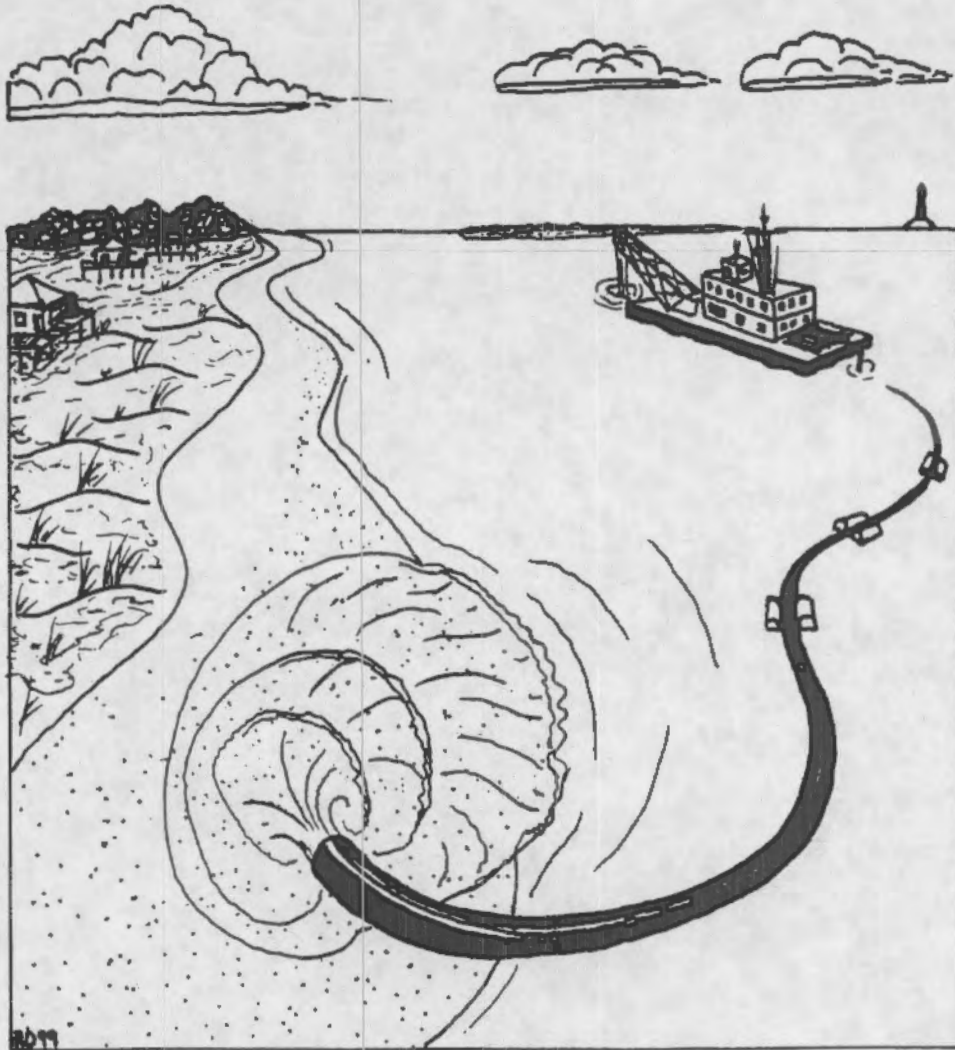


**Proceedings from the  
2<sup>nd</sup> Annual Coastal Issues Symposium  
*Topic: Solutions***



**Friday, March 5, 1999  
8:30am - 3:00pm**

**Sponsors**

*Alabama Department of Economic and Community Affairs  
Dauphin Island Foundation  
Dauphin Island Sea Lab  
Alabama Coastal Foundation*

## Table of Content

### Welcome

Jeff Collier, Mayor, Dauphin Island

### Moderator

Dr. George Crozier, Director, Dauphin Island Sea Lab

### Barrier Island Habitability - West End of Dauphin Island Case Study.....Preface

Dr. George F. Crozier

### Hurricane Recovery/Beach Replenishment in Gulf Shores.....page 1-4

Chuck Hamilton, Director of Public Works, City Engineer, Airport Manager for the City of Gulf Shores. Registered Professional Engineer in AL, FL & MS.

### The State of the Beaches of AL:1998.....page 5

Dr. Scott Douglas, Associate Professor of Civil Engineering, University of South Alabama

### New Technology Initiatives Within the Corps of Engineers.....page 6-9

Roger A. Burke, Chief, US Corps of Engineers, Mobile District

### Partnering with the Federal Government to Improve Alabama's Coast.....page 10-18

Howard Marlowe, President of the American Coastal Coalition, Washington, D.C.

### Summary of the Work in Progress to help Alabama's Beaches.....page 21-30

Congressman Sonny Callahan (R-1st)

### Panel Discussion.....page 32-67

Audience Question/Answer/Discussion Period.

Joining the Speakers for the Discussion:

DISL  
ADEM  
FEMA  
NFIP  
ADECA representatives

## Keynote Speaker

Our Keynote Speaker, **Howard Marlowe**, is the president of the American Coastal Coalition. ACC's goals are to:

- 1) preserve the role of the federal government in shore protection;
- 2) promote the preservation, protection and restoration of sandy beaches along America's coastline;
- 3) foster public understanding of the importance of well-maintained beaches to the national economy and to national disaster protection policy;
- 4) support these objectives in an environmentally and fiscally sound manner.

The Coalition serves as the liaison with the House and Senate Coastal Caucuses as well as with other Members of Congress, Executive Branch officials, and allied private sector interests.

## Purpose

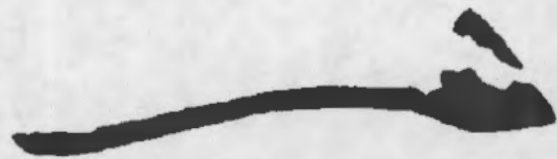
The purpose of this symposium is to discuss solutions to the problems (namely beach erosion) facing communities on the Alabama coast.

Alabama experiences hurricanes and erosion that threaten the natural resources upon which we depend for economic growth and increased quality of life.

What are the solutions? Where do small communities turn for help? What steps can they take to help themselves?

In an effort to find solutions, we are bringing together citizens, community leaders, scientists, engineers, and State and Federal policy enforcement leaders.

Dauphin Island, AL



## Preface

### BARRIER ISLAND HABITABILITY - WEST END OF DAUPHIN ISLAND CASE STUDY

Dr. George F. Crozier  
Executive Director, Dauphin Island Sea Lab

Given the fundamental physiography of barrier islands and the apparent trend of global climate change it seems that there should be some serious consideration given to the issue of human habitation and uses of these natural features. It has been argued for some time that we should never have occupied the islands in a permanent fashion (Kaufman and Pilkey, 1983).

It has been accepted for centuries that the sea and its resources could not be owned because the waters and biota could not be fenced or contained (Grabner, 1980). It can be argued that, on a geological time frame, the barrier islands would also easily fit those same criteria. Unfortunately we are learning that the same may be said for a more human time frame. Within a single generation, significant, recurring, property loss has been documented for the barrier features of the American coast and are currently being examined for the west end of Dauphin Island.

In 1987, a symposium on global climate change was held in New Orleans (Meo, 1987). The climate models were primitive by current standards and poorly calibrated to such a degree that the modelers themselves were extraordinarily uncertain interpreting the models' projections. This did not inspire confidence in the medium or long-range predictions, but they did forecast more hurricanes of greater intensity, and extended seasons. Interesting also was that there was no mention of slower moving storms of greater duration at point of landfall. The summary statement of the coastal resources session (Crozier, 1987) addresses most of these technical issues. With back-to-back summers featuring Hurricanes Danny and Georges, their uncertain projections seem to be more accurate than they, themselves, would have predicted a decade ago! Certainly the fact that Hurricane Georges maintained its assault on the coastline over the period of two high tides should influence marine meteorologists to re-examine the parameters by which storms are measured and characterized. Wind velocities and storm surge no longer completely reflect the impact of any given hurricane. Those two descriptors would not fit the hindcasting associated with the destruction of the low profile portion of Dauphin Island. "Georges" was far from a devastating hurricane by normal measurement, but the impact on the west end of Dauphin Island may have equaled or exceeded that of Frederic in 1979! Certainly the physical impact on the topography of the exposed low profile barrier feature was strikingly obvious.

Further, the estimates of sand volume required for Gulf shoreline protection, while adequate for the proposed configuration and short-term purpose, seem woefully inadequate for rebuilding a normal barrier island topography. If we have learned one thing over the post-Frederic era, it is the power, ability, and tendency of the natural forces of sea and air to "sculpt" the islands in every sense of the word. It seems possible that the proposed project could be a costly experiment which may simply confirm our worst fears! The vertical shape (overall topography) of the west end of the island may be the most important factor contributing to its long-term sustainability. Certainly a protective manmade "dune" may be of great value over the short term, but it is an unnatural configuration and

powerful forces will immediately go to work to re-establish an equilibrium topography. Given our understanding of the migratory nature of the islands, this should result in a landward shift of the central axis of the island and the mean high tide-water/land intercept (Leatherman, 1987). If this concept proves to be accurate, the private properties which were virtually at the land-water intercept before the onslaught of Hurricane Georges may be below the mean high tide mark of the resulting equilibrium topography.

Much of our problem with these low profile barriers lies in the absolute certainty of recurring episodes, on possibly increasingly frequent intervals! The situation of the west end is not that of a community devastated by a tornado in North Alabama. In that instance a recurrence has an extraordinarily low probability, and those affected are largely actual residents of the impacted area. The west end community is not predominately year-round residents and those that are not use the property as a second home or secondary source of revenue. This does not seem to be a powerful argument for the commitment of large sums of public dollars, particularly if it is going to occur again, and again.

All of that notwithstanding, the properties of the island have been legitimately bought and sold for many years. Title, under the law, has been established and taxes have been paid at all levels. This ownership is protected by our laws of real property and there are obligations of government, real and assumed, incurred by the imposition and acceptance of those tax payments. Policies that underlie the relationship between the various layers of government and the private property owner have been brought into question by a variety of natural hazards. Barrier islands, particularly low-profile features, are uniquely problematic because real property described on land which does not maintain fixed boundaries is completely foreign to our system of law dealing with private property ownership. This unfamiliar and almost incredible fact is profoundly complicated by the fact that the ever-shifting boundary is between an individual and public trust lands.

---

#### Bibliography

- Crozier, George F. 1987. Climate Change and Coastal Resources: Rapporteur's Comments. In: Proceedings of the Symposium on Climate Change in the Southern United States: Future Impacts and Present Policy Issues. Pp.244-246. ed. Mark Meo. Environmental Protection Agency. 605 pp.
- de Sylva, D.P. 1986. Increased Storms and Estuarine Salinity and Other Ecological Impacts of the Greenhouse Effect. In: Effects of Changes in Stratospheric Ozone and Global Climate. Vol. 4: Sea Level Rise ed. By J.G. Titus, 153-164. U.S. Environmental Protection Agency, Washington, DC.
- Emanuel, K.A. 1987. The Dependency of Hurricane Intensity Upon Climate. *Nature* 326:483-485.
- Grabner, Peter H.F. 1980. The Law of the Coast in a Clamshell. Part I: Overview of an Interdisciplinary Approach. *Shore and Beach*. October: 14-20.
- Kaufman, W. And O.H. Pilkey, Jr. 1983. The Beaches Are Moving. *The Drowning of America's Shoreline*. Duke U. Press 336pp.
- Leatherman, Stephen P. 1987. Time Frames for Barrier Island Migration. *Shore and Beach*. July-October: 82-86.
- Meo, Mark (ed.). 1987. Proceedings of the Symposium on Climate Change in the Southern United States: Future Impacts and Present Policy Issues. Environmental Protection Agency, 605 pp.
- Wendland, W.M. 1977. Tropical Storm Frequencies Related to Sea Surface Temperatures. *J. Appl. Meteorology* 16:477-481.

**Proceedings from the  
2<sup>nd</sup> Annual Coastal Issues Symposium**

May 5, 1999

**Topic: *Solutions***

## Hurricane Recovery/Beach Replenishment in Gulf Shores

Chuck Hamilton  
Public Works Director, Gulf Shores, Alabama

I want to introduce Greg Scofield, the City Planner from Orange Beach. The stage and prop man for today, Harry Stiehl, Harry why don't you stand up. Harry is from Auburn and you can see he is a big guy. He was one of what we called the sand police that we used during Hurricane Georges, and I'll tell you about that in a minute. Harry is going to roll the tape. What I've got here is a video, a short video, we'll cut it short we won't show you all of it, of Hurricane Georges damage along Gulf Shores. Scott will show you some good still slides. We'll give you a running commentary from the aircraft and the car. This is Gulf Shores right after Hurricane Georges.

What you can see, all these swimming pool decks, like right there, collapsed. These things, in accordance with ADEM criteria, we have to do a wave height study on them and a wave height analysis and they are designed to be sacrificial. So in the context of engineering and setbacks for the swimming pools, a lot were designed to be destroyed in a storm. Now this is an older structure, which was not designed that way and you can see the parking lot and of course, that is well south of Coastal Construction Control Line.

There is no question that Gulf Shores doesn't have enough beach. There's two questions. You know we talked about erosion being a problem, and a lot of people in Gulf Shores say, "well we don't have an erosion problem." And, we really don't. And if you look at it over the years, Scott I think will admit this. We don't have super-conclusive data about the erosion rates in Gulf Shores. Obviously you do in Dauphin Island. But, the point is not whether Gulf Shores is eroding or not, the point is we don't have nearly enough beach to start with. Now Orange Beach has a better situation. But in Gulf Shores, we definitely got to do some beach renourishment. We'll get to that in a minute.

As Scott said, we lost somewhere between three to five feet of sand during Hurricane Georges. You can see where the paint is on the pilings, and where they are exposed there is no paint. That will give an idea of how much beach was washed out. We saw as much as seven feet of sand gone from under those houses. Now that was an extreme case, it usually averaged anywhere between three to five feet. There is absolutely no truth to the rumor that the Auburn cameraman who took this had been to the FloraBama Lounge just before filming.

I'll talk to you about what we did in terms of shifting sands, Scott mentioned that. We got into a situation where we required all the sand to go back onto the beach. I think that's enough, Harry. I think they've got the idea.

Hurricane Georges was a near miss. Hurricane Georges, we got the tail end of it. And the same thing happened in Hurricane Opal. Gulf Shores, Alabama and Orange Beach really got the tail

end of the last two hurricanes. And, of course, we had Hurricane Danny sandwiched in there. Danny didn't really do a lot of damage to the beach. That was really just a wet storm that dropped a lot of pine straw and pine limbs. But, when you consider that both Opal and Georges were near misses and really not hits, and you consider the devastation damage that it created in Gulf Shores, it really gives you pause to wonder what would happen if we got another direct hit in Gulf Shores like Hurricane Frederick back in 1979. There was really not that much construction in terms of dollar value on the beach then, so the Hurricane Recovery was not near as expensive as it would be today. In Hurricane Opal, Gulf Shores spent about \$200,000 cleaning up debris. And most of that was sand. During Hurricane Opal, we worked with the State of Alabama Highway Department and we had a thing called a Sand Czar which was my secretary, Janice Childress. God love her, she did a super job. And what Janice did was basically, parcel out sand to those that wanted it. In other words, anybody along the beach that lost sand during the storm, we worked with the State of Alabama Highway Department's contractor and had them haul sand to that individual. So they were basically calling in sand orders. That got to be really hectic for Janice, but she worked her way through it and that was a success.

But when Hurricane Georges came along - we had about three feet of sand over Alabama 182, the beach highway, after Opal left about three feet of sand. And, a lot of that sand Opal washed over into the lagoon, and we'll talk about that in a minute, but, in Hurricane Georges it cost us about twice what it cost with Opal, to clean up the debris. During Georges what we did was we spent a lot of money, first, we spent a lot of time and money hauling sand back to the beach with the State of Alabama Highway Department's contractors and our own contractors, city contractors, and we did it through public beach accesses. And this point, I want to reinforce what Scott said about public beach accesses. We don't have enough public beach access in Gulf Shores and we've got a lot more than Orange Beach does, so there is a problem there in terms of storm recovery getting sand back to the beach if you're going to do it orderly. You need to have public accesses to do it. Now we discovered some public beach accesses on some old plats we didn't even know we had and that helped us and the highway department contractors. Now what we did was we took the sand off the highway and we took it straight south of these accesses and we left the mean high tide line and we tailgated that sand east and west along the mean high tide line and left it there for redistribution and dune building by the private property owners. And, that worked pretty well. Of course, Mother Nature took some of that, but she'll bring that back to us when we get the right tidal conditions in springtime.

Gulf Shores has passed an ordinance. That ordinance is in concert with ADEM's regulations which requires all sand from the beach and dune systems to be returned to the beach and dune system after a storm. Take it back to where it came from. And in Hurricane Georges, we enforced that rigorously. I mentioned the sand police a few minutes ago, we put Harry Still there and one other on top of a fire truck at the only exit off the island and stopped every contractor's truck that was trying to go north and examined it. The only trucks we let pass with sand in them were the trucks that had contaminated sand. And we defined contaminated sand very narrowly, very strictly. If the sand could be reasonably sifted without difficulty, that sand was to be sifted and was a put back on the beach. The only sand that we let leave the island was sand contaminated with oil, greases, gasoline, or something of that nature. It simply couldn't be cleaned by any normal or reasonably cost-effective means. We put back, because of this policy, we put back probably 99% of the sand originally

contained in the beach and dune system, about 99% of the sand that was overwashed by Georges with the exception of that sand that went into the lagoon, Little Lagoon. We took the attitude again, or the policy, and we kept telling people this over and over, by radio, newspaper and on the telephone that all sand must go directly south. If you had sand in front of your property, that was to go due south and back to the beach. And, I think we got reasonably good cooperation, but obviously, we couldn't recover sand that was contaminated, which was not a lot, and we couldn't recover the sand that was overwashed all the way into the lagoon or washed from the beaches or from the dunes on the south side of highway 182, which is the beach highway, to the north side. The hurricane recovery effort seems to get longer every time. But we were successful in doing that. But at Gulf Shores after a storm we've only mobilized five or six contractors into the city and are able to successfully do the effort, the bulk of it, in about two to three weeks.

Let's talk a little bit about beach renourishment and where I as a public works director and my boss as the administrator of Gulf Shores sitting back there, what we're looking to do is try and create a three-phase process.

Phase one was the recovery effort that is just winding down. And again this is to renourish the beach. Phase one, we went to the Corps of Engineers, we knew they were dredging Perdido Pass, so we went to the Corps of Engineers and we talked with them along with Orange Beach and we got an agreement to take the dredged sand they were going to dredge out of Perdido Pass and place it back on the beaches at Orange Beach and Gulf Shores. The Corps dredged about 300,000 cubic yards of sand out of Perdido Pass. They have completed that effort. Of that 300,000 cubic yards the cities of Orange Beach and Gulf Shores have redistributed along the beach about 120,000 to 130,000 yards. Now we have shut down that operation because the easements we have to go along the beach to get that sand have terminated for the tourist season. But we hope to re-institute that phase one effort, hopefully in the Fall if we get cooperation of the property owners that have private property between the dredged point site of Perdido Pass and the first public access at Gulf States Park beach overlook before we can get at it and load it on the trucks.

