



Debris Management

**Support Annex to the
Emergency Operations Plan**

April 2024

Executive Summary

The City of San José (City) Emergency Operations Plan (EOP) provides an overview of the City’s approach to managing emergency operations. The EOP is a broad programmatic document applicable to all hazards or threats, and all the missions/functions the City may perform in response to or recovery from an incident. To provide planning support to the EOP the City has developed Support Annexes for each of the critical functions that must be managed, coordinated, and/or performed following an emergency. This Debris Management Support Annex is a supporting component to the EOP designed to integrate with the Damage Assessment Support Annex, the Recovery Support Annex, and other EOP documents as needed.

The Debris Management Support Annex is consistent with all City plans and requirements, the County of Santa Clara EOP (2022), the Santa Clara County Integrated Waste Management Plan, the Santa Clara County Department of Environmental Health Private Contractor Debris Removal Program, the Bay Area Urban Area Security Initiative (UASI) Regional Catastrophic Earthquake Debris Removal Plan, the Bay Area UASI Disaster Recovery Permit and Regulation Waiver Toolkit, the California Governor’s Office of Emergency Services (Cal OES) Emergency Support Function #3 – Construction and Engineering, the [Cal OES Wildfire Recovery Debris Removal information](#), the Cal OES Waterway Debris Removal Checklist, the Federal Emergency Management Agency’s (FEMA) Region 9 Work In or Near Water Quick Guide, the FEMA Policy: Public Assistance Simplified Procedures, and the FEMA Debris Management Plan Checklist.

This Debris Management Support Annex establishes the procedures and guidelines for managing disaster debris in a coordinated, environmentally- responsible, and cost-effective manner for the City of San José. Specifically, this Debris Management Support Annex provides a strategic framework for coordinating activities required to successfully conduct debris management operations following an incident that results in a significant amount of debris. The human, financial, environmental, and political costs associated with debris management are significant and can easily overwhelm the existing City resources and response capabilities after a debris generating event. The Debris Management Support Annex and Debris Management Plan work to facilitate debris operations within the City boundaries, reduce the impact to humans and the environment, ensure the effective use of the City debris resources, control and minimize the City’s debris operations costs, and comply with local, state, and federal debris regulations. This annex is intended to support all-hazards incidents and a holistic community approach to debris management within the City.

The City of San José is vulnerable to many potential hazards (see the Santa Clara County Multi-Hazard Mitigation Plan for additional details on hazards) that may produce debris and require debris operations in several communities within the City. For the purposes of this support annex, when we use the term “community” we are referring to the neighborhoods, districts, and areas surrounding a particular geographic area (such as a creek) within the City. This includes the unhoused/unsheltered populations. In the past 10 years, the City has experienced

the following hazard (flood and flooding due to a winter storm) that produced debris and required debris operations within the City:

- Coyote Creek Flood (2017 and 2023)
- Guadalupe River and Ross Creek Flood (2019)
- Winter Storm (2023)

See Appendix A for commonly used terms and acronyms throughout this document.

Approach

One of the keys to building ownership in the City of San José Emergency Management Program is a collaborative plan revision process. This process combines iterative draft document development with facilitated working group sessions. The City of San José Emergency Management leadership utilized a collaborative methodology to capture information and inform the Debris Management Support Annex update process. This methodology is defined as one in which each stakeholder's experience is considered and diverse viewpoints are incorporated into the final product. Additionally, the City has engaged specific stakeholder organizations and departments (see the list below) that provided quality assurance and document oversight for Access and Functional Needs (AFN) considerations in the Debris Management Support Annex. To that end, the City of San José implemented the following approach for updating the Debris Management Support Annex:

- A comprehensive document review process to ensure historical knowledge and expertise was incorporated into the final product.
- Two workshops with key stakeholders to review the document(s).
- One workshop that focused on a review of current debris management practices and plan elements for input into the final product.
- A City led workshop for the Evacuation Support Annex to ensure the inclusion of stakeholders that represent the unique difference and intricacies that are so beautifully woven into the fabric of the City of San Jose.

In the San José, the **Department of Transportation** is the primary department for the coordination of debris management activities with significant support from many other departments. As such, DOT is responsible for coordinating, delegating, and/or overseeing debris management activities with an initial focus on ensuring initial debris operations are being conducted with the understanding that supporting departments responsible for an aspect of debris operations will perform their duties as directed.

Specific stakeholder organizations and departments that were included in the document review process included:

- Department of Transportation

- Environmental Services Department
- Finance Department
- Fire Department
- Information Technology Department
- Office of the City Attorney
- Office of the City Manager
- Office of Communications
- Office of Emergency Management
- Parks, Recreation, and Neighborhood Services Department
- Planning, Building, and Code Enforcement Department
- San José Police Department
- Public Works Department
- San José Mineta International Airport
- San José Fire Department
- San José Police Department
- San José Mineta International Airport

After a large-scale disaster, departments will organize and conduct debris operations at the field-level. Field operations will be coordinated and supported, as necessary, by department dispatch centers and activated Department Operations Centers (DOCs).

Upon activation of the City of San José’s Emergency Operations Center (EOC), debris management activities will be coordinated and supported by the Debris Branch under the Operations Section. This branch is instrumental in managing and allocating debris clearance resources and is responsible for coordinating the clearance, removal, temporary storage, recycling, and disposal of debris. As the response moves into recovery, the Debris Branch, along with the Debris Manager, may choose to establish a Debris Management Group (DMG) within the Infrastructure Recovery Support Function (RSF) at the Recovery Operations Center (ROC) to focus on coordinating debris management activities across the key departments, with the inclusion of other supporting departments depending on the type and scope of the incident.

This Debris Management Support Annex represents the outcomes of an ongoing collaborative planning process—incorporating current guidance, policies, best practices, and stakeholder input. It provides a foundation for additional planning and the framework to support the development of the City of San José Debris Management Plan.

Table Of Contents

- EXECUTIVE SUMMARY I**
- Approach ii
- STATEMENT OF INTENT VII**
- APPROVAL & ENDORSEMENT IX**
- RECORD OF CHANGES XII**
- 1. INTRODUCTION 1**
- 1.1 Purpose..... 1
- 1.2 Legal Authority 2
- 1.3 Assumptions 2
 - 1.3.1 General Considerations 4
- 2. CONCEPT OF OPERATIONS 7**
- 2.1 General 7
- 2.2 Decision Point Metrics 7
- 2.3 Timing of Critical Activities 7
- 3. ORGANIZATION AND ASSIGNMENT OF RESPONSIBILITIES 25**
- 3.1 Organization 25
- 3.2 Key Debris Roles 27
 - 3.2.1 Debris Manager (Assigned by DOT)..... 27
 - 3.2.2 Local Enforcement Agency (LEA)..... 28
- 3.3 City Department Responsibilities 28
- 3.4 External Partner Responsibilities..... 32
 - 3.4.1 Santa Clara County 32
 - 3.4.2 Regional..... 33
 - 3.4.3 State of California..... 34
 - 3.4.4 Federal Agencies 37
 - 3.4.5 Private Sector Partners..... 39
 - 3.4.6 Nonprofit Organizations..... 40
- 4. AUTHORITIES & REFERENCES 41**

4.1 Local.....41

4.2 State41

4.3 Federal.....43

APPENDIX A: ACRONYMS AND GLOSSARYA-1

A – 1 Acronyms..... A-1

A – 2 Glossary A-3

APPENDIX B: RECOMMENDED TRAINING B-1

Statement Of Intent

Disclaimer: This Debris Management Support Annex is advisory.

This Debris Management Support Annex is meant to provide an all-hazards strategic framework to assist the City of San José with debris management planning, but it is not meant to fulfill all legal requirements or duties. Nothing in this document alters or impedes the ability of local, State, or Federal chief executives, their government agencies, or their internal organizations to carry out their specific authorities or perform their responsibilities under all applicable laws, executive orders, and directives. This support annex is consistent with the City of San José Emergency Operations Plan and is not intended to alter the existing authorities of individual municipal or County agencies defined with it and does not convey new authorities upon any local, State, or Federal official(s).

Approval & Endorsement

This **Debris Management Support Annex** has been approved and endorsed by the City of San José departments with responsibilities described herein. It supersedes all previous versions.

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1. Introduction

Disaster events, such as floods, wildfires, earthquakes, hazardous materials releases, terrorism, and other natural and technological emergencies, have the potential for causing extensive damage to public and private property. Such natural and human-caused disasters produce a variety of debris that can include such things as trees, sand, gravel, mud, building and construction materials, vehicles, personal property, hazardous materials, and human and animal remains. Community and worker safety are of paramount importance. A planned debris management process is essential for quickly opening major transportation arteries, providing access to critical facilities, and for removing debris-related threats to public health and safety. Additionally, the safety and appearance of the built and natural environment are important to facilitate a return to normalcy.

This annex provides a general all-hazards framework for debris management operations undertaken after a large-scale disaster incident, which will require a coordinated effort for the removal, collection, processing, and disposal of debris. The goal will be to use existing solid waste best practice strategies and methods to reduce, reuse, recycle, or recover, with disposition in a landfill, or landfills, as a final option.

This annex was developed using guidance from the Federal Emergency Management Agency (FEMA), the California Governor's Office of Emergency Services (Cal OES), and materials from debris management plans prepared under the Regional Catastrophic Preparedness Grant Program (RCPGP). This framework supports the City of San José's (City) Emergency Operations Plan (EOP), other existing plans, and the standard operating procedures of responsible City departments.

See Appendix A for commonly used terms and acronyms throughout this document.

1.1 Purpose

The Debris Management Support Annex describes the overall process of clearing, processing, and removing disaster generated debris. This support annex provides a framework for the effective coordination of debris management activities. The support annex will identify roles and general responsibilities for debris management activities that include estimating, clearance, collection, procurement, transport, disposal, and monitoring, along with applicable health, safety, and environmental and historical preservation considerations. This support annex was developed to assist decision makers, coordinators, planners, and department representatives involved in defining and implementing debris management operations, in consideration of, threats, hazards, and local conditions, and to provide a basis for further debris management planning.

1.2 Legal Authority

Under Article XI of the California Constitution, a city has the general authority to act summarily to abate a violation or nuisance when conditions are so severe that immediate action is required without time to seek court or an administrative order. This authority can be invoked in cases when there is an emergency that poses an imminent or high risk of harm to persons or property and this power exists during or immediately after an emergency. Furthermore, Articles 15 and 15 of the California Emergency Services Act (CESA) give local governments the authority to proclaim local emergencies and to take necessary actions to preserve local government. Government Code § 8596(c), gives the state the authority to clear and dispose of debris on private property under specified conditions. In addition to the state authorities referenced above, the City's municipal code contains specific authorities affecting debris management operations and they are listed in the Authorities and References Section of this support annex.

