

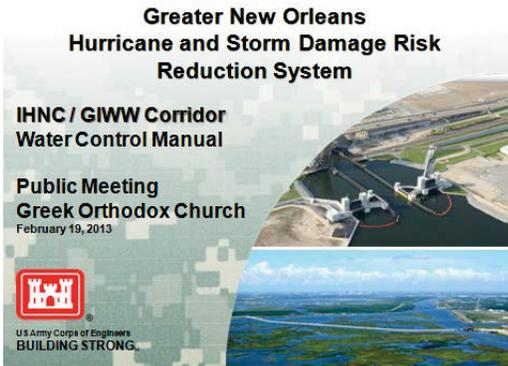


US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

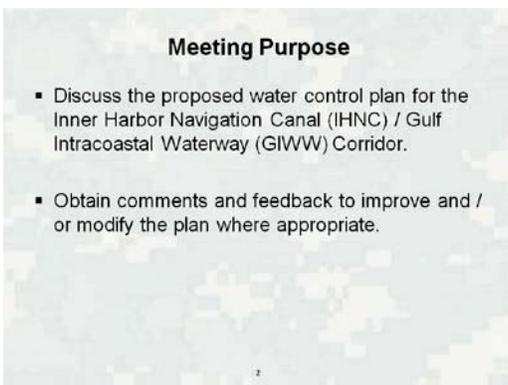
Greater New Orleans Hurricane and Storm Damage Risk Reduction System February 19, 2013

Location	Greek Orthodox Church
Time	6:30 p.m.
Attendees	Approx. 25
Format	Open House Presentation
Handouts	<ul style="list-style-type: none"> • IHNC / GIWW Manual Executive Summary • IHNC Surge Barrier Fact Sheet • Seabrook Floodgate Complex Fact Sheet
Facilitator	Ken Holder



Ken Holder: Thank you for coming. I'm Ken Holder, the chief of public affairs with the Corps in New Orleans and we are going to give you a presentation and following the presentation we will go ahead and open it up to questions and comments and take it from there. We will stay as long as we need to stay tonight in order to answer your questions. When I call out some names, I ask that you stand up and be acknowledged. From our Mississippi Valley Division, we have Chuck Shadie, he oversees the development of all the water control manuals. Brett Herr, branch chief in the Protection Restoration Office. Chris Gilmore, who will be our presenter tonight and is the project manager for the projects.

Rebecca Constance, who is also a project manager, and Keely Crowder the hydraulic engineer who is writing the water control manual.



So the idea tonight is that we will be here to listen to what you have to say. We've held over 500 meetings with the public, with community groups and other outreach. What we found is that people who know the project sometimes have a lot of insight into being able to help us what we need to build, so that's what we are here for, to listen to you and to build what we need to build and to get your feedback. We are only as good as your participation. We are going to record everything tonight so that we can get a transcript of everything you say. When we get to the question and answer part, and I will remind you again, if you will just stand up and say your name and where you are from. That gives us an idea of what the

comments are about and where we need to go. The executive summary for the proposed plan is available at the sign-in table and we do have enough copies for everyone. This is the executive summary of the proposed plan, it's just the proposed plan so it's not finished. With that, I will turn it over to Chris Gilmore and he will run through the presentation and then open it up for questions.

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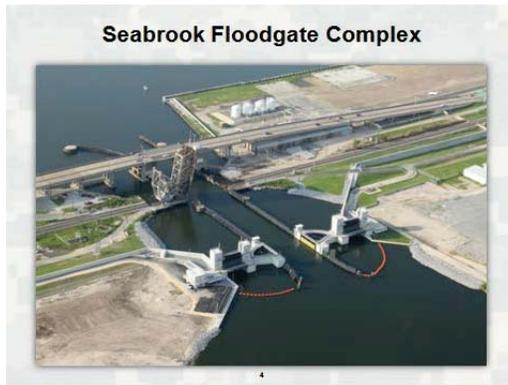


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Chris Gilmore: I am Chris Gilmore and I'm a senior project manager for the Corps of Engineers and the Seabrook and Lake Borgne Surge Barrier happen to fall under my team's direction so we will talk about the water control plan and its development. Just to talk about the GIWW-IHNC Corridor, it does include three structures; the Seabrook Gate Complex, the Lake Borgne Surge Barrier, as well as the IHNC Lock. The water control plan we are discussing tonight, does not include the IHNC Lock, so we are only going to focus on the Seabrook Gate Complex as well as the Surge Barrier.



Just to refresh everyone's memory, this is a photo of the completed project for Seabrook. You have the sector gate with the two vertical lift gates adjacent to it; Lake Pontchartrain is up there and this is the IHNC Corridor here.



This is the IHNC or the Inner Harbor Navigation Canal or the Surge Barrier as we call it. It consists of a 10,000-foot floodgate.



