REVIEW PLAN

Grays Harbor, Washington, Navigation Improvement Project
Grays Harbor County, Washington Limited Reevaluation Report and Supplemental Environmental Impact Statement

Seattle District

MSC Approval Date: 8 March 2011
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US Army Corps of Engineers ®

REVIEW PLAN

Grays Harbor, Washington, Navigation Improvement Project
Grays Harbor County, Washington
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1. PURPOSE AND REQUIREMENTS

a. Purpose. This Review Plan defines the scope and level of peer review for the Grays Harbor, Washington, Navigation Improvement Project, Grays Harbor County, Washington, Limited Reevaluation Report and Supplemental Environmental Impact Statement

b. References

(1) Engineering Circular (EC) 1165-2-214, Civil Works Review Policy, 15 Dec 2012
(2) EC 1105-2-412, Assuring Quality of Planning Models, 31 Mar 2011
(3) Engineering Regulation (ER) 1110-1-12, Quality Management, 30 Sep 2006
(4) ER 1105-2-100, Planning Guidance Notebook, Appendix H, Policy Compliance Review and Approval of Decision Documents, Amendment #1, 20 Nov 2007
(5) ER 1105-2-101 Risk Analysis – Flood Risk Management Risk Analysis.pdf
(6) Cost and Schedule Risk Analysis Guidance, 17 May 2009
(7) Project Management Plan for the Grays Harbor, Washington Navigation Improvement Project General Investigation, 2011

c. Requirements. This review plan was developed in accordance with EC 1165-2-214, which establishes an accountable, comprehensive, life-cycle review strategy for Civil Works products by providing a seamless process for review of all Civil Works projects from initial planning through design, construction, and operation, maintenance, repair, replacement and rehabilitation (OMRR&R). The EC outlines four general levels of review: District Quality Control/Quality Assurance (DQC), Agency Technical Review (ATR), Independent External Peer Review (IEPR), and Policy and Legal Compliance Review. In addition to these levels of review, decision documents are subject to cost engineering review and certification (per EC 1165-2-214) and planning model certification/approval (per EC 1105-2-412).

2. REVIEW MANAGEMENT ORGANIZATION (RMO) COORDINATION

The RMO is responsible for managing the overall peer review effort described in this Review Plan. The RMO for decision documents is typically either a Planning Center of Expertise (PCX) or the Risk Management Center (RMC), depending on the primary purpose of the decision document. The RMO for the peer review effort described in this Review Plan is Deep Draft Navigation Planning Center of Expertise (DDN-PCX).

The RMO will coordinate with the Cost Engineering Directory of Expertise (DX) to ensure the appropriate expertise is included on the review teams to assess the adequacy of cost estimates, construction schedules and contingencies. The feasibility study for the Grays Harbor, Washington, Navigation Improvement Project (NIP) is a single-purpose navigation study, and no life safety issues are anticipated.

3. STUDY INFORMATION

a. Decision Document. The authorized name of the study is Grays Harbor, Washington. The location is Grays Harbor County, Washington. The decision document will be a Limited Reevaluation Report (LRR) of the specifically authorized Grays Harbor, Washington Navigation Improvement Project

(NIP). The type of National Environmental Policy Act (NEPA) document to be prepared is a Supplemental Environmental Impact Statement (SEIS). The purpose of the LRR and SEIS is to document the project delivery team's (PDT) evaluation of the federal interest in deepening the navigation channel to increase National Economic Development (NED) by facilitating more cost effective deep draft commercial navigation while taking into account the environmental impacts of such a project. As an LRR, the approval level is anticipated to be Northwestern Division (NWD). The PDT is evaluating two action alternatives, both of which are within the existing authorization. No additional Congressional authorization is anticipated.

b. Study/Project Description. The Corps initiated this feasibility study at the request of the Port of Grays Harbor (Port) to investigate deepening the Grays Harbor navigation channel, which was not constructed to the authorized depth. The navigation improvement project was authorized by the Water Resources Development Act (WRDA) of 1986. The project has an authorized project depth of -38 feet mean lower low water (MLLW). The project was authorized for a total cost of $95 million, but total initial construction was less than $30 million. The Grays Harbor, Washington NIP is a single purpose deep draft navigation project. The feasibility study for the Grays Harbor, Washington NIP is a single-purpose navigation study. The Port is the non-federal sponsor of this study.

