



## REVIEW PLAN

May 2019

**Study Name:** Miami-Dade County Florida, Coastal Storm Risk Management Study

**P2 Number:** 474967

**Decision Document Type:** Feasibility Report with Environmental Assessment

**Project Type:** Coastal Storm Risk Management

**District:** Jacksonville District

**District Contact:** SAJ Peer Review Manager 904 232-1818

**Major Subordinate Command (MSC):** South Atlantic Division

**MSC Contact:** Senior Plan Formulator (404) 562-5226

**Review Management Organization (RMO):** Planning Center of Expertise for Coastal Storm Risk Management (PCX-CSRSM)

**RMO Contact:** Planning Program Manager (347) 370-4571

### Key Review Plan Dates

<b><u>Date of RMO Endorsement of Review Plan:</u></b>	<u>21 March 2019</u>
<b><u>Date of MSC Approval of Review Plan:</u></b>	<u>Pending</u>
<b><u>Date of IEPR Exclusion Approval:</u></b>	<u>Pending</u>
<b><u>Has the Review Plan changed since PCX Endorsement?</u></b>	<u>No</u>
<b><u>Date of Last Review Plan Revision:</u></b>	<u>None</u>
<b><u>Date of Review Plan Web Posting:</u></b>	<u>Pending</u>
<b><u>Date of Congressional Notifications:</u></b>	<u>Pending</u>

### Milestone Schedule

	<u>Scheduled</u>	<u>Actual</u>	<u>Complete</u>
<b><u>Feasibility Cost Sharing Agreement:</u></b>	<u>10/09/2018</u>	<u>10/09/2018</u>	<u>Yes</u>
<b><u>Alternatives Milestone:</u></b>	<u>01/15/2019</u>	<u>01/15/2019</u>	<u>Yes</u>
<b><u>Tentatively Selected Plan:</u></b>	<u>04/09/2020</u>	<u>(enter date)</u>	<u>No</u>
<b><u>Release Draft Report to Public:</u></b>	<u>06/09/2020</u>	<u>(enter date)</u>	<u>No</u>
<b><u>Agency Decision Milestone:</u></b>	<u>10/09/2020</u>	<u>(enter date)</u>	<u>No</u>
<b><u>Final Report Transmittal:</u></b>	<u>08/23/2021</u>	<u>(enter date)</u>	<u>No</u>
<b><u>Senior Leaders Briefing:</u></b>	<u>09/01/2021</u>	<u>(enter date)</u>	<u>No</u>
<b><u>Chief's Report or Director's Report:</u></b>	<u>10/08/2021</u>	<u>(enter date)</u>	<u>No</u>

## Project Fact Sheet

May 2019

**Study Name:** Miami-Dade County-Florida, Coastal Storm Risk Management Study

**Location:** Miami-Dade County (which was called “Dade County” before voters changed the name in 1997) is located along the southeast coast of Florida, and contains the city of Miami. The city of Miami is 225 miles south of Jacksonville. Broward County lies to the north, and Monroe County lies to the south. The Miami-Dade County shoreline extends along two barrier island segments separated from the mainland by Biscayne Bay. The barrier islands vary in width from about 0.2 to 1.5 miles, with an average width of about 0.5 miles. Elevations along the entire coastal region (and much of the mainland) are low, generally less than 10 feet. Along the barrier islands elevations are generally the highest along the Atlantic Ocean shorefront, sloping gradually downward toward the bay.

The study area includes the Atlantic Ocean shoreline from Haulover Beach Park to Government Cut and the Atlantic Ocean shoreline of Key Biscayne. These areas are shown by the blue and green lines in Figure 1, respectively. The Sunny Isles shoreline (shown by the yellow line in Figure 1) is part of an existing Federal project with approximately 20 years of Federal participation remaining and is not being evaluated as part of this study.

