

To: Franklin County Clerk of Courts Attn: Jessica Gay 33 Market Street, Suite 203 Apalachicola, FL 32320

Bid Title: Disaster Debris Removal and Disposal Services Date Due: July 16, 2021 Time Due: 3:00 PM





16533 US Hwy 19 Hudson, FL 34667 (888) 478-2271



HURRICANES







TORNADOES



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July 12, 2021

Franklin County Clerk of Courts Attn: Jessica Gay 33 Market Street, Suite 203 Apalachicola, FL 32320

RE: RFP Disaster Debris Removal and Disposal Services

Dear Franklin County Clerk of Courts,

Grubbs Emergency Services, LLC is pleased to submit its bid in response to Franklin County, FL, Clerk of Court for RFP Disaster Debris Removal and Disposal Services. As required by the Bid Specifications section, we submit to the county that the bid's terms and conditions are understood and acknowledged by the undersigned: Mr. John G. Grubbs. Also included in our submittal is One Original, Three Copies and One USB Electron Version. Grubbs also acknowledges that the submittal contents are true and accurate and that the requirements of this RFP can be met, including but not limited to, insurance, bonding, and licensing requirements.

Our understanding of the services required for this bid includes, but are not limited to post-storm cleanup, demolition, removal of leaners and hangers, reduction, and disposal of debris all resulting from a disaster. In addition, technical program management, coordination with local, state, and federal agencies includes interaction and problem resolution with FEMA officials and any associated training/tabletop exercises, as directed by the county.

At Grubbs, we understand the need to get the local economy in recovery mode as soon as possible. Our key personnel have a combined experience of over 100 years addressing emergency response and recovery efforts. We have mobilized in response to over 200 "Notice to Proceed" activations. The Grubbs team has the expertise to work with the FEMA Public Assistance program. We can facilitate Eligible Damages identification, Scope of Work documentation, and Status Report preparation as needed to ensure maximum reimbursement. We will seamlessly begin mobilization within 6 hours of the storm passing. Within 24 hours, we will present an event-specific detailed operations plan. The same resources will remain on the job until the mission is complete, including the restoration of all processing sites. Our goal is to help the citizens of Franklin County, FL return to their normal lives, as quickly as possible.

At Grubbs, we maintain the necessary working capital on hand and additional credit lines to support any financial needs to assist our customer's recovery process. Our bonding capabilities substantiate all our obligations to our clients.

Our team at Grubbs looks forward to partnering with Franklin County, FL. If there are any questions regarding this proposal, please do not hesitate to contact me. I thank you in advance for your consideration of our submittal.

Sincerely

John G. Grubbs Managing Member Grubbs Emergency Services, LLC (352) 796-7127 Office (352) 797-7598 Fax ggrubbs@grubbses.com

PROJECT PROFILES

"Grubbs Emergency Services, LLC has excelled managing debris removal and recovery efforts following all types of disasters."

Throughout the southeastern U.S., our team of experts has employed state-of-the-art management techniques to

remove and dispose of debris efficiently. Whether leading or working as part of a team, our focus has always been the rapid restoration of a site after a natural disaster.

Many of the projects that are included in this section presented significant challenges for the affected areas. Our experienced project managers and vast resources enabled our response to effectively support and, in many cases, expedite the debris and recovery process.

The work efforts depict a detailed history of our team's project experience. Our client list and the response dates highlight our years of



experience handling the challenges relative to major national disasters in parallel in the past five years.

Project: Hurricane Michael (October 2018)

City of Blountstown, FL

20591 Central Ave W Blountstown, FL 32424 Traci Hall City Manager (850) 674-5489 thall@blountstown.org

Hurricane Michael made landfall in the Florida Panhandle as a Category 5 hurricane on October 10, 2018, with 160 mph winds and severely devastated the state. Blountstown, a self-sufficient town, 3.2 square miles and with a population of just under 3,000, was left a wasteland. There was not a powerline or electric pole that was left vertical. Most homes and buildings roofs were blown off, structures demolished, roadways covered in trees and other debris. In some areas, there were pine trees over 200 years old that were mangled and destroyed.



Grubbs Emergency Services mobilized and had crews in the field immediately after the storm left, preparing to restore the community as quickly as possible. Grubbs volunteered three days of our service to open roads and clearing powerlines due to the massive destruction. There was no monitoring company involved at that time.

Grubbs has cleared roadways, power lines, removed debris from canals and lakes, removed stumps, demolished homes and buildings, as well as cut many hangers and leaners. This project has billed over 5 million dollars was completed within 180 days.

Project: Hurricane Irma (September 2017)

Hurricane Irma made landfall on September 10, in Monroe County as a Category 4, and ripped through Florida, severely damaging the state. Grubbs Emergency Services, LLC responded to multiple municipalities, most of which were in South Florida. The Keys were hit the hardest in the State of Florida. Grubbs was activated and started cleanup and restoration immediately to get the affected areas and citizen's lives back to normal, as soon as possible.

All these municipalities had a project manager who was in charge and always kept in contact with the client. Crews were out working immediately after the notice to proceed was given. The scope of work included clearing the roadways for emergency vehicles to pass safely. Loading and hauling all eligible vegetative debris and C&D debris to the proper disposal sites. Removing white goods and



hazardous waste, restoring the beaches, cutting all hanging and hazardous trees and limbs, as well as managing and restoring all the disposal sites. All FEMA guidelines were followed to ensure the reimbursement of costs for the municipalities.

City of Cedar Key	Robert Robinson	P.O. Box 339 Cedar Key, Florida 32625	352-949-0030
City of Dunnellon	Mandy Roberts	20750 River Dr. Dunnellon, FL 34431	352-465-8500
City of Lauderhill	Charles Cuyler	2101 NW 49 Ave, Lauderhill, FL 33313	954-294-3134
City of Leesburg	Neil Gains	550 South 14th St. Leesburg, Florida 34748	352-435-9442
City of Marathon	Carlos Solis	9805 Overseas Hwy, Marathon, FL 33050	305-481-0451
City of Margate	Mark Collins	102 Rock Island Road, Margate, FL 33063	954-972-7586
City of Miramar	Vernon Hargray	13900 Pembroke Road, Bldg L, 2nd Floor Miramar, FL 333217	954-602-3333
Hernando County	Scott Harper	14450 Landfill Rd Brooksville, FL 34614	352-754-4112
Osceola County	Danny Sheaffer	1 Courthouse Square, Kissimmee, FL 34744	407-402-6168
Village of Biscayne Park	Krishan Manners	640 NE 114 Street Biscayne Park, FL 33161	954-401-2182
Neptune Beach	Leon Smith	2010 Forest Ave Neptune Beach FL 32266	904-270-2418

Village of Virginia Gardens	Spencer Deno	6498 NW 38th Terrace, Virginia Gardens, FL 33166	305-905-3236

Project: Hurricane Matthew (October 2016)

Seminole County & The City of Neptune Beach

Hurricane Matthew hit Florida on October 7 and barreled along Florida's eastern coast all day. Even though Matthew did not make landfall in Florida, the hurricane caused significant damage, and storm surges caused widespread flooding.

Grubbs Emergency Services, LLC began cleanup of all debris in The City of Neptune Beach on October 8 working hand in hand



Seminole County attempted to do clean up on their own and was unable to do so. The county reached out to Grubbs Emergency Services to help finish the job. We arrived on October 17 to begin work and completed the work on November 13.

Neptune Beach	Leon Smith	2010 Forest Ave Neptune Beach FL 32266	904-270-2418
Seminole County	Jeff Waters	1950 FL 419 Longwood FL 32750	407-665-2261

Project: Hurricane Hermine (September 2016)

Hurricane Hermine was the first hurricane to make landfall in Florida since Hurricane Wilma in 2005. Hermine developed in the Florida Straits on August 28 from a long-tracked tropical wave. On September 2, Hermine made landfall just east of St. Marks, Florida, at peak intensity, toppling trees and utility lines, cutting power to tens of thousands, and leaving at least one person dead. Hermine became the first hurricane to make landfall in Florida since Wilma on October 24, 2005. Hurricane Hermine had a dangerous storm surge and rising tides, which caused ordinarily dry areas near the coast to be flooded. Some roads were impassable in multiple counties.

Grubbs Emergency Services was activated in Cedar Key, Town of Yankeetown, and Hernando County and began working on September 6. All three jobs were completed within one month. Each job included debris hauling and the cutting of trees, hangers, and limbs. Hernando County was a direct haul to the final disposal site of all debris. The town of Yankeetown and Cedar Key included Site management, reduction/burning, and restoration of the temporary disposal sites. The C&D in Cedar Key and Yankeetown was a direct haul to the final disposal site in Levy County.

Hernando County	Scott Harper	14450 Landfill Rd Brooksville, FL 34614	352-754-4112
Cedar Key	Robert Robinson	P.O. Box 339 Cedar Key, Florida 32625	352-949-0030



ICE STORM CLEANUP

Ballard and Hart Counties, Kentucky (Kentucky Transportation Cabinet) Projects: Cutting, Loading and Hauling of Ice Storm Debris from the KYTC Rights of Way (Feb 2009) Contact Information: Hart County-Todd Lawler KYTC Superintendent II (270) 524-4421 Ballard County-Kyle Poat KYTC Superintendent II (270) 444-0087

Services Provided:

Grubbs Emergency Services was hired as a subcontractor to handle Hart County debris operations as well as support Ballard County operations. The Hart County debris operation included field operations management/oversight, mobilization of subcontractors, payments to subcontractors, scheduling, and liaison services between KYTC and the prime contractor. Similarly, Ballard County operations consisted primarily of field operations and services. Field operations included but were not limited to the physical cutting of leaning trees, dangerous hanging limbs and stumps. Once the debris was cut, it was placed curbside for crews to pick up and haul to the TDSRS. Of note, were the treacherous conditions that followed the intense ice storm; in addition to the inclement weather, staff dealt with the rough terrain and mountainous roadways that



had to be navigated to haul the debris to the disposal site. Another issue that surfaced unexpectedly was the limited capacity of the temporary dumpsites operated by the KYTC which were incapable of handling the amount of stormgenerated debris caused by this event. Therefore, we were tasked with identifying other sites and assisting with the procurement of those sites. Further, the KYTC was monitoring the debris operations with force account labors which greatly inhibited our ability to ramp operations up and sustain the necessary production rates to finish the project in a timely manner. GES immediately brought each operational issue up to the KYTC representatives and developed plans and approaches to meet the project timelines. In Hart County, we removed over 200,000 cubic yards in less than 30 days. In Ballard County, GES was instrumental in the removal of over 300,000 cubic yards. Each project was completed to the satisfaction of the prime contractor, as well as the applicant.

CATASTROPHIC EVENT DEBRIS REMOVAL

City of Houston, City of Galveston, City of Baytown, Taylor Lake Village, Piney Point Village, Town of El Lago and Village of Nassau Bay, Texas

Projects: Hurricane Ike (2008)

Contact Information: Brian Thomason, Senior V.P. Operations, Grubbs Emergency Services, LLC.

