. I'm sure you are aware of this, but some of our locks are in the lowest spots in the protection system. You know Bayou Sorrel is scheduled for replacement, but as you probably also know, they are very expensive projects and these projects are all over the United States so it takes a concerted effort to get... I mean we have a lock in New Orleans that was built in the late 20s, the IHNC, and it's in the same boat. It's under design but it's not in the president's budget this year. Bayou Sorrel is currently under design and that effort is being worked with between us and the district in Vicksburg are actually doing the design on Bayou Sorrel, but again, as far as construction funding, that takes a big capital investment and it takes the involvement of you and the communities in making sure that your elected representatives understand how important those locks are to the community and to the system because it all works as a system.

Karen St. Germain: [Inaudible] the rocks would be great, but we all know the devil is in the details and because of that area and how it is and the flood that's already there and the amount of boat traffic that would be increased, you know with that new lock, that is also something else that I know we need to further discuss because of the residence in that area, because you like me, are not only worried about, not only what happens to the navigation but what happens with the people that live from here to the end of the Atchafalya River.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Col. Lee: And one of the things, one our major concerns with Bayou Sorrel is really the deficiency in how low the lock is and so that has a direct correlation as to what it can protect against so it's kind of a weak link in the system from a height standpoint.

Sam Jones: I'll conclude by saying that I really would like for us to go away from here with an elevated concern about this year's potential for catastrophic flooding. I know there are going to be some people who come and talk behind me and in our meeting earlier we discussed that back in the 1973 there was a barge that was dropped in Bayou Chene and there is some institutional knowledge here and I appreciate that you listen to that with an open mind. So our concern is not only about the long term solution in Bayou Boeuf and protection there but some concern for the immediate problem because I don't think we can wait much longer and do planning.

Carroll Delahoussaye: Carroll Delahoussaye with St. Martin Parish Government representing the Stevensville-Belle Rose area and I have a couple of questions. First of all, what kind of assistance can St. Martin Parish expect in the event of high water which we are expecting this year in this area.

Col. Lee: I tried to cover a little earlier, you know, it's kind of a tiered approach. The parish and the levee districts have operation and maintenance authority and responsibility for the levees in their levee district. They typically have flood fighting equipment, sandbags, sand, those types of things. What we do is augment their capabilities so that during high water event, we have people that go out and work out in coordination with the levee districts to go out and find hot spots. If there is sand boils, if the banks of the levee start sloughing off, or if you start having erosion or scour holes, then we identify those and then we determine how best to fix those. The state and the non-federal sponsors have the responsibility for most of the repairs and that type of work, but if there are major repairs on that system then we come in and let contracts, either through our emergency authorities or through our operations and maintenance funding, to fix those slides or huge failures in the levees. That's kind of how that works.

Carroll Delahoussaye: That's my second question. We've noticed these small slides all the way up from St. Martin Parish all the way down here. So you all are aware of this?

Col. Lee: We are. We have those in a GIS Data Base that we track. Many of them go back to many earlier slides that occurred back in history and what happens is when the soil stays saturated for a long period of time and then you have water levels that go up and down, sometimes those soils loose their stability and they sheer off, so we are keeping a close eye on them. But anytime that you think that you see something that people are not paying attention to, I encourage you to contact the levee district or the Corps of Engineers. We get reports like that all the time from concerned citizens and we take those seriously. We send our surveillance teams out to look at those and if they need either a temporary repair or permanent repair. The problem is it's hard to do a permanent repair when you are in a high water conditions like you are right now, but we continue to monitor those and as soon as we get an opportunity to repair them permanently, we make those repairs.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Patty Whitney: My name is Patty Whitney and I'm with Bisco, chair of Shared Community organizer. I met with Mr. Rock Salt, at one of the Louisiana -Mississippi Gulf Coast Ecosystem Working Group sessions and he assured us that the Corps of Engineers was changing how it does business so that the long delays in going from studies to projects would no longer happen. Has any progress been made on that?

