INTEGRATED DELIVERY SCHEDULE (IDS) DRAFT 2016 UPDATE

ACHEIVING RESTORATION BENEFITS

- Maximizes holistic benefits to regional system as early as possible
- Ensures continued stream of construction, which provides for steady increase in regional ecosystem benefits
- Provides beneficial storage to the Caloosahatchee and St. Lucie estuaries while infrastructure that is needed to open up the system for additional flow south is being implemented
- Improves conditions and flow through WCA-3 and provides more water to Everglades National Park and Florida Bay as early as possible
- Advances projects with the greatest potential to avert ongoing degradation and considers implications of climate change and sea-level rise

Consistency with project dependencies and constraints
- Maintains 50/50 cost-share
- Commitment to complete construction on projects where construction has been initiated
- Consistent with project dependencies for moving water south
- Modifications to downstream infrastructure, Restoration Strategies, etc.
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Changes from the November 2015 IDS

- Initiation of both the Lake Okeechobee watershed and Western Everglades restoration planning studies one year earlier since funding and approval to initiate planning was obtained in FY16.
- Picayune Road removal/Canal Backfill construction moved to FY19 and 20 due to the need to have the flood control features completed and Congressional approval of the Post Authorization Change Report for the increased costs.
- Re-occurring Legacy Florida funding will become available in FY17. Construction of the Caloosahatchee River C-43 West Basin Storage will now be completed in FY22.
- The Broward County Water Preserve Area project has been impacted due to the USACE FY17 budget. The C-11 Impoundment now reflects design completing in third quarter FY18 and construction in FY19 through FY23.
- Construction of the Biscayne Bay Coastal Wetlands Phase 1 – L-31 East Flowway construction was extended out shifted out to complete in FY21 due limited design and construction funding being included in the USACE FY17 budget.
- Planning for CEPP – PPA South; LPA & PPA Execution shifted from FY17 to FY18 due to funding not being included in the USACE FY17 budget.
- Removing the Old Tamiami Trail and the L-67A Structure 1 & Gap in L-67C levee contracts under CEPP Design Phase shifted from FY18 to FY19 due to the requirement to complete an LPA before Plans and Specifications can begin. However, the USACE and the SWFMD have executed a Pre-Project Partnership Agreement to enable crediting to the SWFMD to conduct the work.
- The approved Herbert Hoover Dike Dam Safety Modification Study Final Report established the updated completion schedule for HHD Rehabilitation.

NOTE: The funding shown for FY17 and beyond is only notional, representing approximate funding levels that would be needed to sustain the work displayed in the IDS for any particular FY. The funding does not represent a commitment by the Administration to budget the amounts shown.