Services Provided



GES was called to action in September 2008 to assist with recovery efforts associated with Hurricane Ike. Ike was the most intense hurricane to hit the U.S. coastline since Katrina. Our initial operations began in the City of Houston. GES staff was contracted to cleanup one quarter of the city limits. Working the southeastern section of the City, our crews yielded over 1,000,000 cubic yards of vegetative, as well as C&D debris.

In less than 7 days, GES had mobilized over 300 pickup crews and certified over 1,000 haul units. Due to our ability to mobilize rapidly, we were also contracted to assist with operations in the City of Baytown and the most devastated area, the City of Galveston. Notification to deploy crews to these areas was solicited in the late hours of a workday and required the crews to be available by 5:00 A.M. the following morning. Fifteen (3-5 man) crews were sent to Baytown and 20 (3-5 man) crews to Galveston. Working through the night, the management team recruited all available pre-qualified GES subcontractors and exceeded the clients request by sending over 50 crews to these areas. With operations running smoothly, additional requests for assistance continued to pour in. In similar fashion to the Galveston and Baytown requests for service, we were notified early morning that additional crews were desperately needed in the Village of Piney Point. Within 3 hours of the request, we had mobilized the crews and begun operations. Mobilization would have occurred sooner, however Houston traffic and the driving distance of Piney Point from our worksites hampered our efforts. GES was eventually assigned the contracts for Taylor Lake Village, the Village of El Lago and the Village of Nassau Bay.

Our assignments in all these project areas were strictly pickup and hauling of the debris from the curbside as well as the transportation of debris to a TDSRS (staging sites were managed by other resources).

Most of the debris cleared was vegetative debris except for Taylor Lake, Nassau Bay, El Lago, and Galveston where the debris was predominantly C&D debris. The C&D debris had to be direct hauled to an appropriate landfill. Once again, this effort was no easy task due to the haul distances to the landfills and the ever-present traffic complications

within the City of Houston. Nonetheless, the operations were completed on time and to the satisfaction of all clients. GES was further tasked with the removal of leaning/dangerous trees and hanging/dangerous limbs in our section of the City of Houston and El Lago. Within 48 hours of receiving the verbal Notice to Proceed, GES mobilized over 120 bucket truck crews to perform the work. Our crews cleared over 20,000 trees by trimming the limbs and/or removing the entire tree. The debris was then placed at the curbside for removal. This work was also completed on schedule and to the satisfaction of our clients. All operations were substantially completed in a 90 day or less timeframe. GES worked with all clients to complete additional passes as needed to meet their citizen's needs.



TORNADO CLEANUP AND RESTORATION

Town of Lady Lake, Florida Projects Tornado Cleanup and Debris Management (Feb 2007) Contact Information: Bill Vance, Town Manager (352) 751-1500

Services Provided

Utilizing a pre-event contract, Grubbs Emergency Services, LLC, responded within hours of the tornado touchdown to assist emergency management/public works staff with damage assessment and commence cleanup and restoration activities. The disaster which occurred in the early hours of February 1, 2007, left



20 dead, and destroyed or seriously impacted hundreds of homes in a four-county area. The event was declared a federal disaster by FEMA. GES received the call to action at 4:00 a.m. and was mobilized; staffed and operating by 8:30 a.m. GES was also selected to perform reduction operations through burning. The entire operation was completed on schedule which was roughly 30 days.

PUSH AND HAUL OPERATIONS, TDSRS MANAGEMENT

Village of Islamorada

Projects: Hurricanes Dennis, Katrina, Rita, and Wilma (2005) Contact Information: Zully Hemeyer, Assistant Public Works Director (305) 852-6933

Services Provided

The 2005 Atlantic hurricane season was the most active Atlantic hurricane season in recorded history, repeatedly shattering previous records. The GES team initiated "Push" operations within 24 hours of the storms moving over the Keys. In addition to the initial clearing effort, GES operated TDSRS at Islamorada Preserve and Windley Key. Due to sheer physical limitations, neither site was adequate to handle the amount of material generated during the storm. To ease the burden associated with the management of large quantities of debris (confined to a small geographic area), GES conducted round-the-clock operations,



resolved resident complaints, and supported FDOT operations, all of which facilitated recovery. Once again, mulch operations were a significant component of the restoration process and required frequent truck hauls to transport debris off the island. Furthermore, GES removed large quantities of seaweed and transported the debris off-site, (e.g.) 1,725 tons (Wilma) 1,983 tons (Rita) 1,396 tons (Katrina) and 1,913 tons (Dennis).

DEBRIS REMOVAL, SAND SCREENING, FEMA PUBLIC ASSISTANCE PROGRAM SUPPORT

City of Key West, Florida

Projects: Hurricanes Ernesto (2006); Dennis, Katrina, and Wilma (2005); Charley, Frances, Jeanne, Ivan (2004); Irene (1999); Georges (1998)

Contact Information: Julio Avael, City Manager (305) 292-8100; Fax: (305) 292-8234

Services Provided

Grubbs Emergency Services, LLC responded to Hurricane Georges, a Category 2 storm that created widespread damage throughout The City of Key West. Within 24 hours, GES mobilized privately owned aircraft (at no cost to the City) to conduct a damage assessment and estimate debris quantities. Most of the debris generated following the event was vegetative, with some C&D debris present, due to localized flooding. Quantification of debris was necessary to provide Monroe County and the Florida Division of Emergency Management with initial damage estimates as well as to lend guidance to the City regarding debris management techniques and opportunities.



Estimates were derived using the following methodology:

- 1) Aerial surveys
- 2) Windshield surveys
- 3) Miles of city streets
- 4) Density of cover prior to the event
- 5) Population (number of homes)
- 6) Number of homes that qualify for right-of-entry debris removal operations.
- 7) Amount of debris normally handled by the City of Key West on an annual basis.
- 8) Potential for sand screening

In addition to the push and haul activities, GES and The City of Key West worked closely with the Florida Department of Environmental Protection and FEMA to develop a proposal to remove debris from the beaches. The plan covered the removal of the debris-laden sand from the beach the transport of sand to a screening area located at a city approved TDSRS, debris removal screening, transport of clean sand back to the beach, as well as disposal of debris removed from the sand screening activity (9,353 tons). The operation was determined to be eligible under FEMA's Public Assistance program with The City of Key West achieving a 97% reimbursement rate within ninety days of the event. Seaweed removal was also significant removing 2,243 tons (Rita) and 4,332 tons (Dennis).

CANAL CLEANUP AND RESTORATION

City of Margate, Florida

Projects: Hurricane Katrina and Wilma Aftermath Canal Cleanup Project (2005-2006) Contact Information: Roy Brenner; Director, Public Works (954) 972-6454

Services Provided

The City of Margate commissioned GES to conduct a canal debris cleanup and restoration project which resulted from damages associated with Hurricanes Katrina and Wilma. The project scope required cleanup of approximately 30 miles of canals, waterways and banks littered with trees and vegetative debris. GES mobilized its resources within hours of the storm's passing, quickly addressing issues associated with the blow down of debris thus minimizing the threat to public property. Lightweight barges with knuckle-booms were utilized, as well as other water-borne equipment to affect

the large-scale restoration efforts. There were several challenges associated with this project due to cost tracking requirements needed to meet the Natural Resource Conservation Service (NRCS) and FEMA funding prerequisites. GES first task was alerting its client to FEMA funding options, as well as addressing conflicting administrative issues associated with multiple governmental jurisdictions. Other challenges included, obtaining Right of Entry clearance from nearly 80 private property owners, prior to initiating canal bank cleanup and restoration.

RED TIDE CLEANUP

Town of Longboat Key, Florida Project: Red Tide Cleanup (2004, 2005, 2006-2008) Contact Information: Juan Florensa Director PWD (941) 316-1988

Services Provided

Grubbs Emergency Services, LLC, working with the Town of Longboat Key, aggressively acted to clear canals and island waterways of fish stricken by multiple events of red tide

between years 2004-2006. The response effort required an immediate staff and equipment mobilization to help minimize respiratory irritation among beachgoers, homeowners, and boaters. Within hours GES mobilized a cleanup crew to harvest the dead fish and other marine life. Two harvesters were deployed on the bayside areas of Harbourside Moorings, Country Club Shores and down into New Pass. Working with the Public Works department, GES trucked 165 tons of fish and marine vegetation to the county landfill.

ICE STORM RESPONSE

Arkansas Department of Highway & Transportation, (2001) Contact Information: Rex Spurlock, Staff Maintenance Engineer (501) 569-2000

Services Provided

GES responded to the Arkansas Department of Highway & Transportation's call for disaster assistance following the 2001 Arkansas ice storm. The event which blanketed the state with ice. left downed trees and limbs across the state and threatened public safety. The storm required an immediate response. GES

staff and heavy equipment was mobilized within hours along with a local complement of subcontractors/laborers. GES was awarded the bid for two out of the three potential districts, which cover approximately 12,000 miles of AHTD rights of way. FHWA was the sole funding source for the operation and all FHWA-ER requirements were successfully implemented. The AHTD, unfamiliar with storms of this magnitude, commended GES's experience addressing the post-storm cleanup. Debris operations included tree trimming, debris consolidation at the right-of-way, pick-up and haul, transportation to the temporary debris storage and reduction sites (TDSRS), reduction through open burning and land application of residual ash.

GES was tasked as a requirement of the contract to select the TDSRS. Many of the 200 plus sites utilized were through lease agreements with private property owners. As with all post-storm events, strict regulatory requirements were implemented. GES staff worked extensively with the Arkansas Department of Environmental Quality (ADEQ) on notification, setbacks, and storage requirements. Notifications were made daily throughout the site selection and final





closeout process. Land application of the ash met the department's criteria due to the fact the debris consisted of predominantly green vegetative material.

At its peak, the removal project consisted of over 300 crews moving approximately 200,000 cubic yards of debris per day during peak operations. Ultimately, the project yielded over five million cubic yards with the operation completed in less than 120 days.

Of note, AHTD did not possess the rigorous documentation requirements to support their claims for reimbursement. Grubbs Emergency Services, LLC through their data management system, provided the necessary tickets, truck certifications, invoices, daily reports, and project closeout documents to facilitate the AHTD to obtain full reimbursement for this operation.

HURRICANE DEBRIS REMOVAL

City of Greenville, Martin County, Town of Williamston, Town of Aulander, Town of Robersonville and the City of Murfreesboro, N.C. (1999) Hurricane Floyd Contact Information: Don Christopher, Administrator (Williamston) (252) 792-5142 William Pless, Town Administrator, Murfreesboro (252) 398-5904



Services Provided

Hurricane Floyd triggered the third largest evacuation in U.S.

history (behind Hurricane Gustav and Hurricane Rita, respectively) when 2.6 million coastal residents of five states were ordered from their homes as it approached. Floyd struck the Bahamas at peak strength, causing heavy damage. It then paralleled the East Coast of the United States, causing massive evacuations and costly preparations from Florida north through the Mid-Atlantic region. The storm weakened significantly before making landfall in North Carolina as a Category 2 hurricane. Responding to this event in North Carolina, GES staff faced a unique set of circumstances due to the incredible rainfall and flooding. Access to the impacted areas was severely hampered due to the extensive flooding. Most areas were inaccessible other than by boat or helicopter. GES deployed their corporate helicopter to assist our Advanced Management team gain entry to the impacted areas. Senior Vice President of Operations, Brian Thomason, a former Deputy Director of Emergency Management in Cumberland County, N.C. knew many Emergency Management Directors and worked closely with them to conduct initial damage assessments. Of note, many of the impacted communities were not under contract however, this service was provided as a courtesy due to our relationship with and understanding of the Emergency Management community. GES eventually contracted with the Cities of Greenville and Murfreesboro, Martin County, and the Towns of Williamston, Aulander, and Robersonville for debris pickup and haul operations, as well as reduction through grinding and disposal of mulch. One specialized service that was provided was the disposal of dead animal carcasses. The immense flooding throughout this region impacted the North Carolina poultry, pork, and beef industries tremendously due to the number of livestock that were killed during the event. GES was charged with the pickup, hauling, and burning of the carcasses throughout the contracted areas. These projects and the special challenges presented by Hurricane Floyd were completed on schedule and to the satisfaction of our clients.

