

**MINUTES OF THE
SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY – EAST
BOARD MEETING
THURSDAY, MAY 20, 2010**

The regular monthly Board Meeting of the Southeast Louisiana Flood Protection Authority - East (Authority or SLFPA-E) was held on Thursday, May 20, 2010, in Room 214 Kirschman Hall, University of New Orleans, 2000 Lakeshore Drive, New Orleans, Louisiana, after due legal notice of the meeting was sent to each Board member and the news media and posted.

Mr. Doody called the meeting to order at 9:45 a.m. and led in the pledge of allegiance.

PRESENT:

Timothy P. Doody, President
Stradford A. Goins, Vice President
Stephen Estopinal, Treasurer
David P. Barnes, Jr. (left meeting 2:30 p.m.)
John M. Barry
Thomas L. Jackson (*left meeting 1:20 p.m.)
Ricardo S. Pineda
Louis E. Wittie

ABSENT:

George Losonsky, PhD, Secretary

Mr. Doody advised that Mr. Losonsky was testifying on behalf of the SLFPA-E before the Louisiana Senate Transportation Committee today in Baton Rouge and, therefore, unable to attend today's Board meeting.

*Mr. Jackson left the meeting at 1:20 p.m. in order to attend a meeting on behalf of the President with the U.S. Army Corps of Engineers on the cost estimates for permanent protection at the outfall canals.

OPENING COMMENTS:

Mr. Doody commented on three visits to the IHNC Surge Barrier over the past month with Mayor Mitch Landrieu, Senator Mary Landrieu and a group of Canadian officials and Congressmen from the northern states that included Congressman Oberstar. Congressman Oberstar is the Chairman of the House Transportation and Infrastructure Committee, which could potentially authorize funding for some of the SLFPA-E requests, including the operation and maintenance of the IHNC Surge Barrier.

Mr. Doody advised that the levee districts performed a radio check yesterday in preparation for the upcoming hurricane season. Colonel Sinkler invited Board members to a tour to be conducted tomorrow by the U.S. Army Corps of Engineers (USACE) of

(revised)

the risk reduction system. Mr. Doody stated that information would be provided at the next Board by Mr. Barnes on expectations for the 2010 hurricane season.

Mr. Doody commented that numerous trips have been made to Baton Rouge to meet with Legislators and to testify on legislative bills. Additional information is provided by Mr. Barry in his report.

Mr. Doody reported that Mr. Pineda has been working with staff on the communications contracts for the Authority and levee districts. Mr. Pineda commented that the Strategic Plan adopted by the Board in 2008 recommended that a media communications strategy be developed within a year. In February the Board selected the firms that will assist the Authority and levee districts with media and other types of communications. The contracts with these firms are anticipated to be signed by the end of the week. Two tasks are being considered: 1) the development of an overall communications plan for the Authority and the levee districts and 2) relative to Katrina anniversary activities.

ADOPTION OF AGENDA:

A motion was offered by Mr. Goins, seconded by Mr. Barnes and unanimously adopted, to approve the agenda.

RESOLUTION #05-20-10-01 - APPROVAL OF MINUTES

On the motion of Mr. Estopinal,
Seconded by Mr. Wittie, the following resolution was offered:

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the minutes of the Board Meeting held on April 15, 2010.

The foregoing was submitted to a vote, the vote thereon was as follows:
YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Goins, Mr. Jackson, Mr. Pineda and Mr. Wittie
NAYS: None
ABSENT: Mr. Losonsky

PUBLIC COMMENTS:

None.

PRESENTATIONS:

1. Outfall Canal Costs Analysis – Marcia St. Martin and Joe Becker, Sewerage & Water Board of New Orleans

Joe Becker, General Superintendent of the Sewerage & Water Board of New Orleans, advised that he is appearing at this meeting as a representative of a committee of four local partners: the Sewerage & Water Board of New Orleans (S&WB), the SLFPA-E, Jefferson Parish and the Coastal Protection and Restoration Authority (CPRA). These

four partners commissioned AECOM to provide a sixty day cost analysis of the USACE's report on Options 1, 2 and 2a. The contract with AECOM was executed by the S&WB; however, the four partners agreed to split the cost of the study.

Mr. Becker explained that the S&WB's drainage capacity for all its stations combined is about 50,000 cubic feet per second (cfs). In addition, about 2,500 cfs from Jefferson Parish flows into the 17th Street Canal. A little over 40 percent of the S&WB's capacity moves from the S&WB interior pump stations to the lakefront through the Orleans, London and 17th Street Canals. These canals have levees and floodwalls that extend from the existing interior pump stations to the lakefront to protect the City. In the immediate aftermath of Hurricane Katrina, failures occurred in the levee/floodwall system along the London Avenue and 17th Street Canals and the USACE built the interim gate structures at the Orleans, London and 17th Street Canals. In June, 2006, Congress passed Public Law 109-234 giving the USACE permission to modify the Orleans, London and 17th Street Canals and to install pumps and closure structures at or near the lakefront. Shortly thereafter the USACE commissioned a study to identify options for moving forward under this authorization. Three options for providing permanent protection (Options 1, 2 and 2a) were identified as having merit for a cost study. In 2007 the USACE commissioned Black and Veatch to perform a ninety day study that resulted in the following cost estimates: Option 1 - \$800 million, Option 2 – \$3.4 billion and Option 2a - \$3.6 billion. Local sponsors were provided with some of the information that went into the USACE's study, but not with the full cost data used to generate the cost estimates.

Mr. Becker stated that the USACE is moving forward with the construction of the Option 1 permanent gate structures to replace the temporary gates at the lakefront. The project is currently being advertised and the submittal and review process will proceed shortly after the receipt of proposals in June.

Mr. Becker reviewed the components of the three options.

Option 1 replaces the temporary gate structures with permanent gate structures. It includes adaptability, which was not in USACE's Option 1 estimate, to enable moving towards Option 2 if funding is identified at a later date. The deep foundation on the intake side will enable the placement of the pumps at the right location and allow the flow of water to the right location to be able to move towards Option 2. The existing floodwalls flanking the three outfall canals will be left in place. The existing drainage pump stations (Nos. 3, 4, 6 and 7) will remain in place and active. The S&WB will close the permanent gates when required and operate the three lakefront stations in tandem with the four existing pump stations. The three lakefront stations will need to have a capacity that is roughly equivalent to 40 percent of the S&WB's current design capacity. The S&WB will incur the additional expense for the operation and maintenance (O&M) of the three lakefront stations. The current operating budget on the drainage side is about \$27 million per annum. The additional O&M cost will not be known until the lakefront stations are designed; however, the S&WB is pricing this cost at between \$10 million and \$12 million per year. To date, the S&WB does not have a funding source for this additional significant O&M cost. The responsible party for the O&M of the levees and floodwalls along the outfall canals once the permanent gates are constructed has

not yet been resolved. The S&WB's position is that it is not in the business of maintaining levees or floodwalls in any part of the system.

Option 2 includes pump stations, rather than gate structures, at the mouth of the three canals. Once the lakefront pump stations are constructed, the interior pump stations (Nos. 3, 4, 6 and 7) would no longer be required and could be decommissioned. The canals would be deepened in such a way that the floodwalls along the outfall canals would no longer be required. Seepage cut off would be required along the entire length of the canals to prevent drawdown of groundwater on the land side of the canals.

Option 2a is similar to Option 2 and provides permanent pump stations at the lakefront end of the deepened outfall canals. Option 2a includes a new pump station in Jefferson Parish (Hoey's Basin Pump to the River Pump Station), which impacts only the 17th Street Canal. Approximately 2,500 cfs currently flowing into the 17th Street canal would remain in Jefferson Parish and go to the Pump to the River Station. According to the USACE, the additional cost for the Pump to the River Station is \$200 million.