Sector Gate, that is on the GIWW, as well as a Barge Gate that is right adjacent to it here. We do have a vertical lift gate at Bayou Bienvenue and then again, this is a picture of the completed floodwall as it is today.

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Water Control Plan Key Messages

- Water Control Plan developed now, with final to be developed by 2014 hurricane season.
- Both commercial and recreational navigation has been considered in the design and construction of the project and will also be considered in the operation of the complex.
- Navigation interests must be aware that the structure will likely close for tropical events and must prepare accordingly.
- Once closed, the navigable gates will not be opened until the threat has passed.

Some of the key messages that we want to get out is that we are currently developing a Water Control Plan to be approved this hurricane season with a final to be developed for the 2014 hurricane season. We have tried to incorporate as many of the commercial and recreational navigation interests as we can in this water control plan. Obviously, this plan affects that section quite a bit so we want to make sure we can incorporate and accommodate the commercial and recreational navigation as much as possible. However, we do want to make sure, and this is an important bullet, is that all navigation interests must be aware that these

structures will likely close when there is a tropical event approaching so you have to plan accordingly. Also, once the gates and this system is closed, it's not going to open until that threat has past, again, something that you have to be aware of. You must be aware that one, it will close at some point and two, that it will not open until the threat has passed.

Normal Hydrometeorological Conditions

- Seabrook Floodgate Complex sector gate and vertical lift gates will remain open.
- IHNC Surge Barrier vertical lift gate remains open.
- IHNC Surge Barrier barge gate remains open.
- IHNC Surge Barrier sector gate remains open.

Let us talk about the normal hydro meteorological conditions, under normal condition. Our plan there is to have all the gates open; both the Seabrook Complex, the sector gate and the vertical lift gates, as well as all the gates, lift gates, barge and sector gates on the Surge Barrier will all remain open during normal hydro meteorological conditions.

Gate Closure Decision

- Upon Notice of Construction Complete, the decision to close will be made by the State of Louisiana, Coastal Protection and Restoration Authority Board, or its delegate, with input from:
 - > US Army Corps of Engineers, New Orleans District
 - > National Weather Service
 - > US Coast Guard
 - > Emergency Operation Center
 - > Office of Coastal Protection and Restoration, Southeast Louisiana Flood Protection Authority-East
 - > Parish Governments
 - > Navigation Industry
- Due to wide variances in storm characteristics (speed, intensity, expected rainfall, etc.), gate closure decisions can be made within a range of water elevations.

I will now walk you through the gate closure decision process. We are still under construction by the way, but once we finalize construction we will issue what's called a Notice of Construction Complete, that is when we notify the state of Louisiana, who is the local sponsor, that the construction is now complete and it is your project to operate and maintain. At that point, they will become the authority that's in charge of making the decision to close the structures; however, they won't do that in a vacuum, as there will be quite a bit of input from a few folks, us being one of them, the Corps of Engineers. Obviously, there will also be the National

Weather Service as they predict the projected tracks for hurricanes and tropical events. The U.S. Coast Guard will be involved as well as the other agencies you see listed. One thing that we have done with this water control plan is that we have not set a definitive trigger on when all the gates will close. Everyone in this room knows that hurricanes are completely different from one another and because of that, we have a range of closures that the gates will be operated and I will get into that in the next couple of slides.



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Notification and Communication

- Web sites – Corps and Non-Corps
- Local television and radio media outlets
- USCG Marine Safety Broadcast
- USACE Navigation Bulletin
- Local Government Liaisons (LGL) to Parishes

From a notification and communication standpoint, there will be a lot of communication when the decision is made to close the gates. There is obviously a number of websites, both Corps and non-government websites, and if there is anything like Hurricane Isaac, there is local media like television and radio reporting on these structures when they are closing. The U.S. Coast Guard will also have their communication channels open and the Corps of Engineers will also issue navigation bulletins through our operations division. We also have something we just started implementing and that is local government liaisons, each

parish has what we call a LGL, who is a Corps person assigned to that parish and rides out the storm with that parish so they are kept up to date.

Gate Closure Plan

- Preparation to operate the structures will begin with the issuance of tropical or hurricane advisories by the NHC for tropical depressions, tropical storms, or hurricanes that may enter the Gulf of Mexico or have formed in the Gulf.
- Water Control Plan assumes Regulated Navigation Area (RNA) has been executed by USCG.
- The barge gate can be closed up to 96 hours prior to a storm event.
- The current plan is to close the gates for storm surges anticipated to be greater than 5ft in the IHNC / GIWW Corridor.
- The gates are to be closed with the lowest practicable water level possible to maximize storage in the corridor.
- All gates in the IHNC / GIWW Corridor must be closed before the flood side water level is 3ft.