### Authority:

- Beach Erosion Control and Hurricane Protection Report for Miami-Dade County, Florida was authorized by the Rivers and Harbors Act of July 3, 1930. A restudy, to include all of Miami-Dade County north of Government Cut, was approved by the Chief of Engineers on January 13, 1961. As a result, the Beach Erosion Control and Hurricane Protection (BEC&HP) Project for Dade County, Florida was authorized by the Flood Control Act of 1968. In addition, Section 69 of the 1974 Water Resources Development Act (Public Law 93-251) included the authorization for initial construction by non-Federal interests of the 0.85-mile segment along Bal Harbour Village, immediately south of Bakers Haulover Inlet. The authorized project, as described in House Document 335/90/2, provided for the construction of a protective and recreational beach and a protective dune for 9.3 miles of shoreline between Government Cut and Bakers Haulover Inlet (encompassing Miami Beach, Surfside, and Bal Harbour) and for the construction of a protective and recreational beach along 1.4 miles of shoreline at Haulover Beach Park.
- Authority for this study is granted under Section 216 of the Flood Control Act of 1970 (Public Law 91-611), which supports investigation efforts for the modification of existing projects, as follows: The Secretary of the Army, acting through the Chief of Engineers, to review the operation of projects for which construction has been completed and which were constructed in the interest of navigation, flood control, water supply, and related purposes, when found advisable due to significantly changed physical or economic conditions, and to recommend to Congress on the advisability of modifying the structures or their operation, and for improving the quality of the environment in the overall public interest.

**Sponsor:** Miami-Dade County

**Type of Study:** Feasibility Report and Environmental Assessment

**SMART Planning Status:** This study is 3x3x3 compliant. The decision document is a Feasibility Report. There is an existing Federal Project at Miami-Dade County that was initially constructed in 1975. This project has been very successful in reducing coastal storm damage to infrastructure, and was nationally recognized by the American Shore and Beach Preservation Association (ASBPA) in 2011 as a best restored beach for being able to balance the needs for recreation and habitat in the intensely developed urban environment of Miami Beach. This feasibility study will evaluate alternatives to determine Federal Interest in recommending a New Project for another 50-years of Federal participation.

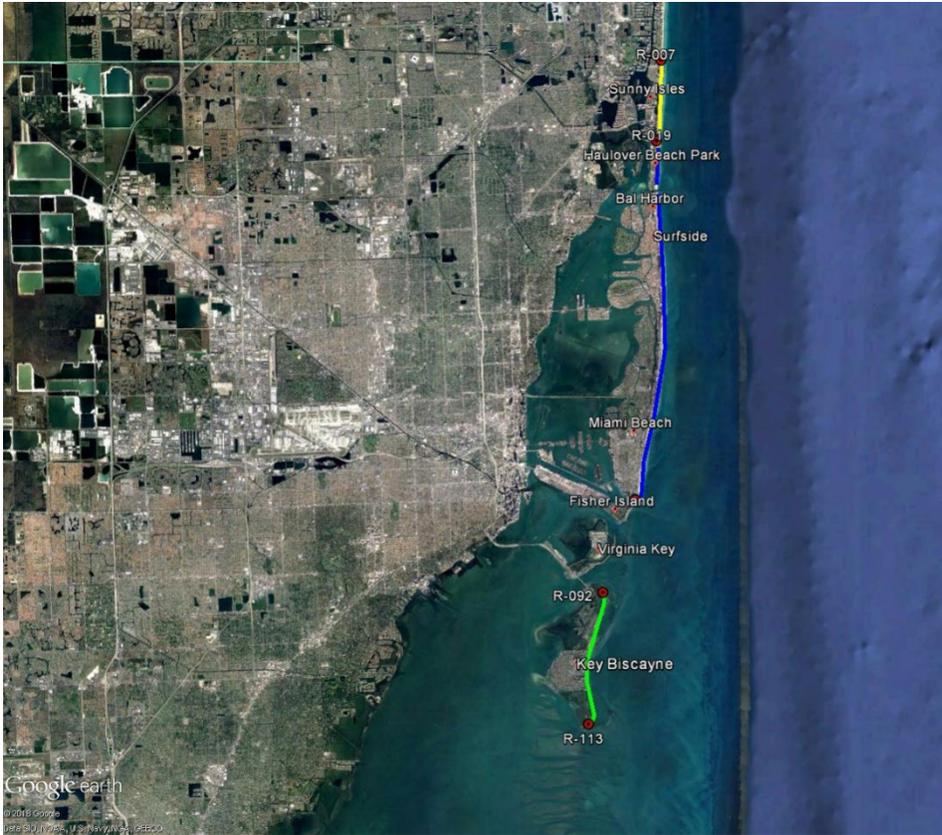
**Study Area:** Miami-Dade County (the official name for “Dade County”) is located along the southeast coast of Florida, and contains the city of Miami. The city of Miami is 225 miles south of Jacksonville. Broward County lies to the north, and Monroe County lies to the south. The Miami-Dade County shoreline extends along two barrier island segments separated from the mainland by Biscayne Bay. The barrier islands vary in width from about 0.2 to 1.5 miles, with an average width of about 0.5 miles. Elevations along the entire coastal region (and much of the mainland) are low, generally less than 10 feet. Along the barrier islands elevations are generally the highest along the Atlantic Ocean shorefront, sloping gradually downward toward the bay.

