



US Army Corps
of Engineers
New Orleans District

Public Meeting Summary

Comprehensive Environmental Document Public Meeting Wednesday, Sept. 2, 2009

Location	New Orleans District Office District Assembly Room 7400 Leake Ave. New Orleans, LA 70118
Time	Open House 6:00 p.m. Presentation 6:30 p.m., followed by a discussion
Attendees	Approx 20
Format	Open House Presentation
Handouts	• Presentation
Facilitator	Erness Wright-Irvin

Erness Wright-Irvin: Good afternoon. My name Erness Wright-Irvin, I'm a Professional Facilitator. I'm pleased to be here with you this evening. It's because the Corps felt this meeting was so important that they wanted a neutral facilitator to be here to assist you and assist the Corps in making sure that all of those nuances, those issues that may not be addressed in every Individual Environmental Report, but that you think are critical, come to the surface. [We want you to express what those concerns are] so people really understand what the impacts [of the hurricane system are]. So, this meeting, the focus is, to really find out what are those gaps that need to be addressed? What are those issues that are significant enough that you feel need to be addressed in the Comprehensive Environmental Document? Before we formally start I'd like to ask, are there any elected officials in the audience tonight? Okay. Appointed officials, we know we have one. Okay. Alright. Let me ask this, how many, we have five Parishes that are impacted by everything that occurred by the whole risk reduction system, are there any members here who are residences or interested in Jefferson Parish? Just by a show of hands. Okay. Can I have you introduce, the four of you, introduce yourself, your name, briefly, and your concerns.



Male speaker: Sixteen years retired in the Army I started to learn never [Inaudible].

[Laughter]

Ed Runci: My name is Ed Runci, I live in Metairie in Jefferson Parish, and I'm here basically just to find out what's going on.

Erness Wright-Irvin: Okay. Great. Thank you.

Thomas Arata: I'm Thomas Arata, I live in Jefferson Parish, I'm interested in also Plaquemines, and that's basically the ones that we just want to see what's going on.

Erness Wright-Irvin: Okay. Great. Welcome.

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Chris Alfonso: Chris Alfonso, I live in Jefferson Parish in Metairie, and I'm just a concerned citizen, wanting to see what the Corps is doing on [Inaudible].

Erness Wright-Irvin: Okay. Great. One other person [Inaudible].

Carlton Dufrechou: Carlton Dufrechou, I'm a resident of [Inaudible].

Erness Wright-Irvin: Thank you. Orleans, do we have any residents of Orleans Parish? Okay. [Inaudible]

Clement Cole: My name is Clement Cole, same issues as the other people.

Erness Wright-Irvin: Okay. Mr. Cole. Thank you for being here [Inaudible].

Male speaker: [Inaudible] the issue about relative risk in New Orleans [Inaudible] flood gate and levees.

Erness Wright-Irvin: Thank you. Yes, sir?

Matt Rota: I'm Matt Rota, I work for the Gulf Restoration Network, I'm a resident of Orleans Parish but I have concerns with the impacts in all of the Parishes and I've been involved in this process from the beginning. So, I want to make sure that all the human impacts are properly [documented] as important.

Erness Wright-Irvin: Someone else, just three people in here introduced themselves? Yes.

Barry Kohl: I'm Barry Kohl, I'm from Orleans Parish, and I'm here representing the Sierra Club and the Louisiana Audubon Council. I'm very interested in the huge impact [Inaudible].

Erness Wright-Irvin: Good, we need your voice here. Great. Residents of Plaquemines Parish? Anyone here who has lived in Plaquemines Parish so can bring some of this information back in terms of your contacts and those in Plaquemines Parish?

Male speaker: [Inaudible]

Erness Wright-Irvin: Good. Thank you.

[Laughter]

Erness Wright-Irvin: You've raised your hand for all three Parishes thus far, thank you. St. Bernard Parish, anyone here, resident of St. Bernard Parish or working in the interest in St. Bernard Parish?

Male speaker: [Inaudible]

[Laughter]

Erness Wright-Irvin: St. Charles Parish? It must be the Parish we have the meeting in.

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Male engineer: Yes.

Erness Wright-Irvin: It must be. So, this probably will not be the last time we will talk about this but we wanted to make sure that we did have this meeting and really address all five Parishes whether there are concerns specific to the Parish or there are issues that affect all five Parishes in the region. So, without further adieu, I want to go over the process today. Oh, we have people that didn't raise their hand, pick any of those, and I'm not going to leave you out. Yes, sir?

Male speaker: [Inaudible]

[Laughter]

Erness Wright-Irvin: [Inaudible] Do we have anyone else?

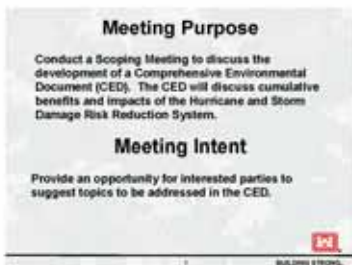
Female speaker: [Inaudible]

Erness Wright-Irvin: [Inaudible] Welcome. Someone else, the gentleman that just came in.

Male speaker: [Inaudible]

[Laughter]

Erness Wright-Irvin: [Inaudible] we have people who are here who have followed these issues since the beginning, just by raising your hand so we know. Okay. So, it's going to be your job to help in interpreting, if others have questions about what they're hearing, they'll be directed to Beth Nord but also to help in interpreting because you really want to have in depth questions tonight. And, how many people here who are members of the Corps? [Inaudible] So, we have folks here who can answer other questions after the meeting. Okay. I'd like at this time to turn it over to the presentation from Ms. Beth Nord. Before she begins, I'll be looking at the audience, if your body language tells me that you have a significant question and you are just utterly confused by what has happened, I may stop and say, "There's a question on your face, would you like to ask?" Because this is where we want to have all your questions answered today because in order to have this kind of Comprehensive Environmental Document we need to integrate all of those answers to you. After the meeting, after the presentation is over, there'll be several questions I will ask the group, not overall questions for clarity but what are the things that resonated with you, what critical gap areas that were not addressed, and what is your recommendation? I will make note of those key points that you make here. The meeting is being recorded so we'll have that, and we want to make sure that you see that we're listening and it's not only recorded, it will be posted on the Web site so they're giving you some visual [Inaudible] we actually heard it. So, at this point in time, I'd like to turn it over to Miss Nord.



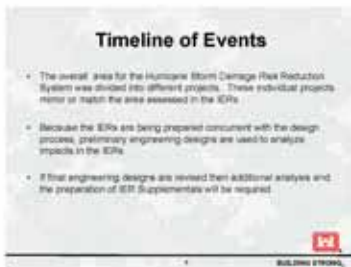
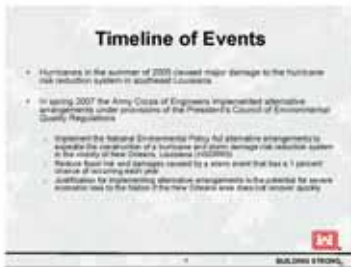
Beth Nord: Okay. Thank you. Thank everybody for coming. The piece that I'm going to do right now is I'm just going to go over a little background information that's really going to lead up to the meat and bones of what this meeting is about which is getting input from the audience. So, some of you are probably very familiar with the National Environmental Policy Act process, very familiar with the Individual

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Environmental Report documents and what goes into them but I'm going to give some background information for the benefit of those folks that, perhaps, haven't reviewed any of our IER documents or are not very familiar with how the alternative arrangements differ from the traditional standard NEPA process. So, if it seems like I'm talking a lot I'm just trying to get everybody, maybe, on the same level for understanding about what the IER's contain so that when you have your ideas about what you want to see in this Comprehensive Environmental Document you know what's already out there. Again, we're going to be talking about the Comprehensive Environmental Document, and the purpose of this meeting is a scoping meeting to discuss what you all think should go into that document. And, after I'm done talking about the pieces and parts, you guys are going to have the opportunity to suggest topics that are going to go in this document. So, again, I'm going to try to give you some background information and hopefully it's going to get people to a place where they know what's already been addressed individually in these IER's and we also identified some gaps that we are aware of but we're looking for more feedback from the audience when I'm done with what I'm talking about here.