Col. Lee: I think, that's what I was talking about with the CEQ effort. One of the things that we havewe have to ...we operate under the authority of Congress and the Administration so Congress gives us authorities and appropriations to go forward and move with work, so one of the things that the working group is trying to do is get all the federal agencies on the same sheet of music with what they call planning guidelines. Those are out for public comment right now and the purpose of those is consistency across all federal agencies. You know we can't do a water resource development project without input from U.S. Fish and Wildlife because of the endangered species act because of the essential fish habitats of NOAA fisheries, Clean Water Act because of EPA's interface, also the Coastal Zone Act, which effects the state of Louisiana, so all these things have to be checked, the Historic Preservation Act through SHPO, the state's historic preservation office, so it's a coordinated effort and this task force is working to establish guidelines that all the federal agencies would work consistently and they believe and I think there's good reason to believe we could move forward quicker in building these projects. I'll give you an example of some of the challenges that we face. Also because of the way we are funded currently for water resource projects, you hear about a 40 year project and people say how in the world it could take 40 years to build a project. Well I just met with officials from the Port of Iberia today to talk about their navigation project that has been in the books for awhile and the challenge is, that even if you get a project and gets authorized by Congress and it doesn't get funded in the president's budget, then it becomes what we refer to as congressional adds and those, we refer to it as incremental funding. So there is no guarantee of funding, but every year Congress has to appropriate a certain slice of money. That would be like if you were trying to build your home and you only had a certain amount of money. You could only build the basement the first year, the floors the next year, then the walls the next year and then you put the roof on it the next year and then you start putting the windows in the next year and you can see that comparison. And that is what happens with our projects. So instead of having the earning power of the money upfront and paying a contractor to build your house all at one time and they would be finished with it in a year or less, those projects drag on for a long period of time. What happens with those projects is that they get more expensive every year. Just the time and the money spread out over time increases every year. What we are seeing in New Orleans right now is that Congress fully funded us to build that hurricane system and we've been able to take large billion dollars projects, go from concept to completion, in less than five years. I think that's the model that we are validating with the work and that's when the handcuffs come off, when we are allowed to get that full funding upfront, what we are proving is that when the handcuffs are taken off, we can deliver integrated water resource development projects in an accelerated period of time.

Patty Whitney: So what can the public do to make that happen in other places besides New Orleans?



Public Meeting Summary

Col. Lee: Well I think the way the general public interacts with the congressional delegation and provides a coordinated strategy of what your priorities are within your watershed, because sometimes when you have multiple priorities and they are competing priorities, sometimes the multiple projects get a slice and so I go back to the incremental funding, they might get a little bit here and a little bit there, but it doesn't focus on a single project from a concept to completion. I believe the model is that the community gets behind a project and they support that with their congressional delegation and the funding comes and we are able to execute those type projects. So I think there is some great potential in seeing that occur and the efforts that the working groups are trying to do to get consistency across the federal resource agencies I believe will contribute to that also.

Ted Falgout: [Inaudible]...thank you very much for hosting this meeting. It's great to hear about the projects that are going and to hear your understanding of them Colonel. I have worked with a number of Colonel's over the last 35 years and I have to say you get it and you've done a lot to move things forward and I know you've taken a lot of heat over time for projects being studied and not moving along. I would like to mention a couple of projects that you mentioned to show their importance. Number one, [Inaudible] ...you recognized the significance of Port Fourchon and that project is essential for protection not only the port, but the Barataria Basin and communities north of there and I encourage you to move it as fast as you can. I know the state is moving aggressively with 70 million of their funding hoping we can get an additional 230 million from LCA to move that project and clearly I think it will yield a great project in a very significant area. The concern locally is that the way the Corps is measuring the project through ecosystem benefits only, certainly not measuring the recreational entity. That's still ok, but it's very important to Lafourche Parish and to the communities surrounding there that you don't impede or prohibit recreational access to the traditional beaches that have road access in this project. I'm concerned that when you look at the initial formulation of the project and the feasibility that is ongoing, it's not very clear that recreational access, the historical access, is being considered. We've had these discussions and clearly that would cause a delay in the project if in fact it was an oversight in recreation in some way it's not allowed to happen. I'm not saying you have to pay for it, I'm just saying make sure it's in part of the plan. The other project that is near and dear to my heart is Davis Pond. The studying to maximize the ecosystem benefit in the pond is, I think, even more significant than just the authorization and [Inaudible]. I think it will be the first time that we have the ability to show that we can adapt and manage a project that's existing, that clearly needs some adaptive management and hopefully we can have the vision and the capability in this study to identify just a cookbook for how to adaptively manage and clearly identify what ecosystem benefits are. I think that clearly in my mind and your mind they are different and in everybody's mind. If I'm an oysterman I think quite differently than if I'm a catfisherman or if I'm concerned about levee protection. I think that will be very important for future projects. Hopefully we don't have to go through congressional authorization to adaptively manage projects in the future like we are having to do with this one and spend a lot more money in doing that. Again, please view this opportunity at Davis Pond as something for the future and how we are going to handle projects in the future and to look at it fully and allow the stakeholder input so we can truly understand what maximizing ecosystem benefits really mean to the majority of the people in the basin. Thank you.



