



State of Louisiana

JOHN BEL EDWARDS
GOVERNOR

October 18, 2019

Mr. T. R. Coleman, President
LOOP, LLC
137 Northpark Blvd.
Covington, LA 70433

RECEIVED
2019 OCT 29 A 9:24
CPRA

RE: Letter of No Objection
Caminada Headlands Back Barrier Marsh Creation Project BA-0171
Lafourche and Jefferson Parishes, Louisiana
LOOP, LLC Pipeline(s)

Dear Mr. Coleman:

The State of Louisiana, Coastal Protection and Restoration Authority (STATE), is in partnership with the U.S. Environmental Protection Agency (EPA) to construct the captioned project pursuant to the Coastal Wetlands Planning, Protection, and Restoration Act (16 U.S.C. 3951, et seq.).

When executed by you, this letter shall constitute a letter of no objection from LOOP, LLC (LOOP) to the action of the STATE to dredge from a proposed borrow area and fill in areas shown on the attached map labeled Exhibit A, which includes portions of LOOP's easement area(s), for the purposes of planning, constructing, operating, maintaining and monitoring of conservation and restorative measures, project features (marsh creation and terrace fields) and/or appurtenances, for integrated coastal protection purposes, all as part of the Caminada Headlands Back Barrier Marsh Creation Project BA-0171 (Project), Lafourche and Jefferson Parishes, Louisiana.

This letter of no objection is subject to the following conditions:

1. Said letter of no objection allows STATE, its contractor, sub-contractors, agents, successors, assigns or transferees to go on, over and/or across LOOP's pipeline right(s)-of-way in order to access the Project and to plan, construct, operate, maintain, and monitor said features, which includes the use of heavy equipment on, over and/or across LOOP's pipeline(s). STATE or its agents, employees, contractors, or subcontractors will limit, within 100 feet of either side of LOOP's pipeline(s), the use of heavy equipment, such as marsh buggies, to the Access Route depicted on the attached map labeled Exhibit A. Protective bridging/matting shall be used, as necessary, in the marsh fill area to cross LOOP's pipeline(s) with equipment and/or sediment pipeline. Offshore, the sediment pipeline will be floated over the LOOP pipeline(s) at open water crossings. The Project is described in further detail on Exhibit B.

2. A minimum of five (5) calendar days prior to commencing any activities across or within 100 feet of either side of LOOP's pipeline, STATE or its contractor will notify you, LOOP's designated representative, at telephone number 985-276-6299, so you or your designated alternate can be present during the operations.

3. There will be no storage of materials or equipment, nor any excavation within 100 feet of either side of LOOP's pipeline(s). No permanent facility shall be constructed within LOOP's right(s)-of-way. The STATE will be responsible for damage it may cause to LOOP's pipeline(s).

4. LOOP shall locate and mark LOOP's pipeline(s) in the area of STATE's operations using current industry practices prior to commencement of the work both for inshore and offshore work due to the Project. STATE will notify LOOP if any pipeline markers are damaged or lost during construction. STATE shall not proceed with the work in an area of a lost or damaged marker(s) until LOOP replaces the marker(s).

5. In the event of an incident occurring on LOOP's forty-eight inch (48") diameter pipeline, or LOOP's four inch (4") diesel pipeline, LOOP's inspection or emergency responders are granted immediate access to their pipelines. For safety reasons, all CPRA Contractors are to cease work and immediately evacuate the impacted area due to the incident upon written notification from LOOP to CPRA. CPRA contractors are required to remain evacuated from the impacted area until LOOP notifies CPRA that the incident is under control and that the area is safe to enter. LOOP understands that time is of the essence and LOOP shall complete all work to make the area safe as quickly as is practicable. Once the area is safe to enter, LOOP shall notify CPRA as soon as is practicable.

6. If LOOP alters the Project to service/maintain its pipeline(s), LOOP will return the area(s) impacted to post-project construction conditions.

7. This letter of no objection shall be binding upon the successors, assigns or transferees of LOOP and of the STATE.

If you agree to the foregoing terms and provisions, please indicate your approval and acceptance by executing the three (3) enclosed originals and returning two (2) fully executed originals to Mr. V. J. Marretta, CPRA Land Rights Division, in the enveloped provided within thirty (30) days of receipt. If no response is received after thirty (30) days, CPRA will take that as approval of this letter agreement and the activities set forth herein.

Very truly yours,



Lawrence B. Haase
Executive Director

LBH/RV/VJM

ACCEPTED AND APPROVED THIS 26 DAY OF October, 2019.