For additional legal authorities, please see Section 4 in this annex.

1.3 Assumptions

Planning assumptions clarify the parameters under which the support annex will be used. The assumptions used in this support annex are the overarching constraints for debris operations. Additional assumptions and considerations are listed in the Debris Management Plan. The following planning assumptions apply to the execution of activities related to debris management:

- Incidents that create emergency conditions may be slow-moving, like Coyote Creek flooding or El Niño rainstorms, or they may be no-notice incidents, such as an earthquake, a significant hazardous materials release, or an incident of terrorism. The City needs to be prepared to conduct debris management activities in response to either type of incident, at any time.
- Incidents that create emergency conditions may differ in generating debris. Different hazards create different scales of debris and different kinds of debris. The City needs to be prepared to conduct debris management activities for all debris generating incidents.
- Local emergencies are proclaimed by the designated official (City Manager) and ratified by the City of San José City Council and the Board of Supervisors of the County of Santa Clara.
- The Governor proclaims a State of Emergency, which will authorize the use of state resources to assist in debris management activities, in addition to providing financial assistance from the California Disaster Assistance Act, and, if necessary, the Governor will request an emergency or major disaster declaration from the President that would make Federal resources available and also pave the way for financial assistance under the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 (Stafford Act), as amended.

- All elements of the California Standardized Emergency Management System (SEMS) are functional, including mutual aid and communications systems.
- The City will activate the Emergency Operations Center (EOC), including the Debris Branch, which will provide overall coordination for debris management activities within San José.
- As the City moves into recovery, the City will activate the Recovery Operations Center (ROC), including the Debris Management Group (DMG) to enable the coordination of debris management activities.
- The City's Department of Transportation (DOT), Environmental Services Department (ESD), and Department of Public Works (DPW) will activate Department Operations Centers (DOCs) to support the field-level debris management operations, as necessary.
- During a major incident, a detailed and credible common operating picture may not be achieved initially.
- Roads, bridges, communications systems, and other infrastructure may be severely affected, which will negatively impede first responder, shelter, and other survivor support operations.
- The City's resources and capacity to respond may be significantly overwhelmed depending upon the scale or intensity of the incident.
- The City may utilize private sector contractors to provide services for debris clearance; removal; management, processing, and recycling; and final disposal of disaster-related debris.
- Residents with access and functional needs may need additional assistance to manage debris on their properties or ensure access to a healthcare support system (personal aides, home health personnel, medical facilities, adaptive medical devices, etc.), if transportation systems are disrupted.
- A broad-based public information campaign is necessary to ensure all residents can effectively participate in the City's debris removal and recovery process.
- The capacity at solid waste recovery, recycling, and disposal facilities may be inadequate and temporary facilities for these activities will be necessary. The State will likely issue waivers to existing regulations to allow temporary facilities to operate.
- The lack of availability of open parcels of land suitable to the siting of debris management sites (DMS) will reduce operational efficiencies.
- Traffic congestion throughout the City will increase travel time to and from neighborhoods to the DMS and reduce operational efficiencies.
- Multiple jurisdictions will be competing for available recycling, recovery, and disposal facilities.

- Communication networks may be impacted increasing the time to transmit information to regional and state partners, as well as transmit field data to and from the DOCs.
- The City’s damage assessment application will be used to collect the damage assessment information and follow the Damage Assessment Support Annex.

1.3.1 General Considerations

- Pre-disaster planning will provide knowledge of debris management requirements and how to organize effectively to conduct debris management operations, thus better ensuring the use of cost effective and environmentally sound practices.
- Initial damage assessment information will be critical in determining the amounts and types of debris as well as priorities for emergency debris removal. See the **Damage Assessment Support Annex** for additional details.
- Damage to City, County, and partners organizations’ facilities and equipment may hamper initial emergency debris removal efforts.
- Private property demolition and debris removal activities will often not be covered under state or federal funding programs.
- A coordinated community effort will be required to effectively collect, remove, and dispose of debris following a large-scale disaster.
- The use of volunteers for clean-up activities needs to be closely coordinated to ensure participants have proper Personal Protective Equipment (PPE) and safety training.
- Existing transfer/processing facilities used by the City are likely to have insufficient capacity to process the volume and types of debris resulting from a large incident, requiring the expansion of current recycling capacity, and may require the establishment and use of standby, extra-regional contracts.
- The City may need to contract for additional resources to assist with debris management operations, including debris clearance, removal, disposal, and the operation of debris processing sites.
- A large incident will require close coordination with other jurisdictions within the Santa Clara County Operational Area, the incident’s Operational Area, and other jurisdictions in the Bay Area region.
- Debris clearance priorities will vary depending on life-safety issues, but will generally include California Department of Transportation (Caltrans) Lifeline routes (see the **Debris Management Plan**), other state priority transportation routes that may be used in disaster response operations; local priority transportation routes that include major category secondary and connecting roads, county highways, and evacuation pick-up points, if established (see the **Debris Management Plan**); and critical facilities, which include the San José EOC, the San José Mineta Airport, City Hall and other key administration buildings, fire stations, police stations, corporation yards, and established primary shelters (see the **Debris Management Plan**).

- Depending on the size and complexity of the debris mission, the City may request technical and/or direct operational assistance from California Department of Resources Recycling and Recovery (CalRecycle) and/or the U.S. Army Corps of Engineers (USACE) for debris management activities. State and/or Federal resources, if needed, will be coordinated through the Santa Clara County Operational Area.
- Primary debris types will include building materials (brick, stone, concrete, metal, and drywall); damaged infrastructure (roads and bridges); white goods (appliances); brown goods (furniture and household items); household and commercial hazardous wastes; and damaged or abandoned vehicles.
- The solid waste hierarchy for debris use or disposal preferences will be to reuse, recycle, compost, and, finally, disposed of in a landfill.
- Collapsed buildings may contain human remains. If human remains are discovered, steps should be taken to involve the Santa Clara County Medical Examiner and Coroner's Office before any remains are disturbed. If debris sites are crime scenes, evidence procurement will take precedence over debris removal.
- State agencies may need to temporarily suspend or modify certain regulations and requirements that may affect debris management operations.
- The City Local Enforcement Agency (LEA), the Planning, Building, and Code Enforcement Department, may need to waive standards, if necessary, related to origin of waste; rate of inflow for storage, transfer, or disposal; type and moisture content of solid waste; hours of facility operation; and storage time before transfer or disposal of waste at existing solid waste facilities in the City.

2. Concept of Operations

The Concept of Operations presents an overall framework for how the City performs debris management activities, including key concepts, and a phased timing of key activities.

2.1 General

Debris management activities shall reflect the City's operational priorities: protecting human life, safety, and health; protecting public property and the environment; protecting private property; restoring utilities and essential government functions; and supporting coordination among all levels of government.

2.2 Decision Point Metrics

Following the initial damage assessments, the City will determine the appropriate scale of operations necessary to respond and recover from a debris generating event. Metrics for decision points include:

- Event occurred in a localized area with a threshold of less than 7,500 tons (approximately 37,500 cubic yards)
- Event occurred in localized area with a threshold that is greater than 7,500 tons (approximately 37,500 Cubic Yards) but less than 50,000 tons (approximately 250,000 cubic yards)
- Event produced catastrophic damage City-wide with a threshold greater than 50,000 tons (approximately 250,000 cubic yards)

While these metrics should be considered in the decision-making process to determine the scale of debris operations needed, the City has the purview to respond and conduct debris operations as they deem necessary. See the ***Debris Management Plan*** for additional details on the decision point metrics.

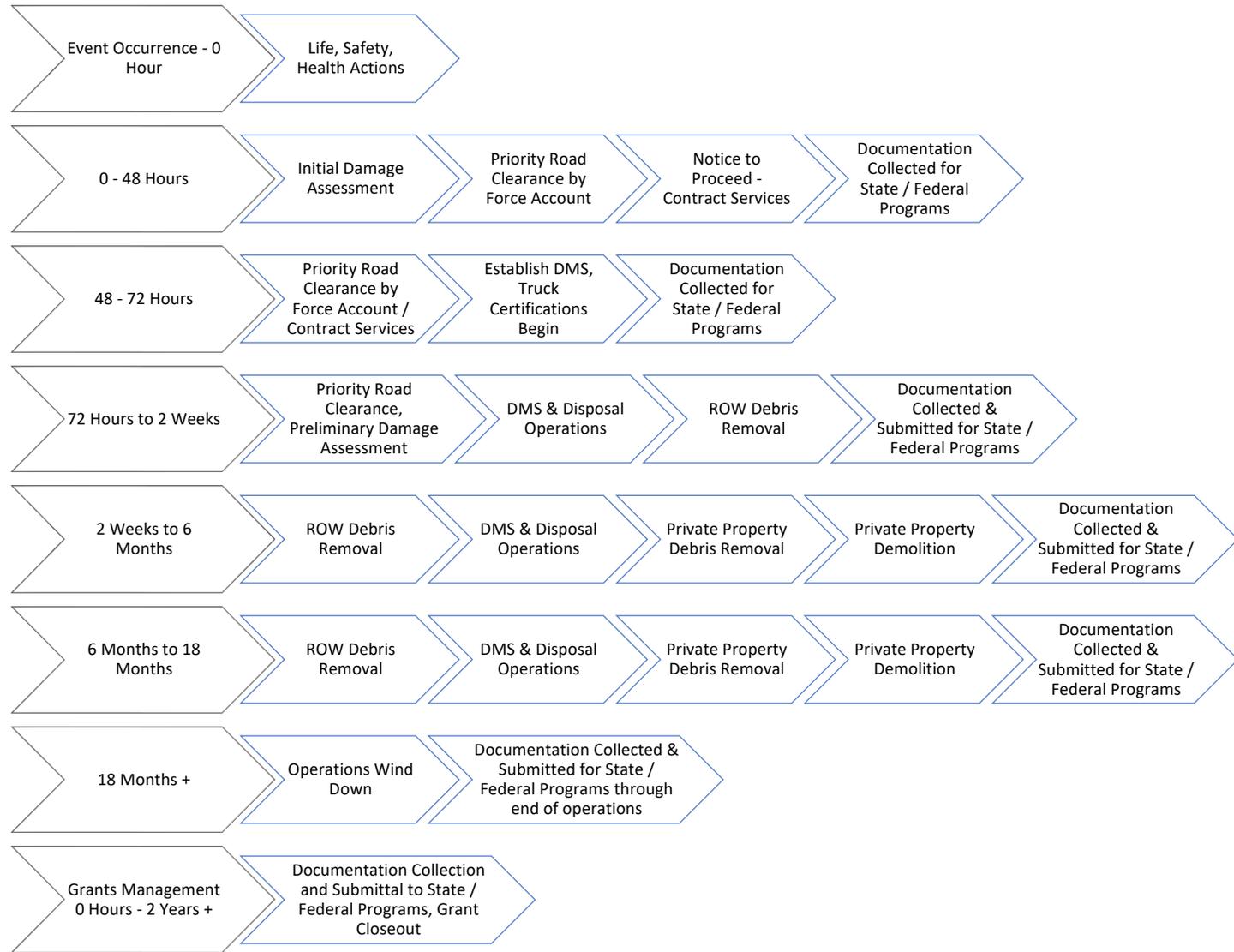
2.3 Timing of Critical Activities

The **Department of Transportation (DOT)** is the primary department for the coordination of debris management activities and, as such, is responsible for coordinating and/or delegating the preparedness, response, and recovery activities associated with debris management.