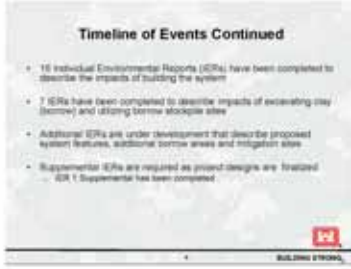


Okay. So, a lot of you already know about the timeline of events but I'll briefly go over. In 2005 we had hurricanes that caused significant impacts to the local hurricane system. As a result of that there was the need to move forward with repairs, additional construction activities, and implementing alternative arrangements. The need for the alternative arrangements or the reason why we went forward to get to them was to get to the construction phase faster, to get to repairs done faster but we did not forget that we needed to assess impacts and address how we were affecting all the areas that we look at during a NEPA process. So, the justification for going to this alternative arrangement is to reduce the potential for having another event like we experienced, to reduce that potential by moving to construction quickly. One of the things that we did is we looked at the overall project which is the Hurricane Protection System and we broke the area down into smaller projects which we identify as IER's here or that parallel the IER's, the Individual Environmental Reports. So, the whole project is this larger area here but we started [Inaudible] impact by these smaller pieces which are the IER documents. So, if you guys received the meeting notice, you can see listed on that each of these numbers, what particular area the IER is, what the title of the IER is or will be. The blue indicates IER's that have been completed. The red indicates IER's that are under development. When we started this process, a lot of the engineering was not final on some of this work but to accelerate getting environmental compliance done, accelerate being able to go to construction, we completed

these IER's. Since then, some design criteria has changed, some changes have occurred. So, you can see we have what are called IERS's which are Supplemental and that addresses changes to the proposed action since we completed an original Individual Environmental Report. We have a lot of these to complete, we have some areas where we're seeing changes and you can see those in red. As we move through this process we anticipate there are going to be more changes

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so right now we're looking at the likelihood that there's going to be an IER-16S or a supplement to that project. In other areas it's very likely that there's going to be additional changes as engineering design criteria changes, the footprint of the project may change, we may need to shift the levee to accommodate that footprint change. So, this process is really happening on a continual basis and it's just something to be aware of. Again, the overall project is the combination of all these areas that we define as IERs, as part of the alternate arrangement process

we've broke down the overall project into smaller pieces. And, again, that was to allow design to go forward in some areas where it was maybe a simpler piece like the levee versus structure versus a flood wall to allow environmental compliance to proceed so that construction could proceed faster.

Erness Wright-Irvin: I think we have some additional copies of that document on the table [Inaudible] if you need one, raise your hand, and we'll [Inaudible]. Questions?

Male speaker: Yes, what are the dash-marked areas, the diagonal?

Beth Nord: [Inaudible] IER 16, it was not constructed this far so I guess that is a new area.

Male engineer: It was not a designated holder as we originally started out.

Male speaker: [Inaudible]

Male engineer: Yeah.

Beth Nord: Yes.

Male speaker: Okay.

Male engineer: So, like I can see, there's a dash there because that's where we did the disposal of the dredged material is out in that area. The IER16, the Western Tie-in, that area, there was no levee there at all previously.

Male speaker: So, [Inaudible]

Male engineer: The other one is actually, we need to fix that we haven't fixed the map, which was the earliest design we had and that's not what we're building today. That was the original one that [Inaudible] that's not what we're building.

Male speaker: So, can you explain why they dashed-out the IER 11 [Inaudible]?

Male engineer: Because that's where we disposed of the dredged material.

Male speaker: Okay.



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Male engineer: We were trying to use dredged material beneficially to fill-in these areas. What's the acreage?

Female engineer: 205 acres would be used beneficially.

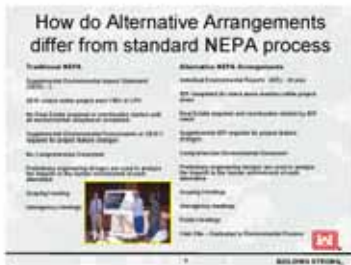
Male engineer: 205 acres that we [Inaudible]

Beth Nord: Okay. Again, this is kind of repetitive for you but individual reports matched or mirror the area that was [Inaudible]. But, again, here's the IER area, here's the area that we just talked about [Inaudible]. Another point, as we said before, the final engineering designs have been revised and so we will need to prepare IER Supplements. The changes in design will most likely change some of the footprint which is causing some kind of significant change to the project and you're bringing in additional [Inaudible] which could mean additional impacts if it's a wetland area. Like I said, that just kind of repeats some of the stuff we've already talked about before.

This is basically, the first two bullets talk about how many IER's have been done and they talk about how many IER's have been done for borrow. That's basically what you see on this card here, that's where we are today. If you look next to the IER numbers you can see the general location, Caernarvon Flood Wall, Inner Harbor Navigation Canal, Western Tie-in, so we've gotten a lot of these documents done. And, then supplemental IER's are required as projected designs change and we already completed one Supplemental and that was for IERS 1. We have other supplements that are underway, and again, because engineering design criteria have changed in some places we're anticipating that we're going to have more supplements come down the line.



Okay. So, why were the alternative arrangements implemented? Basically, because we needed to do things quickly, we needed to try to move forward instead of trying to design this overall very large project and wait to start construction on any one little piece of the project, we split it up into smaller pieces which the IER's reflect those smaller pieces, and we're trying to get the environmental done quickly so that we can expedite planning, construction, you know, fixing the system, improving the flood wall.



Okay. How are the alternate arrangements different from the standard NEPA process? This will show you traditional NEPA on one side and then alternative arrangements on the other, the names of the documents are a little different, Environmental Impact Statement versus an Individual Environmental Report, the fact that there is such a thing as a Comprehensive Environmental Document under the traditional process we would not require that. Under traditional NEPA the Environmental Impact Statement would cover the entire project area so when

I'm talking about IER's they are a little smaller pieces. For the IER process we are doing individual reports for smaller projects within the overall system. So, if you're familiar with

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Westbank and Vicinity projects and you look at the IER map, again, here, in our traditional NEPA process we would assess all these impacts together which means if we met any challenges with doing that NEPA document we would not have moved forward on construction and individual pieces waiting for all of them to be completed. So, again, that's different than the traditional NEPA process which every little project will be covered. Preliminary engineering design is to analyze impact with the IER process, it's the same. Some of the other differences are over on this side, where the left side is dedicated to the IER process, we have a lot more public meetings than we would in traditional NEPA process, we have a lot more scoping meetings, we have regular, if they're not monthly, close to monthly interagency meetings. So, there's a lot more interaction with this alternative arrangement process than there is under standard NEPA.



Here are some of the resources that are available. If you want to find out in more detail about the alternative arrangement process you can find it at our www.nolaenvironmental.gov Web site. If you want to find the IER's, if you haven't looked at any of the IER's, they're all on the site, all the ones that have been completed are on the site. There's a lot of additional related environmental information also on the website, the Coordination Act Reports that the Fish and Wildlife Service prepares for each IER, the public notices for the 404(B)-1 evaluation. So, there's a ton of

information on every single one of these projects that we've already completed the environmental piece of it on this Web site. And, if you are not familiar with it, I encourage you to go in and look and go through it because you're going to find a lot of background information on these environmental impacts and how we've assessed them on these Web sites.

Female speaker: I have a question.

Beth Nord: Sure.

Female speaker: On behalf of the residents who might not be here, if someone does not have access to the Internet and can't pull this up, where would they go to get an IER for their particular area?

Beth Nord: They would contact us and we would send them a hard copy.



I'm just giving you background on what the IER's already contain. If you've reviewed these, if you're very familiar with NEPA, this is going to be all old news to you. The impacts that are analyzed in, basically, each of the individual IER's that we've prepared today, here's all of the biological categories, terrestrial habitat, aquatic habitat, wetland, threatened and endangered species, recreation resources, air quality, water quality. And, then more human impacts, displacement of

population and housing, HTRW, environmental justice, transportation effects. So, these are the

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types of impacts that we have assessed on an individual project level. The purposes of the Comprehensive Environmental Document or what we need to do in the CED is to roll-up those total impacts and address additional areas that are maybe not addressed in adequate detail.