LOOP, LLC

T.R. Coleman

TERENCE R. Coleman
(Type or print name)

PRESIDENT
(Title)



Attachments

cc (with Attachments): Adrian Chavarria, EPA Project Manager
Renee Bennett, CPRA Project Manager
Shannon Haynes, CPRA Project Engineer
Ryan Vivian, CPRA Attorney
V. J. Marretta, CPRA Land Rights Division

Caminada Headlands
Back Barrier Marsh Creation
BA-0171,
LOOP, LLC Pipeline Map
Lafourche & Jefferson
Parishes, LA

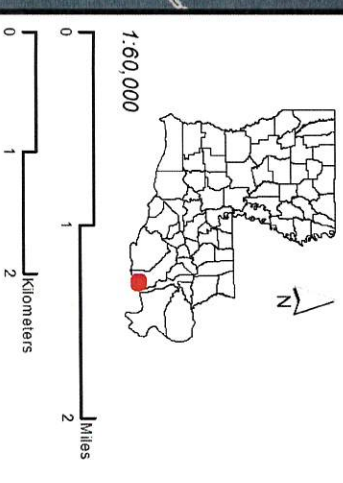
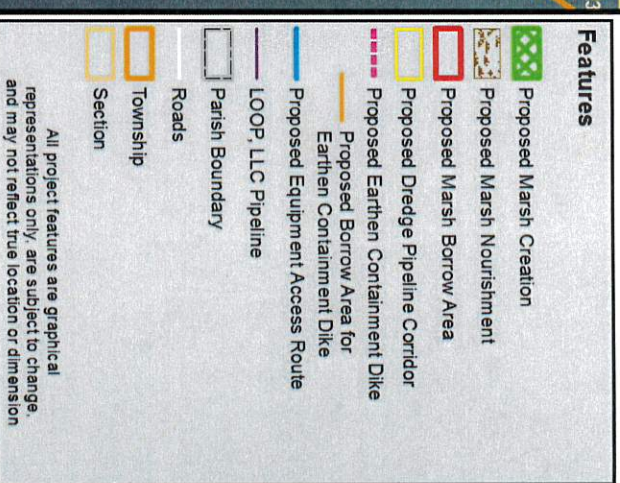
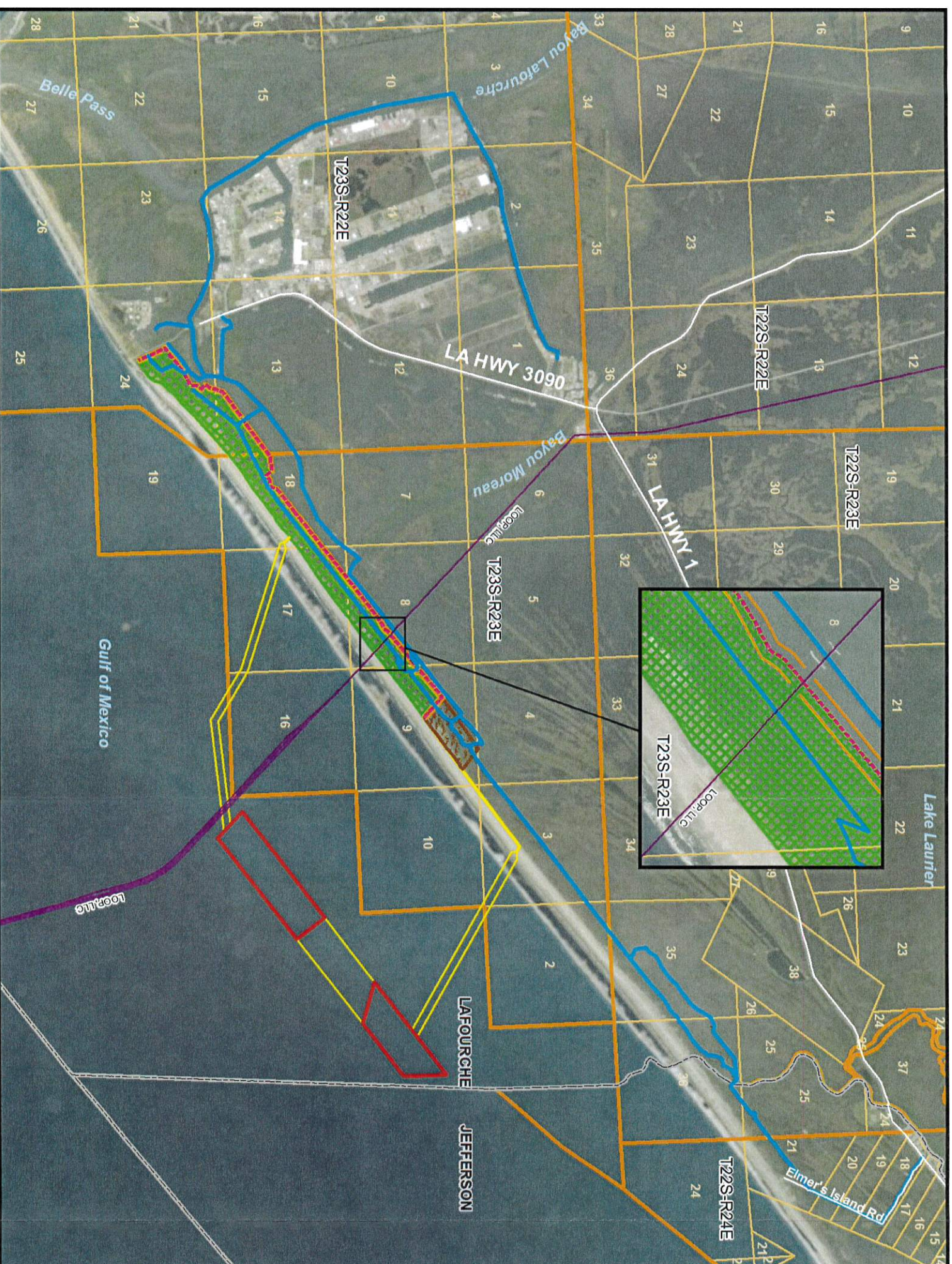