TORNADO CLEANUP AND RESTORATION

Del City, Oklahoma; Grady County, Oklahoma, (1999)

Contact Information: Board of County Commissioners (405) 224-5211

Services Provided

Grubbs Emergency Services responded to the aftermath of an F5 level tornado which by all accounts was one of the most destructive events recorded along Tornado Alley. Estimated winds were between 260-318 mph based on the level of damage to the community of Del City,



Oklahoma. Immediately following the event, Grubbs Emergency Services, LLC conducted a damage assessment and provided the client with estimates for the removal of construction and demolition debris (C/D). Frame and block houses were ripped from foundations, carried considerable distances, and disintegrated; auto-sized missiles were carried airborne for several hundred feet or more; trees were debarked. During the response, GES recognized that the community of Del City was not aware that certain affected areas were eligible for funding under the Federal Emergency Management Agency (FEMA) Public Assistance program. One example, hazardous waste abatement, was an item that was to play a major role in the City's recovery, and which required specific handling protocols. Upon issuance of the notice to proceed, mobilization was completed in less than 36 hours. By utilizing local resources, as well as company-owned equipment a speedy mobilization was accomplished. GES assisted officials from Del City with guidance related to documentation and reporting procedures necessary to support claims for reimbursement under the FEMA Public Assistance program. The funding requests included debris removal (category A), as well as all other eligible categories (B-G).

ICE STORM CLEANUP AND RESTORATION

NC Department of Transportation, 2003, Ice Storm

Services performed included tree trimming and tree removal in Durham, Granville, and Person Counties. Contact Information: M.A. Harris, Assistant District Engineer (919) 560-5854

Services Provided

Following a crippling ice storm which impacted the State Capitol Region of North Carolina, GES successfully assisted the North Carolina Department of Transportation with an expedient recovery. GES, through a comprehensive bid process, secured contracts that covered a three-county region (Durham, Granville, and Person Counties). North Carolina Department of Transportation (NCDOT) lead operations across the state with many municipalities requiring assistance on their DOT/FED aid roads. Incorporated in the agreements for Public Assistance operations, NCDOT allowed Grubbs to handle the debris with the caveat that DOT/FED Aid roads were pre-identified, and the debris operations were tracked, documented, and invoiced separately. The proprietary software owned by GES allowed the company to perform this task flawlessly. In cases where the roads were incorrectly identified by the municipality or a road was later found to meet FHWA criteria, the GES documentation methodology provided support to the client for their reimbursement claims. The field operations consisted primarily of the cutting, loading, and hauling of tree debris that created a threat to public health and safety. More specifically, those operations consisted of leaning tree removal, trimming of hanging limbs and stump removal. In the cases of cut, load and haul operations, the debris is not stacked at the curbside by citizens. This work is much more tedious since the contractor is dealing with a denser material and each tree can create a different set of circumstances. The overall magnitude and the operations associated with this event created major hurdles for GES, regarding project scheduling, production, and management. GES completed ALL projects on time and satisfied all contractual obligations with NCDOT.

HURRICANE DEBRIS REMOVAL, BERM RECONSTRUCTION

North Topsail Beach and Surf City, NC, 1998 Hurricane Bonnie, 1996 Hurricanes Fran and Bertha

Services Provided

The Towns of North Topsail and Surf City were hit by three major hurricanes in a two-year time span. During the recovery efforts of these communities' typical operations performed included debris pickup from the curbside, reduction by grinding and disposal of mulch material. Of note, the community had little vegetative canopy. The



debris encountered was predominately C&D debris and sand from the berm system that runs roughly eleven miles along the coastline. The effects of Fran and Bertha severely impacted over 2/3 of the structures in these communities. Many of these structures were damaged beyond repair. GES worked closely with the municipal governments, the North Carolina Emergency Management Agency and FEMA to allow for demolition of condemned structures to take place. GES facilitated the physical demolition as well as the rigorous documentation requirements necessary to conduct this operation. Right of Entry forms, Hold Harmless agreements and Non-Duplication of Benefits forms were secured by GES as required and packaged in a manner for the municipalities to conduct expedited inspections to identify qualifying structures to be removed. FEMA requires that the documentation meet their specific standards to assist with proper reimbursement for eligible work performed.

Storm surge from Bertha, Fran and Bonnie was so intense that in addition to sand from the existing beaches washing ashore, the protective berm system along the coastline was eliminated. Emergency berm restoration was a high priority to re-establish the barrier system that protects residences and infrastructure situated on the beachfront. The sand had become debris-laden from the storm and it had to be loaded and hauled to a screener to remove all foreign objects. Once the sand was screened, the "clean" sand was loaded and hauled back to the beach to be placed and shaped according to specification. The debris that was screened from the sand was loaded and hauled to the proper disposal facility for its final disposition.

Once operations were completed for Bertha, Hurricane Fran struck six weeks later and impacted the newly constructed berm system once more. Previous GES berm restoration for Bertha greatly reduced the impacts to property by Fran. The process had to be repeated after Fran made landfall and two years later following impacts from Hurricane Bonnie. Each process was documented appropriately by GES to support the Applicant's claims for additional reimbursement.





BUSINESS HISTORY

Grubbs Emergency Services, LLC

12/02 - Present

Corporate Office 13365 W. Hillsborough Ave Tampa FL 33635 Contract Office 16533 Us Hwy 19 Hudson FL 34667 Mailing Address: Po Box 468 Aripeka, FL 34679 (352) 796-7127 ~ (888) 478-2271 (grubbs1) ~ Fax (352) 797-7598

Organization Structure: Limited Liability Company / Partnership

<u>Duns No. 0</u> 78665090	CCR/ CAGE No. 92VJ5	SAM ID: TWCRNDDF35L6	
Date Incorporated/Organized: 10/2/2002 Wyoming - 2012 in Florida.			
State of Incorporation: Wyoming / Florida			
FEIN: 32-0383464 ~ E Verify No: 590294 ~ Web page: www.grubbses.com			

Financial and Banking

Sarah Bayers Center State Bank P: 727-210-8482

States registered as a Foreign Corporation - Florida, ~ Florida Document Number: L12000097669

Registered Agent	Managing Member	Managing Member	<u>Member</u>
TLH Storm	TLH Storm, LLC 21.25%	JGG, LLC 57.50%	Blackhawk Services, LLC 21.25%
13365 W. Hillsborough Ave	13365 W. Hillsborough Ave	16533 Us Hwy 19	13365 W. Hillsborough Ave
Tampa FL 33635	Tampa FL 33635	Hudson, FL 34667	Tampa FL 33635

Grubbs Emergency Services, LLC, a Florida-based debris management company, began its Emergency Services business in 1993 as a Grubbs Construction Company division. The company has helped communities struck by disaster for 30 years. In recognition of the importance of the disaster recovery services business, Grubbs Emergency Services, Inc. was established as a separate entity in October 2000. In 2003 Grubbs Emergency Services, Inc. became Grubbs Emergency Services, LLC of Nevada/Wyoming, and Grubbs Emergency Services, LLC became a Florida Limited Liability Company in July 2012 and is a Partnership. Grubbs focuses on the State of Florida for Disaster Debris Removal and Management contracts only. Grubbs can bond up to \$30,000,000.00. Grubbs employ 30+ full-time staff, approximately 50 seasonal project managers (on an as-needed basis), and hundreds of subcontractors'/day workers across the United States.

Scope of Work

Since its inception, Grubbs Emergency Services, LLC (GES) has assembled a team that can provide effective recovery and restoration of critical services in the aftermath of natural or technological disasters. Our philosophy is "One Stop Shopping," as we aim to provide an all-encompassing menu of services that our clients may require. To that end, GES provides

- Technical guidance and consultation before, during, and after the disaster event on all aspects of the recovery process, including an annual review of federal, state, and local permit requirements, evaluation of private property use agreements, staging areas, site security, traffic control protocols, client's procurement policy, as well as EHS plans to ensure a well-coordinated relief effort, as well as facilitation of annual emergency response training and tabletop exercises for designated emergency response personnel, e.g., NIMS training
- We prepare a pre-event, site-specific debris management plan for our client in collaboration with the client's emergency management personnel. The benefit of such a plan is significant in the event of a storm-related disaster, e.g., a qualified plan may potentially provide an additional 5% reimbursement above the current 75% reimbursement to the Applicant.
- Administrative support for contracted operations, on-site management staff to work with client's staff, field supervisors, equipment operators, drivers, laborers along with vehicles, equipment, housing, and other necessities to ensure a successful recovery operation
- Administrative support that includes vehicle load capacity and equipment certifications, utilization of standardized placards and load tickets
- Project management, coordination of recovery activities necessary to meet FEMA eligible requirements for full reimbursement, equipment and personnel in sufficient quantity to rapidly remove all storm-related debris, coordination of monitors, data management, daily quantity and progress reports to client's staff and emergency managers, community relations as well as other miscellaneous tasks as directed by the client
- Emergency debris road clearance, as well as tree, limb, and stump removal from all public streets, roads, and rights-of-way as defined by the client
- Removal of white goods, construction, and demolition debris, including demolition of unsafe structures, dead animal carcasses, mixed debris,
- Motor vehicle, boat, house, and derelict vessel recovery; removal of hazardous materials from inland waterways
- TDSRS management and site cleanup supervised in a manner that meets or exceeds all Environmental, Health, and Safety standards as well as federal, state, and local jurisdictional requirements, dumpsite management
- Coastal environment cleanups including sand screening, beach, canal, and riverbank cleanup/restoration, berm restoration, re-grading, re-seeding of canal banks or slopes
- Miscellaneous work efforts as defined by the client, e.g., bottled water delivery, temporary shelter/command center for client's select emergency personnel

KEY PERSONNEL w/Bio's

SENIOR MANAGEMENT TEAM

John Gary Grubbs, Managing Member, has over forty years of project management and construction experience. As a general contractor, he directed all aspects of heavy civil construction, demolition, and emergency services business. Other expertise includes property development, rock mine operations, and road building. Mr. Grubbs directs large-scale debris management and recovery operations with revenues ranging from \$100,000 to \$200,000,000. He negotiates with federal and state funding arms on behalf of local and state governments affected by natural and man-made disasters. To ensure compliance with FEMA eligibility requirements, Mr. Grubbs serves as a liaison between the government (client) unit and Federal and State agencies. He has directed over 50 projects during the nineteen separate Presidential Disaster Declaration. In the last several years, Mr. Grubbs has managed operations in Hurricane Hermine, Matthew, and Irma. He managed operation in over 20 separate notices to proceeds from Marathon to Neptune Beach. He managed operations for 23 separate Florida applicants ranging from Coconut Creek south to Key West during the 2005 Hurricane season and 43 separate Florida applicants ranging from Jacksonville south to Key West and west to Punta Gorda during the 2004 Hurricane season.