Here are some data gaps that we're aware of, transportation, mitigation, air emission, and then just cumulative impacts just means the overreaching combined impact.

Male speaker: Overall of everybody, not just the Corps.

Beth Nord: Right. So, of impacts in the area, and that is definitely, cumulative impact, is definitely challenging, air emissions is definitely challenging. We've been working on

transportation impacts with a transportation report and the contract and that's a lot to get your arms around as well. So, all of these pieces that we already acknowledge as data gaps, they're going to be challenges for us to work on those as well just because they're huge, they're a huge impact. So, that was my introduction, that was kind of my attempt to give you a little bit of background on what's out there and available in the individual reports. And, this is the time where we want to move to the next stage which is probably the most important stage and get feedback from you all on, you know, issues, topics that you would like to see in the comprehensive report.

Erness Wright-Irvin: Okay. Thank you. Are there any questions of clarity about what she just presented?

Male speaker: Yes. I have one.

Erness Wright-Irvin: [Inaudible]

Male speaker: Everything I've heard is from the media, newspapers, television, whatnot. I understand the Corps is working on a 100-year plan, [Inaudible] there's also the 500-year. So, all your IER's based on 100 they ought to be appropriated to build the 500-year plan.

Male engineer: Correct. Our authority, right now from congress, is to build a 100-year system at 1% and that's what we're moving for. We're fully-funded with \$14.8 billion and that's what the IER's are on record to cover. We've recently completed a report called the Louisiana Coastal Protection Restoration, we call it LACPR, that is at headquarters now being reviewed, it will move forward today, that's with the Secretary of the Army and all of congress, that's a technical report, the congress had directed us to write that as the 500-year event. There are pieces and parts of that or the whole thing that congress can direct us then to study and/or fund and move forward with. That would be, we would have new environmental documents that would need to be looked at because, obviously, the impact is going to be much bigger.

Male speaker: [Inaudible]

Male engineer: Hmm?

Male speaker: Which would delay that if you have to go for 500-year?

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Male engineer: Not delay, I mean, we're going to get the 100-year in place, and our goal is 2011. That will be...

Male speaker: But, if congress says to do a 500-year plan then you've got to start all over again.

Male engineer: Correct. We'll have to do new studies, the footprints will get bigger, we may even look at completely different types of systems here, I mean, you see that already in what we did here. Under the, pre-Katrina project, we had 27-miles of parallel protection, that was obviously one of the big lessons learned. We now have a 3-mile levee that has a pump station and base here, that's a lesson learned. If we move into a category-5, the LACPR report, we may apply other ones because those levees are going to be much bigger.

Male speaker: By the same token, I also understand that there are some groups that want the Corps to drain to the river not the lake.

Male engineer: Correct.

Male speaker: Now, that's going to be, if that goes to congress, that's another thing that's going to delay their progress and work.

Male engineer: Well, right now, we're waiting. We've approved IER-5 which is the three Outfall Pump Stations. We do not have a signed agreement for that project at the moment, it is not going forward, we're still pushing that, we're still working for it. What you're referring to is Option 2A which some of the others want. We can actually build the pump station at 17th Street and the other Outfall Canals in such a manner that would allow those options to be built if congress gives us the authority and gives us the funding to do that. So, at the moment, we don't look at that as a delay, we're still working with our partners to [Inaudible] to try and make that happen, to try and move forward with that and to be able to integrate that with any future authority that comes out.

Male speaker: If you have to change the pumps, my house backs up; by the way I should have raised my hand for Jefferson Parish.

Erness Wright-Irvin: Okay.

Male speaker: Because, my house is in Orleans and my garage is in Jefferson.

[Laughter]

Male speaker: My house backs up to 17th Street.

Male engineer: You must have some interesting tax bills.

Male speaker: If you have to change, I understand, you're going to have to change the pumps in the 17th Street.

Male engineer: No, sir.

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Male speaker: No?

Male engineer: No. With what we have planned, what we have permitted today, we can build...

Male engineer: [Inaudible]

Male speaker: Yeah. Right, but permanent.

Male engineer: Yeah, they'll be...

Male engineer: The temporary pump stations, they have a short lifespan but permanent pumps that we planned on, that we've approved at this point would stay in place with Option 2 or 2A.

Male speaker: Why, just out of curiosity, why would you put something in you know you're going to change later? Why would you put pumps for one consideration [Inaudible]?

Male engineer: Right after Katrina, we put in the temporary ones because we needed to get that 100-year system in as quickly as possible, the protection [Inaudible] so we went in and put in that temporary system, it was built as a temporary system running at that time. But, we needed to do that or we needed to completely re-build all three Outfall Canals immediately [Inaudible] we knew that the safest way to do that was at the mouth. That was less work, get rid of the parallel protection, and that's what we're doing.

Beth Nord: Any additional questions? Yes, sir?

Male speaker: Yes. Jefferson Parish has objecting or concerns about the borrow pits, borrow sources, and pits open. Is that a concern? Should we worry about that, that they're getting all the clay borrowed and the possibility that Jefferson Parish, and perhaps others, will object to detention of that borrow for the levees?

Male engineer: We have contingencies for everything that we're doing, we have backups for that, typical Army, we always have a plan for the plan. In this case, you know, we've permitted over or we've authorized over 75 million in order to borrow, government furnished, contractor furnished, we're working on supply contract, it's a plan. In fact, if a government furnished borrow site is not available, the ones we wanted, the Parish, and the Levee District to acquire for us, we're moving to contractor furnished. There are implications that come with that, cost implications, more travel on some of the roads but we're going to go to the contractor furnished borrow method if we can't acquire those sites. There may be other government furnished sites that are outside of Jefferson Parish, we're going to make it work.

Beth Nord: Another question?

Male speaker: In the Federal Registry it mentions that there will be external engineering peer reviewed of the proposed levees and flood walls, flood [Inaudible] in the IERs and will be made available as soon as the draft CED is available. Will external engineering peer review



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comments be included? How is that worked into the CED process because it mentions it will be available no later than the publication of the draft of the CED.

Male engineer: It's actually, for the most part, available now. Almost every one of these projects that are going into construction have an External Peer Review done on it, in most cases we're trying to publish that onto the Web site when it comes out.

Male speaker: I haven't seen any for each individual project.

Male engineer: I don't think they've done one for every single levee job but they took several of them that were typical and they've done it for the flood walls, they've done it for the bigger systems like ICS, and the Inner Harbor Navigation Canal [Inaudible], the GIWW West Closure Complex had one. I believe the West Closure Complex is still going on at the moment.

Male speaker: And, those reports are on the Web site?

Male engineer: As we're getting them we're trying to put them up there, when they're finalized.

Male speaker: What's on there now?

Male engineer: I believe there is a couple, I don't know 100%, I need to check, I know we were trying to do that as we got a hold of them but I can't tell you that, you know, every single one that has been done so far is up there. If you're asking if there will be one big one, there won't be, just pieces and parts [Inaudible].

Male speaker: [Inaudible]

Male engineer: Nothing that would require moving or altering the plan in any major way. We, obviously, have a lot of the local comment, you know, people looking at what's being done near their houses or backyards. People outside the system, we've had a lot of comments from, people obviously, they want to change what's there. But, there's nothing that would severely question what's being done there today.

Male speaker: On the Peer Review, are those, that's the Army Corps of Engineers, peers of the district or is this...

Male engineer: No, it's an external, we actually go to another Corps district who then goes to an outside company [Inaudible] actually hires outside people for that process and those people come in and do a full look at it.

Beth Nord: Okay. Is there anything? Yes, ma'am?

Female speaker: [Inaudible]?

Male engineer: There'll be more Supplementals, I don't know how many for sure yet. You know, this was supplemental to the IERS-1A, there'll be more. It's going to happen, it's just going to change. In the typical NEPA process this is done during the feasibility study level,

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but even then, I mean, prior to Katrina we had the Environmental Impact Statement ready for the Westbank, there were at least two supplemental environmental impacts written after that, and I think there's been around 18 environmental assessments that have been written. So, even under the normal process there are changes and you have to account for those when writing the jobs.

