

**MINUTES OF THE
SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY – EAST
BOARD MEETING
THURSDAY, FEBRUARY 16, 2012**

The regular monthly Board Meeting of the Southeast Louisiana Flood Protection Authority - East (Authority or SLFPA-E) was held on Thursday, February 16, 2012, at the Orleans Levee District Franklin Administrative Complex, 6920 Franklin Avenue, Meeting Room 221, 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 9:30 a.m. and led in the pledge of allegiance.

PRESENT:

Timothy P. Doody, President
John M. Barry, Vice President
Stephen Estopinal, Treasurer
Louis E. Wittie, Secretary
David P. Barnes, Jr.
Thomas L. Jackson
G. Paul Kemp

ABSENT:

George Losonsky, PhD
Ricardo S. Pineda

OPENING COMMENTS:

Mr. Doody reported that the U.S. Coast Guard held a meeting yesterday to discuss the IHNC Regulated Navigation Area (RNA). He explained that the U.S. Army Corps of Engineers (USACE) looked to the Coast Guard prior to the design of the Hurricane and Storm Damage Risk Reduction System (HSDRRS) to determine which vessels could remain in the IHNC during a hurricane event. The Coast Guard came up with a temporary RNA that provided that no vessels would be allowed to remain in the IHNC. Therefore, the USACE designed floodwalls that were not designed for impact loads from barges or vessels remaining in the IHNC. The Coast Guard is now working on new regulations for the RNA with the input of the USACE, SLFPA-E and the maritime industry. The SLFPA-E's firm belief is that nothing should remain in the IHNC on either the east or the west bank because of the potential for disaster should a vessel or barge break lose. The meeting started with a presentation on a slosh model of the area using a number of events. The presentation demonstrated how a very small change in forward speed or wind direction can change the level of inundation and water depth in the slosh model. He pointed out that even though we have the best system that we have ever had, the inundation maps based on the slosh models still show some heavy inundation in the area. Therefore, it is critical that the public is made aware so that everyone will heed any calls for evacuation. The new RNA regulations have not yet

been determined. The SLFPA-E hopes that with the USACE's help there will be very stringent regulations controlling the RNA. The RNA extends from the I-510 Bridge through the Industrial Canal on the East Bank and is also located on the West Bank. The slosh models showed 4-ft. of water in the IHNC. The system is designed to handle up to 8-ft. of water in the IHNC during a 100-year storm. This four-foot difference can inform a mooring decision. The SLFPA-E will remain actively engaged in this issue.

Mr. Doody advised that a Strategic Partnering Meeting was held yesterday during which several Notices of Construction Complete (NCC) that the USACE will begin issuing were discussed. Two components of the SLFPA-E system located in St. Charles Parish and on the West Bank are experiencing advanced subsidence rates because the new levees were built on virgin soil. These levees are compacting much more quickly than levees located in other areas. Since a levee lift will be required in two years, the SLFPA-E does not want these areas armored at this time. The SLFPA-E would like the USACE to delay the armoring effort in these areas while the levees are compacting and consolidating so that money spent for future armoring is not wasted.

Mr. Doody reported that the Settlement and Compromise Agreement between the Orleans Levee District and the Algiers Levee District that the Board approved last month has been completed and executed. He advised that Jarrell Godfrey, the Board's current Bond Counsel, has decided to retire from the practice of law effective last Friday. At this time Mr. Anzelmo's firm will be handling the levee districts' bond issues.

ADOPTION OF AGENDA:

The agenda was amended to add two presentations: 1) a presentation on the reprogramming of funds by Mike Parks with the USACE, 2) and a presentation on the 2012 State Master Plan by the Coastal Protection and Restoration Authority (CPRA). The second presentation will be rolled into the presentation currently on the agenda on the State Master Plan to be given by Mr. Kemp. A motion was offered by Mr. Barry, seconded by Mr. Wittie and unanimously adopted by a roll call vote, to approve the agenda as amended.

RESOLUTION NO. 02-16-12-01 – APPROVAL OF DECEMBER 15, 2011 BOARD MEETING MINUTES

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the minutes of the Board Meeting held on December 15, 2011.

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

PRESENTATIONS:

1. Reprogramming of Funds – USACE

Mike Parks with the USACE explained that while the system is still under the period of construction, the USACE is trying to get to the point where the levees that are subsiding more rapidly can be raised back to the construction elevation to which they were initially built before they are armored. This will allow the levees to gain strength.

Mr. Parks advised that the program was originally funded on the basis of a programmatic cost estimated developed in 2007. The USACE had enough information to do a risk based cost estimate for the program. The program is parceled into a number of different purposes under the construction general appropriations of the USACE (the cost shared features) and the 100 percent Federal features under the Flood Control and Coastal Emergencies (FCCE) appropriation, which includes restoration, acceleration of the completion of the pre-Katrina design criteria, restoration and improvements to floodwalls, permanent pumps, armoring and a number of other purposes. The USACE has limited flexibility to make adjustments and move money between projects and purposes in the program independent of a collaborative effort with the non-federal sponsor, coordination with the Appropriations Subcommittees and ultimately coordination through the Assistant Secretary of the Army's Office and the Appropriations Committees.

Mr. Parks explained that there have been several occasions in the past where money has had to be reprogrammed. He noted that \$540 million appropriated for armoring was moved and used to complete the IHNC surge barriers at Lake Borgne and Seabrook. This money was moved with the expectation that at some point in the program there would be a better understanding of the armoring requirements and where funding in the program may be available so that it could be moved back after the earthen levees were constructed. The USACE is now at this junction in the program. On several occasions the cost of the project on the West Bank was in excess of its specific appropriation. Two reprogrammings of funds to the West Bank project took place: the first was \$110 million from the Lake Pontchartrain and Vicinity (LP&V) Project, and the second was a combination of \$90 million from the LP&V Project and \$60 million from the SELA Program. In all of these major movements of funds to keep the progress of construction on-going, the USACE did a very thorough analysis of all of the work remaining to be completed in each of the project areas and built a level of confidence that these movements could be made and were appropriate.

Mr. Parks advised that the USACE met earlier this week with representatives of the CPRA, the Flood Protection Authorities, Plaquemines Parish and the Sewerage and Water Board (S&WB) of New Orleans. The USACE laid out at this meeting some major reprogramming actions that are required to sustain the progress of construction of the system. Comments were heard from all of the parties that the USACE needs to be very deliberate about understanding the remaining requirements and that there are some requirements that remain undefined. In support of this reprogramming action and the

completion of the system, the USACE is doing its best to clearly understand the remaining and undefined requirements and their costs and budget appropriately. The USACE will have additional dialog with these same parties in the next week or so and will attempt to come to a best resolution of any issues that any of the parties may have regarding the proposed allocation of the programmatic funds.

Mr. Parks advised that \$325 million is needed to implement the armoring program envisioned for the system. The program is based on the use of Turf Reinforcement Mat (TRM) on almost all of the levees around the perimeter of the LP&V and West Bank and Vicinity (WB&V) Projects. The USACE has determined this to be a sound plan based on the scientific information that it possesses. In order to cobble together the \$325 million for armoring, the USACE has identified \$60 million of surplus funding from the IHNC surge barriers at Lake Borgne and Seabrook, \$75 million appropriated for restoring levees to pre-Katrina heights and \$190 million from the floodwalls account that was established to replace floodwalls that are deficient to the HSDRRS criteria. He pointed out that the floodwalls along the IHNC were retrofitted to some extent to assure that they would meet the stability criteria; however, the IHNC floodwalls were not designed to sustain barge impact loads because of the advent of the IHNC RNA. The armoring effort includes the LP&V, WB&V and New Orleans to Venice Projects.

Mr. Parks addressed the permanent canal closures and pump stations. The construction cost estimate of \$650 million was the basis for the project appropriation. The USACE awarded a contract, which is currently under a contractual dispute, for \$675 million. If the solicitation is resurrected in any form, the cost may increase to \$700 million. The USACE identified a need for an additional \$50 million for this project above the \$804 million originally appropriated in order to have the confidence to appropriately address contingencies that may arise during construction. The USACE proposes to move \$50 million identified as surplus to the needs to complete the IHNC surge barriers.

Mr. Parks addressed the identified shortfall of \$280 million needed to complete the WB&V Project. The USACE identified \$280 million of available unassigned funds in the LP&V Project. He explained that he has a list of line items in his budget for the LP&V Project that includes road modifications, floodside scour protection, a bridge at Bayou Bienvenue and the restoration of the design construction elevation on certain elements of the system in St. Charles Parish and by the Louis Armstrong International Airport. He added that Robert Turner, SLFPA-E Regional Director, provided him with a list of additional items at last week's meeting that included additional work and transitions on the Mississippi River Levees. He commented that he must obtain better information in order to understand these risks and the dollar value of any work that may be needed so as to better inform the reprogramming actions. The USACE is in the process of learning and refining this information. He stated that the USACE is running out of money for the West Bank and will soon be placed in a position where construction contract awards that should proceed are at risk of being postponed until this action is completed.

Mr. Jackson pointed out that at one point the USACE attempted to reprogram \$1.3 billion from the East Bank Project to the WB&V Project; however, after working with

Senator Vitter, the West Bank received \$1.3 billion to solve its problem. He stated that he did not agree with the transfer of \$280 million from the LP&V Project to the WB&V Project. He pointed out that the three canal closures, pumping stations and other pertinent features of the project must still be constructed. The canal closures and pump stations will be constructed under a time and materials contract. He expressed concern that decisions may be made during the construction of the project simply to cut costs in order to meet the budget. In addition, the USACE is continuing its work on the canal floodwalls so that they will meet some minimum standard, even though the floodwalls are at elevation +12-ft. and are being stabilized to a height of +8-ft. Mr. Parks clarified that the LP&V and WB&V Projects are funded out of construction general funds and that the lakefront pump stations are funded out of FCCE funds; therefore, there is no nexus between the two accounts without an act of Congress. Mr. Jackson added that there are a myriad of things, such as the additional items provided by Mr. Turner, that are needed to complete the system.

