Script:
The Texas Department of Transportation, Houston District, would like to welcome you to this virtual public meeting, with an in-person open house. This presentation will provide information on the proposed Farm-To-Market or FM 2977 improvement project. This is a pre-recorded presentation. My name is Peter, and I am part of the project team. I would like to thank you for participating in this public meeting.

During the virtual presentation, you may pause the video and navigate forward or backward using your video player.

Public Meeting Technical Difficulties and Accommodation Requests

Please phone 713-802-5262 if you have:

- Technical difficulties accessing public meeting information online
- Request for special accommodations
- Language or interpretation needs other than English and Spanish

Details on how to submit an official comment will be provided further in the presentation.

Script:

If you have any technical difficulties accessing the public meeting information, need special accommodations, or speak a language other than English or Spanish and have interpretation needs, please contact Sarah Wyckoff, Project Manager, at 713-802-5262. Details on how to submit comments will be provided further along in the presentation.

Virtual Public Meeting with an In-Person Open House

IN-PERSON OPEN HOUSE

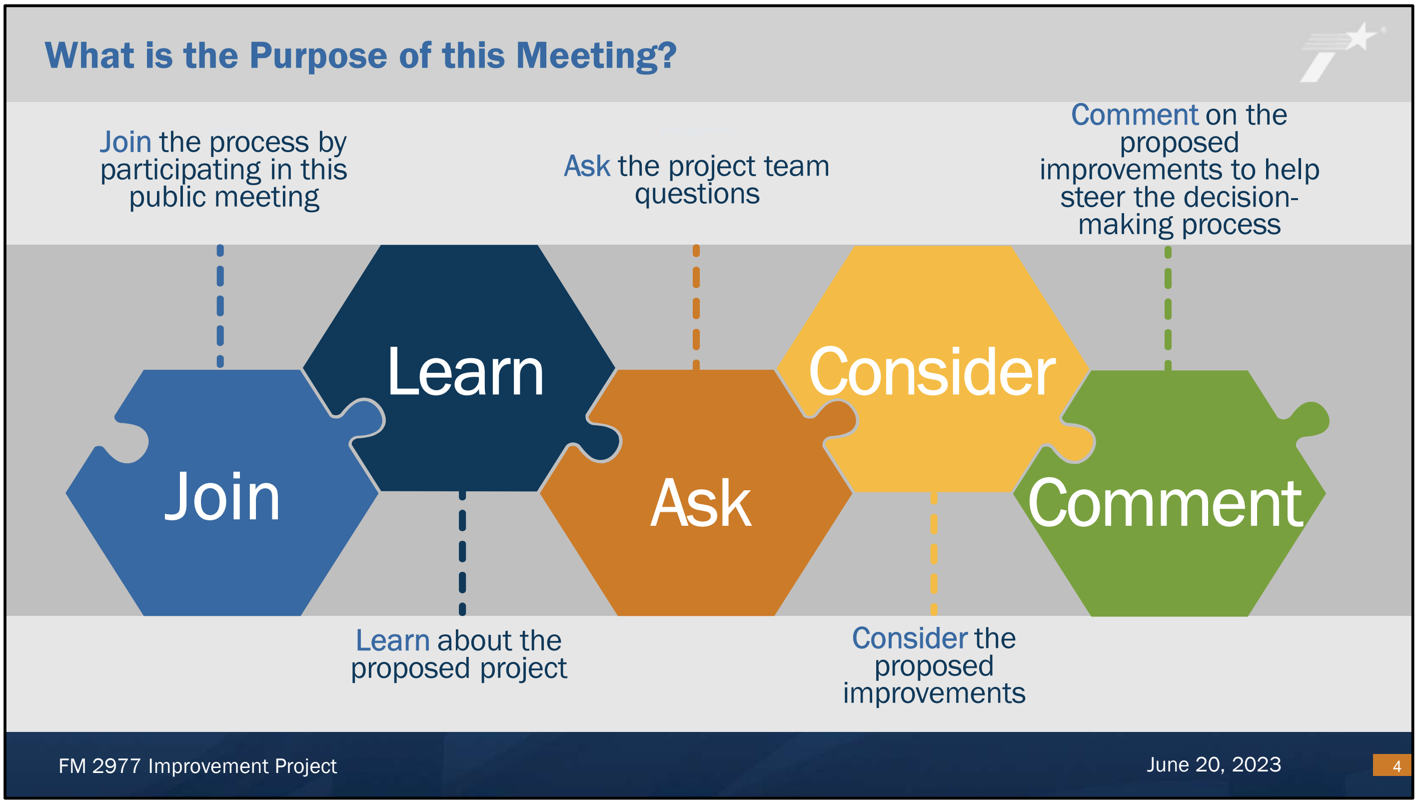
Date
Thursday, June 22, 2023

Time
5:00 to 7:30 P.M.

Location
Dr. Thomas E. Randle High School
7600 Koeblen Road,
Richmond, TX, 77469

Script:

The virtual public meeting is being held in conjunction with an in-person open house. The open house will be held on Thursday, June 22, 2023, from 5:00 to 7:30 p.m. at Dr. Thomas E. Randle High School, located at 7600 Koeblen Road, Richmond, Texas, 77469. The information presented in the virtual public meeting and the in-person open house is identical, and the opportunities to comment do not differ.



Script:
The purpose of this public meeting is to engage with stakeholders and the adjacent communities regarding the proposed project and to receive feedback. It also offers an opportunity for the project team to address any questions or concerns from the public.

Memorandum of Understanding

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration (FHWA) and TxDOT.

Script:
This project is anticipated to receive both state and federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to be informed when deciding whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.

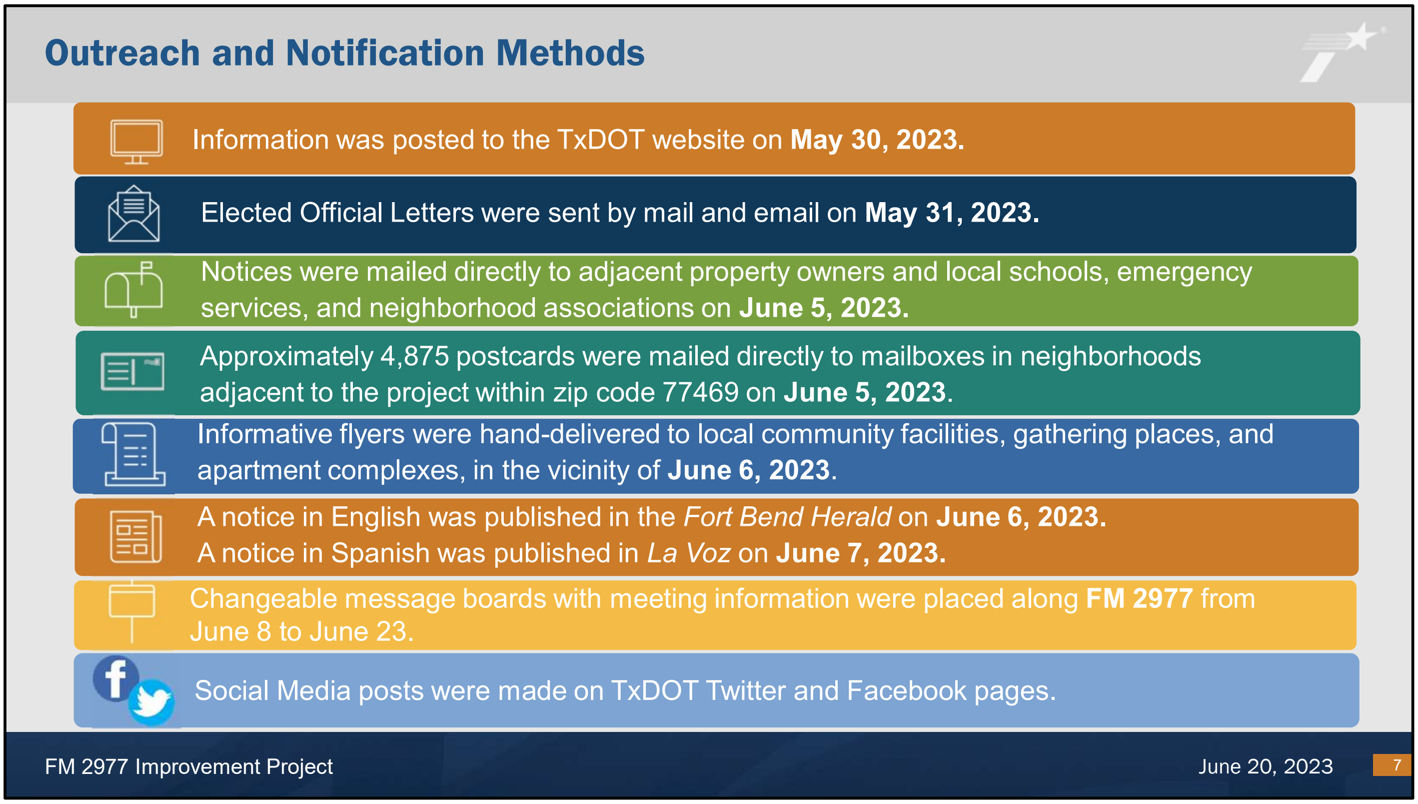
Script:
In this presentation, I will first outline the notification process leading up to this public meeting.

Then I will provide an overview of the project, discuss background information, and explain the need for and purpose of the project.

This will be followed by a detailed discussion of the proposed improvements and the environmental analysis.

The next steps and funding information will then be provided following the engineering and environmental discussion.

Toward the end of this presentation there are instructions on how to submit written comments, as well as contact information for TxDOT.



Script:
In preparation for this public meeting, notices in both English and Spanish were published on the TxDOT webpage on May 30, 2023.

Elected officials were notified of this public meeting by mail and email on May 31, 2023.
Notices in both English and Spanish were then mailed to adjacent landowners on June 5, 2023, along with a project flyer.