Public Meeting Summary

Col. Lee: Thank you Ted, I appreciate that. Ted has been part of my educational process while I've been here for the past two and a half years. I spent a few days with Ted on multiple occasions going down to Port Fourchon and he is a unique port director. He's probably one of the few, I guess former port director now, but he's one of the few port directors that is a marine biologist by nature so he has a passion for what he has done in this area and it's pretty apparent. He's very proud of some of the area, that every area that I went when he developed the expansion of the port, he would show all that built over there and he said we didn't have to do that but we did it. That was open water and now it's marsh. So it was pretty tremendous to go down to Port Fourchon and see that. The project that Ted is talking about is the Davis Pond Freshwater Diversion and the purpose, that was a project that started back in the 60s I believe maybe even the 50s, but it was built and the purpose was to change the salinities in the Barataria Basin and that was all about oyster production. So now what we are looking at is modifying that project, you know we have adaptively managed that, it's been difficult, but through CWPPRA and other authorities, we've been able to go in and make some improvements, get the flow up to about 10,000 cubic feet per second and we have seen tremendous benefits from that project. So what we are going to do with Davis Pond now and Caernarvon is to look at them and see if there are other benefits that can be provided. That means sediment transport, providing more fresh water deeper into the Barataria Basin, but again, it's that balancing of needs so we have to work with the fishermen, the oyster producers and all the other functions of that estuary to make sure that we balance those needs and still contribute to that environment. So that's what we will be doing with the modification of Davis Pond and Caernarvon. I look forward to seeing how those work out, particularly the adaptive management piece because when you get new information you have to integrate it back into the project and make those decision and adjustments because this is a complex environment and the decisions you made ten years ago, may or may not apply today, so you have to have that flexibility built in. I think Congress has given us some of that flexibility and LCA. I talked to a little bit about the Science and Technology Board that is in place with LCA. We have one of our scientist from ERDIC, from our research lab in Vicksburg, her name is Dr. Barb Kleiss director of the S&T office and part of her function is to help us adaptively manage these projects through some of the research and efforts that they are doing and also to look at pilot projects that we can put out there and test them to see if they will work and if they do, then we can take those lessons learned and apply to other projects. I think there's a lot of potential with LCA, it's referred to as the near-term plan, and there are many other things that need to be done in the long-term. Part of LCA is a comprehensive study that will look well beyond what the near-term is for Louisiana coastal area and look into the distant future on what can be done and what the possibilities are for coastal Louisiana.

Dr. Nick Accardo: Dr. Nick Accardo from Franklin. About a half century ago from Point Au Fer to Marsh Island there was a little water reef, it was about 10 miles wide shell reef and at low tide, you could literally walk for m miles, that was harvested for the interstate system. For the 45 or so projects in the pipeline does anyone talked about, if you couldn't put a quarter mile reef back, a line stone break wall or something, because you know that stopped all the tidal surges into the marsh. Is that even in the pipeline?

Col. Lee: I'm going to have to look for a lifeline on that one. I have...that's one project I've never heard of since I've been here....Eugene Island Reef Restoration...does



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

any of my team have any information on that? I don't think we do, but if you will give us your name we'll make sure we get back with you on that because we can go back and check.

Dr. Nick Accardo: [Inaudible]...the other basin as that is one of the other things that is part of it. I don't want to put you on the spot, but I think [Inaudible] ...it's not the same project....

Rachel Rodi: This is Tim Axtman one of our senior planners.

Tim Axtman I know the Colonel mentioned in terms of construction funding in physical year 11, demo projects under LCA and that's one of the things we are looking at as possible demonstration concept rather than rock foreshore protection, where we have suitable conditions can we establish artificially oyster reefs, initially artificial and let them grow and use that as a foreshore protection. That is something that we are looking at in the MRGO ecosystem restoration specifically in fact, the Nature Conservancy has a project we would like to get engaged with them on in terms of demonstrating that. Certainly, Point Au Fer could be a location it's really are depending....are the conditions suitable for the oysters, that is a key measure in whether you are going to have success with that type of project. Does that answer the questions.

Dr. Nick Accardo: Actually, it was all the way across the basin from Point Au Fer to Marsh Island and it was only a couple of places there the boats could come through.

Tim Axtman Historically

Dr. Nick Accardo: Historically, yes. I was just wondering if they would put a little break water there, something out of limestone, no the real oyster beds.

Tim Axtman I think there was a project concept like that that was looked at early on in 2005 LCA report, doing a major....not using oyster reefs, but using rock as a reef substitute. We didn't have real conclusive modeling for that effort and that is something we look at under LACPR in terms of the effect of landscape was, what are the features out there now and we were looking at existing landscape versus deteriorating future landscape. Ridges are important but they have to fairly elevated. Submerged ridges can have an effect on wave climate, but that wave climate will regenerate pretty rapidly past that if it's not an elevated ridge. In this area, one of the things we could point to based on the modeling in post Katrina conditions is the pension area, Point Au Fer pension area that huge expansion marsh is clearly a landscape feature that has an impact on how the surge moves inland. When you are talking about just marsh, its that's scale, the whole pension area is the kind of scale you are looking at. It's not that old rule of thumb of you, a foot per so many miles, it's really substantial features. Natural ridges, or even man-made, even Highway 90 is something we see from Pontchartrain all the way over to St. Mary, that man-made ridge also has an impact, so ridges like that have an impact but they have to have an elevation.

