

**US Army Corps
of Engineers®**

DEBRIS MISSION

INFORMATION PAPER

- 1. MISSION PURPOSE.** The Debris Management Mission provides capabilities such as removal, reduction and disposal of disaster debris in support of the National Response Framework. Debris management missions may be executed by the U.S. Army Corps of Engineers (USACE) as a Direct Federal Assistance mission. In this scenario USACE is responsible for the entire debris management mission. Other alternatives are for USACE to provide FEMA and local governments with technical assistance and federal operations support.
- 2. MISSION DEFINITION** There are no “typical” debris management missions. There are 3 types of mission assignments: a) Direct Federal Assistance; b) Technical Assistance; and c) Federal Operations Support. .
 - a. Direct Federal Assistance (DFA) missions** may consist of one or more tasks, including, but not limited to:
 - (1) Right of Way (ROW) Debris Removal – Removal, reduction and disposal of debris from the public right of way and other public property, such as parks and schools. This is the most common DFA mission.
 - (2) Emergency Clearance – A roadway clearance mission generally requires moving debris to the median or side of the ROW to allow for emergency traffic. Generally no removal of the debris is necessary to accomplish this mission.
 - (3) Private Property Debris Removal (PPDR) – Removal, reduction and disposal of debris from private property, when directed by FEMA.
 - (4) Demolition – Removal, reduction and disposal of residential or commercial structures. FEMA PA funds may be used for demolition and removal of eligible disaster debris under the authority of Section 403, Essential Assistance, of the Stafford Act. This section allows for the demolition of unsafe structures that pose an immediate threat to life, property, and public health and safety.
 - (5) Debris Removal from Drainage Structures – Removal, reduction and disposal of debris from natural streams, reservoirs and engineered channels. Debris must meet strict FEMA eligibility criteria.
 - (6) Waterway/Wet Debris – Removal, reduction and disposal of debris from coastal waters where the debris impedes navigation or produces a hazard to safety. Debris must meet strict FEMA eligibility criteria. USACE will be the lead agency for the removal of waterway/wet debris including salvageable vessels that is not impacting the navigation channel if mission assigned by FEMA. Wet debris removal and disposal can be accomplished via the ACI. USACE responsibilities under our authorities for Federal channels remain the same.
 - (7) CDM - The Contaminated Debris Management (CDM) Mission results from a detonation that creates general construction debris, and the like, that is contaminated with a

hazardous material or a chemical, biological, radioactive, nuclear agent. Appropriate representatives from FEMA, USACE, and EPA will establish the boundaries of a debris zone. Mission assignments can be issued to USACE directly by DHS/FEMA in respect to Emergency Clearance, Structural Instability, Demolition, or through the sub-mission assignment process by EPA, to support long term debris removal and technical assistance. The USACE executes CD Mission Assignments through partial or full deployment of CDM Planning and Response Teams (PRT).

b. Technical Assistance (TA) missions may consist of one or more elements, including, but not limited to:

(1) Assistance to local governments in developing debris removal contracts. Tasks typically include estimating debris quantities and preparing scopes of work for debris removal and quality assurance oversight.

(2) Assistance with environmental issues.

(3) Assistance with training and coordination of FEMA and Local government debris monitors.

c. Federal Operations Support (FOS) missions provide FEMA with oversight of State and/or local debris operations. Such oversight includes, but is not limited to, observing and providing documentation for the FEMA Public Assistance Officer on local debris field operations and providing recommendations on increasing the efficiency of such operations.

3. GENERAL CONCEPT OF OPERATION for Direct Federal Assistance Missions. The concept of operations is built upon the premise that a highly trained Debris Planning and Response Team (PRT) is mobilized early in an emergency event to provide the impacted command the management strategy and foundation necessary to handle a debris mission of any size. The assigned Debris PRT, in coordination with the Supported District, will plan, direct and report emergency debris activities immediately following a disaster. This initial response effort is a necessary prerequisite to executing a full-scale debris management mission. As necessary to support the mission operations, the Supported District sets up a Recovery Field Office (RFO) and/or Emergency Field Office(s) (EFO) depending on the size of the mission.

Once a PRT is assigned a mission it remains the responsible PRT until completion and/or transition to a more long-term response organization. The PRT's home district directly coordinates with the Supported District to work out personnel rotations. The PRT will work with the Supported District to identify short-term and long-term resource requirements, such as contractors and USACE personnel. The PRT's goal is to establish a successful project structure and transfer that structure to the Supported District for long-term execution and mission closeout.