Male speaker: [Inaudible] we will still have the opportunity to ask questions that will be responded to?

[Inaudible/ Multiple speakers]

Male engineer: No, we'll be interacting [Inaudible]. Sir, you have a question, back in the back?

Erness Wright-Irvin: And, we have, well, [Inaudible], anyway, we have a couple of people join us, you know, after we finish this we want to ask if you are residents of any one of these Parishes please introduce yourself and indicate your Parish, and then you can ask your question.

Male speaker: [Inaudible]

Erness Wright-Irvin: You have a question?

Male speaker: Yeah, I have been going through IER [Inaudible] talked about the direct impact [Inaudible] do you have any idea how, you know, businesses and residents who live [Inaudible].

Erness Wright-Irvin: Well, good.

[Inaudible /Multiple speakers]

LTC Mark Jernigan: My name is Lieutenant Colonel Mark Jernigan, I'm the Deputy District Engineer here, and we have a very robust small business program here within the district. The whole program, right now, we call it over a billion dollars of work just directly with small businesses. What I would recommend is, the first place, to look for, you know, what's coming out as far as jobs, is our Web site, I think that was flashed up early in the presentation. The other thing I would recommend is to talk with our Deputy for Small Businesses, Ned Foley, who can kind of give you his perspective on what's available and also kind of work with the Small Business Administration to set up. Depending on what's out there [Inaudible].

Male engineer: Does that answer all your questions? Okay.

Erness Wright-Irvin: If you can put the slide up that lists the impact, there were two slides that list the areas of impact. So, the IERs have really dealt with all of these impacts thus far and there's another slide that has additional impacts. So, I guess, I'd like start the questions by asking, your area of concern. Yes?

Male speaker: Well, I will say that it was good to see that in your opening slide in terms of risk reduction you, at least on the PowerPoint, moved away from talking about the 100-year storm, you talked about the 1 percent chance in any given year. We regress back to your prior



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discussion, which is inevitable I guess, but at least in the PowerPoint, I hope that was the intention, you did talk about the 100-year study.

Male engineer: Right.

Male speaker: ... and about the 1 percent. To me that raises other problems [Inaudible].

Male engineer: It is the 1 percent, and we try and do that, unfortunately, [Inaudible] heard more about the 100-year and so it kind of got locked in that but it is a 1 percent, it's a 1 percent chance of having a storm surge of a certain size in any given year, and that is a key piece of that. It's not that you're going to have a strong year and then for the next 99 years you're not going to have one of these.

Male speaker: [Inaudible]

Erness Wright-Irvin: All right. Anything else that you heard that you really liked and said, "Yeah, that's good."? Okay. So, what I'd like to do is move to one of the areas of concern, one of the things that has been left out and has not been addressed that really needs to be covered is the Comprehensive Environmental Document scope. And, the gentleman raised a question about what's the economic impact [Inaudible] to his community, and that's something that I've looked at as an area of concern. Are there others? And, I'm just showing, these are the ones that have been addressed thus far but those have been addressed in each individual area. Is that correct?

Male engineer: Correct.

Erness Wright-Irvin: Okay. Can we show the other slide because there's another slide that talks about additional ones? So, all these are also in the individual report, what's the possible impact or the displacement of population, and housing, and employment, and industry, and all those other things?

Male speaker: What about, I think that a very important [Inaudible]

Erness Wright-Irvin: Okay. What I'd like to know is, in order to answer this gentleman's question, is one of the things that are currently addressed in the IER [Inaudible]

Male engineer: We did look at Environmental Justice in every document and we do try to look at it not only for the IER project but on a cumulative scale. Obviously, it's something that we will look at in the CED in more detail as a wrap-up of how the whole system functions. We feel we've done a pretty good job. Everybody's pretty much treated the same. We do hear good comments, we've been to a lot of meetings, and we have had 128 public meetings so far. And, there are people that believe they've been left out or, or not treated as fairly but we do look at Environmental Justice on every one of these documents.

Erness Wright-Irvin: Okay. But, in the Comprehensive Environmental Document, if I'm hearing the [Inaudible], that there are issues raised around Environmental Justice that need to be addressed, because they don't believe it's addressed in the individual impact area. So, you know, a lot of this [Inaudible] issues that we might not get and this is a chance to surface them. So, if there's some nuances that you want to make sure are addressed in this Comprehensive

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Document, can you talk a little bit more, [Inaudible] those certain areas or concern there are addressed. Just so we can make sure we have the concern [Inaudible].

Male engineer: That is why [Inaudible]

Erness Wright-Irvin: Okay.

Male speaker: On the Environmental Justice [Inaudible] I think one of the concerns that has been raised is that certain people are getting protection before other people, and so I think the timing of all the IER's and the timing of the construction is compared to what neighborhoods are getting [Inaudible].

Erness Wright-Irvin: The timing of the activity?

Male speaker: Yeah. It's just, who's getting their protection first? [Inaudible] or are we saying they were in the IER's therefore they don't need to be in [Inaudible].

Male engineer: No, no, our intent is to incorporate. We're not going to repeat everything we've written but we're going to bridge together this system. So, we've talked about the pieces and parts now we're going to bring these and the other ones and anything else in as a system and talk about it as a whole. What would impact the Wildlife and Fisheries overall not just an IER, we don't need to rehash everything, somebody is going to read the IER and pick up what happened in St. Charles Parish. And, the CED is not just for hurricanes, it's going to pull in, how these projects interact with Louisiana Coastal Area. How it works with the closure of the MRGO, it's a system-wide look at it.

Male engineer: Does that help? Okay.

Erness Wright-Irvin: Any other... yes?

Male speaker: A couple areas that I think [Inaudible] one of them is public safety during construction. [Inaudible] borrow pits are government furnished they don't have to abide by [Inaudible] especially in St. Bernard Parish.

Male engineer: I will say that safety is our number one priority, especially during construction on any of them. Lowering the risk overall, safety is a big one.

Erness Wright-Irvin: All right. Gentleman, in the back.

Male speaker: [Inaudible] most fragile, who is the most at risk? I haven't heard anybody in four years talk about old people, I'm sorry, elderly [Inaudible].

Erness Wright-Irvin: So, the impact on the insurance [Inaudible] entire region.

Male speaker: Yes. And, I'm going to a neighborhood [Inaudible] where does this all relate to the National Flood Insurance [Inaudible]?



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Male engineer: I will say that this work is directly linked to the National Flood Insurance Program. FEMA will look at what the system is when it's complete in 2011 and the rates will be adjusted according to what's in place.

Erness Wright-Irvin: I think that issue [Inaudible]

Male engineer: Yes.

Erness Wright-Irvin: [Inaudible] Yes, sir?

Male speaker: [Inaudible].

Erness Wright-Irvin: All right.

Male speaker: [Inaudible] so, the question that probably we also are trying to find out [Inaudible]

Erness Wright-Irvin: Okay. [Inaudible 53:32 – 53:36 Speaking too low]

Male speaker: Yes.

Erness Wright-Irvin: Okay. Does someone else want to speak a little bit more about this issue in terms of, again, any nuances about this issue in terms of, not just individual areas but the impact on the entire region that you really want the Corps to kind of build into to make sure they're addressed? Any other ideas around this particular area? Yes, sir?

Male speaker: Contaminated sediment issues. There has been contaminated materials found in Algiers Canal, and I'd like to see some more information in the Comprehensive Document that looks at the contaminated sediment in the entire area and areas around the industrial sites, and how the Corps is going to avoid using those contaminated sediments.

Erness Wright-Irvin: Excellent point. Good. Thank you. Any other issues?