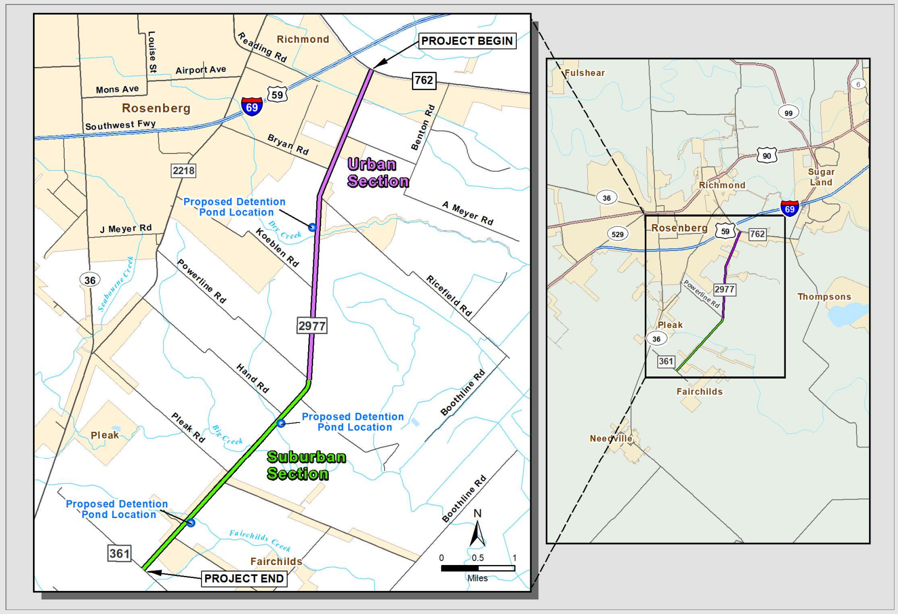
Approximately 4,875 postcards were mailed out on June 5, 2023, to mailboxes within the 77469 zip code.
Informative flyers were hand-delivered to local community facilities, gathering places, and apartment complexes in the vicinity on June 6, 2023.

Notices were also published in the Fort Bend Herald on June 6, 2023, in English, and La Voz on June 7, 2023, in Spanish.

TxDOT advertised the meeting on roadside variable message signs along FM 2977, from June 8 to June 23.
In addition, links to the meeting notice were posted on the TxDOT Facebook page and TxDOT Houston District Twitter page.

Project Overview

- Project Name: FM 2977
- Project Length:
  Approximately 8 miles
- Project Limits:
  From FM 762 to FM 361
- Project Reference Number:
  3048-01-018
- Estimated Construction Cost:
  Approximately $70 million
- Funding:
  This project is not yet funded



Script:
Now let’s take a closer look at the project. Looking at the map, you can see the project limits of the FM 2977 project. The project begins at FM 762 and ends at FM 361. The project area is in Fort Bend County, Texas, and extends for approximately eight miles. The proposed improvements would require approximately 73 acres of new right of way. This also includes the construction of three detention ponds for stormwater runoff. The area between FM 762 and Powerline Road, shown with the purple line on the map, would consist of an urban typical section. The area beginning at Powerline Road to FM 361, shown with the green line, would consist of a suburban typical section. A typical section is a cross-section of how the road looks today or how it would look in the proposed design. In this case, we are showing the two proposed typical sections and will go into more detail on these further along in the presentation.
Within this project corridor, the team is also anticipating approximately 11 displacements, six of which are residential structures and five are additional structures.
The FM 2977 project is not yet funded.
The information you see on this slide is also found in the project handout.

Project Background

- Engineering analysis began in 2019
- Coordinated with local government officials and other stakeholders
- Identified large engineering constraints including the NRG canal, City of Rosenberg facilities, other infrastructure, and utility conflicts
- Other physical constraints include industrial facilities, Randle High School campus, and residential and commercial structures
- Preliminary roadway alternative concepts were screened and analyzed versus environmental constraints
- The currently proposed alternative is a preliminary solution to improve FM 2977 for the future and for your feedback

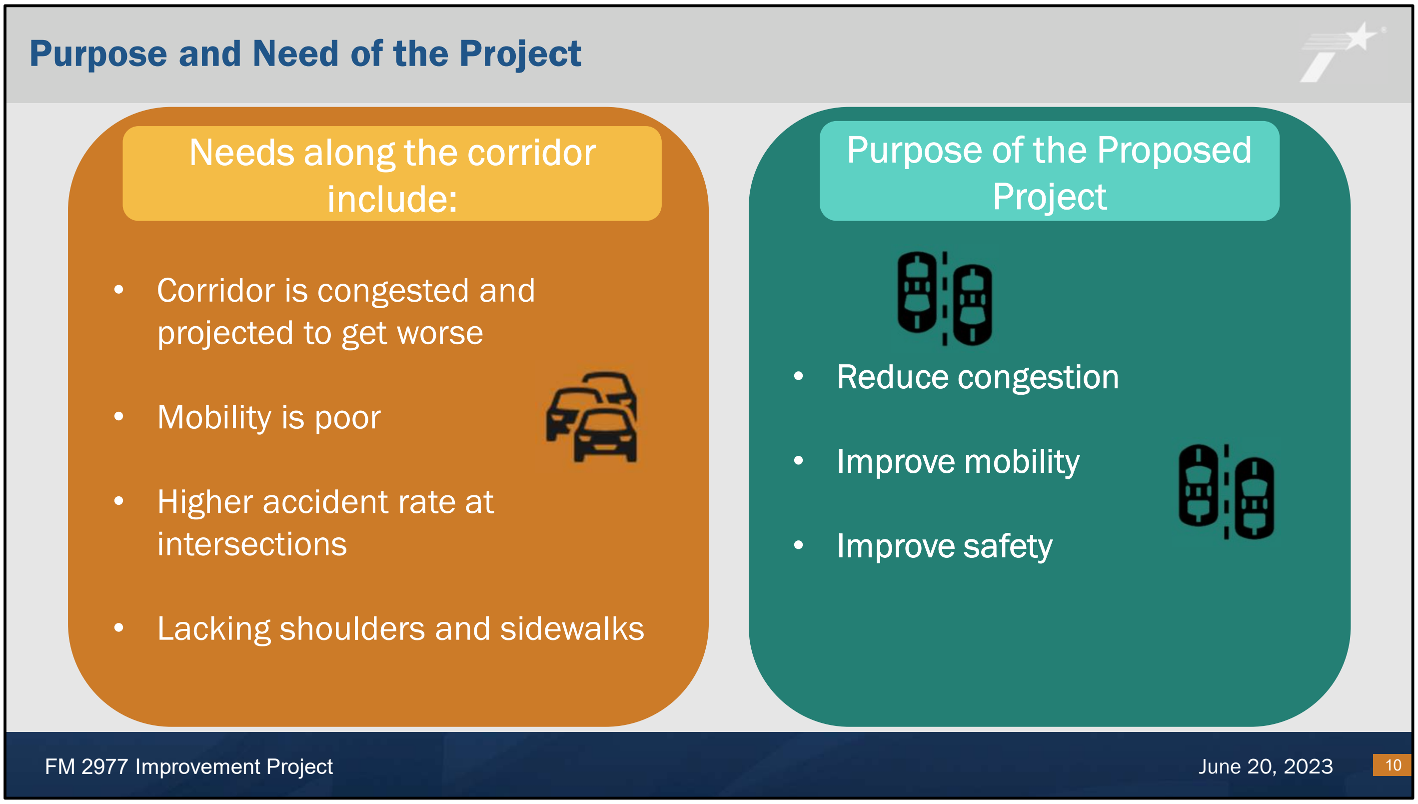
FM 2977 Improvement Project June 20, 2023 9

Script:

To provide some background, TxDOT began the development process for the project in 2019 by collecting data and reviewing current project corridor conditions. The project team met with local government officials and several interested stakeholders to determine potential engineering constraints, identified short and long-term project needs, and planned projects that may conflict or integrate with the current proposed improvements.

The project team identified several engineering and physical constraints that supported the development of alternative concepts for the project. The engineering constraints also identified potential conflicts with residential and commercial structures within the project limits.

The project team then developed several preliminary roadway alternative concepts which were screened and analyzed versus the environmental constraints. The proposed alternative presented for this meeting is preliminary and was developed as an effective solution to improve the existing roadway, balancing potential impacts to the environment.



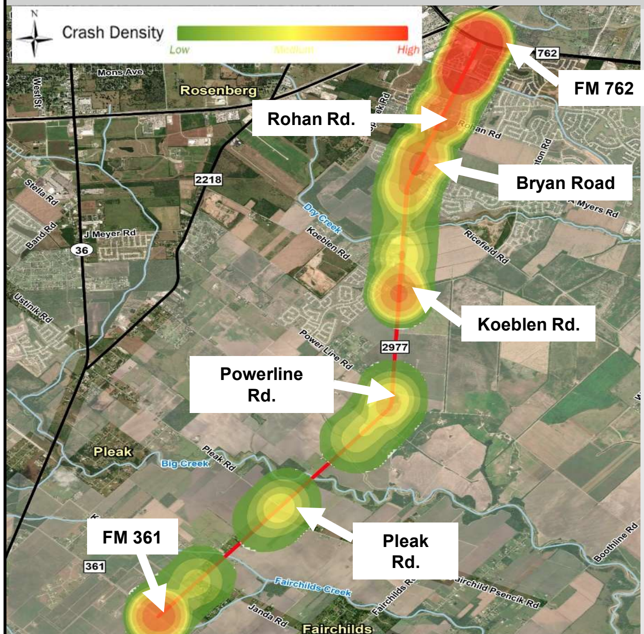
Script:

The proposed FM 2977 Roadway Improvement project is needed because the existing capacity of FM 2977 within the project limits is inadequate to meet current and future traffic volumes and the project area is experiencing continued growth. In addition, several intersections are noted to be high crash areas.

The reduced capacity results in congestion and reduced mobility within this stretch of the roadway.

The purpose of the proposed project is to reduce congestion and improve traffic flow, mobility and safety on FM 2977 between the limits of FM 762 and FM 361.