Mr. Becker explained that AECOM met with the partners regularly over the sixty day period and considered a number of different alternatives. The opinion of probable cost is based on the use of sealed joint interlocking sheet pile wall as the least costly alternative. A clay liner was found to be a more cost effective liner method. AECOM's opinion of probable cost is as follows: Option 1 - \$870 million, Option 2 - \$2.24 billion and Option 2a \$2.40 billion. The cost of acquiring the additional real estate required for Option 2/2a is included in AECOM's estimate. AECOM estimated that the construction of Option 1, Option 2 or Option 2a would each take approximately three years; however, their estimated construction time for Options 2 and 2a does not include studies, design or permitting. The USACE identified a schedule of 14 years for Options 2 and 2a, which includes studies, permitting and design. Ronnie Schumann with AECOM explained that the major difference in the development of their cost estimates involved the methodology for lowering the canals. AECOM's estimate for Option 1 was higher than the USACE's estimate because AECOM included the adaptability of the pump stations. In addition, AECOM was given different criteria for the selection of the pumps than the criteria considered by the USACE three years ago.

Mr. Pineda suggested that a cost analysis be done that would include design, construction and the amortized annual O&M costs over a fifty year life. He asked whether improvements should be made to the S&WB's existing pump stations (3, 4, 6 and 7) in order to optimize the system. Mr. Becker responded that under an Option 1 scenario, the S&WB would operate the existing pump stations in tandem with the lakefront pump stations and would want to optimize the system as much as possible. He advised that currently there are three or four levels of communication between the lakefront interim gate structures and the existing permanent pump stations. Mr. Pineda asked about redundancy in powering the pump stations. Mr. Becker explained that the current Option 1 scenario relies on diesel power generators for powering electric pumps. The USACE is not providing redundancy since the power source is not remote. The S&WB generates its own 25 cycle power for use throughout its system and also relies on Entergy's 60 cycle power. The S&WB system can convert back and forth between 25 and 60 cycle power.

Mr. Pineda advised that unless action is taken by Congress, the levees and floodwalls along the outfall canals will remain part of the system. Colonel Sinkler added that functionally the levees and floodwalls would no longer be part of the primary Hurricane and Storm Damage Risk Reduction System; however, on the books and by law they would remain authorized for that purpose unless changed by an act of Congress.

Mr. Becker explained that there will be some construction done by the USACE in building Option 1 that will need to be backed out or changed when going to an Option 2 or 2a scenario. Thus, there will be an additional cost in going from Option 1 to Option 2 or 2a. The additional cost has not yet been quantified, but is estimated at \$100 million to \$130 million. AECOM was requested to provide in their report an apples-to-apples comparison with the USACE's estimates to construct Options 1, 2 and 2A. AECOM was later requested to provide a proposal for including the additional cost in the report.

2. Ecosystem Restoration Efforts for Coastal Zone of Louisiana – U.S. Army Corps of Engineers

Tim Axtman, Senior Planner with the USACE New Orleans District stated that he was requested by Colonel Lee, who was unable to attend the meeting, to provide a presentation on coastal restoration efforts in Louisiana.

Mr. Axtman explained that the USACE's three missions are flood risk management, navigation and ecosystem restoration. As a part of the USACE's ecosystem restoration mission, 25,000 acres of wetlands have been created through the beneficial use of dredged material and four Mississippi river freshwater and sediment diversions and more than 25 miles of coastal shoreline protection have been constructed. The four primary flood risks in coastal Louisiana are from river flooding, coastal erosion and environmental degradation, rainfall and hurricane storm surge. Sea level rise and subsidence present additional risks. The flood risk reduction system in the greater New Orleans area includes 350 miles of levees and floodwalls and a \$14 billion Federal investment to provide a 100-year system. These flood protection features must function within the coastal landscape and depend on the landscape for their long term sustainability. Coastal erosion is an important threat to the overall system.

Mr. Axtman stated that the USACE's coastal restoration efforts focus on environmental sustainability in balance with its other missions. In effect, the USACE has an integrated water resources management mission. The disappearance of Louisiana's coastal ecosystems threatens resources and the loss of wetlands increases storm surge risk. Water resources management is a shared responsibility between the USACE, Federal partners, the States of Louisiana and Mississippi and local governments. Teamwork is the key. New perspectives on land and water management will require difficult decisions and tradeoffs. Efficiencies must be emphasized on Federal, State and local levels.

Mr. Axtman reviewed the USACE's coastal restoration efforts in Southeast Louisiana:

- The CWPPRA (Coastal Wetlands Planning, Protection and Restoration Act) program has been in existence since the early 1990's. It is a dedicated fuel tax revenue stream (approximately \$70 million per year) managed by a combined Federal task force, along with the State of Louisiana, for the purpose of restoring vegetative wetlands in coastal Louisiana. The program is flexible and projects tend to be relatively small in scale. Currently, 82 projects have been constructed, 15 projects are under construction and 47 projects are in the engineering and design phase. New lists of projects are developed each year. Some funding is dedicated for operations and maintenance for a typical project life of 20 years.
- The LCA (Louisiana Coastal Area) program study was completed in late 2004 and signed by the Chief of Engineers in January, 2005. The USACE report outlined 15 stand alone projects and two or three programs at a cost of about \$2 billion as a near term effort (10 year time frame). The 2007 Water Resources Development Act (WRDA) authorized the USACE to move to construction provided that construction documents and final feasibility reports are completed on all the projects. The USACE and the State have cost share agreements in place on 12 projects and the studies are underway. Reports are congressionally mandated by December, 2010, for six of the projects (Amite Diversion Canal Modification, Blind River Diversion Project, Diversion at White Ditch, Terrebonne Basin Barrier Shoreline Restoration, Operation of the Houma Navigation Canal Lock and Modifications in the Northern Terrebonne Marshes). The USACE is authorized by law to immediately begin seeking appropriations for construction as soon as the project reports are approved. The MRGO Ecosystem Restoration received authorization in the WRDA bill and is being implemented in a parallel track.
- Beneficial Use of Dredge Material - The USACE New Orleans District has one of the largest navigation maintenance programs in the country. On average about 66 million cubic yards of material are dredged each year; however, only about 30 to 35 million cubic yards are identified as suitable and available for beneficial use. In addition to the direct use of dredge material as part of the O&M program, the USACE has standing programs nationwide that allow additional funds. The CWPPRA program has projects that identify and use dredge material. The nationwide program for beneficial use of dredge material only provides about \$25 million per year competitively. The LCA is also a beneficial use program (BUDMAT). The USACE indicated that about \$100 million over a ten year period (\$10 million per year) could be put to use to expand the beneficial use of dredge material. The LCA BUDMAT program report was finalized and first construction is scheduled for fiscal year 2011.
- LaCPR (Louisiana Coastal Protection and Restoration) effort is designed to look at expanding the level of risk reduction beyond the 100-year level. Coastal Louisiana was broken into five planning units. Legislation directed the USACE to look at a comprehensive blend of hurricane protection, flood control and coastal restoration. The combination of features considered included structural components (levees, floodwalls and floodgates), non-structural components (relocations and raising structures) and coastal restoration. One of the findings in the LaCPR report was that a multiple lines of defense approach using landscape, topography, levee systems

and non-structural elements is the most effective approach. The LaCPR report identified a broad range of combinations of these elements that would effectively reduce risks. The report recognized that achieving risk reduction through a combination of these elements could result in environmental impacts and public disruption. The report also recognized that sustaining the coastal landscape will be challenging and that there will be uncertainties; however, it is critical to long-term risk management. The USACE found that it already has a broad range of authorities that could be utilized. Setting priorities is a shared Federal-State responsibility. A partnering agreement was developed between the USACE and the State to enable USACE employees to be embedded in the Louisiana Office of Coastal Protection and Restoration when the State's Master Plan is reassessed in order to work towards an integrated Federal-State view on the long range approach.

