



REQUEST FOR PROPOSAL

Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

BACKGROUND

The Gulf of Mexico Alliance (GOMA) is a partnership of the five Gulf States, federal agencies, academic organizations, businesses, and other non-profits in the region. Our goal is to significantly increase regional collaboration to enhance the environmental and economic health of the Gulf of Mexico.

GOMA has recently received federal funding from the National Oceanic and Atmospheric Administration (NOAA) to remove large marine debris items from coastal and marine habitats in the Gulf of Mexico. GOMA is partnering with Mississippi State University Coastal Research and Extension Center and Gulf state natural resource agencies to complete the removal activities identified in the grant award and they will serve as the onsite project management for the vessel removals.

The project will benefit NOAA trust resources through active removal of many tons of marine debris, assessment of the environmental impacts pre and post removal, and increased awareness of marine debris impacts. Mississippi State University will provide technical assistance and project management to GOMA related to identifying and removing large marine debris items in all US Gulf Coast states. These activities will include assessing, estimating removal cost, permitting, developing and administering RFPs, and monitoring.

GOMA is seeking proposals from qualified contractors to assist with the removal of vessels in south Baldwin county based on the following information in this Request for Proposal (RFP).

GENERAL INFORMATION

Project Title: Vessel Removal in Group A: Baldwin County, Perdido River, Alabama

Scope of Work: GOMA is seeking a contractor to remove derelict or abandoned vessels at specific locations in south Baldwin County as shown in Attachment A. All vessels listed in Attachment A have been deemed “abandoned” by the State of Alabama. The selected contractor is responsible for removing, transporting, and legally disposing of all the vessels listed in Attachment A and will not be compensated for removing any vessels not listed in this RFP. The contractor is expected to remove the object in its entirety, and all related debris from the water body, below mud line, and/or shoreline as necessary. The contractor will report to and coordinate with designated staff of Mississippi State University and/or GOMA on all contractual, technical, and community engagement topics. Contractor must notify and coordinate with Alabama Law Enforcement Agency personnel before commencement of any removal operations.

- Contractor shall provide all labor, supervision, equipment, supplies, and materials.
- Contractor shall properly dispose of the vessels and marine debris in accordance with federal, state, and regional laws and regulations.



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- Contractor will remove vessels in the agreed upon timeframe.
- Vessel removal methods for this project are left to the contractor, and proposed methods will be scored within the proposal in the selection process.
- Contractor is responsible for completing the NOAA-required environmental checklist for each vessel removal as presented in Attachment C.
- Contractor is responsible for appropriate disposal of removed components, including vessel, associated vegetation, water, contaminants, and pollutants, including fuels, batteries, paints, and solvents from the vessel prior to demolition and disposal. Any contaminant or pollutant found to be contained within the vessel shall be disposed of in a lawful manner.
- During removal of the vessels, the contractor shall be liable for any damage to the surrounding area (e.g., docks, utilities, etc.) resulting from actions taken in removal or disposal of the vessels. Any damaged areas shall be restored to their original state by the contractor at the contractor's expense.
- Contractor shall comply with any and all licensing requirements for the use of any commercial equipment or vessel used in the performance of the work.
- Contractor is responsible for the health and safety of its employees and for ensuring that work is performed in compliance with State, Federal, and Local requirements.
- Because the funding source for this vessel removal project is federal funds, certain conditions flow through from GOMA to the selected contractor. Therefore, contractor is responsible for compliance with conditions including, but not limited to:
 - a. A written safety plan
 - b. Required signage on the site
 - c. Prevention of introduction of invasive species
 - d. Maintenance of project files
 - e. Certification of self-contained underwater breathing apparatus (SCUBA) divers (as necessary)
 - f. Working with the Mississippi State University team to obtain near-shore debris removal permits prior to beginning work, including the Nationwide Permit #22 (derelict vessel removal) and notification to the AL Department of Environmental Management.
 - g. Obtaining a Section 404 permit, where applicable, if temporary structures or discharge of dredged or fill material are required during debris removal activities
 - h. Compliance with applicable Best Management Practices (BMPs) attached hereto as Attachment C.

The contractor is expected to coordinate closely with GOMA and/or Mississippi State University staff throughout the duration of the project through regularly scheduled status meetings, task-related conference calls, and other meetings as required. The Alabama Law Enforcement Agency staff may



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monitor any removal operations as well. And, as required by the prime federal funding award, NOAA personnel may be involved at any time during the implementation of vessel removal.

Proposal: Contractor proposals are solicited that identify the following:

Description of removal and disposal methods, including:

- How each vessel in the group will be removed including description of work to be performed and timeline
- Any potential collaborating organizations, including subcontractors
- Listing of equipment owned or controlled by contractor and readily available for work
- Qualifications, including
 - Prior experience performing water-based construction or removal activities
 - Organization, size, and structure
 - Proposed staff qualification (i.e., resumes for professional staff, experience for field staff, etc.)
 - Understanding of work to be performed
 - Certifications (if applicable)
- Contact information for at least three (3) client references

Budget: Because the funding source for this project is federal funds and must be awarded in accordance with 2 CFR 200.325, contractors are limited to 10% profit; therefore, proposed project budget should be presented with profit identified as a separate line item from costs.

Entities Eligible to Apply: This Request for Proposal (RFP) is open to all types of domestic applicants other than individuals and foreign-based organizations.

Contract Payment Type: Firm Fixed Price

Performance Period: Anticipated start date is December 1, 2024 and project should be completed by March 31, 2025. Contractor should indicate their availability during this time frame in their proposal.

Location of Work and Site Conditions: Derelict vessels to be removed are located along the coast of Alabama at the Global Positioning System (GPS) coordinates provided in Attachment A. A description of site conditions and site photographs are also included in Attachment A.

Number of Contracts Anticipated from this RFP: 1 (one). Please note: This is not a solicitation for bids. This is a solicitation for proposals. This solicitation does not commit GOMA to award a contract, to pay any costs incurred in the preparation of applications submitted, or to procure or contract for the services. GOMA reserves the right to accept or reject any, all or any part of any proposal received as a result of this Solicitation, or to cancel in part or in its entirety this solicitation, if it is in the best interest



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of GOMA to do so. GOMA shall be the sole judge as to whether proposals submitted meet all requirements contained in this solicitation.

Pre-Award Cost Authorization Allowed: No. All costs incurred in preparation of a proposal responding to this RFP and all costs associated with award implementation will be the responsibility of the selected contractor and will not be reimbursed by GOMA.

Proposal Deadline: October 15, 5pm U.S. Central Standard Time (CST). Proposals received after the proposal deadline will not be considered.

Proposal Submission Instructions: Proposals should be submitted in PDF format to:

Katie Wallace, GOMA Program Coordinator
Katie.Wallace@gomxa.org
with RFP-Vessel Removal in the subject line

Proposals must contain an original or digital signature. Note that it is the responsibility of the sender to verify receipt. GOMA will not be responsible for proposals lost during transit or transmission.

Question and Answer Period Regarding this RFP: Questions about this RFP will be received until **October 1, 2024**, 4pm U.S. CST. No questions regarding this RFP will be considered outside of this time period. Questions should be sent by email to Katie Wallace at Katie.Wallace@gomxa.org. No questions by telephone will be considered. On October 4, 2024, contractors will receive a copy of questions and answers by email from Katie Wallace at Katie.Wallace@gomxa.org.

Preferences: When the opportunity exists, GOMA reserves the right under 2 CFR 200.321 and any other applicable laws and regulations to apply preferences for Small Businesses, Minority Businesses, Women's Business Enterprises, and Labor Surplus Area Firms.

Contractor Eligibility Criteria and Conditions at Time of Application:

1. Entity must have a valid Unique Entity Identifier (UEI) number in SAM.GOV
2. Entity and any Principals or Owners must be not be debarred or suspended.
3. Non-profit organizations must demonstrate current evidence of good standing, such as a statement from the Internal Revenue Service (IRS).
4. Contractors must have the institutional, managerial, and financial capability to ensure proper planning, management, and completion of the project.
5. Contractors must have established safeguards to prohibit employees from using their positions for a purpose that constitutes or presents the appearance of personal or organizational conflict of interest, or personal gain.



