

Meeting Summary

Public Scoping Meetings, May 8-9, 2007



The Texas Department of Transportation (TxDOT) and The Grand Parkway Association (GPA) are preparing an Environmental Impact Statement (EIS) for Segments H and I-1 of State Highway 99 (SH 99) from US 59 North to IH 10 East, also known as the Grand Parkway Segments H and I-1. These segments are located on the northeast side of the greater Houston metropolitan area and span the area from US 59 (N) to IH 10 (E) generally between FM 2100 and SH 146 in Montgomery, Harris, Liberty and Chambers Counties, a distance of approximately 36 miles. Cities within the project study area include Mont Belvieu, Dayton and New Caney, Texas. Segments H and I-1 are planned as a four-lane, limited access, toll facility within a 400-foot-wide right-of-way. SH 99 is an element of the 2025 Regional Transportation Plan, a transportation program developed by the Houston-Galveston Area Council.

The purpose of this report is to document the activities used to solicit public participation as well as record the input received in conjunction with the project's second series of public scoping meetings held May 8-9, 2007.

PUBLIC SCOPING MEETINGS

The second series of public scoping meetings was held in two different locations within the study area to provide ample opportunity for interested citizens to attend. Both meetings were held from 6-8 p.m.

- Tuesday, May 8 — New Caney High School, Ninth Grade Campus 22784 Hwy 59 South, Porter, 77365
- Wednesday, May 9 — Eagle Pointe Recreation Complex 12440 Eagle Pointe Drive, Mont Belvieu, 77580

The purpose of the May 8-9 meetings was to solicit public input towards the development of the proposed project's need and purpose, coordination plan, schedule, alternatives development methodology, the universe of alternatives, preliminary alternatives and recommended reasonable alternatives.

ATTENDANCE

Approximately 180 people attended the public meetings:

- New Caney — 62 citizens and 3 elected officials
- Mont Belvieu — 107 citizens and 8 elected officials

Representatives from project team firms were present at both meetings: The Grand Parkway Association, Texas Department of Transportation, FHWA, TxDOT Environmental Affairs Division (ENV), PBS&J, HNTB Corporation, Wilbur Smith Associates and The Lentz Group. Representatives from the Trans-Texas Corridor also attended the meetings.

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MEETING FORMAT

Both meetings were conducted in an “open house” format and consisted of various exhibits including maps of the preliminary alternatives, text informational boards and large-scale aerial maps. The total number of preliminary alternatives shown included 5 alternatives in Section A, 8 alternatives in Section B and 7 alternatives in Section C. A color map of the study area and these alternatives accompanied the comment form given to attendees. In addition, the preliminary alternatives that were selected as recommended reasonable alternatives were shown on a display board that included 3 alternatives in Section A, 5 alternatives in Section B and 6 alternatives in Section C. Project documents — coordination plan, need and purpose and first series public scoping meeting record — were available for review.

Meeting attendees were invited to review the information at their leisure. TxDOT, GPA and consultant team representatives were available to answer questions and discuss concerns. Attendees were encouraged to fill out comment forms and submit them at the meeting or to GPA by mail. Due to the possible proximity and potential future connection of the Trans-Texas Corridor (TTC I-69) to SH 99 Segments H and I-1, representatives from the TTC I-69 study team displayed their project’s informational boards and were available for questions and comments. The Grand Parkway is a separate and independent project from the TTC I-69 project.

PUBLIC INPUT SUMMARY

A total of 72 comments were received — 22 comment forms from New Caney meeting attendees, 33 comment forms from Mont Belvieu meeting attendees and 4 mailed to GPA. Additionally, 9 email comments and 4 letters were received.

This meeting summary and comment responses will be posted at www.grandpky.com. A full copy of the Public Scoping Meeting Record, including comment responses, will be available for review by July 9, 2007 at Grand Parkway Association, 4544 Post Oak Place, Suite 222, Houston, TX 77027; the TxDOT Houston District Office, 7721 Washington Avenue, Houston, TX 77007; the TxDOT Beaumont District Office, 8350 Eastex Freeway, Beaumont, Texas 77708 and the TxDOT Liberty Area Office, 209 Layl Drive, Liberty, TX 77575.

