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IMPORTANT NOTES:

- The **final** 2025 Notice of Funding Opportunity (NOFO) has not been published yet.
- Per the **draft** 2025 NOFO, the submission deadline is **6/23/2025**.
- The first webinar about the 2025 NOFO scheduled on 5/13/2025 was postponed.
- This draft does not meet the new formatting requirements.
 - There is a draft version of a newly developed application form for the narrative.
 - After the final 2025 NOFO is released, the fillable version of the application form will be made available.

City Resolution needs to include the following:

- City Manager has been authorized to submit the OLDCC DCIP proposal and apply for subsequent assistance.
- City of Schertz affirms that it contributing 30% of the total project costs that is local, non-Federal funding.
- City of Schertz affirms that the non-Federal funding necessary to support this contribution is both liquid and readily available.
- City of Schertz affirms that any cost overruns will be the obligation of the City.

A. Standard Form 424 (Grants.gov form)

Please refer to the instructions provided with the Grants.gov Notice of Funding Opportunity on how to complete the Standard Form 424.

B. Summary of Proposer and Eligibility

1. Proposing Entity Name & Contact Information	
a) Submitting Entity Name:	City of Schertz
b) Primary Point of Contact:	
Name:	Steve Williams, City Manager
Phone Number:	210-619-1000
Email Address:	steve.williams@schertz.com
Organization Address:	1400 Schertz Pkwy Schertz, TX 781154-1634
c) Unique Entity Identifier:	WP19CJPW5PK5
2. Project Name	
City of Schertz Lower Seguin Road Expansion and Drainage Project for Joint Base San Antonio-Randolph 78154-1634 [Is this correct?]	
3. Proposed Project Location	
Latitude: 29.514922; Longitude: -98.266665	
4. Project Type	
Transportation Project	

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5. Benefiting Installation

Joint Base San Antonio - Randolph

6. Enhancement Submission Type (choose only one)

- Enhances Military Value (40-45 points)
- Contributes to Training of Cadets at an Independent Program at a Covered Educational Institution (34-39 points)
- Enhances Installation Resilience (29-33 points)
- Enhances Military Family Quality of Life (22-27 points)

7. Defense Related Critical Infrastructure

The proposed project includes a non-Department of Defense networked infrastructure asset essential to project, support, and sustain military forces and operations.

8. Status of Local Cost Share

Proposal includes the required at least thirty percent (30%) non-Federal and/or another (non-Office of Local Defense Community Cooperation) Federal grant source project cost contribution.

9. Status of Funding for Projects that Include Non-Federal / Another Federal Grant Source

All proposed non-Federal project cost contributions are currently available and under the control of the potential grantee.

10. Evidence of Grantee's Ability and Authority to Manage Grants

Evidence of the intended Grantee's ability and authority to manage grants; for example, a summary of past Federal funding received, the existence of project staff with federal grant management experience that will manage the project, etc.

The City of Schertz has a strong and proven history of managing federally funded infrastructure projects, particularly in the area of roadway construction and improvements. This experience demonstrates the City's capability and authority to administer grants in full compliance with federal regulations.

The City has successfully managed over \$25 million in federal and state-funded transportation and infrastructure projects over the past decade. Key examples include:

- **FM 1518 Expansion Project:** A \$12.5 million project funded through TxDOT and federal sources, involving roadway widening, stormwater improvements, and signal upgrades.
- **Schertz Parkway Improvements:** A \$6.2 million project that included federal funding components and required NEPA compliance and utility coordination.
- **Tri-County Parkway Extension:** A \$4.8 million project supported by federal and regional funds, improving connectivity and traffic flow in a growing commercial corridor.

The City's Capital Projects and Engineering Department includes professionals with extensive experience in federally funded transportation projects:

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- Project Managers with over 15 years of combined experience in civil infrastructure delivery, including oversight of federally funded road projects.
- Grant Administrators who have managed over \$10 million in federal and state grants, ensuring compliance with 2 C.F.R. Part 200, Davis-Bacon Act, and Buy America requirements.
- Finance Department Staff trained in federal grant accounting, with experience in managing multi-million-dollar funding streams and preparing for single audits.

The City utilizes a centralized financial management system that supports grant-specific fund tracking, real-time budget monitoring, and Federal reporting and audit readiness. These systems are compliant with the Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (2 C.F.R. Part 200).

Under its Home Rule Charter, the City of Schertz has full legal authority to accept, manage, and administer federal and state grants. City Council regularly authorizes grant applications and funding allocations through formal resolutions.

11. Authorized Submitting Official

Steve Williams, City Manager, has been authorized by the City Council of Schertz, TX, via City Resolution, to submit this proposal and apply for assistance.

C. Summary of Project Enhancement

1. A description how/if the proposed project enhances “Military Value.” (40-45 points)

Proposals will be evaluated based on their evidence that the proposed project will enhance each of the following four (4) military value criteria:

a) *Current and Future Mission Capabilities and Operational Readiness*

How will the proposed project enhance the current and future mission capabilities and the impact on operational readiness of the DoD’s total force, including impact on joint warfighting, training, and readiness?

Joint Base San Antonio-Randolph (JBSA-R), located in Bexar County, serves as the headquarters for the Air Education and Training Command (AETC) and the 12th Flying Training Wing (12 FTW). The mission of the AETC is to find, recruit, train, and educate the Airmen the nation needs and the mission for the 12 FTW is to forge aviators by conducting specialized training programs for pilots and combat systems officers. The installation has two runways that support a high volume of training flights, 200,000 aircraft operations per year, making it one of the busiest airfields in the U.S. Air Force. JBSA-R plays a crucial role in homeland defense missions because of its pilot training programs, which are essential for maintaining a ready and capable force to defend the homeland.