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6. Contractors must have the capacity to initiate and complete the work within the applicable time frame.
7. Contractor shall comply with provisions of 2 CFR 200 or Federal Acquisition Regulations (FAR), where applicable. This includes, but not limited to, provisions of 2 CFR 200.321 - Contracting with small and minority businesses, women's business enterprises, and labor surplus area firms; provisions of 2 CFR 200.322 – Domestic preferences for procurements, and provisions of 2 CFR 200 Appendix II related to Equal Employment Opportunity, the Davis-Bacon Act, the Copeland Anti-Kickback Act, and the Contract Work Hours and Safety Standards Act. NOTE: Under the Davis-Bacon Act, contractors are required to pay the prevailing wage to laborers and mechanics at a rate not less than that determined by the U.S. Secretary Labor, attached hereto as Attachment B. Wages must also be paid to laborers and mechanics not less than once per week. Under the Contract Work Hours and Safety Standards Act, laborers and mechanics must have a safe environment for work. A standard work week must be 40 (forty) hours. Any hours in excess of the standard work week must be paid at a rate of no less than 1.5 times the basic rate of pay.
8. Insurance and Bonding Requirements:
 - The selected contractor will be required to maintain general liability insurance in the amount of \$2,000,000 per occurrence, property damage liability insurance combined with a \$2,000,000 annual policy aggregate, dockside liability or Jones Act or USL&H (United States Longshore and Harbor Workers Compensation Act) insurance in a minimum amount of \$2,000,000, and automobile insurance for owned, hired and non-owned vehicles in the minimum amount of \$1,000,000 combined single limit per occurrence, to cover any claims arising out of the performance of the contract. The commercial general and automobile liability insurance policies must name GOMA, its officers, agents, volunteers, and employees as additional insured and provide GOMA coverage on a primary, non-contributory basis.
 - Worker's Compensation Insurance – A selected contractor who employs any person shall maintain workers' compensation insurance in accordance with state requirements. Sole proprietors with non employees are not required to carry Worker's Compensation Insurance.
 - Watercraft Liability Insurance – If a watercraft is used in the performance of the work, the contractor shall maintain watercraft liability insurance with limits not less than \$1,000,000 combined single limit per occurrence. The watercraft liability insurance policy must name GOMA, its officers, agents, volunteers and employees as additional insureds and provide GOMA coverage on a primary, non-contributory basis.



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- In accordance with 2 CFR 200.326, for any contract in excess of \$250,000, Contractor will be required to present its bonding policy and requirements. If GOMA determines that its interests are not adequately protected by Contractor's existing policies, Contractor may be required to provide a performance bond, a payment bond, or other requirements as determined by GOMA.
9. Contractor by submitting a proposal represents that:
- Contractor has read and understands this RFP (including all specifications and attachments) and that its proposal is made in accordance therewith.
 - Contractor has reviewed the RFP and has become familiar with the local conditions under which the scope of work is to be performed. The failure or omission of a Contractor to acquaint himself with existing conditions shall in no way relieve him of any obligation with respect to this proposal or any resulting contract.
 - Contractor's proposal is based on the terms, materials, services and obligations required by this RFP, without exception.
10. Failure to meet eligibility criteria at the time of execution of the contract may be grounds for eliminating a Contractor and making an award to another contractor that submitted a proposal.

PROPOSAL EVALUATION

Proposals will be evaluated by members of a Technical Review Committee. Proposed start date should be planned for December 1, 2024. Proposals will be evaluated on the following criteria (100 maximum points):

1. Approach/Methodology (25 points) – Proposal describes the work to be performed, including procedures, timeline, and other pertinent information.
2. Experience (25 points) - Contractor has the experience in delivering similar projects. Contract lead and other assigned staff are experienced and have proper expertise to perform the proposed work.
3. Qualifications (25 points) – Contractor's onsite team is well qualified to perform the proposed work.
4. Cost (25) points) – Budget costs are reasonable and justifiable.

GOMA contemplates award of the contract to the Contractor with the highest total points. Note: GOMA reserves the right to re-advertise this RFP if an adequate number of responses is not received.



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Notification of Award: It is expected that a decision selecting the successful contractor will be made within two (2) weeks of the closing date for the receipt of proposals. Upon conclusion of final negotiations with the successful contractor, all contractors submitting proposals in response to the RFP will be informed, in writing by email from Katie Wallace at Katie.Wallace@gomxa.org, of the name of the successful contractor.

A Notice to Proceed shall be issued after the Contractor has executed the contract and has submitted acceptable Insurance Certificates as well as any other submittals specified within this Solicitation or the executed agreement. The contractor shall not commence work until it has received a written Notice to Proceed from GOMA.

The selected contractor shall not assign in whole or in part its duties under the contract without the prior written consent of GOMA. The contractor shall not assign any money due to to it under the contract without prior written consent of GOMA. Nothing contained in any contract resulting from this Solicitation shall create any contractual relationship between any subcontractor and GOMA.



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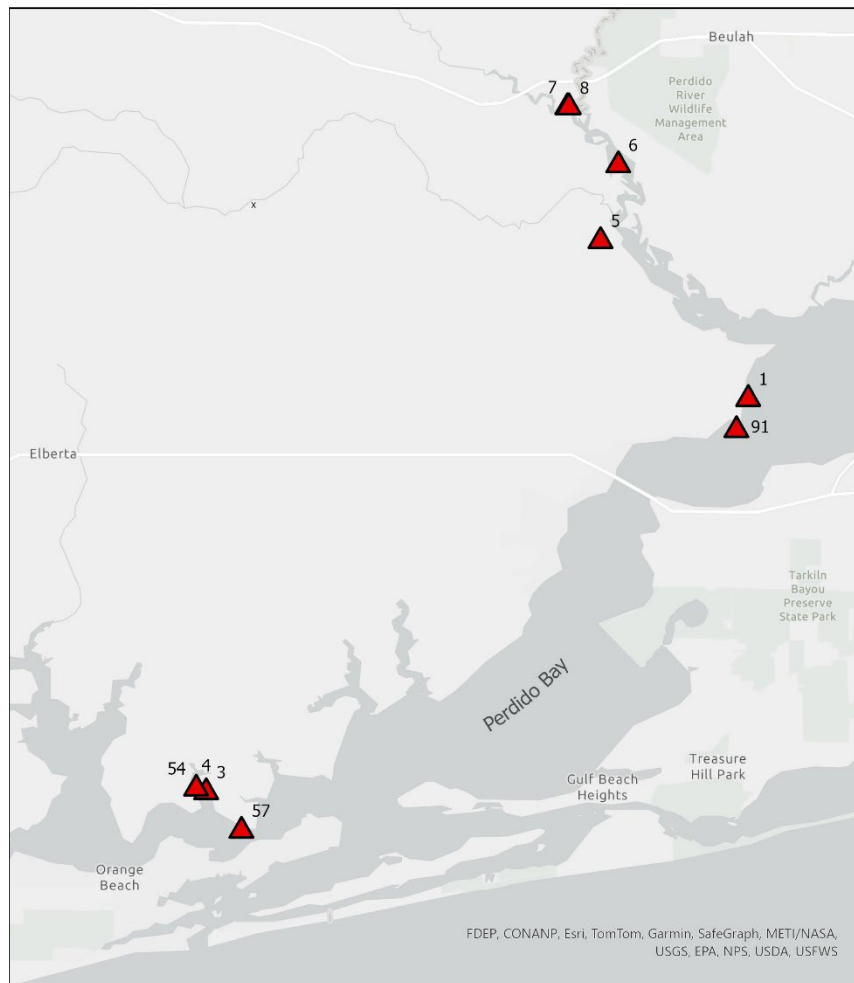
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ATTACHMENT A

LOCATION AND SITE CONDITIONS OF VESSELS TO BE REMOVED

Derelict Vessel Removal Group A: Baldwin County, Perdido Bay/River

AL ADVs: Group A
Baldwin County: Perdido Bay/River





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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 1

Vessel Number: AL 4429 AA

Location: Perdido Bay, Baldwin County

Coordinates: 30.431806°N, -87.397889°W

Address: 36510 Boykin Blvd, Lillian, AL 36549 (nearest street address)

Description of Vessel and Location:

This project involves the removal and disposal of a fiberglass sailboat measuring approximately 28' long and 9' wide. The vessel is partially sunk on unvegetated mud substrate in Perdido Bay within 20 feet of the shoreline, which is a pine savannah wetland habitat and part of the Lillian Swamp Forever Complex. The adjacent land tracts are owned by the Alabama Insane Hospital and the Alabama Trust Fund. Adjacent to the Lillian Swamp Complex are tracts owned by ADCNR's State Lands Division and the Alabama Department of Transportation (ALDOT).

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).



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Alabama Derelict Vessel Removal - Perdido Bay

Baldwin County



Organization: Mississippi State University Coastal Extension Center
Date: 08/30/2023
Creator: Sarah Harrison

* = 36510 Boykin Blvd, Lillian, AL 36549 (nearest street address)





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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 3

Location: Ingram Bayou, Baldwin County

Coordinates: 30.31845°N, -87.554183°W

Address: Stone Quarry Blvd, Elberta, AL 36530 (nearest street to the east of the vessel)

Description of Vessel and Location:

This project involves the removal and disposal of a barge measuring approximately 80' long and 32' wide. The vessel is partially sunk within 8 feet of the shoreline in Ingram Bayou, off of Bay La Launch in Baldwin County, Alabama. The vessel is sunk on unvegetated sand/mud substrate. The nearby shoreline is vegetated with grass, shrubs, and trees. The adjacent land is undeveloped but under private ownership.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).