Mr. Jackson asked about the anticipated date for USACE turning over the Operation and Maintenance (O&M) of the IHNC surge barrier and navigation gates to the levee districts. Mr. Parks replied that the USACE would turn over this O&M responsibility prior to the 2013 hurricane season. Mr. Doody explained that this issue was discussed at yesterday's meeting. It was suggested that the levee districts work along side of the USACE during the 2012 hurricane season in order to observe operations and that the responsibility be turned over prior to the 2013 hurricane season. Mr. Parks added that Colonel Fleming was clear that he is not going to issue Notices of Construction Completion on these major features during the 2012 hurricane season. Mr. Jackson noted that the SLFPA-E has begun discussions with the S&WB on an agreement concerning the operation of the outfall canals and closure gates. He pointed out that the S&WB is responsible for the water in the canal and that the SLFPA-E is responsible for the containment of the water. He commented that it will take everyone's expertise and cooperation to complete and transition the system.

Mr. Parks explained that the USACE is at a point in the program where it is drawing down to the bottom of the funding pot throughout the system. He emphasized the importance of the partners around the system working collaboratively to assure that the right decisions are being made for the performance of the system. Mr. Jackson added that he had no problem with assuring that both the East Bank and West Bank Projects are completed, as long as he could be assured that the East Bank project is completed.

Mr. Doody stated that the SLFPA-E requested that the USACE include a line item in the budget for a number of items; however, the projects have not yet been designed or contracts awarded. The items include the yet to be resolved issue regarding the Mississippi River Levee and the transition in Caernarvon between the river and the floodwall. He expressed concern that this unobligated funding is an attractive pot of money when funds get even tighter. The SLFPA-E needs the same fidelity as the USACE before it can willingly go along with the reprogramming. He commented on the importance for all of the work in the system to be completed; however, it seems to appear that different standards are being used.

Mr. Estopinal asked whether the SLFPA-E had a right to veto the action. Mr. Parks responded by describing how the process works. The USACE program analysts identify the needs and opportunities. This information is socialized within the USACE chain up to the USACE's headquarters and the Assistant Secretary of the Army's (ASA) Office and then to the Office of Management and Budget (OMB) in order to obtain concurrence on the appropriateness of the proposed actions. The staffs of the House and Senate Appropriations Subcommittees are then informed for the Subcommittees' concurrence. A local coordination is then started. Mr. Parks advised that about a week-and-a-half ago he contacted each of the Congressional districts with jurisdiction in this region. He then reached out to the CPRA, the Flood Protection Authorities-East and West, the parish presidents, parish governments and the S&WB and convened the initial discussion earlier this week. He expected responses expressing comments and concerns from the CPRA, the Flood Protection Authorities and other interested parties. The USACE will work towards a resolution of the issues. However, when the USACE identifies that a point has been reached where construction will be delayed, whether or not an endorsement is received from the non-federal sponsor, it will proceed by going back to the USACE's headquarters and the ASA's Office for concurrence, and will then proceed with laying out the proposed action before the Appropriations Committees. The Appropriations Committees will either provide a letter of no objection or a statement that they do not support the reprogramming action.

Mr. Doody stated that he hoped that Mr. Parks would bring a message back from the Board regarding its strong desire to have those items that are not yet designed, awarded or constructed included as part of the program and the money obligated. Mr. Parks explained that the USACE cannot obligate money unless there is a contractual instrument. He added that he can line the items in the budget, which has been done, and that there may be some additional items that should be included. However, until there is a design and a contract, the money cannot be obligated. Mr. Doody commented that uncoated sheetpile went into the ground much quicker than a bridge being designed. Certain things can be done very quickly and other things, not so quickly. He suggested that where there is will, there is a way, and that he hoped to see a stronger will than has been seen thus far to get these items accomplished. Mr. Jackson stressed the importance of communications between now and the completion of the system so that priorities can be expressed. He pointed out that Mr. Turner and the levee district staffs know the operations and maintenance requirements for the system even better than the USACE. Mr. Parks acknowledge that communication is important since the point has been reached where choices will have to be made.

2. State Coastal Master Plan.

Mr. Barry advised that the State announced the establishment of the Water Institute of the Gulf. The Institute will be headed by Charles "Chip" Grout, former head of the U.S. Geological Survey. The establishment of this Institute is an important development and represents a major step forward for the rebuilding of the coast.

Mr. Kemp explained that the Board adopted Resolution 12-15-11-10 at its December meeting in support of the anticipated 2012 Louisiana State Master Plan. The Master Plan was released on January 12th. He introduced Karim Felhadjali with the Office of Coastal Protection and Restoration (OCPR). Mr. Felhadjali was central to the creation of the Master Plan. Mr. Kemp reserved the possibility that the Board may come up with an amended version of the resolution. Mr. Doody added that comments are being received on the Master Plan at this time. The CPRA will vote on the approval of the Master Plan at its March 21st meeting. The Master Plan will then be subject to the approval of the State Legislature.

Mr. Felhadjali explained that Louisiana was formed through natural processes and the switching of the Mississippi River over thousands of years. This process continues today. The only part of the State that is currently growing is the Atchafalaya and Wax Lake Outlet. Louisiana is experiencing a crisis. Louisiana has lost 1,883 square miles of land since the 1930's and is currently losing land at a rate of 16 square miles per year. It was determined through the use of modeling that Louisiana has the potential to lose between 800 to 1,800 square miles of land over the next 50 years. In a future without action scenario Louisiana could potentially lose up to 51 square miles of land per year, which translates to greater risks and economic damages. The CPRA and its partners have built and improved over 159 miles of levee and benefitted approximately 20,000 acres of coastal habitat. The State and Federal governments have spent \$17 billion for flood protection and coastal restoration; however, more needs to be done to stop the land loss from occurring.

Mr. Felhadjali stated that the Legislature mandated that the State Master Plan be updated every five years. The update incorporates new sciences, thoughts and ideas and engages new partnerships. The State Master Plan was initially issued in 2007. The 2012 State Master Plan will go to the Legislature on March 26th for a vote. The 2007 State Master Plan was very conceptual and included overall strategies that could be used to restore the coast. The 2012 State Master Plan includes specific projects and ideas. The four objectives of the 2007 plan were carried forward and a fifth objective was added to capture the concept of a working coast. A Science and Engineering Board ensured that the approach and processes adopted were sound and based on sound science. A suite of models were used to evaluate projects. Common sense was also used in looking at the projects. Projects from other efforts were also adopted. There was extensive public review and input throughout the process. A Framework Development Team was established that included individuals from Federal and State agencies, academia, the navigation and oil and gas industries, and parish officials. The Framework Development Team reviewed the processes and projects. Meetings were held about once a month with the team to receive feedback and ideas and to try to alleviate their concerns. Several public meetings were recently held and attended by over 750 citizens and public officials. A number of briefings were also conducted. He stressed that the plan is currently a draft plan and that comments are being received.

Mr. Felhadjali explained that 1,500 projects were narrowed down to 400 projects. The projects were then evaluated through a suite of models that were developed. The two

drivers in the plan were risk reduction and restoration through the building of land. Sources of funding to the State over the next 50 years were identified and estimated at \$20 billion to \$50 billion. The plan was formulated around a \$50 billion pot of money. He cautioned everyone about the uncertainty surrounding the \$50 billion figure. Near term and long term benefits were balanced. Projects were selected across an uncertain future. Climate change, sea level rise, subsidence and other factors and ecosystem uncertainties were considered. Other criteria and ecosystem services were used in narrowing the list of projects. A slide listing the decision criteria and ecosystem services that were factored in the decision process was reviewed. In addition, a number of land building experiments were conducted.

Mr. Felhadjali provided an overview of the plan. The plan provides some level of protection for every coastal community. The plan also invests in non-structural voluntary measures, such as elevating homes, floodproofing and relocation. Implementing the plan under the moderate scenario of sea level rise and subsidence reduces expected annual damages from risk from \$7.7 billion to \$2.3 billion. Under the less optimistic scenario of sea level rise and subsidence the expected annual damages from risk is reduced from \$23.4 billion to \$5.3 billion. Land loss will continue; however, if all of the Master Plan projects are implemented, Louisiana may start to see annual land gains by 2040. On the restoration side the plan includes \$17.9 billion of marsh creation projects via dredge pipelines over the entire coast, \$1.74 billion for rebuilding barrier islands and \$4.25 billion for sediment diversions. On the protection side the plan is an even mix of structural and non-structural protection.

Mr. Felhadjali advised that the plan includes 145 projects totaling approximately \$50 billion over the next 50 years. Slides were reviewed for the restoration and protection of the Southwest Coast and Central Coast. The plan for the Southeast Coast includes:

- **Restoration:** Use sediment and water from the Mississippi River to maintain and rebuild land. Sustain a diversity of coastal habitats including cypress swamps, marshes, ridges, and barrier islands.
- **Protection:** Sustain key levee protection systems, such as Greater New Orleans area and Larose to Golden Meadow. New levees are proposed for larger, at risk communities, such as LaPlace and Slidell. Nonstructural protection measures are proposed for all parishes in the area.