- MRGO Ecosystem Restoration looks at the restoration of a range of habitat types over about 30,000 acres spread across a large portion of the basin. The USACE is attempting to achieve habitat functionality with the relative amounts of cypress and fresh, saline and intermediate marshes that existed pre-MRGO. The USACE is currently developing the feasibility analysis and doing the initial policy reviews on the report. The USACE is attempting to publish the proposed plan and have it available for public review in the summer of 2010. Since much of the work on environmental restoration projects is supported by other Federal agencies that are being redirected to address the current oil spill emergency in the Gulf, the USACE's ability to deliver the proposed plan on schedule could be impacted.
- Freshwater Diversions and River Management – The Caernarvon Freshwater Diversion is one of several diversions. The USACE is looking at how to modify the operation of this structure to better enhance wetland productivity.

Mr. Axtman concluded his presentation with take away points. The USACE is executing ecosystem restoration, as well as the Hurricane and Storm Damage Risk Reduction System, at an unprecedented level; however, the coast is still in jeopardy. The mission to restore and protect the coast will take much more than what is currently on the books. The USACE was directed under WRDA to continue long range studies and is working on cost share agreements with the State. Long range concepts include hydrodynamic management of the river and re-managing the lower delta. The resources are nationally significant. The landscape is the key to maintaining the hurricane system as designed.

Mr. Goins asked whether the USACE proposed to fill in the MRGO channel and, if the not, how is the USACE proposing to stop the surge from overtopping the rock dike. Mr. Axtman replied that he did not believe the plan included filling in the entire channel and that he had seen concepts of compartmentalizing the channel, but did not think this was in the final list of alternatives being considered. Mr. Axtman indicated that the value of sediment is getting higher and the usage of sediment must be weighed against the benefits that would be obtained. The options considered under the MRGO Ecosystem Restoration include fresh water diversions and a long term re-nourishment component. The MRGO rock dike is not designed as a surge protection barrier; however, as you go up the channel, the IHNC surge barrier closes the channel to storm surges. Mr. Goins commented that this would provide flood protection, but there is a perception that the

restoration is going to provide a buffer. If some part of the channel is not closed in, there is no buffer and a wall of water would follow the same path destroying wetlands. The identical condition of the channel eroding and getting wider is taking place in the GIWW; however, nothing is being done on that channel. He stated that a holistic approach is needed.

Mr. Pineda inquired about system resiliency. Colonel Sinkler offered to provide a presentation to the Board at its next meeting on resiliency for the Hurricane and Storm Damage Risk Reduction System. Mr. Pineda commented that he is trying to determine the road to a high level. Mr. Axtman explained that going taller is not as important as resiliency and redundancy.

3. Presentation by Coastal Advisory Committee.

Mr. Doody advised that the Board recently named a Coastal Advisory Committee (CAC). The CAC's first task was to inventory all coastal restoration related projects of all agencies and to develop a list of priority projects for the Pontchartrain Basin.

Carlton Dufrechou explained that 35 projects in various stages have been identified in the Pontchartrain Basin. A standard fact sheet was distributed to the various Federal, State and local entities in order to standardize the information process. The CAC discovered early in the process that some of the projects overlapped and in some instances multiple agencies were doing the same project, but not talking to each other. The CAC reviewed 15 projects at its April 15th meeting and 12 projects at its April 20th meeting. The types of projects reviewed included river reintroductions, shoreline protection, marsh creation and reef restoration.

The CAC's ten tentative recommended projects are as follows:

- LaBranche East Marsh Creation – 730 acres of marsh creation - CWPPRA funding \$32 million - construction scheduled for 2012
- Marsh Land Mitigation Bank Orleans Landbridge –1,000+ acres of brackish marsh in a privately sponsored mitigation bank (mitigation credits can be sold)
- Caernarvon Outfall Management/Lake Lery – 32,000 feet of shoreline protection - \$10 million of funding from the 4th Supplemental Appropriation
- Black Bay Reef – recreation of an oyster reef to protect a small island - \$170,000 of funding received from the Lake Pontchartrain Basin Foundation and the Coalition to Restore Coastal Louisiana
- Athanasia Bay/Lake Machies Reef – reef cages in two sites (St. Bernard and Jefferson Parishes) - \$4 million received from NOAA through the Nature Conservative - Construction could commence this year.
- Manchac Shoreline Mitigation – 5.5 miles of segmented breakwater and 120 acres of marsh creation on the western shore of Lake Pontchartrain near Manchac – Project funding was included in the 2006 Supplemental Appropriation as mitigation from the original 1965 hurricane protection project for New Orleans.

- Braithwaite Levee Mitigation – 24 acres of marsh creation - Funding is included in the 4th Supplemental Appropriation.
- Lake Lery Rim Re-establishment – Funding is included in the Coastal Impact Assistance Program (CIAP).
- Orleans Landbridge Shore Protection, I-10 – 8 to 9 miles of shoreline protection along the northwest shoreline of Lake Borgne - CIAP funding \$40 million - Completion is scheduled in December, 2012.
- Biloxi Marsh – Lake Borgne Shoreline – 5 to 7 miles of shoreline protection - \$22 million to be funded through the State's 2007 surplus - Construction is scheduled to start next spring and could be completed in the subsequent year.

Mr. Dufrechou explained that at its initial meetings the CAC attempted to determine which projects had funding and could be implemented in a short period of time. The planting of cypress in the Big Mar area is an additional project that has potential. Mark Schexnayder commented that Colonel Sinkler had suggested that all the entities meet to look at the big picture of what is being done in the near future. Mr. Dufrechou recommended that the CAC conduct a follow up meeting specifically to address mitigation projects.

Mr. Dufrechou commended the efforts of the SLFPA-E to attempt to reintroduce river water through the manual operation of the Bohemia Spillway to keep oil from the recent oil spill away from the coast. Mr. Doody explained that some preliminary survey work had been done and the legal hurdles of manually operating the spillway were being investigated. It was determined that not enough flow would be achieved to make a significant difference. Mr. Barry added that the Bohemia Spillway served a flood protection service in 2008 when 40,000 to 60,000 cfs flowed through the spillway.

EXECUTIVE SESSION:

1. Theodore W. Lange v. Southeast Louisiana Flood Protection Authority-East F/K/A Board of Commissioners of the Orleans Levee District, State of Louisiana First Circuit of Appeals No. 2009-CA-1255 c/w 2009-CA-1256.
2. Legal issues regarding LPV Project 149 and the railroad.

A motion was offered by Mr. Wittie, seconded by Mr. Goins and unanimous adopted, for the Board to convene in Executive Session to discuss the items listed on the agenda. The Board convened in Executive Session at 12:15 p.m.

At 1:25 p.m. a motion was offered by Mr. Estopinal, seconded by Mr. Wittie and unanimously adopted, for the Board to reconvene in regular session.

RESOLUTION #05-20-10-02 – LEGAL ACTION

On the motion of Mr. Pineda,
Seconded by Mr. Wittie, the following resolution was offered:

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the recommendation of counsel in the litigation entitled Theodore W. Lange v. Southeast Louisiana Flood Protection Authority-East F/K/A Board of Commissioners of the Orleans Levee District, State of Louisiana First Circuit of Appeals No. 2009-CA-1255 c/w 2009-CA-1256.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barnes, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie

NAYS: Mr. Barry

ABSENT: Mr. Jackson and Mr. Losonsky

COMMITTEE REPORTS:

Finance Committee: Mr. Estopinal reported that the Finance Committee met on May 13th. In addition to three items placed on the agenda for Board approval, the Committee discussed the Orleans Levee District's Community Disaster Loan (CDL) and the action that needed to be taken to determine the most favorable method for computing the potential portion of the CDL that may be forgiven.