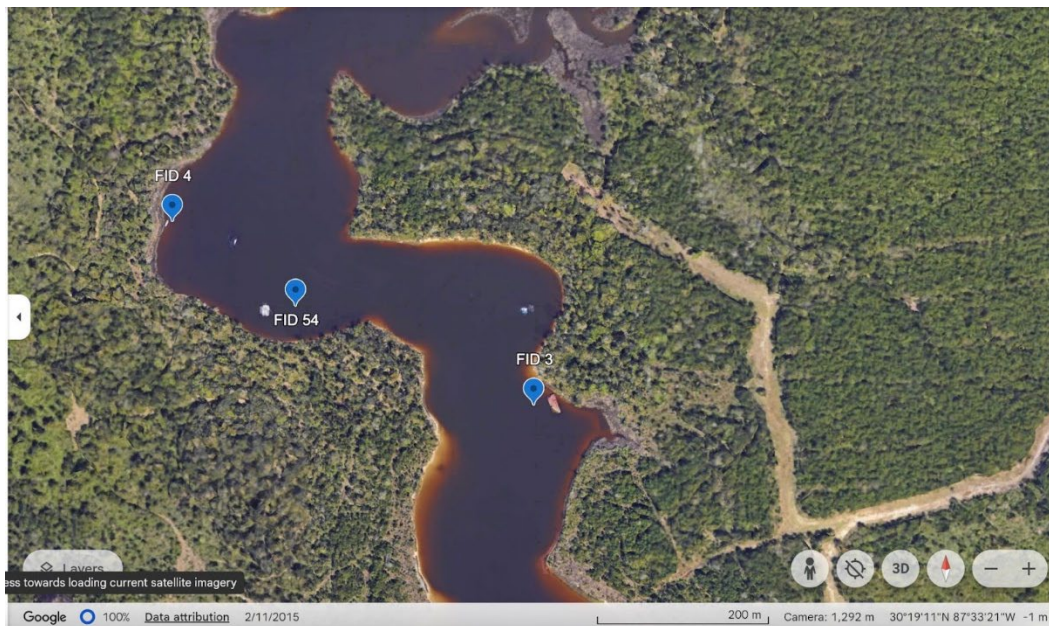
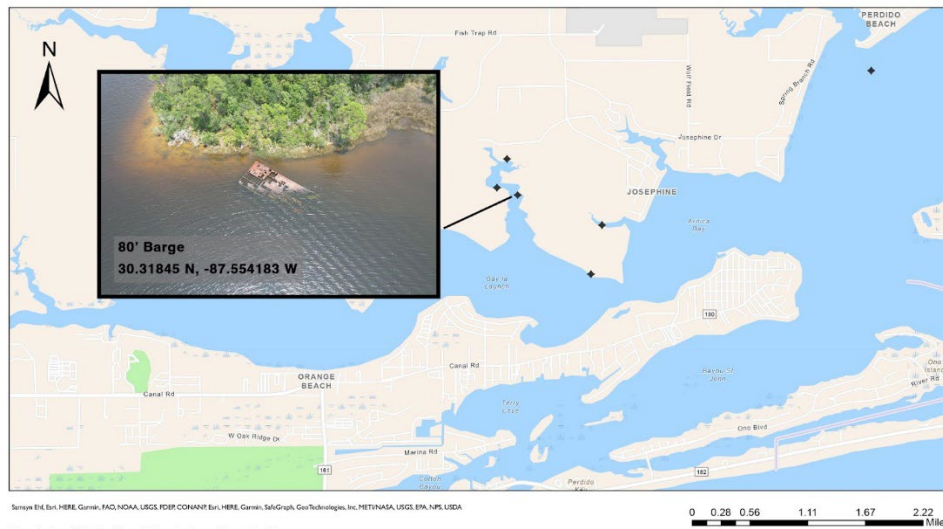
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Alabama Derelict Vessel Removal - Ingram Bayou

Baldwin County





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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 4

Vessel Number: AL 1930 AA

Location: Ingram Bayou, Baldwin County

Coordinates: 30.319485°N, -87.557064°W

Address: Stone Quarry Blvd, Elberta, AL 36530 (nearest street to the east of the vessel)

Description of Vessel and Location:

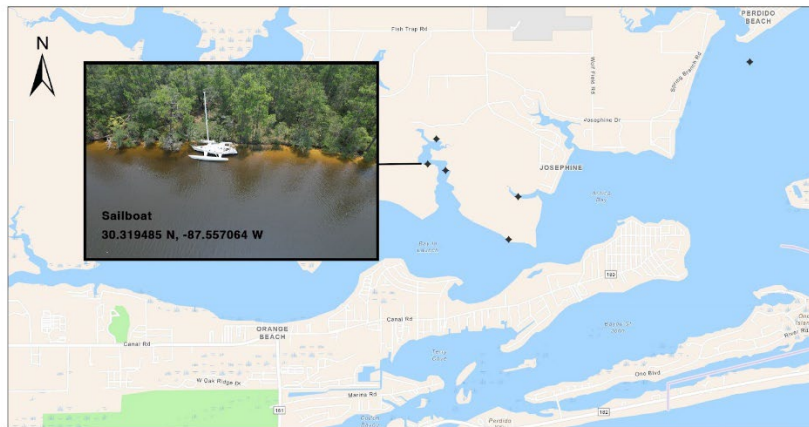
This project involves the removal and disposal of a trimaran beached along the shore in Ingram Bayou, off of Bay La Launch in Baldwin County, Alabama. The vessel is sitting on unvegetated sand/mud substrate. The nearby shoreline is vegetated with grass, shrubs, and trees. The adjacent land is undeveloped but under private ownership.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).

Alabama Derelict Vessel Removal - Ingram Bayou

Baldwin County

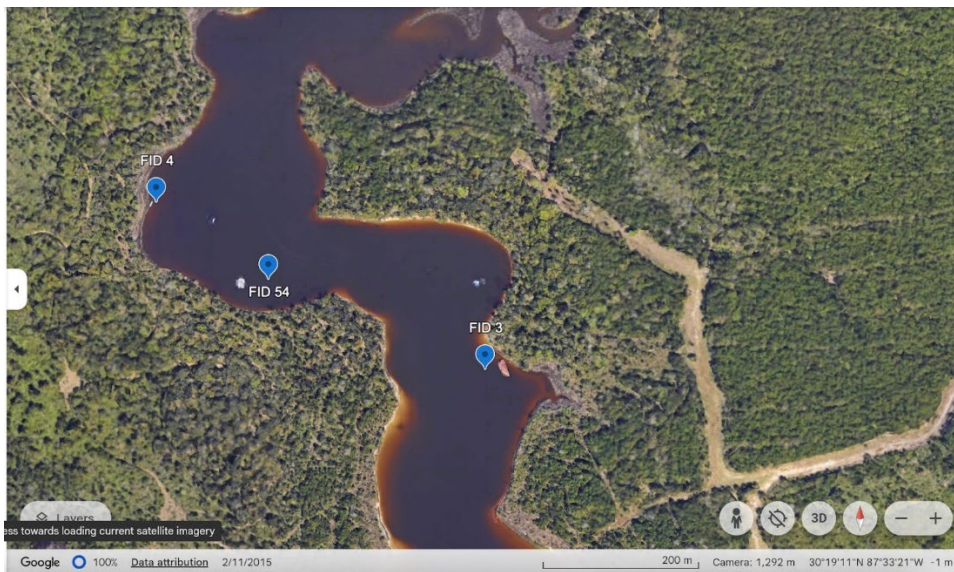


Source: Esri, IBM, HERE, Garmin, FNG NOAA, USGS, NOAA, IGNITE, Esri, HERE, Garmin, Swire, DeLorme, GeoTechnology, Inc., TheOpenMap, IGN, GVA, NPS, USDA
 Organization: Mississippi State University Coastal Extension Center
 Date: 08/30/2023
 Creator: Sarah Harrison



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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 5

Location: Reeder Lake, Perdido River, Baldwin County

Coordinates: 30.477347°N, -87.44047°W

Address: Middle Rd, Lillian, AL 36549 (nearest street; goes around Reeder Lake)

Description of Vessel and Location:

This project involves the removal and disposal of a houseboat located in Reeder Lake off of the Perdido River in Baldwin County, Alabama. The vessel is partially sunk on unvegetated mud/sand substrate within a few feet of the shoreline. The nearby shoreline is vegetated with grass, shrubs, and trees. The adjacent land is undeveloped and owned by the Alabama Trust Fund.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).