Mr. Felhadjali reviewed the Master Plan outcomes for the Southeast Coast, which include:

- 84 miles of shoreline protection and ridge restoration projects
- 57,888 acres of marsh creation projects
- 18,041 acres or 40 miles of barrier island/headland projects
- \$2.2 billion on sediment diversions
- \$7.5 billion in nonstructural projects
- \$3.8 billion in structural protection projects

Mr. Felhadjali explained that one of the projects that was analyzed, but not included in the plan, is the cross basin barrier across the Rigolets and Chef Menteur Passes. The project is effective for reducing risks; however, there are some negatives. It induces up to two-feet of water into the State of Mississippi. A dialog will be started on the project with the State of Mississippi and the USACE. Funding will be placed towards preliminary feasibility in order to look at how the project may be implemented in the long term and while addressing the concerns of the State of Mississippi.

Mr. Felhadjali reviewed the Master Plan timeline:

- January 12 – Draft Plan Released
- January 23-25 – Public Meetings Conducted
- February 25 – Public Comment Period Ends
- March 21 – CPRA Reviews Final Plan
- March 26 – Plan Submitted to Legislature

Mr. Barry commented that even if there was unlimited funds, the land that was lost could not be completely rebuilt because there is not enough sediment coming down the Mississippi River. The amount of sediment coming down the river was estimated historically at 400 million tons per year; however, the current estimate is about 125 million tons per year. He pointed out that the politics of the plan could be more complicated than the engineering. The draft 2007 Master Plan was universally praised because it was non-specific and conceptual. However, the State is now going forward and making choices, and everyone cannot be protected and the world cannot be left unchanged. Many people in the scientific community have been critical of the State's position on a number of things in the past, but they have rallied behind this plan. He stated that 2012 Master Plan does a good job in bringing the science together. He pointed out that diversions are a key to rebuilding land and that maximizing the use of the Mississippi River is the only way there is a chance of survival. He commented on the use of small diversions versus large diversions. He noted that the Bohemia Spillway is the only part of the lower Mississippi River that is similar to its natural state and is the healthiest part of the lower river.

Mr. Felhadjali explained that the State looked at a number of scenarios and multiple small diversions. It was determined that the small diversions did not create as much land as several large diversions. A large diversion with flows up to 250,000 cubic feet per second (cfs) would not run 24 hours per day/seven days per week. The diversions are specifically designed to take advantage of certain events when there is a large amount of sediment in the river. The large diversions were modeled based on river flow and due to river capacity they would rarely be fully opened. The diversions will usually have a flow in the 50,000 cfs range. The diversions will be included in the Mississippi River Hydro Study. Additional work is needed on the specific locations for the diversions and on how to best operate them.

Mr. Doody noted that the Caernarvon Fresh Water Diversion was built in the early 1990's and has a very low flow rate averaging less than 1,500 cfs. Although the diversion was designed just to bring in fresh water, its operation has either created or

saved approximately 400 acres of land. Mr. Estopinal pointed out the effects of the Bohemia Spillway in sediment distribution.

Mr. Doody stressed the importance of costal restoration as the first line of defense. The Board discussed the consequences of doing nothing and the potential for environmental change in building the Master Plan projects. Mr. Doody commented on the benefits of putting the barrier plan in place. He stated that he hoped that the State would move this project up in order of priority and would work towards a solution of the State of Mississippi's issues. Mr. Felhadjali commented that work can be done on a dual track by working on projects that can provide temporary, quick protection for Slidell, while still investigating and working with the USACE and the State of Mississippi on how to put the barrier plan back in the Master Plan for 2017.

Mr. Kemp asked about the proposed work in the area of the East Pontchartrain Land Bridge. Mr. Felhadjali responded that the proposed work includes direct dredging of sediment deposited to an elevation of 2.5-ft. NAVD 88 and the creation of marsh. Mr. Kemp pointed out that the SLFPA-E has retained a consultant to determine what can be done to lower surge levels in this location. He asked that the SLFPA-E be allowed to work closely with the State's planners on this matter.

Mr. Doody asked about the process for adding a project in a future Master Plan. Mr. Felhadjali explained that the Master Plan indicates where the State wants to invest its dollars. If another agency or a parish wants to do a project with its own dollars, it can do so, as long as it is not contrary to the State Master Plan. The State is also continuing to look at partnerships for future projects. The State will work with the Water Institute on the evaluation of new projects for the 2017 Master Plan; however, there will need to be an appropriate reason for any reallocation of project funds.

Mr. Turner commented that the SLFPA-E has a study of the East New Orleans Land Bridge that is about 50 percent complete and is being funded through a Community Development Block Grant. Much of the work was done prior to the release of the draft 2012 Master Plan. He asked that a meeting be set up for collaboration between the SLFPA-E's consultant and the State's team so that the parties can learn from one another and so that work will not be duplicated.

Mr. Barry commented that his impression was that the SLFPA-E could go forward with a project as long as it is consistent with the Master Plan. Mr. Felhadjali agreed that local entities can do projects as long as they are consistent with the State Master Plan. Mr. Kemp stated that his impression was that the State Master Plan only deals with the larger projects and that there are many smaller projects that are not addressed in the Master Plan, but would be perfectly consistent with it. Mr. Felhadjali responded that there was a size threshold and that doing Coastal Wetlands Planning, Protection and Restoration Act (CWPPRA) size projects would not get the State to its goal. Most of the projects in the Master Plan are larger projects and some smaller projects have been aggregated to reach an economy of scale. Mr. Kemp noted the SLFPA-E's and the

Pontchartrain Levee District's interest in projects in the LaBranche Wetlands. Mr. Felhadjali commented these projects would be consistent with the State Master Plan.

Mr. Barnes commented that the people in Slidell and the north shore are in favor of the barrier plan, as long as it is environmentally sound and is not destructive in other ways. He asked for additional information on protection for St. Tammany Parish. Mr. Felhadjali replied that the Master Plan includes \$12 billion for non-structural elements. There are measures to make homes anticipated to flood only in the range of zero to three-feet more resilient. In this case a homeowner can apply for a grant to floodproof and retrofit the home to make it more flood resistant. Homes anticipated to experience flooding beyond three-feet would be eligible for elevation and homeowners can apply for a permit and elevate their homes to the base flood elevation plus one-foot. This will be a grant process and decisions may be individually tailored for specific homeowners depending on location. Ring levees in Slidell are on the table and will tie into work that Slidell has already accomplished.

Darryl Malek-Wiley, an Environmental Justice Organizer for the Sierra Club, requested that the SLFPA-E include two items in its comments on the State Master Plan. First, the current modeling is not significantly sensitive to the idea of cypress forest regeneration. There is a modeling problem and the model does not pick up the value of restoring cypress trees in the Central Wetlands. Second, if the State will be spending \$50 billion over the next 50 years, then the jobs created by this money should go to the people living in Louisiana and contracts to firms located in Louisiana.

John Koefler, representing the Holy Cross Neighborhood Association, commented that the restoration of the Central Wetlands has basically been left out of the State Master Plan. He stated his understanding was that the State wants the USACE to pay for this restoration effort. However, the restoration of the Central Wetlands should be specifically supported in the State Master Plan. He asked that the SLFPA-E request that the restoration of the Central Wetlands be included in the State Master Plan in the event that the State has to provide monies for this effort.

PUBLIC COMMENTS:

Craig Berthold, a resident along the 17th Street Canal, commented that the residents have had to engage an attorney and structural engineer relative to damages resulting from the USACE's remediation project. He requested a clarification concerning the ownership of the toe plus 15-foot servitude that resulted from recent action by the Louisiana Legislature.

Thomas Anzelmo, SLFPA-E Counsel, explained that R.S. 38:225 is a law of general application, which prohibits any person from putting any structure or anything, originally within the first six-feet of a levee, and now to within 15-feet of the levee. The change in the law was inspired by entities other than the SLFPA-E. It is a prohibitory statute and not a statute which vests an ownership interest.

Mr. Barry commented that it is extremely painful to him personally to hear Mr. Berthold's comments every month and that the Board does care about what the homeowners are going through.

Epsie Hennessy, a resident along the 17th Street Canal, provided a copy of a statement for the record. She requested that the property in Lakewood South be returned. She commented on the need to accomplish coastal restoration in a timely manner.

Mr. Doody commented on the coastal restoration projects that have been constructed or are under construction in areas that are not highly visible. The State Master Plan will provide funding for the highest priority projects that will provide the greatest benefit in the shortest amount of time.

Roy Arrigo, a resident along the 17th Street Canal, commented that the recent Legislative change to R.S. 38:225, which increased the toe plus six-feet to toe plus 15-feet, was at the request of the Association of Levee Boards administrators. He pointed out that the homeowners must still pay property taxes and for insurance and bear the burden of ownership of the property; however, they can do nothing with the property. He pointed out that the toe plus 15-feet involves up to 40-feet of some of the properties, since the toe line in some cases falls within homeowners' properties.

Mr. Koefel commented that he would like additional information on the Florida Avenue Sheetpile Protection Project and to discuss this issue with the SLFPA-E.

Mr. Malek-Wiley commented that the Sierra Club would like to be actively involved in the process for the Florida Avenue Sheetwall Project. He also provided a handout on a CWPPRA restoration project.

Reecy Pontiff with Ninth Ward Rebirth Bike Tours commented on the importance of the viewing platform to Bayou Bienvenue to the community and to visitors. She asked that the platform not be removed in connection with the Florida Avenue Sheetwall Project and the platform be allowed to remain a community focal point.

Barrett Daly inquired about discussions for extending the Epling-Pelias lease located on the west side of the New Basin Canal, which is nearing the end of its thirty-year term. Mr. Doody advised Mr. Daly that he needed to address his comments and request to the Non-Flood Protection Assets Management Authority.