The Grays Harbor, Washington NIP is located 50 miles west of Olympia on the central coast of Washington. The cities of Aberdeen, Hoquiam, Ocean Shores, and Westport surround Grays Harbor (Figure 1). The study area of Grays Harbor is located at the mouth of the Chehalis River on the southwest coastline of Washington, approximately 110 miles south of the entrance to the Strait of Juan de Fuca and 45 miles north of the Columbia River outfall. Twin jetties secure the mouth of the harbor with a deep draft channel over 22 miles long from the Pacific Ocean near Westport inland to Cow Point (near Aberdeen). The two jetties are 17,200 feet and 13,734 feet long (north and south, respectively) and made of large rock. The deep draft channel is 1,000 feet wide over the entrance bar and through the entrance channel reach and decreases to 350 feet wide near the Port of Grays Harbor terminals at Cow Point. The channel and jetties were authorized under the River and Harbor Act of 1896, modified by subsequent acts.

The Corps is reevaluating the economic justification of authorized depths, and environmental impacts of deepening the federal navigation channel at Grays Harbor, Washington from the currently maintained depth of -36 feet MLLW to the fully authorized project depth of -38 feet MLLW. Channel deepening would occur from the South Reach upstream to Cow Point Reach adjacent to the Port of Grays Harbor Terminal 4.

The Port has requested to restrict the current study to the authorized depth of -38 feet MLLW. As such, the scope of the study is to determine the economic and environmental feasibility of the authorized depth. The PDT is evaluating three alternatives: No Action (continue at current depth of -36 feet MLLW), deepn the channel to -37 feet MLLW and deepen the channel to -38 feet MLLW.