The study area includes the Atlantic Ocean shoreline from Haulover Beach Park to Government Cut and the Atlantic Ocean shoreline of Key Biscayne. These areas are shown by the blue and green lines in Figure 1, respectively. The Sunny Isles shoreline (shown by the yellow line in Figure 1) is part of an existing Federal project with approximately 20 years of Federal participation remaining and is not being evaluated as part of this study.

**Problem Statement:** In the absence of continued Federal participation, there is increased vulnerability for storm damages due to erosion, inundation, and waves threatening infrastructure, reducing recreational opportunities, and causing loss of habitat. Sea level rise and coastal storms will continue to exacerbate erosion in the study area.

**Federal Interest:** Authority for this study is granted under Section 216 of the Flood Control Act of 1970, Public Law 91-611 supports investigation efforts for the modification of existing projects. Study funds were appropriated under Bipartisan Budget Act of 2018 115-123.

**Risk Identification:** The risks associated with the project are minimal. The project will not be justified by life safety nor does it involved significant threat to human life/safety assurance. Study risks are outlined using a Risk Register and will be mitigated throughout the study. Residual risks will be documented.



**Figure 1: Miami-Dade County CSRSM Study Area**

## 1. FACTORS AFFECTING THE LEVELS OF REVIEW

### Scope of Review.

- Will the study likely be challenging?  
This study is not anticipated to be technically, institutionally, or socially challenging. There has been a Federal Project for nearly 50 years in Miami-Dade County. This project has been successfully constructed, has undergone multiple renourishments, and has provided significant hurricane and storm damage reduction benefits to Miami-Dade County and the Nation. This study will evaluate solutions for another 50 years of Federal Participation. If nourishment is the recommended plan and sand is expected to be taken offshore from another County, then social challenges are expected. Past investigations of sand sources offshore, in State and Federal waters, of other counties for the project resulted in significant social opposition. Since that time, sand “sharing” across perceived county lines has become more common and fewer challenges are expected with the State of Florida’s significant backing of this current effort.
- Provide a preliminary assessment of where the project risks are likely to occur and assess the magnitude of those risks.  
Sand source is the main area of uncertainty that will impact cost and environmental impacts. A comprehensive sand source evaluation is underway.
- Is the project likely to be justified by life safety or is the study or project likely to involve significant life safety issues?  
The project will not be justified by life safety nor does it involve significant threat to human life/safety assurance. Failure of the project would not pose a threat to human life.
- Has the Governor of an affected state requested a peer review by independent experts?  
The Governor of Florida has not requested a peer review by independent experts.
- Will the project likely involve significant public dispute as to the project’s size, nature, or effects?  
No significant public dispute is anticipated based on the previous history of the project.
- Is the project/study likely to involve significant public dispute as to the economic or environmental cost or benefit of the project?  
No significant public dispute to the economic or environmental costs or benefits is anticipated.
- Is the information in the decision document or anticipated project design likely to be based on novel methods, involve 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?  
The information in the study document or project design will not be based on novel methods, involve the use of innovative materials or techniques, present complex challenges

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for interpretation, contain precedent-setting methods or models, or present conclusions that are likely to change prevailing practices.