Male speaker: Well, this gets back to the insurance issue and it gets back to my earlier question about this terminology of the 1 percent risk in any given year which, again, I think it's an improvement over the 100-year flood but I'm thinking from a layman's point of view and what they read in the paper. I think there's still a lot of confusion and bad news about what this 1 percent in any given year really means, and I think it would be helpful to give a layman's explanation somewhere how you arrived at that 1 percent and [Inaudible]. One percent that they'll be flooding above the base flood elevation, I think that needs to be clarified. Or, if I'm wrong about that, what is the 1 percent how does the [Inaudible]

Male engineer: One percent, since Katrina they ran what they call a sweep of storms, they ran 152 storm events, made-up. Previous to Katrina they actually used real storm events [Inaudible]. So, they took 152 storms, ran them in different sizes, strengths, wherever they overtopped or had an impact, that became the 100-year elevation, the 1 percent elevation. So, that's why you see different elevations around the system. So, you may have a storm that comes in from the west that may have driven you to have a 15-foot levee but if that same storm came in

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from the east maybe it was only, well in some cases, it may be a 29-foot levee and that's why you see differences throughout.

Male speaker: [Inaudible].

Male engineer: Well, that will be your base flood elevation adopted by FEMA inside that protected area. That won't be 29-feet, it will be something much lower inside the risk reduction system.

Male speaker: Right.

Male engineer: Now, you will have a base flood elevation that's in other Parishes or outside the system that will be much higher because they're not in they're not in the system right now.

Male speaker: But, that 1 percent is based on previous storms [Inaudible].

Male engineer: No, it's based on this slate of 152 storms in specific areas so that elevation, there's a 1 percent chance that there will be a storm bigger than that elevation. So, if you have a 15-foot there's a 1 percent chance that you'll have something bigger than 15-foot.

Erness Wright-Irvin: [Inaudible] flooding in the area or a 1 percent chance of being hit in that area by the storm?

Male engineer: One percent chance of flooding.

Male speaker: [Inaudible]

Male engineer: Something above that 15-foot, whatever that elevation is that's set for that levee.

Male speaker: [Inaudible]

Male engineer: Right. There are different elevations throughout the system.

Erness Wright-Irvin: [Inaudible] 1 percent chance that there will be flooding.

Male engineer: Right.

Erness Wright-Irvin: [Inaudible]

Male speaker: [Inaudible]

Male engineer: Overtopping, there's a chance that you'll have a storm that's bigger than that, whatever it's built to.

Male speaker: Well, the follow-up to that is that, you know, we've had Katrina, obviously, we've had Betsy within a relatively short period of time, and I think there's needs to be a layman's explanation that is this 1 percent chance going to be. One percent in 10 years, are

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we likely to have as much as Katrina's storm in 10 years as we are in two years? I mean, there's the sense that the 1 percent is just a, you know, [Inaudible] every year [Inaudible] future. And, I think that's deceptive, it's deceptive in some ways in talking about the 100-year storm but folks think that we had Katrina and that we're not going to get another Katrina or even another Betsy for another 100 years.

Male engineer: Right.

Male speaker: So, it's deceptive in the terminology used and people are thinking, you know, [Inaudible] choices about where to live.

Male engineer: And, that's exactly why we're trying to get away from saying the 100-year, that's why we want to say the 1 percent.

Male speaker: [Inaudible] 1 percent has its own problems [Inaudible] if I can follow-up on that. Is it your position then that in 2011 [Inaudible] the entire city is going to be at an equal 1 percent risk, the entire area west of Highway 11?

Male engineer: That is our goal. Everything [Inaudible] inside of that map in 2011, our goal, is to have the risk reduced to everyone in that area.

Male speaker: To the 1 percent.

Male engineer: To meet that 1 percent.

Male speaker: Okay. So that no neighborhood is going to be at a higher risk than any other neighborhood [Inaudible].

Male engineer: Correct. That's our goal, that's our operational goal.

Erness Wright-Irvin: [Inaudible] so by 2011 then throughout the whole area west of, what did you say, I-10, that all of those areas will be protected? Is that what you're saying? So, they will be protected from flooding [Inaudible].

Male engineer: We're saying that everything that you see that's inside the levee system, our operational goal is to have that completely protected by 2011. So, everybody inside of that would have the same level of risk reduction. It doesn't mean you're not going to flood, there's always going to be a risk, and that's why we're calling it the risk reduction system. You have to look at the risk.

Male speaker: To clarify, then that 1 percent is outside the levee? [Inaudible].

Male engineer: There's a 1 percent chance that, that levee, once it's built, will be overtopped.

Male speaker: Okay.

Erness Wright-Irvin: In any given year.

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Male speaker: And, that 1 percent doesn't, you know, take into account failures for the levee [Inaudible].

Male engineer: It's a new elevation, it's the 1 percent elevation. We've established that height based on that whole slate of storms, whatever that height is, there's a 1 percent chance that it would be overtopped in any given year.

Male speaker: So, it's just a comparison of levee height versus what [Inaudible].

Male engineer: Right. First off, the system is not the same height, you know, this gate here is being built, if I remember right, to 16 ft but the levees around it are 14 which is a harder structure. You have things over here, this is going to 24 to 26 ft, and that's because the storms come in different ways, bigger.

Male speaker: But, [Inaudible].

Male engineer: Well, there's a resiliency factor built into all of these. That's one of the reasons you see a lot of talks about graphs and armoring and stuff because the resiliency allows a certain amount of overtopping on these levees.

Male speaker: Over topping before that ever gets to the top levee. So considering, considering what?

Male engineer: We're designing this to stand-up to the water to the top of the levee, that's the design criteria.

Erness Wright-Irvin: So, just to make sure I understand, your point is that in addition to addressing the terminology of a 1 percent storm that perhaps the Comprehensive Environmental Document should also speak to the [Inaudible].

Male speaker: The safety factor.

Male engineer: The factor of safety.

Erness Wright-Irvin: [Inaudible]

Male engineer: That's what we call the factor of safety is what we call it.

Erness Wright-Irvin: Okay.

Male speaker: One thing that has already been spoken about, in another meeting, would be whether the Corps would allow [Inaudible]. After I bought my home which was two years ago and it was something like 24 percent or 26 percent chance of flooding within a thirty year mortgage and I think to myself that's supposed to be way more than 1 percent, way more than 100-year protection. I think that is a higher number and [Inaudible]. So, I think that's just one that in exploring that and trying to explain that, I think that's one way that at least spoke to me.

Erness Wright-Irvin: The percentage of risk...

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Male speaker: Yeah.

Erness Wright-Irvin: ... during a 30-year period?

Male speaker: Yeah. [Inaudible] or every...

Male engineer: Yes.

Male speaker: ... 25 years, or...

Male engineer: It's a cumulative statistic.

[Inaudible/Multiple speakers]

Male engineer: [Inaudible]

Male speaker: [Inaudible]

Male engineer: That's a great idea.

Male speaker: You wouldn't have to do it system wide but I think an example, if you were in this area [Inaudible].

Male engineer: That's a great idea. I mean, this is a partnership, the public is as much a partner in this as we are. So, we're buying down your risk under what we can do. As the public, you have the ability to buy your risk down even lower. That's a great idea.

Erness Wright-Irvin: Just so I capture it, can you restate it?

Male speaker: The idea that you describe how the individual homeowner can elevate his or her own [Inaudible] and achieve a level of risk reduction [Inaudible].

Male engineer: If we could do that under a section on risk, risk reduction or something.

Erness Wright-Irvin: Thank you. Sir?

Male speaker: I think the question that [Inaudible] so when people are asking a question on the 1 percent and we know that [Inaudible] so people, I guess, are [Inaudible] we're looking at, I guess, the worst scenario and basically how to come in between what is the worst scenario and how we can, you know, some kind [Inaudible]. If we build dams [Inaudible] basic tests on this wall every 10 years or every 5 years just to make sure that when we get something that, you know, there's [Inaudible]

Male engineer: We do have [Inaudible], you're talking about operation and maintenance and inspection and that, we do have a very active program with that, which goes throughout the project life. And, that will definitely continue in conjunction with our non-federal sponsors, the levee districts, and the state. But, that's something we can talk about, operations and maintenance process, we can lay that out.

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Male speaker: I'd like a section on induced development included.

Erness Wright-Irvin: Okay.

Male speaker: Induced development.