Lower Seguin Road (LSR) is a two-lane, undivided 2.9-mile-long road in the City of Schertz that serves as an essential east-west secondary rural arterial connection for the area between Texas State Highway Loop 1604 and Farm-to-Market Road 1518. It is adjacent to the southern border of JBSA-R and is where the installation’s South Entry Gate is located. This crucial entrance serves as JBSA-R’s only access point for deliveries and services associated with flight training activities, contingency mobilization, and Total Force mobilization. Additionally, there are above ground utility lines along LSR that serve the base.

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The proposed project involves reconstructing [XX miles] LSR, improving the stormwater drainage system, replacing the existing low water crossing with a bridge that provides 100-year unflooded access, installing a warranted traffic signal and additional right and left turn lanes at the installation's South Entry Gate, and rerouting the above ground utility lines to improve the corridor Level of Service (LOS), enhance safety, mitigate flood hazards, and ensure continuity of power and communication services.

JBSA-R depends on sturdy and reliable road transportation infrastructure and utilities to safely facilitate the efficient movement of flight instructors, trainees, and support personnel to ensure timely arrival for training sessions and support activities. Frequent lateness and outages disrupts training schedules, leading to less effective training sessions, and the potential of extending the time required to complete training programs. This can have an impact on the overall readiness of cadets and create graduation delays. Simply, JBSA-R would not meet its mission directive, thereby, resulting in full mission failure.

b) *Availability and Condition of Land, Facilities, and Associated Airspace*

How will the proposed project affect the availability and condition of land, facilities, and associated airspace (including training areas suitable for maneuver by ground or air forces throughout a diversity of climate terrain areas and staging areas for use of the Armed Forces in homeland defense missions) at both existing and potential receiving locations?

JBSA-R plays a crucial role in homeland defense missions because of its pilot training program, which is essential for maintaining a ready and capable force to defend the homeland. It is part of the larger Joint Base San Antonio (JBSA), which includes Fort Sam Houston and Lackland Air Force Base. In addition to pilot training, JBSA supports a wide range of missions, including medical and intelligence operations. Additionally, JBSA supports the U.S. Northern Command and U.S. Army North in their homeland defense missions, which include detecting, deterring, and defeating threats to the United States, as well as providing support to civil authorities during emergencies.

Improving LSR and rerouting lines reduces the risk of power loss and ensures that JBSA-R's South Entry Gate is consistently accessible for traffic associated with flight training activities including the transportation of aircraft, aviation fuel, maintenance equipment, and other critical mission supplies. Furthermore, it will support the establishment and maintenance of staging areas for homeland defense missions, ensuring quick mobilization and deployment of personnel and equipment.

JBSA-R and LSR are particularly vulnerable to flash flooding due to Woman Hollering Creek. The creek's location and topography make it prone to flash floods, especially during sudden and intense rainfall. As a result, a southern portion of the base and a segment of LSR are in a FEMA-designated Special Flood Hazard Area (SFHA), which is an area with a 1% or higher chance of flooding each year. Replacing the low water crossing with a bridge that provides 100-year unflooded access, and improving the stormwater drainage system, will ensure LSR remains operational so that JBSA-R is accessible.

Two segments of LSR intersect with the Clear Zones (CZ) of each runway. Per the Air Installations Compatible Use Zones (AICUZ) Program, a CZ is a 3,000-foot by 3,000-foot square area beyond the end of the runway that is centered on the runway centerline. CZs are

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required areas for active runways where an aircraft accident is most likely to occur if an accident were to take place. The JBSA-R CZs did not always extend beyond the installation boundary and over LSR. They were originally 3,000-foot by 2,000-foot but were amended in 2015 to be compliant with AICUZ requirements.

Roads and highways are generally considered incompatible in CZs unless they are essential, and no feasible alternative exist. LSR dates back to at least the early 20th century and remains a vital arterial roadway for the City of Schertz and JBSA-R and provides the only access to the installation's South Gate Entry. While keeping LSR may not be ideal, the proposed project will make the road safer and less risky. Improving the traffic flow on the road and at the South Entry Gate will allow vehicles to safely move through the CZ more quickly. Rerouting the utility lines will reduce aircraft safety hazards by eliminating obstacles (poles and wires) in the flight paths.

c) ***Ability to Accommodate Contingency, Mobilization, and Future Total Force Requirements***
How will the proposed project affect the ability to accommodate contingency, mobilization, and future total force requirements [for DoD locations] to support operations and training?

In situations where the military needs to effectively utilize all available personnel resources including active-duty, reserve, National Guard, civilian employees, and contracted services, LSR is vital to accessing JBSA-R and facilitates coordination between different components of the Total Force, ensuring smooth and effective operations. The proposed project will strengthen JBSA-R's ability to accommodate contingency, mobilization, and future total force requirements to support operations and training in numerous ways.

Road Reconstruction: The existing roadway will be demolished and reconstructed to ensure LSR is structurally sound, safe, and built to last. It is critical that LSR can support the increased traffic and logistical demands of large-scale Total Force mobilization, including the transportation of equipment and other heavy machinery essential to meet mission demands.

Bridge: The replacement of the low water crossing on LSR with a 100-year flood-resistant bridge ensures uninterrupted access during extreme weather events. This is critical for rapid mobilization during contingencies, reliable ingress/egress for personnel and equipment, and ensuring continuity of operations during emergencies.

Traffic Signal and Turning Lanes: The installation of a traffic signal and additional turn lanes at the South Entry Gate will reduce congestion and delays during peak mobilization periods, improve safety and efficiency for large-scale troop or equipment movements, and prepare infrastructure to handle larger-scale mobilizations in the future.

Stormwater Drainage System: Enhanced stormwater management reduces the risk of flooding and infrastructure degradation, which protects LSR (a critical access route), ensures continuity of operations during adverse weather, and minimizes maintenance disruptions that could hinder training or deployment.

Rerouting Above-Ground Utility Lines: Rerouting above-ground utility lines improves resilience and reduces vulnerability to environmental or accidental damage, which supports

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sustained operations during contingencies and facilitates future infrastructure upgrades aligned with force growth.