COMMITTEE REPORTS:

Finance Committee: Mr. Estopinal reported that the Finance Committee met on February 14th and received information on the proposed FY 2013 SLFPA-E and levee district budgets, which will be presented to the Board for approval at its March meeting. The Committee also discussed the levee districts healthcare benefits.

Operations Committee: The Operations Committee did not meet during the month of February.

Legal Committee: The Legal Committee did not meet during the month of February.

CPRA/Governmental Affairs: Mr. Barry reported that the President's budget has been issued and he did not believe that it included money for the Operation and Maintenance (O&M) of the IHNC surge barrier and navigation gates. He stated that he will continue to work hard on this issue; however, it is extraordinarily difficult to get \$6.5 million a year in this economic environment. Meetings were held with senior staff of OMB and the Administration, the chairs of Congressional committees and subcommittees, and members of Congress. There has been no opposition; however, the matter could not go forward because of the earmark problem. He commented that the Board may need to begin considering other potential options.

Mr. Barry stated that the CPRA was advised at its meeting yesterday that the State will be building a new physical model of the Mississippi River. The current model not only needs repair, but it cannot model a diversion smaller than 100,000 cfs. The new model will be a major asset in going forward.

Mr. Doody commented that the O&M for the IHNC surge barrier will fall on the SLFPA-E as the local sponsor and ultimately the taxpayers. The IHNC surge barrier crosses navigation channels built for national security reasons. The USACE has significantly more resources to operate and maintain these navigation gates. The SLFPA-E has gone to Washington, D.C., for the past four years, and will go again in March, to re-urge the request for the O&M of the IHNC surge barrier to be turned over to the USACE. Mr. Barry pointed out that the gates in the IHNC surge barrier are holes in the flood protection system for the benefit of the navigation industry and national security.

Coastal Advisory Committee: Mr. Kemp reported that the Coastal Advisory Committee met on February 2nd. He noted that the Committee is interested not only in the East Pontchartrain Land Bridge, but also the West Pontchartrain Land Bridge. Mr. Kemp shared the concerns voiced by Mr. Malek-Wiley regarding the difficulty in the State Master Plan in predicting the transition between forested swamp and marsh, which is a very important difference from a flood protection standpoint. The Committee is working with the Pontchartrain Levee District on plans for the LaBranche Wetlands and will attempt to assure that these plans are consistent with the State Master Plan. Comments on the State Master Plan are being prepared and will be circulated to the Board.

Mr. Doody requested that a presentation be provided to the Board on the Caernarvon Division at a future meeting. He reminded everyone that the mission of the SLFPA-E is flood protection and that decisions should be made with this focus in mind. The Board discussed the planning that will be needed and the agreements that will need to be put in place not only concerning the operation of the IHNC surge barrier navigation gates, but also for the operation of the outfall canal closure structures and pumping stations.

REGIONAL DIRECTOR'S REPORT:

Mr. Turner reviewed highlights of the Regional Director's Report (copy appended to minutes). Additional comments were as follows:

- IHNC Surge Barrier – Training is scheduled to begin in March. The SLFPA-E received Statements of Qualifications for services to assist with decisions relative to the O&M of the IHNC Surge Barrier and navigation gates. The USACE was asked to provide the computer software that will be required to keep up with the O&M. The SLFPA-E is working with the USACE's Project Deliver Team (PDT) developing the O&M manuals. In addition, the SLFPA-E has an in-house work group to review the general O&M manuals as they are being developed and to provide comment.
- Seabrook Complex – Substantial completion of the project is anticipated sometime during the summer; however, the SLFPA-E will not be responsible for the O&M of the structure this year. Levee district staff will be on hand while the structure is being operated and maintained by the USACE's contractor.
- Some of the I-walls located in Orleans Parish that do not meet current requirements will be converted to L-walls. This work is being pushed forward at a rapid rate.
- LPV 104 – There is a potential seepage problem that could develop under high lake level conditions. The USACE is considering designing and installing a grout curtain along several sections of the levee.
- The USACE is testing a device developed by its hired labor group to eliminate the rills in the New Orleans East levee without destroying the turf. This effort is being monitored.
- Armoring – The USACE will be installing two pilot projects (one on the East Bank and one on the West Bank). The East Bank project will be about a mile long and located in East Jefferson. The High Performance Turf Reinforcement Mat (HPTRM) will be covered with turf on half of the pilot project and the other half will be covered with about two-inches of backfill material, seeded and watered. The purpose of the pilot program is to determine the correctness of the specifications and how the HPTRM stands up under O&M activities. The SLFPA-E is awaiting information from the State before issuing the right-of-entry for the project. The major part of the armoring program may not commence until after the 2012 hurricane season.
- Permits – The SLFPA-E is working with the CPRA and other levee districts through the Association of Levee Boards on a new rule promulgation or set of regulations regarding levee district permits. An executive meeting will be held tomorrow on this matter.

RESOLUTION NO. 02-16-12-02 – OFFICIAL COMMENTS ON 2012 STATE MASTER PLAN

Mr. Doody explained that the official comments on the State Master Plan are due on February 25th. He recommended that the comments discussed today, including the

reprioritization of the barrier plan, be included in the official comments. Mr. Barry suggested that Mr. Kemp and the Coastal Advisory Committee formulate and circulate the comments to the members of the Board and that the Board authorize the President to advance the official comments to the State prior to the February 25th deadline. Mr. Kemp pointed out that the Board previously adopted Resolution No. 12-15-11-10 in support of the State Master Plan. He made a commitment to provide draft comments to the Board and Coastal Advisory Committee by Monday and asked that Board members provide any specific comments that they would like included.

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

WHEREAS, the public comment period on the 2012 State Master Plan ends on February 25, 2012; and

WHEREAS, the Coastal Advisory Committee, Chaired by Commissioner Paul Kemp, will formulate with the input of the members of the Board the official comments for the Southeast Louisiana Flood Protection Authority-East.

BE IT HEREBY RESOLVED, that President Timothy P. Doody is hereby authorized to advance the aforementioned official comments on the 2012 State Master Plan to the State of Louisiana on or before February 25, 2012.

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

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp and Mr. Wittie

NAYS: None

ABSENT: Mr. Losonsky and Mr. Pineda

RESOLUTION NO. 02-16-12-03 – CWPPRA PROJECTS

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

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East reaffirms the nomination of the Coastal Wetlands Planning, Protection & Restoration Act (CWPPRA) project by the Lake Pontchartrain Basin Foundation and the Environmental Protection Agency (EPA) to reintroduce Mississippi River Water into the LaBranche Wetlands, and continues its support for the specific CWPPRA wetlands project the Coastal Advisory Committee nominated in 2009.

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

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp and Mr. Wittie

NAYS: None

ABSENT: Mr. Losonsky and Mr. Pineda

RESOLUTION NO. 02-16-12-04 - APPROVAL OF LEGAL INVOICES

Mr. Barry stated that the General Counsel, the levee district Executive Directors and SLFPA-E Regional Director have attested that the expenditures listed in the invoices are appropriate.

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

WHEREAS, the legal invoices submitted to the Southeast Louisiana Flood Protection Authority-East (SLFPA-E), East Jefferson Levee District, Lake Borgne Basin Levee District and Orleans Levee District listed on the spreadsheet entitled "Legal Invoices Approved on February 16, 2012", have been reviewed and approved by the appropriate levee district Executive Director, the SLFPA-E Regional Director and the SLFPA-E General Counsel, Robert Lacour; and

WHEREAS, the aforementioned invoices were submitted to the members of the Legal Committee for review.

BE IT HEREBY RESOLVED, that the legal invoices listed on the spreadsheet entitled "Legal Invoices Approved on February 16, 2012" are hereby approved.

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

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp and Mr. Wittie

NAYS: None

ABSENT: Mr. Losonsky and Mr. Pineda

**RESOLUTION NO. 02-16-12-05 –
SERVICE AGREEMENT WITH WELCH RESOURCES, INC.**

Mr. Barry advised that Mike Parker, a former Congressman, is being used for education purposes in Washington, D.C. He stated that Mr. Parker is well respected in Washington and is doing a terrific job.

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

WHEREAS, the Southeast Louisiana Flood Protection Authority-East (SLFPA-E) retained the services of Welch Resources, Inc., for government relation services for the period commencing March 1, 2011 and ending on December 31, 2012; and

WHEREAS, the SLFPA-E wishes to renew the aforementioned Service Agreement with Welch Resources, Inc. for a one year period commencing January 1, 2012 and ending on December 31, 2012; and

WHEREAS, the SLFPA-E shall pay Welch Resources, Inc. a monthly professional fee of \$5,000 per month.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the renewal of the Service Agreement with Welch Resources, Inc. for a one year period commencing January 1, 2012 and ending on December 31, 2012.

BE IT FURTHER RESOLVED, that the SLFPA-E President is authorized to sign the aforementioned Service Agreement and any and all documents necessary to accomplish the above.

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

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp and Mr. Wittie

NAYS: None

ABSENT: Mr. Losonsky and Mr. Pineda

**RESOLUTION NO. 02-16-12-06 –
ID-IQ CONTRACT WITH GCR & ASSOCIATES, INC.**

Mr. Doody commented that this matter was reviewed by the Finance Committee.