Alabama Derelict Vessel Removal - Perdido River

Baldwin County

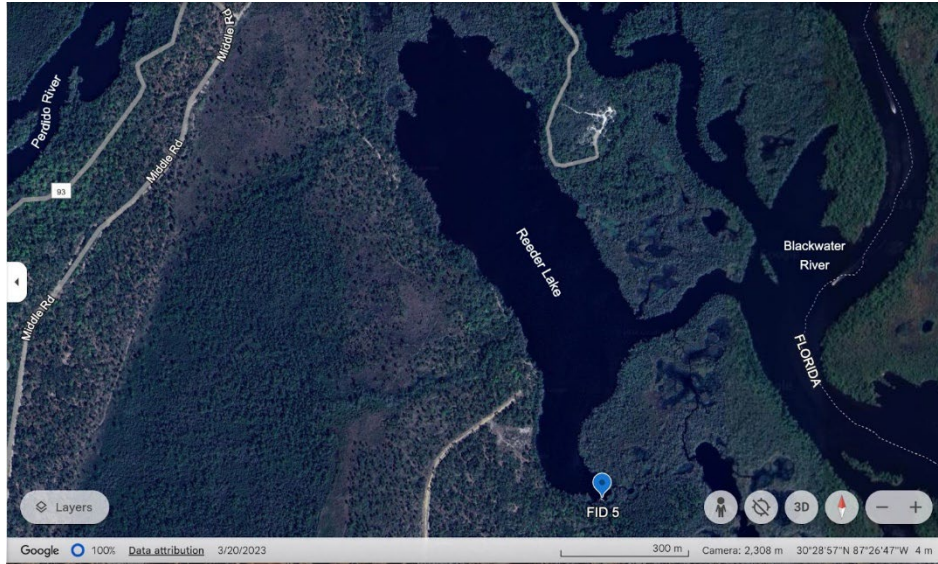


Organization: Mississippi State University Coastal Extension Center
Date: 08/30/2023
Creator: Sarah Harrison



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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 6

Location: Perdido River, Baldwin County

Coordinates: 30.499203°N, -87.435348°W

Address: 19038 Lost River Rd, Seminole, AL 36574 (nearest street; northwest of the vessel)

Description of Vessel and Location:

This project involves the removal and disposal of a houseboat located on the Perdido River in Baldwin County, Alabama. The vessel is partially sunk on unvegetated mud/sand substrate within a few feet of the shoreline. It is south of a larger houseboat floating nearby (likely not derelict). The nearby shoreline is vegetated with grass, shrubs, and trees. The adjacent land is undeveloped and owned by the Alabama Department of Conservation and Natural Resources.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).



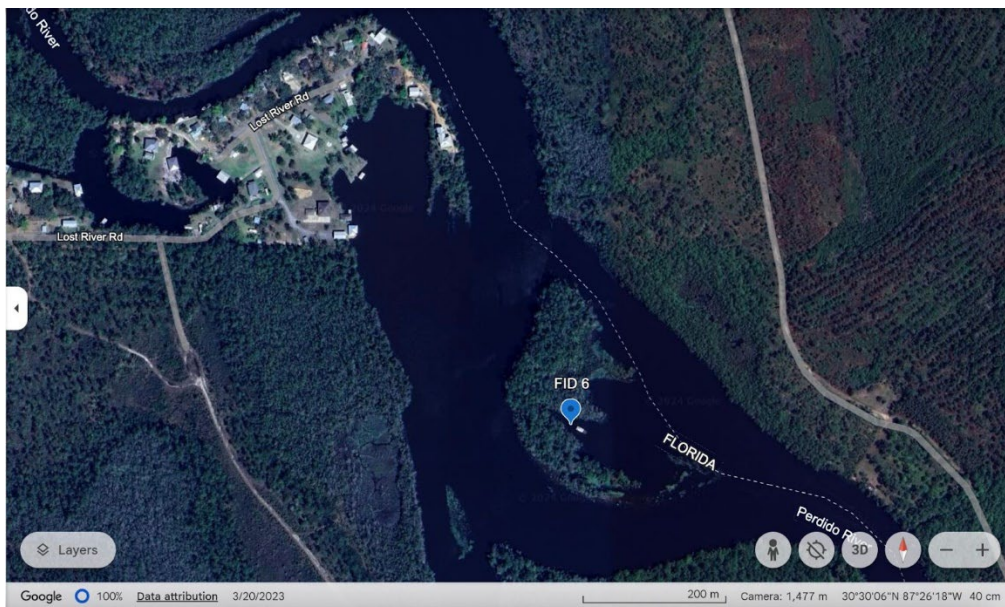
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Alabama Derelict Vessel Removal - Perdido River

Baldwin County



Organization: Mississippi State University Coastal Extension Center
Date: 08/30/2023
Creator: Sarah Harrison





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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 7

Location: Perdido River, Baldwin County

Coordinates: 30.515924°N, -87.450047°W

Address: 33690 Browns Landing Rd, Seminole, AL 36574 (nearest street; south of the vessel)

Description of Vessel and Location:

This project involves the removal and disposal of a houseboat located on the Perdido River in Baldwin County, Alabama. The vessel is partially sunk on unvegetated mud/sand substrate within a few feet of the shoreline. The nearby shoreline is vegetated with grass, shrubs, and trees. The adjacent land is undeveloped and owned by the Bancorp South Bank as trustee of the small business management corporation profit and sharing plan.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).

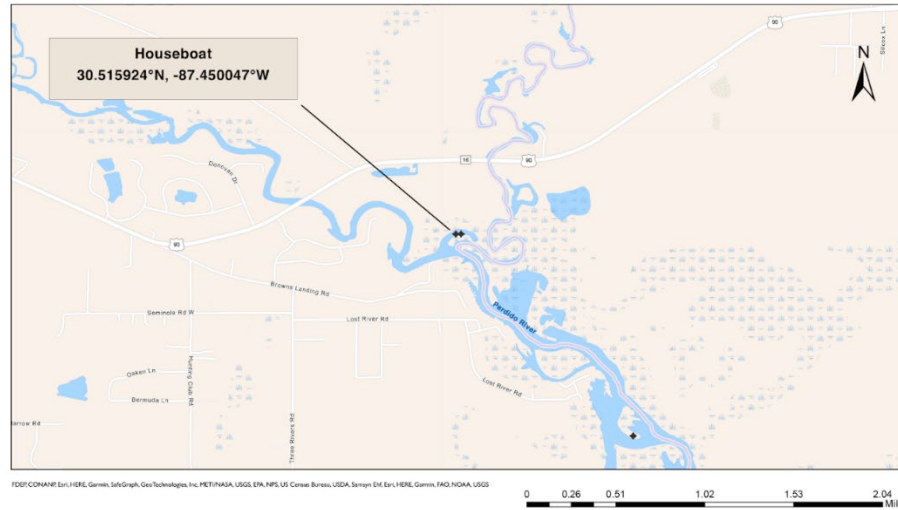


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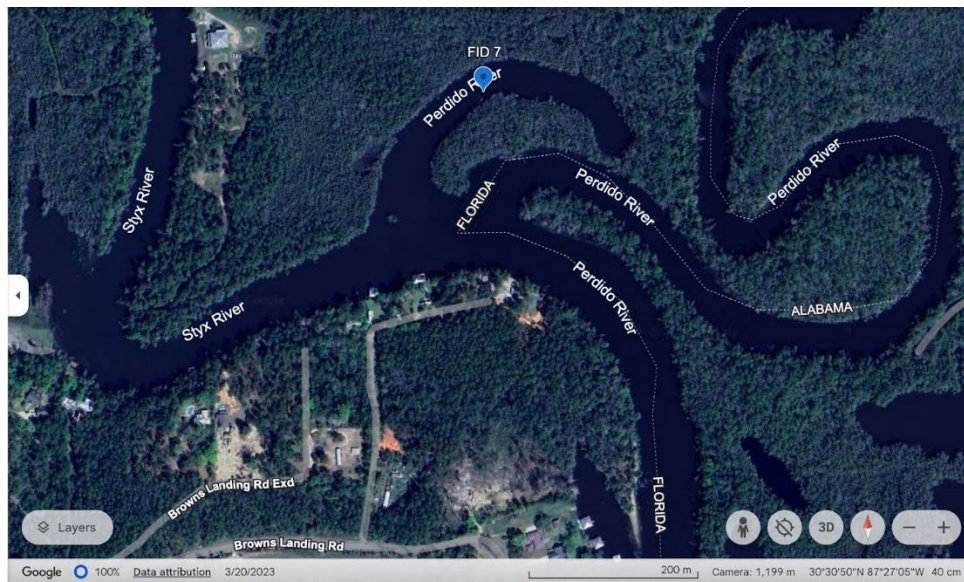
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Alabama Derelict Vessel Removal - Perdido River

Baldwin County



Organization: Mississippi State University Coastal Extension Center
Date: 08/30/2023
Creator: Sarah Harrison





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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 8

Location: Perdido River, Baldwin County

Coordinates: 30.515932°N, -87.449617°W

Address: 33690 Browns Landing Rd, Seminole, AL 36574 (nearest street; south of the vessel)

Description of Vessel and Location:

This project involves the removal and disposal of a cabin cruiser located in the Perdido River in Baldwin County, Alabama. The vessel is partially sunk on unvegetated mud/sand substrate within a few feet of the shoreline. The nearby shoreline is vegetated with grass, shrubs, and trees. The adjacent land is undeveloped and owned by the Bancorp south Bank as trustee of the small business management corporation profit and sharing plan.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).