Hot Spot Crash Density



Top Crash Intersection Hot Spots

- FM 762
- Rohan Road
- Bryan Road
- Koeblen Road
- Powerline Road
- Pleak Road
- FM 361

68%
INTERSECTION OR INTERSECTION-RELATED CRASHES ON FM 2977

51%
STATEWIDE AVERAGE OF INTERSECTION OR INTERSECTION-RELATED CRASHES

Intersection or intersection-related crashes totaled 242 from 2017 through 2021

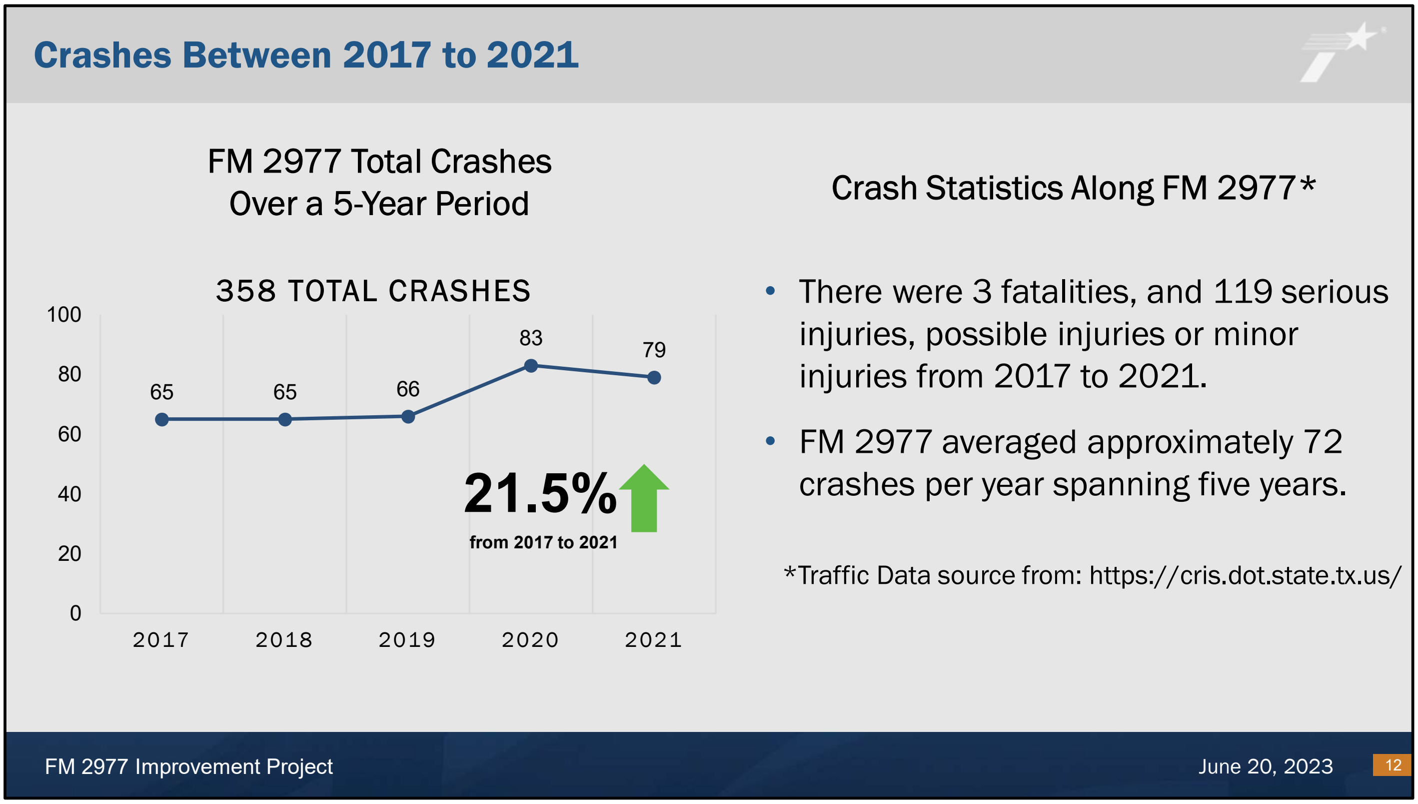
Script:

Improvements to traffic safety are a primary project goal. The project team analyzed corridor crash data for a five-year period, from 2017 through 2021, to understand conflict points along the roadway.

Locations of multiple crashes are shown on this map which indicate “hot spot crash areas.” Color coding is used to show the varying number of crashes. Green indicates a low crash density, yellow a moderate density, and red a high density.

The highest concentration of crashes, 68 percent were intersection or intersection related. This is higher than statewide data for intersection-related crashes as a percentage of total crashes. Statewide, in a non-rural environment, 51% of total crashes were intersection-related and in a rural environment, 32% are intersection-related crashes for the same period of 2017 – 2021.

The crash statistics in this slide and the next are presented to show the benefits of the proposed project design upgrades to the corridor, including median additions, intersection and turning lane improvements.

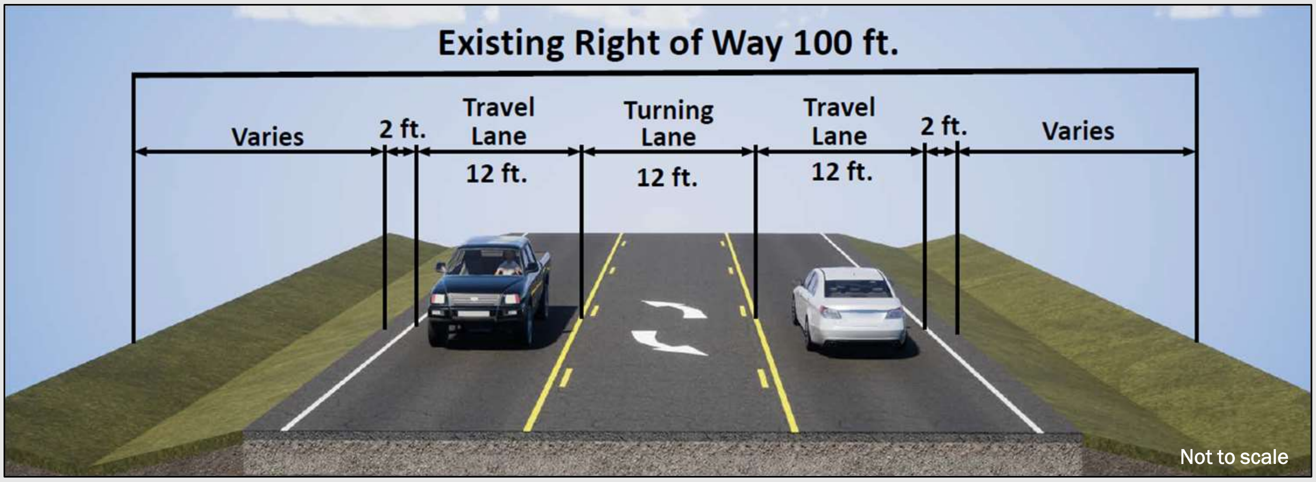


Script:
Let's take a closer look at the crash data. In total, there were 358 reported crashes within the project corridor between 2017 and 2021. This total averages out to approximately 72 crashes per year over five years. This accounts for over a 21% crash rate increase over those years.

During this time period there were 3 fatalities, 119 crashes with injuries and 230 crashes without injuries.

In looking at the crash data, there were 29 head-on crashes, and 285 angled, same direction, sideswiping, and rear-end crashes.

Project Details: Existing Typical Section



- Two 12-foot-wide travel lanes, one lane in each direction
- One 12-foot-wide continuous center turn lane
- Inadequate outside shoulders
- Open vegetated ditches or swales
- No pedestrian facilities or sidewalks
- Right of way width: 100 feet (varies)

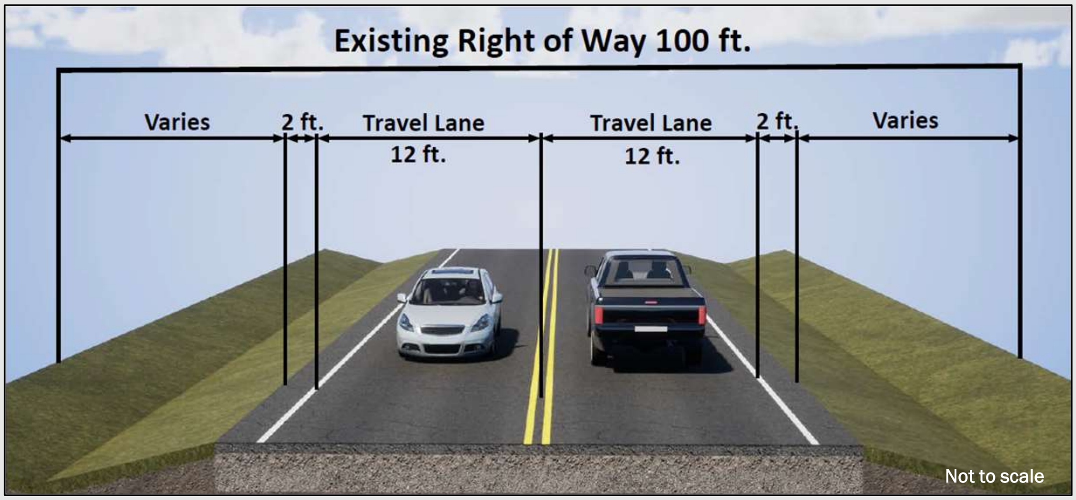
FM 2977 Improvement Project June 20, 2023 13

Script:
On this slide is an illustration of one of the existing typical sections that vary throughout the current FM 2977 roadway.

This example of an existing typical section includes two, 12-foot-wide travel lanes, one in each direction, with a 12-foot-wide center turn lane and 2-foot-wide outside shoulders. There are no pedestrian or bicycle accommodations. Drainage along the roadway is generally through open ditches or swales. The average right of way width is 100 feet.

These portions of the roadway are lined with business driveways and cross street intersections. Continuous left turn lanes provide for left turning movements.

Project Details: Existing Typical Section



- Two 12-foot-wide lanes, one lane in each direction
- Right of way width: 100 feet (varies)
- Inadequate, two-feet-wide shoulders
- Open vegetated ditches or swales
- No pedestrian facilities or sidewalks

Script:
This cross-section represents another example of the current FM 2977 roadway, in various sections. These sections have fewer cross-street intersections and business driveways.
This typical section has two, 12-foot-wide travel lanes, one in each direction and two-foot-wide outside shoulders. There are no pedestrian or bicycle accommodations. Drainage along the roadway is generally through open ditches or swales. The average right of way width is 100 feet.