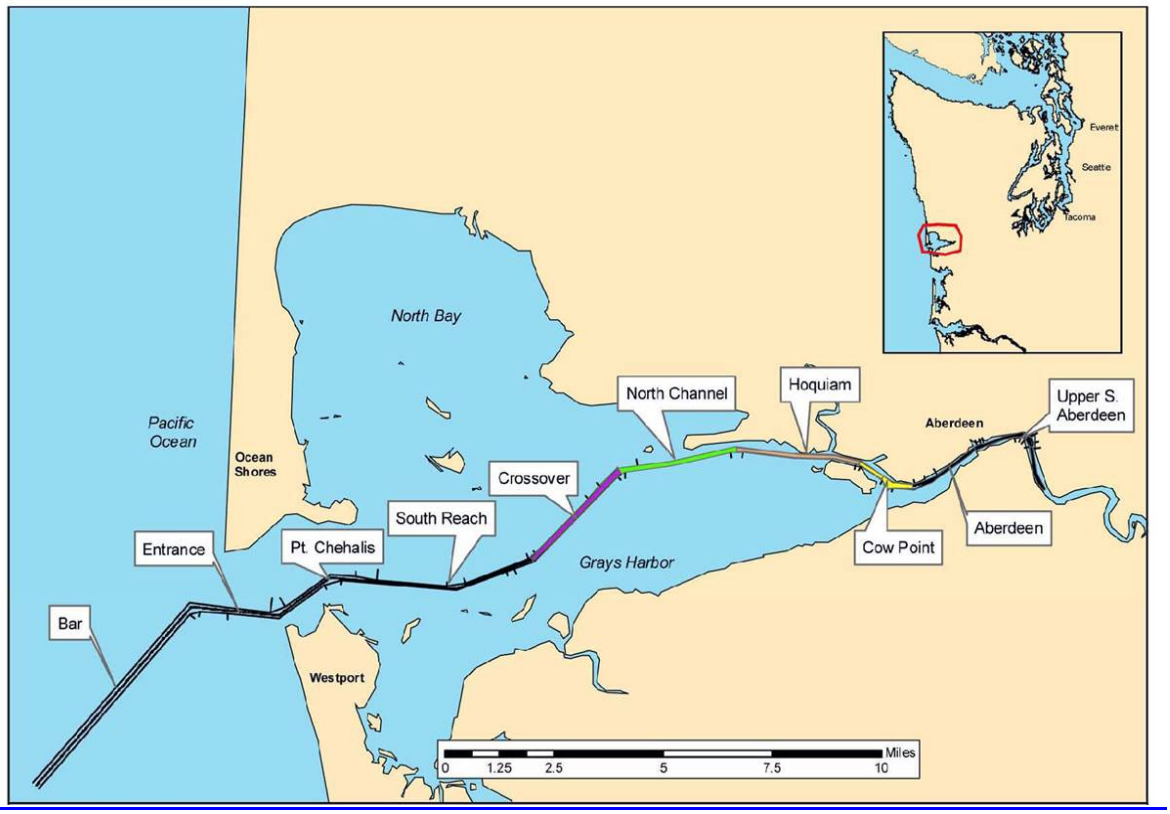

Figure 1 Grays Harbor, Washington NIPLocation and Vicinity Map

c. Factors Affecting the Scope and Level of Review.

- This is a Limited Reevaluation, meaning it has a limited, narrow scope. The two action alternatives the team is evaluating are already authorized. We already know that the project is technically feasible; we need to determine if it is economically justified and environmentally acceptable.
- Potential impact to Dungeness crabs as a result of the two deepening alternatives considered during this reevaluation was a consideration. The crabs are not an ESA listed species, but are of economic importance to local and tribal crab fisheries. The incremental impact to the fishery from deepening is likely to be less than significant.
- The project will not be justified by life safety and does not involve significant threat to human life/safety assurance.
- The Governor of Washington has not requested a peer review by independent experts.
- The previous deepening drew public interest with regard to impacts on the Dungeness Crab fishery. That is likely to be the largest topic of public comment.
- There may be public concern about how the larger NIP channel is used by the Port. These concerns are not significantly impacted by deepening.
- Information in the decision document is unlikely to be based on novel methods, involve the use of innovative materials or techniques, present complex challenges for interpretation, contain precedent-setting methods or models, or present conclusions that are likely to change

prevailing practices. This project would be for an activity (dredging and placement) for which there is ample experience within the USACE.

- The project design is not anticipated to require redundancy, resiliency, and/or robustness, unique construction sequencing, or a reduced or overlapping design construction schedule. This project would be for an activity (dredging and placement) for which there is ample experience within the USACE.
- Results of the Sediment Suitability Study have shown that there is no significant concern of contaminated material. One sub unit had high concentrations of material unsuitable for open-water placement and which will require upland placement. The PDT has identified a likely suitable location.
- Impacts to fish and wildlife, including threatened and endangered species, are expected to be less than ignificant. NWS preliminary analysis indicates that non-ESA covered fish and their prey resources, and invertebrate species other than crabs, would not be seriously impacted by the project. Crab resources were determined to be impacted in the initial deepening and widening project, and are anticipated to continue to be affected. No new ESA species are listed that were not listed in 2007 that could be impacted, including the green sturgeon and eulachon.

d. In-Kind Contributions. Products and analyses provided by non-Federal sponsors as in-kind services are subject to DQC, ATR, and IEPR. No in-kind products and analyses will be provided by the non-federal sponsor.

4. DISTRICT QUALITY CONTROL (DQC)

All decision documents (including supporting data, analyses, environmental compliance documents, etc.) shall undergo DQC. DQC is an internal review process of basic science and engineering work products focused on fulfilling the project quality requirements defined in the Project Management Plan (PMP). The home district shall manage DQC. Documentation of DQC activities is required and should be in accordance with the Quality Manual of the District and the home MSC.

a. Documentation of DQC. DrChecks review software will be used to document all DQC comments, responses and associated resolutions accomplished throughout the review process. Relevant DQC records will be reviewed during each ATR event and the ATR team will provide comments as to the adequacy of the DQC effort for the associated product.

b. Products to Undergo DQC. The draft LRR (decision document) including feasibility-level design of the recommended plan, all technical appendices, and the draft SEIS (NEPA/environmental compliance document) will undergo DQC prior to release from the District for external reviews and for design to go from feasibility-level design in the LRR to the design phase, when the design would go from 35% to 65% or 95%. All DQC reviews will be complete and closed out before external reviews (i.e. ATR and Type I IEPR) are initiated.

c. Required DQC Expertise. Required expertise for DQC includes individuals from Planning Branch, Environmental and Cultural Resources Branch, Geotechnical Engineering, Operations, Coastal Engineering, Cost Engineering, Dredged Materials Management Office, Office of Counsel.