The following summarizes the comments received. A detailed outline of comment responses follows this summary.

Study Area Property Owners

The majority of questionnaire respondents (78%) own property within the study area.

Project Interest

Most respondents cited their interest in the project pertains to property concerns.

Property Type

The majority of property owned by respondents within the study area is residential property (42%), with 29%

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owning agricultural property. Respondents cited a wide range of property acreage and length of ownership — from 4 to 3,600 acres and from 1 year to 150 years. Eleven respondents noted their property location on the attached map. Their specific responses are detailed at the end of this section.

Meeting Notification

Most respondents heard about the meetings through media coverage and the mailed meeting notice.

Web site Use

Most respondents indicated they visit the project web site occasionally for public meeting notices and to review or download documents.

Information Dissemination Preference

Respondents commented they prefer to receive project information and updates either via postal mail or e-mail.

Impacts to Avoid

Comments regarding additional impacts varied and included Lake Houston Park, Huffman Cemetery and area community centers, schools and flood-prone areas.

Need and Purpose

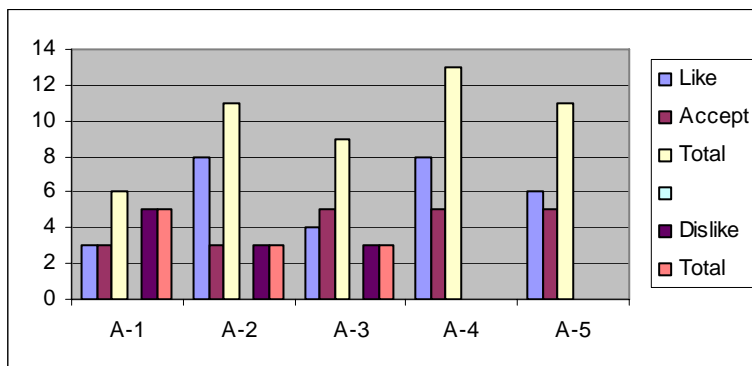
Comments regarding the project's need and purpose varied and included suggestions for route alternatives and identification of environmental, mobility and economic development issues.

Project Coordination Plan

The majority of respondent's comments regarding the project coordination plan were positive and included "I like the plan," "good work" and "learned a lot of information."

Alternative Preference

Only two respondents commented on the No Build Alternative, one citing they liked it and one stating they had no opinion. In Section A, the majority of respondents indicated that these alternatives did not concern them or they had no opinion. Alternatives A-2, A-4 and A-5 received the most positive feedback.

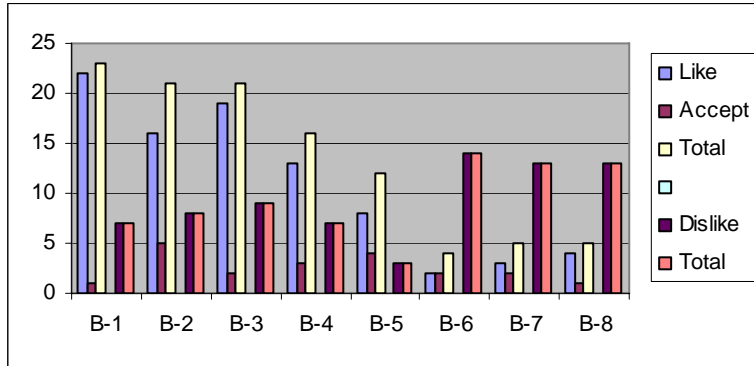


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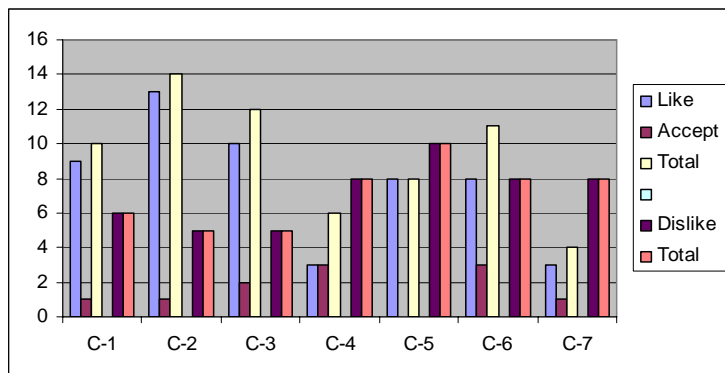
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In Section B, Alternatives **B-1**, **B-2** and **B-3** received the most positive feedback.