The activities identified below in **Table 2-1** do not constitute a comprehensive list of all possible actions that may be taken, but rather represent the most critical activities to be accomplished based on best practices, research, and the City's approach to conducting debris management operations. **Please note:** the activities are not ranked in order of priority. They are listed in the order that they are most likely to occur. However, many activities may take place simultaneously or in a different order, depending on incident requirements.

Figure 2-1 represents the debris management lifecycle and is also listed in the ***Debris Management Plan***. Activities listed in **Table 2-1** and **Table 2-2** are organized according to the phases shown in **Figure 2-1**. The activities are summary actions that correspond with the additional information in the ***Debris Management Plan***.

Figure 2-1: Phases of Debris Operations



Due to the nature of debris operations, it is important to correlate the debris operations phases with the phases of emergency management, which are described in the Emergency Operations Plan (EOP).

Table 2- 1: Phases of Emergency Management

Phase	Emergency Management Approximate Timeline	Debris Operation Approximate Timeline
Phase 1: Preparedness	Pre-incident	Pre-incident
Phase 2: Initial Response	Within first 72 hours of an incident	0-48 hours 48-72 hours Grants Management
Phase 3: Continued Response	72 hours to 14 days after an incident	72 hours – 2 weeks Grants Management
Phase 4: Short-Term Recovery	Two weeks to two months after an incident	2 weeks – 6 months Grants Management
Phase 5: Long-Term Recovery	Two months to a year and beyond after an incident	18 months+ Grants Management

Table 2- 2: Debris Management Activity Timeline

Phase	Activity	Responsibility
Phase 1: Preparedness	Identify large (minimum of 10 acres), open public and private sites within the City that: <ul style="list-style-type: none"> • Do not have conflicting uses • Are not areas that impede the flow of traffic along major transportation corridors, disrupt local business operations, or cause dangerous conditions in residential neighborhoods or schools • Are not historically and culturally significant • Meet local, state, and federal environmental requirements Preferably, one site at minimum should be identified for each City Council District.	Debris Manager
	If out of jurisdiction sites are required, confirm with the Operational Area Emergency Operations Center (EOC) if specific processing facilities and landfills have been identified to accept debris and contact processing facilities and landfills to determine the types of debris accepted, operating hours, receiving procedures, and other regulations that may affect debris processing and disposal.	Debris Manager
	Maintain list of potential sites for temporary storage and recycling activities.	Environmental Services Department (ESD)
	Identify major roadway arterials needed to ensure access to identified sites for debris management activities.	Department of Transportation (DOT)
	Conduct preliminary environmental site assessment to determine and document baseline conditions of each identified site for debris management activities.	ESD

Phase	Activity	Responsibility
	Maintain list of local contractors who can assist in all phases of debris management and make necessary arrangements to ensure their availability in the event of a pending disaster.	Finance Department
	Determine capabilities and resources of City’s contract garbage and recycling haulers to respond to scaled emergency situations.	ESD
	Inventory existing City equipment for use during emergency incident.	All departments
	Develop sample contracts with generic scopes of work to expedite the implementation of debris management activities.	Finance Department All Departments
	Establish debris contracts with contractors to conduct debris clearance operations and/or hazardous materials response.	Finance Department
	Pre-identify local and regional critical routes and key roads in cooperation with contiguous jurisdictions and the state. A list of priority routes is listed in the Debris Management Plan .	Fire Department
	Periodically communicate with State and Operational Area officials regarding debris removal planning.	Debris Manager All Departments with County partners
	Identify and coordinate with appropriate regulatory agencies regarding potential regulatory issues and emergency response needs.	Debris Manager

Phase	Activity	Responsibility
	Develop the necessary right of entry and hold harmless agreements indemnifying all levels of government against any potential claims as required by state and federal assistance programs for private property demolition and debris removal programs.	City Attorney Debris Manager
	Develop and coordinate pre-scripted announcements regarding debris removal processes, collection times, debris management sites (DMS), use of private contractors, potential environmental and health issues, etc. See Crisis Communications Support Annex and Crisis Communications Plan for additional information.	Public Information Officer (PIO)
	Periodically review debris removal plans of other jurisdictions to identify and possibly de-conflict issues that could affect debris management operations.	Debris Manager Office of Emergency Management (OEM)
	Review local, state, and federal authorities, regulations, and requirements that are associated with debris clearance operations.	Debris Manager
	Develop standard operating procedures for debris segregation, transportation, and temporary and permanent disposal.	Debris Manager
	Develop and implement training requirements for staff, relevant to expected functions (e.g., hazardous materials/waste identification, safety procedures, Federal Emergency Management Agency- (FEMA) required debris documentation, etc.).	Human Resources
	Ensure alignment with other relevant annexes, and with the Damage Assessment Support Annex and Safety and Damage Assessment Plan .	OEM

Phase	Activity	Responsibility
	Alert local departments that have debris removal responsibilities to ensure personnel, facilities, and equipment are ready and available for emergency use.	Debris Manager OEM
	Relocate personnel and resources out of harm's way and stage in areas where they can be effectively mobilized.	Field-level Incident Command
	Designate a Debris Manager and Local Enforcement Agency (LEA).	OEM All Departments
Phase 2: Event Occurrence and Initial Response (0 – 72 Hours)	Step 1: Incident Analysis and Evaluation	
	Perform life, safety, and health actions in accordance with City code and policies. See <i>Debris Management Plan</i> .	First Responders Field Personnel
	Conduct Initial Damage Assessments and provide reports through the Damage Assessment Application and EOC Debris Branch. See <i>Debris Management Plan</i> and the <i>Damage Assessment Annex</i> .	Police Fire Field Personnel
	Activate City EOC and appropriate Department Operations Centers (DOCs) following established guidance and develop situational awareness on the scope and level of impact of the incident to the City.	OEM
	Gather initial situation reports from local fire and law enforcement agencies, first responders, other on-the-ground personnel, the media, and the public on roadway and bridge conditions, hazardous materials spills, extensively or completely damaged buildings, and areas of large debris fields.	EOC Operations Section Debris Branch Planning Section Situation Status Branch
	Complete and compile initial situation reports and forward them to the Operational Area EOC.	Planning Section Coordinator

Phase	Activity	Responsibility
	Review local, state, and federal authorities, regulations, and requirements that are associated with debris clearance operations.	Debris Manager EOC Operations Section Debris Branch
	Review local priority transportation routes and critical facilities to be cleared based on event and update as needed.	DOT
Step 2: Debris Clearance Activities		
	<p>Develop an operational awareness of potential resources needed to support debris clearance operations, hazardous materials response, and Public Assistance Program support based on initial situation reports from the field. Fill in resource requests to the Operational Area EOC for the following, as needed:</p> <ul style="list-style-type: none"> • Debris clearance operations • Hazardous materials response • Public Assistance Program support, if needed <p>See <i>Debris Management Plan</i>.</p>	Field-level Incident Commanders DOC Logistics Sections EOC Logistics Section EOC Operations Section Debris Branch
	Issue Notice to Proceed contracts for contract services to conduct debris clearance operations and/or hazardous materials response.	Finance Department, EOC Procurement/ Purchasing Branch

Phase	Activity	Responsibility
	Assign force account and/or contracted labor to push debris from one lane of each of the following through cutting, tossing, and/or clearing debris: <ul style="list-style-type: none"> • Local priority transportation routes, including collector roads and roads to evacuation pickup points • Ingress and egress to critical facilities Ingress and egress to debris accumulation centers	DOT
	Assign force account and/or contracted labor to contain and clean up hazardous materials.	Debris Manager
	Adhere to local, state, and federal authorities, requirements, and regulations that may be associated with debris clearance operations and hazardous materials response.	Field-level personnel
	Initiate procedures to document force account and contractor costs for debris clearance operations and hazardous materials response that may be eligible for reimbursement under the Federal Highway Administration’s (FHWA) Emergency Relief Program or the Public Assistance Program.	EOC Finance/ Administration Section Recovery Operations Center (ROC) Infrastructure Recovery Support Function (RSF) Debris Management Group (DMG)
	Gather status updates regarding progress with debris clearance operations and hazardous materials response and notify the Operational Area EOC of this information as well as current capabilities and expected needs.	EOC Operations Section Debris Branch Planning Section Situation Status Branch
	Collect documentation for State and Federal Programs.	Finance Department

Phase	Activity	Responsibility
	Establish location of DMS to store disaster related debris, sort incoming debris, and reduce the debris before final disposal.	LEA
	Participate on Operational Area or regional conferences calls, if held, about debris clearance requirements for the FHWA Emergency Relief Program and the Public Assistance Program requirements, including force account labor and contractors' scheduling, equipment, measurement and payment, and health and safety information, as well as environmental requirements and regulatory permits and licenses.	Debris Manager ROC Infrastructure RSF DMG
Phase 3: Continued Response (72 Hours – 2 Weeks)	Step 3: Staging, Processing, and Disposing of Debris	
	Set-up DMS. See the <i>Debris Management Plan</i> for additional information on DMS.	LEA ROC Infrastructure RSF DMG
	Review updated projections from California Governor's Office of Emergency Services (Cal OES), FEMA, California Geological Survey, and the U.S. Geological Survey on the tons/cubic yards of debris by type and the number of severely damaged and completely damaged buildings to determine the need for DMS, transfer/processing facilities, and landfills to process and dispose of debris. See the <i>Debris Management Plan</i> for additional information on decision metrics.	Debris Manager ROC Infrastructure RSF DMG
	Verify with the Operational Area EOC, a state debris specialist, and/or a Public Assistance Program staff member that DMS are eligible for Public Assistance Program funding. See the <i>Debris Management Plan</i> for additional information on DMS.	LEA ROC Infrastructure RSF DMG