On the motion of Mr. Wittie,

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

WHEREAS, the Southeast Louisiana Flood Protection Authority-East (SLFPA-E) entered into an Indefinite Delivery-Indefinite Quantity (ID-IQ) Contract with GCR & Associates, Inc., dated December 17, 2009, for Abstracting, Project Management and Right-of-Way Acquisition Consulting Services to support the SLFPA-E's acquisition of Lands, Easements, Rights-of-Ways, Relocations and Disposal Sites (LERRDs); and

WHEREAS, said contract is for an engagement period commencing on December 17, 2009 and ending on December 31, 2011, and includes a option to extend the engagement period for two additional years; and

WHEREAS, in order to address the additional scope of work for rights-of-ways inventory, GIS mapping and records management related to existing levee rights-of-way, an amendment is needed to the contract to modify Exhibit B relative to services and to replace Exhibit C with a revised schedule of Billable Rates by Classification; and

WHEREAS, modifications to Exhibit B include a revision to Item 8 (Surveying) and the addition of Item 11 (Coordination with Agencies), Item 12 (Title Research to Inventory Certain Rights-of-Ways), and Item 13 (Land Management System).

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the extension of the aforementioned contract with GCR & Associates, Inc., for a two-year period and the amendment of said contract as stated above.

BE IT FURTHER RESOLVED, that the SLFPA-E Regional Director is authorized to sign the aforementioned amendment to the contract and any and all documents necessary to accomplish the above.

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

RESOLUTION NO. 02-16-12-07 - FLORIDA AVENUE SHEETPILE REHABILITATION

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

WHEREAS, the Florida Avenue Sheetpile Floodwall requires maintenance and repairs to extend the service life, and

WHEREAS, the Florida Avenue Sheetpile Rehabilitation Project was advertised and ten bids were received as follows:

Bidding Contractors	Total Base Bid Price
Cycle Construction Company, LLC	\$1,650,175.00
Kostmayer Construction	\$1,836,450.00
Grillot Construction	\$2,393,777.00
Great Southern Dredging, Inc.	\$2,608,872.00
Shavers-Whittle Construction, LLC	\$3,045,790.00
Sopena Corporation	\$3,463,070.00
Gill's Crane & Dozer Service	\$3,871,900.00
M. R. Pittman Group	\$4,896,100.00
Circle Construction	\$4,968,192.00
Holiday Construction, LLC	Disqualified. Used incorrect proposal form.

WHEREAS, funds for this project are available from the approved FY 2012 Special Levee Improvement Fund.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East authorizes the award of a contract in the amount of \$1,650,175.00 to Cycle Construction Company, LLC, and the establishment of a budget in the amount of \$1,800,000 to include contingencies, for the Florida Avenue Sheetpile Rehabilitation Project.

BE IT FURTHER RESOLVED, that the Orleans Levee District Executive Director is hereby authorized to execute a contract in the amount of \$1,650,175 with Cycle Construction Company, LLC and to execute any and all documents necessary to accomplish the above.

The foregoing was submitted to a vote, the vote thereon was as follows:
YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp and Mr. Wittie

NAYS: None

ABSENT: Mr. Losonsky and Mr. Pineda

RESOLUTION NO. 02-16-12-08 - APPROVAL OF ISSUANCE OF TASK ORDER TO BURK-KLEINPETER FOR INSPECTION AND MATERIALS TESTING SERVICES

Suresh Shah with Burk-Kleinpeter, Inc. (BKI) advised that BKI has been contracted for construction administration for the project. The inspector will report to BKI engineers and Mr. Shah, as the engineer on record, will handle any problems that may arise.

On the motion of Mr. Barnes,

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

WHEREAS, by Resolution No. 3-17-11-02, the Board approved a task order to Burk-Kleinpeter, Inc. under an ID-IQ contract for the design and construction management for the maintenance and repair of the Florida Avenue Sheetpile Floodwall, and

WHEREAS, a proposal was submitted by Burk-Kleinpeter, Inc. to the Orleans Levee District for Inspection and Materials Testing Services for the Florida Avenue Sheetpile Rehabilitation Project.

BE IT HEREBY RESOLVED, that the Southeast Louisiana Flood Protection Authority-East approves the issuance of a Task Order on behalf of the Orleans Levee District under the ID-IQ contract with Burk-Kleinpeter, Inc. for Inspection and Testing Services for an amount not to exceed \$98,000.00.

BE IT FURTHER RESOLVED, that the Southeast Louisiana Flood Protection Authority-East Regional Director is hereby authorized to execute the aforementioned Task Order to be issued to Burk-Kleinpeter, Inc.

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

YEAS: Mr. Barnes, Mr. Barry, Mr. Estopinal, Mr. Jackson, Mr. Kemp and Mr. Wittie

NAYS: None

ABSENT: Mr. Losonsky and Mr. Pineda

EXECUTIVE SESSION:

1. Patin Construction – Franklin Safe House.

A motion was offered by Mr. Wittie, seconded by Mr. Barry and unanimously adopted, for the Board to convene in Executive Session to discuss the item listed on the agenda. The Board convened in Executive Session at 12:30 p.m.

A motion was offered by Mr. Barry, seconded by Mr. Wittie and unanimously adopted, for the Board to reconvene in regular session. The Board reconvened in regular session at 1:05 p.m.

The next regular Board Meeting will be held on March 15, 2012 and hosted by LBBLD.

There was no further business; therefore, the meeting was adjourned at 1:10 p.m.

SOUTHEAST LOUISIANA FLOOD PROTECTION AUTHORITY - EAST
REGIONAL DIRECTOR'S REPORT

February 16, 2012

100 Year Level of Protection

IHNC 01- Seabrook Complex:

The Seabrook Project is approximately 66% complete.

Four of the original ten Sector Gate castings were found to be faulty and need to be replaced. The four replacement castings are on schedule and all four are being machined.

Vertical Lift Gate concrete is 100% complete and Sector Gate structural concrete is 100% complete. Both vertical lift gates are on site and the west vertical lift gate was installed on 22 Jan. 2012. The east vertical lift gate was installed on 31 Jan. 2012. The Sector Gate is 85% complete. The gate leafs are scheduled to be delivered to the site in mid March 2012. Rewatering the cofferdam is scheduled to begin late next week followed by south cofferdam cell removal in preparation for Sector Gate installation.

The railroad floodgate originally included in the LPV104.02A Project has been constructed under the IHNC-01 Project, and all work on the gate is now complete. The gate has been exercised for the Orleans Levee District. The gate will not be turned over to the NFS for OMRR&R until the entire IHNC-01 Project is complete.

Pile driving for the Generator Building has been completed and the elevated concrete platform is being poured.

The IHNC is completely closed to navigation at the Seabrook construction site.

IHNC 02 - Inner Harbor Navigation Canal Hurricane Storm Surge Barrier:

The Barrier Project is 96% complete. The Floodwalls and T-Walls in this project are complete. The bypass barge gate is open to navigation while work continues on the sector gate. The sector gate is on schedule to be opened to Navigation in mid March 2012.

All of the geotextile fabric and Class 1000 scour stone along the protected side of the wall has been placed.

All additional Right of Way needed to place the Shoreline Protection has been acquired. Shaw was given the Notice to Proceed on Shoreline Protection and the work is scheduled to begin around the end of February 2012.

The contractor has started driving the 48" steel piles for the GIWW approach wall end piers. The approach wall subcontractor completed the pile driving at the north GIWW approach wall and the north side of the center approach walls. 20% of the precast skirt beams and concrete for the approach wall along the sector gate channel have been placed.

At the GIWW gate structure, the contractor has completed the mechanical gate activities. They are adjusting and aligning the gates' fenders with the concrete abutments and trying to resolving a tolerance issue with the hydraulic cylinders.

The barge gate subcontractor has completed the handrails and epoxy coating in the concrete barge mechanical room. They are working on placing the tide guard and placing curbs at the upper deck. The barge mechanical work is getting started and material is being stocked inside the barge. 4 of the 5 pumps have been set in place.

The Bayou Bienvenue steel towers and bridge are erected and are undergoing miscellaneous bolting, welding, and handrails. All of the mechanical equipment is set in place and is being checked for general alignment.

The site wide electrical contractor is installing conduit at the Bayou Bienvenue control House and installing conduit and wire at the GIWW sector gate and control house.

A feature inspection with the NFS is scheduled for 14 February 2012 (noon till 4 pm), for the Bayou Bienvenue control house, north T walls and south T wall.

O&M manuals are under development and onsite training for the NFS is scheduled to begin in March 2012.

East Jefferson Levee District:

Reaches 1 thru 5:

The Work is substantially complete. Turf establishment issues still remain in most reaches. The vegetation contractors will start work on turf establishment Reaches 1, 2, 3 and 4 in Mid- February. Reach 5 turf is complete. Final Inspections on Reaches 1 and 5 were completed in late August and early September. The USACE is projecting the NCC letter for Reach 5 on 2/14/2012. The turf was acceptably established by the contractor and the contractor was released from the project. Reach 1 will be inspected the spring in 2012. Reach's 2, 3 and 4 still have turf establishment issues and Final Inspections are pending. The USACE has modified contracts to address East Jefferson Levee District's concerns with access ramps in all Reaches.

Bonnabel Breakwater Project:

The Notice of Construction Complete Letter for this Project was transmitted by the USACE to CPRA and copied to EJLD on November 12, 2010.

Duncan Breakwater Project:

The Notice of Construction Complete Letter for this Project was transmitted by the USACE to CPRA and copied to EJLD on February 2, 2011.

Williams Blvd. Floodwall and Gate:

Work is substantially complete. The final inspection was held on January 24, 2011. The USACE transmitted the final punch list and the Contractor is addressing the punch list items. The gate winch, which was sent back to the manufacturer for inspection and repair/replacement, has now been given to East Jefferson Levee District. The gate has been repainted and cracked slope paving is being removed and replaced by USACE hired labor.