Phase two we're talking about dredging Little Lagoon. We've got overwashed sand in that lagoon from four storms. It goes all the way back to Hurricane Frederick, then Hurricane Elena, some of you remember that storm, and then Hurricane Opal, and then Hurricane Georges. We're looking at dredging the east end of that and of course, that's going to require some environmental studies. But what I really want to concentrate on, is what Scott talked about, and that is offshore dredging and beach renourishment from offshore. And from talking to several coastal engineers, I'm not a coastal engineer, I'm a civil engineer, Scott's a coastal engineer and we talked to other coastal engineers, and this particular situation we'll looking at putting about 300 to 500 feet of additional beach onto Gulf Shores with somewhere around a 10 foot high berm. That effort for just ten miles at Gulf Shores will cost somewhere around 20-25 million dollars. There is a Corps program, a Corps of Engineers program, where you design the beach and do a reconnaissance and feasibility study. And Scott said if, in that study, they'll do an economic analysis, and if in that study the benefit in mitigating storm damage, in reduced storm damages, will put that beach out there to that berm. If those mitigated damages are more than the cost to put the beach there, then you can get federal funding for doing it. That's about a 65% match I understand. I'm not sure how that number floats. But that's roughly what we're looking at. So, as Scott said also, the player that we see that's got to



step up to the plate is the State. Because I don't think the city of Gulf Shores can absorb 35% of 25 million dollars. We might be able to absorb half of that or some lesser number. But if this program is to work, it always comes down to dollars and that's what we're going to have to do to get state cooperation. Now we're looking possibly at a regional effort between Orange Beach, Gulf Shores and Fort Morgan, because sand doesn't recognize corporate boundaries. The sand is going to move obviously, and what we need to do figure out a way regionally at what rate and make that program that we described work for the entirety of Pleasure Island. That's about it.

The one piece of good news that we've gotten with respect to the phase three effort is that, and this takes two congressional appropriations by the way. It takes a congressional appropriation for a 50/50 federal loan match for the reconnaissance and feasibility study just to find out if you are eligible for the big bucks. And we found out that the authorization for that at the congressional level is still in place. We now have to get the second congressional bill which is the appropriation. In order to get money out of the federal government you've got to get two bills, an authorization and an appropriation. The authorization is in place so we've made - we've jumped, one hurdle already, so we are on our way.

I want to thank you for letting me speak with you today.

## State-of-the-beaches of Alabama: 1998

Scott L. Douglass, Bradley Pickel, and Brian Greathouse

Civil Engineering Department  
University of South Alabama  
Mobile, AL 36688

All of the Gulf of Mexico beaches of Alabama naturally fluctuates in width in response to the variable wave climate. The dry portion of the beach often builds wider when the waves are milder and gets narrower when the seas are stormier. Identifying the long-term trends in the midst of these fluctuations is a primary goal of this report.

About half (18 of the 38 miles measured) of Alabama's Gulf beaches have gotten narrower in the past three decades. Half of the beaches, while they fluctuated in width, did not have a trend in either direction. A few miles of beaches widened. Most of the beach width change trends are partially due to man's engineering. Figure 1 (also on the cover) shows the general locations of these shoreline change trends. A more detailed breakdown of specific locations and rates of change is included in the report (Figure 3). The behavior of the beaches in 1998 generally was consistent with the trends of the past few years.

Hurricane Georges caused significant damages to beaches and beachfront buildings when it made landfall on September 28, 1998. The responses of the beach and dune system and the structural damages due to the hurricane were consistent with expectations based on prior storms and research models.

Suggestions for the future management of Alabama's beaches include complete sand bypassing at inlets, consideration of beach nourishment engineering, replacement of storm-overwashed sand, changes in the role of government, improved public access to the beaches, more appropriate beachfront building codes and practices, and future research focussed on addressing the critical management issues.

## **New Technology Initiatives within the Corps of Engineers**

Roger A. Burke, Chief,

Plan Formulation Branch  
U. S. Army Corps of Engineers, Mobile District

Administration` Shore Protection Policy. The Administration, Congress, and local sponsors have a high regard for the Corps' Hurricane and Storm Damage Protection program and respect for the people who carry it out. However, they have to face harsh realities when it comes to providing money. While it is true that the Federal government is running a surplus for the first time since 1969, and we want to keep it that way, this does not mean we have money to spend on everything we want.

About 2/3 of Federal budget, entitlements and interest on National debt, is "uncontrollable." Interest on our \$5 trillion National Debt must be paid. So must entitlements, such as Social Security, to the people who qualify for them. Even with no changes in the underlying laws, Federal expenditures on these programs are likely to rise. This means the remaining 1/3 of budget, split about equally between national defense and "discretionary" programs, will continue to remain tight. We will still need to pick and choose among priorities.

In Civil Works, for the past several years, these priorities have been preservation of existing infrastructure, new navigation and flood control projects, and restoration of environmental values. This has placed other worthwhile project purposes, such as shore protection, in a position of lower budgetary priority. They provide good benefits for the money, but there is only so much money to go around.

Shore protection projects have been targeted because they commit the Federal government to outyear funding for up to 50 years. Even though beach nourishment is clearly more economical, environmentally sound and aesthetically pleasing than other approaches to shore protection, the future commitments involved make it difficult to fund them as a top priority.

Of the 89 Federal shore protection projects, the Corps of Engineers currently participates in providing periodic nourishment for about 50 projects. The Administration has stated that we will honor our commitments at these locations to the extent provided in law and our Project Cooperation Agreements. Indeed, we are spending more money per year on shore protection now than ever before in order to honor these commitments and carry out the projects for which funds have been specifically appropriated by Congress. This fiscal year, the Corps received \$86 million to shore protection out of an annual Civil Works program of over \$4 billion.

We have been unable, however, under the Administration's hudget policy since 1995, to recommend any new projects for construction. The rationale was that, since communities who benefit

from them tend to be in areas where tourist spending is high, they should be able to pay for these projects from local revenues. The two exceptions, where the Administration did recommend construction, were for protection of non-tourist areas and infrastructure (specifically, a water treatment plant), with no long-term Federal commitment.

Since 1995, the Corps has been completing the reconnaissance and feasibility studies Congress has asked for, and completing the Chief of Engineers Reports that are part of our normal planning process. When we sent these reports, however, they have been for "information only," without a recommendation for Congress to authorize or fund construction. Since 1996 we have not requested funding from congress to initiate construction on any new beach nourishment projects. Congress has added funds for several projects during this time to begin construction; however, the Corps has been constrained to sign limited Project Cooperation Agreements for construction associated with that year's appropriated funds.

Our normal process for recommending projects for construction involves an element of weighing the relative merits of proposed projects. Congress has, to a great extent, relied on our judgment in setting priorities for construction funding. It is very rare for them to authorize a project without a favorable report from us - even in the absence of one, the more common procedure is to authorize construction "subject to a favorable Chief of Engineers' Report" by a certain date. Our not recommending any shore protection projects, however, has to a certain extent left the role of weighing the relative merits of projects to Congress, where the process tends to rely more on political considerations and less on economic, engineering or environmental ones.

Last year, the Administration made recommendations for changes in the cost sharing formula. Since then, we have resumed sending reports to Congress recommending construction subject to new cost sharing formula as recommended by the Administration.

The major logjam in getting new projects authorized and funded is determining what costs will be borne by the Federal government and what costs by local interests. Under current law, the Federal share is 65 percent of the cost for initial construction and renourishment. Exceptions are that the entire cost of nourishing developed privately owned shores without public benefits, and private undeveloped shores, is borne by non-Federal interests; while the Federal government assumes the entire cost for nourishing Federally owned beaches. The prospect of the Federal government providing 65 percent of the cost for the remaining beaches - privately developed shores with public benefits - for 50 years has been the sticking point.

Last year, the Administration offered a proposal, as part of its Water Resources Development Act (WRDA) of 1998 package. Initial beach restoration would generally remain at 65 percent Federal, 35 percent non-Federal, but periodic nourishment would generally become 35 percent Federal, 65 percent non-Federal. This would allow the Federal government to leverage its funds over more projects. It would also mean that we would be able, once again, to recommend shore protection projects for funding on an equal basis with other projects.

The WRDA of 1998 was not passed by the 105<sup>th</sup> Congress, but the Administration has indicated that it is likely to offer a WRDA '99 legislative proposal early in the session, including a

cost-sharing formula change for shore protection projects. With the enactment of a cost-sharing formula change such as the one that would have been enacted in WRDA '98, the Corps is likely to be able to get back to the normal procedure of recommending shore protection project studies, authorizations, and funding. In the interim, we will continue to forward Chief of Engineers reports recommending projects for construction subject to the Administration's recommended cost sharing formula.

Regional Sediment Management. The impetus for this Coastal Engineering Research Board initiative came from a study by the Marine Board of the National Research Council which addressed Corps of Engineers' beach nourishment projects. The report recommended that the Corps and others look at the management of inlet projects with the idea of linking them to shore protection projects in a systematic approach. As a result the Corps developed a strategic plan which was presented to the 67<sup>th</sup> meeting of the CERB in May 1998. A subcommittee was appointed to make recommendations regarding how to implement the Marine Board's recommendation. The subcommittee presented their report to the October 1998 CERB and recommended a three-phased approach that included demonstrations to assess the benefits of managing sediment as a regional scale resource and to identify the obstacles, institutional and otherwise, that hinder or prevent the realization of such benefits; research and development to support the demonstrations; and oversight and integration. The goal of the program was to change the paradigm of project specific management to a regional approach in which the Corps would stop managing projects and begin to "manage the sand."

The Mobile District volunteered to conduct a Regional Sediment Management Initiative demonstration program for the area from St. Joseph Bay, Florida to the west end of Dauphin Island, Alabama. A workshop involving Federal and State stakeholders was held on 9 February 1999. The consensus of the group was that the initiative proposed a better way of doing business the objectives of which would include: improvement of economic performance, development of new engineering techniques to optimize/conservate coastal sediments, provide for overall management in concert with the environment, and identify bureaucratic obstacles which would have to be overcome for success. The Mobile demonstration is the first of five to six demonstrations nationwide and will set the stage for the other areas. Six possible demonstrations were identified by the group and included Mobile Harbor/Dauphin Island. Future activities include additional meetings with stakeholders to develop objectives and to further define the components of the demonstration program. The following are expected to be the major elements of the demonstration program:

Development of management objectives – Sediment management itself and/or demonstration

- Process hypothesis development - How the resource is behaving
- Management Actions
- Monitoring Program
- Analysis and adjustment
- Reporting and recommendations

Opportunities for Corps Assistance The Corps may have an opportunity to assist in solving the erosion problem at Dauphin Island under four existing Authorities

Small Beach Erosion Control Project-Funds were received in fiscal year 1998 to initiate a feasibility study of providing a storm damage reduction project. If the feasibility study finds that there is a feasible project, the non-Federal sponsor must agree, among other things, to allow public use of the beach and provide parking to support public use. Project construction is subject to cost-sharing.

Beach Placement of Dredged Material. The Corps may participate in the costs of beach placement of material dredged from a navigation project such as the Mobile Harbor Entrance Channel when the action is requested by the state, is in the public interest, and the added costs of disposal are justified by shore protection benefits. Project construction is subject to cost sharing.

Beneficial Uses of Dredged Material in Connection with Dredging. The Corps may carry out projects for the protection, restoration, and creation of aquatic and ecologically related habitats. It unclear whether this authority would be applicable at Dauphin Island. Project construction is subject to cost sharing.

Planning Assistance to States. Under this authority the Corps may assist communities in preparing water resources development plans. This authority could be used to develop a beach management plan for Dauphin Island. Costs of this program are cost-shared on a 50/50 basis.

## Partnering with the Federal Government to Improve Alabama's Coast

Howard Marlowe, President  
American Coastal Coalition  
Washington, D.C.

Our *Keynote Speaker, Howard Marlowe*, is the president of the American Coastal Coalition. ACC's goals are to:

- 1) preserve the role of the federal government in shore protection;
- 2) promote the preservation, protection and restoration of sandy beaches along America's coastline;
- 3) foster public understanding of the importance of well-maintained beaches to the national economy and to national disaster protection policy;
- 4) support these objectives in an environmentally and fiscally sound manner.

The Coalition serves as the liaison with the House and Senate Coastal Caucuses as well as with other Members of Congress, Executive Branch officials, and allied private sector interests

I don't know the figures on the Port of Mobile, but in 1990, \$2.5 billion tons of cargo, valued at well over \$500 billion dollars moved through the nation's seaports. What I'm saying is we've got a heck of a lot going on right in your neighborhood. And that translates into something that is extremely important.

In 1996, as you heard just before, the administration announced the policy that said that they did not want to put any more money into new shore protection projects. Something that we had forgotten about was they said more than that at the time. They said they didn't want to put any more money into new shore protection projects and new navigation projects and new flood control projects which certainly extend into both of those areas. Those areas in terms of navigation and flood control projects, the folks who are involved in the inland waterways organize themselves very quickly. And the administration backed off and never mentioned once more that they thought those things were inappropriate for the federal government to be involved in. Never more did they say that.

But, shore protection, they continue to say that they can't fund it. And they would also say it was a low budget priority at the federal level. After all, they have many more things to be concerned about. Why is coastal flooding different than inland, riverine flooding? We all get upset and rightfully so, when we see people whose homes are flooded out like in the Mississippi River or the Missouri River Area, or whatever river it might be and we say, yes, we ought to provide disaster relief, and we don't curse them because they go back and build their properties where they were before, or near where they were before. But, coastal area, that's something different. Why are they treating those folks differently? Because they shouldn't have been there in the first place. I'm sorry, but where did

we get our community settled to start out with, when we, the nonnative Americans came here? We came to the coasts obviously. You have to arrive here by the coast. Our ports developed, our commerce developed, all along the coast. If you want to go back to nature, as I assume Dr. Pilkey may have referred to last year, everybody would come to the coast. I'm sorry. We can't do it. We didn't start out in the Midwest. We started out on the coast, so we are going to forcefully move everybody out. No. Folks aren't going to do it.

Now what we do is set sensible, sustainable coastal development policies, and that is critical. But it is not sensible or sustainable to be suggesting retreat. Retreat is not an option. I understand that it is one option that has to be considered but from my standpoint and from a political point of view, it is not an option. The coast has too many attractions to it. We've got to figure out how to have sensible, sustainable, what I think every year in Washington there is a different term for this stuff, now last year it was sustainable growth, this year it is smart growth. Whatever it is, we understand that there has to be some balancing in place. We can't say to folks "build whatever you want to, wherever you want to build. And then if it is inundated by the ocean in the storms, just build it right back on the water if you want to." Some of those things don't make sense. We've got to figure out how to balance property rights and coastal development policy, so that we are able to develop communities that can be sustained over a period of time.

I always have to tell members of congress that barrier islands move, wherever you have sand, it moves. You are going to have to deal with solutions which are not hard solutions. They are basically soft solutions. That is, they are sand placement solutions. That is, sand that is placed to make up for erosion will move. Sometimes it will move out and you'll lose part of it during a particular storm or a particular season and it'll come back in, nature will bring it back. Some of it will be a net loss. It will get out into the system, the near shore system, and you're going to have to do periodic renourishing. Does that mean it was a failure? Of course not. Because as we talked before, you are going to maintain your house, your roads, any other infrastructure - the beaches are part of the infrastructure. Nature is part of our infrastructure, the coast, the sand, and the beach. I don't want to have to come back here again and see a sign that says "no swimming allowed" because of the beach erosion. I don't want to see homes where the water is closing in on the posts. What are we going to do about it? Well, let me refer very specifically to some things that have been said and tie them into what is going on in Washington.

In the first place, there is a federal program for shore protection assistance. One of the handouts that I provided, the one of sort of green persuasion, gives some indication of which states are getting that money over the past several years. New Jersey. New York is the one that always surprises folks the most, forgetting that is a coastal state with a heck of a lot of coastline on it; from Staten Island all the way out to Montauk, Long Island. And Florida doesn't surprise anybody, South Carolina, Virginia, so forth. Illinois, that's one project and one of the gentlemen from the Mobile District really referred to what that project is. It's the one supported by the administration. It's really a hard structure around a water treatment plant. And then North Carolina. And California is not terribly happy about these figures but things are changing. And notice the state of Texas is not listed down there, they've got a heck of a lot of coastline. Alabama is not listed. We curse the darkness and say "why aren't we getting any money? It's the fault of our Congressmen." No, no, no, that's not the issue. You all have got to provide some direction before members of congress are going to ask for



money for shore protection projects for the state of Alabama.

The American Coastal Coalition was formed first to change the administration's policy from one of no shore protection projects being recommended to one of shore protection projects being recommended. And, basically, back in 1995 the bar graph on the blue sheets is the level of appropriations that existed before the administration announced its policy for shore protection, or against shore protection as the case may be. As you can see, shore protection projects took a hit in 1996 and then look what happened. We organized. This is not all due just to the American Coastal Coalition, although a large part of it is, I'm proud to say. But, coastal communities organized and they got in touch with their members of congress and said the Corps' hands are tied. They can no longer recommend to the administration what studies ought to be done, what projects ought to be constructed in terms of shore protection so we are going to have to go at this a different way. We're going to have to contact our members of congress directly. And congress responded and you can see that the response has been very good. This was in 1997 and 1998 and 1999. That drop in 1999 in the bar figure there should not be looked as a loss of anything other than the Corp having difficulty with the administration. The overall Corps budget was slashed by easily a billion dollars by the administration and congress had to go back and do its best to replace money to the Corps. Look at this though, the Corps budget. Let's look at round numbers, it's four billion dollars for what they call civil works projects meaning navigation, flood control, and the all the other functions of the Corps. We're talking basically in round numbers of a hundred million dollars is a good year for us. If we get a hundred million dollars out of the federal government for shore protection, we're doing great. The state of Florida alone has dedicated thirty million dollars a year for a state fund in order to get its share of shore protection projects. The state of New Jersey, the only other state which has a dedicated fund, gets sixteen to twenty million dollars every year. South Carolina is onboard now. There's a story that ran across the news wires in the last couple of days that South Carolina was getting ready to budget and create a dedicated funding for its shore protection projects.

If you think that this a problem for Alabama, you're right. One of the things you have to do now is decide what you want to do locally. But you can't move ahead unless the state is willing to do its share of providing financial assistance on an ongoing basis to manage and protect Alabama's coastline. It's a state resource. The state is using it in its tourism. I see the stuff on cable TV up in Washington, D.C. You get invited to come down to the Gulf beaches. I'm happy to see that going on, but what are people being invited to come down to see? How much of a resource is that? Of course, you are more properly concerned obviously about the issue of "is your house is going to survive the next hurricane." Obviously, you can't predict that, but the only way that you can deal with it is in making a long term commitment.

You also have to do certain things in the short term. In the short term, the mayor referred to Project Impact through FEMA. The Town is to be commended for being one of the early communities to take advantage of this innovative disaster mitigation program from FEMA. My hope is that further down the line, as the Town and its partners and the county gets involved in that program, that you will be able to convince FEMA to use some of the money that the federal government is going to provide, to assess how your sand will be used to mitigate damages. You need to do things like shuttering houses and doing a variety of other things like that, but sand is one of the best means of mitigating damage and FEMA needs to get onboard with the idea. It can save disaster

relief bucks by the millions if FEMA will only understand that sand placement is an important part of disaster mitigation.

Now before the American Coastal Coalition, there were concerned people like you. In fact, Alma Wagner and Kay Breitenfeld were at the International Coastal Summit. We had a coastal summit last year in Washington and it was the first time anyone ever gathered together on a national level to bring folks together and say "we are a power and we want to be listened to." But there are mayors and council members and local government entities, and local property owners, and local businesses who are there to say that the shore protection, hazard mitigation, flood insurance and other issues like that are not a low priority. They are a high priority to us and coastal America. And those people who say that we ought be retreating, have got the wrong solution.