The overall project supports future total force requirements by accommodating increased traffic and logistical demands, providing a robust foundation for future infrastructure expansions, and enhancing the installation's ability to support joint or multi-agency operations.

d) *Project Effect on Cost of Operations and Manpower Implications*

How will the proposed project affect the cost of operations and [are there] manpower implications?

The proposed project will result in significant benefits in terms of safety, readiness, and operational efficiency. The South Entry Gate, on LSR, serves as the access point for mobilization execution, deliveries, (including military vehicles and aircraft, fuel, and other equipment), and commercial service providers.

Cost of Operations: Poor road conditions, traffic congestion, and flood risk all create disruptions that increase safety risks, slow emergency response, and hurt productivity. Improving LSR can enhance operational efficiency by reducing travel time and minimizing disruptions for personnel, deliveries, and service providers. Enhanced infrastructure can reduce the costs associated with emergency preparedness and response by facilitating quicker and safer evacuations and deployments during floods and other emergency events.

Manpower Implications: The proposed project will reduce the frequency of delays for personnel commuting to and from the base. This can enhance productivity and ensure that training and operations proceed as scheduled. Reconstructing the road and constructing a new bridge will improve the base's ability to respond to emergencies, reducing the strain on manpower during emergencies by facilitating quicker and safer evacuations and deployments.

Proposals that don't identify a military value enhancement based on the four value criteria above, will be scored on the remaining priorities (listed in order of priority) as follows (choose one):

2. Priority 2. Contribute to Training Cadets (34-39 points)

(1) Proposals supporting the training of cadets must describe how the infrastructure project will contribute to the training of cadets enrolled in an independent program at a "covered educational institution".

[Need JBSA-R to confirm any college/university cadet training taking place on base.]

The proposed infrastructure project at JBSA-R will directly contribute to the training of cadets enrolled in the [insert independent program name, e.g., Reserve Officer Training Corps (ROTC)] program at [insert name of covered educational institution, e.g., Prairie View A&M University]. This institution is recognized as a "covered educational institution" under 10 U.S.C. § 2195. Improving LSR will contribute to training of cadets in the following ways:

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Improved Safety and Accessibility: The upgraded roadway and drainage systems will provide safer, more reliable transportation routes for cadets commuting to training sites, educational institutions, and community service activities.

Enhanced Community Resilience: By mitigating flood risks and improving infrastructure reliability, the project strengthens the surrounding community—an essential context for cadets learning to lead in both civilian and military environments.

Support for Training Logistics: Improved infrastructure can facilitate more efficient movement of personnel and resources, indirectly supporting [ROTC] training exercises, field events, and community outreach programs.

Leadership Context: Exposure to real-world infrastructure improvements helps cadets appreciate the broader systems that support national security and public service, aligning with ROTC goals of developing informed, capable leaders.

(2) Proposals supporting the training of cadets must describe the resulting impact to the benefitting installation, identifying in the proposal the specific covered educational institution.

The LSR project will have a direct and measurable impact on JBSA-R by enhancing access, safety, and operational efficiency for [e.g., [Prairie View A&M University ROTC](#)] cadet training activities. The resulting impacts to JBSA-R include:

Improved Base Accessibility: LSR serves as a key access route to JBSA-R. Upgrading this corridor will reduce travel time and improve reliability for training-related transportation activities.

Enhanced Training Readiness: By mitigating flood risks and improving road conditions, the project ensures uninterrupted access to JBSA-R, supporting consistent scheduling of training and joint-service exercises.

Increased Cadet Participation: The improved infrastructure will enable more frequent and larger-scale training events, increasing participation and engagement between JBSA-R and cadet programs.

Operational Efficiency: The project supports JBSA-R's broader mission by reducing logistical burdens and enhancing coordination with educational institutions, ultimately contributing to the installation's role in flight training and force readiness.

(3) Affirm their compliance with each of the following aspects included in the 10 U.S.C. § 2391(e)(6):

a. **a part B Institution, as defined in section 322 of the Higher Education Act of 1965 (20 U.S.C. § 1061);**

[Pending – based on College/University involved.](#)

b. **an 1890 Institution, as defined in section 2 of the Agricultural Research, Extension, and Education Reform Act of 1998 (7 U.S.C. § 7601);**

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Pending – based on College/University involved.

- c. is not affiliated with a consortium; and,**

Pending – based on College/University involved.

- d. is located at least 40 miles from a major military installation.**

Pending – based on College/University involved.

3. Priority 3. Enhance Military Installation Resilience (29-33 points)

Proposals will be evaluated based on their evidence that the proposed project will enhance military installation resilience. As defined in 10 U.S.C. § 101(e)(8), the term “military installation resilience” means, “the capability of a military installation to avoid, prepare for, minimize the effect of, adapt to, and recover from extreme weather events, or from anticipated or unanticipated changes in environmental conditions, that do, or have the potential to, adversely affect the military installation or essential transportation, logistical, or other necessary resources outside of the military installation that are necessary in order to maintain, improve, or rapidly reestablish installation mission assurance and mission-essential functions.” Using language from that definition, proposals should describe how/if the proposed project impacts military installation resilience.

According to the National Centers for Environmental Information (NOAA), JBSA-R and the City of Schertz are highly vulnerable to extreme weather based on the recorded history of flooding, flash flooding, thunderstorm winds, hail, and winter weather events. As previously mentioned, JBSA-R and LSR are particularly susceptible to flooding due to their proximity to Woman Hollering Creek. The creek lies within a relatively flat and low-lying area comprised of clay-rich soil that absorb water slowly. This increases surface runoff resulting in flash floods during sudden and intense rainfall. As a result, a southern portion of the base and a segment of LSR are in a FEMA-designated Special Flood Hazard Area (SFHA), which is an area with a 1% or higher chance of flooding each year.