Project Description

The proposed FM 2977 improvements include:

- Widening of FM 2977 from two to four lanes
- Upgrade of signals at FM 762, Reading Road, and Bryan Road
- Right turning lanes added at Koeblen Road, High School/Middle School Athletic Fields, and Powerline Road
- Reconstruction of the bridges over Big Creek and Dry Creek
- Construction of raised medians
- Construction of a shared use path for bicyclists & pedestrians
- Construction of three stormwater detention ponds

FM 2977 at Reading Road intersection, Rosenberg, Texas

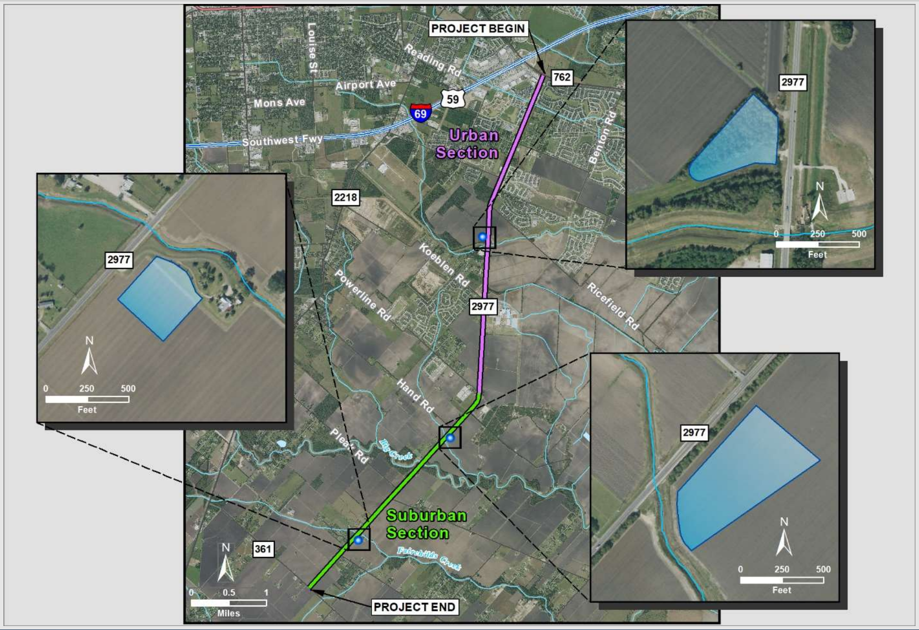
FM 2977 Improvement Project June 20, 2023 15

Script:
Next, I will discuss the proposed improvements for the project.
The proposed project would include:
Widening of FM 2977 from two lanes to four, with two lanes in each direction separated by a raised median

- Upgrade of traffic signals at FM 762, Reading Road and Bryan Road
- Right turning lanes added at:
    - Koeblen Road (NB and SB right turn lanes),
    - High School/Middle School Athletic Fields (NB right turn lane), and
    - Powerline Road (SB right turn lane)
- Reconstruction of the bridges at Big Creek and Dry Creek
- Construction of 10-foot-wide shared-use paths to accommodate bicyclists and pedestrians, and
- Construction of three stormwater detention ponds within the project limits.

Median cuts and protected left turn bays would be incorporated into the design. The location of the detention ponds and the proposed typical sections are shown and described in more detail in the next few slides.

Proposed Detention Pond Locations



Script:
This slide shows the locations of the three proposed detention ponds.

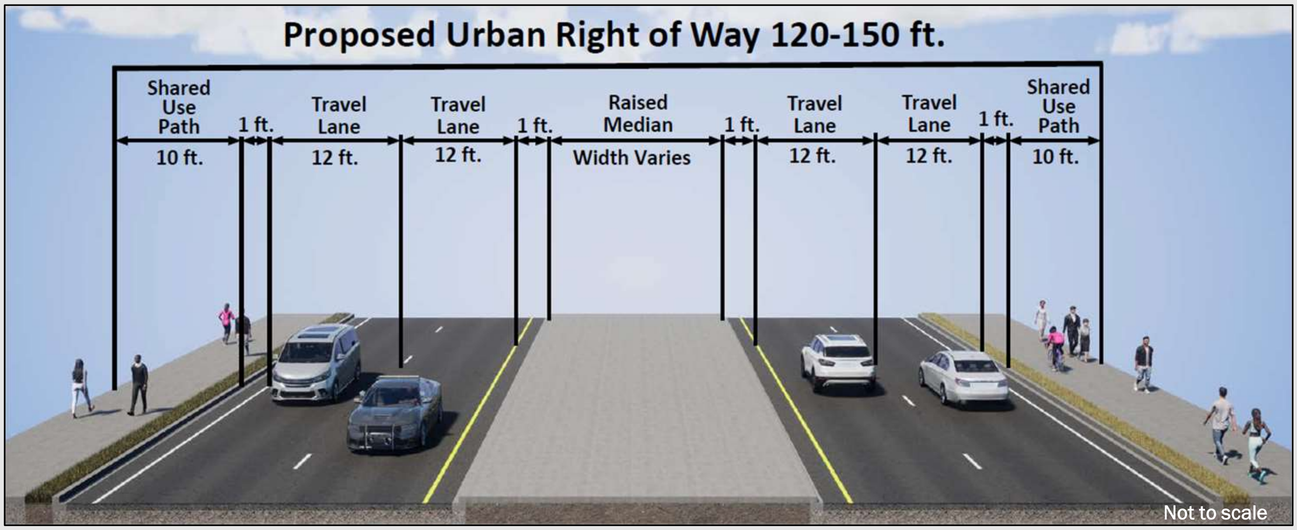
The first detention pond would be located in the urban section of the roadway, just north of Dry Creek and the Cemex concrete plant, south of Ricefield Road, and just west of FM 2977. This proposed detention pond would require approximately 4.0 acres of new right of way.

The second detention pond, moving south on FM 2977, would be just south of Hand Road and just east of the roadway. Located in the suburban section of FM 2977, this proposed detention pond would require approximately 8.6 acres of new right of way.

Lastly, the third proposed detention pond, also located in the suburban section, would require approximately 3.6 acres of new right of way, and is located just northeast of Galler Road and FM 2977.

The next two slides will describe the proposed urban and suburban typical sections.

Proposed Urban Typical Section



- Four 12-foot-wide lanes
- No outside shoulders
- Curb-and-gutter system
- 10-foot-wide shared use paths
- Varying right of way (ROW) width: 120 to 150 feet
- 36- to 42-foot-wide raised medians

FM 2977 Improvement Project June 20, 2023 17

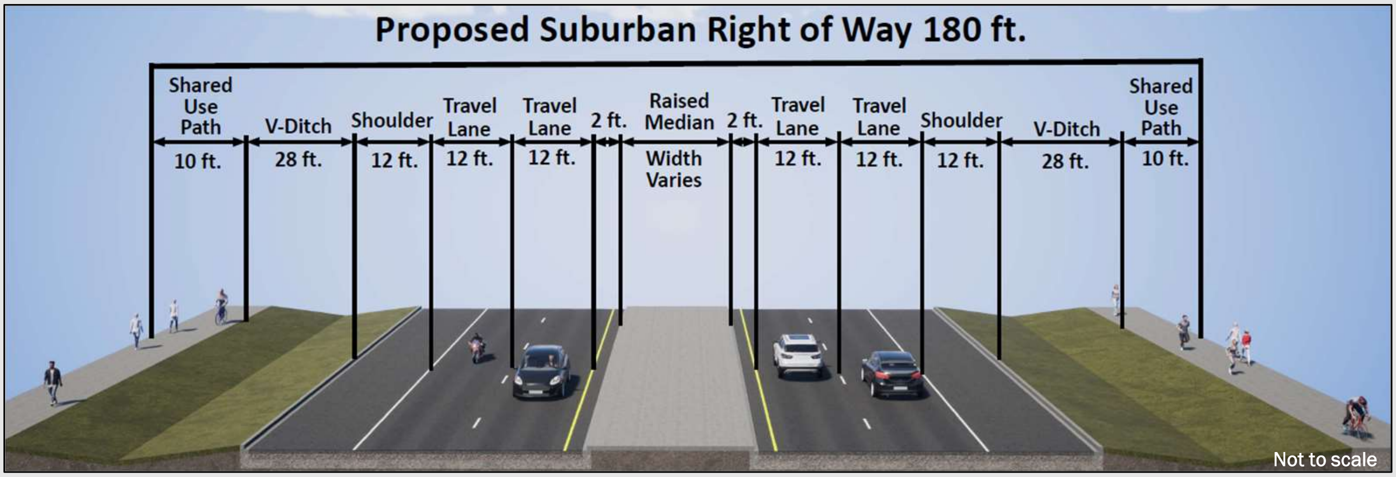
Script:

Here is an example of the proposed urban typical section that would be located from FM 763 to Powerline Road.

Both the proposed urban and suburban sections would have four, 12-foot-wide lanes, two travel lanes in each direction, with 36- to 42-foot-wide raised medians and left turning bays at various intersections. There would be no outside shoulders, although a 10-foot-wide shared use path in each direction is planned to accommodate bicyclists and pedestrian traffic. A curb-and-gutter drainage system would replace the existing ditches and swales in this section.

The northernmost urban section of the right of way would vary between 120-feet-wide, from FM 762 to Ricefield Road, and 150-feet-wide from Ricefield Road to Powerline Road.