I'm going to try to be as diplomatic as I possibly can and it's not a partisan issue and I refer to this administration sometimes unfairly in fact. There are people in this administration who clearly believe that y'all ought to just head off the island. You've got too small an island to stay, you can't just go to the north side, that's not good enough, get off, that's the answer because you don't belong here and you are fighting nature. Well, the answer is you are here and we're going to find a way to enrich your community by using the resources that you've got. The federal government's program for shore protection has been outlined to you already. It is one where after a reconnaissance study is done, which takes, in lobbyist terms it takes a year, it takes the courts less than that to do. When you get that authorized, you have to get it appropriated and get it done by the Corps. The Corps determines that there is at least the basic federal interest in moving forward, then a more detailed feasibility study is done and that is cost-shared 50/50 and in numbers that I have seen from folks that I work with it can cost \$500,000 to over a million dollars, half of which is paid for out of the local, non-federal share and out of the non-federal share some could be cost paid in kind.

Then you move to a project authorization which has also been referred to. This is the blessing that Congress gives us when you get an authorized project then it is authorized to receive federal funds for construction. Construction is a word that in beach terms doesn't always go together. Construction really means sand placement. It could mean hard structures. It depends upon the design that the coastal engineers come up with but the Corps works with the non-federal sponsor to determine what the best plan is to come up with and to a large extent the Corps focus over the last several decades has been on trying to use sand nourishment as the best means of stopping erosion problems and protecting property and to limit the use of hard structures to the greatest extent possible.

We exist in the American Coastal Coalition to promote that program and policies which will benefit coastal America. How are we going to do that right now, what are the issues and what can you do to help? There is a Water Resource Development Act of 1999 which is going to be acted on this month in committees of both the House of Representatives and the Senate. You make think that the House and Senate have nothing to do other than impeachment matters but they have plenty to do other than that. But we are determined to make them earn their money this year. It's easy when you get out of Washington to bash Washington but these members of congress have been busy doing a bunch of other things while the cameras have been focused on certain other matters. The issue that's been worked out here, the Water Resource Development Act, contains some important policy

changes, one which was referred to by our guests from the Corps.

The Administration proposed a cost sharing change in the shore protection appointment. Congress is not going to buy that change but hopefully they will buy the change that has been recommended by the American Coastal Coalition. The initial construction, otherwise known as initial nourishment of beaches is shared 65% federal 35% non-federal. That will not change. The administration does not propose that it be changed. The administration did propose that the periodic renourishment, which is what happens when sand doesn't get placed by the Corps using crazy glue, gets down there and the beach and sand moves and you need to renourish periodically. The administration wanted to flip this cost sharing to 35% federal, 65% non-federal, that's going to be rejected by Congress. The proposal which was passed by the Senate last year, which I believe will be passed by Senate again this year, was a 50/50 cost sharing which is very akin to the cost sharing that you heard referred to for many other kinds of water resource projects. The House was at least ready to buy the same approach actually phased in a period of a few years. The issue of cost sharing is important only because it's the kind of thing that you need a change in the cost sharing formula for the administration to declare victory. Their policy of fiscal responsibility has been heard by Congress and Congress has changed the cost sharing formula.

So the number one thing that I would hope that you will do is to contact your congressional delegation and urge that they support the change to the cost sharing formula, so that it can put the Corps back in the business of recommending studies and recommending authorizations and recommending budgets. You don't know how important these folks from the Corps are to the success of your program. They are vital to it and they have been taken out of the loop in part. I think in large part by the Administration's policy. It's not a Corps policy, it's an Administration's policy. We've got to put them back in that loop fully so that they can be part of the process of finding solutions. And that's not to say they are not a part of that process but it's almost a little bit clandestine on shore protection right now. I call up folks at different districts of the Corps and say "well how much money could you use if Congressman so-and-so requested that money?" and they will answer that question. If they don't answer it to me, they will answer it to a member of congress. And, we've got a case going on right now in California, let's put it a little closer - the case in North Carolina - where the issue is could they use just \$200K to negotiate a contract, a project cooperation agreement for the coming fiscal year, or could they use \$5.6M to negotiate the contract and get the construction? And they can't really answer that officially. Well they're not proposing it, I mean, normally the Corps would be in the budget process of proposing this. It would come naturally. Now it's up to folks like members of congress and local sponsors like you're trying to figure out what can be done and how it can be done fastest and working with the Corps on that. So, we're working on that particular solution and the answer is that the \$5.6M will probably speed that project along, rather than spending the \$200K this year and waiting for next year to ask for the rest of it.

All of this may sound a little bit brief, but the answer is that we need to get the Water Resource Development Act passed for the cost sharing formula change. We need also, in the area of shore protection, support for WRDA because there are a number of other policies in the Water Resource Development Act. One which is not there, one which Scott referred to before, we (the American Coastal Coalition) believes that if you dredge a channel, that the first use of sand, the first choice of sand, by law, ought to be that it's placed up on an adjacent beaches. It makes zero sense to, in fact

it costs a heck of a lot of cents, in the dollar and cents, to put that offshore. Then we're going to have to come back and spend tax payer dollars, I can't tell you how many times that this has happened, we've got to spend tax payer dollars to do a shore protection project to bring that same sand back in.

Now again, this is not the Corps fault. This is a policy issue. The Corps is doing its best to work things out. We have got to assist them, encourage them, prod them to do as much as they can do under their existing authority. But if they say the existing authority isn't there, then we have to get it changed by Congress. We've got to get the folks in Congress to recognize the fact that you've got all of this great resource, what a million cubic yards of sand, in a federal navigation channel and it is an important resource for the Town of Dauphin Island. I've got folks who are fighting over 40K cubic yards of sand over in Charlotte Harbor, Fort Myers area of Florida trying to get 40K extra moved into the dredging project, and you've got a million cubic yards of sand. If it's anything close to that, we've got to be sure that it's part a regular process of dredging that bay. Anything that is beach quality, the first choice is to put it up on the beach and get it there as quickly as we possibly can. Those are, at least part of the short term solutions and it is part of a long term solution as well.

Next of all, you have got to commit yourself and I hope, and this is where I put my foot in my mouth, I hope that you will bite the bullet and commit to a long term federal shore protection project. This involves a reconnaissance study, a feasibility study and the authorization. What's the difference here is a coastal engineered solution. It isn't just taking beneficial use of the sand and putting it upon the beach. It is designing the profile of the beach in the best way that, and a profile of the beach as you all know, the beach that you see is not just the beach and the sand, but it's the beach that's underwater. Designing that profile so that it is, we get it back to help nature hold that sand in there. That's what a Corps feasibility study and the whole design process that the Corps goes through with coastal engineering concepts. That's what that brings and then the placement of sand into the areas that have been designed, and under the federal program, a project is given a life and that life is up to fifty years. The project has a design life of fifty years, an economic life of fifty years, so therefore, after that initial placement of sand there's a program set in place at the start for a periodic renourishment of that over a fifty year period. What happens at the end of fifty years is being set for another conference, another place, another day, we haven't hit that yet in the federal program.

It's an interesting subject. However, that is a long term solution. How do you get there? Well, yes, it's going to require that you make decisions regarding public access. You are not going to get federal money to use to put sand on beaches where you don't have public access. You've got to make that hard decision and if you decide that you don't want to allow public access then my suggestion to you, and I know that it's easy for me to say because I don't own a home along the coastline here, but my suggestion to you is to get use to seeing the Gulf of Mexico moving closer and closer to you and do whatever you need to do to waterproof the home. Because it's coming and it will continue to come and that is when the Orrin Pilkey's of this world win. Because if you don't retreat, who are you going to sell your house to when it gets in a condition that nobody wants it, that thing is gone. So he wins. And I don't want those folks to win because that's the no action approach, the anti-coastal approach to solving our problems. So you've got to take a look a public access.

You're also going to have to do something else. You've got to get the State of Alabama involved. I fortunately don't know what's been going on in the senate but I have heard a little bit in my stay here so far. But, let me tell you, look beyond that if you possibly can and do your work on the state level. Organize. Scott didn't realize it before, but when he used the term at one point 'Alabama Coastal Coalition,' and he meant American Coastal Coalition, I thought, fantastic, what a good idea. Put together an Alabama Coastal Coalition - folks who are going to focus at the state level. They have it in California, they have it Florida, they have it in New Jersey. They have organizations that focus at the state level with their legislators. Not only for money policies, but policy policies that are friendly to coastal communities. Maybe you folks will come out of here today deciding you want to put together your coalition of communities that will lobby on the state level for those policies.

Whatever you do understand that when Scott referred to the fact, coastal engineering works, that's a reality. When you see beaches done on slides that he has shown you, you can see slides up and down the east coast where coastal engineering has worked, where communities - one that I was involved with years ago, the American Coastal Coalition is one part of my activity - and my sort of pro bono activity is that of a lobbyist representing specific communities. The city of Venus, Florida, 18,000 people, had a beach that was eroding. You go there today and it is a beautiful beach community. They came up with the local share and they got the county to kick in some money and they got the State of Florida to kick in money. That was before the State of Florida had a dedicated fund. And today they've got four miles of beautiful beach which withstood a lot of the Gulf storms. In fact the city manager told me a couple of weeks ago when I spoke to him that the project that was done four years ago as initial construction by the Corps has actually accreted rather than suffered from erosion. They are doing well.

Will all projects perform that well? No. But the answer is that working with your congressional delegation and you have got a congressional delegation that's anxious to help. I know that. You know that too. Again, I've told you before, I offered a confession at the beginning that I'm a lobbyist so I look at things as a lobbyist. He (Sonny Callahan) is well placed. He's in a position to help you. That doesn't mean that things will automatically come. You have to decide the direction that you would like to go and then ask for his help and for the help of your two senators and then go in that direction and you make the hard decisions.

There is material that I have here that and some other stuff that did not get handed out to you which talks about the American Coastal Coalition and an overall agenda for a National Coastal Policy. And also, it talks about ways in which particularly businesses can participate in that program that we have. One of the things that we didn't get into just shows you the kinds of activities that are going on this month. Where we have a symposium of issues, flood insurance and other things like that. Know that whatever way you want to participate, whether you want to participate in a forum such as this, whether you participate by writing a letter to the congressman, writing a letter to your state legislator, working within the community; the important thing for you to do is to keep on doing what you are doing today and that is participating and speaking out. Thank you very much for the opportunity for being here today.

Dr Crozier: Howard has to leave this afternoon and won't be here for the full session and the Congressman has come in obviously and he said that he has just a few minutes. Are there any questions of immediate urgency for Mr. Marlowe? We'll just take a few minutes if y'all have some questions you would like to direct to Howard right now before the Congressman speaks. Are there any questions?

Question: How much would you charge to lobby for us?

Howard Marlowe. I think that would be inappropriate for me to answer right now. The American Coastal Coalition is happy to, not assist specific projects, but provide information and assistance on policies and other than that, the membership to that is in the brochures over there. Let me say that you could be a very effective lobbyist for yourselves. I certainly would be happy to answer your question in another forum other than this, but I think the answer is the first job is for y'all to decide what direction you want to go in because in cases where I do represent beach communities; the one's that are most successful are the ones where the folks have come to the hard decisions themselves and have decided on direction and they know which way they want to go, and at that point I am able to work with folks. My sense is that things haven't reached that point here so that may be a premature question to ask whether it be of me or anyone else.

Question Obviously, you and Mr. Pilkey come from somewhat different direction but wouldn't you agree that before you go to the taxpayer, the national taxpayer to help us out, that we should put our own house in order in terms of future developments and controlling future development in ways that it would not be an additional risk to the taxpayer

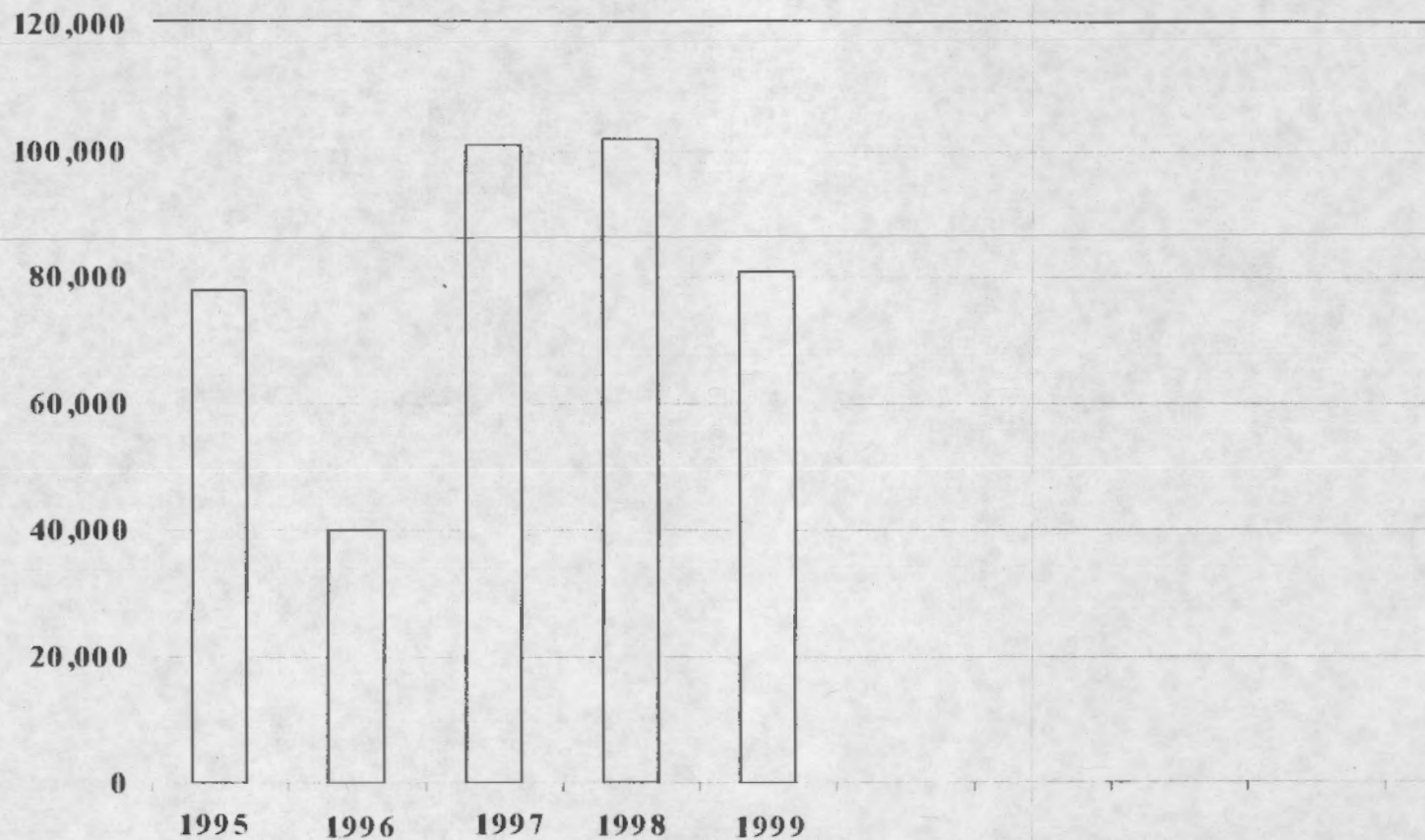
Howard Marlowe. Yes. A critical part of any sound local plan that fits a coastal community is to develop a plan for how you are going to deal with new construction or rebuilding of existing structures. What's going to be allowed and what's not going to be allowed, where you are going to allow people to build and under what kind of building codes and conditions. My understanding is that at least some of that is in place here but it may not all be in place and you cannot, there is no desire that I have to ask taxpayers at any level to put money into a project that is going down the toilet. What you do want to do is ask people to put taxpayer money into something which, again, is a responsible approach to protecting and maintaining the coastal development so, yes, you clearly have to make decisions at the local level as to what you want to do in a community to permit building to go on and a good development plan or a management plan is a critical part of that. And any of the communities that I have seen where the federal government has put in shore protection programs, put federal dollars into shore protection programs, are the communities where there seems to have been a meeting of community basis or county basis or statewide basis which offered a plan as to how that coast is going to handle growth from thereon in the future, so that we are not throwing money down the toilet. Are there any other questions?

Question You mentioned public access to the beach being very important, does that mean that Dauphin Island needs to open up the entire south side of the island for the public or can it be something more limited?

Howard Marlowe: Basically, without knowing the specifics of Dauphin Island, you need to have vertical access to the beach. Already as I've said, statewide, you have what I call horizontal access to the beach up to the mean high water line. That's there, but you need this vertical access. Public access to walkways, parking spaces and the like. The Corps has required accesses every half mile or so as I recall, generally speaking every half mile, and parking spaces and things like that, that have to be provided. You have to meet those standards. Folks get very worried about that. I've watched it in communities throughout the east coast and it works out very nicely. I understand that there are easements that are already there for access in Dauphin Island, maybe there aren't enough, maybe more have to be provided, I have no idea. But the fact of the matter is that if you open up, you will get support of the federal government, and the state dollars that I hope that will be forthcoming, can be done on a limited basis within the degree that federal policy and state policy will allow. But, public access is going to have to be real. It's not going to be something that's going to be a sham. We've got one community that I won't mention, it's in a different state of course, but they've got public access. I pulled up there once to have a discussion with the town attorney at town hall which is several blocks from the beach and I pulled into the public access space for the beach, it said literally, right there, 'public access,' and there was no beach nearby. And where they did have public access, wherever the town put up 'public access' signs the local homeowners were taking them down. Well, suffice it to say that the federal government took a look at that one and said, "No, we are not going to provide taxpayer dollars into that project." And I support that approach entirely. Those are hard decisions for you folks to make but I do encourage you to start debating and perhaps going out in other communities that are similar and taking a look at what they've done and their experience with how the public, the day trippers and the like, have used the beach and what problems it's caused. I don't hear about the problems. I hear about the positive results like, "Oh, you remember that restaurant that wasn't getting any business and is the only restaurant in town, well, now he wants to build an extension to his restaurant." "That fishing pier that was rotting, well now we're rebuilding the fishing pier." I hear all those good stories. And believe me, I'm there to hear bad stories as well so I would encourage you to take a look at what other folks have done.

### Federal Beach Nourishment Appropriations: FY '95 - '99

(in millions of dollars)





## What States are Getting Federal Beach Restoration Money?

State	1999	2000
California	\$ 50,000	\$ 3,431,000
Delaware	\$ 1,052,000	\$ 2,218,000
Florida	\$ 18,936,000	\$ 16,100,000
Illinois	\$ 10,050,000	\$ 13,260,000
Maryland	\$ 200,000	\$ 300,000
New Jersey	\$ 13,435,000	\$ 12,052,000
New York	\$ 21,260,000	\$ 8,636,000
North Carolina	\$ 342,000	\$ 1,250,000
Pennsylvania	\$ 500,000	\$ 520,000
South Carolina	\$ 3,150,000	\$ 150,000
Texas	\$ 0	\$ 100,000
Virginia	\$ 19,460,000	\$ 21,145,000

## Summary of the Work in Progress to Help Alabama's Beaches

Congressman Sonny Callahan (R)  
United States Representative  
District 1

2466 Rayburn Building  
Washington, D.C. 20515

Good Morning to all of you. If sometimes during this presentation or this informal talk my lip starts bleeding, don't be alarmed. I cut myself shaving. I've been trying to get it stopped. I stopped by Ben's to get one of those sticks and they didn't have any. But Aliska, who is my District Manager, we took advantage of this and we parked in a handicap zone.

I heard the comments and the question of the speaker earlier and someone asked the question "Should you have lobbyists?" I might tell you that you already have. You pay me \$140,000 a year. And I have two great assistants in the form of Jeff Sessions and Senator Shelby and you pay them the same that you pay me. But, seriously, if you do need activity through legislation in Washington. That's no problem. I don't have any formal remarks this morning but I do just want to tell you that the problem that the three of us have in Washington is we have not been instructed what to do. And until all sides get together, we are unable to come forth with some solution, a long term solution, to the erosion problems not only on Dauphin Island, but Gulf Shores and Orange Beach as well.

