REVIEW PLAN

Corpus Christi Ship Channel, Texas
La Quinta Ship Channel Extension Deepening Project
Section 204(f) Federal Assumption of Maintenance
Feasibility Report

U.S. Army Corps of Engineers Galveston District

MSC Approval Date: 7 December 2012
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US Army Corps of Engineers ®

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1. PURPOSE AND REQUIREMENTS

a. Purpose. This Review Plan defines the scope and level of peer review for the *Corpus Christi Ship Channel, Texas; La Quinta Ship Channel Extension Deepening Project; Section 204(f) Federal Assumption of Maintenance; Feasibility Report.*

b. References

(1) Engineering Circular (EC) 1165-2-214, Civil Works Review Policy
(2) EC 1105-2-412, Assuring Quality of Planning Models, 31 Mar 2011
(3) EC 1105-2-410, Review of Decision Documents, 22 Aug 2008
(4) Engineering Regulation (ER) 1110-1-12, Quality Management, 30 Sep 2006
(5) ER 1105-2-100, Planning Guidance Notebook, Appendix H, Policy Compliance Review and Approval of Decision Documents, Amendment #1, 20 Nov 2007
(6) *Project Workplan for Corpus Christi Ship Channel, Texas; La Quinta Ship Channel Extension Deepening Project; Section 204(f) Federal Assumption of Maintenance; 18 March 2012*
(7) *Corpus Christi Ship Channel, Texas; Channel Improvement Project; Volume 1; Final Feasibility Report and Final Environmental Impact Statement; April 2003*
(8) *Corpus Christi Ship Channel; La Quinta Channel Extension; Limited Re-evaluation Report; February 2010*
(9) *SWG-2006-00515 (Section 10/404 Permit for Non-Federal Construction); 30 June 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) (although certification of costs estimates will not be required for this project) 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 *the Deep Draft Navigation PCX (DDNPCX).*

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. *This is a single purpose study. Thus, no additional PCXs will be utilized. This project does not involve life safety issues. Thus, the RMC will not have a role in the review.*

3. STUDY INFORMATION

a. Decision Document. *The Corpus Christi Ship Channel, Texas; La Quinta Ship Channel Extension Deepening Project; Section 204(f) Federal Assumption of Maintenance will result in a decision document that is a Feasibility Report. The purpose of the Feasibility Report is to determine whether it is in the Federal Governments interest to assume operation and maintenance of the La Quinta Ship Channel Extension Deepening Project. The level of approval for the decision document is ASA (CW). Congressional authorization is not required. An Environmental Assessment that focuses on the La Quinta Channel Extension Deepening Project will be prepared along with the Feasibility Report.*

b. Study/Project Description. *The Federally authorized 1.4 mile La Quinta Ship Channel Extension Project is currently under construction. The authorized project depth is -39 feet Mean Low Tide (MLT), which is six feet less than that of the existing La Quinta Ship Channel (which was constructed and maintained by USACE to -45 feet MLT by a 1968 Congressional Authorization). The Port of Corpus Christi Authority (PCCA) received a USACE Section 10/404 permit (SWG-2006-00515 in September of 2006 that mirrored the Federally authorized extension of the La Quinta Ship Channel and then the permit was amended in June 2011, authorizing additional dredging to deepen the 1.4 mile La Quinta Ship Chanel Extension to -45 feet MLT. Construction of the Federal project to dredge the La Quinta Ship Channel Extension to -39 feet was initiated in November 2011 and is expected to be complete in the spring of 2013. PCCA is conducting a feasibility study for Federal assumption of maintenance of the permitted deepening to -45 feet. The study authority is Section 204(f) of WRDA 1986, amended 1990. The physical deepening to -45 feet by PCCA would not be initiated until receiving approval of Federal assumption of maintenance from ASA (CW). This is a single-purpose study (deep draft navigation). Multiple dredge depths are being evaluated, including depths of -40, -41, -42, -43, -44, and -45 feet. The non-Federal sponsor is PCCA. Figure 1 displays the vicinity map for the La Quinta Channel Extension.*