Phase	Activity	Responsibility
	Fulfill resource requests for debris operations.	EOC Logistics Section Debris Manager ROC Infrastructure RSF DMG
	Notify the Operational Area EOC if City is willing to accept debris for holding, sorting, and/or processing from other local governments at locally managed DMS. Note: The City has the only active landfills in the County, so acceptance of debris should be weighed against future needs.	LEA
	Provide oversight of contracted debris operations. See the Debris Management Plan for additional guidance on contract compliance and monitoring.	Finance Department EOC Operations Section Debris Branch
	Adhere to local, state, and federal authorities, requirements, and regulations that may be associated with DMS, transfer/processing facilities, and landfills.	All field-level personnel

Phase	Activity	Responsibility
	<p>Participate on Operational Area or regional calls, as necessary, about:</p> <ul style="list-style-type: none"> Regional DMS operated by the U.S. Army Corps of Engineers (USACE) or by a neighboring jurisdiction and/or a strategy for counties within the Coastal Region to use specific transfer/processing facilities and landfills. Public Assistance Program DMS requirements, including baseline sampling and testing, ingress/egress, traffic control, and safety and security procedures. California Department of Resources Recycling and Recovery’s (CalRecycle’s) recommended equitable distribution of debris throughout counties in the region so that no one facility is overwhelmed and ensures that the regional system of landfills is able to absorb disaster debris and continue management of daily waste. Out-of-region transfer/processing facilities and disposal options 	<p>Debris Manager ROC Infrastructure RSF DMG</p>
	<p>Document force account and contractor costs that may be eligible for reimbursement under the Public Assistance Program.</p>	<p>EOC Finance/ Administration Section Grants Manager ROC Infrastructure RSF DMG</p>
	<p>Gather status reports regarding progress made with identifying DMS, transfer/processing facilities, and landfills. Notify the Operational Area EOC of this information as well as current capabilities and expected needs.</p>	<p>EOC Planning Section Situation Status Branch Debris Manager ROC Infrastructure RSF DMG</p>
Phase 4:	Step 4: Debris Removal	

Phase	Activity	Responsibility
Short-Term Recovery (2 Weeks – 6 Months)	Monitor resource requests needed to support debris removal.	EOC Logistics Section ROC Infrastructure RSF DMG
	Establish criteria for private property debris removal. See Debris Management Plan .	ROC Infrastructure RSF DMG
	Verify with the Operational Area EOC, state debris specialist, and/or Public Assistance Program staff specialist, the type of debris, and applicable collection methods, which may include debris removal from the right-of-way (ROW), public areas, curbside, collection sites, and private property that will be eligible for reimbursement under the Public Assistance Program. See Debris Management Plan .	ROC Infrastructure RSF DMG
	Issue contracts to local contractors to conduct debris removal operations. See Debris Management Plan .	EOC Logistics Section, Purchasing/ Procurement Branch EOC Finance/ Administration Section Grants Manager
	Assign force account and/or contracted labor to remove debris based on a strategy that may include collection from the ROW, public areas, curbside, collection sites, and private property.	ROC Infrastructure RSF DMG
	Adhere to potential local, state, and federal authorities, requirements, and regulations that may be associated with debris removal operations.	All field-level personnel

Phase	Activity	Responsibility
	Participate on Operational Area or regional calls, as appropriate, about Public Assistance Program debris removal requirements, including permissible types of debris to be collected under the Public Assistance Program, force account labor and contractors' scheduling, equipment, measurement and payment, and health and safety information, as well as environmental requirements and regulatory permits and licenses.	Debris Manager ROC Infrastructure RSF DMG
	Coordinate and disseminate debris removal information, including debris collection methods, types of debris to be collected, hours of operations, and collection dates. See <i>Crisis Communications Support Annex</i> and <i>Crisis Communications Plan</i> for additional information.	Emergency Public Information Branch ROC PIO
	Document force account and contractor costs that may be eligible for reimbursement under the Public Assistance Program. See <i>Debris Management Plan</i> .	Recovery Section Documentation Branch ROC Infrastructure RSF DMG
	Gather information, as well as environmental requirements, and regulatory permits and license types for the debris to be collected, hours of operations, and collection of status reports regarding progress made with debris removal operations, then notify the Operational Area of this information.	Debris Manager ROC Infrastructure RSF DMG
	Step 5: Demolition and Removal of Unsafe Buildings and Infrastructure	
	Coordinate resources and support public demolition projects and/or demolition projects that are eligible for reimbursement under the Public Assistance Program. See <i>Debris Management Plan</i> .	EOC Logistics Section Infrastructure RSF DMG

Phase	Activity	Responsibility
	Activate contracts for public demolition projects and/or demolition projects that are eligible for reimbursement under the Public Assistance Program.	Finance Department Infrastructure RSF DMG
	Assign force account and/or contracted labor to conduct demolition operations for public demolition projects and/or demolition projects that are eligible for reimbursement under the Public Assistance Program.	Infrastructure RSF DMG
	Provide oversight for private property demolition for structures that meet the criteria listed in the Debris Management Plan.	Infrastructure RSF DMG
	Request resources to the Operational Area for the following: <ul style="list-style-type: none"> • Demolition operations • Public Assistance Program support 	EOC Logistics Sections Infrastructure RSF DMG
	Adhere to local, state, and federal authorities, requirements, and regulations that may be associated with demolition operations for public demolition projects and/or demolition projects that are eligible for reimbursement under the Public Assistance Program.	All field-level personnel
	Participate on Operational Area and regional conferences calls, as appropriate, about Public Assistance Program demolition requirements, including eligibility determination, regulatory permits and necessary documentation, demolition scope of work, and eligible and ineligible demolition activities.	Debris Manager Infrastructure RSF DMG

Phase	Activity	Responsibility
	Disseminate information on demolition procedures to the media and public. See <i>Crisis Communications Support Annex</i> and <i>Crisis Communications Plan</i> for additional information.	Emergency Public Information Branch ROC PIO
	Document force account and contractor costs for demolition operations that may be eligible for reimbursement under the Public Assistance Program.	EOC Recovery Section Documentation Branch Grants Manager
	Gather status reports regarding progress made with demolition operations and notify the Operational Area of this information as well as current capabilities and expected needs, if required.	EOC Planning Section Situation Status Branch ROC DMG
Phase 5: Long-Term Recovery (6 Months – 2+ Years)	Continued ROW Debris Removal in accordance with FEMA and Cal OES reimbursement policies and within the timeline under the Public Assistance Program.	ROC Infrastructure RSF DMG
	Upon completion of debris removal mission, close out DMS by developing and implementing the necessary site restoration actions.	Local Enforcement Agency
	Continue to manage the private property debris removal and demolition projects that fall within the accepted criteria.	ROC Infrastructure RSF DMG
	Set up a record retention system to support reimbursement under the Public Assistance Program, final inspection, and closeout of Public Assistance grants by the Cal OES, and potential audits by FEMA.	ROC Infrastructure RSF DMG
	Collect documentation and submit to the State and Federal Programs with grant closeout activities.	Finance Department Grants Manager

3. Organization and Assignment of Responsibilities

This section outlines the organization and assignment of responsibilities specific to debris management activities by City departments. Roles and responsibilities for external entities related to debris operations are also outlined. City departments and external partners may also make or be called upon to contribute more than the activities described below.

3.1 Organization

As an incident unfolds, departments will initially organize and conduct debris operations at the field-level. Field operations will be coordinated and supported, as necessary, by department dispatch centers and activated Department Operations Centers (DOCs).



Upon activation of the City of San José’s Emergency Operations Center (EOC), debris management activities will be coordinated and supported by the Debris Branch under the Operations Section. This branch is instrumental in managing and allocating debris clearance resources and is responsible for coordinating the clearance, removal, temporary storage, recycling, and disposal of debris.

As the response moves into recovery, the Debris Branch, along with the Debris Manager, may choose to establish a Debris Management Group (DMG) within the Infrastructure Recovery Support Function (RSF) at the Recovery Operations Center (ROC) to focus on coordinating debris management activities across key departments, with the inclusion of other supporting departments depending on the type and scope of the incident.

The San José Debris Branch is led by the Department of Transportation (DOT) and is supported by the City’s Environmental Services Department (ESD), Department of Public Works (DPW), Parks, Recreation and Neighborhood Services Department (PRNS), Planning, Building, and Code Enforcement Department (PBCE), and other departments depending on the type and scope of the incident.