Proposed Suburban Typical Section

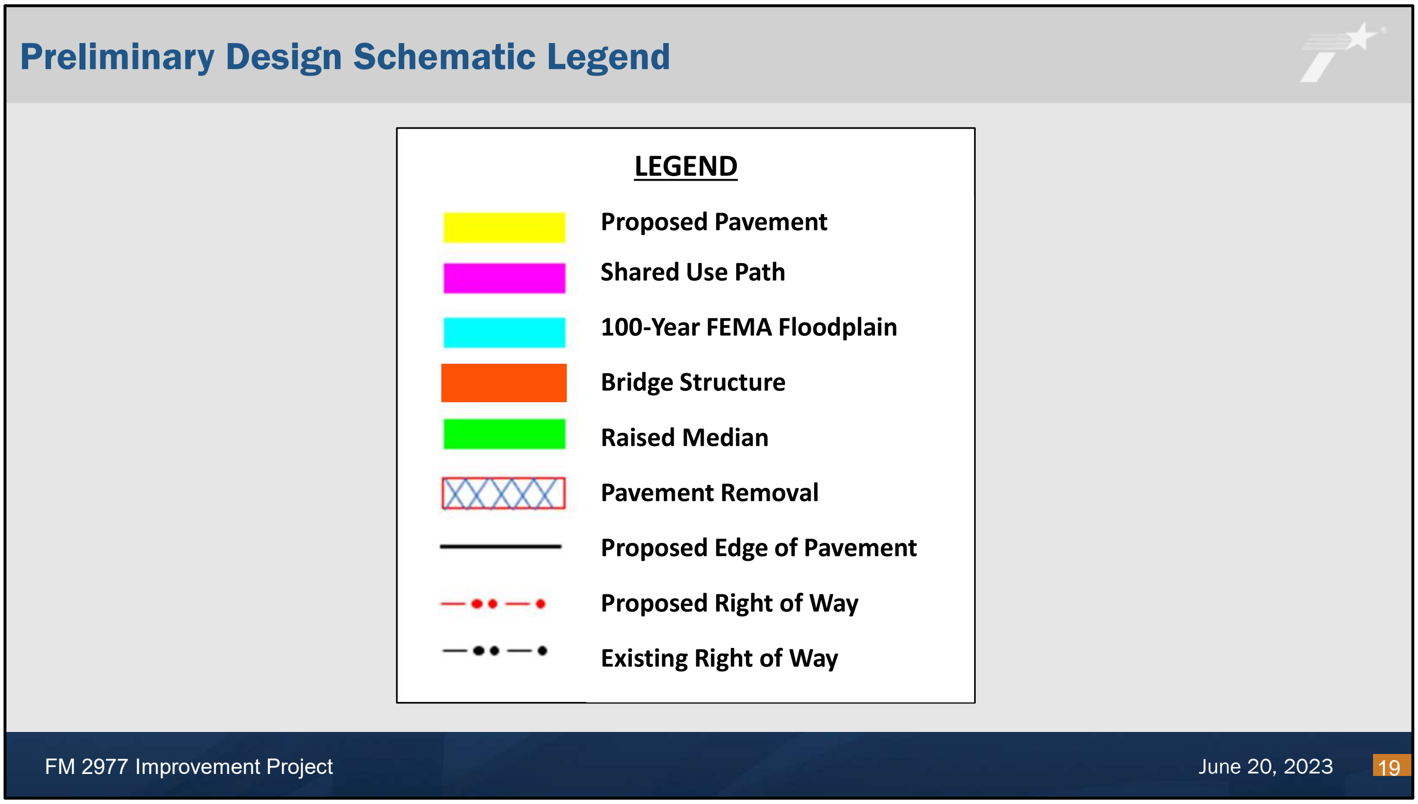


- Four 12-foot-wide lanes
- 12-foot-wide outside shoulders
- Open drainage ditches
- 10-foot-wide shared use paths
- Right of way (ROW) width: 180 feet
- 18-foot-wide raised medians

Script:

Here you can see the proposed suburban typical section, which would be located from south of Powerline Road to FM 361. This section would have four, 12-foot-wide lanes, two in each direction, with 12-foot-wide shoulders. Raised medians of varying width are included to effectively channel traffic and improve safety. A proposed 10-foot-wide shared use path on both sides of the roadway would safely accommodate bicyclists and pedestrians. Drainage would be accommodated within open ditches or swales.

Please refer to the Project Overview slide regarding the locations of these proposed sections in comparison to the project area.

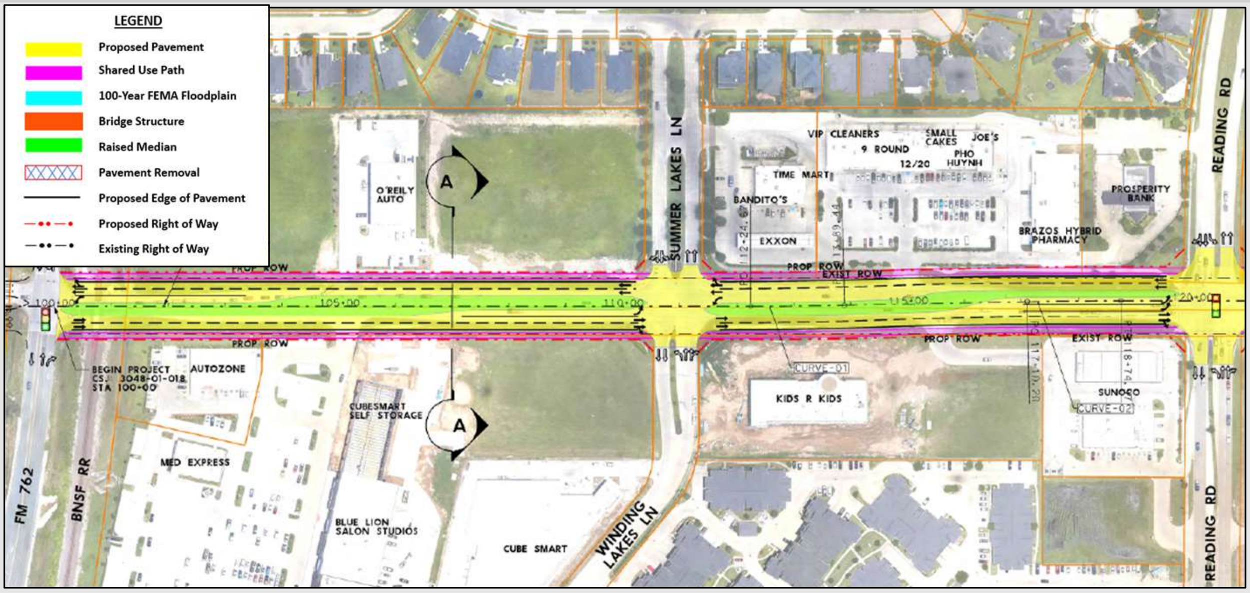


Script:

Here is a screenshot of the legend found on the schematic. The legend shown here depicts the colors that fill the proposed design. These colors identify the limits and major aspects of the project. Let's walk through some of them.

- The yellow color identifies the main travel lanes on FM 2977
- Pink-colored areas indicate shared use paths used for walking and bicycling
- Areas in a dark orange color identify bridges
- In between the main lanes are areas of green which identify the raised traffic median separating roadway lane direction
- A dashed and dotted red line shows the new proposed right of way
- And a dashed black line indicates limits of existing right of way

Preliminary Design Schematic and Legend



http://ftp.dot.state.tx.us/pub/txdot/get-involved/hou/fm2977-fort-bend-county/071519-schematics.pdf

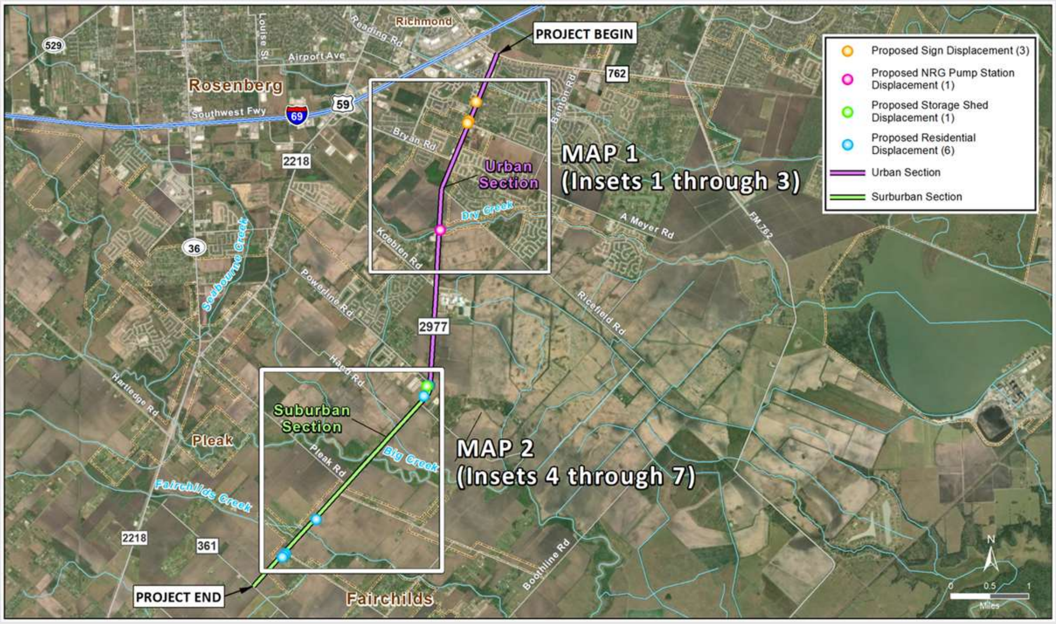
FM 2977 Improvement Project June 20, 2023 20

Script:

Our engineering team has prepared a preliminary design for you to review and to provide comments. Your comments will be studied and incorporated into the project planning process.

The entire project schematic may be downloaded from the meeting webpage and reviewed. Please know that the design files are large and may require more time to download than other project and meeting materials.