- Does the project design require redundancy, resiliency, and/or robustness, unique construction sequencing, or a reduced or overlapping design/construction schedule?  
The proposed project design does not require any additional redundancy, resilience, or robustness.
- Is the estimated total cost of the project greater than \$200 million?  
The costs of the alternatives being analyzed in the current Study is likely to exceed \$200 million throughout 50 years of nourishments.
- Will an Environmental Impact Statement be prepared as part of the study?  
An Environmental Assessment (EA) will be prepared as part of the study. An EIS is not currently anticipated. The decision will be made upon completion of the EA.
- Is the project expected to have more than negligible adverse impacts on scarce or unique tribal, cultural, or historic resources?  
The project is not expected to adversely affect tribal, cultural, or historical resources.
- Is the project expected to have substantial adverse impacts on fish and wildlife species and their habitat prior to the implementation of mitigation measures?  
The project is not expected to have substantial adverse impacts on fish and wildlife species. Agency consultations will be held and documented for the review process.
- Is the project expected to have, before mitigation measures, more than a negligible adverse impact on an endangered or threatened species or their designated critical habitat?  
The project is not expected to have significant impacts to endangered or threatened species or their designated critical habitat. Agency consultations will be held and documented for the review process.

## 2. REVIEW EXECUTION PLAN

This section describes each level of review to be conducted. Based upon the factors discussed in Section 1, this study will undergo the following types of reviews:

**District Quality Control.** All decision documents (including data, analyses, environmental compliance documents, etc.) undergo DQC. This internal review process covers basic science and engineering work products. It fulfills the project quality requirements of the Project Management Plan.

**Agency Technical Review.** ATR is performed by a qualified team from outside the home district that is not involved in the day-to-day production of the project/product. These teams will be comprised of certified USACE personnel. The ATR team lead will be from outside the home MSC. If significant life safety issues are involved in a study or project a safety assurance review should be conducted during ATR.

**Independent External Peer Review.** Type I IEPR may be required for decision documents under certain circumstances. This is the most independent level of review, and is applied in cases that meet criteria where the risk and magnitude of the project are such that a critical examination by a qualified team outside of USACE is warranted. A risk-informed decision is made as to whether Type I IEPR is appropriate.

**Cost Engineering Review.** All decision documents shall be coordinated with the Cost Engineering Mandatory of Expertise (MCX). The MCX will assist in determining the expertise needed on the ATR and IEPR teams. The MCX will provide the Cost Engineering certification. The RMO is responsible for coordinating with the MCX for the reviews. These reviews typically occur as part of ATR.

**Model Review and Approval/Certification.** EC 1105-2-412 mandates the use of certified or approved models for all planning work to ensure the models are technically and theoretically sound, compliant with USACE policy, computationally accurate, and based on reasonable assumptions.

**Policy and Legal Review.** All decision documents will be reviewed for compliance with law and policy. ER 1105-2-100, Appendix H provides guidance on policy and legal compliance reviews. These reviews culminate in determinations that report recommendations 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.

Table 1 provides the schedules and costs for reviews. The specific expertise required for the teams are identified in later subsections covering each review. These subsections also identify requirements, special reporting provisions, and sources of more information.

**Table 1: Levels of Review**

<b>Products to Undergo Review</b>	<b>Review Level</b>	<b>Start Date</b>	<b>End Date</b>	<b>Cost</b>	<b>Complete</b>
FWOP Economics – Beach-fx	Agency Technical Review	July 2019	August 2019	\$10,000	No
Draft Feasibility Report, Appendices, & Draft EA	District Quality Control	February 09, 2020	April 09, 2020	\$15,000	No
Draft Feasibility Report, Appendices, & Draft EA	Agency Technical Review	June 09, 2020	August 09, 2020	\$40,000	No
Draft Feasibility Report, Appendices, & EA Vertical Team Review	Policy and Legal Review	June 09, 2020	August 09, 2020	n/a	No
Final Feasibility Report, Appendices, & EA	District Quality Control	October 15, 2020	December 15, 2020	\$15,000	No
Final Feasibility Report, Appendices, & EA	Agency Technical Review	December 15, 2021	February 15, 2021	\$35,000	No
Final Feasibility Report, Appendices, & EA Concurrent Review	Policy and Legal Review	February 15, 2021	April 15, 2021	n/a	No

**a. DISTRICT QUALITY CONTROL**

The district shall manage DQC and will appoint a DQC Lead to manage the local review (see EC 1165-2-217, section 8.a.1). The DQC Lead should prepare a DQC Plan and provide it to the RMO and MSC prior to starting DQC reviews. Table 2 identifies the required expertise for the DQC team.