Improving LSR will significantly enhance JBSA-R’s resilience during flooding and other severe weather events. The project includes upgrading the stormwater drainage system and the construction of a new bridge to replace the low water crossing—both of which will contribute to the increase water flow capacity and prevent water accumulation. This ensures that LSR remains passable during heavy rainfall and flooding events and maintains access to the installation. This is critically important in facilitating emergency response, mobilization, and recovery efforts. Furthermore, this project helps to prevent disruptions to essential activities and operations conducted in support of the mission. By focusing on these aspects, this road improvement project will strengthen JBSA-R’s overall resilience.

4. Priority 4. Enhance Military Quality of Life (22-27 points)

Proposals will be evaluated based on their evidence that the proposed project will enhance military quality of life. As proposals describe how/if the proposed project impacts military quality of life, proposals must detail how the proposed project alleviates installation commuter workforce issues and benefits schools or other local infrastructure located off of a military installation that will support members of the armed forces and their dependents residing in the community, as required under 10 U.S.C. § 2391(e)(4)(C).

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The proposed project can significantly enhance the quality of life for military families and the broader community in several ways. It will ensure safer and more reliable transportation for military families, reducing travel time and stress. This allows families to spend more quality time together and access essential services more easily, such as healthcare, shopping, and recreational activities. By upgrading the road infrastructure, traffic congestion can be reduced and commute times improved for both military personnel and civilian employees. This leads to increased productivity, lower stress levels, and better overall job satisfaction. This project will also facilitate easier and safer access to schools, enhancing educational opportunities for the children of service members. Additionally, improving LSR supports other local amenities, such as parks, community centers, and emergency services, contributing to a more vibrant and supportive community. By addressing these areas, a road improvement project can create a more resilient and supportive environment for military families and the surrounding community, ultimately enhancing the overall quality of life.

5. Defense Related Critical Infrastructure (5 points)

If the proposed project is defense-related critical infrastructure, proposers should describe the impact of the project on prevention, remediation, or mitigation of risks resulting from vulnerabilities of critical infrastructure assets, both on the installation and outside of the installation. The proposal should capture a holistic assessment demonstrating how the assets or facilities are essential to project, support, and sustain military forces and operations and provide mutual benefit to the military installation.

As described in the Commander's letter of support, LSR is a non-Department of Defense transportation corridor that functions as defense-related critical infrastructure due to its direct support of JBSA-R. LSR plays a vital role in sustaining JBSA-R's aviation training missions and is a key route for contingency and Total Force mobilization, enabling the rapid deployment and coordination of active duty, reserve, National Guard, civilian, and contracted personnel.

The current condition of LSR presents significant vulnerabilities. The frequently flooded low-water crossing, deteriorating pavement, and high traffic volumes compromise the reliability and resilience of access to the South Entry Gate of JBSA-R. These vulnerabilities pose operational risks during both routine and emergency scenarios. This project directly mitigates those risks by:

- Replacing the low-water crossing with a bridge designed to withstand a 100-year storm, significantly reducing flood-related disruptions and improving year-round accessibility.
- Installing a traffic signal near the South Entry Gate, which will enhance traffic flow, reduce congestion, and improve safety for both military and civilian users.
- Improving the corridor's LOS, ensuring more efficient movement of personnel and resources during high-intensity operations or emergency mobilizations.

Collectively, these improvements enhance the resilience and functionality of a critical access route to JBSA-R, supporting the installation's ability to project and sustain military operations. The project also provides mutual benefit by strengthening regional infrastructure that supports both military readiness and civilian emergency response capabilities.

6. A description how/if the project supports strategic seaports.

Proposals supporting a strategic seaport must identify that: (1) the proposed project is listed in the report on strategic seaports provided to Congress in response to Section 3515 of the National Defense Authorization Act for Fiscal Year 2020 (Public Law 116-92; 133 Stat. 1985); and (2) the

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strategic seaport where the proposed project is located. For proposals that include project locations on one of the listed strategic seaports, please work with the benefitting local installation commander to confirm whether the proposed project is listed in the aforementioned report.

(1) the proposed project is listed in the report on strategic seaports in response to Section 3515 of the National Defense Authorization Act for Fiscal Year 2020 (Public Law 116-92; 133 Stat. 1985).

Not applicable.

(2) the strategic seaport where the proposed project is located.

Not applicable.

D. Summary of Community-Installation Need [3 Pages Max]

1. A Description of the Project

a) A general description of the project.

LSR is a two-lane, undivided 2.9-mile-long roadway located within the City of Schertz, functioning as a secondary rural arterial that provides an essential east-west connection between Texas State Highway Loop 1604 and Farm-to-Market Road 1518. The corridor runs adjacent to the southern boundary of JBASA-R and serves as the location of the installation's South Entry Gate. This gate is the sole access point for all deliveries and service-related traffic supporting JBASA-R's flight training operations, contingency mobilization efforts, and Total Force mobilization activities.

The proposed project entails a comprehensive reconstruction of [XX miles] of LSR to enhance its structural integrity, operational efficiency, and resilience to extreme weather events. Key components of the project include:

- Full-Depth Roadway Reconstruction
- Stormwater Drainage Upgrades
- New Bridge Structure to Replace Existing Low-Water Crossing
- Traffic Signal Installation and Turn Lane Construction
- Rerouting Above-Ground Utility Lines in CZs

These improvements will significantly enhance the corridor's LOS, mitigate flood-related hazards, and strengthen the reliability of critical infrastructure that supports military readiness and regional resilience.

b) Major scope elements (e.g., site work, utility upgrades, horizontal construction, mechanical systems installation, etc.).

Roadway Reconstruction: Converting a two-lane road with shoulders and roadside ditches to a three-lane road with curb and gutter for most of the project limits. A portion of the road will also include a right turn lane in addition to the three lanes. Also, a portion of the road will be widened to five lanes. Driveways and roadway geometry, including horizontal and vertical

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improvements, are being made to meet current design standards and provide better safety for vehicles and pedestrians.