Erness Wright-Irvin: Okay. [Inaudible]

Male speaker: Several of the levees are going to impound wetlands and once a levee is there then people can build and get FEMA flood insurance so it actually attracts people to go into areas that are low. And, the area IER 16 is one point, and I just want to see how that's going to be treated, whether they're going to be getting conservation easements to protect the land and prevent people from coming into harms way or whether there's going to be induced development in the area and that's going to be considered just part of the process. It specifically mentions that the Corps will analyze indirect impacts due to altered hydrology or induced development. The result upon the actions taken by the Corps of Engineers and that, in part, was supposed to be in the CED.

Erness Wright-Irvin: Great point. Yes, sir?

Male speaker: One question before I go. This doesn't have to do with the IERs. I see on the map that you have the Inner Harbor Navigation Canal Surge Barrier. And, that brings up the point that I seem to remember that there was some discussions about something similar to that as in Holland and a lake somewhere up there. Is that still a viable situation?

Male engineer: That is crossing somewhere north of Slidell. That is something discussed in the Louisiana Coastal Area Protection has as a potential option. Not in this. [Inaudible] If Congress gives us authority to move forward with a study. It's a very expensive proposition.

Male speaker: I can imagine. Alright. Thank you.

Erness Wright-Irvin: Thank you for coming. Are there additional comments and issues that need to be addressed by someone who hasn't spoken yet?

Male speaker: There was a lot of controversy about a flood wall being built down in Plaquemines Parish that would seal off the lower [Inaudible].

Male engineer: Mm-hmm.

Male speaker: What's the status of that?

Male engineer: This is IER 13, all along here, we're having a public meeting September 19th at Belle Chasse High School at to talk more about that.

Male speaker: No decision has been made on that, yet?

Male engineer: There's no decision made. What the process is after the Sept. 19th workshop, we will come back, we will pick a proposed action. We'll announce our proposed

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action at that point. We will put out an addendum for public review and after that, any public comments, Colonel Lee will review them and he'll make a decision.

Male speaker: [Inaudible]

Male engineer: Congress can change tomorrow, change that idea.

Male speaker: [Inaudible]

[Inaudible / Multiple speakers]

Male speaker: I have an interesting question because the coastal restoration in the state of Louisiana [Inaudible] really hasn't done that much to stop the erosion and to take back the land that's being washed out [Inaudible]. And, what I'm interested in knowing is, has the Corps considered this coastline that was there 50 years ago acting as a speed bump to the influence of water coming onshore as well as cutting down the amount [Inaudible]? If that coastline continues to erode, what does that do to the 1 percent [Inaudible]?

Male engineer: That's actually something that a good portion of what the CED, the system, that will be addressed. So, that's a good point.

Male speaker: [Inaudible] include coastal restoration...

Male engineer: [Inaudible]

Male speaker: ... and the effect that if it doesn't occur what it's going to do to the topping of the lakes.

Male engineer: It would discuss that, yeah. And we're going to maintain a 1 percent storm elevation for the next 50 years in conjunction with the state.

Male speaker: [Inaudible]

Male engineer: It would always...

Male speaker: ... [Inaudible].

Male engineer: Right.

Male speaker: Can't keep up.

Male engineer: Well, I mean, right now we're projecting that and that's what we're working towards.

Male speaker: [Inaudible] and so I think...

Erness Wright-Irvin: Longer than one or two generations.



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Male speaker: ... yeah, so I would like it looked at beyond the 50-year period. Another thing that I would like to discuss that I don't think I saw up there was water quality impacts both storm runoff, from induced development, and from more restricted drainage. [Inaudible]

Male engineer: Are you talking mainly about storm water?

Male speaker: Talking mainly about storm water but, again, [Inaudible] not only storm water but construction storm water, regular storm water, and impacts to [Inaudible]

Male engineer: So, you're basically talking about the cumulative growth of the area, it's really more so than the hurricane system but what's going to happen...

Male speaker: [Inaudible] the more people are going to live there [Inaudible] once we get a better hurricane protection system in place.

Erness Wright-Irvin: Thank you. Yes, sir?

Male speaker: I don't want to jump around too much but going back to the [Inaudible]

Erness Wright-Irvin: I sure hope we got all of that on that [Inaudible] transcribing it. We hope that captured [Inaudible]

Male speaker: [Inaudible]

Male engineer: Yeah, we don't want [Inaudible]

Male speaker: [Inaudible]

Male engineer: No, no, absolutely not.

Male speaker: [Inaudible]

Erness Wright-Irvin: Okay. Yes, sir?

Male speaker: I'd like to see the incomplete or unavailable data that included in the CED that was unavailable at the time the Colonel had signed the IER.

Erness Wright-Irvin: You want to speak a little bit more about that?

Male speaker: Well, there were several IER's that were incomplete, the data was not available at the time the document was produced and signed by the Colonel, and it states that that's suppose to be included in the CED.

Erness Wright-Irvin: Okay.

Male engineer: We have data gaps.

Male speaker: Data gaps of information, incomplete data.



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Male engineer: Okay.

Male speaker: So, I want to be sure that that's on the list.

Erness Wright-Irvin: Are there some specific data gaps that you have a concern on, I think that was mentioned [Inaudible]

Male speaker: I do.

Erness Wright-Irvin: Okay.

Male speaker: In IER 12, there are significant data gaps there in the Bayou aux Carpes area. It had to do with all [Inaudible], it had to do with baseline studies, various arrangements on whether or not the areas going to be flooded or not, none of that was included in the IER. I want to see that included in the Comprehensive CED.

Erness Wright-Irvin: Great. Thank you. Another comment?

Male speaker: Just for clarification on the benefits expected, the sheet from the storm reduction system [Inaudible]. I'm looking specifically at this map here where one of the most vulnerable areas is still on the Intracoastal Waterway, and I want to clarify. Is it your expectation by 2011 you're going to achieve the elevations that are shown in those green rectangles? Right now they're showing, basically that we have eight to 10-foot additional elevation along the Intracoastal Waterway within a two-year period, right now they're showing basically [Inaudible/Multiple speakers]

Male engineer: You mean the Inner Harbor Navigational Canal itself?

Male speaker: I'm assuming that these boxes here, assume they relate to the Intracoastal Waterway levee. It's difficult to know because if they don't point directly to a particular area, along the Intracoastal Waterway which among the most vulnerable areas that affects all the New Orleans East, it's showing that we need about an eight to 10-foot additional elevation by 2011 to meet both the 100-year storm requirements. So, the question is, are you expecting to meet those elevations...?

Male engineer: We're building a barrier here, now. So, there's no work really being planned here beyond what's there today because your 1 percent storm is here and here, it's not going to delay this. The system that's there today will stay in place.

Male speaker: [Inaudible]

Male engineer: It's redundant. It's a multiple line of defense.

Male speaker: [Inaudible] what do those three sets of boxes relate to? [Inaudible]

Male engineer: Right.

Male speaker: Do those relate [Inaudible]

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Male engineer: The blue number...

Male speaker: ... on the Intracoastal Waterway?

Male engineer: The blue number is what the elevation was pre-Katrina.

[Inaudible / Multiple speakers]

Male engineer: We're on schedule, we're moving forward to meet that operation goal.

[Inaudible / Multiple speakers]

Male engineer: I don't know for sure, there aren't arrows on there.

[Inaudible / Multiple speakers]

Erness Wright-Irvin: Any other? Yes?

Male speaker: It says that the CED has to include a former mitigation plan. I'd like to see that included and discussed in detail, mitigation for the entire project area.

Erness Wright-Irvin: A detail of the [Inaudible]

Male speaker: Yeah. Since this is a cumulative...

Erness Wright-Irvin: Right.

Male speaker: ... document, we need to look at the cumulative mitigation and the plan, the actual plan is supposed to be included as part of the document.

Erness Wright-Irvin: Thank you. Yes, ma'am?

Female speaker: [Inaudible / Multiple speakers] has the Corps reached out to the Federal Highway Administration for transportation impacts [Inaudible]?