Operations Committee: Mr. Wittie reported that the Operations Committee met on May 13th and received a presentation from RocTest on a levee monitoring system. The Committee also discussed the revised Emergency Operations Procedures Manuals and the erosion on the Orleans Parish side (interior) of the 17th Street Canal.

Legal Committee: Mr. Goins reported that the Legal Committee met prior to the Board meeting and approved legal invoices.

CPRA/Governmental Affairs: Mr. Barry advised that Mr. Losonsky is testifying and representing the SLFPA-E on legislation being considered by Legislative committees. He provided a status report on some of the legislation affecting the Authority and the levee districts under its jurisdiction.

- The proposed legislation that had been filed during the last two Legislative sessions concerning a claim by Plaquemines Parish relative to the Bohemia Spillway has not yet been introduced this year. Mr. Barry noted that flow from the Mississippi River through the Bohemia Spillway in 2008 was 40,000 to 60,000 cfs; therefore, the spillway continues to serve a flood protection purpose.
- HB 494 filed by Representative Billiot would limit liability for bike paths on levees.
- HB 485 filed by Representative Billiot would require elevation reports to use NAVD 88 (North American Vertical Datum) of 1988 in lieu of mean sea level (MSL) elevation.
- HB 1324 filed by Representative Richmond relates to full value of a loss. The bill was amended to make it more palatable; however, it is still not favorable to levee districts.
- SB 382 filed by Senator Morrell would expose the levee districts to liability for business interruption in excess of \$50,000 relative to integrated coastal protection.

- A proposed bill would essentially move the O.L.D. non-flood assets to the Department of Transportation and Development (DOTD) for one year while the commission formed by the Governor continues its attempt to work out a solution. It appears that the State has agreed to transfer the Senator Ted Hickey Bridge, which is a substantial operational drain, from the O.L.D. to DOTD. Mr. Barry commented that thus far the State has failed dismally to handle the non-flood assets in a responsible manner. The Non-Flood Assets Commission was requested to determine ways to return the assets to profitability. The State over a three year period collected no data and the Division of Administration refused to spend the money for two studies proposed by the Commission that would provide the answers needed to determine the best path forward to profitability for the Lakefront Airport and the marinas. The O.L.D. Non-Flood Assets Division is using approximately \$4.5 million remaining from the Bally's Casino settlement to fund its operating deficit.
- SB 692 filed by Senator Morrell would authorize the O.L.D. to retain revenues from tickets written by O.L.D. Police Officers. This measure was recommended by the Non-Flood Assets Commission. The City of New Orleans, which is currently the recipient of these revenues, is objecting to this bill.

Mr. Doody added that a bill was offered by Representative Billiot that would have helped to limit the liability of levee districts, similar to the USACE's limitation of liability; however, the bill was abandoned because of a number of amendments. He stated that he spoke to Steve Wilson, President of the Association of Levee Boards of Louisiana, concerning the need for full time assistance to advocate for bills and issues common to all the levee districts during the Legislative session.

Mr. Barry advised that he and Mr. Doody spoke to Congressman James Oberstar, Chairman of the House Transportation and Infrastructure Committee, about the operations and maintenance (O&M) of the IHNC Surge Barrier when he visited the area with several members of Congress to tour the structure. Congressman Oberstar readily agreed that the O&M of the navigation gates should be absorbed by the Federal government. Senator Landrieu has submitted a proposal to include the O&M of the surge barrier in the Defense Supplemental. There may be a potential conflict relative to the issues of authorization and appropriation since it does not appear that a WRDA (Water Resources and Development Act) bill will be passed this year; however, it is hoped that the urgency of this O&M issue would supersede the conflict. Money was not requested in the Defense Supplemental for safe houses for St. Bernard and Plaquemines Parishes.

Mr. Barry commented on the Prioritization Tool being developed by the Coastal Protection and Restoration Authority (CPRA), which will be used by the State to allocate resources. He stated that a presentation will be requested for the Board on this tool.

Mr. Barry reported that the CPRA adopted a resolution that provides its interpretation of the standards under which a project constructed by the USACE is considered final and ready to be turned over to a local sponsor. The CPRA is the Non-Federal Sponsor and the signatory on the Project Partnership Agreements with the USACE. The importance of armoring and other methods to ensure resiliency was pointed out. Mr. Doody

recommended that the SLFPA-E adopt a resolution at its next meeting supporting the CPRA's resolution.

Mr. Barry reported that the Transition Task Force on Coastal Protection and Levees made three basic recommendations to Mayor Landrieu:

- 1) Since a spokesperson is needed that the Mayor take a lead role.
- 2) The City recognize that there are three areas of flood protection: (1) the coasts, (2) the levees and (3) inside the levees. Protection inside the levees is entirely within the purview of local government and includes issues such as drainage, building codes and zoning.
- 3) A cabinet level member of the Mayor's administration should deal with flood protection issues on nearly a full time basis.

REGIONAL DIRECTOR'S REPORT:

Robert Turner, SLFPA-E Regional Director, reviewed the Regional Director's Report (copy appended to minutes).

Mr. Turner addressed a major berm stability failure about 320-feet in length on the floodside of LPV 111.01 (North side of GIWW) that was caused by the weight of an access road constructed by a contractor with an Early Contractor Involvement (ECI) contract. The USACE was requested to provide responses to questions dealing with major concerns including: (1) is the levee still good for this year and what fixes are required, (2) are there areas such as this in other locations and (3) what will be done to ensure this type of failure does not happen again. The USACE is expected to advise tomorrow by telephone whether or not they think from a stability standpoint that this will be a problem for this year's hurricane season. Representatives from the Office of Coastal Protection and Restoration (OCPR) are being sent to look at the problem today. Mr. Turner recommended finding out the specifics of the failure, the potential fixes and the effect on the levee system as it stands today. The permanent fix by the USACE will eventually be deep soil mixing.

Mr. Doody advised that he spoke to Mr. Turner about engaging an engineering consultant to look at the remedial action that the USACE will be taking along the three outfall canals and recommended that the Board consider a resolution that would authorize the engagement of a consultant for this purpose. Mr. Turner explained that these engineering services were discussed with Halcrow, Inc. and that a task order would be issued under the SLFPA-E's Indefinite Delivery-Indefinite Quantity (ID-IQ) contract. He cautioned that the Board may wish to adopt a resolution to authorize the negotiation and initiation of the task order since the cost may approach the Regional Director's authorized limit.

Mr. Turner explained that the USACE eliminated the coal tar epoxy coating on the steel sheet piles and H-piles for several LPV projects in St. Bernard Parish and substituted one-eighth of an inch of sacrificial steel to compensate over a 100 year period. The SLFPA-E is awaiting the report from the USACE Headquarters on this issue. He showed the Board pictures of significant corrosion discovered on the Florida Avenue

Bridge structure located on the east side of the Industrial Canal. The wall system of the bridge is no longer a part of the main system due to the construction of a floodgate in the 1980's. The ground settled below the base slab over time and areas of exposed metal are corroded through the sheet pile. The H-piles also show significant corrosion. The structure was constructed about 40 years ago. Mr. Turner stated that he provided copies of these pictures to USACE personnel at a coordination meeting yesterday and requested that these pictures be forwarded to the experts who are generating the USACE's report. Mr. Barry pointed out that the issue of eliminating the coating on sheet piles and H-piles and the concern about corrosion has been raised repeatedly by the SLFPA-E and that the SLFPA-E has tried to work with the USACE. Mr. Turner stated that the SLFPA-E has disagreed with the USACE's position that one-eighth of an inch of sacrificial steel is sufficient and has provided samples of corrosion problems discovered under similar conditions.