Stormwater Drainage System: The roadway conveys the existing storm sewer via roadside ditches. It will be replaced with a closed storm sewer system for the majority of the roadway to convey roadway drainage along with some offsite drainage more efficiently through the right-of-way. Additionally, roadside ditches will remain in a few areas to convey offsite drainage. The drainage system will meet current design standards, improve drainage conveyance within the project limits, and reduce the likelihood of localized flooding in smaller rain events.

Bridge Installation: The existing low-water crossing will be replaced with a 47-foot-wide and 280-foot-long bridge to span Woman Hollering Creek and 100-year floodplain. The bridge will accommodate two lanes with a 10-foot shared use path.

Traffic Signal Installation and Turn Lane Construction: Based on a traffic study conducted in February 2024, a traffic signal is warranted at the intersection of Golf Road, where the JBSA-R South Entry Gate is located, and LSR. The project will widen the Golf Road to accommodate four lanes and add a right and left turn lane on LSR into Golf Road. This will improve traffic flow, reduce congestion, and enhance access control and safety for both military and civilian vehicles.

Rerouting Above-Ground Utility Lines: The proposed project includes rerouting above-ground lines to remove them from the two runway CZs and to protect essential power and communication infrastructure. This will ensure continuity of operations for both the installation and surrounding community and enhance safety for flights to and from JBSA-R..

- c) **Engineering information that demonstrates the technical feasibility of the construction project, and that the final project will be complete and usable.**

The proposed reconstruction of LSR and associated infrastructure improvements have been evaluated for technical feasibility and are supported by sound engineering principles and design standards. The integration of these improvements ensures that the final project will be fully functional, resilient to environmental stressors, and capable of supporting current and future operational demands.

- d) **The participating project parties involved in the project, to include contemplated grant sub-recipients as defined by 2 C.F.R. 200.1.**

City of Schertz, TX: A rapidly growing municipality in the San Antonio metropolitan area, Schertz is the primary recipient of the proposed grant and a central participant in the project. As the local government entity with jurisdiction over LSR, Schertz holds primary responsibility for the planning, design, and implementation of infrastructure improvements within its boundaries. The City's Public Works Department will lead these efforts and coordinate closely with JBSA-R, development services, and regional partners to ensure sustainable and resilient growth.

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Schertz has demonstrated a strong commitment to infrastructure investment, allocating over **\$40 million** in recent years to water, sewer, and drainage projects that support both new development and the maintenance of existing systems. The City’s leadership in the Lower Seguin Road project reflects its broader mission to enhance public safety, improve transportation efficiency, and support regional resilience—including infrastructure that directly benefits Joint Base San Antonio–Randolph (JBSA-R).

As the grant’s primary recipient under 2 C.F.R. § 200.1, the City of Schertz will oversee project execution and fiscal management, coordinating with military and regional stakeholders to ensure that improvements align with both civilian and defense-related infrastructure priorities.

Joint Base San Antonio-Randolph (JBSA-R): Is a key mission installation of the United States Air Force and one of three primary locations comprising Joint Base San Antonio (JBSA), alongside JBSA-Lackland and JBSA-Fort Sam Houston. As part of the Department of Defense’s largest joint base, JBSA-R serves as a premier training hub for the Air Education and Training Command (AETC), with a core mission focused on pilot and aircrew training, leadership development, and Total Force readiness.

While JBSA-R is not a grant sub-recipient, it is a critical stakeholder in the proposed infrastructure project due to its reliance on LSR for operational access. The installation’s South Entry Gate, located along LSR, is the sole access point for deliveries and services supporting flight training operations, contingency mobilization, and Total Force mobilization. As such, the installation has a vested interest in ensuring the reliability, safety, and resilience of adjacent transportation infrastructure.

JBSA-R’s involvement in the project includes providing strategic guidance, mission impact assessments, and formal support through command leadership. The installation’s coordination with local government entities, such as the City of Schertz, ensures that infrastructure improvements align with military operational requirements and enhance regional defense readiness.

2. A narrative describing the community-installation need.

a) Details on how the completed project will address a specific deficiency in community infrastructure supportive of a military installation.

The proposed improvements to LSR directly address multiple critical deficiencies in community infrastructure that currently impede safe and reliable access to JBSA-R. A recently completed traffic study revealed that several intersections along the LSR corridor, including the South Entry Gate intersection, are operating at LOS “E” on a scale from A (best) to F (worst). LOS “E” indicates that these intersections are functioning at or near capacity, with limited maneuverability, reduced speeds, and significant delays.

The South Entry Gate is a vital access point for JBSA-R, supporting daily operations and personnel movement. In February 2024, nearly 3,600 vehicles were recorded entering and exiting through this gate in a single day, highlighting the strategic importance of this corridor for military readiness.

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In addition to congestion, the corridor faces several other infrastructure challenges:

Flooding Risk: A segment of LSR includes a low-water crossing at Woman Hollering Creek, located within a FEMA-designated Special Flood Hazard Area. This area is prone to flooding, which disrupts access and contributes to roadway deterioration.

Stormwater Drainage Deficiencies: The existing stormwater infrastructure is inadequate, leading to frequent pooling and runoff during rain events. This exacerbates pavement damage and increases the risk of hydroplaning and vehicle accidents.

Above-Ground Utilities in Clear Zones: Utility poles and overhead lines are currently located within the roadway's clear zones, posing safety hazards and limiting the corridor's ability to meet modern roadway design standards. These obstructions increase the risk of collisions and complicate emergency response and maintenance operations.

Surface Degradation: High traffic volumes, combined with poor drainage and flood exposure, have led to significant surface deterioration, including cracks, potholes, and rutting.

These combined deficiencies compromise the safety, reliability, and resilience of the corridor, directly affecting the timely movement of military personnel, equipment, and emergency services. The proposed project will address these issues through comprehensive roadway reconstruction, drainage improvements, and utility relocations, enhancing operational efficiency, reducing delays, and supporting the long-term mission readiness of JBASA-R.