<u>Terry Hunt, Managing Member</u> Terry has been developing commercial properties in the tri-county area for over 30 years. TL and his staff have primarily been in the mini storage business since 1980. The mini business's trade name is United Self Mini Storage, and all these facilities are in the Tampa Bay area. Terry has also developed and built Office/Warehouse complexes. Currently, United Business Park is being developed, including the TL Hunt Inc. corporate office and a host of first-class tenants. The TL Hunt companies have survived the recent economic downturn and are poised to reach out for more successful businesses in the years to come.

<u>Michael Cannon, Member has more than 35 years of construction experience; Mr. Cannon is responsible for a \$100</u> million + company's financial and operational success. Mr. Cannon has extensive experience in all aspects of the construction process and experience in multiple project types, including commercial office, gaming, resorts/hotels, public facilities, retail centers, and entertainment venues. Mr. Cannon is educated in construction engineering.

PROJECT MANAGERS

Blaise Grubbs, Contracts & Data Center/Office Manager Ms. Grubbs served as a project manager for the City of Blountstown, Town of Yankeetown, Hernando County Hurricanes Hermine and Irma, Pasco County, 2007 Tropical Storm Debbie Flooding, Town of Lady Lake tornado recovery effort, and for multiple jurisdictions, in 2004 managed Pasco county Hurricane Jeanne & Rita with revenue of over \$3,000,000.00. Ms. Grubbs ensures that all subcontractors are pre-qualified, including background checks, ensuring appropriate insurance coverage is in place, executing subcontract agreements. She issues proper pay rate documentation following field negations and communicating pertinent information to the data center from field operations and other subcontractor management functions. When GES is in a non-response mode, Ms. Grubbs reviews all pre-event contracts and performs the annual training for the municipalities to keep everyone up to date on the FEMA eligibility requirements' daily changes.

<u>Kelly Underwood, Operations Manager</u> Mr. Underwood brings project management expertise that includes a wide variety of disaster response initiatives, including recovery from tornadoes, ice storms, floods, tropical storms, and hurricanes. He recently served as project manager for Hurricane Irma for Hernando County, FL, Hurricane/ Superstorm Sandy 2012 in New York, where we worked with ECC, and included the City of Houston, following Hurricane Ike in 2008. He managed operations for 23 separate Florida applicants ranging from Coconut Creek south to Key West during the 2005 Hurricane season and 43 separate Florida applicants ranging from Jacksonville south to Key West and west to Punta Gorda during the 2004 Hurricane season.

John Richardson, Project Manager and Governmental Affairs liaison Mr. Richardson's responsibilities include cultivating relationships with local, state, and federal agencies and departments to ensure optimal communication lines are established with all emergency response personnel. His responsibilities also include day-to-day field operations oversight, identification, the staging of TDSR sites, conducting safety meetings and tailgate sessions with subcontractors, and resolving issues associated with cleanup protocols, EHS regulatory compliance.

J.R. Gray, Field Supervisor Mr. Gray's duties include overseeing and supporting the day-to-day operations of all active projects. He is responsible for ensuring that crews and monitors are knowledgeable with respect to their job responsibilities and that they are abiding by FEMA guidelines. He conducts tailgate sessions and safety meetings with subcontractors, identifies temporary debris staging and reduction sites, and monitors operations to ensure all work efforts are completed in an orderly and timely manner.

Ronnie Richards, Senior Project Manager has worked on all recovery projects over the last ten years for GES. Mr. Richards is a constant presence in field operations and is very experienced in conflict resolution regarding operational and regulatory matters. Mr. Richards's "hands-on" approach to operations has earned him the highest level of respect from his peers in the industry. Mr. Richards recently had specific oversight for the certification of over 1000 haul units for GES operations in the City of Houston following Hurricane Ike. Mr. Richards was required to liaison between our subcontractors and the monitoring firm to expedite the massive amounts of documentation associated with this effort. Under Mr. Richards's leadership, we not only met our goals in this effort but finished the project well ahead of schedule.

<u>Grubbs employs On-Call Project Managers</u> during emergency recovery efforts on an as-needed basis. Most of our seasonal staff are former United States Army or state/federal emergency management employees. They receive annual training regarding new FEMA directives and field protocols implemented to enhance customer service.

BUSINESS SUPPORT SERVICES

<u>Connie J. Rodriguez, Client Relations Director</u> Ms. Rodriguez has more than 25 years of administrative experience, with more than 18 years of experience in the emergency services & construction industry. Ms. Rodriguez is responsible for all project bonding requirements, including bid bonds, payment and performance bonds, and Consents of Surety and Final Consents as contracts ended. Ms. Rodriguez handles all management for state and local business licensing for Grubbs, & contractor licenses, and business licenses. Manage project storm management, executive travel, and corporate events. Ms. Rodriguez oversees the administrative office staff.

<u>Katie Goff, Controller</u> Ms. Goff oversees day-to-day financial operations for GES. She is responsible for accounts payable and receivable, bank reconciliations, job costing, credit card account management, sales/excise tax, internal audits support, client account reconciliation, and IT support.

<u>Melissa Chase, Contracts & Data Center Assistant</u> responsible for the day-to-day management of the proprietary debris management documentation system. Ms. Chase, and her staff process all paperwork associated with the recovery effort, such as daily haul summaries, invoices, truck certifications, and associated documentation and spreadsheet reporting formats. When GES, LLC is in no-response mode, Ms. Chase assists Ms. Grubbs in day-to-day and contract management.

*All Grubbs Emergency Services, LLC personnel are residents (State of Florida) and on stand-by if a man-made or natural disaster may occur.

FEMA PUBLIC ASSISTANCE PROGRAM COORDINATION AND FHWA

Background

The U.S. Department of Homeland Security's Federal Emergency Management Agency (FEMA), through its Public Assistance (P.A.) Grant Program reimburses state and local governments and specific private non-profit organizations for the actual costs for work required due to the disaster. The program also provides funds for specific hazard mitigation projects. To facilitate the processing of the P.A. grants, FEMA distinguishes between emergency work and permanent work that requires repairs or replaces such things as roads, buildings, and schools. FEMA further divides disaster-related work into seven categories.

Since 1993, Grubbs Emergency Services, L.L.C., has led projects that required expertise with FEMA's Public Assistance program to recover reimbursement dollars. Del City, Oklahoma, and Grady County, Oklahoma, (1999) Tornado Cleanup and Restoration illustrate the challenge. GRUBBS responded in the aftermath of an F5 level tornado, which by all accounts, was one of the most destructive events recorded along Tornado Alley. Estimated winds were between 260-318 mph based on the level of damage to the community of Del City, Oklahoma. Immediately following the event, Grubbs Emergency Services, L.L.C. conducted a damage assessment and provided the client with estimates for removing construction and demolition debris (C/D). Frame and blockhouses were ripped from foundations, carried considerable distances, and disintegrated; auto-sized missiles were carried airborne for several hundred feet or more; trees were debarked. During the response, GRUBBS recognized that the community of Del City was not aware that certain affected areas were eligible for funding under the Federal Emergency Management Agency (FEMA) Public Assistance program. One example, hazardous waste abatement, was an item that was to play a significant role in the city's recovery, and which required specific handling protocols. Upon issuance of the notice to proceed, mobilization was completed in less than 36 hours. By utilizing local resources as well as company-owned equipment, a speedy mobilization was accomplished. Grubbs assisted officials from Del City with guidance related to documentation and reporting procedures necessary to support reimbursement claims under the FEMA Public Assistance program. The funding requests included debris removal (Category A) and all other eligible categories (B-G).

Grubbs has learned through experience, the response, recovery, and reconstruction efforts that follow in the wake of significant disasters. Can put a tremendous amount of pressure on state and local governments to identify and adequately document eligible work. Associated costs as well as complete emergency and permanent work within the regulatory deadlines. Often, applicants and sub-grantees do not have the resources or experience to maximize eligible reimbursement under the Federal Emergency Management Agency (FEMA) Public Assistance (P.A.) Program. Grubbs Emergency Services, L.L.C. (GRUBBS) has extensive experience administering the P.A. Program and maximizing grant funding for impacted applicants. We have recovered millions of dollars in FEMA, the Federal Highway Administration (FHWA), Natural Resource Conservation Service (NRCS), and insurance funding on behalf of our clients. GRUBBS will help you navigate through the recovery and reconstruction process with unsurpassed attention to the necessary detail and maximum involvement and offer the following services:

The Grubbs team will help with the following Public Assistance Categories:



- ✓ Category A: Debris Clearance
- ✓ Category B: Emergency Protective Measures
- ✓ Category C: Roads Systems
- ✓ Category D: Water Control Facilities
- ✓ Category E: Buildings and Equipment
- ✓ Category F: Public Utility Systems
- ✓ Category G: Other

Grubbs Emergency Services Lessons Learned

In recent years, our experience with cleanup efforts in Florida, Texas, and Kentucky provided our team with "valueadded" insights that are tied to interpreting the FEMA Public Assistance program documentation requirements. Grubbs has learned from those experiences associated with debris-related disaster relief and enhanced our resultsoriented process. Facilitates how clients identify, submit, and receive grant funds for disaster recovery reimbursement from E.P.A., USDA, NRCS, Department of Natural Resources, and FEMA. We have worked with FEMA staff to determine debris eligibility, data requirements, project worksheet development, load ticket audits, etc.

Grubbs Emergency Services assisted the City of Margate in conducting a canal debris cleanup and restoration

project, resulting from Hurricanes Katrina and Wilma's damages. The project scope required a cleanup of approximately 30 miles of canals, waterways, and banks littered with trees and vegetative debris. GRUBBS mobilized its resources within hours of the storm's passing, quickly addressing issues associated with debris' blowdown, thus minimizing the threat to public property. Lightweight barges with knuckle-booms were utilized as well as other water-borne equipment to affect the large-scale restoration efforts. Several challenges were associated with this project due



to the cost tracking requirements needed to meet the Natural Resource Conservation Service (NRCS) and FEMA funding prerequisites. Grubbs first task was alerting its client to FEMA funding options and addressing conflicting administrative issues associated with multiple governmental jurisdictions. Other challenges included obtaining the Right of Entry clearance from nearly 80 private property owners before initiating canal bank cleanup and restoration.

As outlined in this proposal, the Grubbs team is prepared to assist the County with any/all the following activities as requested.