We can't do it, we're not engineers. We have our own theories of what might work and what might not work but you do have professional people who can tell you what the long range solution to the erosion problem is, which at the same time hopefully can correct some of the damage that has been done primarily as a result of Hurricane Georges. So we are ready, willing, and able to help you any way we can. Money is going to be somewhat of a problem but ironically, not on the federal level. I am optimistic that we can get whatever authorization you need to do whatever project that is legal under the environmental laws to correct the problems at Dauphin Island. It's going to require some sponsoring money. Either the state, the city, the county or some organization is going to have to come forth with the federal matching requirements that are necessary in most all federal projects now.

When we build a federal interstate highway, the state for example, or some local sponsor is required to put up ten percent of the money. If we build a secondary highway, for example they have to put up fifty percent of the money and there is some question as to whether or not the percentage in your case down here, would either be 35% or 50%. But whatever it is, it's going to require some matching money if you go into a program that's going to require federal money for correcting the problem. I don't know if we are talking about that much money and also, even though you cannot say in any way, shape, or form that Hurricane Georges was a blessing, nonetheless, the FEMA rules

permit us in some cases to waive some of the local costs. That's what FEMA is for. The Federal Emergency Management Agency which is an agency that under some circumstances can come in and give emergency authority and emergency money to communities to correct storm damage problems such as we contend the erosion is.

I'm real pleased also that the Corps seemingly is working with my office and are responding to our requests which come from you. We have no way of knowing what the problem is or what the suggestions might be and we have to rely upon the federal professionals. The professional engineers of the United States is the U.S. Corps of Engineers and we are blessed that we have such a fine facility of professional people working here in Mobile. We are also sort of blessed that I am on the Energy and Water subcommittee which appropriates their money. And they understand politics and they understand that, today more than ever before, they need those of us from the South in areas that have an abundance of waterways such as Alabama, Louisiana and other states that so much activity comes through the jurisdiction of the Corps.

This year it is a little bit different. At the beginning of the year Bob Livingston, who has water problems similar to mine and that the COE has a great deal of jurisdiction overseeing that these problems in Louisiana are taken care of and that these channels are maintained in an environmentally sound way, was to be the Speaker of the House. And when it came time to decide the organization of the House during the brief tenure that Bob had as Speaker, we talked about the importance of this subcommittee to the Southeast. And in line to have that position was a member of Congress from California who is a good friend of mine. And he, Bob Livingston and I had a long discussion...that we must have a study done that can tell us professionally whether or not, or what would be necessary to stop further erosion. What is going to stop future catastrophes such as a hurricane from washing over the entire Island as it did during the last hurricane.

A non-professional look at it from my point of view would indicate that we have got to have some type of riprap, finger type of jettisons out into the water to make certain that our beaches stay. That is what I think but that does not necessarily mean that is the solution. And there is talk of a plan to dredge Petit Bois Pass and make it more navigable. That is clean sand. That could be a problem when you talk about the Mobile River because we don't want dirty sand pumped on our beaches. We need clean sand. But if indeed finger jetties with riprap could be extended out strategically into the Gulf, I think that it would stop some of the erosion problem. But I have to leave that to the professionals to tell me whether or not that is the solution.

If it is the solution, then someone has to come to me, someone of authority such as Mayor Collier, such as Governor Siegleman, and tell me that and then either the Town or someone from the county or the State has to be the local sponsor. And if they will come to me with their request, whatever it is, and for whatever amount of money it is, as long as it can be approved environmentally by the COE, we can get the Federal matching money. Federal matching money, I don't think will be a problem. It is the local matching monies that is going to be the problem. So at this point, I am not sure what percentage we are talking about because I don't know whether we are talking about the FEMA money.

The FEMA money is questionable at this point too because the FEMA people gave my office an

indication that the initial number of cubic yards of sand would be far less than what reality is proving. I think initially someone indicated to FEMA that we would need 6,000 cubic yards of sand to correct that problem to pre-hurricane conditions, and now I understand that it is up to around 300,000. And then FEMA informed us that when they granted authority to redo that portion of it, they were granting money not number of cubic yards of sand. Now someone in FEMA made a mistake and they came back and they gave us some misinformation. So I contacted Witt, the director of FEMA, and asked him to go ahead and indicate to whichever authority is necessary to make certain that it is a monetary amount and not cubic yards of sand as someone in Atlanta may have indicated.

I am here today representing both Jeff and ADECA to tell you that we want a long term solution. We don't want a temporary solution. We want a long term solution. We will do whatever you need us to do on a national level. We will get whatever authorization that you need put into law this year and that the monies, as I have indicated I don't think will be a problem on the Federal level.

I do want to once again commend the Corps. I was in the airport in Atlanta last night and I met the former District Director of the Corps here. We sat and talked about this for 2 hours. He is no longer with the Corps but is certainly knowledgeable of Corps activities. And then we had the opportunity to bump into the Colonel later on and had the opportunity to talk briefly with him. But I commend the Corps for being a responsive agency that is willing to do whatever they can lawfully do. Whatever you all come up with and with the solution that you have in conjunction with working with the Corps, we are going to put it into legislation this year. We have excellent cooperation from the transportation committee which is the authorizing committee. The chairman of that committee has already sort of given us an okay.

In Congress, what we have is an authorizing committee and an appropriations committees. The authorizing committee does just that, they authorize the project. The appropriations committee funds the projects that the authorizing committee recommends. But in some cases the chairman of the committee will give a member the authority to appropriate without authorization by simply sending a resolution signed by him indicating that this project has his blessings. So he has already indicated to me his willingness to work with us to give us the necessary authorization and to appropriate for whatever project we come up with. But time is of the essence.

We are already drafting the legislation that will appropriate for the year 2000 and it must be passed between now and October of this year (1999) for the next fiscal year. Unless we have some definite direction, than we are going to be left out in the cold for at least another year while we get the necessary agenda bill to give the Corps the authority to do whatever we come up with as a long term solution. So you have got all the support.

There is some indication of a problem here on Dauphin island as to whether this damaged area is private property and that poses a problem. We may be able to waive some of that problem but we can't count on that because we are going to have to pass a bill to do that. In the reauthorization bill of the Water Resource Development Act (WRDA), we have already submitted a request to allow the COE to enter into contracts with private groups such as your Property Owner's Association. But that is not the law at this point. And even though we are trying to get that included in WRDA, we do not even know if that reauthorization bill is going to be made into law this year. But if indeed it

is, then we have requested that the Corps be allowed to enter into contracts with non-governmental entities.

So whatever you want us to do, we are ready and willing to do but we need direction. Jeff Collier, you are the political leader of this community and that direction is going to have to come from you. Whatever you tell us to do, we are going to do it. But let me reemphasize that time is of the essence and we must have some direction and we must have it soon. I will be glad to stay and to answer any questions that you have. I know that they have planned a great lunch for you today and that you are anxious to get to that but at this time I will entertain any questions that you may have with respect to requests of your Congressional Delegation toward the project.

## Questions to Congressman Callahan

Question: After listening to Scott Douglass, I worked up a formula and it seems like the State of Alabama, which owns the state docks, in conjunction with other river and state based companies on the river, plus the Corps of Engineers dredging which affects a lot of people. I'd like to know why the State of Alabama does not have some concessions for Dauphin Island to replenish the beaches because of what's happened in order to support the industry of the rivers?

Congressman

Callahan: Well I certainly think that the State should. If you compare the contributions that the State of Florida makes to their beaches to that amount of money that the State of Alabama provides for protection or restoration of ours, I think the State of Alabama was willing to donate about \$12,000; whereas, Florida was in the multi millions of dollars. Florida has more beaches than Alabama but you have to contact your legislative delegation in the State and ask that they convince the State Legislature that this is very important to the well being of the state, from a tourism point of view, from an ecological point of view, and that somehow or another they've got to come forth with some monies to provide the local communities of Gulf Shores, Orange Beach, Dauphin Island with the necessary State support resources to protect the integrity of the beach but I don't know how you go about doing that. But I don't know why the State doesn't put up more but it's not a question of whether they should because they absolutely should.

Question: Do we need a state or federal policy in order for us to preserve and enhance gulf beaches? Do we need to change our policy about whether it is private or public property? If you want to put up more restrictions, building restrictions, curtail some of the development that does not promote healthy beaches. What can we do?

Congressman

Callahan: Well you can do whatever the majority of the people want. It's not something that the federal government should mandate. We have sufficient rules and regulations from a federal point of view, especially with respect to the Coastal Barrier laws and we also have flood insurance minimum regulations that must be complied with in order that people for development must recognize that they are not going to be able to participate in the FEMA monies or the national flood programs. But you have that authority now. Dauphin Island has the authority because they chose to incorporate and incorporation in the State of Alabama gives them zoning type authority. It's true that property outside the city limits, you're in the county and the county doesn't really have zoning laws, but they could. They could implement zoning laws if they wanted to. Certainly the State has the authority to do whatever they want to do with respect to protection of the future aesthetic beauty of the beaches as well as the environmental concerns.

Question: Congressman, is there any hope of having the Corps repair the damages that they have done to this Island before we have to consider giving our land for public access?

Congressman

Callahan Well I don't know first of all if the Corps is responsible for the damage to the Island. Some feel maybe some of the dredging activities of the prior years have contributed to that. That's questionable. The Corps is the professional engineers of the United States and they are mandated under law that they can't do anything to damage the environmental aspects of Dauphin Island or any other area of the country so there is some question as to whether or not there is a responsibility on the Corps. I don't think it is. I think the Corps, at least during my tenure in office, has recognized this problem, they've worked especially on the east end of Dauphin Island, to try to do something that professionally they thought would stop some of the erosion problems, but the fact that it is private property does create a problem. Now, I think that there are ways to get around the private property thing by granting the Corps the right of access. That's something that we could pursue. I think that you could, there are constraints in that. If the Corps comes in and they do take the responsibility of this private land under their jurisdiction, or a portion of it, then the congress has, in previous years, has demanded certain rules and regulations. You must have public access capability. But whatever you have, you have several factions here on Dauphin Island. I understand, you have the Property Owners Association, you have the city leaders here, and maybe it can be done in two different sections. I don't know. Someone has to bring a solution to me, or what they think is a solution, and let us work on getting authorization through the Corps to do whatever it is. My only suggestion, strong suggestion, is that whatever we do, let's make it permanent. Let's don't patch it up. Let's don't put sand dunes out there and then call us back down here next year telling us that the sand dunes are gone again.

Question: Did I understand you to say that you do not feel that the movement of sand by the Corps out from the area that normally would renourish the beaches naturally, that that is not a cause of the erosion?

Congressman

Callahan I said I don't know. Some say it is, some say it's not. Maybe it is. Well, let me tell you the Corps is not the problem. Maybe the Corps made a mistake. Maybe they did contribute to this somehow but the Corps is going to be your ally and they are going to work, as I am, toward a long range solution. But, as to paying for it, there is no provision that would require the Corps, a legal provision to require the Corps to pay for damages that they've done, that I know of.

Question: If you are not aware of the community foundation, the Dauphin Island Foundation, which is a public foundation, it has already started a campaign, a couple of weeks ago, to raise the necessary matching funds for the Town's portion of that. This is a community problem. Not a west end problem, not an east end problem but a community problem, and I am pleased to say that the response has been very, very good and if we have already

raised or have committed over \$100,000 toward the matching grant for the Town. So the community is doing for itself, sir.

Congressman

Callahan: That's good. And that's good for me to hear because it is absolutely mandatory that it take place. We don't care where Dauphin Island gets the money or the state gets the money. All we know is that on a federal project there's going to be a requirement of a sponsoring agency and that sponsoring agency is going to have to put up some percentage of the money. So that's very nice and that's good Admiral, that already that you are providing the resources that are necessary. I don't know the financial situation of Dauphin Island or even the state but I do know that the federal government is going to require some matching monies for whatever the long term solution might be.

Question: Congressman, I'd like to respond to the statement about the Corps. At this meeting last year the Corps, representatives from the Corps, stated that their dredging in Mobile Ship Channel was causing part of the problem on Dauphin Island, without a doubt. That they are losing millions of tons of sand out in the littoral area in the bay and depositing it in an offshore area that is never going to come back to Dauphin Island or to the State of Alabama. I guess what I'm saying is the federal government is stealing sand out of Mobile Bay and putting it in federal waters. And we questioned the Corps about this and they said, well we have a mandate from Congress to move this sand the cheapest possible way no matter what the results are. They are telling us that Congress is the problem. Now I see that we really need to congress and get this changed. This is unconscionable thing that we move this sand out of Mobile Bay and put it five or six miles or further into the Gulf. I've been on the coast here since 1953 and this dredging has been going on since then and they have moved untold millions of tons of sands since 1953 and it has to have an impact. Dauphin Island is here because of the sand that was coming down the river and cross the channel and accumulating here over the last thousands of year and now that's the source of sand that is effectively cut off by that ship channel. Now I read in the paper just a few days ago that the Corps is fixing to spend over a billion dollars to deepen this channel further to handle super ships and so, you know, we have to get this changed and we'd like some instruction from you on how we approach congress to get this mandate that they move sand by the cheapest possible method irregardless to the consequences changed.

Congressman

Callahan: We have to recognize that the environmental laws of the land must be obeyed by the Corps of Engineers. The environmental community in Washington some years ago swears certain things need to be done, including even transporting it to the Gulf of Mexico where it wouldn't be, and that the Corps couldn't have done it if they had wanted to. The Corps requires the state who is the sponsoring agency of the dredging, the state I think pays 20% of the dredging cost and it's up to the state in some circumstances to provide a disposal area. We created Gailliard Island for that purpose to handle the dredge disposal that the docks need for maintaining the channel. But the purpose, part of the rationale, frankly, as I understand the history or reason for taking it so far into the Gulf



was the environmental community didn't want it dumped anywhere. That they didn't even want the channel dug. That they were saying that we should close the channel down. That it shouldn't be dredged anywhere. So they were successful in Washington by putting such strong environmental provisions into the law that they thought that the cost would be prohibitive to take it out into the gulf and that would discourage further dredging of the channel for its normal maintenance reasons. So the environmental community were the ones who were saying we shouldn't be dredging at all much less dumping it up on beaches. But I personally feel like it would be better put on the beaches as long as it was clean sediment, we don't want the sediment that is not attractive and is black, put on the beaches. But as far as the sandy area, anything from I would say the lighthouse to two or three miles inland should be clean enough to redeposit on the beaches. And we have been encouraging the Corps to do that. It has been just in the last few years that they have started doing that but it was not Congress. The congressional action was a national environmental law that directed to Corp not to do certain things, such as deposit on the beach so they had to dump it offshore. The State of Alabama came to the Corps and said we want you to maintain this channel. We are going to put up our 20% and you are going to keep it navigable for the big ships. They even came to us, the local community, once and asked us to deepen it, I think, to 60 feet. We decided against that. But in any event, the State of Alabama contracted with the Corps to do this and the Corps is obeying the environmental laws by taking it out into the gulf even though we have managed in the last six or seven years to give them limited authority to deposit it on some beaches and they currently are doing a study with respect to about a two hundred mile strip on the Gulf of Mexico, a demonstration study to see if indeed it is practical and environmentally safe to redeposit this sand on beach areas in order to regrow the beaches. And I am really happy that this area, which includes all of Dauphin Island, all the way down I think to St. Joe, Florida. I'm happy that they have selected this area as the pilot area to do that and because I think it will work. I think it is a responsible thing to do but nevertheless they are still going to have to obey the law, but they have the authority now and they are exercising their authority. I've also asked the National Council that controls these types of activities, they're not professional government employees, it's an advisory board. I talked with them last night and I talked also to the General in Washington and I've asked them to bring this group of people to Mobile or at least to some place in Alabama to have their quarterly or semi-annual meeting here so this group of professionals, which is the determining body, of most every environmental study to come to Mobile so they can physically see Dauphin Island and Gulf Shores and Orange Beach and they had indicated to me that they would. It's the Coastal Engineering Research Board and that is the subcommittee that would meet to discuss that demonstration project. They had never had it in Mobile and I was thinking it was a chance, I think if they are going to be making these national decisions that impact Mobile that it wouldn't hurt them to come here and to see firsthand the problems we are experiencing so that they can recommend some sort of suggestion.

Question Sir, Chuck Hamilton, Public Works Director of Gulf Shores. We have been working with the Corps with respect to what we need to do in Gulf Shores and that's something called a reconnaissance and feasibility study. And as I told this group this morning the good

news is that we found out there is existing authorization already in place for about four years for Escambia and Baldwin counties for this reconnaissance and feasibility study and it was just never appropriated and executed. My question to you would be how soon would you need to know, this is what you said a few moments ago, what we would need in dollars in order to get supplemental appropriation from this existing authorization this year? Is that possible?

Congressman

Callahan: No, I don't think a supplemental is possible. It certainly could be done. I'm going to be handling the supplemental appropriation bill but I am discouraging other Members of congress from adding riders to my bill because a supplemental bill is suppose to be only for the hurricane damage assistance that the President has requested for Honduras and Nicaragua. But that really doesn't make that much difference. We need in the next few weeks, say the next thirty days at the latest, the language and the amount of money that would be needed so that we can put it in the regular appropriation bill which we will be bringing up and hopefully have passed through the House no later than July 3<sup>rd</sup>. We are having the hearings now on the 2000 year appropriation, but that will be soon enough because if we are successful in getting it in there it would be available October 1, 2000 anyway. So, yes whatever, especially if something is authorized. If you'll just tell us what you need and what sponsoring agency, the money must be appropriated to some entity, either the City of Orange Beach or Gulf Shores or Dauphin Island or the State of Alabama, and preferably the state. Yes, if you will get that information to us we will try to get it included when we help Congressman Packard write his 1999 appropriation bill.

Question: Dauphin Island is a barrier island. That barrier island is here to protect the whole entire Mobile Gulf Coast shipping area, all the way to the delta, right?

Congressman

Callahan: Correct.

Question: That's what I've always learned and read about Dauphin Island. So why can't the government do something to help Dauphin island? Why isn't the shipping industry held responsible?

Congressman

Callahan: Well I don't know about the shipping industry, I mean the State of Alabama lobbies me. They come to me and they tell me that it's mandatory that if we are going to have this navigable commerce we must ensure that the Corps of Engineers has the resources to provide the matching monies for that so the State of Alabama is the shipping interest primarily the State Docks.

Question: So if Dauphin Island erodes away and then the northern shore all the way up to the Delta, the oyster reefs, the shrimping, fishing, crabbing industries destroyed, everything about the Delta gone, who is responsible? Dauphin Island is being pushed aside. The Shipping Industry is part of that problem because of maintaining the navigable Ship Channel.

Congressman

Callahan: Well, first of all that the shipping community does pay in the form of taxes, users fees, they have to pay to use these navigable streams in the form of users fees. The state collects taxes and it's a state project that's maintained by the state. It was authorized by congress a hundred years ago, but it's maintained by the Corps of Engineers and over the years we've required, the federal government has required the state to put up more and more matching monies or more and more monies to facilitate a portion of the cost, and in addition to that they are going to be zero new projects started in the United States in the foreseeable future. As a matter of fact, when we authorized Bayou La Batre channel to be deepened; that was the last major project that the federal government has entered into and probably will be the last new navigational direction. But they do pay fees, they pay user fees, they pay fuel taxes to the state and to the federal government, and President Clinton this year has submitted a budget to the Congress that he contends is balanced but part of the reason it is balanced is because he imposes even more fees on the shipping industry to utilize these navigable streams. I don't think President Clinton is going to win that fight. But it is a state project that the state request the Corps, enters into a contract with the Corps, to maintain this navigable stream. So the state is the true lobbyist. Well, I guess we'd better let these people eat. Let me thank you for having me.