Mr. Goins expressed concern about whether the sheet piles of existing floodwalls, especially along the IHNC and the outfall canals, have experienced any corrosion. Mr. Turner explained that he had seen some testing that was included in a preliminary report, but it was difficult to decipher the exact locations of the testing. He recommended that the SLFPA-E's engineering consultant look at this issue when reviewing the USACE's remedial work along the three outfall canals.

Mr. Goins advised that he met with Robert Turner and Robert Jacobsen with Taylor Engineering and discussed the risk reduction model being used by the USACE. He stated that Mr. Jacobsen cleared up many of his questions; however, some questions remain. The consensus resulting from the discussion was that the greater level of protection being constructed is not the level of protection that is needed. One method recommended for obtaining a greater level of protection is to request the USACE to evaluate and verify the current level of protection and the level of protection that is needed using its model. A deadline of 2014 was suggested for this evaluation and verification. The process of authorization and appropriation for additional work could then be started. Mr. Turner commented that the USACE is looking only at current conditions relative to the coasts in designing the 100 year level of protection. The technology and data used to calculate storm surge will change and improve over time and models will need to be re-run to determine whether the system is providing the level of protection needed. The development of a program and the funding for such a program were discussed in order to begin running some models and doing hydraulic evaluation to assure that the system is where it needs to be and, if not, to determine where the weaknesses exist and how they should be addressed.

RESOLUTION #05-20-10-03 – RECOGNITION OF COLONEL ALVIN B. LEE

Mr. Doody advised that a change of command ceremony will be take place in July for the District Engineer of the New Orleans District. Mr. Barry commented that Colonel Lee has done an excellent job and has tried hard to help the region.

On the motion of Mr. Barry,
Seconded by Mr. Wittie, the following resolution was offered:

“A resolution recognizing the commitment and contributions of Colonel Alvin B. Lee to the Southeast Louisiana Flood Protection Authority-East and to the citizens of Southeast Louisiana.”

WHEREAS, Colonel Alvin B. Lee took command of the U.S. Army Corps of Engineers, New Orleans District as its 60th Commander and District Engineer on July 20, 2007 and led the District in the arduous task of building the Greater New Orleans Hurricane and Storm Damage Risk Reduction System; and

WHEREAS, Colonel Lee gathered leaders at all levels of local, state and federal government to accomplish the unprecedented task of constructing the massive risk reduction program exceeding \$14 billion of levees, floodwalls and structures for the protection of citizens and businesses in Southeast Louisiana; and

WHEREAS, in addition to his leadership as the District Engineer of the New Orleans District, Colonel Lee also served as the chairman of the Federal-State Coastal Wetlands Planning, Protection and Restoration Act Task Force; and

WHEREAS, Colonel Lee provided the direction for the planning team as he engaged state and local officials to keep the focus on rebuilding coastal resources; and

WHEREAS, Colonel Lee’s leadership and management were instrumental in setting the conditions for success; and

WHEREAS, Colonel Lee has worked untiringly in the service of the citizens of Southeast Louisiana to implement and further flood protection and coastal restoration for the region.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East hereby expresses its gratitude and appreciation to Colonel Alvin B. Lee for his dedication and contribution to the protection of the citizens of Southeast Louisiana, and its warmest regards and best wishes for continued success.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barry, Mr. Doody, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: Mr. Barnes, Mr. Jackson and Mr. Losonsky

**RESOLUTION #05-20-10-04 –
APPROVAL OF EMERGENCY OPERATIONS PROCEDURES MANUALS**

Mr. Goins stated that the Emergency Operations Procedures (EOP) Manual for the Orleans Levee District did not include plans by the USACE and its contractors to address the current construction of USACE projects, as well as contingency plans should the contractors not carry out their responsibilities. Mr. Barry amended his motion to approve the EOP Manuals to add the phrase, “pending the receipt of the USACE’s emergency plan for the levee reaches under construction and under the USACE’s control”. Mr. Doody added that an updated Emergency Plan, particularly in regards to the IHNC, should be obtained from the U.S. Coast Guard.

On the motion of Mr. Barry,
Seconded by Mr. Wittie, the following resolution was offered:

WHEREAS, Louisiana Revised Statutes, Title 38, Section 319, mandates that each Board of Commissioners of each Levee District prepare and regularly review its emergency procedures manuals; and

WHEREAS, the staffs of the Orleans Levee District (O.L.D.), the Lake Borgne Basin Levee District (LBBLD) and the East Jefferson Levee District (EJLD) have each reviewed and updated their respective Emergency Operations Procedures (EOP) Manual.

BE IT RESOLVED, That the Southeast Louisiana Flood Protection Authority-East (SLFPA-E) approves the revised O.L.D., LBBLD and EJLD Emergency Operations Procedures Manuals, pending the receipt of the U.S. Army Corps of Engineers' (USACE) emergency plan for the levee reaches under construction and under the USACE's control, and authorizes all actions under the EOP Manuals and the Statute.

BE IT FURTHER RESOLVED, That the President, SLFPA-E Regional Director or Executive Director of the O.L.D., LBBLD and EJLD for their respective levee district, are hereby authorized to sign any and all documents necessary to carry out the above.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barry, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: Mr. Barnes, Mr. Jackson and Mr. Losonsky

RESOLUTION #05-20-10-05 - EJLD HEALTHCARE RENEWAL

Mr. Estopinal advised that some modifications were made to the health plan due to an increase in premium.

On the motion of Mr. Estopinal,
Seconded by Mr. Goins, the following resolution was offered:

WHEREAS, the East Jefferson Levee District (EJLD) healthcare coverage will expire on May 31, 2010, and Blue Cross Blue Shield of Louisiana has offered to provide coverage effective June 1, 2010, at a 10 percent increase in cost over the current Blue Cross Blue Shield premium; and

WHEREAS, the total estimated current monthly premium is \$47,996.07, subject to change based upon employee enrollment.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East authorizes the procurement of employee healthcare coverage with Blue Cross Blue Shield of Louisiana and authorizes the EJLD Executive Director to sign any and all documents necessary to carry out the above.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barry, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie
NAYS: None
ABSENT: Mr. Barnes, Mr. Jackson and Mr. Losonsky

RESOLUTION #05-20-10-06 - EAST JEFFERSON LEVEE DISTRICT – NINTH WAIVER OF PRESCRIPTION -- GABRIEL

On the motion of Mr. Wittie,
Seconded by Mr. Goins, the following resolution was offered:

WHEREAS, claims of ownership have been asserted by the Succession of Marie G. Krantz, (“Krantz”) and the East Jefferson Levee District to certain portions of the shoreline of Lake Pontchartrain and lands between the shoreline of Lake Pontchartrain and the Lake Pontchartrain protection levee adjacent to the Gabriel development situated in the City of Kenner, Jefferson Parish, Louisiana (the “Disputed Property”); and

WHEREAS, Krantz and the EJLD have cooperated by allowing construction on the Disputed Property without asserting opposition, each party preserving its respective rights; and

WHEREAS, the parties previously have entered into a Waiver of Prescription (the “First Waiver”), which was effective as of June 18, 2002, as well as Second, Third, Fourth, and Fifth, Sixth, Seventh and Eighth Waivers of Prescription (collectively the “Waivers”) and are willing to enter into a Ninth Waiver of Prescription, extending the Waivers for an additional year in order to preserve the respective rights of the Board and Krantz, each party preserving its right to assert positions as they existed or may have existed if suit had been filed as of the date of the First Waiver.