- b) A summary of the installation need for the proposed community infrastructure project, and how the absence of the proposed community infrastructure project degrades military value at the military installation, the training of cadets enrolled in an independent Reserve Officer Training Corps program at a covered educational institution and resulting impact to the benefitting installation, military installation resilience, or military family quality of life at a military installation.**

The proposed improvements to LSR are essential to sustaining the operational effectiveness, training capacity, and long-term resilience of JBASA-R. Without this project, the corridor's already strained infrastructure will continue to degrade to LOS "F." This level of congestion results in stop-and-go traffic, extended delays, and unreliable access to the installation.

Such conditions directly impact the punctuality and readiness of both instructors and trainees, including [e.g., [Prairie View A&M University ROTC](#)] cadets who rely on timely access to JBASA-R for training exercises. Delays and disruptions to training schedules reduce instructional effectiveness, limit hands-on learning opportunities, and risk extending the time required to complete training pipelines, ultimately degrading the readiness of future officers and the installation's ability to meet its mission objectives.

Moreover, in the event of a large-scale contingency or Total Force mobilization, the current state of LSR would be insufficient to support the surge in traffic and logistical demands. Delays in the movement of personnel, equipment, and supplies could compromise mission execution and emergency response capabilities.

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The absence of this infrastructure project also undermines military installation resilience. The corridor's vulnerability to flooding, poor stormwater drainage, and deteriorating pavement conditions increase the risk of access disruptions during severe weather events, threatening continuity of operations. Additionally, above-ground utilities located within clear zones pose safety hazards and limit the corridor's ability to meet modern design standards.

Finally, the degraded condition of LSR negatively affects the quality of life for military families who live, work, or commute through the area. Prolonged travel times, unsafe road conditions, and limited evacuation reliability during emergencies contribute to stress and reduce the overall attractiveness of the installation as a duty station.

In summary, failure to advance the proposed project would significantly degrade the military value of JB SA-R, hinder the training and development of future officers, and compromise both resilience and quality of life for the broader military community.

- c) An estimate of the likely beneficiaries of the project (in addition to the military installation) as well as an assessment of the extent to which the total installation population of military service members (or, if applicable, cadets enrolled in an independent program at a covered educational institution) and/or their families will benefit (e.g., 0-100% of the population).**

In addition to the military installation, an estimate of likely beneficiaries includes:

- **Residents:** The road reconstruction project, including the replacement of the low water crossing with a bridge and installation of a traffic signal, will significantly improve safety and accessibility and reduce travel time and vehicle operating costs for local residents.
- **Businesses:** Local businesses will benefit from improved transportation infrastructure, facilitating smoother logistics, enhancing safety for employees commuting, and potentially increasing customer traffic.
- **First Responders:** Enhanced road infrastructure will improve response times for emergency services, including fire, police, and medical personnel. The City of Schertz provides EMS services for the base and the proposed project will provide Schertz Fire Station #3 improved response times to the base.
- **Schools:** Improved road safety and accessibility will benefit students and staff commuting Randolph Field Independent School District located on the base. Families that live off base will benefit from improvements to LSR. School traffic in particular creates high volumes during peak commute times in the morning and afternoon.

An assessment of benefits to military service members and their families include:

- **Direct Benefits:** The project will directly benefit approximately 100% of the military installation population, including cadets, service members, and their families, by providing safer and more reliable access to the installation.
- **Quality of Life:** Enhanced infrastructure will improve the quality of life for military families by reducing travel time and increasing safety during commutes.

- d) Letter of Support**

Installation Commander Support Letter(s) should be included as attachments with your application.

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E. Summary of Construction Readiness [14 Pages Max]

1. Status of Planning and Design

Proposals must provide details on the status of design and planning required to proceed with ground-disturbing construction.

The Lower Seguin Road Reconstruction and Drainage Project is currently in the preliminary design stage, which is anticipated to be completed by July 2025. Key planning and design activities that are underway include geotechnical surveys, hydrologic analysis, environmental review and permitting. The final design and construction documents are expected to be completed in October 2025, enabling the project to move into the procurement phase in November 2025. The construction phase is anticipated to start in March 2026 and be completed in 24 months.

2. Budget and Funding Sources

All submissions must include a project budget section that identifies the information below. Budgets that fail to include these categories will be down-scored.

- a) **Proposals must provide a reasonable, allowable, and allocable project budget that demonstrates an understanding of eligible costs. Costs identified in this project budget must be broken out by major cost elements for project administration, inspection, construction, utilities, and contingency costs. This project budget must also identify the total cost for the proposed project, identifying which costs (if present) are contributed by other sources of funding (i.e., project parties). If soft costs (i.e., costs that are not direct construction costs) required for the planning, design, and execution are identified as part of the project budget, they must be funded as part of the local cost share portion of the project. Please note that all costs included in project budgets must have been incurred after August 13, 2018, the date of enactment of the John S. McCain National Defense Authorization Act for Fiscal Year 2019.**

The following is a summary of the proposed project's major cost elements:

Administration/Legal: Pending – need details from PW Team.

Inspection: Pending – need details from PW Team.

Construction: Pending – need details from PW Team.

Equipment: Pending – need details from PW Team.

Utilities: Pending – need details from PW Team.

Right-of-Way Acquisition: Pending – need details from PW Team.

Architectural/Engineering Fees*: Pending – need details from PW Team.

Contingency (no more than 15%): Pending – need details from PW Team.

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- b) If the proposed project is part (a phase) of a larger project, detail must be provided on the status of all funding to complete the total project.**

Not applicable.

- c) An overview of all funding sources, including non-federal project cost contribution source funding, that demonstrates a firm commitment and unconditioned availability (including any eligibility of federal funds to be counted as the funding contribution) to complete the project is required.**

The proposed project includes a local cost contribution from the City of Schertz that is 30% of the total project budget, which is both included in the proposed budget and essential to the overall project execution.