2<sup>nd</sup> Annual Coastal Issues Symposium  
Topics: *Solutions*

May 5, 1999

PANEL DISCUSSION

## Panel Discussion

Dr. Crozier: I think this is going to be where we can really make some decisions or at least get the community involved, there are a tremendous number of community people here, and we certainly appreciate that. What I'll do is try to go down and just very briefly, there are a few people that are new to you here and that you don't know, Howard Marlowe is on the very end, of course he's the keynote speaker, next to him is Dr. Will Schroeder who is a physical oceanographer from the Sea Lab, Brad Gane from the Department of Environmental Management runs their Coastal Programs in the permitting section, Chuck Hamilton from Gulf Shores and of course has been through this and I hope that a lot of questions are asked of him, Scott Douglass as you know, Roger Burke from the Corps, Pat Langdon. David Slade is the next one. David is a really close friend of a number of us in coastal zone management, David is a constitutional lawyer practicing in D.C. but he is the past executive director of the Coastal States Organization, he was general counsel for the CSO before that and he was the manager of the public trust doctrine study that was carried out, six year ago? Eight year ago. There have been two editions of it. So. David is here to address the questions that have been raised with regard to possible legalities or problems with the expenditures of public funds on private property, this has been eluded to throughout so we've got a legal expert here. Phillip Hinesley who directs the Coastal Zone Management field office here on the coast, a familiar face on the island, and Dr. Wayne Canis who is a geologist that has been teaching geology at the lab and is as familiar with the beach as is anyone and that reminds me - where did Richard go? Did Richard leave? Richard Hummell is suppose to be here from the Geological Survey. So, we have a panel of people that I think can answer your questions. Chuck Sanders left but he put Frank Samford's head on the block if you have questions directed toward Emergency Management Agency in the state, so at this point the floor is open. Now the questions that you saved or if you talked about some things during lunch that you want to share, ask now because once again you've got a panel that I think is perhaps is very distinguished and you're not going to get any more expert answer at this point in time to the things that are bothering you with regard to management of the coastal barriers of Alabama.

Question: I would like to know if someone could elaborate just exactly how, an inlet management would contribute to the erosion problem?

Dr. Crozier: Scott? Wayne? Will? Scott?

Scott Douglass: I'm not sure I understand your question. How an inlet, what?

Question: How an inlet management would contribute to the erosion problem?

Scott Douglass: Okay. Sand moves along the coast away from the inlet and is driven by waves primarily down the beach until it gets to an inlet and then it gets into the tidal currents and it gets pulled inside the inlet and mainly around the outside of the inlet into the shoals that you have to navigate through and those shoals then sand works its way around and across those shoals and then gets fed to the down drift barrier island beaches and moves on down the beaches. So there is a river of sand, if you want to put it that way, that gets to the inlets, gets around the inlets naturally and moves on. So, if you dredge it and don't replace the process, that natural bypassing, with artificial bypassing as I suggested this morning, then you've starved the down drift barrier islands. That's the simple explanation. So the management is important. In the places where we stabilize the inlets we stabilize them for a reason. At Dauphin Island it was to protect the Fort from migration. Perdido Pass and Little Lagoon it was to increase the flushing ability of the natural Pass itself so we didn't have to dredge as much to maintain that. Structures trap sand because that's what they're designed to do so they remove sand from that river of sand that was moving on by. So any time man needs to intervene in that littoral system, and they need to at the passes, to maintain depths and to maintain the deep ships channel, then I think they need to replace the natural process that were interrupting.

Wayne Canis: One point that I might add to that is your beach sand is, Scott used the term a dynamic environment this morning. Under normal conditions the beach is in dynamic equilibrium so if you went down one morning and painted all the grains of sand out in front of your house on the beach green and came back a week later, most of those green sands would be somewhere else. They could be offshore, they could be inland as part of the dunes, they could be up drift or down drift depending on what the wave regime would be. So dynamic equilibrium, I think, for a healthy beach is what we are trying to obtain here. But it is not static. I think that's the important thing for you to understand. Sand is constantly moving. Obviously this is like your checkbook, if everything goes out and nothing comes in pretty soon your checkbook goes bankrupt. The same thing happens to a dynamic equilibrium beach. If you are taking sand away but not bringing any new sand in you see what happens. It's called erosion.

Dr. Crozier: Yes sir?

Question: I'd like to direct this to Dr. Douglass. There has been a lot of discussion about dredging the channel and the fact that the Corps has to do this on the most cost effective basis and it suddenly occurred to me that nobody's put a figure on the cost to our local littoral system of what taking millions and millions of cubic yards of sand out of this area and depositing it in an offshore environment, what the cost is of doing that. There is definitely a cost there and it's got to be considerable. Could you sort of hazard a guess of what this cost might be to the local environment? In dollars?

Scott Douglass: Well I don't know if I can do a, well I know I can't do a good economic study, and perhaps that needs to be done by a good economist and there are economists around the country that do look at this beach issue and specifically related to beach

erosion and sand bypassing. I deal more in terms of the numbers and you heard some of the numbers that I spoke of today. I suggest that the federal government adopt what Howard Marlowe's group has proposed and that's our language in the Water Resource Development Act and that tells the Corps by law to put the sand on the beaches and then they'll put the sand on the beaches so the money has to come from somewhere. That's my opinion, my technical, professional, opinion about a way to do the engineering pass without having any blame for the down drift erosion problem.

If I understand your question, you are talking about an economic study that's cost effective and could save our beach in terms of storm damage recovery. Is that the question?

Question: Well, that's part of the question. But my other question is they have taken millions of cubic yards of sand out of our littoral system and that's created an environmental, economic and several other considerations, and there is a cost to that. In other words, I am aware that they've taken eighty-five million cubic yards of sand out of this bay. If we say okay it's costing the local economy .25¢ a yard for that sand to be moved, or .10¢ a yard, or .50¢ a yard, then somebody is generating a cost to society that they are not figuring in their equation when they figure out the most cost-effective way to dredge this ship channel

David Slade: Perhaps Roger can answer that. I would like to say something about cost analysis. As Roger Burke here on the panel can tell you, the Corps of Engineers in their regulatory instructions has a way in the reconnaissance and feasibility study to determine whether or not it's economically feasible to design and build a renourishment system. There is an economic analysis done in that study that compares storm damage mitigation and other factors but I think Roger would be very qualified to speak of that, but there's storm damage and other factors against the cost to pump that sand on that beach and keep it there over time. So, I don't know. Roger, do you want to speak on that?

Roger Burke: Let me elaborate on that a little bit and then mention something about the Regional Sediment Management initiative which I think may afford a near opportunity to try to answer some of those questions. In terms of a feasibility study for recommending, to congress possibly, a beach nourishment project to Dauphin Island. We would evaluate the benefits of beach in terms of preventing storm and erosion damage...and I am not sure that does us all a whole lot of good if there is no mechanism for requiring federal government to do something at their own expense. But we look forward into the future and develop something that would address the problems. The Regional Sediment Management Initiative, however, I think will be taking a little broader view of benefits to federal activities in the coastal zone. Whenever we are asked to put together a budget request for maintaining Mobile Harbor, it's very narrow in focus. You are trying to recommend an amount of money to maintain a certain depth and width of channel for the least amount of money, consistent with the project authorization. And, as Congressman Callahan mentioned, the authorization

for Mobile Harbor in 1986 specified that every grain of material out of Mobile Harbor from McDuffie Island all the way down through the Gulf entrance channel goes in a specified Gulf disposal site, which is generally in thirty-five to forty-five feet of water. In 1992 that project authority was amended and gives us a little more latitude to explore some other plans, again they have to be environmentally acceptable, but other plans besides merely disposing in the Gulf. That, coupled with this regional sediment initiative perhaps will give us a way to try to craft a solution that addresses more than just simply navigation problems.

Pat Langham: Is it your belief that materials dredged from the bay, hauled to the Gulf, also contribute to erosion on Dauphin Island.

Question: My belief and everyone else's. Including the Corps of Engineers.

Pat Langham: No, my question is, is your belief that the material dredged in the bay channel that's used to go to the Gulf disposal site, does that action contribute to erosion on Dauphin Island?

Question: Absolutely.

Pat Langham: Well, I would say to you that first the material dredged in the bay is not of suitable quality to be placed on the beach.

Question: That's questionable.

Pat Langham: I've been riding the hopper dredges awhile. But if that were so, then the law that Roger mentioned and that the Congressman mentioned earlier would require that go off. Now we don't sit around every Monday morning and decide how we are going to do business down at the Corps and change it from time to time. We have to react to the laws on the books and those policies that are promulgated as a result of those laws and one thing that I would add to your statement, yes we do have to maintain a project and construct a project on a least cost basis but we also have to be consistent with the environmental regulations, laws, policies, etc. Now, you might argue, one might argue, whether we did an adequate job over the course of many changes and to the congressional authorizations, subsequently we changed the dredging practices in Mobile. But nevertheless we did do those analyses consistent with the rules of the day and that's really the byword here too is if we operate a different way we've got to operate under the laws, the new laws, in a different way and it takes money to do that.

Dr. Crozier: David Slade.

David Slade: Yes, I am going to do my best to respond to this question. It is fairly complex and I think the audience owes this gentlemen a word of thanks for raising this question twice, because it gets right to the very heart of the matter and that is the taking of



dredged material and disposing of it. And to get to this gentlemen's question over here about inlet management, you are asking the same question. Before I try the answer the legal, that the congressman responded to, the national law governing this, the irony of this situation is that the good people of the Army Corps, the researchers, the scientists with the Corps, whom we have learned so much of what we know about the dynamics of sand and the littoral system. Sand moves around almost as much as the water does. It doesn't stay still, it flows. And, if you take it, dredge it, put it in your hopper, take it three to six or more miles offshore you are taking it out of that system and you're depositing it where never in eternity is it going to come back. And that doesn't make scientific sense and it causes erosion and you are seeing it out your front windows of this island. But, the Army Corps, and again I'm going back to what Dr. Crozier and several others speakers have said - pointing fingers and trying to fix blame isn't going to solve any problems. One of the problems that you need to fix is at the national level and this is what the congressman was talking about. The Army Corps is doing what it is told by congress in the form of federal legislation and also by its own regulations that have been promulgated over the years. Now it's been about five or six years since I've ever even cracked a book on these volume regulations so I'm going to give you my best shot in my memory. But, when the Army Corps dredges and disposes of that dredged material it has to make a selection of how it's going to get rid, where it's going to dispose that dredged material. As promulgated regulations, I believe it was back at the end of the '80's, about ten years ago that they promulgated these regulations, and they did so under the Clean Water Act federal law, the Clean Water Act and the other federal law, Marine Protection Resources and Sanctuaries Act, and various other acts that they pulled together to promulgate this one volume of federal regulations that the Corps complies with when they make their decision on how they are going to dispose of dredged material. I'm going to jump now to the cost of these projects because these are all one part of the whole enchilada. You've heard that the federal government puts up 65% and local sponsors put up 35%. Well, 65% and 35% of how much money? Well, the Army Corps has to come up with the figure and the number that they come up with is derived under a cost benefit analysis, but again I'm going to dip into bureaucratic language, it is called the quote, 'federal standard' for that project. You see the Army Corps has to have a standard, whether they are doing it in Alaska, Florida, Guam or Maine or Michigan, and they come up with a federal standard and they way the determination is made as to how they are going to dispose of that dredged material is the federal standard is the least costly alternative in compliance with environmental law. Now the least costly alternative is calculated by your cost benefit analysis, the compliance with environmental law is only federal environmental law, not the state. But when you look at the least costly alternative in compliance with environmental law, you're in full compliance of all federal environmental law to dispose of this sand offshore. And, it's the cheapest way to do it. To take this beach - first, the question, a little bit of debate here is to whether it is beach quality sand here in the bay, maybe it is, maybe it's not. Well, if you're not even thinking about putting it on the beach you don't even have to make that assessment so you don't have that cost. What I am saying in general is to put that sand on the beach is a lot more expensive than to put

that sand offshore. Now the local sponsor has to come up with 35% and that local sponsor isn't getting any benefit out of that sand on the beach. The local sponsor wants to get their ships in and out of Mobile Bay, so they want the least costly alternative and that's putting it offshore or somehow out of the littoral system. That's the law. That's the Army Corps regulation as promulgated under the Clean Water Act and under the Marine Protection Resources and Sanctuaries Act and also Water Resources Development Act, those three. So, what is needed is an amendment of the federal law and I have charged this hill of windmills for ten years and if you people want to join me, jump up on your stallion and charge these windmills and, boy, we would welcome your help. But, that's what the Congressman is talking about. Either you've got to change the Clean Water Act or Water Resources Development Act or the Marine Protection Resources and Sanctuaries Act, in order for the Army Corps to even have the legal authority to amend their dredge disposal regulation. So what's happening here is a local symptom of a national problem and it's not a budget problem and it's not a science problem, it's a political problem.

Question: Excuse me, who are you and who are you with?

Comment: Yeah, for the record

David Slade: Which record is this for, and who are you? I am David Slade. At the moment I am self-employed as a consultant and an attorney. From 1986 through 1996, for that decade, the first five years I was General Counsel of the Coastal States Organization and the last five years I was executive director and general counsel of the Coastal States Organization and for the National Governors Association, all 50 of them, and Coastal States Organization, the 30 governors of the 30 coastal states, including the Great Lakes. The Atlantic, the Gulf of Mexico, the Pacific and the Great Lakes and those 30 governors. Each one of the governors appoints a delegate for the state and I generally work with the delegate, and I believe my former delegate, Gil Gilder, is he still here? Still here

Howard Marlowe: In response to the gentleman's question that started this up. Least cost alternative is, let's say that I want to get a new roof for my house and somebody says I'll give you this roof for \$10K and it'll last you ten years. Somebody says I'll give you this roof that's going to last for thirty years but it's going to cost you \$20K. The least cost alternative of the current procedure is to take the \$10K approach. That's wrong. That's why I think it is not least cost. We have to make it clear through a change in the federal law. It's a simple change which says basically that the Corps is directed and required to put beach quality material above adjacent beaches, so long as the local interests want it there. If we take that approach and don't worry about any other details that are going on and just focus right in on what needs to be done then we'll get a solution to that problem without pointing any fingers at anyone, you know, dredging has to be done, the Corps doing what it's doing and all that sort of stuff, the fact of the matter is - another thing about Corps regulations that I finally get a chance to say and in one forum. Most Corps regulations are internally adopted

policies and procedures, merely under federal, congressional direction in general. Most agencies, when you do rules and regulations, you publish with the federal register and you have a public comment period. The Corps of Engineers has separate environmental regulations who publishes nothing except meeting announcements in the federal register. They are all adopted internally. I just had a client remind me the other day when they said they were applying a regulation and they cited the regulation. So I went up on the Corps' excellent website and I went looking for it and it's not there, so I called back and I said well where is? Oh, well they checked on it and it's in draft form. It's been in draft form for the last several years. Oh but we are using it anyway. Well, can I get a copy of it? Well we'll search for it and try to get you a copy of it. This is not the way to operate an agency and in this sense we need to also get congress to do more oversight over the Corps so they understand that they are going to be more publicly responsive; and I get a change to make that pitch for right now, for a little more openness.

Dr Crozier: Okay, now we're cooking.

Question: I just want to know where are we in the process of getting the law changed. Has it been introduced? Do we have sponsors? What is Congressman Callahan's position on it?

Howard Marlowe: I sort of grasp what Congressman Callahan was saying better because I am there. But what I can say is that the American Coastal Coalition proposal did not get a congressional sponsor of a specific revision which would have required that beach quality material be placed on adjacent beaches whenever you did dredging. So if we can convince Congressman Callahan, I did a pitch on the way out, as he was on the way out I asked for his support. I'm going to do the pitch if you come in and ask him to be sponsor of that, that will be helpful.

Dr Crozier: Question?

Question: This is sort of a generic question, but in my forty years of federal service one of the things that I came face-to-face with frequently was having to mitigate an action taken by the government. Where it could be proved that the government caused a problem. So what's been asked a number of times in different forms in the audience today is, if the Corps was to cause a problem, even an approximate cause of the problem, why aren't they part of the solution? Why is the federal statue on mitigation - let's take Naval Station, Mobile, when it was created wetlands were filled. The United States Navy, federal government, was required to create wetlands to replace those they destroyed. If the Corps is interrupting the natural flow of sand across the south base of Dauphin Island why can't they bring any of that through mitigation?

Howard Marlowe: The federal law requires that the federal government be responsible for mitigating the damages that the federal government has quote 'caused.' We know that federal government has to maintain the channel. It's no one's fault that they have

to maintain the channel. The fact is that it causes damage to the adjacent shoreline, the nearby shoreline. The response to that is section 111 of the River and Harbors Act of 1968 and all these things come down to the fact that as part of the feasibility study that the Corps would do of the shore protection project in this area, they would determine the level of responsibility that the federal government had for the erosion which was caused by federal government action in maintaining a channel. That would change the cost share, if there is a federal responsibility, which there is, that would change the cost share. The cost share starts out at a base of 65% of the initial construction cost, it goes up, so we have people who we are working with in Florida or anywhere on the east coast we have a lot of this going on because of channels, because of maintaining channels, where the cost share goes up by 5 percentage points, 10 percentage points, sometimes even larger than 10 percentage points and the federal government is paying 75 to 80% of that cost share. And, the Corps will do that as part, particularly if they are directed to do it, as part of the feasibility study stage. So know that there is a responsibility. You are absolutely right, and that number two, that they are required to take that into account when they are doing the feasibility study and in essence to pay you back by giving you a lower cost share out of the non-federal end of it.

David Slade: I am going to try to answer your question at a more, at a broader level. As I understand your question if everyone didn't hear it in the audience it was, why shouldn't the Army Corps be financially liable for the damages caused on the island from their dredging?

Question. The question is, why can't they take action without stumbling over this public/private property question which will take longer to settle, I think, then we may have for the survivability of this island. Why can't the Corps take immediate action and put the sand back on the beach since they deprived the beach of the sand?

Dr. Crozier: David, you'd better let them answer

Roger Burke: Like anything else, it's difficult doing immediately. There are procedures, some of which are published in the federal register. It refers to section 1974 of the River and Harbor Act that basically just says what you just said and in those cases where the federal government is causing damage to the down drift shores we are responsible for repairing that. Generally however it's not quite that straightforward and it's only part of a larger beach erosion problem and we're only contributing to the problem and that's why you get into these rather lengthy investigations, engineering investigations, trying to sort out what portion belongs to the federal government and what portion is natural and, so the federal government does not assume more than appropriate share. I realize that's a bureaucratic answer but that is the answer

David Slade: What I was going to add to that was what I think this community here, the Dauphin Island community, the challenge that you all have upon you, isn't looking backwards in time and trying to find out if they owe us money for damages in the past. The

challenge in front of this community is twofold: one short term, one long term. And, you heard the short term from Congressman Callahan. Congressman Callahan, while he was up here, asked the mayor in thirty days from right now, in thirty days, give me the language that you want and the amount of money that you need, and get that to him. Now, you can pull this community, you can all pull yourselves together into some kind of position, or if fifty-one percent of you can pull yourselves together - it might be easier than all of you together - that's the short term because Congressman Callahan is in a very good position to be able to get that money in the FY2000 appropriations and the trick is to get him the language and the amount of money that you need within thirty days. And of course to get him the language you all have to come together as a community to figure out what language you want the mayor to give to the Congressman, and that's the short term. The long term is Congressman Callahan will be successful in doing that, will get the money in FY2000, while you need the money in FY2001,2,3,4,5 and on out through fifty years, so you need the long term solution and part of that long term solution is getting a change in the federal law and federal regulations as to how the cost benefit analysis is made for the disposal of dredged material. In just a nut shell the cost that you, sir, are talking about incurring on the island, those costs are not included in the cost benefit analysis, so now we need to get them included in the cost benefit analysis, and that is a long term solution. And, that's a fundamental change of the federal policy. But, that was a long winded answer to say that questions about damages that happened in the past, and finger-pointing and all that, this community has two challenges: you've got a challenge in the next thirty days and you've got a challenge over the next several years to try to get federal policy changed.