- ✓ Develop a comprehensive recovery strategy.
- ✓ Facilitate Applicants briefing with state and federal officials.
- ✓ Coordinate kickoff and subsequent status meetings with FEMA officials
- ✓ Provide technical assistance concerning financial management advice.
- Support ongoing activity to manage the FEMA Public Assistance process such as the preparation of correspondence, reports, documentation of eligible damages, conduct inspections, and prepare project worksheets.
- ✓ Provide the client with technical assistance and information needed to prepare status reports.
- Categorize record, track, and file costs on approved forms in support of the financial reimbursement process.
- ✓ Prepare Project Worksheets for small and large projects ensuring that the scope of work is accurate and comprehensive, estimates are accurate, and expenses are eligible.
- Aid departments that are having difficulty with their claims to ensure that the client meets all deadlines imposed by FEMA and the State.
- ✓ Address issues related to any interagency funding conflicts.
- ✓ Prepare all documentation for and represent the client in all project closeout activities.
- ✓ Finalize preparations for State and FEMA final inspections and audits.

Emergency Relief Program FHWA

Description: Congress authorized in Title 23, United States Code, Section 125, a special program from the Highway Trust Fund for the repair or reconstruction of Federal-aid highways and roads on Federal lands which have suffered

severe damage because of (1) natural disasters or (2) catastrophic failures from an external cause. This program, commonly referred to as the emergency relief or E.R. program, supplements the commitment of resources by States, their political subdivisions, or other Federal agencies to help pay for hefty expenses resulting from extraordinary conditions.

The E.R. program's applicability to a natural disaster is based on the disaster's extent and intensity. Damage to highways must be severe, occur over a wide area, and result in unusually high expenses to the highway agency. Applicability of E.R. to catastrophic failure due to an external cause is based on the criteria that the failure was not the result of an inherent flaw in the facility but was sudden, causing a disastrous impact on transportation services unusually high expenses to the highway agency.

Available Funds: \$100 million is authorized annually for the E.R. Program under 23 U.S.C. 125. Congress has periodically provided additional funds for the E.R. program through supplemental appropriations. MAP-21 eliminated the \$100 million per State event cap. The total E.R. obligations for U.S. Territories (American Samoa, Commonwealth of Northern Mariana Islands, Guam, and the Virgin Islands) are limited to \$20 million in any fiscal year.

Federal Share: Approved E.R. funds are available at the pro-rata share that would generally apply to the Federal-aid facility. For Interstate highways, the Federal share is 90 percent. For all other highways, the Federal share is 80 percent. The Federal share for permanent E.R. repairs may amount to 90 percent if the combined eligible E.R. expenses incurred by the state in a Federal fiscal year exceeds the annual apportionment of the state under 23 U.S.C. section 104 for the fiscal year in which the disasters or failures occurred.

Emergency repair work to restore essential travel, minimize the extent of damage, or protect the remaining facilities, accomplished in the first 180 days after the disaster occurs, may be reimbursed at 100 percent Federal share. The 180 days for 100% eligibility of emergency repairs may be extended if a State cannot access a site to evaluate damages and repair costs.

How to Apply: It is the responsibility of individual States to request E.R. funds for assistance in the cost of necessary repair of Federal-aid highways damaged by natural disasters or catastrophic failures. A notice of intent to request E.R. funds filed by the State Department of Transportation with the FHWA Division Office in the state will initiate the E.R. application process. States are required to apply for E.R. funding to FHWA within two calendar years of the disaster date. The application must include a comprehensive list of all eligible project sites and repair costs.

Emergency Relief Program (E.R.)

Year	2019	2020
Authorization	\$ 100 M	\$ 100 M

Program purpose

The Emergency Relief program provides funds for emergency repairs and permanent repairs on Federal-aid highways and roads on Federal lands that the Secretary finds have suffered severe damage due to natural disasters or catastrophic failure from an external cause.

Statutory citation(s): MAP-21 §§1107 and 1508; 23 USC 120(e) and 125; SAFETEA-LU §1112

Funding features

They are funded by a permanent authorization of \$100 million per year in contract authority from the Transportation Trust Fund's Highway Account. Funds are available until expended and exempt from the Federal-aid highway obligation limitation. [23 USC 125]

In addition to the permanent authorization, SAFETEA-LU authorized the General Fund of the Treasury such sums as may be necessary to supplement the permanent authorization in years when Emergency Relief allocations exceed \$100 million. Appropriation legislation would be necessary to make the additional funds available. [SAFETEA-LU §1112]

Funds are allocated to the States based on an assessment of repair costs following a disaster.

Up to 5% of E.R. funds may be used by the Secretary for projects to protect public safety or maintain or protect roadways included within the scope of an emergency declaration.

Federal share: Following 23 USC 120, including sliding scale adjustment for States with high percentages of Federally owned public lands.

- Emergency repair works to restore essential travel, minimize the extent of damage, or protect the remaining facilities, accomplished in the first 180 days after the disaster occurs. Maybe reimbursed at 100% Federal share; time may be extended to delay accessing damaged areas.
- For eligible permanent repairs to restore damaged facilities, up to 90% of the Federal share is allowed if the state incurs total eligible expenses due to natural disasters or catastrophic. Failures in a Federal fiscal year exceeds the state's apportionments under 23 USC 104 for the fiscal year in which the event occurred.
- The Federal share for repair work on Federal land, Federal land access, and tribal transportation facilities is 100%.

Eligible activities

E.R. eligibilities are continued, with some changes:

- The addition of essential and necessary maintenance and transit service operation costs as an eligible activity to provide a temporary substitute for highway traffic service.
- Debris removal is eligible only if the event is not declared a major disaster by the President or where the event is declared a major disaster by the President. Still, the debris removal is not eligible for assistance under the Stafford Act.
- E.R. funds may participate in costs to repair or reconstruct a comparable facility, which is defined as a facility that meets the current geometric and construction standards required for the types and volume of traffic that the facility will carry over its design life.
- Construction phase defined No funds may be used for repair or reconstruction of a bridge if the construction phase of a replacement structure is included in a State's approved transportation improvement program at the time of the event.

Program features

Changes to the E.R. program include the following:

- The state's application for E.R. funds must include a comprehensive list of all eligible project sites and repair costs within two years after the event.
- The \$100 million caps on obligations in a State for a single event is removed.

The Tribal transportation facilities, Federal lands transportation facilities, and other Federally owned roads.

PROJECT BILLING EXPLANATION

Over the past years, the experience gained by Grubbs Emergency Services, L.L.C., has allowed us to "fine-tune" the debris management process to support our clients in all facets of the recovery process. Our approach to the project is much more than the physical removal of debris. Grubbs understands the tremendous impact that a project of this magnitude can have on the municipal staff. Grubbs documentation process, management approach and techniques, staff experience, and proven history in disaster recovery projects (most of which have been federally declared disasters by the President of the united states). We provide our clients with the necessary structure and confidence to achieve the obtainable goal, recovery from the disaster.

Upon issuing a notice to proceed, Grubbs Emergency Services, L.L.C. will provide Polk County examples of documentation to help recover funds from the federal and state governments under the FEMA declaration process public assistance program. The documentation utilized by our firm has supported claims for reimbursement for many clients across the nation. We have assisted our clients in all categories under the public assistance program (a-g), therefore providing an overall recovery approach and process. Grubbs employs experienced personnel who trained for the proper implementation of the forms developed by our firm. The documentation integrates all operations both in the field and in the office. The documentation and debris management process of Grubbs contains the essential controls and requirements that are outlined in several FEMA publications. Those publications include but are not limited to *FEMA 325-the federal emergency management agency public assistance debris management guidebook and title 44 of the federal regulation code*. When the contractor has a project management approach based on the potential project funding source requirements and the ability to address the municipality's specific issues and concerns, the recovery process becomes consistent and practical.

Through the proper execution of the following forms- all personnel and equipment will be accounted for. All materials such as storm debris, construction & demolition debris, and mulch enter or leave the processing/disposal site or landfill. Will be quantified based on the request for proposals; two project tracking methods may be required for Polk County. Our methods are explained in detail based on which type of tracking that will be utilized. One method that will be used on this project is by the cubic yard. Billing will be based on the number of cubic yards hauled to the processing site and the number of cubic yards of mulch hauled out of the processing site to the disposal site. An hourly contract may also be utilized for our company's other services, where all employees and equipment will be quantified by the hour.

The two different methods that Grubbs will utilize to track this project will assure Polk County that Grubbs Emergency Services, L.L.C. has provided the highest quality in debris documentation, management, accountability, and support reimbursement claims available today.



March 25, 2021

RE: Grubbs Emergency Services LLC

To Whom It May Concern:

The above mentioned client has maintained a relationship with CenterState Bank since November of 2017. Since that time they have maintained their accounts in a satisfactory manner and the average balance is typically in the low to mid 6 figure range. The Bank also has a collateralized loan to the company, which has availability in the low 7 figure range with a current balance in the low 6 figure range.

If you need anything further, please advise.

Thank you.

Sincerely,

James A. Ray, SVP Area Executive North Pinellas County

Phone (727) 210-4956 Fax (727) 787-2224

CenterStateBank.com



October 9, 2020

Manatee County Procurement Division 1112 Manatee County Ave West Suite 803 Bradenton, FL 34205

RE: Grubbs Emergency Services, LLC

Status of Bondability

To Whom It May Concern:

Sterling Seacrest Partners is proud to represent Grubbs Emergency Services, LLC. We consider them to be a premier contractor in their field and we do not hesitate to recommend them for you project needs.

Arch Insurance Company has a A.M. Best rating of "A+, XV" and provides a bonding program to Grubbs Emergency Services, LLC with single bond limits up to \$20,000,000 and an aggregate program of \$30,000,000. These limits are not to be construed as maximums but are established to handle the daily needs of our client.

As always, Arch Insurance Company reserves the right to perform standard underwriting at the time of any bond request. This includes, but will not be limited to the acceptability of the contract documents, bond forms and project financing. We assume no liability for any reason if we do not execute the bonds as requested. This letter is not an assumption of liability, nor should it be considered a bid, payment or performance bond. If you should have any questions, please do not hesitate to contact us.

Sincerely,

Sterling Seacrest Partners

James C. Congelio

Surety • Insurance • Risk Management • Employee Benefits 813-498-1183 • sterlingseacrest.com ATLANTA • SAVANNAH • COLUMBUS • LITTLE ROCK • HILTON HEAD ISLAND - TAMPA Grubbs Emergency Services, LLC is prepared to send its financial statements upon request.

PROFESSIONAL REFERENCES

Please provide three (3) current and correct references from clients for similar services.