Maps 1 and 2: Proposed Displacements and Locations



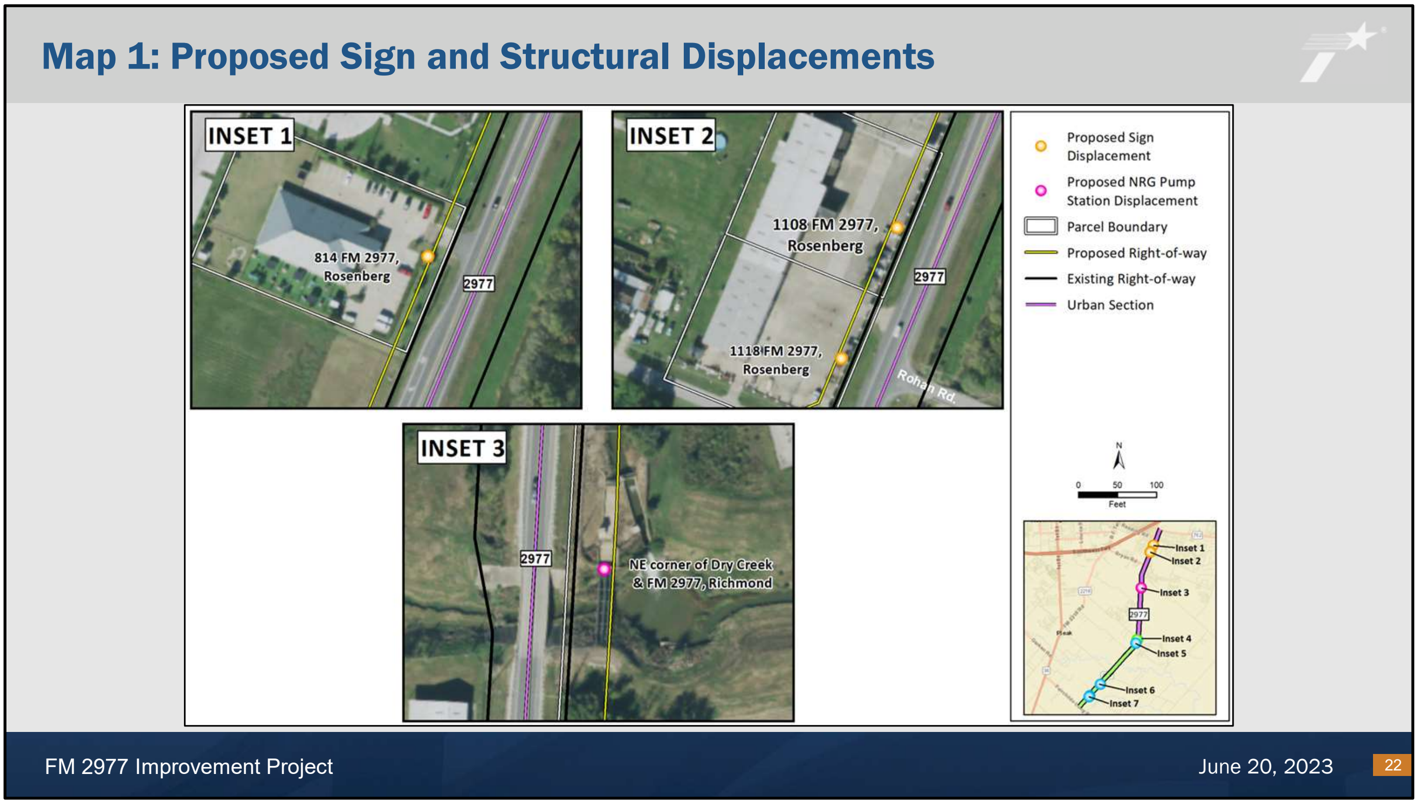
FM 2977 Improvement Project June 20, 2023 21

Script:

The proposed project has been designed to minimize the impacts and potential displacements to the greatest extent possible. The potential displacements assessed are shown in the aerial view here shown in Maps 1 and 2. Both maps provide a close-up view of the proposed displacements within each inset. The proposed displacements would include approximately three signs, one NRG pump station, one storage structure, and six residential displacements.

The white box in the northern, proposed urban section labeled Map 1 identifies the three proposed displaced signs and NRG pump station. These displacements are shown in insets 1, 2, and 3, on the following slide.

The white box in the southern proposed suburban section labeled Map 2 identifies the storage structure displacement and six residential displacements. These proposed displacements are shown in insets 4, 5, 6, and 7 in the second of the two following displacement slides.

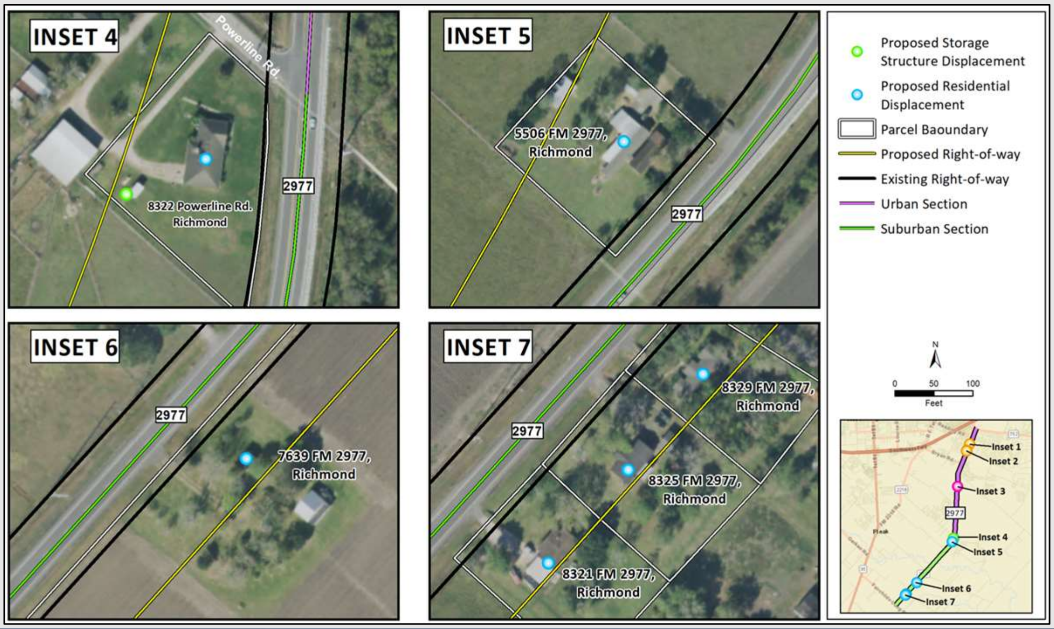


Script:

This slide shows Map 1 in the proposed urban section, from the previous aerial overview, where three insets are provided with the proposed three signs and one NRG pump station displacement. The address of each of the potentially affected properties is included in each inset.

The location and addresses for the proposed structural or non-residential displacements are marked with a yellow dot in Insets 1 and 2. The pump station for the NRG canal, marked with a pink dot in Inset 3, is located near Dry Creek just east of the FM 2977 project area.

Map 2: Proposed Structure and Residential Displacements

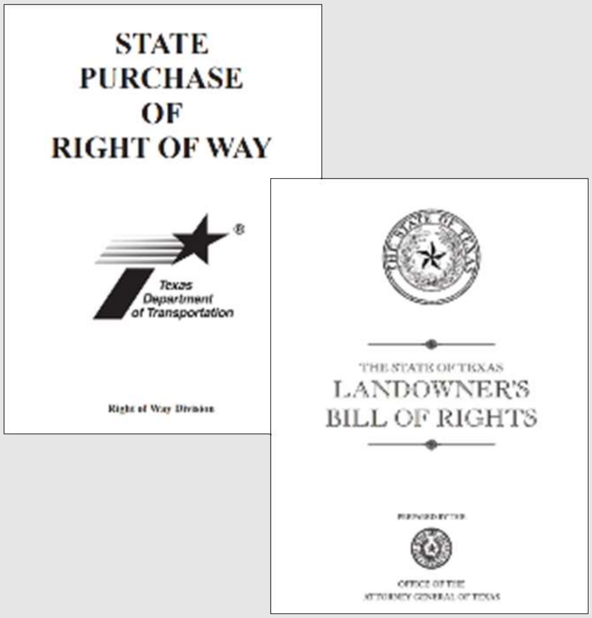


Script:

Here in Map 2, covering both the proposed urban and suburban sections, we see four insets showing the proposed storage structure displacement and six residential displacements.

The storage structure displacement is marked with a green dot, on inset 4, and the six proposed residential displacements are marked with blue dots, on all four insets. The address of each of the potentially affected properties is included in each inset.

Right-of-Way (ROW) Information



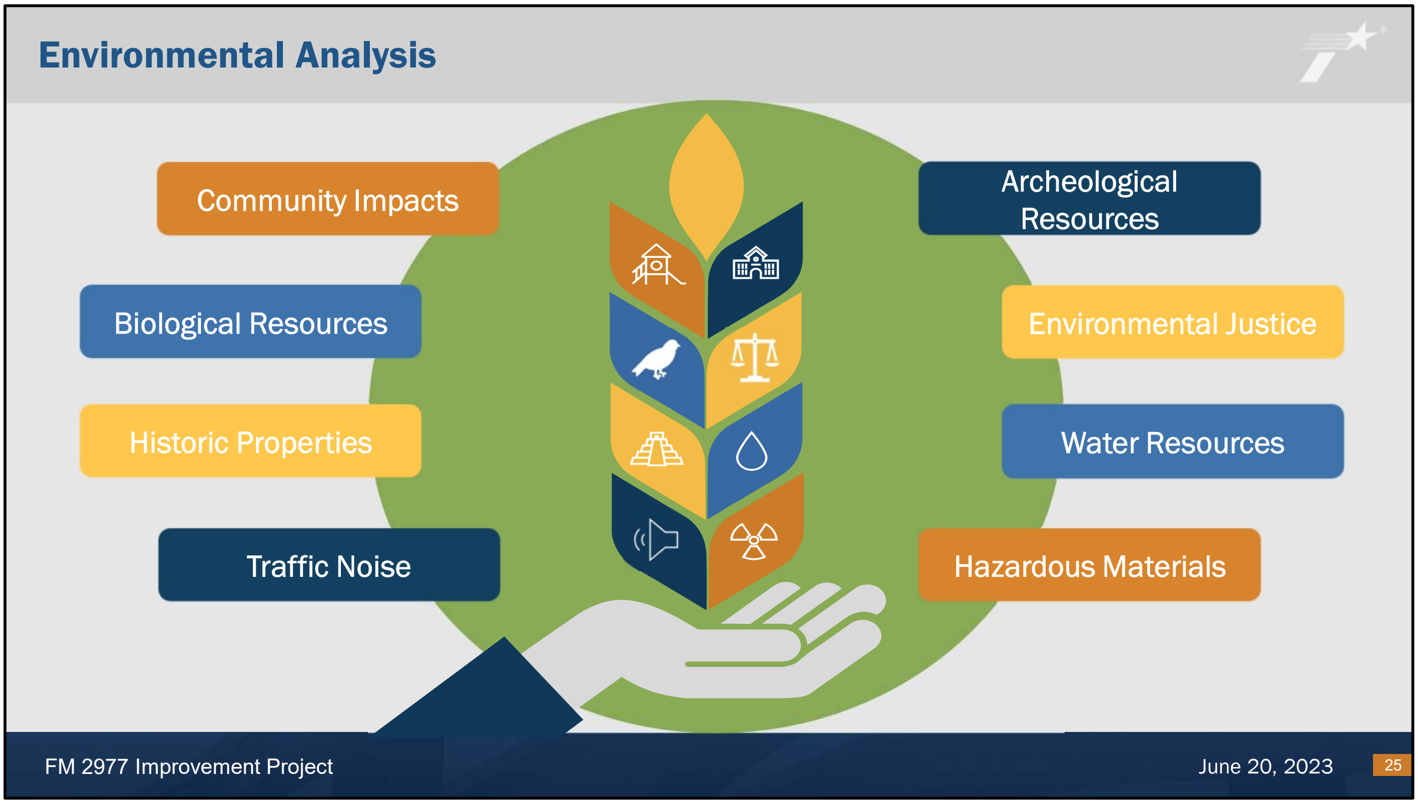
- Right of Way Brochures are available on the TxDOT Website: http://txdot.gov/inside-txdot/forms-publications/publications/landowner-rights.html
- Information about the Right of Way Acquisition schedule can be obtained by calling the TxDOT District Office representative at (713) 802-5696.