Figure 3-1: EOC Organizational Structure for Debris Operations

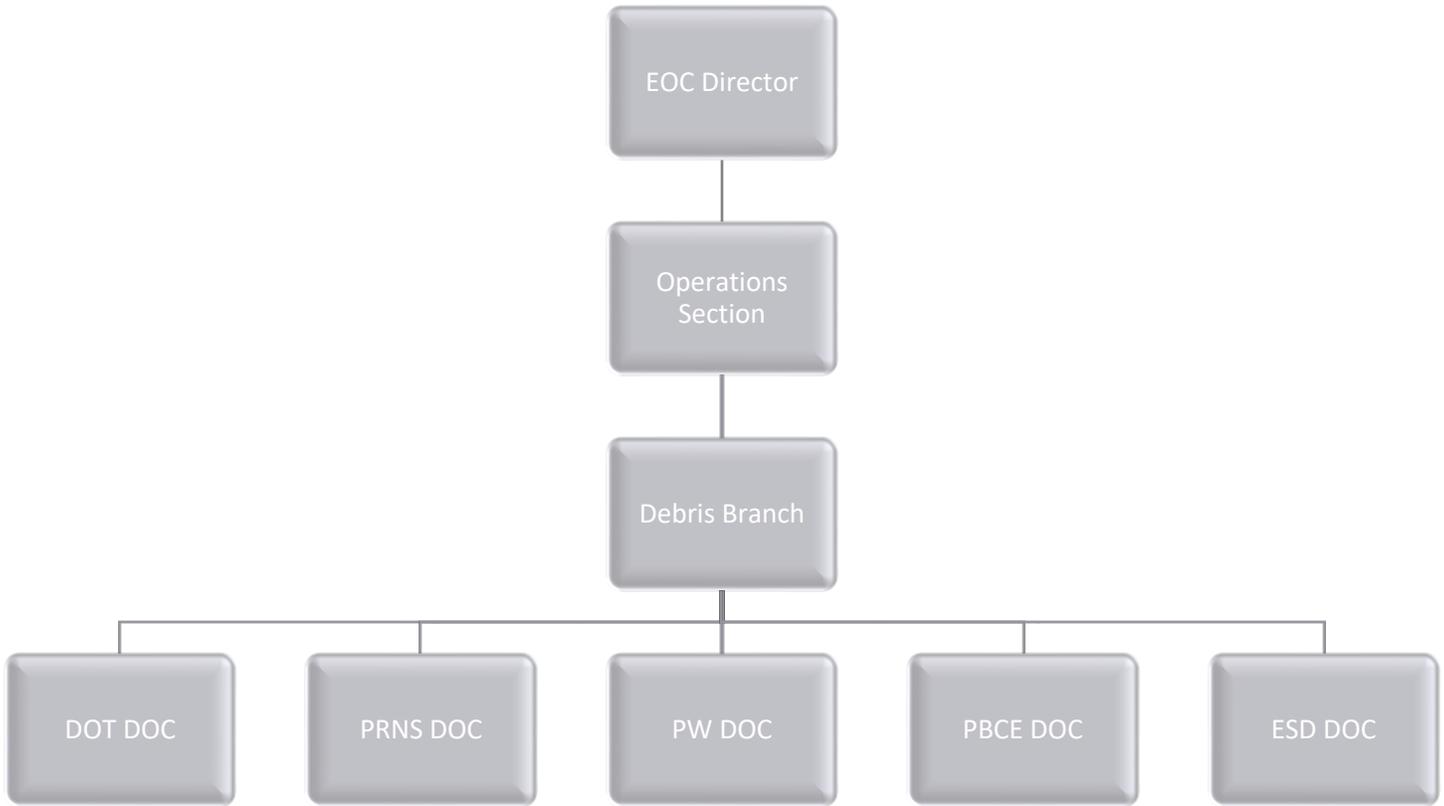
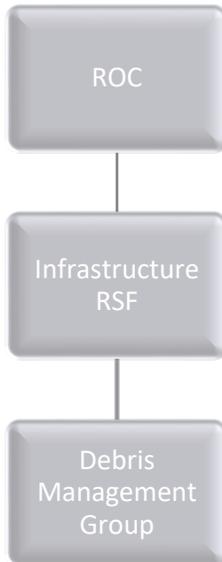


Figure 3-2: ROC Organizational Structure for Debris Operations



Departments are expected to develop supporting plans and procedures to help them meet the roles and responsibilities outlined below.

3.2 Key Debris Roles

3.2.1 Debris Manager (Assigned by DOT)

The Debris Manager is responsible for coordinating the procurement of contractors for debris removal, debris monitoring, and any ancillary services related to debris operations, deemed vital to the City's recovery.

Post-disaster responsibilities, which will likely occur simultaneously, include the activation and implementation of the Debris Management Plan, the activation of the appropriate DOCs, and participation in the Initial Damage Assessments and Preliminary Damage Assessments to estimate debris quantities. The Debris Manager, in coordination with DOT, will work with the San José Police Department (SJPD) and the California Highway Patrol (CHP) to prioritize roads for clearance operations and ensure debris removal crews are available for search and rescue operations and clearance of roads to critical facilities such as medical facilities, critical infrastructure, fire and law enforcement stations, evacuation centers and sheltering facilities, food and water distribution points, and other areas prioritized by need.

The Debris Manager will sit in the Debris Branch of the EOC, once it is activated to ensure coordination occurs for debris operations.

The Debris Manager will coordinate the activation of the DMG within the Infrastructure RSF Branch in the ROC. This approach allows the Debris Manager to ensure the required oversight occurs and that all operations have sufficient resources to perform all aspects of the debris removal operations.

Based upon the initial debris quantity estimates, the Debris Manager, in consultation with the EOC Debris Branch and/or the DMG will determine the need for additional resources through Mutual Aid assistance, the activation of debris removal and debris monitoring contracts, and/or force account resources from participating departments, as available.

The Debris Manager and the DMG will coordinate with local, regional, state, and federal partners, throughout all phases of debris operations and ensure compliance with regulatory requirements and eligible cost recovery.

The Debris Manager and the DMG will ensure that all department documentation required for state and federal cost recovery is completed daily and retained for the project management files.

The Debris Manager will ensure an annual review of the Debris Management Plan and establish training goals for all staff that have responsibilities for debris operations.

3.2.2 Local Enforcement Agency (LEA)

The Local Enforcement Agency is responsible for the authorization, environmental assessment, and compliance monitoring of the temporary debris management sites (DMS). The LEA will coordinate with the San Francisco Regional Water Quality Control Board, Santa Clara County LEA, California Department of Resources Recycling and Recovery (CalRecycle), and the Bay Area Air Quality Management District in the issuance of emergency use waivers for all currently permitted or authorized disposal, recycling, or materials recovery facilities, which will be used as temporary DMS. If the Debris Management Section in the EOC or the Debris Manager determines that additional DMS are required, the LEA may analyze identified vacant parcel data for both publicly and privately owned land, which may be suitable for debris processing and storage. The authorization process will be conducted by the LEA.

The LEA will ensure all disposal permits and temporary debris management site permits are retained in the project management files.

3.3 City Department Responsibilities

Overall local government debris management responsibilities include the following:

- Assess the situation and determine priorities for the clearance of debris from local priority transportation routes and critical facilities.
- Clear debris from local priority transportation routes and critical facilities.
- Conduct safety assessments of local infrastructure components and buildings and secure or cordon off, as needed.
- Identify sites to store and process debris and facilities to process and dispose of debris.
- Secure necessary local, state, and federal authorities, regulations, and requirements to carry out debris removal operations.
- Remove debris from rights-of-way (ROW), public areas, curbsides, collection sites, and private property, as needed and with input from a state debris specialist or Federal Emergency Management Agency (FEMA) Public Assistance support staff.
- Demolish infrastructure components and buildings that are an immediate threat to public health and safety according to local building code procedures and Public Assistance Program requirements, if necessary.
- Participate in Operational Area and/or State-led regional Debris Task Force conference calls and share information with external partners if a regional Debris Task Force is established for an incident.

In addition to continuing to provide their own essential services, responding departments will also be expected to perform the activities described below during an emergency or disaster. If required, departments will assign personnel and resources to support debris management operations in the field, DOCs, the City's EOC, and the City's ROC as necessary.

Department of Transportation (DOT) will:

- Serve as the lead department for the City’s overall debris management effort.
- Provide appropriate personnel to staff the Debris Management Branch within the EOC Operations Section and/or the DMG within the Infrastructure RSF Branch at the ROC.
- Activate and operate the DOT DOC, as necessary to support field operations.
- Supports debris management operations by providing personnel and equipment, as available.
- Operates the City’s traffic operations center.
- Clear and remove debris from the public ROW, curbsides, and storm sewer systems.
- Clear all downed trees along City transportation corridors.
- Establish erosion control measures on public roads and ROW in coordination with other City departments.
- Clear debris from local priority transportation routes for critical facilities.
- Continue providing DOT's regulatory responsibilities such as operation and management of the wastewater and stormwater collection systems to ensure continuity of critical City operations.

Environmental Services Department (ESD) will:

- Serve as a supporting department for the City’s debris management effort.
- Provide appropriate personnel to staff the Debris Management Branch within the EOC Operations Section and/or the DMG within the Infrastructure RSF Branch at the ROC.
- Provide support and technical expertise to the LEA during debris operations.
- Provide technical expertise and compliance for the preservation of historical sites during debris operations.
- Provide support during debris operations for the protection of water quality and stormwater management.
- If feasible, coordinate and contract with the City’s third-party franchised waste haulers during debris operations.
- In coordination with the Finance Department, procure and maintain contracts that might be used during an emergency for debris management purposes.
- Continue providing ESD’s regulatory responsibilities such as recycling and garbage services to ensure continuity of critical City operations.
- Coordinate with the San José-Santa Clara Regional Wastewater Facility on regulatory and compliance issues.

City Manager’s Office (CMO) will:

- Provide overall leadership for the City’s emergency management operations.
- Ensure compliance with local, state, and federal authorities, regulations, and requirements related to debris management operations.

City Attorney’s Office will:

- Provide legal counsel for the incident, including but not limited to insurance requirements, Right-of-Entry Permits and other private property debris removal and demolition issues, environmental and land use permitting, and procurement guidelines.

Planning, Building and Code Enforcement Department (PBCE) will:

- Serve as a supporting department for the City’s debris management effort.
- Provide appropriate personnel to staff the Debris Management Branch within the EOC Operations Section and/or the DMG within the Infrastructure RSF Branch at the ROC.
- Provide support and technical expertise to the LEA during debris operations.
- Inspect damaged structures and coordinate the rapid and detailed safety assessment of non-City-owned damaged structures to determine whether they are safe for continued use and occupancy (see *Damage Assessment Support Annex*).
- Provide assistance to the Debris Branch within the EOC Operations Section and the DMG within the ROC Infrastructure RSF Branch for issuing land use permits, zoning changes, and variances to ordinances to establish temporary debris management sites.
- Coordinate with and participate in the required consultations with the State Historic Preservation Office (SHPO) for all ground disturbing activities occurring in archaeological, historic, or culturally sensitive areas within the City.
- Provide oversight for the active landfills in San José and other permitted solid waste facilities in coordination or as the designated LEA.
- Identify historic preservation requirements and coordinate with appropriate regulatory agencies.

Department of Public Works (DPW) will:

- Serve as a supporting department for the City’s debris management effort.
- Provide appropriate personnel to staff the Debris Management Branch within the EOC Operations Section and/or the DMG within the Infrastructure RSF Branch at the ROC.
- Activate and operate the DPW DOC, as necessary to support field operations.
- Provide consultation services for Field Inspector Teams (FIT) from the DPW DOC, Engineering Branch. Provide Geographic Information System (GIS) support for debris operations if requested by the EOC or the Debris Manager.
- Perform damage assessment of City-owned properties.
- Identify City-owned properties that require demolition.

- Assist with the identification of debris management sites and provide engineering and construction design services in support of debris removal operations.
- Coordinate the clearing and removing debris from City property with DOT and ESD.

Office of Emergency Management (OEM) will:

- Maintain and activate the City’s EOC and ROC
- Identify the LEA and the Debris Manager.
- Assist in identifying vulnerabilities and risks.
- Assist in the coordination of debris management activities.
- Assist the Debris Manager on coordinating debris operations mutual aid assistance and activation of contracts to provide debris operations resources.
- Facilitate interagency coordination for all phases of emergency management including preparedness, response, recovery, and mitigation.
- Provide technical assistance and support for debris management activities and funding eligibility expertise.
- Support the Debris Manager and DMG in the formulation of state and federal cost recovery funding requests.