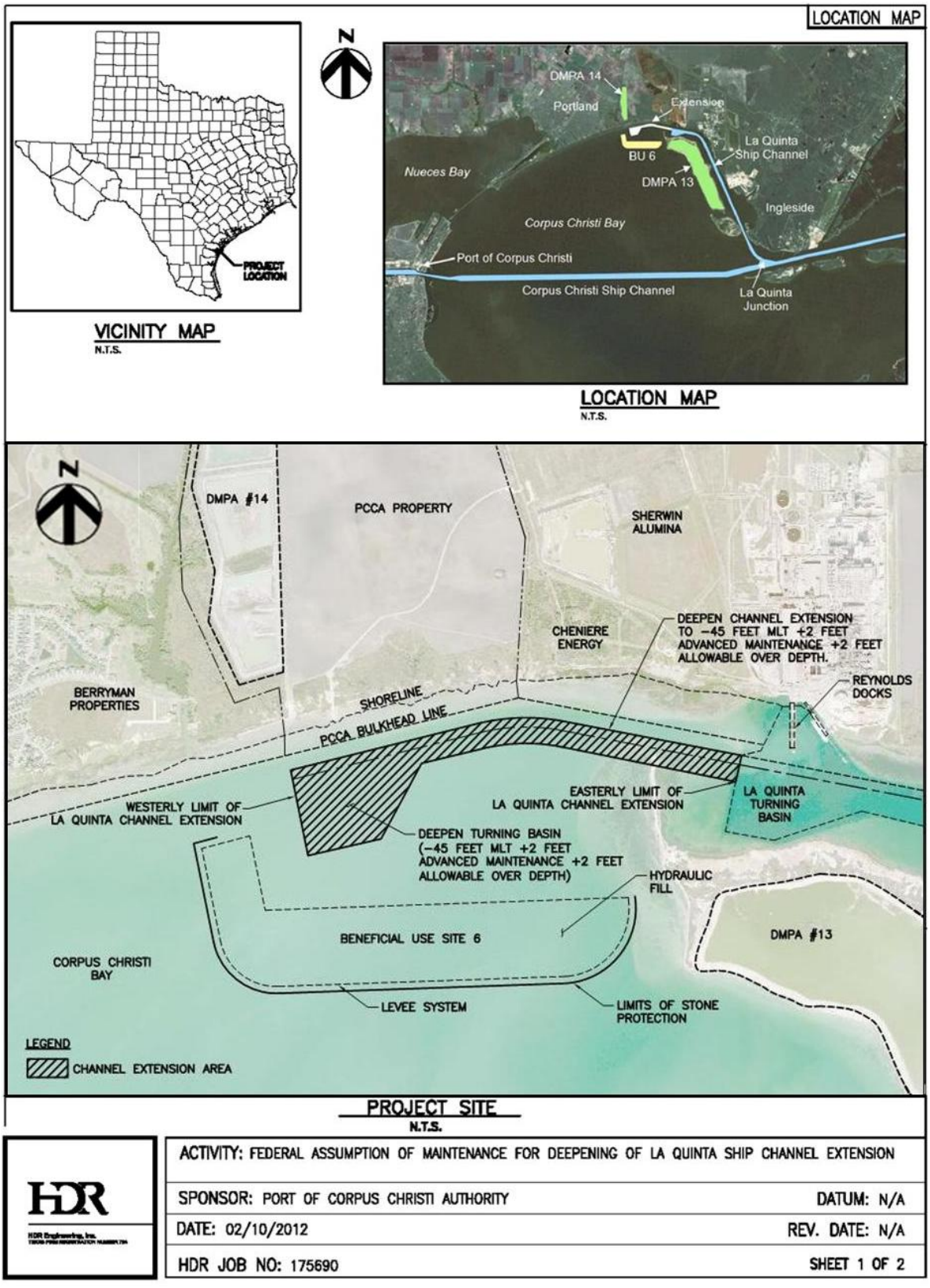

Figure 1 – La Quinta Channel Extension Vicinity Map

c. Factors Affecting the Scope and Level of Review.