Let's talk about the actual closure process. Once the National Weather Service issues a tropical depression or tropical event advisory for the Gulf of Mexico, that's when the preparation actually starts. People start getting into place and things are getting checked to make sure they are operated and in functioning order. Once the hurricane track shows a high probability of a hurricane coming towards the New Orleans area, we will communicate through those established channels and with the U.S. Coast Guard and tell them we plan to close the gates and they should start acting their RNA, which stands for Regulated Navigational Area. The

RNA is still be finalized and we don't know what that final document will look like at this point, but we are assuming that when we make the decision to close the gates that they will enact that RNA, whatever form it may be in. Along those lines, the barge gate itself, the one along the GIWW adjacent to the sector gate, can be closed 96 hours prior to a storm, so that is quite a bit in advance of a storm making landfall and we can close and likely will close the barge gate. The current plan is to close the sector gate at the GIWW as well at Seabrook when there is a predicted stage of 5 ft. in the IHNC- GIWW Corridor. However, the gates will be closed with the lowest water level possible to maximize storage in that basin. This gets a little complicated so I'm going to walk through these and then give an example to make it clear. However, all the gates have to be closed by time the surge reaches 3 ft. on the flood side of all the gates. I'm going to give an example and walk you through what we did for Isaac.

For Isaac, we closedthe barge gate was already closed because we were under construction, and we had some repairs going on so that was not an issue for Isaac. When we hit roughly a 3 ft. stage on the outside of the surge barrier, we closed the sector gate at GIWW and the vertical lift gate at Bayou Bienvenue. So that basically closed off the Surge Barrier. We kept Seabrook open because we wanted the wind that was driving pushing the water out of that IHNC Corridor pushing it into Lake Pontchartrain. We actually had somebody standing on Seabrook Structure watching and when that water stopped going out and started coming back in, that's when we closed Seabrook. That's how we operated during Isaac and that's what all this verbiage says is that we want to close; when there is a prediction of 5 ft. in the corridor, closed by the time we hit 3 ft. on the flood side and then we maximize the amount of storage we have in IHNC, and that is how we did it for Isaac.



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Gate Reopening Plan

- The threat of increasing storm surge has passed.
- Gate opening procedures will be executed when the flood side stage has fallen below the protected side stage and is continuing to fall.
- The IHNC / GIWW Corridor will generally be drained through the IHNC Surge Barrier Sector Gate.
- The IHNC Surge Barrier Sector Gate is to be reopened 50 percent for initial dewatering to prevent scour. After the reverse differential head falls below 1.5 ft. the GIWW Sector Gate can be fully opened.
- The IHNC Surge Barrier Vertical Lift Gate can be opened when the head differential falls below 2.0 ft.
- The Seabrook Floodgate Complex may be opened once the storm surge has drained from the IHNC / GIWW Corridor and Lake Pontchartrain and the head differential is less than 1 ft.

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Gate Reopening Plan is a little bit in reverse, but primarily as I said when we started, we will not open anything until the threat of storm surge has passed. So once they are closed they will stay closed until we can safely reopen. What we are going to have to do once we determine the storm surge has passed, and that will be determined by the stage on the flood side falling below the stage on the inside and continuing to fall. What we probably will end up doing is the IHNC Corridor will be drained through the Surge Barrier Sector Gate on the GIWW. What we will do is once we determine that the stage on the outside has falling, continuing to fall

and gets below the inside stage, we will go ahead and open the sector gate on the GIWW about halfway. That will allow the initial de-watering and allow a good amount of water to flow out of the IHNC –GIWW Corridor and once we reach a point to where the outside water surface elevation is 1.5 ft. lower than the inside, we will go ahead and fully open the sector gate on the GIWW. The Bayou Bienvenue vertical lift gate is slightly different; we won't open that until there is a 2 ft. difference. That means the 2 ft. stage on the outside is lower than the surge on the inside. Seabrook Gate Complex is a little different also. For that one we are going to wait until the lake elevation is within a foot of the corridor elevation so that has to get a little closer in elevation before we open Seabrook Gate Complex; that's both the sector gates and the vertical lift gates.

Path Forward

- Public Meeting – Feb 2013
- International Review – Feb 2013
- Comment Submittal Period – Mar 2013
- Comment Incorporation – Mar 2013
- Approval of Water Control Plan – Apr 2013

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So the path forward, we are going to have a public meeting, which is tonight. We do have a team of international reviewers who have volunteers to review our water control plan and they consists of all the members of all the various surge barriers throughout the world, this includes quite a few Dutch barrier managers as well as someone from the United Kingdom and Italy. They will be sent the Water Control Plan probably later this week and they will review it and provide their input as they have quite a bit of experience managing water via surge barriers. We are going to have a Comment Submittal Period, which is going to happen between the international review and other reviews that are going on;

obviously we want to hear from the public and we will take your comments and we will have an internal review so there's going to be quite a few other reviews ongoing. We look to get all the comments by March 2013 and we will take a couple of weeks to incorporate those and then submit the Water Control Plan with all these comments incorporated for approval in April 2013.