Question: In reference to what Admiral Stewart was talking about and in reference to that case that came up years ago, when the channel was dredged at Little Lagoon over in the Gulf there was tremendous lost of sand and beach erosion west of that channel. I certainly know the dredged location because something happened real strongly at that time about lawyers out of Baldwin County that sued and they have agreed now, overin that area, some agency, whether it's the state or federal or what, to maintain that beach for those people west of that entrance to Little Lagoon.

Chuck Hamilton: I sort of went through that though not as a direct participant. The City of Gulf Shores was asked to be the actual monitor of that dredging of Little Lagoon Pass after that law suit was settled but that was a private party lawsuit against the State of Alabama to have the jetties removed in Lagoon Pass. The jetties projected out into the water, which makes, Scott Douglass' point that if you have an interruption in the flow of sand you are going to starve the down drift side. There was no sand bypass there. So, and in winter storms, the beaches naturally erode in Gulf Shores and the summer time they come back - they accrete. Usually over a time there is very little net loss of sand on an annual basis, but the point was usually there was severe erosion in the winter season on the downstream side and add a couple of winter storms and those people watched their porches, their houses, undermined and in fact that the highway was in danger of being eroded. But, that was a private party lawsuit where

a homeowners association on the left side of Lagoon Pass sued the Alabama Highway Department for putting those jetties in and the judges' decision was that a) the jetties would be removed and, b) the Alabama Highway Department, under dredging contracts would dredge and produce in essence a sand bypass system, so my office in Gulf Shores is responsible for notifying the State Highway Department when the Lagoon Pass is blocked. That's another element of the court decision. When the Pass becomes unnavigable, in other words less than 90 square feet in the cross-section, the state is to be notified, and the state then has to dredge the Pass and put that sand on the down drift side of Lagoon Pass, and that's ongoing now. And, I think that again points out what Dr. Douglass is saying about this. There's probably a better and more cost-effective way to manage that sand bypass than having the state dredging contractor down there very, very frequently, every time I call for it, to dredge that Pass. There's probably a better way to do that than in terms of sand bypassing, if that answers your question.

Question: That does except since the state has to run that way, it has to be maintained in that manner, I would think a case like that would really encourage more rapid legislation to Washington and the state when they saw what happened, an expensive side of handling an accident like that it should help Dauphin Island in getting some legislation. I look at it, in passing this legislation we'd better hurry if we have a hurricane this year, next year, it will be too late for the length of time it takes the legislature

David Slade. Absolutely. I couldn't agree more.

Scott Douglass: That's a good question about Little Lagoon, and I don't want to repeat what Chuck said, just to summarize it just a little bit differently, that's the smallest tidal inlet in the world, this is the biggest tidal inlet in the world out here and the problems are similar and the solutions are going to have to be similar. What the judge ordered, what's being done, the bypass system, and he can call it that. The judge didn't, it's what it is, it's working. It's costing money. Until that point in time, this is what I wanted to say, until that point in time the people down there tried to have a pass and the heaches too, without paying for it and that can't be sustained forever. And, you're in the same boat now with the much bigger pass and a much more expensive solution.

Question Am I hearing that you're saying a solution might be how you measure the cost, in other words, the law says it has to be the cheapest cost when in fact it's not the cheapest cost; it's the most expensive cost because it's destroying a barrier island and causing millions of dollars of erosion?

David Slade Let's just say for terms of your question that the answer is an absolute yes. That dredging, taking dredged material out of the inlets and navigation passes and disposing of them offshore, for the terms of your question, let's just assume the answer is absolutely yes it's costing millions of dollars in damage to Dauphin Island. What I'm saying is the federal law and regulations that the Army Corp is operating

under right now, they do a cost benefit analysis to determine the least expensive alternative for that dredge disposal and they pay certain costs and certain benefits in their cost benefit analysis and the costs that they pay do not include the costs that you just raised in your question. It is not in the cost benefit analysis so in a nutshell what is needed is an amendment of the federal law and regulations so that those costs that you raised in your question, the cost of the replenishing and renourishing of the beach and the loss of the tax base, and the tourism revenue base, all of that, those costs are captured within the cost benefit analysis done at the federal level. Did that come through clear enough?

Question: Yes, and I had one other question. Dr. Crozier when you introduced Dr. Canis, are you the Dr. Canis that wrote all the books on the coastal erosion, one of the first people in our country to ever address those issues and problems, are you that gentleman?

Wayne Canis: Yes and no. I'm running for office. I was one of the co-authors of the "Living with the Alabama and Mississippi Shore," part of that series. I did not initiate the whole series, I was involved in the Alabama and Mississippi section of that study

Question: Well we thank you very much.

Gil Gilder: Without trying to, I'm trying to figure out what we can tell Congressman Callahan. Without trying to rewrite federal law and Corps regs would it be reasonable for him to request the legislation that the Corps, not for the nation, but in this one case, request for the Corps that the beach quality sand taken out of the ship channel be put back in the system here in this instance and that any additional cost that might require, because I assume you don't want to go back on your original agreement with your local sponsor, would be picked up by the federal government until the next contract is made. Could that be done, in this one case, and would it be reasonable to request that? That's what I really wanted to ask?

Chuck Hamilton: I'm really not the right guy to answer that. I'm going to try to get these gentlemen to couch it, in what I consider lay terms, because if anyone's a layman up here in terms of this problem of erosion plus where you are in your problem is closest to ours coming from a local community. What I found out is this thing's called this reconnaissance and feasibility study is written in the Corps regulations and in federal law. You may want to approach it in Dauphin Island from this point of view rather than concentrate on Mobile Ship Channel, and I'm going to ask Roger Burke to comment on what I say because he's the guy who sits on these regulations in the Mobile office. You may want to come at it from this direction, this is where Gulf Shores and Orange Beach are going to come at it from, the cost benefit analysis. There is a cost benefit analysis done in a reconnaissance and feasibility study to determine whether or not you are going to get federal funds to put your beach back. That's in lay terms. And, I think what we are looking at in Gulf Shores certainly, based on conversations I've had with Roger's staff, is that if the destruction, the

storm's destruction, in terms of the types of structures that you have on your beach, would be greater in costs in terms of federal subsidy, disaster funds to put them back, than would be the cost to build the beach that would stop that damage then there would be federal funds available for putting that beach in place, and not only putting it in place initially but maintaining it over time. Because as Roger will tell you and Pat Langdon is going to tell you, after about two or three years you are going to lose a few feet of that sand, it's going to go away and you are going to have renourish again over three to five to seven years and you are going to have to keep doing that but the economics are there to do that then you can do it. And that is where we are coming from in Gulf Shores, so something that you've got there, that beats our situation, if I am hearing this right Mobile Ship Channel with all that sand, if it's clean beach sand, is a lot closer than some of the sand sources that guys like Richard Hummell and Scott Douglass are telling me are going to have to be mined well offshore, maybe three miles out, to be brought to Gulf Shores beaches and Orange Beach beaches and Pleasure Island beaches. so I think what you are looking at. what we did was we requested the Corps do a reconnaissance and feasibility study on the feasibility, the economic feasibility, of renourishing our beaches with federal funds and at Dauphin Island they might get there, and Roger I think is about to grab this microphone and tell you that is right or wrong.

Roger Burke. As I mentioned in my remarks this morning, we did receive funds in 1998 to initiate a feasibility study on Dauphin Island, it's under a little different authority than what Chuck is mentioning for Gulf Shores. And should we recommend a project for Gulf Shores or any other community, there is another condition that I also mentioned this morning that has to do with the public access. We could document, yes there are benefits that exceed the costs but if the community is not willing to agree to some of the conditions on public access, supporting the public use of the beach, it is not a deal. So we still come down to some issues and some decisions that the local community is going to have to make. One other thought I had. Gil's basic question has to do with what can you do for any funding, say for, the Mobile Harbor project, for, let's assume for discussion purposes, for one time only disposal of sand on to the beach from the Bar Channel. The Congressman would need to increment the Corps' funding for Mobile Harbor by whatever the increased cost is, and in so doing, he's likely to get some questions from his colleagues about, 'Well, don't we have authority already to do that kind of thing?' And you will have to say, 'Yes, that's section 933 and requires cost-sharing.' 'Well why are trying to circumvent established laws and policy that congress put in place.' You see, you've got laws that congress put in place and you've got policies that you've put in place. So, yes, he could hut there are some political capital that have to be spent to it.

Question Mr. Burke, would you be available in the next couple of weeks to work with Mayor Collier in developing that language and determining a dollar amount?

Roger Burke. Absolutely.



Question: I have two questions that probably are local and naive but one of them. Could you give us some clarification Roger on the section 1135 program that as I read it, is for retrofitting for problems that the Corps inadvertently caused during some previous activity? And, then before I forget it, let me say the other question. We had coastal consistency provisions because we adopted a coastal program, and we currently have a policy that says that sands should be redeposited on the beach and that Corps action would seem that it should follow that - he's shaking his head - explain please?

Roger Burke: I don't think that I can address all the issues of the coastal zone management part of your question, but section 1135 is referring to a section in the 1986 Water Resources Development Act. But it is aimed at restoring environmental degradation when it occurs and I believe the argument can be made that loss to beach is having an environmental, adverse environmental effect, and in section 1135, section 204 which is Ecosystem Restoration Associated with Dredging Authority, those might be two vehicles that -

Question It's not loss to the beach an environmental degradation?

Roger Burke: Most of those are a little more liberal than the kinds of benefits that can be evaluated because environmental benefits can't be reduced to economic terms in dollars and cents terms, so you have to define that in terms of numbers and additional numbers of species or numbers of a given species or numbers of a set of species or habitat increase or some measures like that. Now related to the coastal zone consistency aspect of your question, we do have to obtain coastal zone consistency from the State of Alabama. You made the statement that says we're in, we're consistent with the state's coastal zone law and program to the maximum extent practical and if the state requires that we place beach quality sand on the beach and there is an increased cost in that and the state is willing to pay that increased cost, then the sand goes on the beach.

Question So that would supersede having to get federal legislation changed?

Roger Burke If they are willing to pay the extra cost.

Question: Does the state have to pay that increased cost?

Dr. Crozier Not federal.

Brad Gane: Merely putting it in the policy, I don't think it's going to accomplish anything. It didn't in Louisiana when they tried the same thing. Now where we go with that in the regulatory forum in the future, we'll see, but I think one of the big issues here is not the finger pointing at who did what this is merely resolving in where we want to go. This is certainly a good step towards that, there have been a lot of things mentioned. I think part of this is money just that's all, I think a lot of things have not happened

due to Hurricane Georges because of the money aspect and coming up with the match that we really need.

Howard Marlowe: First, Roger, did you say that there was a reconnaissance study going on for Dauphin Island?

Roger Burke: It's under the continuing Authority Program. In the early stages of that program.

Howard Marlowe: This is the point that I want to make is that now you have a couple of things that you should focus on. The reconnaissance and feasibility study going on and what the conclusions are going to be at the federal level and in which case you are going to have to get your local act together, the Congressman and the state commitment that is going to be needed. But I was looking at this thing again, as a lobbyist, then I take a look at the fact that maybe we can target some solutions. An early draft of Order 99, I am looking at eleven provisions that, earmarked provisions regarding the beneficial uses of dredged material. It is entirely possible to deal with the drafts on legislation would be useful to you in that respect. Number two, the issue of costs provisions is extremely important. There are a variety of things that you can do but the one in thing is you are going to have to pay part of the incremental process cost, let's say 1% of the total cost. The cost share may be changed from what the law requires but the fact is you can work out some different alternatives. The first thing to do is to ask the Congressman for a specific objective. "Here we want to get better beneficial use the dredged material onto Dauphin Island beach" And you asked the Corps for help in drafting language that would do that. That would get action right away. The Corps would be responsive. If you need money to do that, the Corps will also figure out how much money they need to do that, and then if you need to work out a cost share change or repair cost that is specific to this particular project, the congressman can tell you whether you can get that or not or at least you have to start over again, in other words, focus in on a specific objective and start working on that and the worst that can happen is no, which is where you are right now

Question: Wouldn't you also be putting twenty-five to fifty acres on Audubon property as constituted as part of the environmental impact?

Response: Yes

Question: There is a lot of different issues today and there's a lot of different players involved and the community knows that the community needs to develop a plan, and everybody at the table represents a different interests or different constituencies so what can you representing your interests contribute to the solution and can you contribute to the solution and then likewise what you think the community needs to do to develop those specifics to address the solution.

Scott Douglass: I'll go and address what I think needs, I'll make a suggestion about what I think will go in the thirty day language. First of all, I think you ask the Congressmen to

adopt the recommendation from the American Coastal Coalition related to the way to handle sand from navigation projects. Second, Roger Burke discussed briefly this morning something he called a Regional Sediment Management Initiative and the Congressman, I guess, referred to it also. Perhaps that's the way that you ought to ask the Congressman to do this. Here is the Regional Sediment Management Initiative demonstration project, Congressman, and put the sand back on the beaches, or whatever you are going to do with it. I don't know how much that would cost but you can get those numbers from the Corps. That's my suggestion - two things, the ACC language and money to fund this Initiative. See if that is going move in the direction, does that mean that the state doesn't have to come up with any money? I seriously doubt it. I think we are going to have to put some money up.

Pat Langham: And, that may be an innovative way to approach it. He still though, the congressman, wears a big hat, and in doing so he's got to be fair to all his colleagues is what I'm pointing out. It would have to be done in a way that doesn't appear to circumvent other authorities. But, what specific action would we be talking about? For instance, are we talking about perhaps changing the plan right now of the bar job we've got and place that directly on the beach?

Response: Yes. Using the 2000 Funding. The bar job is going on now.

Pat Langham: Budget years, that's a different question. That would then have to be the same answer as for this regional sediment management application. Now, the reason I asked the question initially was to place materials, directly on the beach if that's what the wish is, from that bar job some five or six miles out there has got to be in economy to scale out there and with a very large pipeline dredge that you've got in this job coming up we did in fact do an estimate. Carl, do you recall what the increase cost for that job was? It was something on the order of \$8 bucks, \$9 bucks a yard. So it's a tremendous outlay and it can only be accomplished at a time in which you've got a tremendous amount of material such as your equipment selection by way of the alternate providers and contractors which means that you would be using a piece of equipment capable of putting it on the beach.

Dr. Crozier: Which is about to happen.

Pat Langham: Which is about to happen right now and will not meet any possibility, you know this is a very innovate way, I think, and I think we ought to pursue that. This will link things up.

David Slade: There was might be some confusion. I'm still responding to your question as to which-

Question: Okay. Maybe I should be a little more direct. I was trying to subtly find out what kind of commitments people could make. You know Mr. Burke said yes I can work with Mayor Collier and the university can provide perhaps engineering expertise or

research that's been done. what can you contribute right now that can help with the solution for the future. And you framed it in 30 days that the congressman gave us.

David Slade: That's the 30 days. The 30 day challenge. Again you were recommending using the American Coastal Coalition language as a model and I haven't seen that so Mr. Marlowe you'd have to speak up. I believe that was to amend the Water Resources Act and that's something as just a point of clarification. Congressman Callahan is requesting this language in dollar amount for his FY2000 appropriations bill so he can get you. or at least give his best effort in getting that money, in an appropriations bill and that would be for FY2000. A one year shot of money, so that's the short term solution and certainly this language is a good model for doing that. The two cents that I would throw in as for as what language should be included for the mayor to send up to the congressman is that beach nourishment or beach replenishment, whatever beneficial use of dredge material in order to stop erosion and start accretion should be the top priority. And offshore disposal outside of the lateral sand system should be the absolute last resort. That, in concept, is what I would say. A few words about the political problems that Congressman Callahan will have with congress in getting this through. My recommendation is for the message from the mayor to go on up there in whatever language you think best describes it and let the congressmen worry about the words that they can use in getting it through. And then another speaker mentioned "what about this summer?" I mean we're talking about FY2000 so you get the clearance for the money this October but the money really isn't available until this time next year and in the meantime, you have Hurricane Larry, Nancy, Mary, Ophelia, Pat and Richard. And that I believe, you'll have to help me out here, but I believe that is the role of FEMA. Federal Emergency Management Administration. I don't think there is anyone here from FEMA. But these gentlemen here from the Corps can help you out once they get the money from congress next year but as far as this upcoming year I think the mayor of this community working with Congressman Callahan should be dealing with FEMA who can supply emergency money to the community to get sand as quickly as possible. How did I do on that?

Response: Pretty good.

Dr. Crozier: What do they do next then?

Chuck Hamilton: With respect to FEMA funds, David brought up a good point that there is a problem there. All roads lead back to the Corps. As I told one of Richard's staffers, you know you guys are the lead dog in this fight. FEMA, first of all, federal agencies, I don't think it's turf protection, this is the way it has to be to unite the administrative level. If there's Corps involvement FEMA won't touch it or conversely. It's one of those problems. And again, Roger can bail me out if this with the exact spin, but in talking to FEMA also if you are going to get mitigation funds for a beach you've got to have a design beach. Well who designs beaches? Well the Corps of Engineers designs beaches through their feasibility study. So, we looked at both of those agencies and said we'd rather get the ounce of prevention which is the Corps program.

Although it takes you, now let's be honest, when I first talked to a consultant about the Corps's program and this is not the Corps's fault, this is congress, the way congress operates. It's going to take five to ten years before you see the first grain of sand, before you complete putting sand on a beach. And that gets back to David, and that's what scares me, you know you can have 35 hurricanes between now and the time you get your beach renourishment in this congressional program. For instance, in thirty days what happens on a feasibility study is that Roger has promised me that he'll submit to congress the hundred thousand dollars that has to be appropriated for Gulf Shores reconnaissance study. Then once you complete the reconnaissance study you have to get another authorization and another appropriation for the feasibility study and that's about \$750,000. And that's a match. Then you have to do the feasibility study which is an eighteen month to two years process and hopefully out of that feasibility study will come a cost benefit ratio that will say yes, it's cost effective to spend \$20 million dollars of federal funds on your beach. By that time you are three to four years into the process. You then turn around and get the big money appropriation, which by definition of that fact that it is a big money appropriation, \$20 million dollars, is a cat fight in congress. Hopefully by that time the political climate will stable enough to allow you to get that money. You get that money and then the Corps of Engineers needs to write the dredging contract, you've already done the environmental study in the feasibility phase, so you know what you're going to do there, but then you've got to go through the construction, which is dredging offshore, put that sand up on your beach. So, by the time you've finished that you, yet you've had great congressional cooperation and great Corps cooperation, you are still five to seven years into the process. We knew this going in. Gulf Shores knows this going in. We think this is the best way to get there, which means it's a very difficult way to get there unless you as a city want to come up with your own five or six million dollars or whatever it's going to take to put sand on Dauphin Island. As I said earlier in my presentation, Gulf Shores doesn't have twenty million dollars to spend on sand so we're going to have to go to the congress to get it and it's going to take us the five to seven to ten year to complete the process. Hopefully we won't have a serious storm in that time.

Dr. Crozier: Actually we don't have anything to worry about, Steve Windom is chairman of the erosion task force.

Brad Gane: Through the coastal program, one of the things we did last summer before Georges was ever born, we had talked about Dauphin Island about funding a beach management study, a beach management plan. So we followed through with that and we're still waiting for the final scope of services. When Georges hit it probably changed some priorities and the timing on the plan, somewhat, and we pretty much overlooked the scope they need to have the support, the application fees or monies to do the scientific studies and support applications and develop the plan to address public access within the plan, whatever, it's really pretty open to Dauphin Island and we are continuing to support that and looking forward to finalizing the contract.

Question: Excuse me, are you with the state?

Brad Gane: Yes. ADEM

Question: ADEM? may I ask you a question? Uh, may I ask him a question?