BE IT RESOLVED, the Southeast Louisiana Flood Protection Authority – East authorizes its President to enter into the aforementioned Ninth Waiver of Prescription.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barry, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie
NAYS: None
ABSENT: Mr. Barnes, Mr. Jackson and Mr. Losonsky

RESOLUTION #05-20-10-07 - LAKEFRONT LINEAR PARK SHORELINE PROJECT

On the motion of Mr. Barry,
Seconded by Mr. Wittie, the following resolution was offered:

WHEREAS, the East Jefferson Levee District received approval from FEMA to proceed with the preliminary engineering analysis and design of the Jefferson Parish Lake Pontchartrain shoreline project; and

WHEREAS, a Request for Qualifications was advertised and Statements of Qualifications were received and reviewed for consulting engineering services to design and manage the restoration of the East Jefferson Levee District (EJLD)

lakefront linear park shoreline beginning at the St. Charles Parish line and continuing eastward to the 17th Street Canal; and

WHEREAS, by Resolution No. 07-17-08-03, the Southeast Louisiana Flood Protection Authority-East (SLFPA-E) selected Burk-Kleinpeter, Inc. to provide the consulting engineering services for the aforementioned project; and

WHEREAS, the Shoreline Rock Project Worksheet has been approved by FEMA.

BE IT HEREBY RESOLVED, that the SLFPA-E approves the advertisement of the lakefront linear park shoreline project.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barry, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: Mr. Barnes, Mr. Jackson and Mr. Losonsky

RESOLUTION #05-20-10-08 - LBBLD AUTHORIZATION CHECK SIGNATORIES

On the motion of Mr. Wittie,

Seconded by Mr. Goins, the following resolution was offered:

WHEREAS, Timothy L. Jarquin is no longer the Executive Director of the Lake Borgne Basin Levee District; and

WHEREAS, Stuart Williamson was appointed the Executive Director of the Lake Borgne Basin Levee District as of April 26, 2010; and

WHEREAS, the Lake Borgne Basin Levee District has funds on deposit with Gulf Coast Bank; and

WHEREAS, authorized signatories must sign a signature card with Gulf Coast Bank in order to execute transactions on behalf of the Lake Borgne Basin Levee District.

BE IT HEREBY RESOLVED, that Gulf Coast Bank is hereby authorized to remove Timothy L. Jarquin from the referenced signature card.

BE IT FURTHER RESOLVED, that Gulf Coast Bank is hereby authorized to add Stuart Williamson in his capacity as Executive Director of the Lake Borgne Basin Levee District to the signature card and Stuart Williamson is hereby authorized to sign same.

BE IT FURTHER RESOLVED, that Peggy J. Sembera, in her capacity as Administrative Assistant of the Lake Borgne Basin Levee District, and Robert A. Turner, Jr., in his capacity as Regional Director of the Southeast Louisiana Flood Protection Authority-East, shall remain as authorized signatories on said signature card.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barry, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: Mr. Barnes, Mr. Jackson and Mr. Losonsky

RESOLUTION #05-20-10-09 - LBBLD FY 2010 BUDGET REVISIONS

Mr. Estopinal explained that the budget adjustments were required due to the receipt of a significant amount of grant monies.

On the motion of Mr. Estopinal,
Seconded by Mr. Barry, the following resolution was offered:

WHEREAS, a review of the operating results to-date indicates that budget revisions to the Lake Borgne Basin Levee District Operating Budget for Fiscal Year ending June 30, 2010 are necessary to comply with applicable state law, which requires that budgets be changed to reflect new expectations; and

WHEREAS, funding in the following amounts is required for Fiscal Year Ending June 30, 2010:

**LAKE BORGNE BASIN LEVEE DISTRICT
AMENDED BUDGET
FOR FISCAL YEAR ENDING JUNE 30, 2010**

	GENERAL FUND	CAPITAL PROJECTS FUND	TOTAL (MEMORANDUM ONLY)	AMENDED ITEMS	BUDGET AS AMENDED
REVENUES					
AD VALOREM TAXES	\$3,000,000		\$3,000,000		\$ 3,000,000
REVENUE SHARING	158,000		158,000		158,000
INT INCOME	50,000	1,000	51,000		51,000
OIL & GAS ROYALTIES	0		0		0
FEMA GRANTS	150,000		150,000		150,000
OCPR & LDOTD GRANTS				3,000,000	3,000,000
MISC. INCOME	30,000		30,000		30,000
TOTAL REVENUE	3,388,000	1,000	3,389,000	3,000,000	6,389,000
EXPENDITURES					
ADMINISTRATIVE & EXECUTIVE	542,850		542,850		542,850
PROFESSIONAL SERVICES	209,400		209,400		209,400
INSURANCE	250,000		250,000		250,000
					0
LEVEE MAINTENANCE	1,079,600		1,079,600	360,000	1,439,600
PUMPING STATION EXPENSE	1,927,100	500,000	2,427,100	2,640,000	5,067,100
					0
SHERIFF PENSION COST	100,000		100,000		100,000
CAPITAL OUTLAYS	220,500		220,500		220,500
SAFE HOUSE STUDY	50,000		50,000		50,000
DRAINAGE FEASIBILITY STUDY	100,000		100,000		100,000
TOTAL EXPENDITURES	4,479,450	500,000	4,979,450	3,000,000	7,979,450
EXCESS OF REVENUES OVER EXPEDITURES	(1,091,450)	(499,000)	(1,590,450)	0	(1,590,450)
FUND BALANCES BEGINNING OF YEAR				0	5,000,000
	4,501,000	499,000	5,000,000		
FUND BALANCES END OF YEAR	\$3,409,550	\$0	\$3,409,550	0	\$ 3,409,550

BE IT HEREBY RESOLVED, that the revisions to the Lake Borgne Basin Levee District Operating Budget for FY Ended June 30, 2010 as indicated above are approved and the Budget is so amended.

The foregoing was submitted to a vote, the vote thereon was as follows:

YEAS: Mr. Barry, Mr. Estopinal, Mr. Goins, Mr. Pineda and Mr. Wittie

NAYS: None

ABSENT: Mr. Barnes, Mr. Jackson and Mr. Losonsky

Mr. Doody announced that the next regular Board meeting will be held on June 17, 2010, and hosted by the Lake Borgne Basin Levee District.

There was no further business; therefore, the meeting was adjourned at 3:30 p.m.

SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY - EAST

REGIONAL DIRECTOR'S REPORT

May 20, 2010

100 Year Level of Protection

Inner Harbor Navigation Canal Hurricane Storm Surge Barrier:

Design work on the project continues. The overall design of the entire project is approximately 90% complete. Our emphasis continues to be Operation & Maintenance considerations and the necessity to "design in" reasonable O&M features early in the process.

All of the 66" diameter concrete piles and closure piles have been driven. All of the batter piles (645) have been driven with no major difficulties. 89% of the precast caps (304) have been set and 5876 l.f. of the parapet wall has been erected. (268) Cast in place "gaps" have also been completed. All wall components should be complete by July 4, 2010.

The top half of the southern abutment of the GIWW barge gate will be cast this week. The north abutment is now complete to the top.

186 of 478 piles have been driven for the GIWW Sector Gate.

Work continues on the T-Wall tie-ins on both the north and south side of the project.

The Bayou Bienvenue vertical lift gate construction continues. The Contractor has driven 200 piles and cofferdam construction has begun.

Bayou Bienvenue will remain closed to all navigation at the Project site due to lift gate construction.

East Jefferson Levee District:

Reach 1:

The Work is approximately 30% complete. The Contractor is working the all weather access road and has begun seeding and fertilizing. This Reach is scheduled for completion in September 2010.