Rachel Rodi: And that reminds me, the book in the back and we have CDs that have every single project that we are working on so if you want to take a look at those as well, you could read for days, it's a good reading material for night. Any other questions?



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Rebecca Templeton: My name is Rebecca Templeton, and I'm with Bayou Grace Community Services in Chauvin. Could you explain the status of the Corps involvement in Morganza to the Gulf at this point?

Col. Lee: I'll be glad to do that and if, I'll reach out if I need a little help, but I think I know enough about it. As you probably are aware Morganza to the Gulf was authorized and awarded in 2007. Anytime that we repair what's called a Chief's Report, that's the feasibility report that authorizes us to build a project and it has a cost estimate provided with it as well as an environmental document. What happened was that was all finishing up about the time Katrina hit. As you are well aware there were many post Katrina and Rita impacts that effect nearly every project that we are doing throughout the state. That's driven by what we didn't know before Katrina as far as what these hurricanes could do and the impacts of those hurricanes into the landscape, the communities, our flood protection projects that we have and how the effected those. So, following some of the failures of the levees and floodwalls in New Orleans, we had an inner performance evaluation task force that was made up of Corps of Engineer personnel, people from the state of Louisiana, people from the National Academy of Science, academia, people from all over the world were on this team and they came back and determined new criteria for levees. So Morganza to the Gulf is a series of levees and environmental structures and also floodgates and also water control structure complexes. What happened after Katrina in the reevaluation of what we know about hurricanes now that we didn't know before Hurricane Katrina, is that the levees that were authorized in that study would not provide 100 year levee protection. So the width of those levees changed drastically because in order make the levees sturdier to protect those areas against the wave environments of a storm like Katrina, the levees are designed differently. They use a lot more clay material and they are wider at the base and they are higher at the top in order to protect. Anytime you have those combinations the costs goes up astronomically so anytime that we have an increase in cost above 20 percent, it's called a 902 bust and that's what we had from Morganza to the Gulf. We were required to go back and do what's called a reanalysis and that's going back to revalidating the economics, the cost and the environmental document for that study, refreshing that and then presenting that back to Congress so that they can make a determination on how they want to go forward on that project. In the meantime we've worked very closely with Terrebonne Parish, the state of Louisiana has stepped up and provided local funding from Terrebonne Parish and the state of Louisiana to go ahead and build individual levee reaches to ten feet I believe is what they are building to. What our role in that is providing the permits, they submit permits to us and we evaluate those permits and we've approved a number of those and there a number of those under our review right and we continue to work very closely with them to make sure they are environmentally compliant and that means that the environment structures are part of them so you don't cut off the tidal exchange in the estuary. We are still pretty well engaged with that and our team is still working to get that post authorization change report complete. What is the schedule on that Tom [Holden]?

Tom Holden: Right now it's late summer, early fall

Col. Lee: So, late summer or early fall of 2012 to have that completed and then Congress will take it from there. Thank you.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Carroll Delahoussaye: Carroll Delahoussaye from St. Martin Parish again. It was brought to my attention that in 1973, the flooding we had then, this is concerning the back water we have here, a barge was sunk the Bayou Chene area, that really help slow down the flow of the backwater in this area, do you know if there are any plans that this can be done again if needed?

Col. Lee: We met with the leadership of the area today and that same topic came up in our discussions. I thought they were talking about Bayou Bouef, but it's Bayou Chene? Bayou Chene, ok, then I misunderstood it. They did say that occurred back in the '73 flood and that's something that I'll take back to our folks and look at. I know the system has changed quite a bit since 1973 as far as improvements of the hydrology of the area may or may not be the same, but I'm definitely going to take that back to my team to definitely find out if that is possibility if we get into a situation like we had in 1973 with that much water coming down particularly with the Morganza floodway being opened.

John Lacy: My name is John Lacy and I'm a community developer. Colonel, I'm cutting to the chase. I appreciate everything y'all are doing but what we are really looking at is what is your projections for this year in our immediate area. What levels do you think the Atchafalya is going to get to? I know you don't have a crystal ball and that depends if you are open enough to hit Morganza or not, but with the rainfall and the snowfall I guess you can judge that off what you think is going to happen in Cairo, Illinois and how that's going to effect the Red River, the Atchafalya and Mississippi. What do we have to expect?