Dr Crozier: Sure

Question: We keep talking about turning private property into public access and we haven't heard the state say anything about helping out, it's been the federal level, or somewhere else. And Dauphin Island and the beach are disappearing. I'd like to hear more about what the state will have to do with this and also what we're talking about not using public money for private beaches. That's being done now right here on Dauphin Island. Where the consortium of people who own the west end of Dauphin Island past the pavement, ADEM pays the Town of Dauphin Island \$19K a year to provide private police protection to keep people off the west end of Dauphin Island. Now if you are a citizen of Dauphin Island and you try to get that same protection from the police department, you will not get it. So ladies and gentlemen, right now, today and for some time, \$19K a year has gone to the city of Dauphin Island. Public money going for private protection of people that can afford their own protection because they are multi-millionaires. One of those men is now the head of the Department of Conservation. Don't tell us that public money does not go for private property. It does everyday and it has for some time. My question is why can't the private property owners on Dauphin Island get the same protection as a group of multi-millionaires down on the west end of Dauphin Island?

Brad Gane: Let's see. How can I craft this answer? The services and protection that the contract provides to the citizens of Dauphin Island, that's on the west end or the gulf west end or east end is the same. We provide funds for a number of different functions, we support the building inspector's office. We, also, support the police department to keep people from driving on the beaches and dunes so in that regard, we support the whole island not just the West End but that is where most of the beaches and dunes are located. It is just one portion versus another. So I don't think you have that situation actually.

Question: Actually, that is exactly what happened. If we called for police protection, I know this is getting a little off but this is still the point of public money going for private property. The chief of police looked me right straight in the eye and said trespassing on private property down here is that least of my priorities. Yet I happen to know that same police department, that same chief of police would get up at 3:00 in the morning and go to the west end to keep people off that beach. You keep people off the beach then you don't have as much erosion and I think Mr. Douglass has also said that when this berm goes up if it's breached it's going to cause a bigger problem to the houses that are right in that area. If you don't keep people off, it's going to be breached. I'm just saying let's be fair, don't this panel stand up here and say you've got

to have a public beach, you've got to have a public beach, cause you can't spend money unless you do. We are already spending money ladies and gentlemen, and it's not on our property that is east of that little fence down there.

Brad Gane: The regulations require that tables not be operated on the beaches and dunes except for subliminal purposes, emergency services and things like that. The Coastal Construction Control Line (CCL) runs north when you get to the end of Bienville Boulevard essentially the lines and the axes in place so anyone driving vehicles on beaches and dunes see where the construction control is, west of that fence or south of the homes, anywhere else on Dauphin Island are all subject the same requirements. We fund the police department down here to keep people from driving on the beaches and dunes. I don't know any other way to describe it.

Question: I think they pay for everybody. Which I have no problem with that. It' private property. I'm just saying give us the same protection that you give them.

Chuck Hamilton: I think I'm going to ask Brad to comment. But, when ADEM sends this money down they don't send their own monitors with it on-site to see how the money is spend. The point is when the mayor gets delegated this authority it's up to the local folks the local municipalities as to how they implement the use of those funds so I would say you might want to address your city council or your mayor if you feel those funds aren't being equitably used. But Brad, feel free to jump in there if you don't think that is right

Question: I thought that was what they were earmarked for, the west end?

Alma Wagner: No.

Question: Well, that's what we've been told.

Phillip Hinesley: I am Phillip Hinesley with the ADECA Coastal Programs. The beach and dune programs with the local municipalities involved have a specific scope of services so they are limited in what they can and what they cannot do. It's not for protection or ride around patrol and arresting people breaking into houses. They are specifically looking for illegal construction activities and vehicles on the beaches. That is the intent of the program. As far as what the state is doing, the Alabama Coastal Area Management Program, has and will continue, to support Dr. Douglass' work through the work that he is doing and Congressman Callahan said we spent about \$12K last year, that's not exactly right, we had about \$700K we spent through the coastal zone management programs last year here in Alabama, which was matched by the state and local governments for I would say the majority of the work is focused in the coastal beaches and dunes area. So, what we cannot do through the coastal zone management program, which is administered through NOAA and the Department of Commerce, is put sand on your beach. We can work and develop plans, we have in past, worked with the Corps, and assisted Brad's office in working out beneficial dredge spoil sites

and working toward a solution to this thing. I think what we all need to keep in mind four things as far as what the state stands for. It's four things that the state needs to do and what you can do. As far as I'm concerned, the federal agencies and the COE have been forced to take a lot of heat. But they have the authorities in place and the programs in place for the solution. But the state, we need to go back to the state and your state elected officials and look at what we need to do. And, one, we need to develop a beach management plan. Everything we do in Alabama is in response. We do not even start thinking about things until houses are falling in the water. We need to address this on a comprehensive basis and look at it from a statewide comprehensive plan. The other thing is we need to identify funds. The bottom line is funding, funding, and more funding. We need to earmarked funds and dedicate funds through whatever means to be able to address this problem. In Florida their 30 million dollars come from a transfer fee on deeds. So we need to develop a source of funds to address this problem. And that is going to take legislation and these guys in Montgomery need to get their act together and help us down here. And basically that's all I want to say. You know, we need to realize that we don't have a state plan in place. And that's one of the critical things that needs to be done in the future.

Question: I don't know who I'm asking this question to. I'm don't happen to be a resident here on the island. But it sounds to me like there is an opportunity here and my question is whether it is feasible on the time frame? The Corps is fixing dredge what I understand to be the most usable sand area of the canal and dispose of it. Is there any way feasibly possible that we could divert that sand in that contract to the beach?

Dr. Crozier: The question is that given that y'all are about to dredge good beach material, sand that is slumped into the channel, I mean literally as we see the boat approaching, is there any feasible way to divert that sand from the disposal site that you described? Which is better than the old site, directly to the beaches?

Pat Langham: Well, we've got time we can do that, we could change the contract, it would require cost-sharing based on all those same things we talked about in the past. And, that would be a tremendous cost share.

Dr. Crozier: That's \$8.00 a yard.

Alma Wagner: Six million. I think it was to put it on the beaches it was six million so it would cost the town three million of local funds.

Pat Langham: For some reason I think it's higher than that.

Alma Wagner: Was it higher?

Dr. Crozier: That's to put it on the east end. Which, Scott and I feel won't solve the problem



Pat Langham: Well, it could be placed within that general range of the east end around the pier. Alma I seem to remember that six million dollar too, but based on pushing \$3 million yards of material that would only be \$2.00 a yard delta cost and I think it would be more of an increased cost. And, let me tell you we considered that very much. So much so that we had to have resolution over the matter and we met over to the Corps office in the latter part of December or the first of January because we had to move on with our recovery plan. We had to advertise that contract so we did present the numbers as Alma said, and I don't remember what they were, but it was a clear choice that those delta cost whatever they were, weren't available, so we should move on with that contract passing the material, as George said, better than the old site, but maintained in the littoral zone. We chose, by moving on, to concentrate on this FEMA action and that some 70,000 cubic yards, \$1.3 million, when we began to assist Jeff and Aliska and looking at potential cost and opportunities and ways for which we might get more bang for the buck if the one point three million is given by FEMA.

David Slade: But the answer is, if someone can come up with the money, it can be done

Pat Langham: Yes. At this point we, from just a pure contract point of view, six million or ten million or ten million or fifteen million or whatever it was, and we went through the mechanism to bring it forward and do it in the contributing funds way, modify the contract, take a little more time to execute the contract. Yes, it's conceivable.

Dr. Crozier: Yes, but you've got to understand what they are talking about will not put sand across the front to the west end of the island.

Question: There is a lot of concern from the citizenry that nothing is being done. That's the reason I asked the question. To call up that question, now that the answer is yes it can be done if someone can come up with the money the next question might be for Scott or the folks with the Corps, I'm not sure, is that the best use of that money or should they really be trying to do something different?

Scott Douglass: That's a good question.

Pat Langham: My guess would be that if you had ten million dollars, it was that you come up with a job that horrowed material from somewhere other than that channel, it's six miles west, it's further than six to the schoolhouse, I'd go out and select a bar source and use that you'd get more dirt or sand per unit cost than that and clearly that is the wise thing to do. And, given that the revision as we are doing now, placing a very large amount of material, three million yards, in the littoral zone which is going to help the whole ebb-tidal shoal and the town to the west end in some time then both actions would be very good.

Dr. Crozier: Richard, do you want to deal with this source of sand?

Richard Hummell: Richard Hummell with the Geological Survey of Alabama. If the sand that is coming out of the channel is indeed beach quality sand that might be the best source. I mean the best sand resource is found on the beaches. There are other sand resources but you don't have too many. Most of the sand is in conjunction with the ebb-tidal delta, so you are talking about the edge of delta which is about three miles, Sand Island is in fact on the edge of the Delta. I think no matter how you cut it, you're taking this material from basically the same distance. If it was pointed out that sand from the channel is more economic that would be the best source. Otherwise you've got various options to choose from but they are all going to be about the same cost.

Dr Crozier: What about the washover sand, Scott?

P Langam: Let me make a comment about that relative to the FEMA emergency sand berm project. I mentioned that we would work to identify sand sources and that is, George, the overwashed area north of the island. Go back to Richard. I want to see if this is correct. On the south side if we were looking at east end, I would agree with the contract. We were looking more on the west end then I believe and the west divide line is a pier or school and using some offshore site you certainly get more bang for your buck.

Richard Hummell: In that case, before the west end meeting from the public beach on down to the fence the overwashed sand would be your best. The sand that's washed over into the Mississippi Sound, a three mile stretch of beach, which that has happened. That would probably be your most economical. Just recover that and bring it directly to the island and put it back on the beach.

Question: How far out is that?

Richard Hummell: It's not very far.

Question: How much sand?

R Hummell: Well that is one of the things that we can see that from aerial photography, the overwashed sand and so on. But then you've got a matter of not only how thick those deposits are so you would have to go out and map them but also what the sand quality is and you don't really know that, until you go out and do some coring and that sort of thing. And there would also be, part of the problem in a hurricane you get all kinds of things being taken across the island and being buried in amongst the sand, so you have to make an assessment, there are also extensive marsh deposits. So you actually have to go out there and see what you have to recover.

Dr Crozier: Alma

Alma Wagner: What is the time frame on the dredging project? When do y'all plan on beginning and completing the dredging project?

Comment: We are going to open the bids on the 16th of March. We are providing in that contract a little bit of slippage, a little bit of time so that we can entice the greatest contract competition there. We're saying that dredging has to begin 45 days after the notice to proceed. And with that, like one of these dredges that is doing the bay has an assignment back in Tampa and we would certainly want that dredge to be in here. Also there is a big beach job over in Panama City and there is a big dredge in Alaska so that's why. He can start as soon as he wants and if the Dredge Meridian gets here, as soon as he finishes Theodore he could go to work. But the contract would require starting in 45 days. We got six weeks of time in the contract but in reality it probably wouldn't take more than three months to accomplish.

Alma Wagner: Is there any way to postpone it until we try to find some funding?

Dr. Crozier: The sand's in their way.

Alma Wagner: Right. That's what I'm saving. They are as anxious to have it moved as we are to get it. Maybe an emergency decision can be made to have it removed from the channel and put on the beach. Or is there any way to postpone it to try and find some funding?

Pat Langham: I wouldn't recommend to anybody that I postpone that job without a great deal of indication that there is whatever it takes, three million, six million, eight million dollars and really Alma, that's exactly what we met and talked about. We had to make a decision in order for us to move on. Certainly. But again, what we are doing here is of tremendous advantage to the long return improvement on Dauphin Island at no increase in cost.

Dr. Crozier: Barry, you had a question.

Barry Vittor: Just a couple of questions. This is probably addressed at Phillip and Scott primarily. The material be dredged from the bar channel is good quality beach sand and is 3 million cubic yards. That is a lot of sand being removed from the natural system. Scott's probably already made comments this morning about the proportion of dredged material that is taken from the bar channel each year and would end up eventually anyway on the beach. Scott's already said what the issue is wh... would this replacement... the other issue is

Scott Douglass: Well it's similar Jack's question which was something to the effect that we should take the sand that is dredged right now and put it on the beach. I guess my answer was look at not the total cost but the unit cost and how much you want. Pat doesn't want to hear this, but Alma was going in that direction, and I think you are too. Maybe we don't need it all maybe we could take some and maybe if the unit cost are

under ten dollars a yard, we don't have, we heard that we don't have any other sources available but now that we know that they are even available, we don't know where they are. The question is do we take some of it or none of it and can we take some of it? Pat doesn't want to change the contract we've got to get the sand out of the way.

Pat Langham: That's not the reason, that wasn't on the wavelength of some to take some of the sand or less than the 3 million cubic yards.

Alma Wagner: That really wasn't the direction I was going in. I see all this sand going in this beneficial use area that we could use desperately on the beaches of Dauphin Island. Everyone seems to be working in the direction to make that happen, things are coming together. Our congressman is really working hard for us, we have Howard and the American Coastal Coalition. Everything seems to be working in that direction and it seems like we can get that sand but it's going to take us more time to go through these channels to get it. If we do this project right now and the sand is placed in the Gulf, it's gone and when will we ever have this opportunity to get three million cubic yards of beach quality sand again?

Pat Langham: Well, this is like trying to catch a moving train. We did look at what you said Scott and I think, back in our December, January meeting and at that time we talked about seventy, eighty thousand yards and that was the cheapest to get that there. And, we did price out I think the cost of that small amount from the bar job, \$12-\$13/yard, I don't know if that included distribution presumably it should have, but at that point in time we said that's high for seventy eight thousand yards, but if that is all you want you could get a better bang for your buck by considering dredging with certain assumptions, material on the overwash area on the north side of which we estimated, assuming the material was there that you could get possibly three hundred thousand yards put in a one point three million dollar figure. At that time we were running through scenarios bounced against the FEMA number of 1.3 million on the table. We concluded that a pretty simple deduction that we should move on and look at a small dredge for a small amount of material associated with that job; press on with the bar job. Certainly we could modify the job, it would be at some risk, actually our timing is pretty good we're going to have two very large pipeline dredges probably immediately available to bid this job and meet the schedule. You've got contract dredges available and any delay could really wreck the opportunity for certain dredges. Now we've had successful bidding on these first two jobs here last year. We got no takers on the Gulfport job, same dredge size, we redid it and we got one bid, a very high one. So if I knew today that somebody was going to fund five million dollars or whatever it was and I think those were the numbers based on some smaller jobs we were talking about...yeah, we could make the changes, but we've got to make a decision now because as George said, we've got sand in the channel and the bar pilots are calling it a potential hazard. We have been delaying it already to be sure to get the sand into the littoral zone.

Wil Schroeder: George let me answer Barry's question. Barry, to answer your question about where to put it, there's a real dilemma here. The models that Scott talks about and the experience that we've got on the where to place the sand is based on our models of the past, you hope the system is going to perform in a certain way. Everybody has to remember that if we took all this material and deposited it and the weather changed on us and something abnormal came along it could get out of the mainstream and not function and not move along as one might expect it to, so there is a gamble associated with that. It's a lot like the stock market. You can't say the future performance of the stock is going to go like it has in the past, so you take what you've got and you put it in the best spot that you can but clearly folks have seen that the system has changed. When the prevailing winds are out of the east or winds are out of the west, those sectors now play a great role in whether or not the sand is going to move in a way you expect it to move. For instance, if it happens to move offshore and gets outside of the system at least this shot for the amount of sand you've got outside the system and of no longer any use to you.

Dr. Crozier: Jack.

Question: Has any consideration been given to put this sand on the Sand Island or Pelican Island bar that's eroded away, you know, from the lighthouse all the way down over the years. You know, the water is shallow there now and I know you can't use a hopper's dredge or a pipeline.

Dr. Crozier: Jack, that map that they showed earlier, that will probably be captured into that.

Question: Mr. Slade, I think, might be able to comment on this. I know everybody's trying to become friends here and get chummy with the Corps, but the history actually is that the Corps in 1976 published a study recognizing that their dredging contributed to the erosion on Dauphin Island. When they then wrote their environmental impact statements for the dredging they made no mention of that fact. They buried it. They had done the study, it wasn't a big study but it was study and they published. They buried that fact when doing an environmental impact statement. They are supposed to proceed in an environmentally sound way. Wouldn't this be a good time to enjoin them and have them start paying us back?

Dr. Crozier: You think that's the same question that Admiral Stewart asked and then someone else brought it up? It's a question of mitigation. Repairing what damage that they were doing. And, I sorry the question that came from over here, could the property owner's association mimic what the property owner's at Little Lagoon did, and sue? But I think the answer was yes, but the comparison between the two systems and maybe that is where the legal question is.

Question: Yeah, but not I'd like a lawyer's answer.

Dr. Crozier: I understand. But there is a difference. What I am saying is that the court will look at the scale of the two issues and you have a different situation.

David Slade: You could always try. I'm not familiar with the case that Dr. Crozier is talking about where...was the Army Corps actually enjoined?

Dr. Crozier: That's the one that was described there where Little Lagoon sued the state highway department and won.

David Slade: But your question is, suing the Army Corps, asking the federal court to get the Corps to repay. Alright. I'm going to answer this as neutrally as I can. I'm not taking sides here. Let me try to play---the number one problem with a suit like that is the U. S. constitution. Because everything the Army Corps does is under its navigational servitude and since about 1790 from Chief Justice Marshall on, is a whole body of supreme court law says when the Army Corps, or any federal agency, but principally the Army Corps, operates under its navigational servitude and it operates within the scope of its power within that servitude and it does it lawfully with all other federal law, if it erodes your land, if it knocks away your dock, if it ruins your favorite fishing hole, they are immune from suit.

Question: But they do have to comply with the environmental impact law, and if they did not, and if knowing that they would create a danger, having documented that danger themselves, then having it ignored it in all their reports they publicly filed, are they then not subject to some court action for continuing to proceed, not taking into account the known the environmental danger that they created and they are aware of?

David Slade: Assuming everything, all the assumptions in your question there, assuming all of them were true, the answer is your chances greatly increase if you get over the navigational servitude hurdle. My experience as a lawyer at the federal level is that the time period that you are talking about in a case like that makes Dick's projected time periods look short. And not only in our advanced age, but at the time we haven't got any money for the court

Question: But, I'm not talking money. I'm talking about enjoining this project so that perhaps with a little pressure they will find a way to resolve this project in a way more advantageous to the citizens. The only way you are going to start the effect is by your actions. Pressure to slow their movement, their rush to complete this project without doing it in the best way for us.

David Slade: Again, there are legal hurdles, and don't take me as objecting to your goal here. I'm trying to give a realistic legal answers to the problems that you would encountering. To enjoin the Corps now, you would have find them, if they proceed as they plan they are going to clearly violate some federal law and they are going to have immediate, irreparable, proximate cause harm on the beaches out there. And boy, I have fought these battles in court and it is extraordinarily difficult and these gentlemen

aren't there in court. The Department of Justice is there in court and, boy, reality is very opaque.

Comment: He's an attorney.

David Slade: Oh, is that right? Could you state your profession for the record please?

Response: Lawyer. On the opposite side always from the department of, as it is named, Justice.

Dr. Crozier: I should have pointed out earlier that Mr. Slade also covers the Supreme Court too and produces a newsletter so that's why I introduced him originally as something of a constitutional lawyer. Cherie you've been trying to ask a question?

Question: Chuck Hamilton stole my thunder because if you wanted to go to the city of Dauphin Island through the procedure of getting the reconnaissance study, the feasibility study because the Dog River group is already in the second phase of that.

Dr. Crozier: Those things can go more rapidly. I noticed Mike Henderson isn't even here today. I mean their funding for the pier was part of a reconnaissance study, I think, so they can move rapidly on some of these things. Yet the scale is different.

Comment: You're right

Howard Marlowe: If these folks want to, if the community says it wants to or can afford a long term project, like these ladies talked about, then it might be better to go for a reconnaissance study under the resolution?