**Table 2: Required DQC Expertise**

DQC Team Disciplines	Expertise Required
DQC Lead	A senior professional with extensive experience preparing Civil Works decision documents and conducting DQC. The lead may also serve as a reviewer for a specific discipline (such as planning, economics, environmental resources, etc).
Planning	A senior water resources planner with experience in CSRSM projects and associated planning reports and documents.
Economics	A senior economist with experience evaluating CSRSM project benefits and costs. Beach-fx experience is required.
Environmental Resources/NEPA Compliance	A senior biologist/ecologist/environmental engineer, preferably with experience in CSRSM and familiarity with freshwater, coastal and estuarine systems. Must be able to review for NEPA compliance (including cultural resources coordination) and quality and applicability of CSRSM benefits evaluations.
Hydrology/Hydrologic	The team member should be a registered professional with a minimum of 5 years' experience in CSRSM.
Civil Engineering	The team member should be a registered professional engineer with experience in civil/site work.
Cost Engineering	A registered professional with experience in cost engineering.
Real Estate	The real estate reviewer should be a senior real estate specialist with experience in CSRSM projects.

**Documentation of DQC.** Quality Control should be performed continuously throughout the study. A specific certification of DQC completion is required at the draft and final report stages. Documentation of DQC should follow the District Quality Manual and the MSC Quality Management Plan. An example DQC Certification statement is provided in EC 1165-2-217, on page 19 (see Figure F). Documentation of completed DQC should be provided to the MSC, RMO and ATR Team leader prior to initiating an ATR. The ATR team will examine DQC records and comment in the ATR report on the adequacy of the DQC effort. Missing or inadequate DQC documentation can result in delays to the start of other reviews (see EC 1165-2-217, section 9).

**b. AGENCY TECHNICAL REVIEW**

The ATR will assess whether the analyses are technically correct and comply with guidance, and that documents explain the analyses and results in a clear manner. An RMO manages ATR; for this study, the RMO will be the Coastal Storm Risk Management PCX. The Coastal Storm Risk Management PCX will be responsible for identifying the ATR team members. The review is conducted by an ATR Team whose members are certified to perform reviews. Lists of certified reviewers are maintained by the various technical Communities of Practice (see EC 1165-2-217, section 9(h) (1)). Table 3 identifies the disciplines and required expertise for this ATR Team.

**Table 3: Required ATR Team Expertise**

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 similar validation studies 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 the reviewer for a specific discipline.
Plan Formulator	The plan formulator must be a senior water resources planner, certified to perform ATR, and experienced in CSRSM projects and associated planning reports and documents.
Economics	The economics reviewer must a senior economist certified to perform ATR and have a thorough understanding of CSRSM projects with periodic renourishment, BCR updates, and Beach-fx.
Environmental Resources/NEPA Compliance	The environmental reviewer will be an expert in the field of environmental resources, certified to perform ATR, and have a thorough understanding of NEPA, coastal ecosystems, marine ecosystems, CBRA and CSRSM projects,
Coastal Engineering	The coastal engineering reviewer will be an expert in the field of coastal engineering and have a thorough understanding of CSRSM projects, experience with or knowledge of Beach-fx, beach nourishment, and offshore borrow areas, have at least seven years of experience, and should be a Professional Engineer (P.E.).
Cost Engineering	The cost engineering reviewer will be an expert in the field of cost engineering and have a thorough understanding of CSRSM projects and dredging costs estimates. The cost engineer shall be a Walla Wall Cost MCX/TCX approved cost reviewer, as the cost estimate for this document is anticipated to need CSRA and Cost MCX/TCX review and Certification.
Risk Analysis	The risk analysis reviewer will be experienced with performing and presenting risk analyses in accordance with ER 1105-2-101 and other related guidance, including familiarity with how information from the various disciplines involved in the analysis

ATR Team Members/Disciplines	Expertise Required
	interact and affect the results. This review can be combined with either the Economics or H&H reviews.
Real Estate	The real estate reviewer should be a senior real estate specialist with experience in CSRM projects.
Climate Change	The reviewer should be experienced in performing and presenting climate change information in accordance with ECB 2018-14. The team member must be certified by the Climate Preparedness and Resilience CoP.