Col. Lee: I hate to say this, but it depends, it depends on a number of things. You talk about 60 percent of the flood comes out of the Ohio River Basin to the watershed. You have the upper Miss, you have the Missouri, you have the Red River and the Arkansas River and they all flow into Mississippi and then some of those, the Red River heads right down toward the Atchafalya and then you get the 70-30 split that's coming off the O River that coming off the Mississippi River that provides additional flow into the basin, so our national weather service forecaster about a month ago sent out a long-range forecast and his projections were that we were in for a very, very wet spring. I think he's right on target. What does that look like? I can tell you what it's looking like at the very top of the United States. Our sister district up in St. Paul, Minnesota are already in phase one flood fights. They have their teams out in the communities right now because the Red River, not the lower Red River that flows into Canada, they are projecting flooding greater than they had was it last year? Last year, and you probably saw some of that on TV where they don't have any levee systems in place and they were building levees in people's backyards and everywhere in the middle of dead winter. I mean...talk about problems, they had frozen sandbags they were trying to get in place to build a levee system, but the people there were pretty resilient. They put that system in place and it got within six inches of evacuating that city. We are seeing that and there are some indications in the upper Miss, you probably saw some of the floods that occurred in Illinois and Iowa year before last, there are projections there that it's going to be a rough time for them. So, what happens up stream doesn't necessarily equate to what happens downstream to a large degree. Last year when they had the floods in the upper Midwest, I guess two years ago, we saw a foot bounce on the river here, so it only went up a foot on the Mississippi River. I don't even think it went up that far on the Atchafalya when that occurred in those Midwest flooding. But when you have the combined effects of saturated soils, you have all the river basins full and you continue to get

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US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

rainfall and snow melt, and if that happens rapidly we could see some severe flooding coming down the river. What we are prepared to do is to operate our structures and make sure that we manage the water appropriately. What I want to explain is that it's not just the Mississippi River and the Atchafalya. In 2008 before we opened the Bonnet Carre Spillway, there are dams that are operated by the LRD, that's the Lower Lakes and Rivers Division in Cincinnati and also northwest division and they have huge reservoirs and lakes and they have a lot of capacity and a lot of pool in those reservoirs. They lower those reservoirs typically during the winter. If you've ever been to a recreational area you've probably seen that, the pool and the reservoir is a lot lower than it is in the summer and they do that for flood protection. There's a Bartlett Dam in Kentucky that was holding back water in 2008 for weeks. There were other dams in the northwest division that held back water so that we could pass water here and not flood communities. If they had dumped all that water from Lakes & River Division and Northwest Division out of Missouri when the same time we had all this other water effecting the Mississippi River and the Atchafalya, we could have had even worse problems in 2008. That's some of the mitigation measures that the Corps of Engineers take and it's a coordinated effort. We have what's called water control manuals so it's like if you have an owners manual for your car or for an appliance, for our water control structures that we have all over the state, we have water control manuals. When they get to certain points, those are triggers and then we put those into operation. That tells us how we operate the O River control structure, the auxiliary structure up there, they hydropower plant that flows water through it and then the Bonnet Carre Spillway and then the Morganza Spillway. We are prepared to operate all those structures if we need to. Our teams are pretty well trained. We spent a lot of effort in 2007 and 2008. I had my first tabletop exercise because we heard about potential floods coming and I asked people to raise their hands who were involved in the last flood fight in 1997 and about 30 percent of the people in the room raised their hand so we knew that we had to get people trained up and we've been working that very hard since 2007 to get our new personnel up to speed and get them familiar with the territories. What typically happens is our construction office is Lafayette provides a lot of personnel because they live in these areas and these communities and they understand the area pretty well and we have personnel at each one of our locks all the way up the Mississippi and the Atchafalya. They also participate in those flood fight teams and those teams help do the surveillance and they work very closely with the levees districts. What I can assure you is that we are going to do everything we can to make sure we operate the system as affectively and efficiently as we can so we can minimize the flood damage to the people who live in these communities.

John Lacy: Question real quick. In '73 we almost lost Morganza because of the river almost came around the line.

Col. Lee That was the Old River.

John Lacy: That was the Old River line?

Col. Lee; Yes, sir. Since then we built another structure called the auxiliary structure and so that auxiliary structure was built so that the original Old River structure wouldn't have to divert all the flow and so it's handled between two structures and a hydropower plant that's been added since the '73 flood.