1.	Company Name:	City of Blountstown, Florida
	Contact Person:	Traci Hall, City Manager
	City, State: Blc	ountstown, Florida
	Telephone Number: _	(850) 674-5488
	Email Address:	thall@blountstown.org
	Description of goods of	Disaster Debris Management and Emergency Debris Removal (i.e.) push, or services provided: hangers & leaners, load and haul to final disposal.
	Contract Amount:\$	7.8 Million
	Start/End Date of Con	tract: October 2018-Ongoing
2.	Company Name:	City of Marathon, Florida
	Contact Person:	George Garrett, City Manager
	City, State: Ma	rathon, Florida
	Telephone Number: _	(305) 289-4130
	Email Address:	garrett@ci.marathon.fl.us
	Description of goods of	Disaster Debris Management and Emergency Debris Removal (i.e.) push, or services provided: <u>hangers & leaners, load and haul to final disposal</u> .
	Contract Amount:	\$11,014,190.56
	Start/End Date of Cont	ract: August 2017-February 2018
3.	Company Name:	Cedar Key, Florida
	Contact Person:	Robert Robinson, Emergency Management Director
	City, State: Ce	dar Key, Florida
	Telephone Number:	(325) 543-5132
	Email Address:	rrobinson@cedarkeyfl.us
	Description of goods	Disaster Debris Management and Emergency Debris Removal (i.e.) push,
	Contract Amount:	\$168,560.00
	Start/End Date of Con	tract: September 2016-January 2017

This document must be completed and returned with your Submittal

DEBRIS MANAGEMENT APPROACH

A Debris Management Plan is intended to be a training tool, guidance document, and action plan for all emergency response personnel who facilitate the removal, collection, and disposal of debris following a natural and/or manmade disaster. Upon implementation, the plan mitigates against potential threats to the health, safety, and welfare of the impacted residents, expedites economic and social recovery in the community, provides clear direction to emergency responders, and addresses threats of significant damage public and/or private property.

Concept of Operations:

The applicant is responsible for the restoration of the public infrastructure following a disaster. In their direction, debris removal contractors, monitoring firms, and other emergency responders are accountable for emergency debris clearance of essential transportation routes and other critical public facilities based on assessment and guidance as written in this plan. These pre-event planning activities include, but are not limited to, an annual review of the following:

- ✓ Staff Assignments
- ✓ Organization Overview
- ✓ Emergency Contact Lists
- ✓ Contracted Services
- ✓ Emergency Communications
- ✓ E-Verify Homeland Security
- ✓ Regulatory Agency Requirements
- ✓ Environmental, Health and Safety Plans
- ✓ Training
- ✓ FHWA and Priority Road Identification
- ✓ Assumptions and Situation
- ✓ Emergency Responder Roles and Responsibilities
- ✓ Debris Cleanup Priorities

- ✓ Debris Collection Methods
- ✓ Monitoring Program
- ✓ Truck Certification
- ✓ Load, Time/Material Tickets
- ✓ Site Setup
- ✓ TDSRS Management
- ✓ Volume Reduction Procedures
- ✓ Special Considerations (Private Property, Gated and Mobile Home Communities, Canal Debris Removal, Hazardous Stump and Tree Removal (HSTRS)
- ✓ Debris Management Site Closeout Requirements

Assumptions

In a major disaster, state agencies and local governments often have difficulty securing staff, equipment, and funds to devote to debris removal and recovery effort. The amount of debris generated often exceeds the local government's ability to deal effectively with excessive quantities involved.

To restore a community quickly and effectively to pre-storm status, private contractors may also play a role in disaster recovery efforts, including debris removal, collection, reduction, disposal, and monitoring assistance.

Suppose the disaster event is of a certain magnitude, the Governor may declare a state of emergency that authorizes state resources to assist in removing and disposing of debris. The Governor may also request assistance through the Federal Emergency Management Agency (FEMA) in the manner of a Presidential Disaster Declaration.

DEBRIS MANAGEMENT (PRE-EVENT)

Normal Operations

Before storm season each year, emergency planning and disaster management efforts are conducted

by the applicant. Activities revolve around "lessons learned" from previous disaster recovery initiatives and the debris management plan's applicability concerning new regulatory guidelines and ordinances.

Increased Readiness

The increased readiness phase occurs when there is a significant opportunity for a natural disaster to impact the applicant's community. The situation is an approaching storm with a predicted landfall or area of impact identified. This activation phase requires the applicant to prepare for a disaster event under the assumption that the <u>disaster is imminent</u>. All personnel involved in the recovery efforts are contacted and/or deployed to support predefined storm assignments.

CONTRACTOR MOBILIZATION PLAN

The Contractor's response preparations begin once a" Notice to Proceed" is given by the applicant and will progress as follows:

Portable power supplies for the Contractor's field office, the temporary debris staging and reduction site (TDSRS) inspection towers, and communications trailers will be <u>safety inspected</u> and <u>load tested</u> before departure. The resources necessary to adequately support the applicant's project will proceed as follows:

- ✓ 24 hours: 25% of staff deployed.
- ✓ 48 hours: 50% of staff/subcontractors deployed.

Disaster Response Activation

- ✓ Stage equipment and personnel outside the strike zone
- Mobilize contractor crews into the affected areas with street clearing commencing within 6 hours of the storm's passing.
- Prepare an event-specific operation plan for the applicant within 24 hours.

- ✓ 72 hours: 75% of subcontractors deployed.
- ✓ 96 hours: 100% of subcontractors deployed.



- Stage communication equipment, e.g., satellite and cellular phones, laptop computers with wireless internet connections.
- Stage self-contained and self-powered Mobile Command units. These units allow access to fully operational temporary offices at multiple locations around the state. The units are equipped with scanners, computers, fax machines, copiers, and all supplies required to run a fully functioning remote office.
- ✓ Deploy disaster equipment to influence a prompt response to the affected disaster zone.

Recall of Personnel.

Before a storm, all contractor operations management and project managers will be contacted to report their assignment. The next steps include:

- ✓ Support personnel will be placed on notice by the Contractor's Management.
- Concurrently, primary subcontractors will be notified and apprised of the mobilization plan for deployment to the impact zone.
- Transport operators will be provided with instructions regarding equipment needs, equipment pickup location, and the final delivery point for staging.
- Equipment operators and other key personnel will be instructed to report to their pre-assigned deployment location for briefings, assignments, and travel to the impacted work area.

✓ As part of the Health and Safety plan, all personnel will be required to attend a site/task-specific hazard communications and safety training briefing before commencement of any tasks to ensure compliance with the Accident Prevention plan.

Contractor Advance Management Team

The Contractor's Advance Management team members will report to a designated location for tasking and instructions as dictated by the "Notice to Proceed." Project managers will determine the site location(s) in the team's temporary field office, communications unit, and support systems in the disaster area. Note: All decisions are made with the applicant's involvement.

Temporary Housing and Subsistence Support

Contractors are responsible for securing temporary housing, including the following options 1) rental property; 2) efficiency lodging rooms and/or 3) rental motor homes and/or travel trailers. The Contractor's advance personnel will secure temporary sanitary facilities if such permanent facilities are inoperable in the affected area. It is the responsibility of all Contractors to ensure a reliable and safe supply of food and potable water for consumption by all their personnel assigned to the field.

Personnel Training

Contractors' personnel records (management, supervisors, foremen, and laborers) are reviewed before deployment of personnel to ensure personnel has appropriate documentation of current training for each position. They may be assigned (following OSHA, EPA, and other applicable regulations and standards). Personnel requiring refresher training will be given a refresher course before being appointed to a position. Should refresher training be required, each personnel record will be amended, as appropriate, to reflect that refresher training was accomplished.

Health and Safety

As part of the Health and Safety Plan, the team conducts a safety briefing and personal protective equipment check before any person's departure to ensure compliance with the Accident Prevention Plan. At team headquarters, personnel will establish and maintain an "At Home Emergency Contact List" including critical medical information for all field personnel to ensure compliance with the Accident Prevention Plan

Equipment Transport

The Contractor's response team and operators leading over-the-road equipment convoys will initiate transport following mobilization plans. If the destination and/or location(s) have the potential to impede an immediate response due to road closures and/or other storm-related issues, transport operators in different regions will be notified to meet the mobilization requirements identified in the "Notice to Proceed" agreement. The equipment transport operators will be given specific direction regarding where to report to commence emergency work as required by "Notice to Proceed."

All trucks and containers used for the hauling of debris will be supplied with instructions regarding where to report for safety inspections, haul capacity evaluations, and quantity measurement by the Applicant personnel. Each truck and haul container will be given a specific number to reflect the truck number, contractor number, and haul capacity.

Phase I Operations

Phase One consists of the clearance of debris that hinders immediate life-saving actions within the disaster area and the clearance of that debris, which poses an immediate threat to public health and safety.

Emergency Debris Clearance

Historically, the term has been referred to as the initial "push" or clearance of debris from roadways and streets. For contractual and FEMA reimbursement purposes, the response phase is generally defined as the first 70 hours following a storm. The applicant is responsible for coordinating debris clearance immediately following a large-scale disaster,

which is primarily a cut and toss procedure focused on clearing at least one lane on all primary and secondary roads to expedite the movement of emergency services.

Before mobilizing crews, the applicant initiates damage assessments to determine the extent and location of the debris. Drive-by or "windshield surveys" are conducted with information collected used to communicate critical damages by zone. The information is used to prioritize road clearance efforts. Aerial assessments are also conducted via helicopter to obtain a broader and more accurate assessment of the damages within the zone of impact and to calculate quantities of debris that are to be removed during the first push.

Road clearance priorities are pre-established to allow access to critical public facilities such as fire stations, police stations, hospitals, emergency supply centers, and other critical facilities.

Priority One roads are cleared immediately of debris to provide access for the emergency vehicles and resources in the impacted area. Those primary streets and highways that provide evacuation and/or access to hospitals, shelters, police, fire and rescue stations, and other facilities providing vital public services are listed under Road Clearance Priorities.

Priority Two Roads to be cleared of debris provide access to the public and private utility systems vital to the restoration, essential utility services such as electrical power stations and substations, municipal potable water, and sanitary sewer pumping stations, communication stations, and towers.

Priority Three Roads are to be cleared collector streets and other major highways followed by all residential streets and access roads.

Debris Monitors

Critical to the cleanup and recovery process is the use of Debris Monitors. Such a service is needed to ensure that operations are compliant with federal regulations for a debris management disaster event. The monitoring company also has the primary responsibility for the documentation and verification concerning eligibility during recovery operations. The applicant has the option to utilize their employees as monitors. The debris collection operation is documented by field monitors who accompany each crew and who also:

- ✓ Verify eligibility of debris.
- ✓ Closeout streets as they are cleared of debris.
- ✓ Document any damages, existing or contractor related.
- ✓ Prepare supporting documentation to adequately support Public Assistance Requirements and project worksheet submittals.
- ✓ Prepare the load ticket before the hauling unit departs for TDSRS.

Site Monitors

Loading Site Monitors will be assigned to each Contractor loading site within designated Debris Zones. The Loading Site Monitor will initiate the load tickets that verify that the debris has been picked up is eligible under the terms of the contract and are responsible for the following:

- ✓ Certification of haul units and trucks
- ✓ Estimate the volumetric capacity of each load of debris entering the TDSRS.
- ✓ Preparing supporting load ticket documentation

Disposal Operations associated with Construction and Demolition Debris, as well as mulch, requires the monitor(s) to be responsible for the following:

- ✓ Verifying that the haul unit bed is empty when leaving the TDSRS.
- ✓ Verifying that all mulch trucks are empty on arrival at the TDSRS.
- ✓ Estimating the volume of each load of mulch leaving the TDSRS

Phase II Operations

Phase Two operations consist of removing and disposing of that debris, which is determined necessary to ensure the community's orderly recovery and eliminate less immediate threats to health and safety. At this time, most roads will be cleared, and emergencies addressed. Many of the work efforts associated with this phase are more long-term. These activities include debris storage, reduction, and disposal management.