**Documentation of ATR.** DrChecks will be used to document all ATR comments, responses and resolutions. Comments should be limited to those needed to ensure product adequacy. If a concern cannot be resolved by the ATR team and PDT, it will be elevated to the vertical team for resolution using the EC 1165-2-217 issue resolution process. Concerns can be closed in DrChecks by noting the concern has been elevated for resolution. The ATR Lead will prepare a Statement of Technical Review (see EC 1165-2-217, Section 9), for the draft and final reports, certifying that review issues have been resolved or elevated. ATR may be certified when all concerns are resolved or referred to the vertical team and the ATR documentation is complete.

**c. INDEPENDENT EXTERNAL PEER REVIEW**

**(i) Type I IEPR.**

**Decision on Type I IEPR.** The initial construction project costs will not exceed \$200 million but over the 50 year Federal participation period the cumulative cost of renourishment episodes will likely result in overall expenditures that are greater than \$200 million. However, no other mandatory triggers apply.

- If the document doesn't meet the Type I IEPR mandatory triggers in EC 1165-2-217, discuss:
  - the consequences of non-performance on project economics, the environmental and social well-being (public safety and social justice):  
This project will provide CSRM benefits and therefore will not negatively impact public safety and social justice.
  - If the product is likely to contain influential scientific information or highly influential scientific assessment;  
The project will not contain influential scientific information or highly influential scientific assessment.
  - If and how the decision document meets any of the possible exclusions described in EC 1165-2-217.  
The Project does not have life safety concerns, novel approaches, controversial or precedent setting methods, significant interagency interest, nor significant economic, environmental and social effects to the nation if not constructed. The study is for an activity for which there is ample experience within the USACE and industry to treat the

activity as being routine and has minimal life safety risk. An IEPR exclusion is requested for this study.

**(i) Type II IEPR.**

The second kind of IEPR is Type II IEPR. These Safety Assurance Reviews are managed outside of the USACE and are conducted on design and construction for hurricane, storm and flood risk management projects or other projects where existing and potential hazards pose a significant threat to human life. A Type II IEPR Panel will be convened to review the design and construction activities before construction begins, and until construction activities are completed, and periodically thereafter on a regular schedule.

**Decision on Type II IEPR.** Based on the project, as currently envisioned, a Type II IEPR Safety Assurance Review of this project is not recommended at this time. A risk-informed decision concerning the timing and the appropriate level of reviews for the project implementation phase will be prepared and submitted for approval in an updated Review Plan prior to initiation of the design/implementation phase of this project.

**d. MODEL CERTIFICATION OR 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 are any models and analytical tools used 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 a planning product. The selection and application of the model and the input and output data is the responsibility of the users and is subject to DQC, ATR, and IEPR.

**Table 5: Planning Models.** The following models may be used to develop the decision document:

Model Name and Version	Brief Model Description and How It Will Be Used in the Study	Certification / Approval
<u>Beach-fx</u>	Beach-fx is a certified model for determining damages and benefits for CSRSM projects and will be used for this study.	Approved for use
<u>HEA</u> <u>UMAM</u>	Environmental models – HEA and UMAM will be used and are both approved for use.	Approved for use

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. The professional practice of documenting the application of the software and modeling results will be

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followed. The USACE Scientific and Engineering Technology Initiative has identified many engineering models as preferred or acceptable for use in studies. These models should be used when 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.

**Table 6: Engineering Models.** These models may be used to develop the decision document:

<b>Model Name and Version</b>	<b>Brief Model Description and How It Will Be Used in the Study</b>	<b>Approval Status</b>
<u>Beach-fx</u> <u>SBEACH</u> <u>CSHORE</u>	Beach-fx is a certified model for determining damages and benefits for CSRM projects and will be used for this study. The shoreline storm response is determined by applying a plausible storm set that drives the Beach-fx model to simplified beach profiles that represent the shoreline features of the project site. Application of the storm set to the idealized profiles will be accomplished with either the SBEACH coastal processes response model or the CSHORE cross shore coastal processes model. Both models are USACE approved for application in CSRM projects.	Certified and approved for use

**e. POLICY AND LEGAL REVIEW**

Policy and legal compliance reviews for draft and final planning decision documents are delegated to the MSC (see Director’s Policy Memorandum 2018-05, paragraph 9).

**a. Policy Review.**

The policy review team is identified through the collaboration of the MSC Chief of Planning and Policy and the HQUSACE Chief of the Office of Water Project Review (see Attachment). The makeup of the Policy Review team will be drawn from Headquarters (HQUSACE), the MSC, the Planning Centers of Expertise, and other review resources as needed.