5. AGENCY TECHNICAL REVIEW (ATR)

ATR is mandatory for all decision documents (including supporting data, analyses, environmental compliance documents, etc.). The objective of ATR is to ensure consistency with established criteria, guidance, procedures, and policy. The ATR will assess whether the analyses presented are technically correct and comply with published USACE guidance, and that the document explains the analyses and results in a reasonably clear manner for the public and decision makers. ATR is managed within USACE by the designated RMO and is conducted by a qualified team from outside the home district that is not involved in the day-to-day production of the project/product. ATR teams will be comprised of senior USACE personnel and may be supplemented by outside experts as appropriate. The ATR team lead will be from outside the home MSC.

a. **Products to Undergo ATR.** The ATR team will review the draft LRR (decision document) including feasibility-level design of the recommended plan, the draft SEIS (NEPA/environmental compliance document), technical appendixes, and any supporting documentation that is not contained in the technical appendices. This review will occur following completion of DQC and before design would go from feasibility-level design in the LRR to the design phase, when the design would go from 35% to 65% or 95%.

b. **Required ATR Team Expertise. Below is a list of anticipated disciplines for the ATR** team. This list will be revised if the expertise needed for the review changes as the study progresses. The expertise represented on the ATR team reflects the significant expertise involved in the work effort and generally mirrors the expertise on the PDT. The PDT made the initial assessment of expertise needed based on the PMP and the factors affecting the scope and level of review outlined in Section 3 of the review plan, and may suggest candidates as the study progresses. The RMO, in cooperation with the PDT, vertical team, and other appropriate centers of expertise, will determine the final make-up of the ATR team. The names, organizations, contact information, credentials, and years of experience of the ATR members will be included in Attachment 1 once the ATR team is established. Note: As this study is a limited reevaluation of the economic justification and potential environmental impacts of currently authorized navigation channel depths, the ATR team would not require a Plan Formulator.

ATR Team Members/Disciplines	Expertise Required
ATR Lead	The ATR lead should be a senior professional with extensive experience in preparing Civil Works decision documents and conducting ATR. The lead should have good Policy and Planning background and be familiar with navigation Post-Authorization Change documents. The ATR Lead should also have the necessary skills and experience to lead a virtual team through the ATR process. The ATR lead may also serve as a reviewer for a specific discipline (such as economics, environmental resources, etc).
Economics	The Economics reviewer should be a senior Economist with knowledge of cost/benefit analysis for navigation improvement projects and experience with Harborsym model.
Environmental Resources	The Environmental Resurces reviewer should have knowledge of

	Pacific Northwest biology, specifically knowledge of endangered coastal species, other species in the study area (e.g. Dungeness crab) and experience on coastal projects; knowledge of Federal regulations and National Environmental Policy Act (NEPA).
Coastal Engineering	The Coastal Engineering reviewer should have experience designing navigation improvement projects including channel deepening projects, and have knowledge of General Investigation requirements for coastal engineering.
Cost Engineering	The Cost Engineering reviewer should have experience using Micro-Computer Aided Cost Estimating System (MCACES), and experience costing navigation improvement, dredging and coastal dredged material disposal.
Real Estate	The Real Estate reviewer should have an understanding of dredge material placement and LERRD requirements for navigation deepening projects.

c. Documentation of ATR. DrChecks review software will be used to document all ATR comments, responses and associated resolutions accomplished throughout the review process. Comments should be limited to those that are required to ensure adequacy of the product. The four key parts of a quality review comment will normally include:

(1) The review concern – identify the product's information deficiency or incorrect application of policy, guidance, or procedures;
(2) The basis for the concern – cite the appropriate law, policy, guidance, or procedure that has not be properly followed;
(3) The significance of the concern – indicate the importance of the concern with regard to its potential impact on the plan selection, recommended plan components, efficiency (cost), effectiveness (function/outputs), implementation responsibilities, safety, Federal interest, or public acceptability; and
(4) The probable specific action needed to resolve the concern – identify the action(s) that the reporting officers must take to resolve the concern.