Reach 2:

The Work is approximately 44% complete. The entire reach is back up to an elevation of 15.5'. The Contractor is using an alternate borrow site on the West Bank for this project. This Reach is scheduled for completion in November 2010.

Reach 3:

The project is approximately 63% complete. This Reach is scheduled for completion in August 2010.

Reach 4:

The project is approximately 46% complete. Asphalt was found in the levee near Severn and Causeway. The asphalt will be removed and replaced with acceptable material. The work is scheduled to be complete in September 2010.

Reach 5:

The Project is approximately 84% complete. The alignment of the access ramp for the Coast Guard Station will have to be modified because of utility and infrastructure conflicts found in the field. Scheduled completion is set for May 2010.

Bonnabel Breakwater Project:

Work is substantially complete. The scheduled completion is June 2010.

Duncan Breakwater Project:

The Project is approximately 70% complete. Scheduled Project completion is July 2010.

Williams Blvd. Floodwall and Gate:

The Project is approximately 63% complete. The work should be complete by June 2010.

Bonnabel Floodwall and Gate:

The Project is 25% complete. Sheet piles were originally driven in the wrong location and had to be removed and reinstalled. One support pile was broken during driving operations and will have to be pulled and reinstalled. We are awaiting word from USACE on any required action that may need to be taken to fill the voids left by extracting the piles. Anticipated completion is July 2010.

Pump Station Fronting Protection:

A Construction Contract was awarded to Odebrecht Construction on April 15, 2010 and a partnering meeting was held on May 12, 2010.

LPV 017.2 (Causeway Crossing):

The state will fund the relocation of the Causeway facilities and seek compensation from the USACE as the Project progresses. Final plans and specs are due in soon.

West Return Levee/Floodwall:

Right of Entry has been granted for the northern segment only.

West Return Levee (Airport Runway):

Preparation of 100% plans and specs is underway. Right of Entry issues are still pending.

Orleans Levee District:

LPV 101.02 (17th St. Canal to Topaz Street):

Work includes demolition of the existing floodwall and replacement with a new concrete T-Wall with a top elevation of +16.0 (NAVD88.2004.65). Construction is approximately 33% complete and the Project is scheduled for completion before June 2011. We are awaiting coring and testing of a section of concrete wall where there is a suspected cold joint. The aesthetics quality of the wall finish has been poor and we will be meeting with USACE to review this issue.

LPV 102.01, 103.01, and 104.01 Projects are 100% complete.

LPV 103.01 A1 (Bayou St. John):

Construction is now about 51% complete. The Sector Gate dewatering operation has begun. Movement was noted during dewatering and the process was halted and the procedures have been modified.

LPV 103.01 A2 (Rail Street and Lake Terrace Flood Gate):

The Construction Contract is scheduled for award at the end of May, 2010.

LPV 104.01 A (Ramp Crossings – Lakeshore Dr.):

The Contractor is working all sites and is currently removing paving at the Franklin Ave, Leon C. Simon, Elysian Fields (East and West) and Canal Blvd. roadway crossings, and has begun placing lifts. Construction is approximately 27% complete.

LPV 104.02 (Seabrook West Side IHNC):

This project includes the construction of a new T-Wall. The Construction Contract was awarded on January 22, 2010. The Contractor has begun mobilizing on site.

LPV 104.02A (Retrofit of Wall and Floodgate South of W-40):

100% Plans and Specs are due in mid June 2010. Construction Contract award is scheduled for July 2010.

LPV 105.01 (Lakefront Airport T-Wall West):

The Construction Contract was awarded on April 9, 2010.

LPV 105.02 (Lakefront Airport T-Wall East):

The Construction Contract will be awarded in May, 2010. The Construction Contract has been awarded.

LPV 106 (Citrus Lakefront Levee):

A design modification has been issued to move the I-Wall to the edge of the levee crown. The Construction Contract has been awarded

LPV 107 (Lincoln Beach Floodgate):

Plans and specs were completed in January 2010. The Construction Contract has been awarded.

LPV 108 (New Orleans East Lakefront Levee):

The Project is substantially complete. This Project brings the elevation of the levee to pre-Katrina authorized elevation, which is higher than the new required 100 year elevation.

LPV 109.02a (South Point to CSX Railroad – Levee Embankment):

The Permanent Servitude Agreement with USFWS has been finalized. Plans and specs have been completed. Construction Contract has been awarded and the pre-construction meeting was held on April 15, 2010. Construction of the Project will be combined with LPV 109.02c (HWY 90 and HWY 11 floodgates).

LPV 109.02a1 (South Point to CSX Railroad - Wick Drain Test Section):

Construction is 100% complete. URS and USACE will monitor settlement and test to determine increases in shear strengths.

LPV 109.02a2 (South Point to CSX Railroad – Drainage Blanket):

The Construction Contract has been awarded and work is approximately 79% complete.

LPV 109.02b (South Point to CSX Railroad - I-10 Crossing):

The Construction Contract was awarded on April 8, 2010.

LPV 109.02c (South Point to CSX Railroad – Hwy 90 and Hwy 11 Floodgates):

Plans and specs are complete. Construction will be done under LPV 109.02a.

LPV 110 (CSX Railroad Crossing):

The Construction Contract has been awarded. A change in construction sequencing is anticipated.

LPV 111.01 (North Side GIWW):

The USACE awarded a \$3.1 million pre-construction services contract (ECI Contract) in July 2009. The contract includes construction of levee sections using deep soil mixing, and a T-wall from the end of the earthen levee to the Inner Harbor Navigation Canal tie-in. Deep soil mixing operations are underway (3 of 7 rigs are on site and working). Work is approximately 15% complete.

A slope stability occurred last weekend along the flood side berm (300 ') apparently caused by the weight of an access road constructed by the contractor. We are awaiting word from the USACE on the suggested fix and any potential impacts to the performance of this section under storm conditions.

LPV 111.02 Pump Station 15 Fronting Wall:

Work is continuing on this project. All new walls should be constructed before June 1, 2010.

LPV 111.03 Tie-in to IHNC:

The Project consists of about 1000' of new T-Wall. Work is in progress.

LPV 113 (NASA):

Construction is approximately 68% complete. The Project is scheduled for completion in May 2010.

Seabrook Structure:

USACE has awarded the ECI Contract to Alberici Construction. ROE for the test pile program has been issued by OLD. The USACE has requested the State to acquire real estate interests from public agencies (Port of New Orleans). Negotiations are ongoing. 65% P&S have been reviewed and the A/E is proceeding with 95% plans and specs.

Lake Borgne Basin Levee District:

LPV 144 (Bayou Dupre Control Structure):

This project will replace the existing Bayou Dupre Control Structure (sector gate) with a new sector gate. The Construction Contract was awarded on January 29, 2010. The Contractor has mobilized on the site and is preparing to install the cofferdam. Bayou Dupre will be closed to navigation at the existing Control Structure until April 2011.

LPV 145 (Bayou Bienvenue to Bayou Dupre):

The project includes approximately 6 miles of new T-Wall atop the existing earthen levee. An ECI Contract has been awarded for this reach. The Project is 14% complete. The USACE has instructed the Contractor to use uncoated steel sheet piles and H-piles on this project in order to meet schedule demands.

LPV 146 (Bayou Dupre to Verret):

The project includes approximately 8 miles of new T-Wall atop the existing earthen levee. An ECI Contract has been awarded for this reach. The Contractor is falling behind schedule and we have noted continued problems with pile driving operations. We are awaiting word from USACE on what proposed measures will be taken to correct these problems. The USACE has instructed the Contractor to use uncoated steel sheet piles and H-piles on this project in order to meet schedule demands.

The emergency by-pass ramp for LA HWY 46 will now be constructed under the LPV 146 Contract.