In Section C, Alternative **C-2**, **C-3** and **C-6** received the most positive feedback.



Additional Alternative Suggestions

Only one respondent offered an additional alternative suggestion stating, “Best alternative is a diversion of B-5 joining with C-5.”

Additional Comments

Space was given on the questionnaire for additional comments. Comments varied by subject including mobility, property and environmental issues. A categorized summary follows this report.

Future Meeting Suggestions

Suggestions varied from “add a question and answer period,” to “provide copies of aerial maps at the meetings” and “post a list of project frequently asked questions.”

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Study Area Property Owner

Yes	45
No	13

Project Interest

- At 71 years old, I have watched all these projects
- Own 1500 acres
- Live in northeast Harris County in an area that adjoins Segment H
- Our property may be affected by the route of the highway
- I have property in the vicinity
- Improved mobility for the general area
- Live in Cypress Points subdivision/Blue Lake Road
- C-6 adjoins my property for several 100 feet. Would donate land to project
- Sister lives on Needlepoint Drive
- Maintenance needs for TxDOT
- Road closures and routing. Hazmat transports
- Interested in the transportation system in this area
- Live off 146 S and we hope the new road will make less traffic on 146
- Own property
- Directly affected by Segment I-2
- Beach City Alderman
- Live on my grandparent's old farm in our family since 1942. Don't want to see our rural community and the country piece and quiet ruined
- Homestead and 38.5 acres 1.5 miles from study area. City of Plum Grove City Councilman and Mayor Pro-tem
- Have property, residential, that will be impacted by earlier construction.

Property Type

Residential	30
Agricultural	21
Commercial	5
Industrial	2

Property location

- At B-1, B-2 & B-3 intersection, near Harris and Liberty County lines
- Church 21258 Loop 494
- East of Lake Houston Park, west of 688, north FM 1960
- Harris County, southeast of Lake Houston Park
- Kingwood area
- The western portion abuts US59's east service road and adjoins the WC High School (south of school)
- Community Drive
- Far bottom southeast corner of study area near Mont Belvieu
- In Mont Belvieu, southeast corner of study area

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- In FM 1960 area, a little east within study area
- Section C
- Near Highway 90 in Section B, near B-3 alternative.
- Residence on B-2 between 686 and Huffman.
- In Section B, near 1960 and the eastern border of the study area

Meeting Notification

Media Coverage.....	24
Mailing.....	18
Another person.....	10
Web site	9
Advertisement.....	7
Other	2
• Call from County Commissioner	
• TxDOT	

Web site Usage

Occasionally	27
Never.....	18
Regularly.....	11

Web site Usage Purpose

Public Meeting Notices.....	20
Review or download documents.....	16
Make comments.....	5

Information Dissemination Preference

Mail.....	30
Email.....	22
Web site	5
Media	5
Other	5
• Monthly or quarterly	
• At work	
• Phone	

Impacts to Avoid

- It may center Huffman High School
- Avoid Lake Houston Park
- Cemetery, May Community Center & Ball Park, Hargrave High School
- Huffman Cemetery
- Lake Houston Park Area

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- Airport
- Area floods and we don't want road construction causing more flooding
- FM 2100 cemetery & historical marker/Lake Houston Park
- B-7 and B-8 will go through my property
- Avoid expensive homes, ranches which are beginning to be built in our area. Probably needs to be between Crosby & Dayton near FM 1960 area. A lot of empty land. A lot of traffic
- Oil and gas wells
- St. Ann's Catholic Church and Cemetery, Eastgate Community
- Oilfield, Esperson Dome, Whitewing Subdivision in Liberty County
- Flood prone areas

Need and Purpose Comments

Route Suggestions

- Not needed
- Route should be between Dayton and Huffman at curve on FM 1960 and RR
- I like A-4 best
- Believe this is ridiculous size
- Would like proposed line to shift more east
- A north/south road with service roads is needed between 565 and I-10
- Finish Beltway 8 first and then work on Grand Parkway