Opportunities for Public Input

- Public meetings throughout the Hurricane and Storm Damage Risk Reduction System (HSDRRS) area
- Sign in tonight to be added to our meeting notification mailing list!
- Construction Impacts Hotline: 1- 877- 427- 0345
- Comments can be submitted at any time at:

www.nolaenvironmental.gov

Questions and comments may be submitted to:
Telephone: 504 - 862 - 2201
E-mail: AskTheCorps@usace.army.mil



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BUILDING STRONG.

There's all kind of opportunities for input. If you are here tonight, we obviously are here to take your comments tonight. IF there is something you think of after tonight's meeting, you can go online to www.nolaenvironmental.gov to make comments. There is also an email, AskThe Corps, and a phone number there to call. So if you have a comment after tonight, feel free to use one of these avenues to reach us.



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We also have a huge presence with social media and there are various ways to gather information out there via the social networking sites.



We also have our own websites, obviously nolaenvironmental.gov and then the New Orleans District's website is right there too for information.

We will now open it up to questions.

John Ehlers: My question is if one of the major structures, like the sector gate or the barge gate, would remain in the open position and a storm were approaching, how would that affect the tidal surge?

Nancy Powell: You are asking if one of the gates is open...

John Ehlers: Yes, if one of the gates doesn't close.

Nancy Powell: The plan is for all the gates to be closed.

John Ehlers: I understand that.

Chris Gilmore: Before you answer the question, the plan is that the gates will close and we have redundancies to make sure the gates close. Worst case scenario, is that we will manually close them, so there are several steps of redundancies to make sure the gates close. Worst case scenario, whatever that may be, and the gates don't close, I don't know if we have even looked at what the surge levels would be in the corridor, I'm not sure.

Nancy Powell: Can we make the assumption that whatever is on the outside will be on the inside.

Chris Accardo: But that's not going to happen because we will get the system closed.

Chris Gilmore: Because the gates will get closed.

Nancy Powell: The gates along the IHNC Corridor are in the 11 to 13 ft. range so if you have an 11 ft. stage on the outside and it's a long enough event like Isaac, you will get an 11 ft. stage on the inside if that gate is not closed.

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Bob Turner: Whenever you are dealing with these types of potential disasters, you run into a situation where there is a potential for something not to work and it's always a good idea to have a backup plan. One of the things I was wondering if you considered, looking at a situation, that if one of the surge barrier gates does not close, we need some advance planning to inform us on how to deal with the Seabrook Structure because leaving the Seabrook Structure open may be the right thing to do to reduce the surge levels in the IHNC Corridor, if you can't close the gates at the surge barrier.

Chris Gilmore: We acknowledge that could potentially be a scenario and I think our team has talked about that so that is something that we can look at and possibly provide some recommendations on.

Rudy Newbeck: What was the primary purpose for putting this gated structure out at the Inner Harbor Navigation Canal that [Inaudible] Lake Pontchartrain? The primary purpose.

Chris Gilmore: You are talking Seabrook? The primary purpose of this was to keep storm surge from Lake Pontchartrain getting into this IHNC Corridor.

Rudy Newbeck: I thought that might be what it's for. I'll have to digress a little bit from the topic that you want me to speak about and ask you when is the Corps going to decide to keep the storm surge out of Lake Pontchartrain? It seems to me with Isaac, St. John, St. Charles, Tangipahoa; everyone had a problem because the Corps had decided to let the storm surge come into the lake. Don't you think it's about time to reassess your position on that? I understand there may be some thinking on that line but I'm not sure because I'm not on the inside.

Chris Gilmore: I'm going to let Chris Accardo address that as he's the Chief of Operations Division and he can answer that.

Chris Accardo: I'm Chief of Operations at the Corps of Engineers. What you are mentioning is what is called the Barrier Plan, it was proposed way back in the 50s when the Corps supported that way back in the 50s. To make a long story short, it got into environmental litigation and we couldn't build the barrier plan even though there are a lot of people who support the plan because if we can keep the water out of the lake then you make all these structures a secondary form of protection, which is a good thing. There is still talk that a barrier plan could be constructed one day but we aren't there yet. You are absolutely right if we could have structure in place by the Rigolets to prevent the water from getting into the lake. It is being discussed, but we are not there yet. As far as the Corps of Engineers not supporting it, I can assure you, back in the 50s, we did support it but like I said, it was caught up in environmental litigation.