Male engineer: We've reached out to multiple [Inaudible], Federal Highway has been one of the people we've conducted, our primary contact has been the Louisiana Department of Transportation and Development as far the road, and also all the local governments, we had the big transportation workshop here in just a couple weeks ago, we had a lot of the public works directors here to talk about the impacts. We're going to put 50 million miles, as we move forward, we're going to do 50 million miles worth of travel with trucks in that area.

Female speaker: [Inaudible]

Male engineer: Yes, I did. Mike Stack was here, he's the Regional Administrator with them, he brought up submerged roads, he brought up they've got three to four hundred million dollars worth of funded work that's coming on just in the next couple years. He had a number of ideas, and that's what the idea is of cumulative [Inaudible]. We're going to work with them

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closely on transportation but it's also part of what we'll roll-up in the transportation cumulative impact analysis.

Erness Wright-Irvin: So, submerged roads will also be included?

Male engineer: [Inaudible]

Erness Wright-Irvin: [Inaudible] Okay. Yes, sir?

Male speaker: [Inaudible]

Male engineer: We don't really have a firm, you know, this is the kick-off meeting, we're going to try to move forward fairly quickly, you know. Mr. Cole just brought up, you know, you've got to look at the mitigation plan so there's a lot of pieces and parts to it. The CED will not necessarily be the final document on this, you know, because this is an ongoing project, I mean, they'll be work that goes on for quite a number of year with this. Our intent is to maybe have a Supplemental for that document to make sure that we capture and put out the information.

Erness Wright-Irvin: So, just like the IER's, the Comprehensive Document will also have supplemental?

Male engineer: We could have a CED-S.

Erness Wright-Irvin: Okay. Yes, sir?

Male speaker: I didn't [Inaudible / Multiple speakers] within the federal highway impact. Does that include also the impacts of all trucks going down all the local streets building the levees and the impacts on the streets, the highways, the quantification of those impacts should be included in the cumulative CED because that is a direct result of the project itself and there are impacts on the human environment [Inaudible] as well as impact on infrastructure. So, that should be included.

Erness Wright-Irvin: Okay.

Male speaker: We've heard that the number of truck and the period time it's enormous in terms of usage of the streets and access to the levees for bringing in borrow, and I just want to see that included as the comprehensive way.

Erness Wright-Irvin: The infrastructure impact to the environment.

Male speaker: I would suggest with that, making sure, [Inaudible] and working with the local Parishes, local communities to make sure that the improvements that are going to be made afterwards are fit within local neighborhood master plans, things like that, that have been developing all throughout the residential areas since Katrina [Inaudible] input as to how they want these roads to look like after the [Inaudible].

Ken Holder: I'm Ken Holder, I'm the Public Affairs Officer, I think what Jim referred to, we held a meeting with everybody from the transportation community, state, local, we have

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all of them, and that's something we're going to monitor as we go through this process checking very seriously. As we went through what the contracts are, they've obviously got [Inaudible] by what the state and local guidelines are but we have actually had a pretty productive session with them where they kind of gave us feedback on, what we needed to give them so [Inaudible].

Male speaker: [Inaudible]

Male engineer: Yeah, we have talked about [Inaudible] as well, right now we're working through the [Inaudible]

Male speaker: [Inaudible]

Male engineer: Let me add one thing to that. Now that we're in construction and we've done 128 IER-type meetings, we just recently did two and I think we have another one coming up tomorrow night that are construction meetings. So, as we actually are moving in and awarding a contract, we're going to that neighborhood, or as close to it, and telling them, "Look, we're starting construction in your area, here's what to expect." And, we'll obviously have some discussions with the transportation at that level also.

Male speaker: [Inaudible]

Male engineer: Okay.

Erness Wright-Irvin: That's a great point, if you could bring those, I know [Inaudible]. Yes, sir?

Male speaker: You mentioned mitigation. Is there discussion of the mitigation...

Male engineer: As far as...

[Inaudible / Multiple speakers]

Male engineer: No. What I said when I said mitigation, what I meant is make sure we interacted, that's a bad use of the word, what I meant was, interacted with the Parish governments and [Inaudible], make sure that we did what they wanted us to do, sort of, not mitigate as far as cost goes but as far as impact goes so we would follow in their plans. But, not like you're thinking [Inaudible].

Male speaker: You mean, if you use local streets for the trucks...

Male engineer: We'll abide by whatever...

Male speaker: ... I was here during and after Katrina, I saw all the damage done to our local streets by all the trucks that were going through day after day after day for months. What happens? Does the local sponsor, the Parishes absorb all those costs to repairing the streets and infrastructure?

Male engineer: [Inaudible]



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Male speaker: There's no money for that.

Male engineer: What we said and what we've encouraged the state and the locals to do is to reach out to the federal highways or wherever to start. The trucks that we're looking at are going [Inaudible] all the local laws, all the state laws. You know, they're paying their taxes to use that road so that burden to repair or replace those roads is on the local government or the state.

Male speaker: But, there's going to be an acceleration of impacts...

Male engineer: Right.

Male speaker: ... because of the number of trucks and the period of time in which they're all traveling on the streets.

Male engineer: And, what we've done is when we had the transportation workshop we discussed that and we've encouraged them to go ahead and start the conversation now with the normal funding for it, it's a federal highway transportation step, the places where they would normally get their money, start those conversations today so they're ready to start moving that money into the system come 2011 when things are winding down.

Male engineer: And, didn't some of the Parishes say that they had a work plan for after we finish?

Male engineer: I know [Inaudible]...

Male engineer: That's what I mean.

Male engineer: ... and, one of the things we're working with them is, can we put off some of their work so that they don't repair a road and then we go and drive, you know...

Male engineer: Exactly.

Male engineer: ... 100,000 trucks down it.

Male engineer: Of course.

Male engineer: So, we're trying [Inaudible]

Male speaker: We haven't seen our streets fixed since Katrina and there are still major potholes that were formed by all the trucks that were going down the streets, and that is an impact of the project. I just want to be sure that it is addressed, and you know, that should be addressed in the cumulative CED if it is going to be repaired through other sources of money then that should be in there so that the public that reads the CED will know that that's going to be compensated for and everything is going to be fixed one way or the other.



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Male engineer: Right. Our intent is to have a discussion on that in the CED. You're always going to see [Inaudible] happen near the end of this month and that's going to show you the impacts or what we know of the impacts at the moment.

Erness Wright-Irvin: [Inaudible] addressed all their issues and that's what we want. This is the first meeting, the kick-off? But, there may be others so if you're thinking about one of those things that need to be in the Comprehensive Document. Yes, sir?

Male speaker: Will the list of issues and concerns raised tonight be compiled and put on the Web site?

Male engineer: Yes. And, one of the things that you had said early on is that you are going to post the recording but I don't think that's true, we're going to post the transcript. Right?

Male engineer: Right.

Erness Wright-Irvin: So, what about the [Inaudible].

Male engineer: I want to make sure [Inaudible / Multiple speakers]...

Erness Wright-Irvin: I'm sorry, we are [Inaudible / Multiple speakers]...

Male engineer: I believe that there is a link [Inaudible].

[Inaudible / Multiple speakers]

Male engineer: ... since I didn't take notes on everything...

Male engineer: Yeah, sure. We'll [Inaudible]

Male engineer: Okay.

Erness Wright-Irvin: Any other comments? Yes, sir?

Male speaker: [Inaudible]

Erness Wright-Irvin: So, issues of local government compensation regarding the impact [Inaudible] election to go on and to change local officials [Inaudible] allocate money.

Male engineer: There are numerous, we use the word mitigation very general sometimes, we probably get carried away with it, but a lot of when you hear us say mitigation, we're talking about mitigating for wetlands. Right now we're looking at about 5,000 acres of unavoidable impacts to wetlands that will be mitigated. There are other issues, you know, we're looking at the transportation, a lot of the transportation may fall back as a responsibility to the locals, and that's why we're working with them now to try and encourage them to go after the funding sources and that so they're ready to move into that next phase as soon as we're complete in lowering the risk.

Erness Wright-Irvin: Thank you so much.