Bonnabel Floodwall and Gate:

Work is substantially complete. Final inspection was held on December 20, 2010. Turf establishment issues remain. The gate failed paint inspection and has been repainted. Roadway striping has been redone. The contractor has completed the bolt torque modification. The cracked slope paving on this project is being replaced by USACE hired labor.

Pump Station Fronting Protection:

The Work is approximately 61% complete. Work is ongoing at all 4 Pump Stations. The breakwater concrete has been completed at all pump stations. Concrete work inside the basins as well as pile driving continues at both Elmwood and Suburban Pump Stations. Dredging and placement of rip rap under the TRS platforms at Elmwood and Suburban Pump Stations is underway. The contractor is driving concrete piles at Duncan Pump Station as well.

LPV 017.2 (Causeway Crossing):

The phase II traffic shift has been completed for both the northbound and southbound lanes. The contractor is continuing to drive piles for phase III. They are placing slope paving along the northbound lane north of the T-wall. Excavation is ongoing for the mainline T-wall between the bridge spans. The contractor is also working on placing girders in the southbound lane for Phase III. Work is approximately 70% complete for the project.

West Return Levee/Floodwall - North:

Work is approximately 93% complete. Pile driving is complete. All base slabs and walls have been completed. The concrete rub/patch work is ongoing as well as joint sealant installation. The contractor has completed the demolition on the existing floodwall and is hauling concrete debris off site. The rip rap installation on the flood side of the new wall is complete. There have been some areas of settlement in the rip rap and additional stone will need to be placed. There have

been preliminary walkthrough inspections. A punch list was created during these inspections by the non-federal sponsor. Due to unbalanced loads there will be additional concrete scour protection added to the entire protected side of the new wall. This additional scour protection will double as an access road for the Levee District. The new wall alignment has increased the amount of runoff. The existing contract will be modified to include landside runoff. The 95% plans for landside runoff have been sent out for review. There are utility conflicts that have been discovered with the drainage tie-ins at West Esplanade and Vintage Dr.

West Return Levee/Floodwall – South:

Work is approximately 91% complete. The Contractor has completed all pile driving for the project. All base slabs are complete and only one wall stem remains. Contractor has completed sheet pile removal and is hauling sheets off site. Demolition of the existing wall has been completed. The Contractor is placing embankment in the airport triangle area. Due to unbalanced loads there will be additional concrete scour protection added to the entire protected side of the new wall. The scour protection has been installed under I-10 and work is heading south towards the airport. The contractor has installed the tie-downs under I-10 Bridge. The new wall alignment has increased the amount of runoff. The existing contract will be modified to include landside runoff. The 95% plans for landside runoff should be out shortly. There is an issue with the tie-ins crossing existing utilities. The contractor took concrete core samples on monolith 84 due to 28 day breaks coming in below the required 4000 psi. All cores broke with in required specification limits.

Foreshore Protection Reaches 1 and 2:

Work is approximately 84% complete. Work on Reach 2 has been completed and compliance surveys have been taken. Seeding and mulching still needs to be completed on Reach 2. The contractor has placed rip rap and sand throughout Reach 1 and is now working on placing non-compacted fill. They will need to come back in the spring to recap the stone and also to seed and mulch the berm.

Foreshore Protection Reaches 3 and 4:

Work is approximately 87% complete. The contractors have completed sand placement and are continuing to work on placing non-compacted fill on Reach 3 and 4. The contractor has begun to recap the stone in low areas on Reach 3 where settlement has taken place. There has also been some settlement in the clay near the rock dike which will be addressed by contractor with a plan from USACE. Compliance surveys are underway on portions of Reach 3 and seeding and mulching has begun. The contractor is also continuing to work on Reach 4 with stone and clay.

West Return Levee (Airport Runway):

The contractor began Phase II of the project on September 21, 2011 and is 97% complete with the overall project. The contractor has completed the excavation and placement of the reinforcement fabric. He has completed surfacing for roads and ramps. The electrical conduit bridge installed by the airport's electrical contractor was placed at the wrong elevation. The contractor has proposed a revised design that raises the center of the bridge 2 feet, which gives the needed clearance for embankment. The new proposed design was forwarded to the FAA for an airspace study to determine if the raising of the bridge will violate airspace restrictions. The FAA approved the revised design on December 1, 2011. Work began on the bridge in January 2012 and is scheduled to be completed by the end of February. The entire levee has been raised to elevation 16.5' except under the electrical conduit bridge.

Orleans Levee District:

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

Construction is approximately 99% complete. All walls are complete and are painted. The retaining walls have been built for the approaches to gate L-4.

Floodgates L-1A and L-5 columns were bowed, which prevented proper sealing of the gate in the closed position. The USACE approved the contractor's plan to correct the deficiencies. The plan includes column repair and tracks replacement for both gates.

LPV 102.01, 103.01, and 104.01:

Projects are 100% complete. The Notice of Construction Complete has been transmitted to Orleans Levee District on all three Projects.

LPV 103.01A1 (Bayou St. John):

Construction is 99% complete. The Punch List Resolution meeting was held on July 6, 2011. Turf issues still need to be addressed, along with safety and scour protection issues. Additional slope pavement has been added near the control structure. Final inspection will be scheduled after completion of all punch lists items.

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

Construction is 99% complete. Lakeshore drive is now fully open to traffic. The guard rail at the Lake Terrace floodgate has to be realigned, which will require a contract modification. Safety fence will added at Rail Street floodwall by contract modification.

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

Construction is complete. All ramps are open to vehicular traffic. Turf establishment is still required at the Franklin Ave. and Canal Blvd. (salinity issues) ramps. The contractor is working the punch list items. Turf establishment will be turned over to an IDIQ contractor after final inspection. I-walls at Franklin Avenue must be converted to L-Walls. L-Wall work is scheduled to complete in the spring 2012.

LPV 104.02 (Seabrook West Side IHNC):

Construction is complete. The final inspection will be rescheduled Punch list items (cracks in slope pavement) are being resolved.

LPV 105.01 (Lakefront Airport T-Wall West):

Construction is complete. All lanes of traffic are open at Downman Rd. Final inspection will be rescheduled. The flood side of the T-Wall has been painted by the contractor. One street light and pole still have to be replaced on the protected side of the floodwalls,. Guard rails at Downman Road were corrected per LADOTD's direction.

LPV 105.02 (Lakefront Airport T-Wall East):

Construction is 99% complete. All T-Wall monoliths are complete. Work is progressing on the discharge end of the St. Charles Drainage Pump Station. Turf establishment is ongoing. Exercising of valves and sluice gates for OLD will be scheduled after installation of the actuators is complete. Pre-final inspection still needs to be rescheduled. Concrete joints need to be redone. Problems with the valve actuators have been resolved. The street curb must be modified per LDOTD.

LPV 106 (Citrus Lakefront Levee):

Construction is approximately 98% complete. Turf needs to be established. Concrete slope pavement cracks must be repaired. A white paper authored by the USACE on "Crack Repair" is being finalized as it relates to inspections. Operation and Maintenance safety concerns still need to be addressed. The proposed type of "safety" device for installation on the top of the I-Wall (2' high PVC coated chain link fence) is in Corps review. No work has started yet. Drains along railroad tracks are being excavated and slope pavement will be shaped to drain.

Ramps must be paved. Pre-final inspection still needs to be scheduled. Armoring may still be required on the protected side of the levee (under review by USACE).

LPV 107 (Lincoln Beach Floodgate):

Construction is complete. Final inspection has not yet been scheduled. The winch pedestal was repaired and other project pedestals also being reviewed for repairs.

LPV 108 (New Orleans East Lakefront Levee):

The Project is substantially complete. The USACE hired labor group is mowing the grass and correcting rill problems (flattening out). The access roadway has been removed, and is being seeded. Slope pavement at Collins pipeline crossing has been partially repaired.

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

Construction of the Project has been combined with LPV 109.02c (HWY 90 and HWY 11 floodgates). Construction is complete. Grass is growing well in most areas due to irrigation. Acceptable turf still needs to be established on the protected side of Area 4. The T-Wall monoliths associated with the floodgate at HWY 90 and HWY 11 are complete and the floodgates are installed and have been exercised. HWY 90 and HWY 11 are open to traffic. Dips in asphalt pavement need to be corrected at Hwy. 11 & 90 per DOTD. This work is scheduled for April/May 2012. Slope pavement north of CSX railroad floodgate has severe cracking and will be repaired in the spring 2012. All work at four drainage structures and two USFWS pump stations has been completed. The Punch List Resolution meeting was held on November 22, 2011. Stations have been tested for USFWS and require retesting along with the drainage structures. Pre-final inspection will be held in the spring of 2012 when turf is established.

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

Construction is complete.

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

Construction is complete.

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

Construction is complete. I-10 traffic has been rerouted back to the normal lane configuration. Final inspection has not yet been scheduled. A few turf and rill issues still need to be addressed.

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

Construction is being done under LPV 109.02a.

LPV 110 (CSX Railroad Crossing):

Construction is complete. Final inspection was held on October 25, 2011. The flood side berm needs turf reestablished due to damage caused by debris washed up by Tropical Storm Lee. Some repainting is required. The gate was exercised for OLD. The allowable gap on gate seals is being reviewed by USACE Engineering. The punch list resolution meeting was held on December 15, 2011.

LPV 111.01 (North Side GIWW):

The Project is complete. All T-Wall construction and Deep Soil Mixing work is complete. Turf establishment is over 80% complete. The area between the protected side toe and the access roadway still require turf establishment. Rills need to be repaired, and some repair is currently underway. The contractor is preparing a demonstration of a spiked-vibrating drum that can be pulled along the levee slope to remove the rills without damaging the turf.

Pumps at USFWS Pump Station CTU #6 need to be operated successfully for USFWS. All required levee crossings have been constructed.