In some situations, especially addressing incomplete or unclear information, comments may seek clarification in order to then assess whether further specific concerns may exist.

The ATR documentation in DrChecks will include the text of each ATR concern, the PDT response, a brief summary of the pertinent points in any discussion, including any vertical team coordination (the vertical team includes the district, RMO, MSC, and HQUSACE), and the agreed upon resolution. If an ATR concern cannot be satisfactorily resolved between the ATR team and the PDT, it will be elevated to the vertical team for further resolution in accordance with the policy issue resolution process described in either ER 1110-1-12 or ER 1105-2-100, Appendix H, as appropriate. Unresolved concerns can be closed in DrChecks with a notation that the concern has been elevated to the vertical team for resolution.

At the conclusion of each ATR effort, the ATR team will prepare a Review Report summarizing the review. Review Reports will be considered an integral part of the ATR documentation and shall:

- Identify the document(s) reviewed and the purpose of the review;
- Disclose the names of the reviewers, their organizational affiliations, and include a short paragraph on both the credentials and relevant experiences of each reviewer;
- Include the charge to the reviewers;
- Describe the nature of their review and their findings and conclusions;
- Identify and summarize each unresolved issue (if any); and
- Include a verbatim copy of each reviewer's comments (either with or without specific attributions), or represent the views of the group as a whole, including any disparate and dissenting views.

ATR may be certified when all ATR concerns are either resolved or referred to the vertical team for resolution and the ATR documentation is complete. The ATR Lead will prepare a Statement of Technical Review certifying that the issues raised by the ATR team have been resolved (or elevated to the vertical team). A Statement of Technical Review should be completed, based on work reviewed to date, for the AFB, draft report, and final report. A sample Statement of Technical Review is included in Attachment 2.

6. INDEPENDENT EXTERNAL PEER REVIEW (IEPR)

IEPR may be required for decision documents under certain circumstances. IEPR is the most independent level of review, and is applied in cases that meet certain criteria where the risk and magnitude of the proposed project are such that a critical examination by a qualified team outside of USACE is warranted. A risk-informed decision, as described in EC 1165-2-214, is made as to whether IEPR is appropriate. IEPR panels will consist of independent, recognized experts from outside of the USACE in the appropriate disciplines, representing a balance of areas of expertise suitable for the review being conducted. There are two types of IEPR:

- Type I IEPR. Type I IEPR reviews are managed outside the USACE and are conducted on project studies. Type I IEPR panels assess the adequacy and acceptability of the economic and environmental assumptions and projections, project evaluation data, economic analysis, environmental analyses, engineering analyses, formulation of alternative plans, methods for integrating risk and uncertainty, models used in the evaluation of environmental impacts of proposed projects, and biological opinions of the project study. Type I IEPR will cover the entire decision document or action and will address all underlying engineering, economics, and environmental work, not just one aspect of the study. For decision documents where a Type II IEPR (Safety Assurance Review) is anticipated during project implementation, safety assurance shall also be addressed during the Type I IEPR per EC 1165-2-214.

- Type II IEPR. Type II IEPR, or Safety Assurance Review (SAR), are managed outside the USACE and are conducted on design and construction activities for hurricane, storm, and flood risk management projects or other projects where existing and potential hazards pose a significant threat to human life. Type II IEPR panels will conduct reviews of the design and construction activities prior to initiation of physical construction and, until construction activities are completed, periodically thereafter on a regular schedule. The reviews shall consider the

adequacy, appropriateness, and acceptability of the design and construction activities in assuring public health safety and welfare.

a. **Decision on IEPR.** Based on a risk-informed decision process, NWS proposes a Type I IEPR that would be focused on the economic analysis and environmental analysis. While the project wuld not involve significant threat to human life, and is estimated to cost less than the $45 million threshold for Type I IEPR, the NEPA document is a Supplemental EIS. Details of the Type I IEPR risk informed decision summary is provided below:

- The project does not involve significant threat to human life.
- Project construction costs were estimated during reconnaissance phase to be $19 million, which is below the $45 million threshold in EC 1165-2-214
- The NEPA document is a Supplemental EIS. The SEIS will address design changes of the Grays Harbor NIP developed since the Corps submitted the *Fiscal Years 2012 through 2018 Maintenance Dredging and Disposal, Grays Harbor and Chehalis River Navigation Project Environmental Assessment* in September 2011. This SEIS tiers from the original *Grays Harbor, Chehalis and Hoquiam Rivers, Washington Channel Improvements for Navigation EIS* (dated 1982) and its supplement (dated 1989), and updates the description of impacts that are expected to result from implementing the proposed action.
- Information is based on methods commonly used for dredging, does not present complex challenges for interpretation or contain precedent-setting methods or models, and is unlikely to present conclusions likely to change prevailing practices.
- Project would be for an activity (dredging and placement) for which there is ample experience within the USACE.
- The Governor of Washington has not requested an independent peer review
- Type II IEPR is not anticipated to be required on the LRR, SEIS and feasibility-level design of recommended plan.

b. **Products to Undergo Type I IEPR.** Draft LRR and Draft SEIS, based on decision in Section 6.a. above.

c. **Required Type I IEPR Panel Expertise.**

Type I IEPR Panel Members/Disciplines	Expertise Required
Economics	The Economics reviewer should be a senior Economist with knowledge of cost/benefit analysis for navigation improvement projects and experience with Harborsym model.
Environmental Resources	The Environmental Resurces reviewer should have knowledge of Pacific Northwest biology, specifically knowledge of endangered coastal species, other species in the study area (e.g. Dungeness crab) and experience on coastal projects; knowledge of Federal regulations and National Environmental Policy Act (NEPA).

d. **Documentation of Type I IEPR.** The IEPR panel will be selected and managed by an Outside Eligible Organization (OEO) per EC 1165-2-209, Appendix D. Panel comments will be compiled by the OEO and should address the adequacy and acceptability of the economic, engineering and environmental

methods, models, and analyses used. IEPR comments should generally include the same four key parts as described for ATR comments in Section 4.d above. The OEO will prepare a final Review Report that will accompany the publication of the final decision document and shall:

- Disclose the names of the reviewers, their organizational affiliations, and include a short paragraph on both the credentials and relevant experiences of each reviewer;
- Include the charge to the reviewers;
- Describe the nature of their review and their findings and conclusions; and
- Include a verbatim copy of each reviewer's comments (either with or without specific attributions), or represent the views of the group as a whole, including any disparate and dissenting views.

The final Review Report will be submitted by the OEO no later than 60 days following the close of the public comment period for the draft decision document. USACE shall consider all recommendations contained in the Review Report and prepare a written response for all recommendations adopted or not adopted. The final decision document will summarize the Review Report and USACE response. The Review Report and USACE response will be made available to the public, including through electronic means on the internet.

7. POLICY AND LEGAL COMPLIANCE REVIEW

All decision documents will be reviewed throughout the study process for their compliance with law and policy. Guidance for policy and legal compliance reviews is addressed in Appendix H, ER 1105-2-100. These reviews culminate in determinations that the recommendations in the reports and the supporting analyses and coordination comply with law and policy, and warrant approval or further recommendation to higher authority by the home MSC Commander. DQC and ATR augment and complement the policy review processes by addressing compliance with pertinent published Army policies, particularly policies on analytical methods and the presentation of findings in decision documents.

8. COST ENGINEERING DIRECTORY OF EXPERTISE (DX) REVIEW AND CERTIFICATION

All decision documents shall be coordinated with the Cost Engineering DX, located in the Walla Walla District. The DX will assist in determining the expertise needed on the ATR team and Type I IEPR team (if required) and in the development of the review charge(s). The DX will also provide the Cost Engineering DX certification. The RMO is responsible for coordination with the Cost Engineering DX.

9. MODEL CERTIFICATION AND APPROVAL

EC 1105-2-412 mandates the use of certified or approved models for all planning activities to ensure the models are technically and theoretically sound, compliant with USACE policy, computationally accurate, and based on reasonable assumptions. Planning models, for the purposes of the EC, are defined as any models and analytical tools that planners use to define water resources management problems and opportunities, to formulate potential alternatives to address the problems and take advantage of the opportunities, to evaluate potential effects of alternatives and to support decision making. The use of a certified/approved planning model does not constitute technical review of the planning product. The

selection and application of the model and the input and output data is still the responsibility of the users and is subject to DQC, ATR, and IEPR (if required).