LPV 147 (LA Hwy 46 and LA Hwy 300 Flood Gates):

The project includes a new set of floodgates at LA Hwy 46 and the replacement of the existing floodgate at LA Hwy 300. An emergency by-pass ramp will be constructed at the LA Hwy 46 location under the LPV 146 Contract. The Construction Contract was awarded and a pre-construction meeting was held on April 6, 2010.

The LA Hwy 300 Flood Gate will be constructed under the LPV 148 Project.

LPV 148.02 (Verret to Caernarvon):

The Project includes approximately 9 miles of new T-Wall atop the existing earthen levee. The 95% P&S have been submitted for review. The Contractor will begin mobilizing next week. The USACE has instructed the Contractor to use uncoated steel sheet piles and H-piles on this project in order to meet schedule demands.

LPV 149 (Caernarvon Floodwall – Lake Borgne Basin Levee District):

The project design requires a realignment of the Caernarvon levee/floodwall to a location east of the Caernarvon Canal. The new alignment necessitates the construction of a new Control Structure (sector gate) in the Caernarvon Canal.

Final plans include a sector gate at the Caernarvon Canal. 100% Plans and Specs are complete. Pile Load Tests are underway and the tested piles are not meeting requirements. The Construction Contract is scheduled to be awarded in June 2010.

Permanent Pump Stations and Outfall Canals:

According to the USACE, they are authorized and funded to design/construct perimeter protection only (Option 1). They are authorized but not funded to do an engineering study, which would include modifying the outfall canals to allow for gravity flow to the new pump stations at the lake and removing the existing upstream pump stations (Option 2/2a). This study would include a risk assessment of Option 1. Funding for the study would probably have to be included in the Corps' Federal Works Appropriations Budget.

According to USACE, design and construction Option 2/2a is neither authorized nor funded. All agree, however, that Option 2/2a is technically superior to Option 1 alone. In any case, it is imperative that the new pump stations be designed and constructed with the features necessary to accommodate construction of Option 2/2a. Failure to do at least this would make conversion of the outfall canals to gravity flow low level interior drainage channels impracticable.

The Amendment to the LPV PPA for the permanent pump stations has been signed.

Development of the RFP for design/build of the Permanent Pump Stations is continuing with input from stakeholders.

The kick-off meeting for the IEPR Review Team on the Permanent Pump Stations was held Monday, May 17, 2010.

AECOM has developed new construction cost estimates for Option2/2a.

Elevation Map:

The USACE has published a map showing the 100 year level of protection elevations for the hurricane protection levee system in the metro New Orleans area. The elevations depicted are current as of June 2009. The map can be found at the following web address:

http://www.mvn.usace.army.mil/hps2/pdf/100-Year%20Status%20Map_051209_Final.pdf

Coastal Protection and Restoration

Lake Borgne Basin Levee District:

The Violet Freshwater Diversion siphon was restarted on May 5, 2010.

Additional Coastal Restoration projects in the MRGO area are scheduled to begin during the next 12 months. The projects will be designed and constructed through the USACE and will be funded with the \$75 million dollars in federal appropriations provided after Hurricane's Katrina and Rita.

Flood Fight

The Mississippi River is above 12' at the Carrollton Gage and the Districts are monitoring the levee daily. The River should reach 13' at the Carrollton gage on May 25, 2010, and fall below 11' after June 8, 2010.

Design and Construction

East Jefferson Levee District:

Work is continuing on the EJLD Safe House. The Architect has submitted a draft of the "Existing Conditions Assessment". EJLD and SLFPAE met with the Architect to discuss parameters that will be used in the planning and design of the facility. EJLD meets with the A/E about twice a month

Orleans Levee District:

Construction on LPV 117 Project (Phase I East Side IHNC – Relief Wells) is complete. The project involved the installation of approximately 20 relief wells.

Construction on LPV 117 Project (Phase 2 East Side IHNC – The Project is 93% complete. Approximately 1400 linear feet of steel sheet pile has been installed at a location that is about 4000' south of the Seabrook Bridge.

Construction has begun on the OLD Safe House Project (NTP issued on January 11, 2010). The Project is approximately 14% complete and the Contractor has fallen behind schedule.

The Floodgate Seal Repairs Project is approximately 30% complete.

Work on the Franklin Ave Warehouse South Section Roof Replacement Project is approximately 30% complete.

The Bayou St. John Tide Gage System has been installed.

Bayou St. John Sector Gate Maintenance Cycle Contract has been executed and NTP is pending.

Lake Borgne Basin Levee District:

The Bluebird and Artillery Canal Cleaning Project has been completed.

Work is 100% complete on the Tainter Gate Repairs at P.S. Nos. 1 & 4.

The Transition Improvement and Scour Protection Project is substantially complete.

LBBLD has received proposals from A/E firms to prepare plans and specs for a remote control system to operate the pumps at Pump Station 2 from Pump Station 6, and Pump Station 3 from Pump Station 7. The proposals have been reviewed and negotiations with the selected consultant have begun.

The Violet Canal emergency dredging project was completed on May 6, 2010.

The Violet Canal Closure Structure Improvement Project will be advertised for bids beginning May 21, 2010. Bids are scheduled to be received on June 23, 2010.

Task Order negotiations are underway with URS to provide services necessary to investigate seepage at PS #'s 2 & 3 and prepare plans and specs for repair.

Internal Affairs

The USACE will issue new reports on computed Safe Water Elevations for the three outfall canals in Orleans Parish. The London Ave and 17th Street Canal SWE reports are undergoing peer review. The USACE intends to make modification to the existing canal floodwalls to achieve a minimum safe water elevation of 8' in all three canals.

We now have three inspectors working with us provided by OCPR. Additional technical support is forthcoming. We are developing a management plan to establish procedures for interaction between the USACE, OCPR and SLFPAE during project construction.

We intend to award contracts for consulting services (less than 50,000) for the following:

CONSULTANT	DISTRICT	DESCRIPTION
PBS&J	LBBLD	Technical Support for new ED Local Project Coordination
Royal Haskoning	SLFPAE	Development of Emergency Module Levee Information Management System (LBBLD, OLD, EJLD)

We will also be negotiating a Task Order with Halcrow for design review of the I-Wall modifications to the Outfall Canals.

Current Service Contracts

SLFPAE/Gulf South Media, LLA	Consulting Agreement dated 1/25/10	Information Technology & Research Services - not to exceed \$5,000
SLFPA-E/Jones, Walker, Waechter, Poitevent, Carrere & Denegre, LLP	Representation Agreement dated 2/19/10	Government affairs representation - Federal government - 2/19/10-10/18/10 - \$5,000 per month
SLFPAE/Right-of-Way Services, Inc.	Contract for Consulting Services dated 1/13/10	Expert Appraisal Services, Testimony and Litigation Support for MRGO Expropriation - not to exceed \$20,000
SLFPAE/Stegall, Benton & Associates	Contract for Consulting Services dated 1/13/10	Expert Appraisal Services, Testimony and Litigation Support for MRGO Expropriation - not to exceed \$35,000
SLFPAE/Schulkens Communications, LLC /on behalf of O.L.D.	Professional Services Agreement dated 8/3/09	Produce Informational DVD - Bohemia Spillway - \$7,500
O.L.D. / SSA Consultants	Contract for Consulting Services dated 12/18/09	Organization Infrastructure Assessment and Redesign - not to exceed \$39,000
SLFPA-E/United Health Actuarial Services, Inc./ on behalf of O.L.D & EJLD	Professional Services Agreement dated 3/18/10	Actuarial services to meet requirements of GASB 43/45 relating to health and life plans - \$6,000 (\$4,500 O.L.D & \$1,500 EJLD)