Finance Department will:

- Take lead responsibility for procurements, except for construction projects that fall under the control of the DPW.
- Coordinate cost tracking and reimbursement processes for debris operations in coordination with the DMG.

Parks, Recreation, and Neighborhood Services Department (PRNS) will:

- Coordinate removal of debris from City parks, PRNS facilities, and City trails, with the DPW or the DMG.
- Coordinate with the Debris Branch or the DMG for the debris management/transfer locations that may have been pre-identified on park sites.

Police Department (SJPD) will:

- Coordinate with DOT to determine road and bridge status within the City.
- Open and close local roads and provide traffic control.
- May conduct windshield surveys identifying areas requiring debris removal. Refer to the ***Damage Assessment Support Annex***.

Fire Department (SJFD) will:

- Conduct windshield surveys to assess critical facilities, including infrastructure, lifelines, and to identify potential hazardous materials sites, prioritize incidents, and request help for the areas of the greatest need. Refer to the ***Damage Assessment Support Annex***.
- Identify and/or control hazardous materials/waste.

3.4 External Partner Responsibilities

The following external entities may provide support, services, situation reports, information, and/or resources to the City of San José, based on their expected roles and responsibilities and availability. The City must request state and federal resources through coordination with the Santa Clara County Operational Area.

3.4.1 Santa Clara County

The Santa Clara County serves as the Operational Area Emergency Coordination organization in support of the cities within its boundaries and other external entities that may have roles in the debris operations. The City will coordinate with the Santa County Operational Area for debris management planning and operations.

For a large-scale debris event, the **Santa Clara Operational Area** supports debris operations by:

- Maintaining situational awareness in the Operational Area by verifying and aggregating initial reports from local governments, and the California Governor’s Office of Emergency Services (Cal OES) Coastal Region EOC and providing this information to the affected local governments within Santa Clara County.
- Processing resource requests from the local governments in the Operational Area by providing county resources, brokering the provision of mutual aid assistance from other jurisdictions in the Operational Area, or requesting resources from the Regional Emergency Operations Center (REOC).
- Disseminating countywide public information related to debris removal to the public and the media.
- Conducting Operational Area conference calls, participating in State-led regional Debris Task Force conference calls, and sharing relevant information with local governments, as appropriate.
- Collection of initial damage assessments. Distribution of the information to the REOC or the SOC, depending on the severity of the disaster severity.
- Coordination of requests for mutual aid, resources, or technical assistance to the REOC or SOC, as needed.
- Coordination of debris operations via teleconferencing with Cities, Special Districts, and other agencies to discuss:

- Status of critical transportation routes and facilities and coordination of resources to provide debris clearance.
- Status of temporary and permanent processing and disposal facilities that are accepting debris (openings, capacity).
- Provision of County resources to local governments, as feasible.

Santa Clara County Department of Public Health:

- Provides technical expertise for the determination of potential public health impacts from debris and debris management operations.

Santa Clara County Department of Environmental Health:

- Provides technical expertise for the determination of potential environmental health impacts and debris management operations.
- May provide technical assistance for hazardous waste spills and stormwater run-off at DMSs. The County DEH LEA may coordinate or authorize disaster DMSs located in unincorporated areas.

Santa Clara County Office of the Medical Examiner:

- May coordinate with local law enforcement if human remains are discovered during debris operations.

3.4.2 Regional

Regional organizations with responsibilities for debris removal operations are:

Bay Area Air Quality Management District:

- Regulates demolition of structures containing asbestos and air emissions at solid waste facilities. The District is also responsible for regulating air emissions at solid waste facilities and temporary DMSs.

San Francisco Regional Water Quality Control Board:

- Operates several programs that regulate the discharge of pollutants to the ground and the cleanup of pollution in the ground. These programs are aimed at preventing the release of hazardous substances from a variety of facilities (e.g., landfills, waste disposal sites) and at cleaning up spills and leaks that may occur.
- Responsible for regulating the impacts to surface and groundwater which may occur at disposal facilities.

Water and power utilities:

- Responsible for conducting debris removal activities on their own properties but should do so in coordination and cooperation with the City, as appropriate.
- Valley Water District is responsible for providing water supply, flood control mitigation, and monitoring potential flood situations, and is a participant in the Multi-Agency

Coordination Group for emergency events.

3.4.3 State of California

The City of San José must request state resources through the Santa Clara County Operational Area. State agencies and departments with primary roles and responsibilities in debris management operations are included below.

California Governor’s Office of Emergency Services (Cal OES):

- Activates provisions of the California Emergency Services Act, as appropriate, and perform executive functions assigned by the Governor to support and enhance all phases of emergency management, including debris removal, during the response and recovery phases.
- Coordinates debris clearance and removal operations with other state agencies, including CalRecycle (technical assistance and debris management field operations support), California Department of Transportation (clearing debris), California Highway Patrol (removing vehicles that are obstructing emergency response access), the Department of Water Resources (clearing debris from state-controlled floodways), and the General Services Department (clearing debris from state-owned facilities, excluding state highways and bridges).
- Approves all mission tasking and manages the requests until the needs have been met.
- Requests the deployment of the California National Guard to support response activities, including damage assessment and debris clearance operations.
- Coordinates with Metropolitan Transportation Commission (MTC) and the State Joint Information Center (JIC), if necessary, to compile and distribute debris removal information for the Regional EOC, the media, and the public.
- Requests debris removal resources from other states through state-to-state mutual aid, or Emergency Management Assistance Compact.
- Coordinates requests for assistance and works with the federal government to establish and operate the Joint Field Office (JFO) when federal assistance is required.
- Provides technical support for debris removal field activities.
- Manages the statewide mutual aid system.
- Provides statewide emergency public information.
- Coordinates with federal agencies for direct federal assistance (for example, USACE debris resources/contractors) and with the FEMA for technical assistance and cost recovery programs.
- Provides reimbursement of eligible costs under the state’s Disaster Assistance Act and serves as the pass-through agent for federal funding.

California Conservation Corps (CCC):

- Provides personnel and equipment for debris clearance and debris separation activities, as requested.

California Department of Forestry and Fire Protection (CALFIRE):

- Provides equipment and personnel to support debris clearance operations.
- Provides all-hazard Incident Management Teams (IMTs) to assist with the management of complex debris removal field operations, as requested.

California Department of Transportation (Caltrans):

- Assesses the conditions and utility of the state highway system, which includes State routes, U.S. routes, and interstates; estimates the time required for repair (if needed) and potential road restrictions or closures; and transmits information about the condition of the state highway system to the Regional EOC and MTC.
- Establishes debris clearance priorities along the state highway system.
- Responds to requests from the Santa Clara Operational Area for essential, supportive services related to the state highway system and Federal Aid System routes to help first responders access affected sites; coordinates responses through the Cal OES Coastal Region EOC.
- Issues permits for the transport of debris on the state highway system.
- Provides a representative to the Santa Clara Operational Area EOC.

California Highway Patrol (CHP):

- Determines conditions on the state highway system, coordinates with Caltrans to designate route classifications, and transmits this information to the Regional EOC and MTC.
- Clears obstructing vehicles based on assessments from Caltrans and traffic conditions and closes or restricts travel on unsafe routes under state jurisdiction.
- Assists with implementation of traffic control, as needed.
- Assists in establishing route recovery priorities.
- Enforces Caltrans permits for transport of debris on state highways.

California National Guard:

- Provides public safety support resources, including personnel to secure disaster areas and clear and remove debris, and provides air transportation resources to move damage assessment teams and/or conduct aerial damage assessments.

California Department of Parks and Recreation—Office of Historic Preservation:

- Ensures compliance with the requirements of Section 106 of the National Historic Preservation Act regarding the demolition of properties deemed to be historic. Any

ground disturbing activities undertaken during debris operations must undergo a historic preservation review phase which incorporates historic, archaeological, and cultural components. Generally, the establishment of DMSs, the removal of hazardous stumps, and building demolition operations will require coordination with the state's historic preservation office.

California Department of Recycling and Recovery (CalRecycle):

- Assists with contracts to procure materials, goods, and services necessary to quickly remove dangerous debris, as requested or tasked.
- Provides technical assistance for planning and conducting debris management operations. Following the statewide wildfires of 2020, Cal EOS tasked CalRecycle to manage the statewide Consolidated Debris Removal Program to support local governments and provide debris removal services or technical information.
- Provides information on the operational status of landfills, disaster debris diversion programs, construction and demolition materials recycling, and market reports for construction and demolition materials.
- Regulates facility sanitation issues and concerns regarding landfill capacity.

Department of Toxic Substances Control (DTSC):

- Provides regulatory oversight and technical expertise for the appropriate handling, storage, transportation, and disposal of hazardous waste.
- Maintains responsibility for the issuance of applicable emergency permits, waivers, and exemptions.
- Coordinates with the California Division of Occupational Safety and Health (Cal/OSHA) and the Air Resources Board to regulate the proper handling, removal, and disposal of asbestos.
- Provides emergency cleanup services and provide technical assistance to the City in managing a hazardous materials incident.

Department of General Services (DGS):

- Maintains responsibility for the clearance and removal of debris from state-owned property.
- Assist with the procurement of equipment for emergency operations, as requested.

State Water Resources Control Board (SWRCB):

- Coordinates with CalRecycle, DTSC, Cal OES and LEAs on the classification and disposal options for disaster-related debris for the protection of groundwater and water quality.
- Regulates debris management decisions relating to water quality issues. SWRCB provides regulatory oversight on debris operations and overall water quality impacts.

3.4.4 Federal Agencies

FEMA is the agency designated by the Stafford Act to manage the Federal response to major disasters in support of states. To implement this responsibility, FEMA has 10 regional offices, each headed by a Regional Administrator. The FEMA Region IX office in Oakland, California, has a staffed Watch Center to provide 24/7 situational awareness and incident reporting. This office also supports three Incident Management Assistance Teams (IMATs), which provide initial support to states within and outside the region for response and recovery operations. The FEMA national IMAT is in Mather, California, and is deployed to provide Federal support for Cal OES operations at the State Operations Center (SOC), establish the Unified Coordination Group, and form the core of the Federal presence at an incident specific JFO. Federal resources must be requested by Cal OES typically through the Santa Clara County Operational Area.