Public Meeting Summary

Unidentified Male Speaker: I want to thank you for being here and I also want to thank Sam Jones for putting this together and the mayor of Morgan City and parish president. I want to talk a little bit about 1973. In 1973, Bayou Chene was only 200 feet wide and [Inaudible] and I was involved in it, and [Inaudible] and we didn't have no permit or anything and the Corps wasn't involved in that. Well, we had 19 inches of rain that night in 1973 when we got flooded. And what happened, they put the barge in their and the water started going down, but the water was going out the Intracoastal Canal toward Terrebonne and what's happened if that if you wouldn't have put the barge in there we would have had some serious problems. What happened they decided that they would go ahead and take it out at that time the water went back down. My concern right now is what happens to Morgan City and all these seven different parishes that effected by that and our industry [Inaudible] what would happen then if the water got to the elevation 10-50 like it did back in 1973, what elevation would it be [Inaudible] and I think all our industry that's on the [Inaudible] should be notified and all the different parishes that are effected should be notified. Any idea [Inaudible]

Col. Lee: Well Mayor Matte just took me out today on a tour of the flood gates in Morgan City and showed me the elevation associated of the ones, kind of a sequence of the 27 flood gates that he has and where those water elevations are now. I understand what your are saying. I can take that back to our team and see if we can provide that information to you. I know that we always record high water marks through flood events. I think I told you the flowline study that we did would validate rather or not the basin could handle that same type of flood and what those elevations would be.

Unidentified Male Speaker: You know, people talk about backwater, it's the Atchafalya River and Mississippi River flood water that effects the back side. The water gets above six....

Col. Lee: It starts backing up.

Unidentified Male Speaker: [Inaudible] ... well when it gets to six or seven you start having problems on the protected side. My concern is what would happen if you get to elevation ten or twelve. [Inaudible] ...I'm still trying to find out what would the water be.

Col. Lee: I don't know if I can answer that but I'll be glad to find out.

Unidentified Male Speaker: I can answer....

Col. Lee: Sure...

Unidentified Male Speaker: I can answer and I think all the industry on [Inaudible] needs it and I think all the parishes that are effected, by the backwater problems which is caused by the Atchafalya River and Mississippi River. Now we got to take 30 percent of the water out the Mississippi River. The Atchafalya River [Inaudible] the size of a ditch compared to the Mississippi River. We have a problem since 1973 to get the water to the Gulf of



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Mexico. If you fill in that, fill it in, fill it in, fill it in. and what's happening the river is getting longer and longer and the water is getting higher and higher and we are getting less floodwater and we are getting more flooding.

Col. Lee: I understand what you are saying and that's what I heard from several speakers tonight. I think the flowline analysis that we just completed will give us an indication of what the capacity of the Atchafalya River is today compared to what the levee heights are, because they are different than they were in 1973, there have been significant improvements to the system since 1973, and so we would have to look at both the current levee heights and what the capacity is of the Atchafalya River.

Unidentified Male Speaker: [Inaudible] we didn't get enough high water in the Atchafalya Basin for the crawfish farmers so Congress then told us they would come up with an idea and what they did they let more water in. Well, my question is if we get too much water are you going to let more water go down the Mississippi and open up some other openings [Inaudible]

Col. Lee: That's the primary purpose. The Mississippi River takes 1.5 million cubic feet per second and when it hits that target then the Bonnet Carre Spillway, which is right north of New Orleans, diverts 250 thousand additional cubic feet per second into Lake Pontchartrain and then out through Lake Borgne. So, that takes 1.75 million cubic feet per second down the Mississippi River instead of putting it in the Atchafalya. That's what happens first. When you get above those targets in when we would start sending additional water down Old River and then if it got to the point where we had to send it to Morganza, that would be our last decision as far as diverting flood water and those are serious decision and we look at those very carefully to make sure we understand what the river is doing. We don't just open the structures. These are all based on engineering water control manuals that we have at each one of our structures that we operate in accordance with those plans.

Unidentified Male Speaker: The industry in [Inaudible] is on [Inaudible]. If it gets to elevation 10-50 on Front Street, most of these people are going to be out of business. And if you put the rest of the [Inaudible] on the waterfront out of business, and the sad thing about it is, flood water from the Mississippi River through the Atchafalya, is not like a hurricane when the hurricane comes in, the next day it's gone out. This lasts maybe two months or three months and our industry in [Inaudible] --Bayou Bouef and all these people in all these other parishes that effected by that can not survive today.

Col. Lee: I understand what you are saying.

Unidentified Male Speaker: [Inaudible] ...it's really serious and I would like to say this. I would like for you to consider getting an emergency plan, the Corps should have an emergency plan to stop that just like y'all do in New Orleans when you coming up with emergency plans and drop these [Inaudible] and stuff in there, well we need an emergency plan for Bayou Chene during flood time. I'm going to say this, I would like for all the other parishes that's involved to go and see [Inaudible] that know that.



Public Meeting Summary

Chris Accardo: I'm Chris Accardo, I'm chief of operations here at the district and I work with Col. Lee on several topics and this being one of them. Let me see if I understand. Is your question – are you asking maybe should we throttle back or do something different at Old River to help the situation here...