FM 2977 Improvement Project June 20, 2023 24

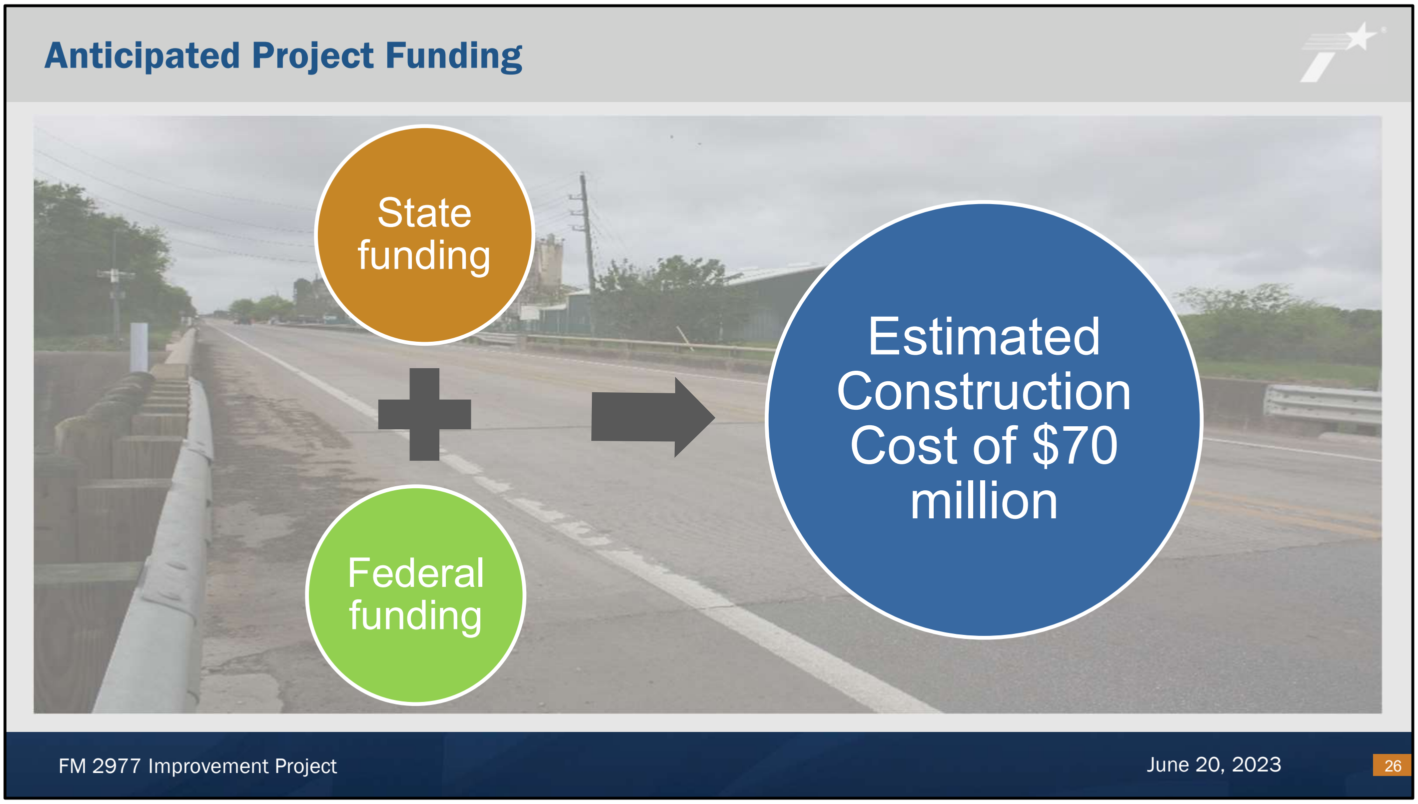
Script:

Information about the right of way acquisition process may be found on the TxDOT webpage at the web address listed on this slide. Information regarding the schedule of acquisition may be obtained by calling the TxDOT District Office representative, Nena Calvin, at (713) 802-5696.

A right of way representative from TxDOT will be present at the in-person open house.

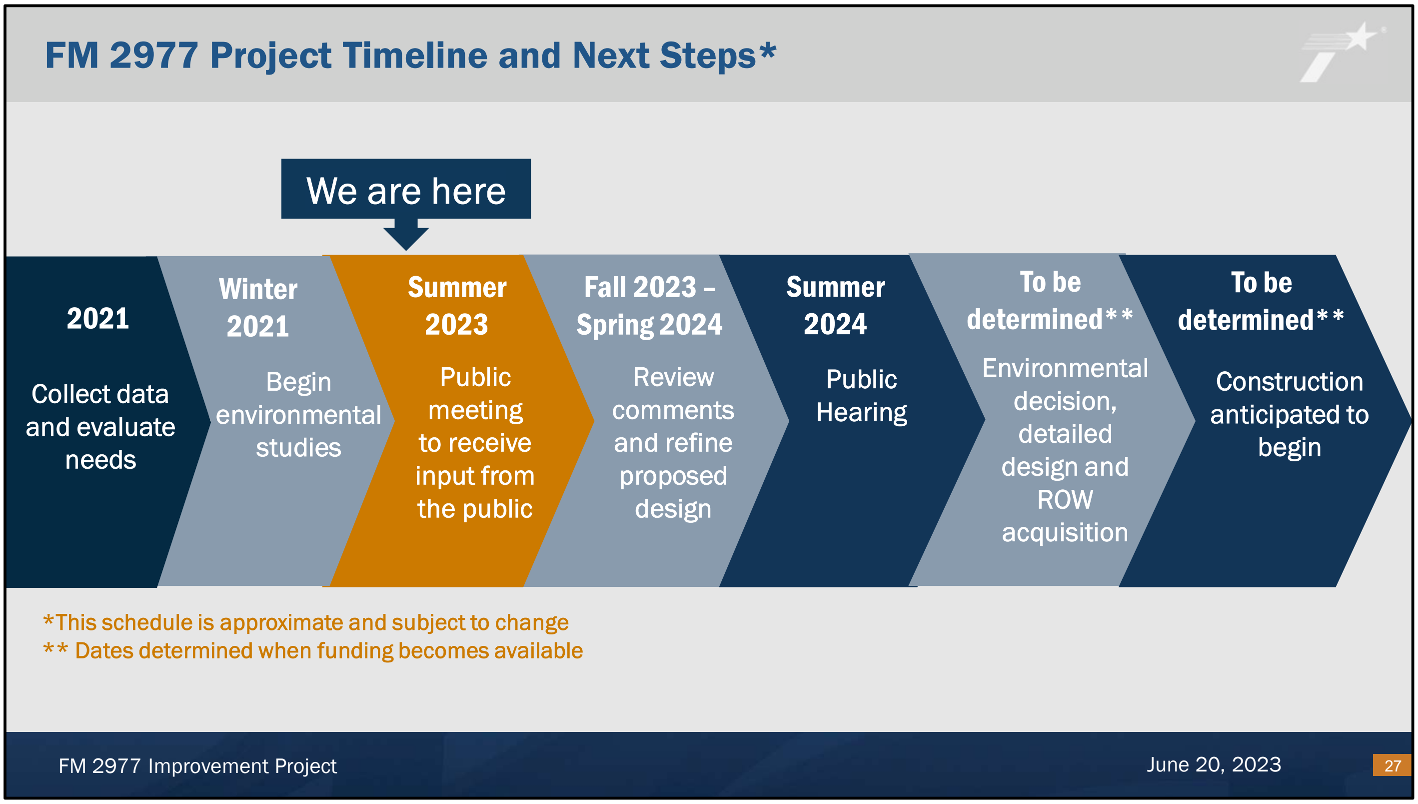


Script:
The project team is identifying and evaluating potential environmental impacts that could occur as a result of constructing the proposed project.
Areas that are under review include, but are not limited to, community impacts, biological resources, historic properties, traffic noise, archeological resources, environmental justice, water resources, and hazardous materials.
The proposed project would be designed to avoid or minimize environmental impacts to the greatest amount practicable.
Once completed, the technical reports documenting the analysis and conclusions of these studies will be available for review upon request.
A noise analysis is currently ongoing. If the analysis identifies impacts and finds noise walls to be feasible and reasonable, noise walls would be proposed, and a Noise Workshop would be held.



Script:

The funding for this project has not been identified. However, it is anticipated that the proposed project would be funded with a combination of federal and state funds for an estimated construction cost of approximately $70 million.



Script:

Finally, we want to highlight the estimated project timeline. The dark blue arrow showing at the top of your screen identifies where we are to date.

After the comment period closes, the project team will review the comments received, make appropriate design changes, and prepare official public meeting documentation. Public meeting documentation will be posted to the project meeting webpage when available, after the close of the comment period.

Next steps include an additional public involvement event and to prepare final environmental documents for a project decision. If the project is approved to move forward, detailed design and right of way acquisition could begin. A construction start date would be identified once funding is identified. Once begun, construction is anticipated to take approximately two years.

How to Submit Your Comments for the FM 2977 Project

All comments must be received or postmarked by Monday July 10, 2023. Comments may be submitted in the following ways:

Comment Card
Download the comment card from the website, fill it out and email or mail it to TxDOT. Include reference to CSJ: 3048-01-018/SW

Email
Submit to:
HOU-PIOwebmail@txdot.gov

Mail
TxDOT Houston District Office
Advanced Project Development Director
P.O. Box 1386
Houston, TX 77251-1386

Online
To access the public meeting page visit
https://www.txdot.gov/projects/hearings-meetings.html
Or scan the QR code on the right

Click on "Online Comment Form" underneath the **Download** section.