Federal Emergency Management Agency (FEMA):

- Act as coordinating agency for federal Emergency Support Function (ESF) #5 – Emergency Management.
- Support the overall activities of the federal government for domestic incident management.
- Provide the core management and administrative functions in support of the National Response Coordination Center (NRCC), the Regional Response Coordination Center, and JFO operations.
- Coordinate requests for direct Federal assistance from California Governor’s Office of Emergency Services and mission assign other Federal agencies to conduct debris removal operations.
- Coordinate requests for technical assistance from Cal OES and deploy debris management teams and advisors to assist local governments with debris removal operations and damage assessment teams to identify debris removal quantities and costs, and to assist local governments with assessments of safety hazards.
- In coordination with CalOES, administer cost recovery funding as authorized by the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 (Stafford Act) and implemented through the Public Assistance Grant Program. The Public Assistance program establishes policy and guidance related to the eligibility of work, eligibility of costs, and the procurement process.

Federal Highway Administration (FHWA):

- Administers the Emergency Relief Program and Federal Lands Program. Under the Emergency Relief Program, most of the agency’s financial assistance related to debris removal has been assumed by FEMA, except under very limited circumstances.

U.S. Army Corps of Engineers (USACE):

- Act as the coordinating agency for federal ESF #3 – Public Works and Engineering.

- Develop work priorities in cooperation with local, tribal, and state governments.
- Conduct pre-event and post-event assessments of infrastructure.
- Conduct debris analysis to determine the type and amount of debris.
- Implement and manage the Public Assistance Program by deploying contractor resources to conduct debris clearance and removal operations, including the preparation, operation, and closeout of debris management sites, and by providing technical guidance to local and state government agencies for debris removal operations.
- Deploy Planning and Response Teams to coordinate and execute debris management requirements, including clearance, removal, staging, characterization, classification, treatment, profiling, transportation, and disposal.
- Collect and remove drift and debris from publicly maintained commercial harbors and surrounding land and water areas.
- Remove sunken vessels and other obstructions from navigable waterways under emergency conditions.
- Assist with debris removal from flood-control works for projects enrolled in the Rehabilitation Inspection Program.

U.S. Coast Guard:

- Act as a primary agency for federal ESF #10 for hazardous materials incidents in coastal zones.
- Detect, identify, contain, decontaminate, clean up, dispose, and/or minimize discharges of oil or releases of hazardous materials from debris that is mixed with or contains oil or hazardous materials.
- Prevent, mitigate, or minimize the threat of potential releases from debris that is mixed with or contains oil or hazardous materials.
- Provide for a coordinated response by using the mechanisms set forth in the National Contingency Plan and under the National Response System.
- Under the Area Contingency Plan, respond to marine oil spills through Unified Command with the state and the party responsible for the spill.

U.S. Department of Agriculture, Natural Resources Conservation Service (NRCS):

- Provide funding and technical assistance through the NRCS Emergency Watershed Protection Program to government agencies and/or private landowners to reduce the immediate threats from a natural disaster to stream channels, waterways, and surrounding property. The local government must seek approval for projects before initiating operations.

U.S. Department of Defense:

- Provide heavy equipment resources to remove debris and carry out demolition operations, as needed.

U.S. Fish and Wildlife Services:

- Evaluate any project that could destroy wildlife habitat or modify a natural stream or body of water.
- Enforce the Endangered Species Act, which requires a review of all debris management activities that have the potential to jeopardize the continued existence, or adversely affect the habitat, of threatened or endangered species.

U.S. Environmental Protection Agency:

- Act as the coordinating agency for federal ESF #10 – Oil and Hazardous Materials Response for incidents affecting inland zones.
- Detect, identify, contain, decontaminate, clean up, dispose, and/or minimize discharges of oil or releases of hazardous materials from debris that is mixed with or contains oil or hazardous materials.
- Prevent, mitigate, or minimize the threat of potential releases from debris that is mixed with or contains oil or hazardous materials.
- Provide for a coordinated response by using the mechanisms set forth in the National Oil and Hazardous Substances Pollution Contingency Plan (National Contingency Plan) and under the National Response System.
- Establish standards for the management of debris both hazardous and non-hazardous.
- Provide technical assistance on the disposal of disaster-generated debris.

National Marine Fisheries:

- Ensure consistency between federal activities and state coastal zone management programs, including debris clearance and removal operations in coastal areas.
- Enforce the Endangered Species Act, which requires a review of all debris management activities that have the potential to jeopardize the continued existence, or adversely affect the habitat, of threatened or endangered species.

3.4.5 Private Sector Partners

The private sector plays a significant role in the City’s response and recovery activities following a debris generating disaster event. It is anticipated the following types of services may be sought to augment City personnel resources to return the City to pre-disaster condition.

- Contract Debris Removal Services to provide the personnel and equipment necessary for all phases of operations: debris clearance, debris removal, removal of hazardous materials, demolition of structures, waterway debris removal, temporary debris site construction and management, processing, and disposal activities. The debris removal contractor is responsible for conducting all operations in a safe manner which protects

both public and private property, and the City's residents. The contractor(s) must be knowledgeable of FEMA's eligibility and documentation requirements or be fully directed, in order for the City to recover disaster-related costs if funding becomes available.

- Contract Debris Monitoring Services to provide documentation of the debris removal operations. Debris monitoring contractors provide trained personnel and equipment to document the debris operations from cradle to grave (debris clearance to final disposal). The debris monitoring contractor ensures that the debris removal operations are conducted within the scope of work as defined by the City's contracts and that such operations meet the eligibility requirements established by federal agencies. Debris monitoring provides the necessary documentation to verify debris removal, hauling, processing, and disposal costs incurred by the City following a disaster event. The contractor(s) must be knowledgeable of FEMA eligibility and documentation requirements, in order to recover disaster-related costs should grant funds become available.
- Utility Services (Pacific Gas and Electric, Great Oaks Water Company) coordination will be necessary for the restoration of services and for the de-energization of downed power lines that impact debris removal operations. During debris operations, consultation between the utility provider and the debris removal teams may be necessary to ensure the safe removal of materials.

3.4.6 Nonprofit Organizations

American Red Cross:

- Coordinate with the City regarding debris clearance priorities to ensure routes are cleared to shelter locations.

Collaborating Agencies' Disaster Relief Effort (CADRE):

- Provide information to member organizations regarding private property demolition and debris removal activities.
- Assist with the coordination of volunteers engaged in debris removal activities.

Volunteer Agencies Active in Disasters (VOADs):

- Provide information and education on debris removal activities to disaster survivors.
- Provide volunteers to assist survivors with cleaning up housing sites and the recovery of personal items.
- Volunteers may assist residents with access and functional needs in removing debris from private residences and yards to the curbside collection point.

4. Authorities & References

The following agreements, procedures, plans, and guidelines apply to the execution of this support annex:

4.1 Local

Local debris removal authorities, regulations, and requirements are described as follows:

- Authorities that regulate the inspection/tagging, condemnation, and demolition processes.
- Authorities that regulate the height/width of debris piles, the fire protection necessary for road access, lighting, egress/ingress, and water storage for debris management sites.
- Authorities that set standards related to origin of waste; rate of inflow for storage, transfer or disposal; type and moisture content of solid waste; hours of facility operation; and storage time before transfer or disposal of waste at existing solid waste facilities in the city of San José.
- Authorities that regulate the hours of operation for debris removal.
- Authorities that regulate land use through temporary land use permits and variances.
- Authorities that regulate the demolition of historic structures.
- Authorities that regulate the disposal of demolition debris.

Specific City of San José authorities that might affect debris management activities are:

- City of San José Municipal Code, Chapter 1.13, “Administrative Nuisance Abatement”
- City of San José Municipal Code, Chapter 4.12.220, “Emergency Procurement and Contracts after an Emergency
- City of San José Municipal Code, Chapter 8.08.250, “Powers during a local emergency or state of emergency”
- City of San José Municipal Code, Chapter 9.08, “Waste Matter”
- City of San José Municipal Code, Chapter 9.10, “Solid Waste Management”
- City of San José Municipal Code, Chapter 13.48, “Historic Preservation”
- City of San José Municipal Code, Chapter 17.38.240, “Debris Removal”
- City of San José Municipal Code, Chapter 17.40, “Dangerous Building Code”
- City of San José Municipal Code, Chapter 17.70, “Application of State Historical Building Code to Historic Landmarks”
- City of San José Municipal Code, Chapter 17.80, “Public Safety Nuisance Abatement”

4.2 State

As described in the State Emergency Plan, emergency response operations in California are conducted in accordance with:

- California Constitution, Article XI
- California Emergency Services Act, G.C. §§ 8550–8660
 - Standardized Emergency Management System (SEMS)—established in statute in California Government Code § 8607 with implementing regulations found in 19 CCR §§ 2401-2450
- California Disaster Assistance Act, G.C. §§ 8680–8692
- Title 19, California Code of Regulations (CCR), § 2920—defines eligible emergency work as actions to save lives, protect public health and safety, and to protect property in an area proclaimed to be in a state of emergency; §2930—defines emergency protective measures as those actions taken to remove and/or reduce immediate threats to public property, or to private property when in the public interest; and, § 2925—which establishes eligibility criteria for debris removal activities from public and private property

State authorities, regulations, and requirements that apply specifically to debris removal are:

- 8 CCR § 1529 – regulations for the transportation, disposal, storage, and containment of asbestos.
- CCR, 13 CCR §§ 2020–2021.2 – regulates diesel fuel solid waste collection trucks.
- 14 CCR §§ 17380–17386 – regulations for transferring and processing construction and demolition (C&D) debris and inert debris.
- 14 CCR §§ 17387–17390 – regulations for disposal of C&D debris.
- 14 CCR §§ 17850–17852 – regulates composting.
- 22 CCR §§ 66263.10–66263.50 – regulations for handling and transporting hazardous waste statewide.
- 27 CCR §§ 20240–20270 – regulates all types of disposal site classifications and sites.
- CVC §§ 22650–22711: authorization for law enforcement to remove a vehicle to prevent the vehicle from obstructing emergency services or traffic at the scene of a disaster.
- CVC §§ 31301-31309: regulations for loading and hauling hazardous materials.
- CVC §§ 35000-35003: regulations for movement of vehicle/loads exceeding statutory limitations on size, weight, and loading of vehicles.
- California Endangered Species Act (Fish & Game Code §§ 2050 et seq.): requires that the Department of Fish and Game review when debris removal, staging, or disposal may result in take of state-listed threatened, endangered, or candidate species.
- California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000–21176) and CEQA Guidelines (14 CCR §§ 15000–15387): requires lead and responsible agencies to consult with the Department of Fish and Game before conducting debris management activities that may affect fish and wildlife within the state.
- Lake and Streambed Alteration Program (Fish & Game Code § 1602): regulations for debris disposal that may pass into a river, stream, or lake.