EXHIBIT B

CAMINADA HEADLANDS BACK BARRIER MARSH CREATION PROJECT BA-0171

PRELIMINARY PROJECT DESCRIPTION SUMMARY

Federal Sponsor: U. S. Environmental Protection Agency (EPA)

Non-Federal Sponsor: State of Louisiana, Coastal Protection and Restoration Authority (CPRA)

Project Location: Barataria Basin, Lafourche and Jefferson Parishes, in the vicinity of Bayou Moreau and Bay Champagne

Problem: The Caminada Headland has experienced some of the highest shoreline retreat rates in Louisiana. Historically the shoreline has migrated landward at about 40 feet per year. Between 2006 and 2011, shoreline migration increased dramatically, exceeding 80 feet per year in near Bay Champagne and 110 feet per year in the Bayou Moreau area. The increased losses occurred in the wake of Hurricanes Katrina and Rita in 2005 as the breaches remained open for an extended length of time. The losses were exacerbated by Tropical Storm Fay and Hurricanes Gustav and Ike in 2008. Significant prolonged breaches greatly increase the net export of sediment from the headland.

In addition to the shoreline migration, the area is also experiencing high loss rates of interior marshes. As the beach and dune continue to migrate landward, overwashed sediment will be lost into newly formed open water and land loss rates will be exacerbated. The continued deterioration of Caminada Headland threatens thousands of acres of wetland habitat as well as critical infrastructure, including Port Fourchon, LA Highway 1, and the lower Lafourche levee system.

Goals: The goal of the project is to create 928 acres of brackish using dredged material from the Gulf of Mexico.

Proposed Solution: Sediment will be hydraulically dredged from the Gulf of Mexico and pumped via pipeline to create and nourish 928 acres of marsh habitat. The marsh creation cells and nourishment area have been designed to minimize impacts on existing marsh and mangroves. Assuming some natural vegetative recruitment, vegetative plantings are anticipated to occur one year after sediment placement and three years after sediment placement. Containment dikes will be degraded or gapped approximately three years after sediment placement to allow access for estuarine organisms.

Project Benefits: In addition to the creation and nourishment of 928 acres of marsh habitat, this project will create a platform upon which the recently completed beach and dune projects (BA-0045 and BA-0143 Caminada Beach and Dune Restoration Projects) can migrate which will reduce the likelihood of breaching, increase the retention of overwashed sediment, improve the longevity of the barrier shoreline, protect existing wetlands and infrastructure to the north and west, and slow the current trend of degradation of the headland.

Project Cost: The total fully-funded cost for the project is \$39,112,114.00

Project Status: Engineering and Design is complete. Construction is scheduled to begin Spring of 2020.