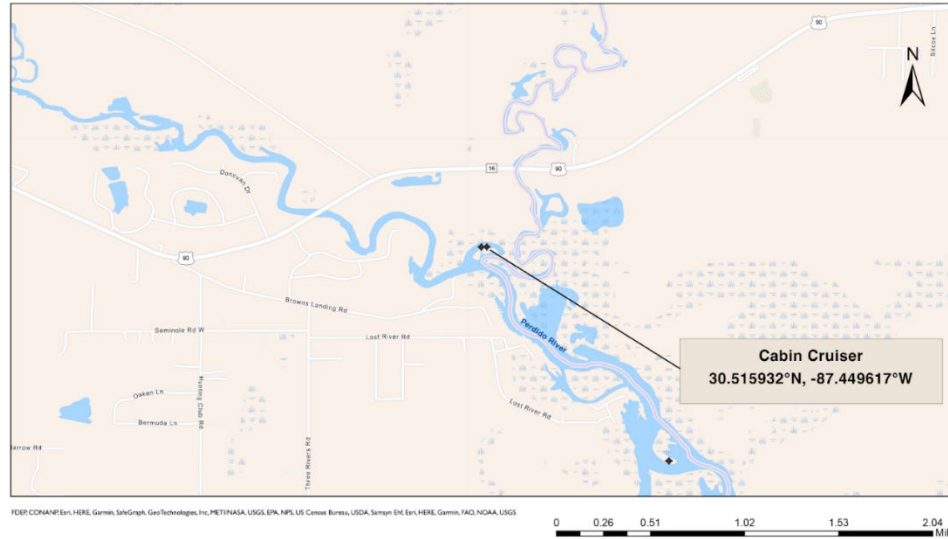


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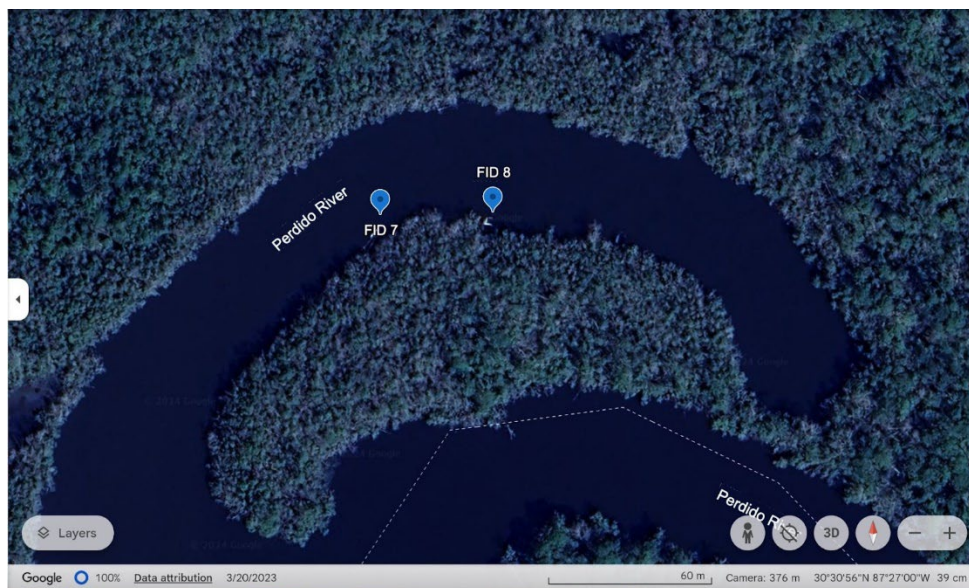
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Alabama Derelict Vessel Removal - Perdido River

Baldwin County



Organization: Mississippi State University Coastal Extension Center
Date: 08/30/2023
Creator: Sarah Harrison





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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel 54

Location: Ingram’s Bayou, Baldwin County

Coordinates: 30.319485°N, -87.557064°W

Address: Stone Quarry Blvd, Elberta, AL 36530 (closest road to the east of the vessel)

Description of Vessel and Location:

This project involves the removal and disposal of a sailboat. Only the mast is visible; the rest of the vessel is completely underwater.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).

Alabama Derelict Vessel Removal - Ingram Bayou

Baldwin County



Source: Esri, HERE, Garmin, FAO, NOAA, USGS, FDER, COMNAV, Esri, HERE, Garmin, Swisstopo, GeoTechnology, Inc., METI/NASA, USGS, EPA, NPS, USDA

Organization: Mississippi State University Coastal Extension Center
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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama RFP #122444

Vessel FID: 57

Location: Bay la Launch/Hatcher Point, Baldwin County

Coordinates: 30.307326°N, -87.544007°W

Address: Stone Quarry Blvd, Elberta, AL 36530 (closest road to the north of the vessel)

Description of Vessel and Location:

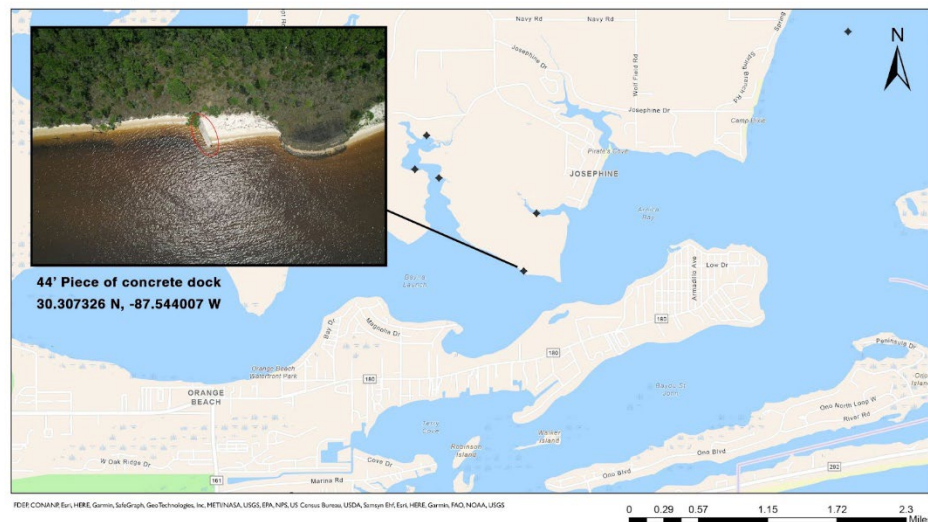
This project involves the removal and disposal of a piece of concrete dock measuring approximately 44' long and 8' wide. The dock piece is beached on a sandy shoreline. The land is privately owned.

Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).

Alabama Derelict Vessel Removal - Hatcher Point

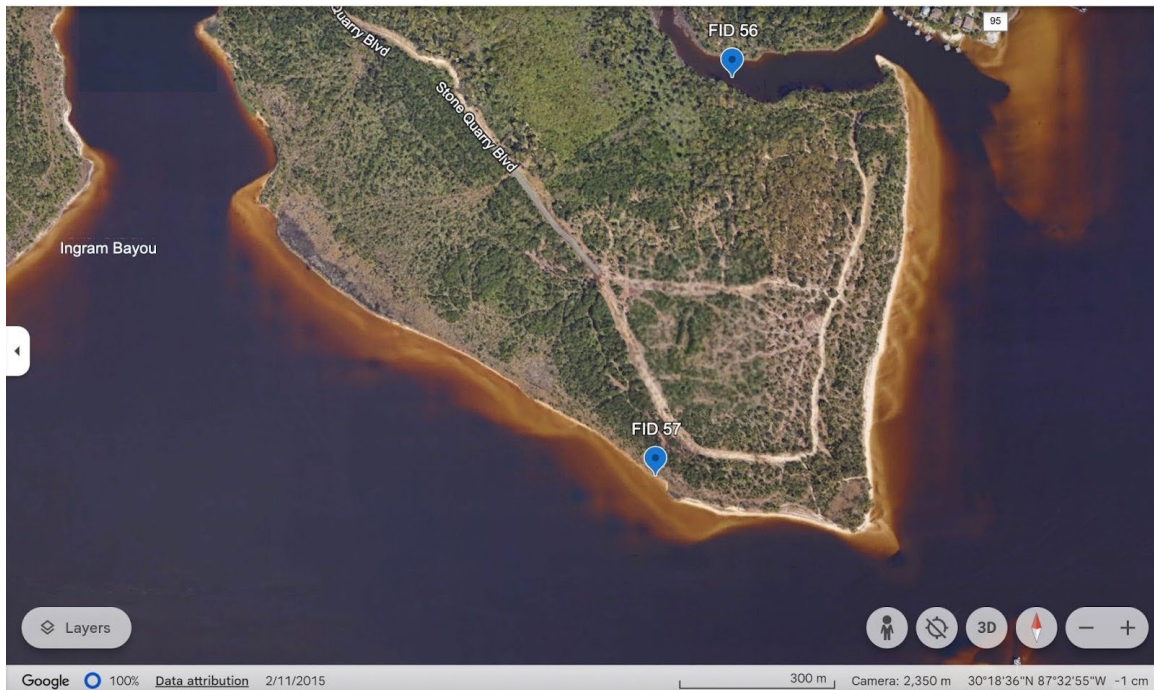
Baldwin County



Organization: Mississippi State University Coastal Extension Center
Date: 09/30/2023
Creator: Sarah Harrison



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Vessel Removal in Group A: Baldwin County, Perdido Bay/River, Alabama
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Vessel FID: 91

Location: Perdido Bay, Baldwin County

Coordinates: 30.422819°N, -87.401289°W

Address: 36526 Rester St, Lillian, AL 36549 (closest road to the west of the vessel)

Description of Vessel and Location:

This project involves the removal and disposal of a metal barge measuring approximately 50' long and 20' wide. The barge is floating and secured by both spuds.