Ken Holder: Not to take the side of one politician over another, but I know Sen. Landrieu has been very active about us wanting to take a look at that and she has certainly made several inroads with us and asked us to take another look at that.

Rudy Newbeck: We are not talking politics because I believe the politicians we have right now have the country screwed up enough as it is; we have to keep them away from this flood situation. Were any of these gates closed for Isaac?

Chris Gilmore: They were all closed.

Rudy Newbeck: They were all closed. Were any of the gates damaged in that closure for Isaac?



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Chris Gilmore: No sir, they all worked as they were designed.

Rudy Newbeck: There's never been any damage done to these gates?

Chris Gilmore: There was damage to the barge gate itself, but that happened prior to Isaac getting here and that's why that gate was closed to facilitate the repairs, but those repairs were complete when Isaac hit.

Dwight Montz: I represent Seabrook Marine and we have a site on the Industrial Canal. Everyone who was involved in that project knows how concerned we are as we probably use it more than anyone on the canal. I must congratulate you that after two years it worked as it was supposed to. The only problem we had was finding out when it was going to be closed. We called everyone and no one could give us the actual time when it would be closed. If it closes at 3 ft. it's too late, it needs to be closed at 2 or 2.5 because once it was closed and the water from the rain came in, and even though we are high we didn't have a problem with water on our property, but everyone south of us got flood and flood severely so we would like to see that close earlier.

Chris Gilmore: We are trying to address that by giving a range so it won't close at three depending on the storm, it could close sooner. Communication is something we are going to work on as we realize it does need to be improved slightly so that is something we want to make sure that anyone who is going to be impacted gets the word that it will be closed...Isaac was a little bit different because it was the first time everything closed so we were in a learning process, but we have taken some of those lessons learned and we will definitely improve.

Ken Holder: I definitely say the next time around, we learned the power of social media with this last one, and I say next time as well, if you Facebook friend us. You will see it on Facebook early so if you don't get it any other way, you can check it there or ask a question on there, we monitor that all the time so you will get a rapid response.

Dwight Montz: We need to know to not only prepare our facility, but also our customers.

Chris Gilmore: We agree.

Bob Turner: [Inaudible] give me a call and give me information [Inaudible].

Chris Gilmore: I will attest to that system, it works great. I get alerted quite a bit.

Nancy Lorraine Hoffman: Can you tell us exactly what the Facebook i.d. is? While you are doing that, the graphics and the photography are excellent so when it's possible when you are responding to a question if you can show us visually for the non-engineers in the room so we can see what the water is supposed to be doing where and the various names, that's helpful. You mentioned in the beginning that you were not going to address the lock in the Industrial Canal and I'm wondering if you could briefly recap the historical about that and what we might be looking at in the future of the canal of the overall plan.

Chris Accardo: The Industrial Canal Lock is one component of the entire IHNC system. What we do for hurricanes is that we lock folks as long as we can. Typically, the river is higher than the canal side for the lock so we don't want...a lot of people just say why don't you just open the gates of the lock, but if we did that we would be adding water to the IHNC Corridor so we don't want to do that so typically, the lock stays closed for a hurricane. With the driving force with the lock, it's not necessarily the lock, it's the bridges. The bridges stay in a down position because it's safe for the bridges to be in a down



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position so when the bridge is in a down position, all traffic stops with the lock. The key component with the lock, again, is not the lock it's the bridges so the bridges dictate when the lock shuts down. For a storm, the lock is in a closed position. As far as a new lock, I don't know when that's going to happen. There is some discussion that the lock, instead of being a deep-draft lock that was proposed years ago, we would go to a shallow-draft lock, but as far as that happening any time soon, I don't think so. There's still a lot of discussion going on with that and the Corps, nation-wide, is not building a lot of new locks. With that being said, that lock is very problematic as it's almost 90 years old and when that lock shuts down, the entire Inner Coastal System shuts down. Jim Stark is sitting right next to you and he can attest to that. That lock is what keeps me awake at night because it's a weak link in the whole system, but as far as a new lock being put in place anytime soon, I don't see it.

Nancy Lorraine Hoffman: [Inaudible] includes the bridges as well as the lock?

Chris Accardo: No. The Corps of Engineers ...

Nancy Lorraine Hoffman: Because the recent experience has shown that the St. Claude Bridge, which is the oldest ones, seems to work pretty well with rather primitive gears, but the Claiborne Bridge got stuck in the up position about two weeks ago and that's a newer higher bridge and if someone could address...(cross-talk)...there's no one here from the state to address this. Why isn't there? I know that's not the main topic, but there's nothing on the boards right now, I just want to make sure I'm clear on this because a lot of people in the Holy Cross area and the Bywater area are interested in what is going to happen with that canal and there have been rumblings in the past about major changes, expansions, all of which would create legitimate concerns for the people who live there.