Pre-final inspection was held on July 7, 2011 for Pump Station 15 and the adjacent T-Wall. New Orleans Sewerage and Water Board participated in the inspection and the commissioning of Pump Station 15. The contractor is almost finished work on a contract modification involving additional items (mechanical and walkways). The temporary construction bridges have been removed from Maxent Canal.

The project punch list resolution meeting was held on November 17, 2011. Turf and rills remain as outstanding issues. Pre-final inspection will be held in the spring 2012 after turf has been established.

LPV 113 (NASA):

Construction is complete. Pre-final inspection was conducted in the first week of October 2010. Corps in-house forces are repairing ruts and rills. Crown damage is being inspected.

OFC-03 London Ave. Canal:

The work is complete. A modification to the original contract has added 2100 linear feet of sheet pile and 630 linear feet of embankment to this Project, and this additional work has been completed. Turf still needs to be established. Final inspection was held on November 15, 2011. NCC planned for June 1, 2012.

OFC-04A Orleans Canal:

The work is complete and the punch list resolution meeting was held on September 28, 2011. Rill problems have been corrected. NCC is planned for June 15, 2012.

Contractor will maintain grass through winter and re-establish turf as necessary.

OFC-05 17th Street Canal:

The work is complete. Punch list resolution meetings were held on October 12 and 19, 2011. The contractor will maintain grass through the winter and re-establish turf as necessary. NCC planned for June 29, 2012.

OFC-06 Orleans Canal:

The work is complete. The final inspection was held on August 9, 2011. The punch list was finalized and completed. The NCC letter is being prepared by the USACE and is scheduled to be sent to the non-federal sponsor on April 5, 2012.

LPV192.02b Buttress Slab:

The scope of work includes installation of pre-stressed/precast concrete piles, placement of a buttress slab, structural backfill and stabilization slabs. The Work is 99% complete. Final inspection is pending turf establishment. The punch list meeting was held on December 13, 2011. Work on turf establishment will start on March 1, 2012.

LPV192.02 Berm:

USACE Memphis Hired Labor constructed this project (Phase 3). The Work is 99.7% complete. Turf establishment issues still remain. Hydro seeding is ongoing. Final inspection is to be scheduled, pending successful turf establishment. Sod was placed but the project will not be released until March 2012. Sod will go out for bids on February 22, 2012.

LPV192.03 Relief Wells

In Reach 2, the scope of work includes the installation of 12 new relief wells. In Reach 3, the scope of work includes the installation of 50 new relief wells, modification of 9 existing relief wells, and the installation of a subsurface collector line with cleanouts. Collector pipes are in place. The work with the exception of proper turf establishment is complete. Final inspection is pending turf establishment.

France Road Floodgate

A new floodgate in the IHNC west side levee/floodwall is being built at the request of the Port of New Orleans. Funding from Port and Corps

All utility relocations, sheet-piles and H-piles have been driven. The Project is 45% complete, with substantial completion anticipated on March 30, 2012. Site grading and roadway surface preparation continues.

Lake Borgne Basin Levee District:

LPV 144 (Bayou Dupre Control Structure):

Overall, the work is approximately 98% complete. The contractor is currently working on punch list items and establishing turf. Vibrations were detected during gate operation. Further investigations have determined that there is a problem with the hinge and pintle assemblies. The proposed plan is to dewater the structure and examine the pintle bushing for damage and then replace both the hinge and pintle bearings and bushings using a Kamatic greaseless bushing system.

The construction of the jib crane pad will be done as part of the access road modifications.

The section of the PDD dealing with the abandonment of the old Bayou Dupre Structure is being revised by Corps.

LPV 145 (Bayou Bienvenue to Bayou Dupre):

The project is 99% 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. Turf establishment is ongoing. The Project was inspected on 11/15/11. Wet spots shown on previous inspections were found to be dry during this inspection. The USACE took soil samples on some monoliths for agronomy testing. The testing results recommended the use of 200 pounds of seed per acre and a high nitrogen fertilizer. A turf plan was provided to the non-federal sponsor. No further progress payments will be made until the contractor establishes turf on the entire project area. Final inspection is dependent upon completion of turf establishment with an estimated date of 04/30/12. The estimated date for notice of substantial completion is 06/30/12.

The access swing bridge is planned to be designed by Arcadis. The USACE is still working on refining the A/E's scope of work for the design contract.

LPV 146 (Bayou Dupre to Verret):

The work is 99% complete. All wall monoliths are in place. The emergency bypass ramp for LA Hwy 46 has been completed and paved. The final inspection was held on 08-23-11. As-built plans and the O&M Manual are under review by USACE. The designer of record for the access road has completed a site visit. The 60% design documents will be provided to non-federal sponsor for review and comment.

LPV 147 (LA Hwy 46 Flood Gate):

The work is 100% complete. Both trolley gates are in place and exercised. The USACE has eliminated the emergency stand-by beams for all trolley gate projects in the St. Bernard Polder. The LA Hwy 300 Flood Gate has been constructed under the LPV 148.02 Project. The final inspection was held on 08-05-11. As-built drawings and O/M manuals are being prepared.

LPV 148.02 (Verret to Caernarvon):

Construction is now 98% complete as of this date. Floodwalls are completed and interim inspection has been completed. Turf on the flood side is growing well.

Contrary to St. Bernard Parish's wishes, the USACE has determined that the Creedmore Drainage Structure is no longer needed and it has been removed from the Project without replacing the structure's drainage capacity.

The work on the walkways and gate valves at St. Mary's Pump Station is complete. Slope paving under discharge pipes is also complete. Slope paving on protected side is complete. The USACE has issued a modification to the plan for air release valves at PS #8. The valves will be moved to flood side of T-Wall on discharge pipes. Security fencing issues have been resolved. The USACE has issued NTP to contractor to provide lighting protection for cat walks and actuators on discharge pipes and T-Walls. Contractor is in process of hiring a sub-contractor to do this work.

The 4" clearance between the Bayou Road floodgate and the gate monoliths makes it difficult to properly close and seal the gate. No other gates in the system are designed and constructed with such a large clearance. The designer of record has proposed a revision to reduce the gap to allow for reasonable gate closure procedures, and it will be implemented.

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

The Work is approximately 99% complete. Pre-final inspection was completed on 10-21-11. All power supply issues are resolved. Permanent power to gate was installed on Tuesday 12-13-2011. A punch list resolution meeting was held on January 23, 2012 the contractor will have to do turf establishment in spring 2012.

Water level gauges are installed on both flood and protected side of sector gate. The readings from these gauges will be included on "River Gauges" web site.

Armoring:

Staff continues to engage the USACE on armoring planning and design.

SLFPA-E has reviewed the Armoring Project Description Document (PDD) and provided its comments to the Corps through CPRA. CPRA has asked for a response to its comments before the PDD is forwarded to the Mississippi Valley

Division Commander for signature. We have not yet received a response to our comments. The PDD is currently scheduled for signature on February 12, 2012.

An armoring test site was constructed in St. Charles Parish during the latter part of September 2011. It contains the following HPTRM variations:

1. HPTRM covered with a layer of sod applied directly to the mat.
2. HPTRM covered with a layer of soil and then a layer of sod, and
3. HPTRM covered with soil and hydro-seeded.

The test site is being used to collect data pertaining to HPTRM installation, turf establishment, and operation and maintenance. SLFPAE and CPRA representatives have visited the site several times.

A “tractor test” was performed on December 1, 2011 after approx. 60 days of grass growth. Tractors of various size and type were operated over all three sections to simulate typical O&M procedures. Only small ruts were evident as a result of the test on the sections containing HPTRM. Heavier ruts developed on sections that did not contain HPTRM. There was no evidence of damage or “pull-out” of the HPTRM.

An additional test section was constructed on the LPV 111 project site in late October/early November 2011. The purpose of the test was to determine the potential for damage to HPTRM from wild hogs. Three different brands of HPTRM were used at the test site for comparative purposes. Apples were placed under and atop the HPTRM to attract the hogs. The hogs tore up the weakest material in 5 days. The second weakest material was significantly damaged in 7 days. The hogs managed to tear a hole in the strongest material in about 21 days. We are awaiting a written report on this test section.

The USACE proposes to let the first “pilot” armoring contract on the east bank HSDRRS levee in Jefferson Parish (LPV-19.2, Reach 4). The project is approximately one-mile long. The USACE has requested the non-federal sponsor to issue a ROE on or before March 9, 2012. Work will start within 60 days of the issuance of the ROE. The work will include the installation of HPTRM with sod over half and HPTRM, and 2" of fill on top (that is fertilized/seeded/mulched) over the other half. 95% P&S for the project is now under review by SLFPAE and CPRA. An additional pilot project is currently under consideration for the SLFPAW. Most of the permanent armoring work will not begin until the fall of 2012.

Permanent Pump Stations

The Design Build Contract was awarded on April 13, 2011 for \$675 million to CBY Design Builders, a joint venture of CDM, Brasfield and Gorrie, and Yates Construction, but the Award is under protest. The Government Accountability Office (GAO) upheld the protest. The decision was to re-evaluate the revised current submittals. A decision briefing was held by the Corps on Sept. 28, 2011. No schedule has been set for proposal resubmittals.

The permanent pump stations winning bidder filed suit, contesting plans by the Corps to allow companies to offer new proposals. It's too soon to know if the lawsuit will further delay the project. The courts are expected to make a decision by the end of February 2012.

All three Pump Stations will undergo Independent External Peer Review.