- *This is a study to assess the feasibility of assuming maintenance of the permitted non-Federal deepening of a Federal deep draft navigation channel. The non-federal construction is a simple dredging project, which will be accomplished via industry standard methodologies and therefore should be considered by USACE as routine. The local sponsor is requesting assumption of maintenance. Maintenance dredging is also a well-known practice which should be considered routine. There are no technical, institutional or social challenges associated with the project.*
- *All aspects of the project are routine. Financial risks include those associated with price fluctuations for construction and maintenance dredging.*
- *The project does not pose a threat to life or safety.*
- *There is no request by the Governor of an affected state for a peer review by independent experts.*
- *The project is a minor deepening of an already authorized Federal project (which underwent extensive environmental and social analysis during the Environmental Impact Statement process). The physical construction of the project is within the construction footprint of the Federal project and is therefore unlikely to result is significant public dispute.*
- *The cost of the non-Federal deepening will be paid entirely by the local sponsor. There is no additional maintenance cost associated with the deepening (maintenance volumes do not increase significantly from -39 feet to -45 feet). Thus, the project is unlikely to involve significant public dispute for economic reasons. The construction footprint of the non-Federal deepening is within the footprint of the Federal project and therefore will not result in any additional environmental effects. Thus, the project does is unlikely to involve significant public dispute for environmental reasons.*
- *This is a routine dredging project that relies on well established standard practices. The project will not utilize new innovative materials, present complex challenges for interpretation, or present conclusions that are likely to change prevailing practices*
- *This is a routine dredging project that is not anticipated to require redundancy, resiliency, unique construction sequencing, or a reduced or overlapping schedule.*

d. In-Kind Contributions. Products and analyses provided by non-Federal sponsors as in-kind services are subject to DQC, ATR, and IEPR. The in-kind products and analyses to be provided by the non-Federal sponsor include:

(1) *Corpus Christi Ship Channel, Texas; La Quinta Ship Channel Extension Deepening Project; Section 204(f) Federal Assumption of Maintenance; Feasibility Report*

(2) *Supporting Appendices including:*

(i) *Engineering Appendix*

(ii) *Real Estate Plan*

(iii) *Economic Benefits Analysis*

(iv) *Environmental Assessment*

(v) *Relative Sea Level Rise Report*

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.

Documentation of DQC. *DQC is the review of basic science and engineering work products focused on fulfilling the project quality requirements. It is managed by the Galveston District and may be conducted by staff in the home district as long as they are not doing the work involved in the study. Basic quality control tools will include quality checks and reviews and supervisory reviews. The Galveston District will be responsible for a complete reading of the report to assure the overall integrity of the report, technical appendices and the recommendations before approval by the District Commander*

Two DQC reviews are planned for this project. One DQC of the draft report will be conducted once the draft report is submitted in its entirety. This review will be completed within 3 weeks. The DQC of the draft report is scheduled to commence on April 2, 2012. A second DQC will be conducted for the final report once it is submitted in its entirety. This review will also be completed within 3 weeks. The second DQC is scheduled to commence on October 1, 2012.

a. **Products to Undergo DQC.** *Products to undergo DQC include: 1) Feasibility Report, 2) Engineering Appendix, 3) Real Estate Plan, 4) Economic Benefits Analysis, 5) Environmental Assessment, and 6) Relative Sea Level Rise Report.*

b. **Required DQC Expertise.** *Expertise required to conduct DQC includes: 1) Coastal Deep Draft Planning, 2) Coastal Deep Draft Economics, 3) Environmental Resources, 4) Real Estate, 5) Engineering Design, 6) Cost Estimating.*

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.** *Products to undergo ATR include: 1) Feasibility Report, 2) Engineering Appendix, 3) Real Estate Plan, 4) Economic Benefits Analysis, 5) Environmental Assessment, 6) Relative Sea Level Rise Report, and 7) Project Cost Estimate.*

b. **Required ATR Team Expertise.** *Expertise required to conduct DQC includes: 1) Coastal Deep Draft Planning, 2) Coastal Deep Draft Economics, 3) Environmental Resources, 4) Real Estate, 5) Engineering Design, 6) Cost Estimating, and7) Construction/Operations with experience in dredged material quantities and frequency.*

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 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 planning, economics, environmental resources, etc).*
Planning	*The Planning reviewer should be a senior water resources planner with experience in coastal deep draft navigation*
Economics	*The economics reviewer should be an economist with experience in coastal deep draft navigation*
Environmental Resources	*The environmental resources reviewer should be a reviewer with experience in coastal deep draft navigation.*
Engineering Design	*The engineering design reviewer should be a reviewer with experience in coastal deep draft navigation.*
Cost Estimating	*The cost estimating reviewer should be a reviewer with experience in coastal deep draft navigation.*
Construction/Operations	*The reviewer needs experience with dredge material quantities and frequency.*
Real Estate	The reviewer should have knowledge in reviewing RE Plans for deep draft navigation decision documents (e.g. LERRDs, navigation servitude, facility relocations and placement areas). The reviewer should be selected from the RE CoP approved list of RE ATR reviewers for future reviews.