Chris Accardo: It's been discussed for many years, but I don't see any construction in the near future. The only discussion that's going on now, is to convert it back now to a shallow-draft lock; that's where we are.

Chris Gilmore: If you have specific questions on the lock, we do have a whole team that's looking at that and you can get to us and we can get you in contact with those guys.

Nancy Lorraine Hoffman: That would be helpful and maybe a specific presentation on that in the neighborhood would...

Ken Holder: I will leave my card and just contact me and I'll set it up.

Jim Stark: I'm with the Gulf Intracoastal Canal Association. Thanks for the presentation and I thought you brought up Isaac from the towing industry standpoint, I thought Isaac was a great test for us and it worked real well. Is there a site where we can read that whole chapter in its entirety?

Chris Gilmore: It is available or it will be very soon. We can get you a copy.

Jim Stark: If I saw the timeline and I read that correctly and read all the comments and inputs will be considered and entered or incorporated in that final work, that final Water Control Plan by April?

Chris Gilmore: Yes, we are trying to get the approved Water Control Plan done by April.

Jim Stark: I guess for the state involvement, if you are here [Inaudible]... is there assurance that's the one you are going to be operating and not get into April 30 and see a change in criteria or change in [Inaudible]...



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- Male Speaker: I can't imagine that there would be without the Corps [Inaudible]
- Chris Gilmore: Correct, and this April will be the approved Water Control Plan and that gets sent to the state and that is what we are expecting them to operate these systems by.
- Male Speaker: I didn't hear the last part. You are expecting the Floor Authority to operate by the ...
- Chris Gilmore: Water Control Plan. Yes.
- Jim Stark: Is that still the plan; giving the keys to the whole thing?
- Chris Gilmore: Yes, it's actually the state of Louisiana is the local sponsor so they will want to get the keys to the structure and it's up to them to decide how they want to delegate it, if they want to do it themselves or delegate it the levee authorities.
- Jim Stark: At this point there's no assumption that this Water Control Plan will take us through the next season without any [Inaudible]...
- Chris Gilmore: Yes.
- Female Speaker: I have a question regarding the transfer this system to the flood control. You talked a little about the contingency plan in case the gates don't close because of mechanical failure or complexities or lack of resources or maintenance in years to come due to the responsibility of local entities. In the process of continuing to develop these contingency plans and if there is a problem in closing the gates in the event of another storm, how are you working closely with local officials to make sure that they have the financial resources and the technical knowhow and perhaps even a red line to call you if need be in that event.
- Chris Gilmore: I can speak specifically for Mr. Turner, is when all these gates were closed, I was sitting right next to him in their EOC. So there was someone from the Corps of Engineers in his emergency center communicating back to the Corps emergency operation center, talking to Chris Accardo and our commander, we were talking regularly on closing these gates and if there are problems, I will be there and I can reach back to our emergency operation center and do what is necessary to make sure the gates get closed.
- Female Speaker: Even in years to come when ...
- Ken Holder: Answering in the years to come question, when the Corps completes the project it gets turned over to the state so they are responsible for funding from there on out.
- Chris Gilmore: From a technical standpoint, our plan is to have a local government liaison in their emergency operation center to provide any technical help they would need.
- Ken Holder: On the technical level and your questions about the long-term process, the long-term process will be Mr. Turner's job.
- Female Speaker: So perhaps my question is for Mr. Turner. I read recently that there were some discussion about possibly closing these gates on June 1 and keeping them closed for the duration of hurricane season unless you are able to get additional funds from Congress to be able to finance their proper operations and maintenance. Can you speak to that at all.

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Chris Accardo: Let me help you here.

Bob Turner: I need to say that first of all, I haven't heard that yet; it hasn't made the round to me.

Ken Holder: I didn't see it in the Times-Picayune and I read it every day.

Female Speaker: It may have been the Advocate or The Lens.

Ken Holder: The Lens would be my guess.

Bob Turner: As I understand it, we have to operate in the [Inaudible] and Water Control Manual and it says that we have to leave it open, then we have to leave it open. The one part of that does concern me is a barge gate. We are working with the Corps to try and make adjustments there. That particular part of the entire system, in my mind, is the most difficult to effect the complete closure under extreme conditions. We are investigating ways to not have to open and close it every time a storm come and perhaps close it at the beginning of the season, keep it close, at the end of the season open, something to that effect.