HSDRRS Elevation and Status Maps

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 2010. The map can be found at the following web address:

http://www.mvn.usace.army.mil/hps2/pdf/2010_System_Construction%20Status_Map.pdf

The new Greater New Orleans HSDRRS June 2011 Status Map can be found at the following web address:

<http://www.mvn.usace.army.mil/hps2/pdf/riskstatusmap.pdf>

FEMA NFIP Levee System Accreditation

According to the latest tally compiled by the New Orleans district, 20 perimeter contracts, including seven LPV contracts, and 17 interior contracts, three of which are LPV contracts, are "at risk for accreditation". Corps leadership is pushing hard find ways of making up lost time and accelerating contracts that have slipped beyond original completion dates so that accreditation isn't adversely affected. Estimated completion dates change on most of these contracts from month to month as new issues present themselves and existing ones are resolved.

50% models for interior flooding have been developed by the Corps for FEMA. The models are in review by the pertinent drainage district.

OLD and LBBLD may have to "certify" the non-federal levees in the lower ninth ward/St. Bernard area and the New Orleans East area. We are working with FEMA and the USACE to develop a plausible path forward. We are also investigating funding sources that could be used to pay for a full certification effort.

Coastal Protection and Restoration

State of Louisiana – CPRA

The Draft "Coastal Master Plan" was issued on January 12, 2012 for public comment. Comments are due by February 25, 2012.

Lake Borgne Basin Levee District:

The Violet Freshwater Diversion is flowing.

Flood Fight

We are awaiting the Tropical Storm Lee after action review document from the New Orleans District.

The Mississippi River crested at 12.2' on February 14, 2012 and is currently dropping at the Carrollton Gage. The Corps is in Phase 1 of the Flood Response Plan. The levee districts are monitoring the river levee in accordance with their Emergency Operations Manuals as the river level drops.

Design and Construction

East Jefferson Levee District:

Work is continuing on the EJLD Safe House. Discussions are underway with the City of New Orleans, Jefferson Parish Government the City of Kenner regarding property acquisitions.

Orleans Levee District:

The Safe House Project is approximately 98% complete. The State Fire Marshal inspection has been rescheduled.

The Audio/Visual work in the OLD Safe House is 100% complete.

The Administration Building Refurbishment Project designs are 100% complete. The bid will be solicited for the work upon completion of the Safe House Project.

We have received "conditional approval" of a SEA Grant for the Bayou St. John Waterfall Removal Project.

The Outfall Canal Bank Stabilization Monitoring Project, awarded to Gerwick, is 49% complete.

"The Florida Avenue Sheet Pile Rehabilitation" Project is to be awarded upon passage of pending Board Resolution.

Lakefront Seawall Erosion Control Project Design Modification is progressing.

Lake Borgne Basin Levee District:

Bid documents are currently under review for the Engine Replacement at PS#4

Bid documents for pump inspection and repair work at Drainage Pump Station 6 are currently under review by Lake Borgne Basin Levee District attorney and are being coordinated with Atkins Global.

Pump Stations #2 and #3 – A meeting was held at LBBLD offices on 02-09-12 between LBBLD, WS Nelson (Designer of Record), St. Bernard Parish Dept. of Public Works, La. Governor's Office of Homeland Security and FEMA. This meeting was to coordinate the relocation of St. Bernard Parish sanitary sewer force main. 60% review documents will be provided to LBBLD this week.

A bid document "template" for Telemetry at PS#1 and #3 was provided to WS Nelson (Designer of Record) on 02-10-12. Discussions with respect to proposed redundancy were also held.

Office of Coastal Protection and Restoration (OCPR) has completed preparation of plans and specifications for the Violet Canal Dredging Project (Phase 2). The LBBLD has cleared the designated disposal area. A site visit was held on 02-07-12 with a representative of OCPR.

No change on Violet Canal Closure Structure.

Discussions with Conhagen on 02-09-12 revealed that all parts were machined and arrangements were being made for re-installation of the repaired pump at Drainage Pump Station 7.

Chalmette Ferry Landing Seepage – A final walk thru was held on 02-08-12. Minimal punch list items were presented to the contractor.

Internal Affairs

We have three inspectors working with us provided by CPRA. We have been getting additional technical assistance from CPRA staff, LDOTD staff, and consultants Atkins North America [formerly PBS&J] and Vali Cooper International through an ID/IQ contract with CPRA.

Our ID/IQ Consultant, Halcrow Inc. has completed the review of the Safe Water Elevation (SWE) Reports and the designs for the remediation work proposed by the USACE for all three outfall canals. All major comments submitted by Halcrow have been incorporated into the current plans or are under further review by the USACE's consultants. The maximum stick-up/minimum embedment issues identified by Halcrow are still being investigated by the USACE. The SWE Report was reissued as the "Mean Operating Water Level" (MOWL) Report with the text rewritten. Halcrow has completed the review of the final version of the MOWL Report for the London Ave. Canal and 17th St. Canal. Final review has just been completed for the Orleans Canal. This work is being conducted under Halcrow's original SOW. The New Orleans District is having each canal's report reviewed in detail by other Corps Districts. The USACE ETL 1110-2-575 (6/14/2011) regarding Evaluation of I-Walls has been released by the Corps and

Halcrow is reviewing the document to determine potential impacts to previously completed work. An additional remediation report was done by Corps and we are awaiting a copy, according to the Corps it should address remaining Orleans issues found by Halcrow. Additional remediation investigations will begin within the next month and SOW is in review.

The structural review of the LPV 144 sector gate leaf by Halcrow/Fenstermaker is complete. No specific problems were identified, but our consultant recommended that the USACE run additional analysis on the eccentricity of members and structure deflection for completeness. The designer of record recently submitted additional hand calculations for the analysis of joint/member eccentricities which were reviewed by Halcrow/Fenstermaker. The Corps has completed the additional recommended computer analysis (STAAD). H/F has found no problems and their final report has been sent to the Corps.

The "Hurricane Risk & Safety Module for the New Orleans Levee System" demonstration project is at 80% complete. Most of the updated GIS, geotechnical H&H, P&S, etc. has been obtained from the USACE for the two demonstration sites (LPV 109.02A and LPV 111.01, totaling 15 miles of earthen levees). Additional geotechnical information has been received from Corps on LPV-111.01; and was incorporated into the project. The final geotechnical information is being reviewed. The "dashboard" test screen was provided to SLFPA-E in January for review. The Project is partially funded through a grant from the Netherlands Government (50/50 cost share). A workshop is being planned by the consultant for March 16, 2012 in New Orleans.

The O&M Cost Study for all three levee districts is underway by AECOM. This work is funded through a CDBG Grant.

The contract documents for the LIMS Strategic Implementation Plan have been completed and interviews have been held with staff. The results are being compiled. This project is funded through a CDBG Grant. The next phase is to investigate licensing and hardware requirements for the system, then prioritize various features.

Per the request of the USACE team, a safety concern letter with photos was submitted on 14 July 2011. The purpose of the letter was to alert the USACE of safety and security concerns on various projects within the LPV program where safety measures need to be implemented to help prevent accidents. Security fencing and railing has been incorporated for floodwalls and floodwall base drop offs, and mods are being issued for OLD and LBBLD projects. An official response from Corps is expected by February 17, 2012.

SLFPA-E staff is working closely with CPRA staff to develop an automated on line permitting process for levee districts. A meeting was held at the DNR training facility in the LaSalle Building in Baton Rouge on December 20, 2011 to get input from other interested Louisiana levee districts. CPRA gave a

presentation to SLFPAAE at the January 19, 2012 Board meeting. Work is proceeding with CPRA.

A FEMA Hazard Mitigation Grant Program (HMGP) application has been submitted for the construction of a safe room on the site of LBBLD Pump Stations 1 and 6.

Two new internal workgroups have been established to deal with new O&M requirements for the HSDRRS. One will deal with general Operation and Maintenance and the other will deal with the specialized O&M requirements for the surge barrier and navigation gates.

SLFPA-E staff has submitted a list of questions and comments to the Corps regarding the Mississippi River Levee Co-located work. The New Orleans District office is working to answer the questions and address the comments. A meeting will be scheduled with the Corps to review the technical aspects of the project.

RFQ's for survey firms to survey and confirm the Levee District's servitudes and properties have been received. The selection Committee will have a recommendation to the Board in March. Staff recommends exercising the option to extend the ID/IQ Contract with GCR to provide mapping services in conjunction with the right-of-way surveys.

RFQ's for a consultant to develop a comprehensive O&M plan for all flood control structures within SLFPAAE's jurisdiction have been received. A selection Committee is rating the applicants and is scheduled to have a recommendation for the selection to the Board in March.

SLFPAAE staff is working with the Coastal Advisory Committee on a number of issues including analyzing the State's draft Master Plan and offering comments for the Board to consider for incorporation in a resolution at next month's meeting, in advance of the February 25, 2012 deadline for public comments.

Comments and suggested changes on the ALBL Position Paper were forwarded to Larry Ardoin and Steve Wilson. They will be discussed at the February 2012 ALBL Executive Meeting.

CPRA and SLFPAAE attended the kick-off meeting of the Independent External Peer Review of LPV 145 – Corrosion Review. A compilation of documents has been completed for the review.

SLFPAAE staff met with the Executive Directors and Carol Kiefer to finalize the forms that will be used to collect data that will allow commissioners to look at health benefits offered to current and retired employees across the three Districts. The data will be presented to the Finance Committee in March 2012.

Safety:

SLFPA-E levee districts will continue to conduct ongoing safety meetings to review levee district safety manuals and emphasize the importance of following safety rules and guidelines at all times. All field inspectors will conduct a similar ongoing safety meetings process.

New Contracts:

None

Hurricane Preparedness:

The 2011 Hurricane Season officially ended on November 30, 2011.