EC 1105-2-412 does not cover engineering models used in planning. The responsible use of well-known and proven USACE developed and commercial engineering software will continue and the professional practice of documenting the application of the software and modeling results will be followed. As part of the USACE Scientific and Engineering Technology (SET) Initiative, many engineering models have been identified as preferred or acceptable for use on Corps studies and these models should be used whenever appropriate. The selection and application of the model and the input and output data is still the responsibility of the users and is subject to DQC, ATR, and IEPR (if required).

a. **Planning Models.** The following planning models are anticipated to be used in the development of the decision document:

Model Name and Version	Brief Description of the Model and How It Will Be Applied in the Study	Certification / Approval Status
Harborsym or Excel	Economics	Certified
MII	Cost Estimating	Certified
Crystal Ball	Risk and Uncertainty – Cost Engineering	Certified
@Risk	Risk and Uncertainty - Other	Certified/Approved
CEDEP	Corps-proprietary, Excel add-on for Cost Engineering	Certified
ProUCL Version 4.00.04	Statistics	Certified
MiniTab	Statistics	Certified
ArcGIS	Visualization	Certified
Automated Risk Assessment Modeling System	Visualization	Certified

b. **Engineering Models.** The following engineering models are anticipated to be used in the development of the decision document:

Model Name and Version	Brief Description of the Model and How It Will Be Applied in the Study	Approval Status
MP Fate	Used for disposal site capacity analysis	ERDC model
SEDZL	Used to assess long-term fate of material placed at disposal sites	ERDC model

10. REVIEW SCHEDULES AND COSTS

a. **ATR Schedule and Cost**. Once the ATR Team is identified, a budget estimate will be developed and coordinated through the PCX and the ATR team. For budget purposes $45,000 will be assumed. ATR is scheduled to occur 27 January – 20 March 2014 (three weeks for review/comment and remaining time for PDT update and ATR backcheck.)

b. **Type I IEPR Schedule and Cost.** Estimated cost for Type I IEPR is $90,000, which includes $60,000 for 14 days to review, comment and a follow-up conference call with the PDT, remaining funds for

coordination, contract processing. Coordination would occur at end of FY13 and early FY14, and Type I IEPR review would occur in Feb-Apr 2014.

c. **Model Certification/Approval Schedule and Cost.** NA, there are no models requiring certification for this LRR.

11. PUBLIC PARTICIPATION

High-interest groups that may comment on the LRR and SEIS include: U.S. Fish and Wildlife Service, Washington Department of Fish and Wildlife, Washington Department of Ecology, Quinault Nation, and the Chehalis Tribe.

At this time, Seattle District intends to prepare a SEIS that describes and evaluates the probable effects, including an assessment of the site-specific and cumulative effects, if any, of the proposed action and alternatives. The SEIS preparation will be supported by a public involvement process, including an initial public information meeting and a public meeting during the required public comment period, to ensure identification and analysis of all pertinent issues and to provide an opportunity for public comment on the recommended plan.

This Review Plan update and the accompanying PMP will be posted to the District web site for public review. The LRR and SEIS, if approved, will also be available on the District web site.

12. REVIEW PLAN APPROVAL AND UPDATES

The Northwestern Division (NWD) Commander is responsible for approving this Review Plan. The Commander's approval reflects vertical team input (involving district, MSC, RMO, and HQUSACE members) as to the appropriate scope and level of review for the decision document. Like the PMP, the Review Plan is a living document and may change as the study progresses. The home district is responsible for keeping the Review Plan up to date. Minor changes to the review plan since the last MSC Commander approval are documented in Attachment 3. Significant changes to the Review Plan (such as changes to the scope and/or level of review) should be re-approved by the MSC Commander following the process used for initially approving the plan. The latest version of the Review Plan, along with the Commanders' approval memorandum, should be posted on the Home District's webpage. The latest Review Plan should also be provided to the RMO and home MSC.