Unidentified Male Speaker: We don't need all that flood water to get to elevation 10 in Morgan City to [Inaudible] side. But let me stop [Inaudible] miles below Morgan City and if the water gets to elevation 10 or 12 on Front Street, it's not if it's going to get there, it's going to get there one day during a flood and then you are going to put Morgan City out of business.

Chris Accardo: We've had problems.

Unidentified Male Speaker: This is important we've been talking about this since 1973. [Inaudible] said at one time [Inaudible]...we had a meeting at the auditorium and Col. [Inaudible] says they were going to extend the [Inaudible] levee for three miles and it was going to be good for 10 years. Then he said they were going to have to come back and extend it again. The reason for that was to stop the floodwater from coming up back this way and then we felt pretty good about it, but then nothing ever happened.

Col. Lee: I think everybody understands what happened with the Avoca Island extension. I mean that was shut down for environmental reasons and that's why it didn't go forward. I think we all had plans for that extension to occur and I don't doubt that's what Col. Sands thought would occur if it hadn't been stopped. We've had challenges in other projects where we wanted to build things and we weren't able to execute those projects either.

c: [Inaudible] ...we've seen so many Colonels with the same kinds of problems and it's hard [Inaudible] ...but we certainly appreciate anything you can do and like I said, you can notify [Inaudible] for what happened with the elevation and water in Bayou Belle and what these other parishes [Inaudible]... I would certainly appreciate that.

Col. Lee: What we committed to Mayor Matte and some of the other leadership is that we will share the information that we have. We do have gauges and they are available on the website. It's called www.gauges.com. So if you go on that website you can look throughout the state of Louisiana and we have real time gauges that are accessible to the public and they provide the water levels throughout the state. We have them for this area, we have them for New Orleans we have them for pretty much all our projects in Louisiana.

Unidentified Male Speaker: Like I said [Inaudible], but the hurricane project is one thing, but the flood water from the Atchafalaya River is a two month period and that could be real hard for this area. It can be hard on Terrebonne; Terrebonne gets effected by it. I want to add one more thing to that. In 1973 we had a [Inaudible] marsh below Morgan City [Inaudible] Terrebonne Parish. Since 1973, we [Inaudible]...and what I think is causing it is too much [Inaudible] going over to Terrebonne marsh and I would like for y'all to take a look at that.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Col. Lee: Our LCA project actually does look at that

Unidentified Male Speaker: Colonel I won't be too long because [Inaudible] and I know people want to get out of here, but I would certainly appreciate your effort in coming by here and talking about it.

Unidentified Male Speaker: What's your capacity of diversion at Morganza and the Old River?

Col. Lee: I think I've got these numbers on top of my head. Mississippi River is 1.5 million and then it can take an additional 1.25 and then it takes another 250 so it's a total of 1.5 million cubic feet per second down the Mississippi. Old River can handle 650 thousand cubic feet per second. Morganza can handle 650 thousand cubic feet per second. So the project design flood would put 1.5 million down the Mississippi, 1.2 million down the Atchafalya Floodway so that means it would come out at the Wax Lake Outlet and the Atchafalya River. That's the project design flood, that's the worse case scenario. We didn't see that in '73. There wasn't full flow on the Atchafalya side so that's just a perspective on it.

Unidentified Male Speaker: The Highway 90 bridge wouldn't handle it; it wouldn't wash out?

Col. Lee: I'm not sure.

Chris Accardo: Let me say this, the Colonel's numbers are maximum. Very rarely do we open the whole thing; it's not an all or nothing decision. When we opened the Bonnet Carre a few years ago it was just a partial opening and the same thing would be true with Morganza. So, we make the decision to open it in phases based on the national weather service predictions are, what the gauge is. It's probably rare that we would open the whole structure and yes, the bridges would it, it wouldn't be a problem.

Tim Tregle: My name is Tim Tregle, Morgan City. Some time ago when the [Inaudible] ... it was eventually removed and at the mouth ofI spoke about this two years ago at the meeting

Col. Lee: I know what you are talking about now.

Tim Tregle:of what the study to see what the flow capacity was and that will be very important if we have a flooding.....

Col. Lee: It's 300 thousand cubic feet per second and I guess if we got into maximum flows it could actually exceed 300 thousand feet per second. That's what ...the areas that you are referring to is what we call the Wax Lake Outlet and that does divert a substantial amount of flow and sediment away from Morgan City and this area and it goes straight out into the Gulf of Mexico. The slide that I showed earlier, the land loss slide that showed the two green areas, it was the area to the left of the Atchafalya River and I'm sure the west of the Atchafalya River. It's ...if you look at this, this is the Atchafalya River here and this is Wax Lake Outlet and



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

what it does is feed part of the flow of about 300 thousand cubic feet per second into the Gulf and that keeps it from coming through this area Morgan City, Berwick and some of the surrounding areas and parishes.