The Districts assigned debris missions are as follows:

Mobile CESAM	Vicksburg CEMVK
Louisville CELRL	Baltimore CENAB
Fort Worth CESAW	Sacramento CESPCK
New Orleans CEMVN	

Mississippi Valley Division is the Lead Division for Debris cemvd-eoc@usace.army.mil

4. Debris Removal Advance Contracting Initiative (ACI) Contracts/Contract Considerations:

a. Contract Provisions

(1) The contractor provides planning, supervision, labor, equipment and materials necessary for debris removal in support of Corps/FEMA emergency response operations.

(2) These contracts are service contracts, and can be used for debris removal and demolition when directed by FEMA.

(3) These contracts are restricted to the specific geographical locations shown at paragraph 4C, below, and cannot be used at any other location within USACE.

(4) The contracts are performance-based, whereby the government may withhold payment for poor contract performance.

(5) The contracts provide for increased capacities over a 5 year period starting in 2013.

- \$240M capacity for each of 8 regional, unrestricted awards (Single Award Task Order Contracts - SATOC)

- \$580M capacity for all regional small business set-aside awards (Single Award Task Order Contracts - SATOC) one in each region as well as one award in each Puerto Rico and US Virgin Island.

- Total capacity is \$2.5B

b. ACI Contract Strategy

The new ACI contracts include (1) Regional Unrestricted, Single Award Task Order Contracts, (2) Set Aside Single Award Task Order Contracts, and (3) Reach-back capability for additional SATOC resources when appropriate. The strategy effectively provides for the utilization of the significant management resources from the SATOCs while providing debris management opportunities for small businesses.

c. ACI Debris Contract POC

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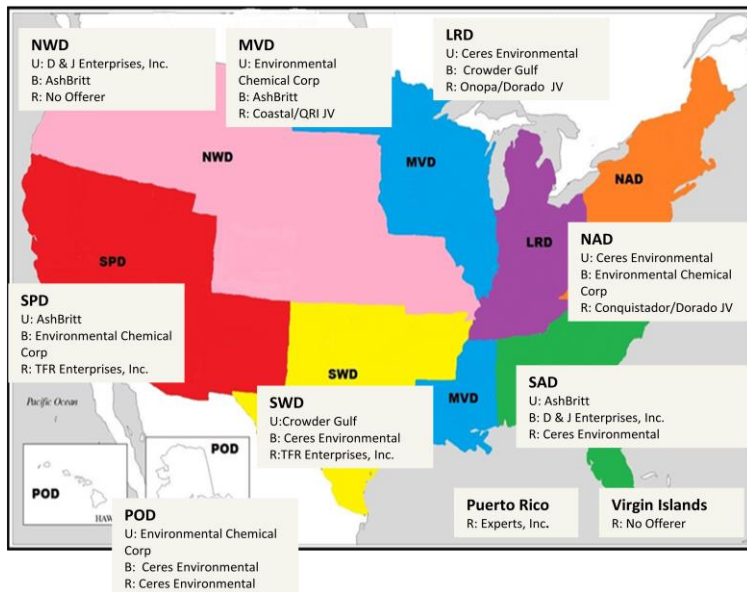
Telephone: (504) 862-2918
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d. SATOC Geographic Boundaries

The following map shows the eight regions that contracts were awarded in and the states coverage per MSC.

SATOC's

Debris ACI MSC/State Coverage



MVD: MS, IL, MN, WI, LA, IA, ND
LRD: WV, KY, TN, IN, OH, MI
SAD: AL, FL, GA, NC, SC, PR, VI
NAD: CT, MA, ME, NH, RI, VT, NJ, NY, DC, DE, MD, PA, VA
NWD: KS, MO, NE, CO, MT, SD, WY, ID, OR, WA
SWD: AR, OK, TX
SPD: NM, UT, AZ, CA, NV
POD: HI, AK, GUAM, Am. Somoa, Other US Territories within POD

Unrestricted and Restricted ACIs provide ability for Scalable response and utilizes Small business contractors

Areas with no offerer have coverage with Unrestricted contract and restricted contracts will be recompeted at a later date.

U: Unrestricted ACIs \$240 Mil Capacity
 B: Reach Back Contractor
 R: Restricted ACIs \$58 Mil Capacity (100% set aside for small business)

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