13. REVIEW PLAN POINTS OF CONTACT

ATTACHMENT 1: TEAM ROSTERS

ATTACHMENT 2: SAMPLE STATEMENT OF TECHNICAL REVIEW FOR DECSION DOCUMENTS

COMPLETION OF AGENCY TECHNICAL REVIEW

The Agency Technical Review (ATR) has been completed for the *Limited Reevaluation Report and Supplemental Environmental Impact Statement* for *Grays Harbor, Washington, Navigation Improvement Project, Grays Harbor County, Washington*. The ATR was conducted as defined in the project's Review Plan to comply with the requirements of EC 1165-2-214. During the ATR, compliance with established policy principles and procedures, utilizing justified and valid assumptions, was verified. This included review of: assumptions, methods, procedures, and material used in analyses, alternatives evaluated, the appropriateness of data used and level obtained, and reasonableness of the results, including whether the product meets the customer's needs consistent with law and existing US Army Corps of Engineers policy. The ATR also assessed the District Quality Control (DQC) documentation and made the determination that the DQC activities employed appear to be appropriate and effective. All comments resulting from the ATR have been resolved and the comments have been closed in DrChecks[sm].

SIGNATURE _____ _____
Name Date
ATR Team Leader
Office Symbol/Company

SIGNATURE _____ _____
Name Date
Project Manager
Office Symbol

SIGNATURE _____ _____
Name Date
Architect Engineer Project Manager[1]
Company, location

SIGNATURE _____ _____
Name Date
Review Management Office Representative
Office Symbol

CERTIFICATION OF AGENCY TECHNICAL REVIEW

Significant concerns and the explanation of the resolution are as follows: *Describe the major technical concerns and their resolution.*

As noted above, all concerns resulting from the ATR of the project have been fully resolved.

SIGNATURE _____ _____
Name Date
Chief, Engineering Division
Office Symbol

SIGNATURE _____ _____
Name Date
Chief, Planning Division
Office Symbol

[1] Only needed if some portion of the ATR was contracted

ATTACHMENT 3: REVIEW PLAN REVISIONS

Revision Date	Description of Change	Page / Paragraph Number
August 2013	Update to approved RP	All
January 2014	Update to approved RP	All

ATTACHMENT 4: ACRONYMS AND ABBREVIATIONS

Term	Definition	Term	Definition
AFB	Alternative Formulation Briefing	LRR	Limited Reevaluation Report
ASA(CW)	Assistant Secretary of the Army for Civil Works	NED	National Economic Development
ATR	Agency Technical Review	NER	National Ecosystem Restoration
CSDR	Coastal Storm Damage Reduction	NEPA	National Environmental Policy Act
DPR	Detailed Project Report	NIP	Navigation Improvement Project
DQC	District Quality Control/Quality Assurance	O&M	Operation and maintenance
DX	Directory of Expertise	OMRR&R	Operation, Maintenance, Repair, Replacement and Rehabilitation
EA	Environmental Assessment	OEO	Outside Eligible Organization
EC	Engineer Circular	OSE	Other Social Effects
EIS	Environmental Impact Statement	PCX	Planning Center of Expertise
EO	Executive Order	PDT	Project Delivery Team
ER	Ecosystem Restoration	PAC	Post Authorization Change
FDR	Flood Damage Reduction	PMP	Project Management Plan
FEMA	Federal Emergency Management Agency	PL	Public Law
FRM	Flood Risk Management	QMP	Quality Management Plan
FSM	Feasibility Scoping Meeting	QA	Quality Assurance
GRR	General Reevaluation Report	QC	Quality Control
Home District/MSC	The District or MSC responsible for the preparation of the decision document	RED	Regional Economic Development
HQUSACE	Headquarters, U.S. Army Corps of Engineers	RMC	Risk Management Center
IEPR	Independent External Peer Review	RMO	Review Management Organization
ITR	Independent Technical Review	RTS	Regional Technical Specialist
LRR	Limited Reevaluation Report	SAR	Safety Assurance Review
MSC	Major Subordinate Command	SEIS	Supplemental Environmental Impact Statement
		USACE	U.S. Army Corps of Engineers
		WRDA	Water Resources Development Act