Debris Pickup and Haul

Debris Pick-Up and haul is the transport of debris cleared from roadways and streets. The operation includes multiple, scheduled passes of each critical site, priority road, and right- of- way as identified by the applicant. Debris Pickup commences upon receipt of a "Notice to Proceed" from the applicant to the debris removal contractor. Before any pickup activity, all equipment and haul units are certified as to volumetric capacity. This is accomplished by measuring the inside diameter of the vehicle's bed (length x width x height, which is all measured in feet divided by 27). Once volumetric capacity is established, required insurance certificates, licensing, and safety requirements are met, the hauling unit is considered certified. A placard with Contractor, contract number, crew, and capacity information are affixed to the unit. Curbside collection is confined to debris pickup on streets, road right of ways, parks, and municipal facilities/sites. Debris generated from private property may also be brought to the right of way for collection.

Debris hauling consists of the transportation of debris to designated locations.

- ✓ All debris-hauling operators are given area maps designating assignment/authorized areas of operations and transport routes, designated by the applicant or their representative.
- All debris haul operators will visibly display placards provided by the debris contractor and, as applicable, the applicant. Any signs provided by the applicant will be displayed on both sides of the vehicle bed's forward-most section unless otherwise directed by the applicant.
- Each haul truck is numbered on the trailer to reflect pertinent identification and capacity. The number is a
 permanent marking and is specific to that haul truck for the project's duration.
- ✓ Hauling capacity for each truck is based on the interior dimensions of the truck's metal dump bed. Such capability will be quantified in cubic yards.
- ✓ The applicant's representative must be present for all measurements.
- Debris segregation and sorting are conducted at street/road level to the maximum amount practical and as instructed by the applicant.
- ✓ All construction and demolition materials are used heavy equipment to ensure maximum loading and safe transport of materials within EPA and DOT standards.
- Once the debris is loaded into an appropriate haul vehicle, the applicant must complete the necessary documentation before the vehicle departs the pickup site. Such documentation consists of a minimum of four-part ticket used by the applicant.

Debris Staging

Debris staging is the placement of disaster-related debris at a predetermined site and/or facility created to support post-disaster debris management's necessary functions. Debris staging sites will be located, acquired, and designated by the applicant. Construction of debris staging will commence immediately upon receipt of activity or "notice-to-proceed" from the applicant. The debris contractor working with the applicant will ensure debris staging site construction is accomplished as rapidly as possible since staging sites are critically important to the debris removal process.

Debris Site Monitors

Debris Site Monitors will be provided by either the Applicant or Debris Monitoring Consultant. The Debris Site Monitors will be stationed at all Debris Management sites and landfill disposal sites to verify the quantity of material being hauled by the Disaster Debris Removal and Disposal Contractor. Load tickets will be provided.

The Contractor shall construct and maintain Inspection Towers at each Debris Management site and landfill disposal site. The inspection towers will also be provided with portable sanitary facilities. The Contractor will construct the inspection towers with a floor elevation that affords the Disposal Site Monitor a complete view of the load bed of each piece of equipment being utilized to haul debris.

A site monitor will be located at each inspection station to verify the load and estimate the volume's cubic yards. The Disposal Site Monitors will estimate the cubic yards of debris in each truck entering the Contractor's selected Debris Management sites or landfill disposal sites. They will record the estimated quantity on pre-numbered debris load tickets. The Contractor will only be paid based on the number of cubic yards of material deposited at the disposal site as recorded on the debris load tickets.

Other Considerations

Different points of ingress and egress will be established if possible. Quick acceleration and deceleration lanes will be established adjacent to the primary road leading to and from site access points if approved by the applicant and jurisdiction over the primary road right of way. All temporary roads leading to and through the debris staging site will be constructed and maintained for all weather use, e.g., rock laid streets.

Inspection Towers

Inspection towers will be constructed to facilitate observation and quantification of debris hauled for storage at debris staging sites. Once a haul vehicle arrives at the staging site, the driver will give the remaining copies of the haul ticket to the applicant's representative.

Traffic Controls

Traffic control personnel will be stationed at the ingress observation tower with appropriate traffic control safety equipment to maintain vehicular and pedestrian traffic control. Additional traffic control personnel will be stationed throughout the site, as needed, to enforce proper dumping and to prevent personal injury.

Environmental Protection

The Applicant's "Environmental Protection Plan," which addresses erosion control, hazardous and toxic wastes, and dust and smoke control, follow the Clean Water Act requirements, National Pollutant Discharge Elimination System, Resource Conservation and Recovery Act, and Superfund Amendments and Reauthorization Act. Environmentally sensitive areas (e.g., wetlands, habitat, historical sites, etc.) within, or in proximity to, a debris staging site will be avoided and/or access restricted to the extent possible.

Debris Segregation

Debris segregation is the physical sorting of mixed debris into 5 (five) accepted categories:

1) Vegetative

- 2) Construction and demolition (C&D)
- 3) Hazardous and toxic waste (HTW)
- 4) Salvageable / recyclable
- 5) White goods



Detailed descriptions will be prepared for each site. Sketches and/or drawings (basic) will be produced to illustrate the site's current condition and note the condition and its contents and content location. Still, photographs and video entries are videos of each site, at the ground level, and an aerial view to additionally illustrate the site's pre-use condition illustrates its contents.

Street/Road Level Segregation

The applicant's staff will direct debris removal personnel to segregate debris into five categories:

Vegetative debris
 C&D debris
 Recyclable / Salvageable materials
 White goods
 HTW

White goods and HTW will be left at the curbside unless otherwise directed by the applicant. Segregation of debris at the street/road level will not take precedence over completing street/road debris removal operations safely and rapidly. All personnel conducting debris segregation at the street/road level will receive a safety briefing on potential hazards and injury prevention to ensure compliance with the Contractor Accident Prevention Plan as part of the Health and Safety Plan.

Staging site managers will ensure that all debris haul contractors deposit debris in areas designated for the type of debris hauled. Vegetative debris will be placed into two separate piles. The first pile (pile one) will be a dumping point until enough has been accumulated to begin a continuous reduction operation. Pile two will be started and accumulated until the reduction of pile one has been completed, at which time dumping of vegetative debris on pile two will cease, and pile one will be replenished. This rotation will continue until the task is completed.

All personnel involved in vegetative debris segregation contractor operations will receive a safety briefing for all affected jobs to ensure compliance with the Accident Prevention Plan as part of the Health and Safety Plan.

Debris Reduction

The following guidelines detail debris reduction operations not previously addressed. If requested by the applicant or addressed in the contract's notice-to-proceed, night operations may be conducted. Such procedures will be conducted in the manner (burning or grinding) specified by the applicant. Night operations will only be conducted upon the Applicant determination and after agreement by both parties that such operations, be completed safely. A dumpsite foreman is assigned to each operation, and when required by the applicant, a night foreman is also posted.

Grinding Operations

Grinding and/or chipping operations will be accomplished on all vegetative debris not reduced by burning operations. Grinding and/or chipping operations are the preferred method of reducing vegetative debris to achieve environmental **res**ource conservation through recycling/salvaging of wood chips. Although this operation is preferred for environmental purposes, it is more time consuming and costly due to materials handling, haul, and disposal costs after grinding and/or chipping operations have been completed. Based on local circumstances, grinding and/or chipping operations of C&D materials may be discouraged by and within numerous jurisdictions. Such procedures will be accomplished on the type of debris (vegetative and/or C&D) as directed by the applicant. For vegetative debris, such operations will be accomplished as described below:

- ✓ Vegetative debris will be placed into two separate piles and handled, as previously discussed.
- All personnel involved in vegetative debris grinding and/or chipping operations will receive a safety briefing for all affected job functions. A track-type tractor with a blade or a rubber tire loader will pick up and stockpile chips for temporary storage. Chips will be loaded out and hauled to a final disposal site as quickly as possible

to reduce the threat of a fiery conflagration. All appropriate fire protection measures will be established and maintained following the Site Management Plan, the Site Safety Plan, and the Applicant requirements.

Burning Operations

Locating sites for air curtain incineration (ACI) operations is a coordinated effort between the Solid Waste Department personnel/Contractors and the Florida Department of Environmental Protection (FDEP) to evaluate the surrounding areas to reevaluate potential sites used in the past.

Locating sites intended for air curtain incineration (ACI) operations is a coordinated effort between the Applicant and FDEP Air Quality Division to evaluate the surrounding areas and reevaluate potential sites used in the past.

The following guidelines are presented for an ACI site selection as well as operational requirements once a site is in use:

- 1. Contact the local fire marshal or fire department for input into site selection to minimize the potential for fire hazards, other potential problems related to firefighting that could be presented by the location of the site, and to ensure that adequate fire protection resources are available in the event of an emergency.
- 2. The requirements for ACI device(s), following Air Quality rules, require the following buffers: a minimum of 1000 feet from the ACI device to homes, dwellings, and other structures and 500 feet from roadways. Contact the FDEP for updates or changes to their requirements.
- 3. Sites should be located outside of identifiable or known floodplain and flood-prone areas; consult the Flood Insurance Rate Map for the location in your county to verify these areas. Due to heavy rains associated with hurricanes and saturated conditions that result, flooding may occur more frequently than normally expected. If ACI pit devices are utilized, a minimum two-foot separation to the seasonal high-water table is recommended. A larger buffer to the seasonal high-water table may be necessary due to on-site soil conditions and topography.
- 4. Storage areas for incoming debris are at a minimum of 250 feet from all state surface waters. "Waters of the state" include but are not limited to small creeks, streams, watercourses, ditches that maintain seasonal groundwater levels, ponds, wetlands, etc.
- 5. Storage areas for incoming debris will be located at least 500 feet from property boundaries and on-site buildings or structures.
- 6. Air Curtain Incinerators in use are located at least 200 feet from on-site storage areas for incoming debris, on-site dwellings, and other structures, potable water-supply wells, septic tanks, and leaching fields.
- 7. Wood ash stored on-site is located at least 500 feet from storage areas for incoming debris, processed mulch, or tub grinders (if a grinding site and ACI site is located on the same property). Wood ash is saturated before removal from the ACI device or earth pit and placed in storage. If the wood ash is stored before removal from the site, rewetting may be necessary to minimize airborne emissions.
- 8. Wood ash to be land applied on-site or off-site is managed following the guidelines for the land application of wood ash from storm debris burn sites. The ash shall be incorporated into the soil by the end of the working day or sooner if the wood ash becomes dry and airborne.

- 9. Sites that have identified wetlands must be avoided. If wetlands exist or wetland features appear at a potential site, the local Army Corps of Engineers office's verification is necessary to delineate areas of concern. All wetlands are to be flagged. Permits are referenced to maintain an appropriate buffer for all activities on-going at the site.
- 10. Sites bisected by overhead power transmission lines need careful consideration due to large dump body trucks/trailers used to haul debris and the intense heat generated by the ACI device. Underground utilities are to be identified before digging pits for using the ACI device.
- 11. Provisions are to be made to prevent unauthorized access to facilities when not open for use. As a temporary measure, the permit is secured by blocking drives or entrances with trucks or other equipment when the facilities are closed. Gates, cables, or other more standard types of access control are installed as soon as possible.
- 12. When possible, post signs with operating hours and information about what types of clean up waste may be accepted. Also include information as to whether only commercial haulers or the public may deposit waste.
- 13. Closeout of air curtain incineration sites is within six (6) months of receiving waste or following regulatory agency requirements. If site operations are necessary beyond this time frame, permitting of the site is required. If conditions at the location become injurious to public health and the environment, the site is closed until conditions are corrected or permanently closed.