Roger Burke: We have from time to time, if the scope of recommendation exceeds the dollar limit for the construction then you change the cover on the report and submit it to congress and get the project specifically authorized.

Howard Marlowe: The point I'd like to make here is there are short term things that need to be done and there are long term things that need to be done. You absolutely have to, as far as the long term solution I think, go through this reconnaissance and feasibility stage because five to seven years goes actually very quickly. Unfortunately not quickly enough because the storms are going to come quickly. But on the other hand, five to seven years is something that can be done to create something that lasts a good period of time, whereas short term solutions will come and be short term in terms of their benefits. So, if you could provide some direction to the congressmen and the other powers to be that this is the direction that this community wants to go. Then you're going to be in a lot better place I think down the road, and you'll also be knocking on the doors of the state legislatures saying, 'Hey we need state cooperation, this is a partnership program, this is coastal management issue.' So I would encourage you to do that.

Dr. Crozier: Is there another question back there? Yes.

Question I want to ask, does the court have any mechanism in place. I've heard different things, like, I heard that there was a responsibility for dredging. Is there a mechanism in place for use evaluation, the cost benefits or for determining the least expensive way, an impact statement for opening up this - maybe we can't get six million dollars but maybe some amount?

Roger Burke: Well, I think the regional sediment management commission that I mentioned this morning is a good vehicle for evaluating the broader range of costs and benefits, outside the one the Corps traditionally looks at. Then again, its not the Corps of Engineers as that is broadly defined that sets up these principles and administration principles guidelines, there are several other water resources developmental agencies that also have justify their projects to the top administration. I've heard several comments too, or talking about environmental impacts, and sometimes there are environmental impacts simply because we are not disposing of sand as physical impact, it may or may not have necessarily much of a negative environmental affect. I won't argue that issue either. But, to say that those kinds of questions can be answered or agreed to in a regional settlement or definition is not going to result in a solution in the next few months. It's a two, four, five year effort.

Question: Where can I learn about regional sediment initiatives?

Roger Burke We are in a very early stage of one workshop with state agencies and we'll be having some more with local communities and other stakeholders. Give me your card and we'll try to include you in one of the future workshops for the public

Question Do you post them? When they are going to be set?

Roger Burke Well we really haven't fleshed out our plan as to what extent we are going to have a general public involvement. Early on while we were trying to formulate what we were going to do and some general directions, we had only invited some specific stakeholders. But we do expect some general public meetings some time in the future, probably more like six to nine months away.

Pat Langham Let me add to that. We are going to follow on that first meeting with another meeting that would include briefing agency bids and court interest, and that type of thing. At some point in time, this information's going be disseminated. I don't know, Roger, could we expect copies of the meetings or notes or action plans, as soon as they are done?

Alma, I think you were correct on your estimate, in your recalling those numbers that we threw out. I was looking through some stuff, I don't know if this is preliminary or not, but the cost, I pulled some numbers a while ago and I think I was way off base, I was hopefully called or straightened out like it usually does. But I believe that



the cost of pumping material from - if you were going to pump all of the material that's now going into - pumped into the east end of Dauphin Island, it might juggle some costs. So, that's the biggy you were talking about

Question. Quick question, about Mississippi Sound. What's the status there. I mean, do you have any plans for that? I'm talking about the dredging from the Mississippi Sound.

Pat Langham: As the source for the berm on Dauphin Island? We are simply try to assist the Town. We're talking to Richard Hummell about the general location. And based on these various general assumptions, we went out with a contractor, a small contractor, and with his input to it, we provided information to the Town that within that mean degree range you can probably get up to three hundred thousands yards. That's based again, on those assumption that the material is there and we won't be really skipping all over and increasing the cost and of course the environmental clearances, and the specific identifications and environmental clearances would have to begin

Dr Crozier I think one of the things that I would like for the panel to state clearly, and I think this was done at a meeting here on the island, but I wasn't there and I'm not sure of it either. When we talk about pumping sand back across to where it came from, say this berm in front of the west end. My impression, I mentioned it earlier and nobody said anything about it, is that is not necessarily viewed as hurricane protection, is it Scott?

Scott Douglass: According to FEMA it's a five year protection plan. Yeah. That's not hurricane protection, it's being decided. To American congressmen it's a little unclear as to how big it is in terms of volume. But, the guidance and the regulation of FEMA is deciding it on basically a 20% risk storm. That means a 20% risk of it could occur this year. 20% more next year. It's like rolling the dice. So if you've been around for five years, it's probably 50-50. That's if the engineering is perfect, and of course it will be. It's not a hurricane protection purpose. Looking at the cross section when we, or they, finally decides what it's going to be. Take a look at it and decide whether you can live with that dune out there or not. And I see it as a jump start. If you don't do anything on the west end, two things are going to happen. one, the waves will continue to overwash from the ocean to the Sound like it did in the early part of this century. Or the winds will hang around enough to blow up the sand dunes and start to reform the sand dunes and you'll be building back toward what you had like I showed on the slides today on the storm. But, I see this little dune as kind of jump starting that natural occurrence, that's all it will be. It will keep the little wimpy winter storms out of here.

Question. Saying that our grassroots effort is successful and we have the \$200K match that's required for the berm, is the Corps ready to start that project, if we have \$200K and the town could say tomorrow, 'here's our matching funds,' are we ready to go with that berm? We're going into hurricane season in two months. If we have another hurricane, we're going to lose the west end.

Pat Langham: If you have a hurricane, and this berm that he just talked about would be in place, it wouldn't help? Isn't that right, Scott?

Question: It wouldn't help at all?

Pat Langham: Isn't that right, Scott?

Scott Douglass: No, that the 20% chance of it falling down each year.

Question: Well, that's true, but without the berm, there's nothing.

Pat Langham: To answer your questions, this is not a Corps job.

Question: But aren't you doing the study as to where we get the sand from?

Pat Langham: This is gratis, help, advice, technical assistance.

Dr. Crozier: Pro bono.

Pat Langham: Pro bono. That's a very good question and as late as last week, I think the congressmen also learned that the numbers were in dispute. You mentioned this morning, needing some sort of a clarification of FEMA record. But, assuming that that's clarified, that's an awful lot that has to be done.

Dr. Crozier: Tina, you've been trying to say something. I think now it's appropriate.

Question: I just wanted to make it clear that the FEMA program that is providing the funds for the emergency beach berm, is just what they call it - emergency beach funds. The purpose is for immediate property protection and not anything, it's not any kind of storm protection or anything like that. The purpose is not to provide beach dunes but emergency means under public assistance.

Pat Langham: Let me add to that too. A point was made, I've been at many meetings in which that particular topic was discussed. And FEMA initially was, frankly, very negative to it. And only went back to relook it, because pretty intense leaning on them by the congressman's office. But the reason they were negative to it is because there is no design beach for Dauphin Island. That point's been made several times today. There is no design beach. Where those beaches suffer damages, where they are periodically renourished, the design somewhat that Chuck mentioned that he is going to design for Gulf Shores area, then that becomes an opportunity for FEMA projections in some future years. It's a very small effort here.

Question: When the Corps said earlier that they looked at other options when they were going to finish the bar channel, with one option was to put the sand on the east end of the island. But, they passed it upstairs, or to whoever they passed it for review, and they

decided not to do it. Was that 'they' the sponsors? Or was that the Corps? Who is they?

Pat Langham: Well, it was several of us. We were talking again to the city, the town, and other interests associated with sand on the beach and attempted to determine if, in fact, FEMA had a means to, whether more sand could be placed on the east end by other means than the mechanical haul out. We looked at the very small amount associated with the barge, that was \$11, \$12, \$13 bucks a yard. We looked at dredging south of the island and north of the island, and concluded that the cheapest cost for providing that small amount of material could possibly come from the old wash area on the north. We went on to, so at that point we said we've got to move on to with larger item and it would cost, I don't remember exactly, it would cost about twice of the dredging, to pump it all on the east end of Dauphin Island and the decision at that time, by the city people, was that's way beyond the limits of any capabilities for cost sharing the project.

Dr. Crozier: Excuse me, and that does not include the cost of them distributing it.

Pat Langham: George has said that a couple of times, and that's true.

Dr. Crozier: Remember that.

Question: I guess what I was trying to do was to come to was that it seems like there is a review process that goes on before you decide what your actual design and your project is. What you're going to do, how far you can open up the blinders to see what the impact of your work is. And, that review process at one point includes the other sponsors, other than the Corps, the sponsors of the job, and I take it that that sponsor would be the State. And, if that's the State, I suppose those people are representing the Docks, and it would seem to me, that the Island should be represented in that review process as well.

Pat Langham: Well, it does happen, and the State Docks is the sponsor for this particular project. And we sought very hurriedly to use this material for better use and we came to the beneficial use application. We then knowing that you go beyond that, such as any direct placement or cost sharing, that's when we discussed whether or not that job or that magnitude within the framework of this FEMA.

Dr. Crozier: Cathy.

Question: This question is for Mr. Slade. We've heard today from Congressman Callahan that time is of the essence, so we've basically got 30 days to get a message up so he can begin thinking for the future. Shouldn't both the town of Dauphin Island get together with the other coastal counties and put one message up as opposed to this sporadic, Gulf Shores doing one thing, Orange Beach do another, and Dauphin Island doing something else because we all have, although different needs, the same problem?

David Slade: Absolutely. The problem, I don't know if the Admiral's is still here? This morning we had a community problem and I agreed with that but I wanted to see you and raise you because we not only have a community problem but a state problem. And it's Gulf Shores', Orange Beach's, and Dauphin Island's. And, in general, it's Congressman Callahan's entire district, so this community should be getting together with the entire coastal community and sending up one message within the next 30 days.

Dr. Crozier: Chuck?

Chuck Hamilton: With respect to this regional sediment management issue, this is, Orange Beach and Dauphin Island, er, Orange Beach and Gulf Shores have been asked to participate in this and I think they'll probably get something going for Dauphin Island. The point is, as I see it, and I think as the Corps and State Geology Service sees this, there are two separate physical systems here, separated by the Mobile Bay. So there probably ought to be two different strategies that begin on the first of people, Dr. Douglass, and those folks that know with respect to those two systems. But, there is going to be one Pleasure Island Group or regional approach to this sand system on Pleasure Island, and there probably ought to be another physical approach to the sand system of the west side of Mobile Bay, or Dauphin Island. And those will be two different studies probably and two different congressional appropriations for the funds for the fixes. It's not 'us' and 'them' or 'you' and 'us', it's just the way that system should be worked. Roger. Do you want to comment on that.

Roger Burke: And so much depends on the issues that you are talking about. Funding for a study in Gulf Shores, funding for a study, or something, in Dauphin Island, perhaps the individual program is not that bad. Just to go as a group, the State will be the best representative for all communities. If you are talking about the change in policy or also the way beach policy is cost shared or the ways laws are accounted for or something of that nature, then yes, that very united approach will be the most inefficient as opposed to the State's.

Phillip Hinesley: I'll pretend to speak for the State and say that the State has a very different perspective from the various agencies, and that is one of the problems is that there is not a given agency to handle this issue. However, it gets back to my point to push forward and develop this as a comprehensive plan and not doing this haphazardly and looking at it from one approach, and that's going to be real important. I talked to Brad (Gane) at lunch and I don't believe there has been a comprehensive coastal legislation passed plan since 1976 when the coastal area board was created. So, twenty-five years plus is a little long to be ignored down here so I think it's time to get some attention.

- Applause -

Question: Yes. There has been a great deal of conversation today about public beach, opening the private areas of Dauphin Island for public beaches, I asked Dr. Scott Douglass last year at the symposium were our beaches safe for swimming, and he said, yes. And, a year later, we still do not have a public beach open on Dauphin Island. I think it is absolutely appalling!

Dr. Crozier: Mr. Henderson is not here.

Question: But what I want to know is, I think it's Chuck, you're with Gulf Shores. Here is Gulf Shores and the reasons that we were told were currents, stumps, and litigation. But it seems that litigation is the real reason, the umbrella. How do y'all handle that in Gulf Shores? How do y'all, do you have a lifeguard, what do you do?

Chuck Hamilton: Well, before I came to Gulf Shores, eleven years ago, the city council did something that was, in my view, visionary. They went out and they got, procured, they bought enough land to create a public beach, knowing it was not only in the public's general interest in terms of recreation, but in the economic interest of Gulf Shores in general. We have lifeguards, we hire lifeguards, we hire security. We have fully funded lifeguards, we have fully funded security systems. We have paid parking at the beach, which didn't go over well with some of the businesses but that's the way we subsidize the lifeguards and the security force. And, the maintenance for the beach itself. Because of wanting to maintain those structures. After Hurricane Opal we paid \$255,000 to replace beach pavilion decks. After Hurricane Georges with the cooperation of Brad (Gane) and ADEMA with a variance permit we are going to put bulkheads around those and we will replace the sand as a condition of doing that after every storm on the beach. But, we have spent a lot of money on the public beach and intend to spend more in the next year. In fact, a lot more.

Question: How large is it an area, a mile, half mile?

Chuck Hamilton: We've got about 2,000 feet of public beach right there between east and west Gulf Place, right there at the foot of highway 59. We've got another west Second Street parking lot that's a separate pavilion with a boardwalk connecting that in Gulf Place. That's probably another 400 feet. And then we've four different Sixth Street beach accesses which are probably 150 feet each there along Thirteenth Street. So we've got probably six public beaches. Plus, Lagoon Pass. On the north side of Lagoon Pass there's a beach that's in the back water on the Pass itself. We spend a lot of money on developing those. And we got a lot of land and conservation grants to do it.

Phillip Hinesley: And, ADECA grants too.

Chuck Hamilton: And, ADECA grants. That's right.

Dr. Crozier: L. G. Adams, you had a question? L. G. Adams

Question: Dr. Douglas, in your document you stated back in 1996 there was a recommendation by the task force on shoreline erosion brought to half a million dollars being directed from the state legislature for the coast. I was wondering if that was successful and if so, how that's being used and if not, maybe that recommendation could still be supported. It's probably a good time to rally around that.

Scott Douglass: Yes, if you recall in the slide show that's where I made a joke and moved on, I didn't talk about that. I made a joke about the state senate's behavior this week. But, there was a task force. This goes to the other question. There was a statewide task force. They met for several years and Steve Windom was the chairman. And Steve McMillian was on it. And it was a pretty broad-based task force. It had representation from all coastal towns and counties, and Corps of Engineers. Basically everybody with an interest along the coast at the federal, state, and local levels and it made some recommendations. And, you can read them in the report. I put the final recommendation letter verbatim in the report because I think it needs to be revisited, and maybe now that we have had hurricane they will be interested in revisiting this task force issue. But as to what happened to it. That year was a very fuzzy year in Montgomery and, nothing happened. And, nothing.

Bill Edwards The Park and Beach Board has taken a lot of criticism over the public beach being shut down. We shut down the beach right after the coverage that Dr. Douglass did. And as a fact, because our lawyer said so. Now, he also said that if we get would get all the stumps out and get a letter saying that it's safe again, we could open it up again. So all we're doing, and I'm reminding them, that we would like to have a letter saying that it's safe again because there is not one stump on our public beach. We spent two months removing them.

- Applause -

Dr. Crozier Yes, sir?

Question: I would like to address this to the two state representatives here. How could we go about getting an Alabama Beach Management Plan put into effect? What is the best approach to that? Because as you know, we as a group are probably interested in pushing this issue. And I'd like to add one more thing to this. Mobile Bay has sent at least \$120 million dollars up to Montgomery on this, did anyone think how much of that money might come back to Mobile Bay? That's from the gas revenues

Scott Douglass: Let me address two things. First of all, the safe beach issue. I don't think I said the beach was safe. I would never say that. I paid my way through college as a lifeguard in New Jersey and every inch of New Jersey public beaches, and they are all public, are guarded from, I don't know, 9:00A.M. to 5:00P.M. Nobody's ever drowned on a guarded beach in New Jersey and that plays through my mind every time we almost lost somebody. But, people can drown everywhere. What I said, and what the other man said I said was, it was as safe as any other gulf beach if you remove the stumps. And apparently that's where we are now

Question: So does that mean Mr. Edwards will open it now?

Bill Edwards: My attorney said if Dr. Douglass will state in a letter that says it's as safe as any other beach after the summer starts we can open the beach again.

Scott Douglass: As far as putting a beach management plan together, somebody needs to jump start it. The problem before my freedom from the Corps was a bunch of bureaucrats got together and did the task force. Now we did have representation from the elected officials. But there was nobody in the business community from both sides of the Bay pushing this issue. That's what it's going to take to get the legislature's attention.

Question: I would like to ask Mr. Edward's to read please use your leadership and get our beach open.

- Applause -

Question: Well, Dr. Douglass, what about this? Are you stating now that that beach is as safe as any other beach?

Scott Douglass: I'm not sure where you mean by 'that.' I'm guessing public beach right in here. People can drown on any beach. To the west of here, is that what you mean?

Question: Well. We're talking about the one that was closed from you study that said because the stumps needed to be removed. If they would be removed then it would be as safe as any other beach. But they are saying that we can't open it back up until we get a letter from Dr. Douglass that says it will be as safe as any other beach. What we want you to do is say it is or it isn't.

Phillip Hinesley: The purpose in Scott's work was not to close the public beach.

Question: Oh, I know that.

Phillip Hinesley: You people decided down here. Your board decided to close that beach. Just because he said that in the report. I mean that's his conclusions in that report. We didn't tell you to close the beach. You did that on your own.

Questions: I'm not attacking Dr. Douglass because of it, I'm just saying that some how we need to have these two entities meet in the middle so we can talk.

Phillip Hinesley: Scott Douglass is out of the loop here. It's not his job to open or close the beach.

Bill Edwards: We're not asking him for that. What he wrote, he said the stumps were doing that. And our attorney's, and I explained this every since I got on the board. I've been trying to get that beach back open again. And they said no, we're open for any

lawsuit. Anyone who wanted to walk on the beach can get hurt. Because of his statements, we go back to his statements that he made in there. And, I've spent two months down there with the guys removing every stump to get that beach open again.

Phillip Hinesley: Then, open the beach.

Bill Edwards: I can't without, the lawyer's said, no, we're open for a lawsuit.

Phillip Hinesley: That's a war problem. I don't think expect we can resolve that today. To answer your question about the master plan, we would love to come in here and do some planning. We're looking at the budget to do as much as we can through the coastal management program, but we are limited in the amount of funds that we have.

Question: What about the \$120 million dollars?

Dr. Crozier: The money that goes from the Heritage Trust Fund is allocated by the legislature to the general fund. And I think it's quite appropriate. I hear two things that the Town is going to have to do. I think, Jeff, it's going to be encumbered upon you to reinvigorate the erosion task force. Certainly the chairman. And, I think secondly, there's an issue, there's always been an issue of politically approaching the delegation from Mobile and Baldwin county to try to get more of the money that is reflected back to where the impacts are.

Phillip Hinesley: If they will look at their recommendation's starting about page 23 of Scott's report, and you know, write letters to your local delegation and tell them to support it.

Dr. Crozier: It's almost 3.30P.M. I think that's long enough. I'd like for you to give a hand to the panel.

- Applause -

Dr. Crozier: Thank you all for coming. Mayor, please close the meeting.

Mayor Collier: Thanks for the surprise. Again, I'd just like to share my thoughts briefly. First, I guess the best way I can sum up my feelings, is that I am quite overwhelmed at this point by the information that has been brought forward today. All the different possibilities that are out there, all the different avenues that need to be walked. This thing is monumental. It's more than any one particular agency or town or entity can tackle on its own. I think it's going to taking some partnership, working together, to get this thing on the road. I again would like to thank all the individuals who contributed today with their expertise, knowledge of the various areas they had, and I think we've broken some new ground today. And, I appreciate everybody's input. Y'all have a good afternoon.