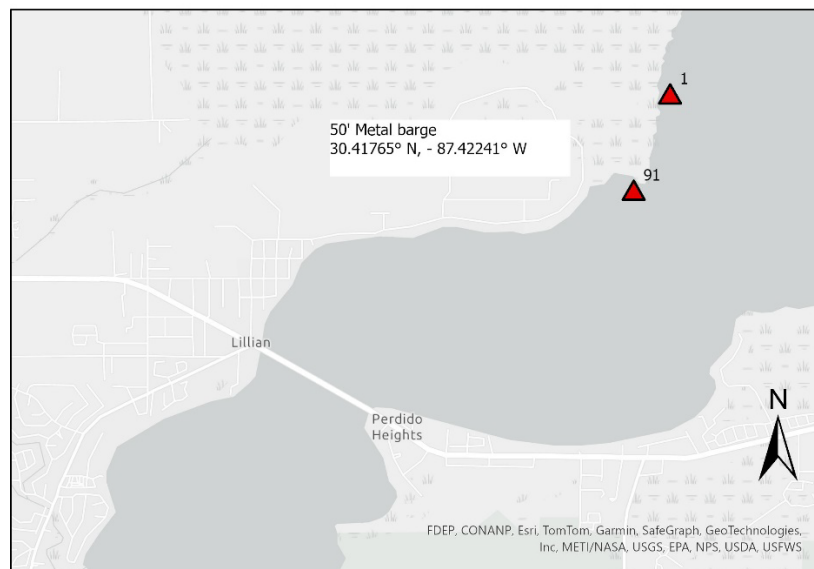
Status of Hazardous Materials: unknown – should be determined by contractor

Status of Permitting: Vessel likely falls under United States Army Corps of Engineers Nationwide Permit 22: Removal of Vessels. A Pre-Construction Notification (PCN) should not be required to be submitted as long as the removal activities comply with the conditions of NWP 22 and will not cause damage to special aquatic habitats (see Attachment D).

Derelict Vessel Removal - Perdido Bay

Baldwin County, AL

Vicinity map

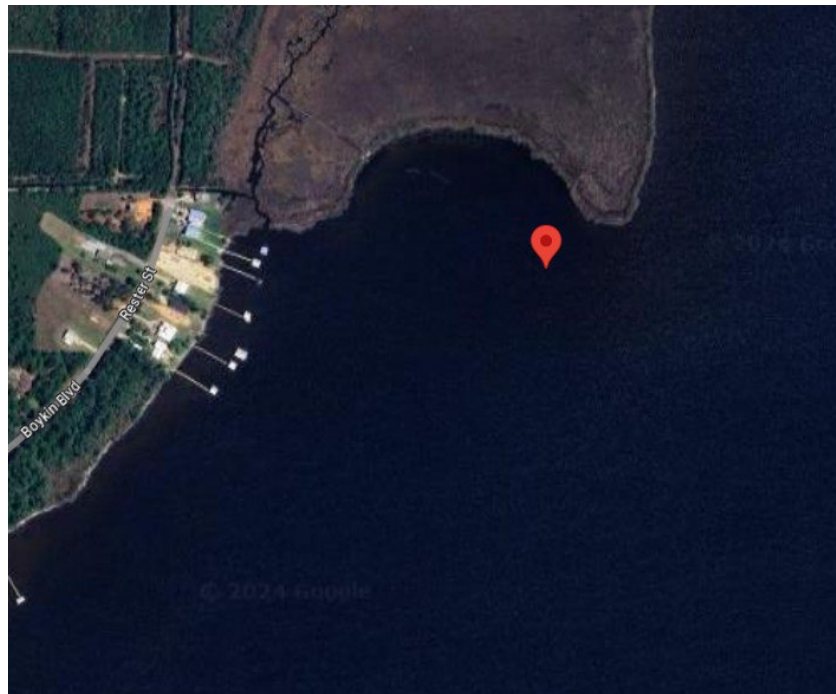


Organization: Mississippi State Coastal Extension Center
Date: 08/22/2024
Creator: Megan Chevis



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Attachment B

**Prevailing Wage Determination for Laborers and Mechanics as
Determined by the U.S. Secretary of Labor**

"General Decision Number: AL20240104 06/28/2024

Superseded General Decision Number: AL20230104

State: Alabama

Construction Type: Heavy

County: Baldwin County in Alabama.

HEAVY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022:	. Executive Order 14026 generally applies to the contract. . The contractor must pay all covered workers at least \$17.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2024.
---	--



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If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022:	. Executive Order 13658 generally applies to the contract. . The contractor must pay all covered workers at least \$12.90 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2024.
---	---

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

Modification Number	Publication Date
0	01/05/2024
1	06/28/2024

* ENGI0653-013 06/03/2024



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	Rates	Fringes
POWER EQUIPMENT OPERATOR (PIPELINE)		
Backhoe, Excavator, Trackhoe.....	\$ 48.89	18.00
Bulldozer.....	\$ 48.89	18.00

* SUAL2015-032 08/02/2017

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 19.05	7.86
CEMENT MASON/CONCRETE FINISHER, Includes Water Sewer Lines.....	\$ 13.78 **	0.00
ELECTRICIAN.....	\$ 19.56	0.00
LABORER: Common or General, Includes Water Sewer Lines.....	\$ 10.00 **	0.00
LABORER: Pipelayer, Includes Water Sewer Lines.....	\$ 11.95 **	0.00
OPERATOR: Backhoe/Excavator/Trackhoe,		



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Includes Water Sewer Lines (Excludes, PIPELINE).....	\$ 13.56 **	0.00
OPERATOR: Loader, Includes Water Sewer Lines.....	\$ 17.64	2.14
TRUCK DRIVER: Dump Truck, Includes Water Sewer Lines.....	\$ 12.56 **	2.12

WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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** Workers in this classification may be entitled to a higher minimum wage under Executive Order 14026 (\$17.20) or 13658 (\$12.90). Please see the Note at the top of the wage determination for more information. Please also note that the minimum wage requirements of Executive Order 14026 are not currently being enforced as to any contract or subcontract to which the states of Texas, Louisiana, or Mississippi, including their agencies, are a party.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the



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Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at

<https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).



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Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007



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in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

State Adopted Rate Identifiers

Classifications listed under the "SA" identifier indicate that the prevailing wage rate set by a state (or local) government was adopted under 29 C.F.R 1.3(g)-(h). Example: SAME2023-007 01/03/2024. SA reflects that the rates are state adopted. ME refers to the State of Maine. 2023 is the year during which the state completed the survey on which the listed classifications and rates are based. The next number, 007 in the example, is an



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internal number used in producing the wage determination.
01/03/2024 reflects the date on which the classifications and rates under the ?SA? identifier took effect under state law in the state from which the rates were adopted.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination

- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:



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Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION"



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Attachment C

ENVIRONMENTAL BEST MANAGEMENT PRACTICES (BMPs) / PROJECT DESIGN CRITERIA (PDC) CHECKLIST FOR NOAA-FUNDED BIL-IRA - GOMA PROJECT IN ALABAMA

Note: This checklist will be provided to the selected contractor as a fillable form associated with the resulting award. This is included in this RFP for proposal estimation purposes only.

1. Sensitive Habitats, Wildlife, and Fisheries Resources

- Avoid and minimize impacts and disturbance to sensitive shoreline, intertidal, and benthic habitats including salt- and brackish marshes, other wetlands, beaches, tidal flats, seagrasses, submerged aquatic vegetation and oyster beds.
- Avoid and minimize impacts and disturbance to wildlife and fisheries species and their habitats, including all protected species and critical habitat.

2. USACE Section 404 Clean Water Act and Section 10 Rivers and Harbors Act Permits

- Permits may be required if temporary structures or discharge of dredged or fill material are required during marine debris removal activities.
- If permits are required, Alabama Regional General Permits (RGP) such as Alabama General Permit #4 (Debris Removal) and/or several Nationwide Permits (NWP) may apply for marine debris removal, including NWP #22 (derelict vessel removal). Refer to the RGP and NWP corresponding limits, pre-construction notice requirements, and general and regional conditions, as applicable. In some cases, Letters of Permission or Individual Permits (IPs) may instead be required. Additional permitting information may be found in the *Alabama Marine Debris Emergency Response Guide* (<https://marinedebris.noaa.gov/report/alabama-marine-debris-emergency-response-guide>)
- Contact the USACE Mobile Regulatory District for specific federal permitting guidance (251-690-2505 or <https://www.sam.usace.army.mil/>).