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. Due consideration was given to Paragraph 15 of EC 1165-2-214 as well as Appendix D of the same EC. The total project costs for this project are estimated to be under $10 million. Further, we do not anticipate that other criteria, such as public safety concerns, significant controversy, a high level of complexity, and significant economic, environmental and social effects to the nation, innovative solutions, or life safety issues will trigger the requirement for IEPR. Lastly, the project does not include an Environmental Impact Statement (EIS) and falls within the footprint of the currently maintained federal channel. The Exclusion from Type I IEPR was approved by HQUSACE on 16 January 2013.

b. Products to Undergo Type I IEPR. Not Applicable

c. Required Type I IEPR Panel Expertise. Not Applicable

d. Documentation of Type I IEPR. Not Applicable

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). *Certification of the estimate for new work construction will not be required. In lieu of certification of the new work estimate, the DX will assign a reviewer on the ATR team with conducting a review of the estimate for reasonableness and general accuracy. The DX will be responsible for certifying the cost estimate for maintenance dredging.* 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
David Miller and Associates Economic Benefit Analysis, Version 1	*This model will be utilized to model economic benefits from transportation costs savings associated with the ability for larger ships to enter the La Quinta Ship Channel Extension. The model will rely heavily on USACE's updated Vessel Cost Database for Container Vessels.*	*To be approved for one time use.*

b. Engineering Models. The following engineering models are anticipated to be used in the development of the decision document*: No engineering models will be utilized for this study.*

10. REVIEW SCHEDULES AND COSTS

a. ATR Schedule and Cost. *One ATR is scheduled to occur after completion of the first DQC review. The ATR is scheduled to take four weeks for review and two weeks for sponsor revisions and close-out of comments. The ATR is scheduled to commence on May 15, 2012. It is assumed that all significant issues will be resolved during the first ATR and that no significant report revisions will be made thereafter. A second ATR is not expected to be necessary due to the simplicity and routine nature of the project. USACE's cost to conduct the ATR is estimated to be $3.5K for the DDNPCX Initiation Fee for ATR and approximately $15K for the ATR process.*

b. Type I IEPR Schedule and Cost. *NA*

c. Model Certification/Approval Schedule and Cost. *Review of the economic model/spreadsheets by the Galveston District is scheduled to commence in April 2012. Official review by the Deep Draft PCX is scheduled to commence on May 15, 2012 as part of the ATR. However, the Deep Draft PCX will begin a preliminary review of the model/spreadsheets on or before April 15, 2012 (after model review plan has been completed). Due to the simplicity of the project, the model fundamentals are unlikely to change after the first ATR. Therefore, an endorsement of the model for one time use will be submitted to HQUSACE within 30 days of the conclusion of the ATR. Approval for one time use from the Office of Water Project Review is scheduled to occur during or prior to November 2012.*

Cost of the model certification/approval process is estimated to be $12.5K.

11. PUBLIC PARTICIPATION

An Environmental Assessment specifically addressing the proposed action of assuming Federal maintenance of the La Quinta Channel Extension and Deepening Project for the 50-year period of analysis must be prepared. This *Environmental Assessment* must address all impacts not addressed in previous NEPA coordination (listed under 1b(6) and 1b(8) References) and update all required agency coordination.

An initial public notice describing the Government's consideration of the request for assumption of maintenance will be issued by the Galveston District Commander in March 2012.

12. REVIEW PLAN APPROVAL AND UPDATES

The Review Plan was approved by the Southwestern Division Commander in December 2012. The Review Plan has been further updated to incorporate the Exclusion from Type I IEPR approved by HQUSACE 16 January 2013.

13. REVIEW PLAN POINTS OF CONTACT

Public questions and/or comments on this review plan can be directed to the following points of contact:

- *Sharon Tirpak; Project Manager; 409-766-3136*
- *Robert Heinly, Chief, Planning Section, 409766-3992*
- *Cheryl Jaynes; Planning Lead; 409-766-3804*
- *Becky Moyer; SWD Liaison;* 469-487-7038*.*
- *Bernard Moseby, DDNPCX, 251-694-3884*

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 *Feasibility Report* for *the Corpus Christi Ship Channel, Texas; La Quinta Ship Channel Extension Deepening Project; Section 204(f) Federal Assumption of Maintenance project*. 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
18 April 2013	Update to include HQ IEPR Exclusion Approval from 16 Jan 2013	Item 6, 10

ATTACHMENT 4: ACRONYMS AND ABBREVIATIONS

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