4.3 Federal

Federal debris removal operations in support of local and state governments are governed by:

- Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988, as amended (Stafford Act) (42 U.S.C. §§ 5121–5206)
- National Response Framework, which includes the Emergency Support Function annexes
- National Incident Management System

Federal authorities, regulations, and requirements that apply specifically to debris removal are as follows:

- The Public Assistance Program provides funding to local, tribal, and state governments to assist them with extraordinary costs of disaster response and recovery, including debris removal. The program is authorized by the Stafford Act; the implementing regulations are at 44 C.F.R. Part 206. Eligibility of debris removal operations is described in Federal Emergency Management Agency (FEMA) 325, Debris Management Guide.
- The Emergency Relief Program (23 U.S.C § 125) provides funding to local governments and state departments of transportation for repair of disaster-damaged highways that are part of the Federal Aid System.
- Section 404 of the Clean Water Act of 1977 (33 U.S.C. § 1344) establishes the basic structure for regulating discharges of pollutants into waters of the United States. The act makes it unlawful for any person to discharge any pollutant from a specific source into navigable waters unless a permit was obtained under its provisions. Through Section 404, a permit is required from the U.S. Army Corps of Engineers (USACE) to discharge dredged and fill materials into waters of the United States.
- The Coastal Zone Management Act of 1972 (16 U.S.C. §§ 1451–1456) requires Federal agencies to be consistent in enforcing the policies of state coastal zone management programs when conducting or supporting activities that affect a coastal zone.
- The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA) (42 U.S.C §§ 9601–9675) authorizes federal response for the removal of hazardous materials incidents on a short-term basis only when actions may be taken to address releases or threatened releases requiring prompt response.
- Section 7(a) (2) of the Endangered Species Act of 1973 (16 U.S.C. § 1536(a)(2)) requires Federal agencies to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service to prevent or modify the projects that will jeopardize the continued existence of threatened or endangered species or that will result in the destruction or adverse modification of the habitat for the species.
- The Fish and Wildlife Coordination Act of 1934 (16 U.S.C. §§ 661–667) authorizes the USFWS to administer programs for the planning, development, maintenance, and coordination of state wildlife resource conservation and rehabilitation. If a proposed

project would destroy wildlife habitat or modify a natural stream or body of water, the act requires an evaluation of the proposed project's impact on fish and wildlife.

- The Flood Control and Coastal Emergency Act (P.L. 84-99) authorizes the USACE to provide assistance through the Rehabilitation and Inspection Program to local project sponsors for debris removal associated with the repair of flood-control works.
- The National Environmental Policy Act (42 U.S.C. §§ 4321–4347) requires Federal agencies to assess the environmental effects of debris management activities and consider reasonable alternatives to those actions.
- Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. §§ 470f) requires Federal agencies to take into account the effects a project will have on historic resources and allows the Advisory Council on Historic Preservation the opportunity to comment on the effects of the project.
- The Resource Conservation and Recovery Act of 1976 (42 U.S.C. §§ 6901 et seq. [2008]) requires safe disposal of waste materials, promotes the recycling of waste materials, and encourages cooperation with local agencies. The act applies to the disposal of disaster-generated debris and is of particular concern when hazardous materials may be present.
- Sections 15, 19, and 20 of the Rivers and Harbors Appropriation Act of 1899 (33 U.S.C. §§ 401–406]) authorizes the USACE to remove sunken vessels and other obstructions and to oversee the removal of sunken vessels from navigable waterways under emergency conditions. A navigable waterway is one that has been designated by Congress and that the USACE operates and maintains for both commercial and recreational navigation.
- Section 103 of the Water Resources Development Act of 1976 (90 Stat. 2921) authorizes the USACE to collect and remove drift and debris from publicly maintained commercial harbors and the surrounding land and water areas.

Appendix A: Acronyms and Glossary

A – 1 Acronyms

AFN	Access and Functional Needs
C&D	construction and demolition
Cal OES	California Governor’s Office of Emergency Services
Cal/OSHA	California Division of Occupational Safety and Health
CALFIRE	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CCC	California Conservation Corps
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act of 1980
CESA	California Emergency Services Act
C.F.R.	Code of Federal Regulations
CHP	California Highway Patrol
City	City of San Jose
CMO	City Manager's Office
DGS	Department of General Services
DMG	Debris Management Group
DMS	debris management site
DOC	Department Operations Center
DOT	Department of Transportation
DPW	Department of Public Works
DTSC	Department of Toxic Substances Control
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
ESD	Environmental Services Department
ESF	Emergency Support Function
FEMA	Federal Emergency Management Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIT	Field Inspector Teams
G.C.	California Government Code
GIS	Geographic Information System
IMAT	Incident Management Assistance Teams
IMT	Incident Management Team
JFO	Joint Field Office

JIC	Joint Information Center
LEA	Local Enforcement Agency
MTC	Metropolitan Transportation Commission
NRCC	National Response Coordination Center
OEM	Office of Emergency Management
OEM	Office of Emergency Management
PBCE	Planning, Building, and Code Enforcement Department
PIO	Public Information Officer
PPE	Personal Protective Equipment
PRNS	Department of Parks, Recreation and Neighborhood Services
P.L.	Public Law
RCPGP	Regional Catastrophic Preparedness Grant Program
ROC	Recovery Operations Center
ROW	right-of-way
RSF	Recovery Support Function
SEMS	California Standardized Emergency Management System
SEMS	Standardized Emergency Management System
SHPO	State Historic Preservation Office
SJPD	San Jose Police Department
SOC	State Operations Center
Stafford Act	Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988
Stat.	U.S. Statutes at Large
SWRCB	State Water Resources Control
UASI	Urban Area Security Initiative
USACE	U.S. Army Corps of Engineers
USACE	U.S. Army Corps of Engineers
U.S.C.	United States Code
USFWS	U.S. Fish and Wildlife Service

A – 2 Glossary

Construction and demolition (C&D) debris. Such waste includes, but is not limited to bricks, concrete and other masonry materials; soil; rock; wood (including painted, treated and coated wood and wood products); wall coverings; plaster; drywall; plumbing fixtures; non-asbestos insulation; roofing shingles and other roof coverings; asphalt pavement; glass; plastics that are not sealed in a manner that conceals other wastes; empty buckets 10 gallons or less with no more than 1 inch of residue on the bottom; electrical wiring and components containing no hazardous liquids; and pipe and metals that are incidental to any of the above.

Debris clearance. Consists of pushing debris from one lane of each Lifeline route and critical facility to roadway shoulder through cutting, tossing, and/or clearing of debris.

Debris management site. A site that is used to temporarily store, sort, and/or reduce non-hazardous waste, such as vegetative and unsorted C&D debris.

Debris removal. Consists of removing debris that has been previously pushed from transportation lanes and ingress/egress of critical facilities. Also refers to removal of debris from other public areas, curbsides, drop-off locations, and private property.

Emergency Relief Program. The Emergency Relief Program supplements the commitment of resources by states and their political subdivisions to help pay for unusually heavy expenses related to the repair or reconstruction of Federal aid highways that have suffered serious damage as a result of natural disasters. The program is administered by the Federal Highway Administration. In California, the California Department of Transportation is responsible for implementing the program. The Emergency Relief Program is described in the Emergency Relief Manual.

Household hazardous waste. Household hazardous waste consists of products and materials that are used and disposed of by residential consumers rather than by commercial or industrial consumers. This waste includes motor oil and antifreeze, brake and transmission fluids, solvents, enamel, lead-based and latex paints, drain and oven cleaners, photochemicals, spot removers, wood preservatives, automobile tires and batteries, small aerosol cans, consumer batteries, outdoor gas grill propane tanks, and fluorescent bulbs.

Local government. Refers to county or city departments and agencies, consistent with how the term “local government” is used in the California State Emergency Plan and the Emergency Services Act.

Non-disposal facility element. An element of the Santa Clara County Integrated Waste Management Plan that includes information about all permitted transfer and processing facilities in the county.

Public Assistance Program. Under the Public Assistance Program, which is authorized by the Stafford Act, the Federal Emergency Management Agency awards grants to assist local and state governments and certain private nonprofit entities with the response to and recovery from disasters. Specifically, the program provides assistance for extraordinary costs associated with debris removal, emergency protective measures, and permanent restoration of buildings and infrastructure. In California, the California Governor’s Office of Emergency Services (Cal

OES) serves as the grant Recipient and manages implementation of the program. The Public Assistance Program is described in the FEMA Public Assistance Policy and Procedures Guide.

Universal waste. A category of waste materials not designated as hazardous waste, but containing materials that need to be prevented from free release into the environment, such as batteries, pesticides, and mercury-containing equipment.

Unsafe structure. A structure found to be dangerous to the health or safety of the public because it is damaged or structurally unsafe as a direct result of the declared disaster such that partial or complete collapse is imminent.

Vegetative debris. Whole trees, tree stumps, tree branches, tree trunks, and other leafy material.

Appendix B: Recommended Training

The following courses listed in **Table B-1** are a selection of recommended training courses generally available to those who may serve in roles relative to the performance of debris management tasks and activities. This list is not meant to be comprehensive or exhaustive, but rather provides guidance based on best practices and generally available resources. Many courses can be completed online as part of an independent study curriculum. Please refer to the Multi-Year Training and Exercise Plan (MYTEP) for additional training courses.

Table B-1: Recommended Training¹.

Course	Source
IS – 632.A.: Introduction to Debris Operations	https://training.fema.gov/is/courseoverview.aspx?code=is-632.a&lang=en
IS – 633: Debris Management Plan Development	https://training.fema.gov/is/courseoverview.aspx?code=IS-633&lang=en
IS – 2900. A.: National Disaster Recovery Framework (NDRF) Overview	https://training.fema.gov/is/courseoverview.aspx?code=IS-2900.a&lang=en
IS – 1000: Public Assistance Program and Eligibility	https://training.fema.gov/is/courseoverview.aspx?code=IS-1000&lang=en
IS – 1001: The Public Assistance Delivery Model Orientation	https://training.fema.gov/is/courseoverview.aspx?code=IS-1001&lang=en
OSHA Training: HAZWOPER 40-hour Course	https://www.osha.com/courses/hazwoper-40-hour.html
OSHA Environmental Safety Courses	https://www.osha.com/courses/environmental.html

¹ City of San José Multi-Year Training and Exercise Plan (MYTEP).