The Policy Review Team will be invited to participate in key meetings during the development of decision documents as well as SMART Planning Milestone meetings. These engagements may include In-Progress Reviews, Issue Resolution Conferences or other vertical team meetings plus the milestone events. The input from the Policy Review team should be documented in a Memorandum for the Record (MFR) produced for each engagement with the team. The MFR should be distributed to all meeting participants.

Teams may choose to capture some of the policy review input in a risk register if appropriate. These items should be highlighted at future meetings until the issues are resolved. Any key decisions on how to address risk or other considerations should be documented in an MFR.

**b. Legal Review.**

Representatives from the Office of Counsel will be assigned to participate in reviews. Members may participate from the District, MSC and HQUSACE. The MSC Chief of Planning and Policy will coordinate membership and participation with the office chiefs.

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- In some cases legal review input may be captured in the MFR for the particular meeting or milestone. In other cases, a separate legal memorandum may be used to document the input from the Office of Counsel.
- Each participating Office of Counsel will determine how to document legal review input.

**ATTACHMENT 1: TEAM ROSTERS**

PROJECT DELIVERY TEAM			
Name	Office	Position	Phone Number
	CESAJ-PM-WN	Project Manager	(904) 232-1806
	CESAJ-PD-PN	Planning, PTL	(904) 232-2190
	CESAJ-EN-DW	Engineering, ETL	(904) 232-1970
	CESAJ-EN-TC	Engineering Cost	(904) 232-1063
	CESAJ-EN-WC	Engineering Hydrology	(904) 232-2106
	CESAJ-PD-EC	Planning Environmental	(904) 232-1817
	CESAJ-PD-ES	Planning Cultural	(904) 232-1557
	CESAJ-RE-A	Real Estate Acquisition	(904) 232-3811
	CESAJ-OC	Office Council	(904) 232-1172

DISTRICT QUALITY CONTROL TEAM			
Name	Office	Position	Phone Number
	CESAJ-PD-PW	PD Peer Review Manager	904.232.1818
	CESAJ-PD-PN	PD-DQC Review Coordinator	904.232.1238
	CESAJ-EN-QC	EN DQC Review Coordinator	904.232.3131
	CESAJ-EN-DL	Branch/Section Chief/Designee	
	CESAJ-EN-TC	Branch/Section Chief/Designee	
	CESAJ-EN-W	Branch/Section Chief/Designee	
	CESAJ-EN-WH	Branch/Section Chief/Designee	
	CESAJ-PD-ES	Branch/Section Chief/Designee	
	CESAJ-RE-A	Branch/Section Chief/Designee	
	CESAJ-OC	Branch/Section Chief/Designee	

AGENCY TECHNICAL REVIEW TEAM			
Name	Office	Position	Phone Number
TBD		ATR Lead	
TBD		Plan Formulator	
TBD		Economics	
TBD		Environmental	
TBD		Coastal Engineering	
TBD		Cost Engineering	
TBD		Real Estate	
TBD		Risk Analysis	
TBD		Climate Change	

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VERTICAL TEAM			
Name	Office	Position	Phone Number
	CECW-P	Acting Chief, HQ Planning and Policy	202 761-0115
	CESAD-PDP	Acting Chief, SAD Planning and Policy	404 562-5226
	CESAD-PDP	Environmental	404 562-5227
	CESAD-RBT	Structural Engineering	404 562-5120
	CENAD-PD-X	PCX-CSRМ	347 370-4571
	CECW-SAD	SAD RIT	904 472-5776
	CESAD-RBT	Engineering Hydrology & Hydraulics	404 562-5128
	CESAD-RBT	Cost Engineering	404 562-5109

POLICY REVIEW TEAM			
Name	Office	Position	Phone Number
	CECW-PC	Plan Formulation	202 761-5220
	CESAD-PD	Environmental	404 562-5227
	CECW-PC	Economics	202 761-8643
	CESAD-RBT	Structural Engineering	404 562.5120
	CESAD-RBT	Engineering Hydrology & Hydraulics	404 562-5128
	CESAD-RBT	Cost Engineering	404 562-5109
	CENWP-EC-HD	Climate Change	503 808-4893
	CESAD-PDR	Real Estate	404 562-5075
	CESAD-OC	Counsel	404 562-5017