Economic Development

- It will help develop the Liberty County
- Increase property values. Lessen congestion on local roadways
- Should support and encourage commercial development. Very little benefit to this area without feeder roads
- East Harris and Liberty Counties are in desperate need for mobility, evacuation, commerce and development
- Coordinate with Bayport, Cleveland Corridor, so that they outcome will benefit both objectives (transportation). Consultants at this meeting did not know of the Bayport-Cleveland Corridor
- Because of prospective commercial development in West Liberty County, we are hoping the Parkway will follow near the Cedar Bayou area
- Since it is a limited access toll road its purpose will not serve any needs of the residents of Liberty County. No such route to the north and west across the county is needed by anyone here. It will stifle growth since the routes will be a blight as they cut a swath through attractive buildable land

Evacuation/Mobility

- See a benefit for hurricane evacuation. Otherwise, don't feel that this section is needed. Congestion is not problematic in this area
- Should facilitate hurricane evacuations from the south and general area traffic flow now restricted to FM 1960

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- Great way to reroute congestion & increase value of property in Harris County
- Intended for evacuation routes, better mobility
- Is Fisher Road going to become a toll road?
- Controlled access is necessary
- It will be very nice to travel from IH 10 to Hwy 59 without traveling the Beltway. The Beltway is slower than I-610
- Crosby is beginning to attract larger businesses & restaurants. It would be great not to have to go to Baytown or Humble for entertainment, etc.
- It has been proven during hurricane Rita that our evacuation and communication system in times of disaster or danger is inexcusable. When people take the time to personally examine an area before they make rules or vote on something, a lot of money and mistakes could be avoided
- Will reduce traffic on the other roads
- Very needed. Move on as soon as possible
- Mont Belvieu area needs exits on and off the Grand Parkway

Environmental/Constraints

- Worried about more flooding in Caney and Peach Creek. These creeks already prone to flooding
- Creeks already flood and roads are likely to flood so much more. Digging and dredging will make it worse

General

- The people are very helpful.
- Great project
- Great idea! It could have been done 10 years ago and there would have been fewer residences in Section B
- Needed in light of population projections

PCP Comments

- Presented very well, good explanations
- Just curious — where on East Community Drive will project go behind or front of my house?
- Effort so far is very complete and informative
- Okay
- I like the plan. Will be great for East Harris & Chambers County
- So far, it's good. Helpful people. Good maps. This is our first public meeting. Learned a lot of information
- I like C-5 & C-6
- Good work. Best and quickest routing should be used

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Alternative Preference

No Build

Like alternative	1
Acceptable/neutral	0
Dislike alternative.....	0
No opinion/does not concern me	1

A-1

Like alternative	3
Acceptable/neutral	3
Dislike alternative.....	5
No opinion/does not concern me	10

A-2

Like alternative	8
Acceptable/neutral	3
Dislike alternative.....	3
No opinion/does not concern me	10

A-3

Like alternative	4
Acceptable/neutral	5
Dislike alternative.....	3
No opinion/does not concern me	10

A-4

Like alternative	8
Acceptable/neutral	5
Dislike alternative.....	0
No opinion/does not concern me	11

A-5

Like alternative	6
Acceptable/neutral	5
Dislike alternative.....	0
No opinion/does not concern me	10

B-1

Like alternative	22
Acceptable/neutral	1
Dislike alternative.....	7
No opinion/does not concern me	2

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B-2

Like alternative	16
Acceptable/neutral	5
Dislike alternative	8
No opinion/does not concern me	3

B-3

Like alternative	19
Acceptable/neutral	2
Dislike alternative	9
No opinion/does not concern me	4

B-4

Like alternative	13
Acceptable/neutral	3
Dislike alternative	7
No opinion/does not concern me	6

B-5

Like alternative	8
Acceptable/neutral	4
Dislike alternative	3
No opinion/does not concern me	8

B-6

Like alternative	2
Acceptable/neutral	2
Dislike alternative	14
No opinion/does not concern me	6

B-7

Like alternative	3
Acceptable/neutral	2
Dislike alternative	13
No opinion/does not concern me	6