- d) If a local project cost contribution is required (or included as part of the proposed budget even if not required) for a community infrastructure project, a selected Grantee must show that local project cost contribution funding is liquid and readily available to the project prior to receiving grant disbursements from the Office of Local Defense Community Cooperation. The proposal itself must therefore include evidence that the necessary non-Federal sourced funding will be available to execute the project prior to disbursement of Office of Local Defense Community Cooperation funds.**

In accordance with the requirements of OLDCC, the City of Schertz affirms that the non-Federal funding necessary to support this contribution is both liquid and readily available. To demonstrate this, the proposal includes a resolution from the City Council authorizing the use of these funds for the project. This documentation provides clear evidence that the local cost share is secured and will be available in advance of any Federal disbursements, ensuring uninterrupted project execution and compliance with grant requirements.

- e) Proposals relying on debt financing for any portion of their project must demonstrate how any Federal Interest that is created through the proposed project will be preserved through any subsequent refinancing, foreclosure, or other actions that may change the purpose, life, and/or benefactors of the enhancement that was the basis for the Federal Interest.**

The City of Schertz has issued bonds to finance this project. In accordance with federal requirements, the City is committed to ensuring that any Federal Interest created through this project is fully preserved throughout the life of the asset, regardless of any future refinancing, foreclosure, or other financial restructuring. To that end, the City will implement the following measures:

Legal Protections: All bond documents and associated agreements will include provisions that recognize and protect the Federal Interest. These provisions will ensure that any refinancing or transfer of ownership will be contingent upon the continued preservation of the Federal Interest.

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Covenants and Restrictions: The City will record covenants or deed restrictions, as appropriate, to ensure that the purpose, use, and beneficiaries of the project remain consistent with the original intent of the federal investment.

Monitoring and Compliance: The City will maintain a robust compliance and monitoring framework to track the use and condition of the project assets. This includes periodic reporting and audits to verify that the Federal Interest is not compromised.

Contingency Planning: In the event of foreclosure or other adverse financial events, the City will require that any successor entity assumes the obligations related to the Federal Interest, including maintaining the intended public benefit and use of the project.

These measures collectively ensure that the Federal Interest will be preserved and protected, regardless of any future financial or operational changes related to the project.

- f) **If necessary, documentation demonstrating that the requested grant funds do not supplant other available federal funds, such as those through Defense Access Roads, Rebuilding American Infrastructure with Sustainability and Equity, the Economic Development Administration Public Works and Economic Adjustment Assistance, etc. If other federal funding is required to execute the project, the Grantee must include with the proposal a copy of a counter-signed funding agreement with the awarding federal agency. Documentation for this requirement should be included as attachments with your application.**

Not applicable.

- g) **The proposing entity must also state its capability to secure a surety bond (e.g., a bid guarantee, performance bond, and payment bond) prior to the commencement of construction activity as defined by 2 C.F.R. Part 200.326.**

As the proposing entity, the City of Schertz will serve as the project administrator and will subcontract with a qualified construction firm to perform the ground-disturbing activities. In accordance with 2 C.F.R. Part 200.326 and applicable procurement standards, the City will ensure that all selected contractors are capable of securing the required surety bonds, including:

- Bid Guarantee
- Performance Bond
- Payment Bond

These bonding requirements will be explicitly included in the solicitation documents and enforced as a condition of contract award. The City has established procurement procedures that comply with federal, state, and local regulations to verify contractor bonding capacity prior to the commencement of construction.

- h) **Acknowledgement that any cost overruns will be the obligation of the proposer.**

The City of Schertz acknowledges that any cost overruns will be the obligation of the City.

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- i) **Please complete the budget worksheet to the best of your knowledge. Please note that DCIP funds do not cover costs related to design, planning, and environmental. If soft costs (i.e., costs that are not direct construction costs) are required they must be funded as part of the local cost share portion of the project.**

Category	Federal Request	Non-Federal Match	Other Source
Administration/Legal	Pending	Pending	\$0
Inspection	Pending	Pending	\$0
Construction	\$17,500,000	\$7,500,000	\$0
Equipment	\$0	\$0	\$0
Utilities	Pending	Pending	\$0
Right-of-Way Acquisition*	\$0	Pending	\$0
Architectural/Engineering Fees*	\$0	\$2,700,000	\$0
Contingency (no more than 15%)	\$0	\$4,500,000	\$0
GRAND TOTAL:	Pending	Pending	\$0

*Ineligible for DCIP funding

3. Proposed Project Schedule

A detailed project development schedule must be included that explains the project execution strategy. The project schedule must identify milestones such as final permitting and compliance (including National Environmental Policy Act requirements), long lead time permits and approvals, design and contracting, site control, start of construction, and end of construction. The proposer must demonstrate that the project can commence quickly enough to ensure that the project can be completed no later than five (5) years following the obligation of federal funds.

Phases & Milestones	Start Date	Completion Date
Preliminary Design	10/1/2024	7/1/2025
Site Control	5/1/2025	Pending
NEPA	Pending	Pending
Final Permitting & Compliance	Pending	Pending
Final Design & Construction Documents	8/1/2025	10/31/2025
Procurement	11/1/2025	1/1/2026
Construction	3/1/2026	3/1/2028
Preliminary Design	10/1/2024	7/1/2025

4. Review of pre-construction requirements (environmental)

Proposals must include the status of any known federal and state/local requirements (e.g., National Environmental Policy Act (42 U.S.C. § 4321-4347)) and a detailed plan for completing them. If awarded a grant, the Grantee may also be required to comply with other environmental laws with requirements that support but are independent of the National Environmental Policy Act, including but not limited to Section 106 of the National Historic Preservation Act. Please provide this information below.

The following summarizes the status of known federal and state/local requirements and plans for completing them:

National Environmental Policy Act (NEPA) Compliance:

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- **Current Status:** The project is currently undergoing an Environmental Assessment (EA) to evaluate the potential environmental impacts of replacing the low water crossing with a bridge and installing a traffic signal. This assessment will determine whether a more detailed Environmental Impact Statement (EIS) is required.
- **Plan for Completion:** The EA is expected to be completed by [expected completion date]. If an EIS is deemed necessary, it will be initiated immediately following the EA, with an anticipated completion date of [expected completion date].