Debris Disposal

Debris disposal is the pre-planned, pre-approved operation of placing debris in its final resting place. Debris disposal operations can be segmented into four distinct operations: haul to the debris disposal site, the physical process of the debris disposal site, operation of the debris disposal site, and monitoring of final disposal operations.



Disposal Monitoring

The applicant's staff will direct a monitor to verify the final disposal of reduced debris. As debris reduction occurs, the mulch or ash is taken to a pre-approved landfill for final disposal. The material is loaded at the TDSRS into haul units, which are pre-measured for volumetric capacity. The Client will follow the same process when measuring haul units used for curbside pickup. Once loaded, the haul units must stop at the TDSRS exit inspection for review by the Applicant monitor. Section "A" of the debris hauling transportation ticket is filled out at this time. Once completed, the goldenrod portion of the ticket is kept by the monitor, and the remaining portion of the ticket is given to the driver of the hauling unit. The hauling unit proceeds to the pre-approved landfill and/or other location as applicable for final disposal. On arrival, the hauling unit must pass by the inspection tower where Section "B" of the debris hauling transportation form is filled out, verifying volumetric capacity and final disposal location. It is recommended that a receipt for material received from the landfill be attached to the temporary debris hauling transportation form at this time. The pink and green copies tickets copies are given to the driver of the hauling unit for their records, and the monitor retains the remaining portion of the ticket. The hauling unit proceeds to the landfill to dispose of the debris. Before exiting the landfill, the hauling unit must stop at the inspection tower for verification that the truck is empty. At day's end, the copies of the debris hauling transportation forms prepared at the TDSRS and those prepared at the approved landfill are consolidated, sorted, and submitted to the applicant and the Contractor for their records.

Disposal Sites

A disposal site may be a dump and/or a landfill owned and operated by a private or public entity. Non-burnable debris will be disposed of only at a dump and/or landfill designated to receive materials other than toxic, hazardous waste.

Operations

Field monitors will ensure that all debris disposal hauling operators are licensed and/or certified to operate the required equipment. All debris disposal operators will be given area maps designating assignment/authorized areas of operations and transport routes designated approved by the applicant. All debris disposal haul operators will visibly display colored signs provided by the Contractor and, if applicable, the applicant. Any signs provided by the applicant will be displayed on both sides of the vehicle bed's forward-most section unless otherwise directed by the applicant. If applicable, a sign will be placed on the driver's side of each vehicle. The sign/pass color is subject to change without notice to ensure quality control measures regarding authority to exit worksites and enter disposal site(s).

Private Property Debris Removal and Demolition Activities

Typically, homeowners are responsible for their cleanup efforts. Although flood insurance policies provide debris removal coverage, most homeowners' fire and extended coverage insurance policies have specific coverage for debris removal from private property and demolition of heavily damaged structures.

Ensuring the proper steps are followed for both the <u>debris removal and demolition of structures</u> may become the local designated debris manager and staff's responsibility, which requires the complete cooperation of numerous local and state government officials. Resources from any or all the following may be required:

- ✓ Tax Office
- ✓ Local law and/or code enforcement agencies
- ✓ State Historic Preservation Office (SHPO)
- Environmental contractors qualified to remove asbestos and lead-based paint, HHW, and Freon-based refrigerants.
- ✓ Field teams to photograph and document the sites before and after demolition.

Private Property Debris Removal and Demolition Documentation Checklist

- ✓ Obtain copies of all ordinances that authorize the community to condemn privately owned structures and/or remove debris.
- ✓ We coordinate the use of adjacent lands, easements, and rights-of-way necessary for accomplishing the approved work.
- ✓ Implement laws that reduce the time it takes to go from condemnation to demolition.
- ✓ Obtain copies of all applicable permits required for demolition of the subject structure.
- ✓ Document the structure's age to determine if eligible or on the National Registration of Historic Places with SHPO.
- ✓ Obtain copies of pertinent temporary well capping standards.
- ✓ Obtain executed right-of-entry and hold harmless agreements that have been signed by the owner, lender, insurer and/or by the renter if rented. Right-of-entry should indicate any known intent by the owner to rebuild to ensure that the foundation and utilities are not damaged. If those documents are not signed, then document the reason.
- ✓ Use radio, television, cable TV, internet postings, public reports, and newspaper ads to give notice to property owners and their renters to remove personal property in advance of demolition.
- ✓ Document the owner's name on the title, the lender, insurance carrier, and the complete address and legal description of the property and the source of this information.

- \checkmark Document the name of the renter, if available.
- ✓ Ensure the property will be evacuated by the demolition date.
- Provide written notice to property owners, lenders, and insurers that clearly and completely describe the structures designated for demolition. Additionally, provide a list that identifies related structures, trees, shrubs, fences, and other items to remain on the respective property and those to be removed.
- ✓ Notify mortgagee of record and insurance carrier.
- Provide the property owner, lender, and insurer the opportunity to decide whether the property can be repaired.
- ✓ Determine the existence of insurance on the property before demolition.
- ✓ Specify procedures to determine when cleanup of a property is completed.

SPECIAL OPERATIONS: Hazardous Stumps and Tree Removal

As directed by the applicant, the debris management contractor is charged with removing all hazardous stumps that threaten life, public health, and safety. Each stump is inspected by the debris management contractor and documented as to the appropriate category/size. The removal and hauling of stumps are a unique process requiring specialized equipment. The effort also requires specific documentation and cost. The Client will measure each stump two (2) feet above normal ground level to determine the trunk's diameter. The stump will be photographed and documented by GPS coordinates and recorded on a specific stump log provided by the debris management contractor. The debris management contractor will invoice the Client for hazardous stump and root removal and hauling to the staging site utilizing the measurement categories outlined in the contract.

Hazardous and Toxic Waste Guidance

Each component of the debris mission or activity comprises debris collection, staging, reduction, and disposal and may involve handling hazardous toxic waste. The following is an action guide to be used when hazardous toxic waste is involved. The contents and provisions of the Environmental Protection Contingency plan for Debris Removal Operations exist to provide a list of activities to be utilized in the event of an emergency, e.g., fire, explosion, or release of hazardous waste or materials that could threaten life, property, or the environment. Each site provides unique hazards (i.e., terrain, waste containment) and notification procedures. However, any person who may be directly involved with emergency operation procedures will be briefed to understand the tasks that may be necessary for the successful mitigation of the event.

Variances/Exemption

All regulated disposal facilities have operational requirements/restrictions regarding the types and volume of waste that can be accepted for disposal. During emergency events, the Debris Manager may seek to authorize from the Director of Solid Waste to temporarily receive an increased volume of waste. Before taking disaster-related debris to a disposal facility, the Debris Manager will ensure that the facility is willing and properly authorized to accept the material.

Site Remediation

Remediation of debris staging sites is the process of returning the site to pre-use and, in some cases, pre-event condition. Debris staging site remediation is performed in four phases: Phase 1 Pre-use Inspection, Sampling, Documentation; Phase 2 Environmental, Health and Safety Compliance; Phase 3 Closure procedures; Phase 4 Final inspection, release, and acceptance.

- Each debris staging site will require a pre-use inspection before an event to review existing topography; existing vegetation (grass, shrubs); on-site or near-site water sources; existing structure and current condition; and any other distinguishing characteristics such as hazardous and/or non-hazardous materials stored on site. An introductory Environmental Impact Statement, following the Applicant's Environmental Protection Plan, will be required.
- Environmental sampling Random soil samples, surface, and subsurface, will be taken and sealed in containers for comparison with post-use samples taken at the time of site closure. Before closing these samples, a small portion of each sample will be field-tested to determine contaminants' presence before using the site. On-site and off-site samples will be taken of any potentially impacted water source. Water source samples will be stored and tested using the criteria stated above. Samples of both water and soil will be taken, following the above standards, after operations have ended (post-use samples). Post-use samples and pre-use samples will be tested in a certified laboratory to determine the presence of contaminants.
- The Applicant and Contractor will review contaminants identified in the pre-use field test (determining whether a particular site or area of a place will be used for staging debris).

Contaminants identified in the post-use field test (results that were not present in pre-use test results, remediation of the site, or an area of the site) will be remedied following federal, state, and local regulations, as well as current industry standards.

Site Closeout Procedures

Each temporary debris staging, and reduction site (TDSRS) is emptied of all material used during the recovery operation and be restored to its previous condition and use. Pre-use inspection and documentation information will be used as a guide to restore each site to pre-use condition. Once a site is no longer needed, it is closely followed by the applicant's guidelines below. Closeout is not considered complete until the following occurs: (*)

Removal of Debris

Debris residue not taken to the appropriate disposal site during debris disposal operations will be collected, recorded, and hauled to the appropriate disposal site.

Material Removal

Tires must be disposed of at a scrap tire collection/processing facility; white goods and other metal scraps should be separated for recycling.

- Burn residues shall be land applied and/or removed to a properly approved Solid Waste Management site or land applied following these guidelines.
- All other materials, unrecoverable metals, insulation, wallboard, plastics, roofing material, painted wood, and other material from demolished buildings that is not inert debris as well as inert debris that is mixed with such materials shall be removed to a properly permitted C&D recycling facility, C&D landfill, or municipal solid waste landfill.

Removal of Temporary Structures

All temporary structures, such as fencing, inspection towers, temporary offices, sanitary facilities, etc., will be removed from each site.

Landscape Operations

Each site will be graded as required to return the topography to pre-use elevations unless otherwise directed by the applicant. Each site will be restored to its pre-use vegetative condition by seeding, fertilizing, and applying straw, as well as replacing agreed-upon shrubs and/or trees.

Final Debris Documentation and Contract Close-Out

The Contractor will coordinate the following closeout requirements working with the applicant's staff.

- ✓ Coordinate with local and state officials responsible for construction, real estate, contracting, project management, and legal counsel regarding requirements and support for the implementation of a site remediation plan.
- Establish an independent testing and monitoring program. The Contractor is responsible for the environmental restoration of both public and leased sites. The Contractor will also remove all debris from sites for final disposal at landfills before closure.
- ✓ Reference appropriate and applicable environmental regulations.
- ✓ Prioritize site closures.
- ✓ Schedule closeout activities
- ✓ Determine separate protocols for ash, soil, and water testing.
- ✓ Develop decision criteria for certifying satisfactory closure based on limited baseline information.
- ✓ Develop administrative procedures and contractual arrangements for the closure phase.
- ✓ Inform local and state environmental agencies regarding the acceptability of the program and established requirements.
- ✓ Designate approving authority to review and evaluate Contractor closure activities and progress.
- ✓ Retain staff during the closure phase to develop site-specific remediation for sites, as needed, based on information obtained from the closure.