SCAN ME

Drop the Comment Form in the comment box at the in-person open house

FM 2977 Improvement Project June 20, 2023 28

Script:
TxDOT encourages you to review the materials regarding the proposed project and provide feedback.
You may submit comments in the following ways:

- Downloading the comment card from the project webpage – https://www.txdot.gov/projects/hearings-meetings.html and email it to HOU-PIOwebmail@txdot.gov.
- Filling out the comment card at the in-person open house and dropping it in the comment box located at the comment station.
- Mailing the comment card to: TxDOT Houston District
  Attention: Advanced Project Development Director
  P.O. Box 1386,
  Houston, Texas 77251-1386.

Comments must be received or postmarked by Monday, July 10, 2023, to be included in the public meeting documentation.
Responses to verbal and written comments received during the comment period will be included in the public meeting documentation and will be posted on the project webpage when complete.

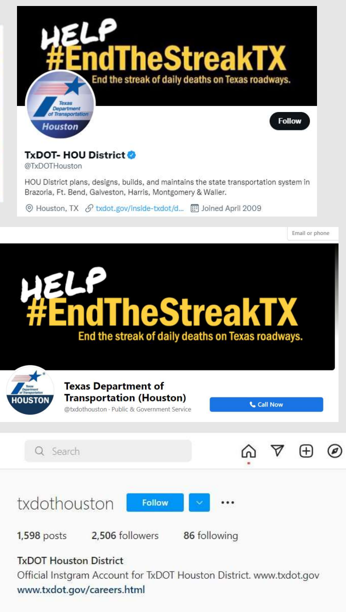
Quick Contacts – Engage TxDOT Online

- Contact TxDOT Project Managers anytime during project development:

  Sarah Wyckoff, Environmental
  Phone: (713) 802-5262
  Email: Sarah.Wyckoff@txdot.gov

  Sam Ainabe, Engineering and Design
  Phone: (713) 802-5260
  Email: Samuel.Ainabe@txdot.gov

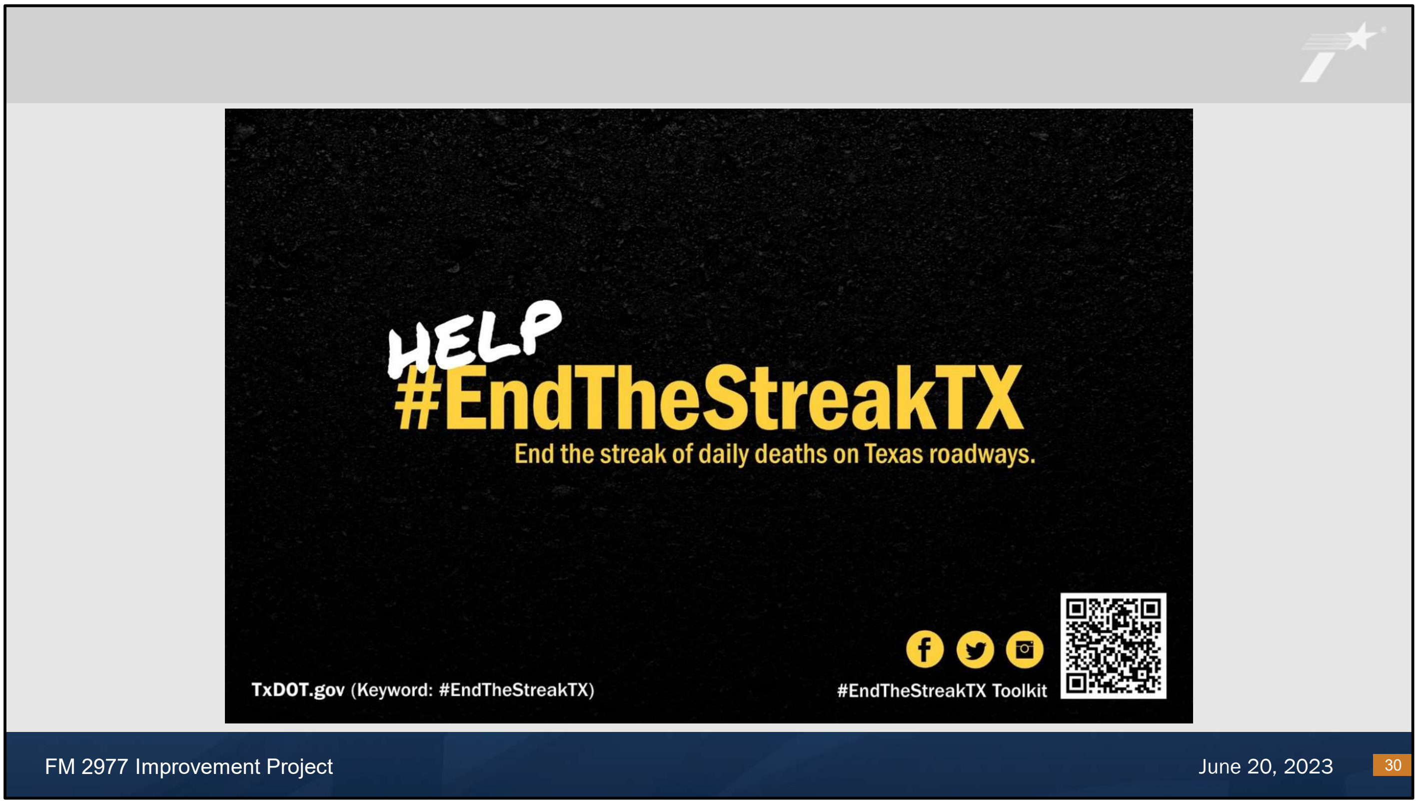
- To access the public meeting page visit https://www.txdot.gov/projects/hearings-meetings.html or scan the QR code on the right
- Follow us: Twitter - Houston: https://twitter.com/TxDOTHouston
- Like us: TxDOT Facebook: https://www.facebook.com/txdothouston/
- Follow us: Instagram: https://www.instagram.com/txdothouston/



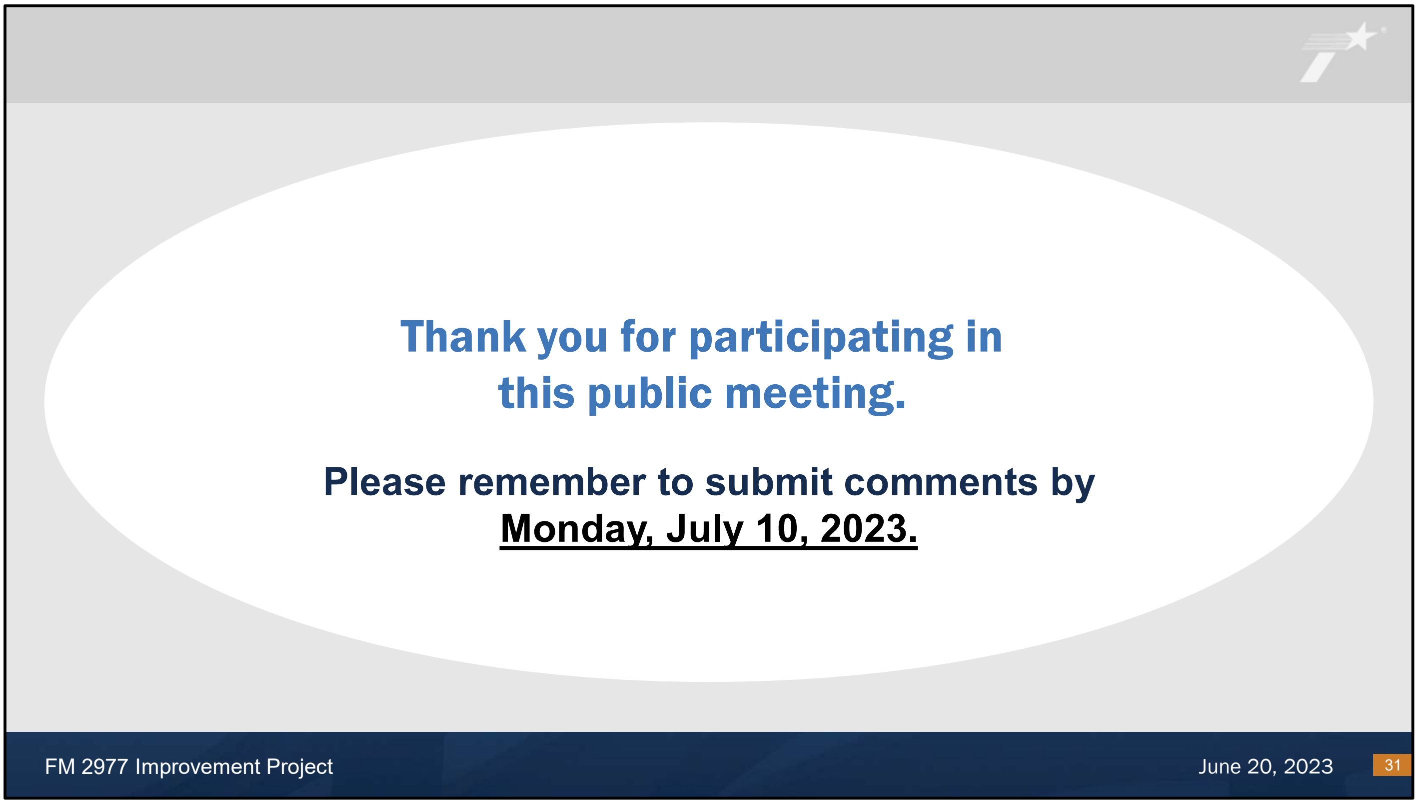
Script:
Please don't hesitate to send us any questions, and feel free to contact the TxDOT project managers, specifically for FM 2977.

Sarah Wyckoff, the Houston District office environmental project manager, can be reached by phone at (713) 802-5262 or email her at Sarah.Wyckoff@txdot.gov. And Sam Ainabe, the engineering and design project manager, can be reached by phone at (713) 802-5260 or by email at Samuel.Ainabe@txdot.gov. Please feel free to contact either of these staff members at any time during the project development process with your questions or comments.

And don't forget to click on these links and follow us on Twitter for ongoing road closures and construction updates on the Houston District Twitter page. You may also keep up with TxDOT news on our Facebook page or follow us on Instagram.



Script:
November 7, 2000, was the last deathless day on roadways in Texas. That means for nearly 22 years, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.



Script:

Thank you for participating in this public meeting. Please remember to submit your comments no later than Monday, July 10, 2023, to be included in the official public meeting documentation.