B-8

Like alternative	4
Acceptable/neutral	1
Dislike alternative	13
No opinion/does not concern me	6

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C-1

Like alternative	9
Acceptable/neutral	1
Dislike alternative	6
No opinion/does not concern me	7

C-2

Like alternative	13
Acceptable/neutral	1
Dislike alternative	5
No opinion/does not concern me	7

C-3

Like alternative	10
Acceptable/neutral	2
Dislike alternative	5
No opinion/does not concern me	8

C-4

Like alternative	3
Acceptable/neutral	3
Dislike alternative	8
No opinion/does not concern me	9

C-5

Like alternative	8
Acceptable/neutral	0
Dislike alternative	10
No opinion/does not concern me	7

C-6

Like alternative	8
Acceptable/neutral	3
Dislike alternative	8
No opinion/does not concern me	8

C-7

Like alternative	3
Acceptable/neutral	1
Dislike alternative	8
No opinion/does not concern me	8

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Additional Alternative Suggestions

- Avoid flood area near the B-4 label on the map. Many residences between 1960 and Highway 90 in eastern Section B. Best alternative is a diversion of B-5 joining with C-5.

Additional Comments

Property Concerns

- Access if road goes through our property
- Use less populated land
- B-4, B-6, B-7 and B-8 have too much impact on existing residences
- B-3 should be moved west to go along property lines
- A-4 seems the best to me. Has less impact on homeowners
- B-1 appears to have the least impact on residential and commercial property. B-1 tying into B-2 appears to be the best way to go
- B-7 & B-8 would cut through many housing developments. There has to be a route that would not affect so many people and cause the disruption to their lives.

Environmental/Constraints

- Avoid the area in Mont Belvieu west of SH 146 that is already petrochemical. Leave some distance between the plants and the highway so plant emergencies will have less impact on road usage
- Support any alternative that minimizes environmental impact. Concerned about the potential impact this construction would have on water flow and flooding in this general area
- Just flooding concerns. Especially Caney Creek
- Flooding & traffic
- Concerned about loss of the rural way of life, all the noise and development this project will bring
- Some areas are very low and 4.5" of rain puts water over the grass. Area at B-4 stands in water all winter. Construction would be difficult. Dip in CR 603 at the intersection of a drainage ditch. With 4" of rain the ditch overflows covering the road for a width of at least 100' up and down the road.
- This area floods. If built on B-2, what happens to water flow of east branch of Cedar Bayou which runs from east to west?
- Great deal of sense to using A-5 along the existing FM 1485 and joining it to alignment B-4. This will take the road through forested land as opposed to developed farms or residential areas as would occur with alignments B-1 or B-2. Both B-1 and B-2 cross the floodplain of Luce Bayou at a wide point, whereas B-4 can be aligned to cross at a rather narrow point. This will make construction of the roadway less expensive as more can be built on actual land versus on elevated bridges and causeways
- B-1 — Your aerial constraints map is outdated and does not show several water wells in the vicinity of FM 1960, CR 614 and CR 621. There are now some 40 homes in the area. What access will there be from FM 1960?

Mobility

- Concerned about having to pay a toll to enter Needlepoint Drive and having to detour to I-10 to enter Needlepoint. Not able to enter Needlepoint via FM565
- Join this segment with the I-2 segment at I-10. DO NOT put more traffic onto I-10 between the C-6 and C-1 areas
- Because Huffman, Crosby & Dayton are being more "citified", businesses are coming into this area. Need to decongest traffic in Crosby. FM 2100 had recorded 70,000 cars everyday according to the

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Starbuck's survey and was in the Community News. Need other alternatives to get to Houston or avoid Houston traffic congestion if we want to go to San Antonio, etc. Been waiting for 20 odd years

- Like C-2 alternative. Direct connection with I-2 segment. Takes traffic around Mont Belvieu, but does not eliminate Hwy 146 for Hazmat route.
- Concerned about the in and out traffic of Needlepoint Road. Currently making a huge detour to enter my street. Adds about 10 miles to my travel each day
- Plum Grove Road was completely clogged for 3 days during Rita. We need help now