Female Speaker: [Inaudible]

Chris Accardo: That's a very good point that Bob is making. There are two gates that are concerned with the surge barrier and that is the barge gate and the sector gate. Now a sector gate, you just push a button the gates move. The sector gates are like all our locks and the chances of that not operating is very remote because we have a lot of confidence in the sector gate. Now what Bob was bringing is the barge gate; the barge gate right now it's in a closed position but it's normally going to be open and the reason why it's open is because when Jim Starr and his group comes with barges, because it's open, the current through the structures is much less and navigation can occur much easier with it open. What we talked about is closing the barge gate because it is more problematic earlier before a storm so it will be in place and that is what... Jim can tell you I've been talking to him and other navigation folks about possibly putting that in place before a storm occurs. Now the problem with the barge gate is you can't close it with a great deal of current. Actually what we have been doing with the barge gate is when we try and maneuver it in place we are actually closing Seabrook for a little while so that we can practice with the barge gate. That's how sensitive it is in putting it in place so there are some discussions about possibly putting the barge gate in place sooner. We don't want to close the sector gates on 1 June because that would shut down the entire Inner Coastal Waterway. If you hear those discussions, they are probably talking about the barge gate, not the sector gate.

Chris Gilmore: Just to add to that, we are going to get an approved Water Control Plan now so we can all be in agreement on how we will operate it for the 2014 season and any changes that Bob and Chris were talking about will come after that.

Lisa Richardson: I'm with the Port of New Orleans and I have a question regarding the south way east ownership and operation of these structures. Let's say there is a catastrophic accident by the sector gate, are you guys on the hook to make those repairs or will the federal government come back in to make those repairs?

Bob Turner: Someone told me [Inaudible] was going to pay for that. If it's a navigation accident, as I understand it, it will probably be our responsibility to go after the person who caused the accident and try and recover damages from that.



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Lisa Richardson: Let's just say it's like April 15 just before hurricane season, I'm just wondering if your budget is going to be able to handle that repair in an emergency situation or whether the federal government will assist you in that endeavor to make sure this system is whole and ready to go for hurricane season.

Chris Gilmore: I think we will go back to what Mr. Holder says, in that when it's turned over to the state, it's theirs. It's theirs to operate and maintain and make all the repairs. I think a specific situation could obviously alter that, but as it stands now I think the state is on the hook for any operations and maintenance repairs.

Bob Turner: I would say that something like that were to happen, the first thing that we would do is get the Corps of Engineers and look at what the options are that are available to us for a temporary closure and [Inaudible].

Ken Holder: That's exactly right. Since the flood that we had since Hurricane Isaac, if you look at Bob's area and our area, it's battle tested so the relationships are in place if we have to make those phone calls and if there is any way possible to help with we will. I don't see the Corps ever just walking away and saying, in that situation, [Inaudible]. You will obviously, in that situation, need the corps help so you have to get an emergency appropriation, there might be a number of things that will have to happen, but I don't see them just walking away from the system.

Male Speaker: With all the gates in place now, is there any discussion about the GIWW / IHNC corridor being a safe haven for vessels?

Chris Gilmore: No. At this point do you want to address the RNA?

Chris Accardo: You've heard the term RNA, that's a regulated navigation area that is imposed by the Coast Guard and you folks in the navigation business, you have probably been involved in this thing. The reason why it's not a safe haven is because the levees and the floodwall in the area were not designed for barge impact or any kind of vessel impact. Because of that, we try and get as many floating vessels out of the area as much as possible. Now the Coast Guard will grant waivers ahead of time, but that's the reason why it's not going to be a safe haven because the walls are not designed for vessels that escape and break their moorings and we've had that occur in a few of the hurricanes in the last few years and it's been difficult for us. We spend all this money on this system and then we can have a barge break away and run over a flood wall and flood an area so we want to make sure we minimize the risk of that happening so that's why that's not going to be a safe haven.

Dwight Montz: I just heard there was some talk about closing the Seabrook Sector Gate. As you know every time you close that gate you affect my business financially. I can understand closing it for the barge gate, but you have to let us know when you are going to do and for how long you are going to do it. It would be great if you did it at night and it wouldn't bother me at all, but you can't just close it in the middle of the day and leave it closed for 3 or 4 days. Can I get your assurances that it will be done on a quick basis and let us know when it will happen?

Chris Gilmore: We don't plan to close Seabrook and leave it closed for 3 or 4 days. Our current plan is to close it, close the barge gate and then reopen Seabrook. We don't want to keep it closed for longer than we have to. Like I said before, I will definitely make sure that our communication channels are better and that you are well informed hopefully as far in advance that we can so you can accommodate your tenants as best you can.

Ken Holder: I think what Chris is saying too, it's hours, not days.