Tim Tregle: [Inaudible] question

Col. Lee: It has the capability of doing that, yes.

Andy Mancuso: My name is Andy Mancuso and I'm just a resident here. Earlier you were talking about [Inaudible] flows, saying 70 percent of the flow of Mississippi goes down the Mississippi and 30 percent goes down the Atchafalya, correct?

Col. Lee: That's correct

Andy Mancuso: But there during project flood, I think the figures were 1.5 million cubic feet per second down the Mississippi and 1.2 down the Atchafalya?

Col. Lee: That's right

Andy Mancuso: Why the ratio change during the project flood, it almost seems like you are sacrificing our area for the betterment of saving the water.

Col. Lee: It's all in the Flood Control Act of 1959. That what establishes a normal flow so the whole system is set up as a flood control project not just the Mississippi River, not just the Atchafalya River. What happens is that every year it balances out to be a 70-30 flow. If you have a flood, I mean, that's what this system is designed for, to handle a massive flood on the Mississippi River, the Red River, the Arkansas River, Missouri River, the Ohio River system and the upper Miss and it's designed to handle all the flows. That's the worse case scenario. Again, even in '73 not even all the bays in Morganza were open and there were additional flows that went through Bonnet Carre in '73 greater than 250 thousand feet per second, so there's a lot. We have authority to operate within certain perimeters and that is how we operate those control manuals, water control manuals. The focus is to pass as much flow on the Mississippi as possible until you reach maximum project flood and then you start shifting additional flows in the Atchafalya. The priority is to shift the flows through the Mississippi River first and only portions of it down to the Atchafalya. If you saw it right now, even though we are having pretty high waters, that split is 70-30.

Andy Mancuso: Does that ratio pretty much stay the same?

Col. Lee: It stays the same until we max out the capability on the Mississippi River and that only happens after the Bonnet Carre is fully opened and two year ago, when we opened it, it never happened. We only opened probably about 50 percent of the structures in Bonnet Carre. So we wouldn't avert additional waters into the Atchafalya over the 30 percent until all the capacity is maxed out on the Mississippi.



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Andy Mancuso: Ok, but it is all based on the Mississippi capacity [Inaudible] and could take more than 30 percent

Col. Lee: It could, that's correct, thank you.

Chris Accardo: It's a total flow that we are splitting it. The 70-30 split that you hear us talking about at Old River that's a total flow of the Red River, which is the Atchafalya River plus the Mississippi River is split 70-30. Some people think we're splitting...you're taking the Red River and that flow is going along and then we are taking 30 percent of the Mississippi River and we are just adding it to what you are getting and it's not that way at all. The 70-30 split is a...you take the total flow and that's where -- how's it's calculated. You take the total flow of the Red River and the Mississippi River and then you split it 70-30. You don't just take the Mississippi River and divert 30 percent of that and give it to you and whatever you've got extra...

Andy Mancuso: I understand that... [Inaudible].. .how many states drain into the Mississippi [Inaudible]?

Chris Accardo: Well, about 41 percent of the country, I don't know how many states that is.

Col. Lee: 39 states

Unidentified Male Speaker: [Inaudible] question...

Col. Lee: During a normal year, the total flow of the Mississippi and what Chris just said, no the Red River that turns into the Atchafalya is the combined flow of those two rivers is split 70-30 .

Chris Accardo: I know it's confusing. You guys get whatever we get and then we adding 30 percent whatever the Mississippi River is doing. It doesn't work that way. I think there's just confusion on how the 70-30 is calculated. So let me go over this one more time. You take the total flow of the Red River, let's call the Red River the Atchafalya River, combine that with the total flow of the Mississippi River and that's the total that is split 70-30. Does that make sense? I think you guys are thinking you are getting the flow from the Red River and then we are going to add 30 percent of whatever the Mississippi River is coming and give that to you and it doesn't work that way.

Unidentified Male Speaker: [Inaudible] question....could you let it go down the Red River...[Inaudible]

Chris Accardo: Could we do that? Yes, we could...

Unidentified Male Speaker: [Inaudible] statement....Corps of Engineers was going to widen it out and then it go stopped...[Inaudible] ... they didn't want it and the Corps backed off. Maybe you can look at that and help relieve some of the water coming down the



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Atchafalya and get it to the Gulf of Mexico where it's got to go. We don't need any more water down here.

Rachel Rodi: Thank you. I think.....if it's ok with you guys, we are going to wrap it up and Colonel Lee and his team will be in the back to answer any more specific questions. From a communications perspective this year, anything that happens as Colonel Lee said, we will certainly keep you informed through your local officials and your local media. Again, we would like to thank you for coming. We are going to be here to the end and Col. Lee do you have anything else to say?

Col. Lee: Just really appreciate everyone coming out tonight and asking questions and engage.