Route Suggestions

- Build it
- A-4 — connect to Segment G. C-3 — connect to I-2. Segment H must connect to Segment G at the same location on US 59. Segment I-1 needs to connect to Segment I-2 at IH 10. Offset connections are confusing and difficult to negotiate for the general public
- Break B-1 site off to join B-2 near Plum Grove
- A road from 565 to I-10 is much needed, but must have feeder roads so citizens can get on and off
- C-6 seems the most likely route. Feeder roads would be beneficial to this area. Would donate land if feeder roads are built. Without feeder roads, there is little or no benefit except to the traveling public
- Don't think you should consider C-1, C-2, C-3, C-6, C-5 because of the inability to use in case of an explosion or any other disaster. C-4 or C-7 are straighter routes and could help evacuate the area. Parkway should go through an area that is already too congested to accommodate the present traffic. Keeping in mind that everything will be impacted on either side of the corridor. Special interest parties or landowners should not be accommodated
- C-4 & C-7 going to IH-10 does not make sense
- City of Mont Belvieu prefers C-6 because it hugs existing CWA canal which already separates residential and industrial sides of city, minimizes impact on Cherry Point Subdivision at SH 146, and an alignment west of CWA canal allows the canal to serve as a natural buffer between roadway and residential areas developing to the east. As C-6 leaves the City, the city does not take position on whether it continues NW or tracks back north. The City strongly objects to C-1, C-2 & C-3 because route isolates land between pkwy and CWA canal to the west, requires acquisition of homes in Cherry Point and brings pkwy closer to new residential developments on our east side
- Either B-3 or B-4 would provide the highest and best use as the other alternatives are either too close in proximity to existing major thoroughfares or too far beyond the reasonable scope of development for the foreseeable future
- Cleveland City Council on May 17, 2007 discussed the proposed routes and supports alternative B-1.
- In resolution 2007-04, the City of Dayton supports B-1.
- Houston Sierra Club is opposed to the Grand Parkway. HSC has driven the study area and there is no reason for the GP in the Segments H & I-1 study area. HSC recommends that several alternatives that utilize as much existing road ROW be evaluated in the DEIS. These include 1) FM 1485 to FM 2100 to FM 1960 to SH 146 to IH-10 to SH 99; 2) FM 1485 to FM 2100 to FM 1942 to SH 146 to IH-10 to SH 99; and 3) FM 1485 to FM 2100 to FM 1960 to SH 146 to FM 3360 to IH-10 to SH 99. Focus on reducing environmental damage to Lake Houston Park, East Fork of the San Jacinto River, Peach Creek, Caney creek, Luce Bayou, and Cedar Bayou forested wetlands and if avoidance is not possible then 6:1 mitigation of land acquired to mitigate for land impacted should be implemented. Any noise pollution impacts due to the road must be mitigated including the use of noise absorbing pavement, noise absorbing sound walls, planting of vegetation, and depressed versus raised roadbed construction. The cumulative, secondary, direct, indirect, and connected impacts on the loss of quiet, the loss of

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hearing natural sounds, and the increase in noise pollution caused or encouraged by the road and associated development.

Future Meeting Suggestions

- Just keep on doing what you are doing. Keep us informed on the progress
- Full speed ahead
- Keep up the work and let's go on with the project for the benefit of the community as a whole
- Meeting was great and the people were very helpful
- Copies of aerial maps provided for citizens to take home
- More detailed information and photos of residential areas adjacent to the proposed routes particularly when the ROW is close to boundary lines
- Question & Answer period
- What are the options for homeowners when site is picked? Need a Q&A for all aside from today group Q&A. Will bring up questions some may not think of
- The long delays in the completion of this project poses a significant burden on landowners who have their property for sale when their land is on the tentative alignment of the GP, as mine is. This project has cast a marketing shadow on my land since 1985
- Need FAQ's!!! Landowner/homeowner impact? Eminent domain?
- Need to value options to let us know which are most likely. I would donate land to project to help locate an option
- More information on what facilities are lying in the path of the intended proposal
- Let us see exit and entrance ramp proposals and explanations
- More detail on Parkway & Bayport-Cleveland Corridor
- Some people did not seem to understand what limited access means. You should show proposed access locations, if any.