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- Dwight Montz: I can live with hours, but not days.
- Chris Gilmore: The only way it will be closed for days is if there is a storm that just recently passed like Isaac and the lake elevation was high for several days and we just could not open up the Seabrook then.
- Chris Accardo: We are very sensitive about closing Seabrook; we don't want Seabrook to be perceived as a component of the surge barrier. So we are very sensitive to just what you said and we try to minimize any closing of Seabrook whenever we can. I have to admit though, we have been toying with closing Seabrook while we are messing around with this barge gate. We are trying to get better with this barge gate. I'm going to be honest with you, we are trying to practice this because as Bob Turner said, this is what concerns me is the barge gate so we could conceivably be shutting down Seabrook for a few hours while we are playing with this thing in the surge barrier so that we can get better at it.
- Dwight Montz: We can live with a few hours as long as we are notified ahead of time.
- Chris Accardo: We will and we will notify the Port and we have a distribution list that we send this out and you can get on the list...you are on the list...ok....
- Chris Gilmore: Sign up for all lists and you will get emails saying you are going to close.
- Alton Coleman: Do y'all have any kind of protection out by the Violet Canal?
- Chris Gilmore: Yes, what we have here, is all along the MRGO here, there is T-wall that was recently construction with an elevation of 32 and it drops down to about elevation 30 where the old levee turned back towards Highway 46. At the Violet Canal there is actually a new sector gate that was constructed. That sector gate is currently open and operational and it will be closed in the springtime for additional repairs but currently there is the same level of risk reduction for St. Bernard Parish to include Violet Canal as there is for the perimeter system.
- Alton Coleman: That gate by Violet Canal is that the same level of that wall?
- Chris Gilmore: Actually it's higher.
- Female Speaker: Follow-up question to what you were mentioning earlier about the decision on when you decide to move the barges out of the various canals in the event a storm is approaching. Can you tell us what the timeline is for that when the storm is X-number hours out or days?
- Chris Accardo: What happens is prior to a storm, is we have a navigation conference call that takes place a week before a storm where everyone is on the conference call; all the navigation interests, the Coast Guard or anyone who has vessels in the area. We talk about what we see developing as a result of the storm and we make a prediction as to when we are going to close the surge barrier, when we are going to close Seabrook. The Coast Guard then talks about when they are going to implement the regulated navigation area. The Coast Guard has not written the RNA just yet, but I believe they are going to tie implementing the RNA based on when we close these structures. With that being said, the decision on when to implement the RNA turns to a decision on Corps when are you going to close the structures? Those decisions are made based on water elevations , predictions of the storm...I wish I could tell you we are going to close 96 hours before a storm or we are going to close ...I don't know; each storm is different.
- Female Speaker: Not the closing but the mandating of these barges and vessels...



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Chris Accardo: That's what I'm saying, I think the decision on the RNA is tied to when we close. It hasn't been written but that's the direction where the Coast Guard is headed.

Bob Turner: As a follow-up to that, did you want to say anything about vessels other than barges that will need to be evacuated from the area?

Chris Accardo: Ah...no. There's been a lot of discussion about how big the vessel has to be before it's problematic and right now, I don't the answer to that question. All the concern to date has been barges because that's the biggest concern in the area. As far as a sailboat or a skiff, obviously a skiff is not going to cause any damage to a floodwall or levee, but as far as what constitutes a big enough vessel to create a problem, I don't have an answer to that. We have asked our engineering folks to come up with that and there hasn't been to my knowledge a definitive answer on what constitutes a problem. All I can tell you, prior to a storm there will be pre-storm surveys of the area where we put people in a boat and they go out and take a look at the IHNC area and anything they believe is a problem whether it be a sail boat or a tank or anything, we have to get it out of there before the storm. It's a subjective thing as far as non-barges are concerned, but there will be a pre-storm survey of the area to try and get those areas of concern out of the RNA.

Amanda Moore: I'm with the National Wildlife Federation and I was wondering when the Bayou Dupree gates are going to be closed; you mentioned that it's going to be in the spring.

Chris Gilmore: Right now we are looking at April-May timeframe and probably about a 45-day closure.

Amanda Moore: Also, I know that when the surge barrier was constructed there was significant wetland impacts and I'm wondering what type of mitigation and where that's happening.

Chris Gilmore: There is a whole mitigation team back at the Corps looking at mitigation. I can't speak to the specifics of that, but we can put you in contact with that team to answer specific questions...

Ken Holder: Can I interrupt for a second, actually this is a great time to bring that up as we have the NGO Meeting coming up on March 14th so why don't we bring that up there and I'll make sure they are there.

Rudy Newbeck: Looks like the main topic of the meeting is over and I would like to ask one more question that doesn't directly apply to this meeting. Can you tell me what is the thinking on this land bridge they are talking about building now between Lake Borgne and Lake Catherine?

Chris Gilmore: No sir, I haven't heard anything about that. It could be a state project, but I haven't heard anything along those lines.

Ken Holder: What we can do is make sure we have your name and number and do some research and if the state has that or if the Louisiana Coastal Authority, I'll go ahead and send that to you.

END OF MEETING