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3. Alabama Department of Environmental Management (ADEM) and Related

- ADEM Coastal Program simultaneously reviews USACE permit applications for consistency with Alabama Coastal Area Management Program.
- If USACE determines that an RGP or NWP does not apply, then the project is processed under a letter of permission or standard permit process, which is a separate determination that must be obtained from ADEM that will have specific permit conditions.
- For more information regarding the ADEM permitting process reference their website at <https://www.adem.alabama.gov/programs/water/permitting.cnt>

4. NMFS Endangered Species Act (ESA), Marine Mammal Protection Act (MMPA), Essential Fish Habitat (EFH), Fish and Wildlife Coordination Act (FWCA)

Specific Marine Debris Removal PDCs:

- Marine debris removal activities shall be limited to marine debris that poses a threat to human health and safety, navigation, and/or natural resources (flora, fauna, and their habitats), such as, but not limited to, derelict vessels, derelict fishing gear, and various construction/demolition debris.
- Removal of marine debris shall require visual confirmation (e.g., observation and assessment, including use of divers, swimmers, camera when applicable) that the item can be removed without causing further damage to natural resources.
- Marine debris shall be lifted straight up and not be dragged through seagrass beds, oyster beds, salt marshes, or other sensitive habitats. Trawling also cannot be used as a means of marine debris removal. Debris shall be properly disposed of in appropriate facilities in accordance with applicable federal and state requirements.
- An absorbent blanket or boom shall be immediately deployed on the surface of the water around any marine debris to be removed if fuel, oil, or other free-floating pollutants are anticipated or observed during the work. If reportable quantities of fuel, oil, or pollutants are released to the environment during removal operations, a National Response Center (NRC) report shall be filed with the US Coast Guard (800-424-8802).
- All marine debris removal activities must be conducted during daylight hours.



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General In-Water Work PDCs:

Education and observation:

- All personnel associated with the project will be instructed about the potential presence of species and critical habitat protected under the ESA and MMPA, as well as Essential Fish Habitat (EFH) protected under the Magnuson–Stevens Fishery Conservation and Management Act (MSA). All on-site project personnel will be responsible for observing water-related activities for the presence of protected species and habitats. All personnel shall be advised that there are civil and criminal penalties for harming, harassing, or killing ESA-listed species or marine mammals. To determine which species and critical habitat may be found in the project area, please review the relevant Protected Species Lists at: http://sero.nmfs.noaa.gov/protected_resources/section_7/threatened_endangered/index.html For more information on EFH see <https://www.fisheries.noaa.gov/national/habitat-conservation/essential-fish-habitat>

Vessel traffic and equipment:

- All vessel operators must watch for and avoid collision with species protected under the ESA and MMPA. Vessel operators must avoid potential interactions with protected species and operate in accordance with the following protective measures.
- All vessels associated with marine debris removal activities shall always operate at “Idle Speed/No Wake” while operating in water depths where the draft of the vessel provides less than a 4-ft clearance from the bottom, and after a protected species has been observed in and has departed the area.
- All vessels will follow marked channels and/or routes using the maximum water depth whenever possible.
- Operation of any mechanical construction equipment, including vessels, shall cease immediately if a protected or ESA-listed species is observed within a 50-ft radius of construction equipment and shall not resume until after the species has departed the area of its own volition.
- If the detection of species is not possible during certain weather conditions (e.g., fog, rain, wind), then in-water operations will cease until weather conditions improve and detection is again feasible.

All Vessels:

- Sea turtles: Maintain a minimum distance of 150 ft.



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- Marine mammals (dolphins): Maintain a minimum distance of 300 ft.
- When protected species are sighted while the vessel is underway (e.g., bow-riding), attempt to remain parallel to the animal's course. Avoid excessive speed or abrupt changes in direction until the animals have left the area.
- Reduce speed to 10 knots or less when mother/calf pairs or groups of marine mammals are observed, when safety permits.

NMFS ESA, MMPA, EFH, FWCA (continued)

Turbidity control measures:

- Turbidity must be monitored and controlled; prior to in-water work turbidity curtains shall be installed as per below. Turbidity curtains may be waived if minimal turbidity will be generated during marine debris removal or if the current is too strong for curtains to stay in place.
- Siltation or turbidity barriers shall be made of material in which manatees cannot become entangled, shall be properly secured, and shall be regularly monitored to avoid manatee entanglement.
- Install floating turbidity barriers with weighted skirts that extend to within 1 ft of the bottom around all work areas that are in, or adjacent to, surface waters.
- Use these turbidity barriers throughout work activities to control erosion and siltation and ensure that turbidity levels within the project area do not exceed background conditions (i.e., the normal water quality levels from natural turbidity).
- Position turbidity barriers in a way that does not block species' entry to or exit from designated critical habitat.
- Monitor and maintain turbidity barriers in place until the authorized work has been completed and the water quality in the project area has returned to background conditions.

Entanglement:

- All turbidity curtains, hard and sorbent booms, buoys, anchors, and other in-water equipment must be properly secured with materials that reduce the risk of entanglement of marine species (described below). Turbidity curtains and booms likewise must be made of materials that reduce the risk of entanglement of marine species.



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- In-water lines (rope, chain, and cable, including the lines to secure turbidity curtains and boom) must be stiff, taut, and non-looping. Examples of such lines are heavy metal chains or heavy cables that do not readily loop and tangle. Flexible in-water lines, such as nylon rope or any lines that could loop or tangle, must be enclosed in a plastic or rubber sleeve/tube to add rigidity and prevent the line from looping and tangling. In all instances, no excess line is allowed in the water.
- Turbidity curtains, booms, and other in-water equipment must be placed in a manner that does not entrap species within the construction area or block access for them to navigate around the construction area.

Measures to avoid:

- Use of in-water explosives.
- Trawling for debris removal.
- Deployment of anchored items that do not employ stiff, taut, and non-looping anchor lines.

Sensitive Habitats PDCs and BMPs:

- Avoid work vessel grounding; prop, bow, keel, and skeg scarring; and prop washing in sensitive habitats, especially locations with salt marshes, seagrasses, oyster beds, or other sensitive habitats.
- Avoid anchoring/spudding on salt marshes and oyster beds; avoid/minimize anchoring and spudding in seagrasses; anchor and spud on bare sand and mud bottoms whenever possible.
- If spudding on seagrass cannot be avoided, fill spud holes to grade with clean sand from nearby sources, as feasible, to minimize impacts (this may not be feasible if the substrate is muddy).

NMFS ESA, MMPA, EFH, FWCA (continued)

- Prior to hoisting, refloating, and removing large marine debris, crews shall evaluate the immediate area and determine an ingress/egress path that will have the least impact on sensitive habitats. This shall include using divers or snorkelers when applicable, particularly in seagrass and oyster bed habitats. Review of habitat maps, bathymetric charts, aerial photography, remote sensing images, and/or other appropriate data shall also be used as available and applicable.
- Temporary stakes/buoys (with appropriate lines, see entanglement above) shall be used to mark



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the ingress/egress path, if applicable, to assist in staying on course and to avoid the areas with the greatest extent and quality of sensitive habitats.

- Avoid/minimize shading of seagrasses with barges for more than a few days; move barges off seagrasses onto bare sand or mud substrates when not undergoing active operations (such as in barge staging areas).
- In shoreline and shallow nearshore areas with sensitive habitats, consider land-side access and removals from roads, bulkheads, or other developed or disturbed areas for marine debris removal, where feasible.
- Where equipment or crews must access marine debris sites in or across sensitive habitats, use shallow draft vessels, specialized equipment with low pressure/flotation tires or tracks, equipment mats, walk boards, or comparable methods to minimize disturbance, including equipment and foot traffic, as applicable.
- Cutting up or otherwise disassembling large debris in place into smaller pieces for removal, in part or whole, using less intrusive equipment or hand crews when applicable, shall be considered, to avoid and minimize sensitive habitat impacts.
- Avoid and minimize digging, excavation, dredging, jetting, use of pump hoses on sediments, and similar methods in and/or near sensitive habitats. If such methods must be used, turbidity barriers shall be deployed, even when working on bare sand and mud bottoms (see turbidity control measures, above). When using these methods, permits will likely be required (see USACE and ADEM permitting, above).

Reporting Requirements/Contacts:

- Any collision(s) with and/or injury to any sea turtle, whale, dolphin, sturgeon, or other ESA-listed species, marine mammal, or critical habitat occurring during marine debris removal activities shall be reported as soon as possible to NMFS PRD at 727-824-5312 or by email to takereport.nmfsser@noaa.gov
- Gulf Sturgeon: Report dead sturgeon to 844-STURG-911 (844-788-7491) or email nmfs.ser.sturgeonnetwork@noaa.gov.
- Sea turtles and marine mammals: Report stranded, injured, trapped, entangled, or dead animals to 844-SEA-TRTL (844-732-8785) for sea turtles or 877-WHALE HELP (877-942-5343) for marine mammals.