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Male speaker: I'd like to ask Gib a couple questions in regard to the public involvement in the CED. It says that the availability of the draft CED, there's a 60-day review period.

Male engineer: Correct.

Male speaker: That's correct?

Male engineer: Mm-hmm.

Male speaker: And, all comments will be appropriately addressed in the final CED?

Male engineer: Mm-hmm.

Male speaker: And, then they'll be a 30-day public review period for the final CED?

Male engineer: Mm-hmm.

Male speaker: Correct?

Male engineer: Yes.

[Inaudible / Multiple speakers]

Gib Owen: When we wrote that there would be a Comprehensive Environment Document piece we basically mirrored the EIS process on that one so you have the 60-day and you address all the comments, there's a final [Inaudible]

Male speaker: What does it mean by appropriately address?

Male engineer: We will do our best to answer your questions. Whatever we can answer in regards to your question. I mean, it could be a lengthy response.

Male engineer: Comment noted.

Male engineer: It could be comment noted. We see a lot of those. If you have a supplement to the CED which he said might happen then the process is triggered again, you go to a new draft, supplement which comes out, another 60-day review period, and then another final on that.

Gib Owen: And, if we did get from that, we would probably engage the public to see if we're going to follow that, I mean, for every single supplement or something. Hopefully, we're not going to have a lot of those but there probably will be some, at least one or so. We can look at that. Our intent would be to follow what we have written there in that process.

Male speaker: I would be real interested to see responses to our comments.

Male engineer: Oh, yeah, absolutely. We understand that.



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Erness Wright-Irvin: Any other comments either on what was already talked about or any new issues that have environmental impact? Yes, sir?

Male speaker: Yes, on the Web site, is there a timeline that the public can look at and see how they're doing? I am looking at the last comment here number seven. In 2009, 3.2 billion is what is being awarded. How much in 2010, how much in 2011?

Male engineer: [Inaudible] I don't think we've got to that level yet.

[Inaudible]

Male engineer: I guess, just a follow-up question. What information would be useful for you to follow progress? Are we talking dollars awarded, are we talking contracts [Inaudible]?

Male speaker: Just...

Male engineer: Percentage complete?

Male speaker: [Inaudible] red and yellow and green.

[Inaudible / Multiple speakers]

Male engineer: We're going green and we're going to do everything we can to keep it green.

Male speaker: I have a procedural question. There are a lot of folks that couldn't be here tonight representing various organizations who've been involved in [Inaudible]. If they want to send in comments or concerns regarding to the scoping...

Male engineer: Mm-hmm.

Male speaker: ... of the CED, will the Corps accept those?

Male engineer: Absolutely.

Male speaker: And, up to what sort of date?

Male engineer: Throughout the process.

Male speaker: Okay.

Male engineer: Scoping is an ongoing process.

Male speaker: Okay.

[Inaudible / Multiple speakers]

Male speaker: I just wanted to make sure it applied in this process.



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Male engineer: There's many ways to comment, there's a drop down there you can actually put a comment in [Inaudible] it comes directly to me. They can write it, they can call.

Male speaker: Okay. Send a letter in?

Male engineer: Yeah. [Inaudible]

Erness Wright-Irvin: The message we want to get out, I know there's someone from the media here, the message we want to get out is that this is not the final meeting, if people have additional comments and concerns about this Comprehensive Document, send them in.

Male speaker: Just kind of one more over riding thought about how the traffic impacts are arrived at and back to the 1 percent storm. In my mind there's still a question about how is this tested. [Inaudible] a predictor of the future when it comes to determining the strength and quantity of the storms that are expected and in turn affect that 1 percent? And, again, it's getting back to the fact that you're basing 1 percent on previous storms and all on testing.

Male engineer: No. That was pre-Katrina. Pre-Katrina we looked at past storms, now we look at the slate of 152 storms that are a wide, wide variety.

Male speaker: But, those are past storms.

Male engineer: No, they're new computer generated storms.

Male speaker: [Inaudible].

Male engineer: Mm-hmm.

Erness Wright-Irvin: Is there a map in there or something that can show.

Male engineer: This is what we did to look at the 1 percent. Each one of those represents a different storm, different sizes, different speeds, different categories of wind, they were all brought in by computer modeling of the system to predict that 1 percent. It's based on Katrina. Those storms are more than likely in here as one of the 152 storms.

Male speaker: [Inaudible].

Male engineer: I've done the modeling and I'm not a hydrologist so careful [Inaudible]. They are looking at sea level rise, they are looking at the science in all the designs and that's why you're going to see a design that's built today, 20 years from now it's going to be a little higher, 30 years it's going to be a little higher. It's going to account for sea level rise, it's going to account for subsidence.

Male speaker: Is it going to account for increase in storm intensity? So 100-year storms happening more often?

Male engineer: Well, frequency isn't going to change that elevation.



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Male speaker: But, if you have more intensity then the likelihood of 100-year storm is more likely and now we're getting terminology crazy but if, you know, a storm that wouldn't have been 100-year storm 50 years ago, but in 50 years that will be a 100-year storm.

Male engineer: Right. I don't know.

Male speaker: [Inaudible]

Male engineer: Right. I don't know on that.

Male speaker: You mentioned earlier about the Cat-5 process. I know there were meetings over in St. Tammany Parish, where they're concerned about the barrier in at the Rigolets and closing the shaft and continuing the barrier all the way into the present hurricane system which we're working on. What happens if you go to and Congress authorizes the city being protected to a Cat-5 hurricane? And, what happens to the existing levees that were built to the pre-Katrina standards? You go in and you elevate all the levees around New Orleans to the Cat-5 so that it would withstand a storm that occurs once every 500 years?

Male engineer: If Congress and the President gave us authority to move forward with a higher level, a 500-year event or whatever, we'd be back looking at all the reasonable alternatives; it could be raising what's in place, it could be building something brand new. That's what I was saying earlier is we've evolved since Katrina, we had parallel protection, we're looking to get away from that. So, you can look at it, even if we built something here to block surge coming in you're still going to have something here, it may not need to be so high, or maybe just maintained what it is today.

Male speaker: But, if the idea was to protect against, instead of a 100-year storm, a 500-year storm which means the levees have to be elevated to, say, 30, 40 feet, as the Cat-5 levee is suppose to be which goes along the coast, in earlier workshops that was discussed. Then, you'd have to modify all the levees that would be completed after this process because they would not meet a Cat-5 hurricane standard so if it was authorized and money appropriated then we could see this whole process going over again elevating all the levees and putting in larger flood gates and bigger walls all around the city.

Male engineer: Essentially.

Male speaker: ... where they would...

Male engineer: That's what I'm saying, you could essentially look at all reasonable alternatives as demonstrated here. You know, NEPA, you know, the thing that we would do. So potentially, higher levees would go here. You could end up with a new barrier system here and these levees not being touched from what they are today, you know that would happen. You might look on the Westbank, you might increase the height there or you might have some new layer or new line outside of that. You know that Donaldsonville to the Gulf project could potentially be selected but we haven't picked a plan yet. South of there that might be raised. If congress said tomorrow, "You have authority." It doesn't mean that what's there today will be raised. We would look at all the reasonable alternatives through NEPA and come up with that proposed action.

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Erness Wright-Irvin: Thank you. I think we have exhausted the group tonight in terms of getting all of your comments and your questions. I'd like to ask before you leave and before we formally adjourn, we do have a public meeting evaluation but for those of you who do not write, we've got a lot of people who write, but those of you who don't, if we were to do this particular type of meeting better. Again, this kick-off meeting again on subject one scoping meeting again, is there something that you would recommend we would change to make it better? What would make this particular type of meeting better? Yes, sir?

Male speaker: [Inaudible] There are questions here that [Inaudible] that I thought they could have been done [Inaudible] so basically we're planning ahead here [Inaudible].

Erness Wright-Irvin: Okay. Thank you. Someone else? What could we have done better? [Inaudible low] Thank you for addressing your comments tonight and advising the Corps because we're making decisions that are going to affect our children. So, thank you so much for meeting as a group.

Male engineer: Thank you very much for coming, on behalf of Colonel Lee, we really appreciate your participation.