Section 106 of the National Historic Preservation Act (NHPA):

- **Current Status:** Initial consultations with the State Historic Preservation Officer (SHPO) and other relevant stakeholders were initiated on [start date] to identify any historic properties that may be affected by the project.
- **Plan for Completion:** The Section 106 review process will continue with detailed assessments of the project's impact on identified historic properties. This includes evaluating alternatives to avoid, minimize, or mitigate adverse effects. The process will culminate in a Memorandum of Agreement (MOA) or Programmatic Agreement (PA) to document compliance and agreed-upon mitigation measures. The anticipated completion date is [expected completion date].

Additional Environmental Laws and Requirements:

- **Endangered Species Act (ESA):** Consultations with the U.S. Fish and Wildlife Service will begin on [start date] to ensure that the project does not harm federally listed endangered species. The anticipated completion date is [expected completion date].
- **State and Local Requirements:** The project will comply with all relevant state and local environmental regulations, including obtaining necessary permits and conducting required assessments.

Anything else?

5. Status of Permitting Approvals

Proposals must include details on required federal and state/local permits including status and timeline to obtain such permits. If applicable, proposers must identify whether the proposed project is subject to inclusion in state, regional, metropolitan, or local approval regimes, or a certification from another agency (e.g., Metropolitan Planning Organization) of the inclusion of the project in any such planning document. The proposer must demonstrate that conformance with applicable state, regional, and/or local planning requirements is attainable within a reasonable timeline of grant award, list all necessary permitting, and the schedule for obtaining such permits. Specific mention of long lead-time permits to include federal organizations and/or those requiring multi-agency consideration or approval (e.g., U.S. Army Corps of Engineers, Defense Counterintelligence and Security Agency) must be presented in the proposal within the context of the project development schedule. Failure to identify all necessary permits with a schedule in submitted proposals will result in down-scoring during the proposal review period and potential project cancellation should the project be awarded and it determined that information was knowingly withheld.

The following summarizes the details of required federal and state/local permits and the timeline to obtain them:

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Federal Permits:

National Environmental Policy Act (NEPA):

- **Current Status:** The project is undergoing an Environmental Assessment (EA) to evaluate potential environmental impacts. The EA is expected to be completed by [expected completion date]. If an Environmental Impact Statement (EIS) is required, it will be initiated immediately following the EA.
- **Timeline:** EA completion by [expected completion date]; EIS completion by [expected completion date].

Section 404 Permit (Clean Water Act):

- **Current Status:** Coordination with the U.S. Army Corps of Engineers is ongoing to obtain a Section 404 permit for impacts to waters of the United States.
- **Timeline:** Permit application submitted; expected approval by [expected approval date].

Section 106 Review (National Historic Preservation Act):

- **Current Status:** Initial consultations with the State Historic Preservation Officer (SHPO) have been initiated.
- **Timeline:** Completion of Section 106 review by [expected completion date].

State Permits:

Texas Pollutant Discharge Elimination System (TPDES) Permit:

- **Current Status:** Application for stormwater discharge permit submitted to the Texas Commission on Environmental Quality (TCEQ).
- **Timeline:** Expected approval by [expected approval date].

Air Quality Permit:

- **Current Status:** Assessment of air quality impacts is underway; permit application to be submitted to TCEQ.
- **Timeline:** Expected approval by [expected approval date].

Local Permits:

Municipal Permits:

- **Current Status:** Coordination with local authorities for necessary construction permits.
- **Timeline:** Expected approval by [expected approval date].

Inclusion in Planning Documents:

- **Current Status:** The project is subject to inclusion of the City of Schertz Thoroughfare Plan.
- **Timeline:** June 2017.

6. Status of Site Control

Proposals must provide details on the status of site control for the life of the investment, specifically legal documentation such as easements, lease agreements, deeds, or the necessary progress to ensure construction commences within a reasonable timeframe. Please note: site or

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land acquisition, whether with Defense Community Infrastructure Program award funds, local cost share contributions, or some combination thereof, is not an eligible activity.

The following summarizes the details of the status of site control:

Easements:

- **Current Status:** All necessary easements for the project [are in the process of being] secured. Documentation includes recorded easements for access and utility placement along the project corridor.
- **Progress:** Easement agreements have been finalized and recorded with the county clerk's office. This ensures uninterrupted access for construction and future maintenance.
- **Timeline:** Secured and recorded by [date].

Lease Agreements:

- **Current Status:** Lease agreements for temporary construction staging areas [have been OR are in the process of being] executed.
- **Progress:** Lease agreements are in place for the duration of the construction period, providing designated areas for equipment and materials storage.
- **Timeline:** Executed and effective from [start date] to [end date].

Deeds:

- **Current Status:** The project site is owned by the City of Schertz and all deeds are in order.
- **Progress:** Ownership documentation has been verified, ensuring clear title and legal control over the project site.
- **Timeline:** Verified and documented by [date].

Progress to Ensure Construction Commences:

- **Site Preparation:** Preliminary site preparation activities, including surveying and geotechnical investigations, [have been completed on date OR are in progress and expected to be completed by date].
- **Permitting:** All necessary permits required for compliance with local zoning and land use regulations [have been obtained on date OR are in progress and expected to be obtained by date].
- **Coordination:** Ongoing coordination with utility companies and local authorities to ensure timely relocation of utilities and minimal disruption during construction.

F. Attachments

Attachments should be included in compliance with the overall application page limit as set forth at the start of this section. Such attachments may include maps, drawings, environmental compliance documents, or other **evidence that demonstrates how a proposal will start construction within a reasonable timeframe and be complete within five (5) years.**

- Attachment A. City Resolution
- Attachment B. Commander's Letter of Support
- Attachment C. 100% Unsigned Construction Plans
- Attachment D. Project Cost Estimate
- Attachment E. Project Schedule
- Attachment F. OLDCC NEPA Environmental Checklist & Approvals