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5. USFWS Endangered Species Act (ESA), Migratory Bird Treaty Act (MBTA), MMPA, Fish and Wildlife Coordination Act (FWCA), and Bald and Golden Eagle Protection Act (BGEPA)

Education and observation:

- All personnel associated with the project will be instructed about the potential presence of species and critical habitat protected under USFWS jurisdiction. All on-site project personnel will be responsible for observing work areas and activities for the presence of protected species. All personnel shall be advised that there are civil and criminal penalties for harming, harassing, or killing ESA-listed species and migratory birds. To determine which ESA-listed species and critical habitat may be found in the project area, please review the relevant species lists at: <https://ecos.fws.gov/ipac/>

Beaches:

- Avoid and minimize vehicle, equipment, and foot traffic disturbance to beach and dune vegetation.
- Use existing beach access locations. Designate and rope off ingress and egress corridors where clean-up traffic and debris collection would minimally impact beach or dune habitat. Consider creating one-way traffic corridors to reduce the need for equipment turnaround (see further guidance for beach mice and birds below).
- Use the minimal size and amount of equipment to maneuver in dune habitats (e.g., tracked bobcats with grapples and clamps). Minimize impact footprint of equipment by working from one location with a grappling device. Where possible work equipment from existing hard top or impacted sites to remove debris.
- Locate debris collection/pick up sites off the beach and outside of dune habitat and public lands; locate staging/storage areas for clean-up equipment and debris outside of dune habitat and public lands.

Beach Mice:

- Be aware of the occurrence of ESA-listed beach mice and associated Critical Habitat in coastal dune areas in Baldwin County if any removal activities are planned for the backside of barrier islands.
- Disturbance to and access through dunes and upper beach areas should be strictly controlled in beach mouse habitats. Contact USFWS Daphne Field Office for guidance if working in beach mouse habitats (251-441-5181).



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Manatees:

- All work must be in accordance with USFWS Standard Manatee Conditions for In-Water Work or Events in Alabama (revised 2015) (listed below).
- All personnel shall be instructed about the presence of manatees, and the need to avoid collisions with and injury to manatees. Advise all personnel that there are civil and criminal penalties for harming, harassing, or killing manatees.
- All work, equipment, and vessel operation should cease if a manatee is spotted within a 50-foot radius (buffer zone) of the active work area. Personnel should be encouraged to use sunglasses with polarized lenses to improve the likelihood of seeing manatees on and below the water's surface. After the manatee has left the buffer zone on its own accord (manatees must not be herded or harassed into leaving), or after 30 minutes have passed without additional sightings of manatee(s) in the buffer zone, in-water work can resume under careful observation for manatee(s).
- All vessels associated with the project should always operate at "no wake/idle" speeds within the construction area and while in waters where the draft of the vessel provides less than a four-foot clearance from the bottom. Vessels should follow routes of deep water whenever possible.
- Any collision with or injury to a manatee shall be reported immediately to the Dolphin Island Sea Lab's Manatee Sighting Network (1-866-493-5803) and the USFWS Field Office (251-441-5181) and emailed to Alabama@fws.gov. Please report nonemergency manatee observations to the numbers above or online at <http://manatee.disl.org/>.
- Temporary signs using text exactly as below shall be posted prior to and during all in-water project or event activities. Signs shall be at least 8½" by 11" explaining the requirements for the "Idle/No Wake" and the shutdown of in-water operations. Signs must be posted in locations prominently visible to all personnel engaged in water-related activities and placed visible to each vessel operator. All signs are to be removed by project manager upon completion of the project or event. Questions concerning these signs can be forwarded to the email address listed above.

Birds:

- Avoid and minimize disturbance to waterbird nesting colonies, bald eagle and osprey nesting sites, migratory and wintering bird concentrations (including ESA-listed piping plover and red knot) and other bird aggregation areas or sensitive areas (including any known Eastern black rail locations) if working near shore. Maintain a minimum 300-ft buffer from waterbird nesting



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sites or colonies. Be aware of marked nesting colonies (look for posted signs and roped-off areas) and do not enter these areas.

- Marine debris removal activities on marshes and beaches should be conducted outside the shorebird and seabird nesting and hatching seasons whenever possible. Contact USFWS (251-441-5181) for additional information on species and site-specific seasonality.
- If marine debris removal activities are likely to disturb nesting birds, contact USFWS (251-441-5181) for further guidance.
- To limit disturbance to birds in shoreline and wetland areas (including piping plover Critical Habitat), work crews should be limited in size and number to the minimum number of personnel and equipment required to complete marine debris removal in an efficient time frame. Equipment and personnel should work as closely together as is feasible and limit repetitive alongshore transits to and from work areas, to minimize disturbance. If working in marsh areas limit personnel in the marsh, use walk boards, and watch out for cryptic marsh birds and nests.
- On beaches, if it is necessary to excavate debris or if equipment rutting occurs, return the beach to its original profile at the end of each day.
- Avoid and minimize disturbance of beach and dune vegetation and natural wrack deposits, equipment and personnel should use existing beach access locations and transit alongshore on the lower beach.
- Check under and around vehicles, heavy equipment, and debris on or near the beach before they are moved. Shorebirds (including ESA-listed piping plover and red knot) are especially vulnerable when they are roosting at night, and extra care should be taken at these times, including early morning and early evening.
- Avoid deliberately flushing birds. If birds are flushed, calling loudly, acting alarmed, etc., move away from the area and observe a larger buffer distance to avoid and minimize disturbance.

Additional Considerations:

- Equipment and material staging areas should be located outside of areas of native vegetation and known endangered species habitats.
- Minimize the disturbance footprint when removing marine debris.



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- Collect all floating debris during in-water marine debris removal.
- Where possible, equipment should be operated from existing hard top or impacted sites to remove marine debris from natural habitats.
- Marine debris removal activities should be accomplished with the smallest equipment needed, including hand crews where possible, to minimize disturbance of habitat (especially when working within Critical Habitats).
- Ingress and egress corridors for vehicle and equipment operations and debris removal should minimize impact to natural habitats. Care should be taken to restrict equipment/vehicles to roadways and roadbeds and away from vegetated or other sensitive areas.
- To the degree possible, the removal of forested vegetation should be limited to fallen trees only, and only if required to remove marine debris. If removing trees is necessary, the tree should be cut at ground level leaving the root ball intact and in place to maintain the stability of the subsurface. Entire trees should not be pulled or dug out of the ground.
- Trimming of standing native trees during marine debris removal should be minimized.
- The removal of healthy trees to remove embedded marine debris should be avoided or minimized.
- All trash resulting from marine debris removal activities should be removed from the area as appropriate or disposed of properly in covered trash receptacles (racoons, fox, and other animals can present nuisance, human health and safety, and natural resource management hazards if trash is not secured properly).

6. Alabama Historical Commission (AHC) SHPO Section 106 National Historic Preservation Act

- Cease all activities involving subsurface disturbance, and immediately contact Eric Sipes at the Alabama Historical Commission (334-230-2667), if prehistoric/historic artifacts, such as pottery or ceramics, projectile points, dugout canoes, metal implements, historic building materials, or any other physical remains that could be associated with Native American, early European, or American settlement are encountered at any time (and leave all artifacts in place). Archaeological materials consist of any items, fifty years old or older, which were made or used by man.
- Marine debris removal activities shall not resume without verbal and/or written authorization. In the event unmarked human remains are encountered during marine debris removal activities, stop all work immediately and contact AHC and local law enforcement. See also tribal coordination, below, for additional notification requirements.



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7. Tribal Coordination

- In the event unmarked human remains or Native American artifacts are encountered during marine debris removal activities, stop all work immediately and contact the Choctaw Nation of Oklahoma (580-642-8377).

Time of Year Restrictions / Notes:

Agency	Restriction Time Frame BMPs Reasoning
N/A	N/A N/A N/A

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Sources: Primary sources for this document were the NOAA MDP Biological Evaluation for a Programmatic Consultation under the ESA (2021); Alabama Marine Debris Emergency Response Guide: Comprehensive Guidance Document (2022); recent NOAA MDP 2020-2021 Hurricane season marine debris removal grants; USCG BMP checklists utilized during Emergency Support Function (ESF) - 10/3 emergency response missions (2017-2022); the NMFS Guidance for Endangered Species Act (ESA) Emergency Consultations for Hurricane Response Activities in the Southeast United States (2019); the NMFS USACE Jacksonville District's Programmatic Biological Opinion (JAXBO, 2017); the NMFS Programmatic EFH Consultation for NOAA MDP Activities (2015); the NOAA MDP Programmatic Environmental Assessment (2013); and discussions and material provided by USFWS, ADEM, AHC, and NMFS.