PUBLIC MEETING

STATE HIGHWAY (SH) 99 (GRAND PARKWAY)

SEGMENT G

HARRIS AND MONTGOMERY COUNTIES, TEXAS

CSJ: 3510-06-020, 3510-06-022,

3510-06-038, 3510-07-012

SEPT. 24, 2026

SLIDE 1 – Title Slide

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 State Highway 99 or Grand Parkway, Segment G project from west of Springwoods Village Parkway to east of Townsen Boulevard/Imperial Promenade. This is a pre-recorded presentation. My name is Randall Dillard, 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. We will refer to this roadway from here forward as State Highway 99.

SLIDE 2 – Public Meeting Technical Difficulties and Accommodation Requests

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 Gabriel Adame at 713-

802-5199. Details on how to submit comments will be provided further in the presentation.

SLIDE 3 – Virtual Public Meeting with an In-Person Open House

The virtual public meeting is being held in conjunction with an in-person open house. The open house will be held on Thursday, September 24, 2026, from 5:30 to 7:30 p.m. at **York Junior High School Cafeteria** located at 3515 Waterbend Cove, Spring, Texas, 77386. The information presented at the virtual public meeting and the in-person open house is identical, and the opportunities to comment do not differ.

SLIDE 4 – What is the Purpose of this Meeting?

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.

TxDOT commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.

At this meeting TxDOT would like you to:

- Join the process through your participation in this meeting,
- Learn why improvements are being considered or proposed,
- Understand the proposed design developed for the roadway,

- Comment on the information provided at this meeting; and
- Follow to stay engaged and receive updates on the progress of the project

Throughout this presentation, individual puzzle pieces will appear in the upper right-hand corner of each slide. The color of the puzzle piece indicates which of the five topics – Join, Learn, Understand, Comment, or Follow – is being discussed.

SLIDE 5 – Public Meeting Agenda

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, followed by a detailed discussion of the proposed improvements and the environmental analysis.

Next steps and funding information will 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.

SLIDE 6 – Outreach and Notification Methods

In preparation for this public meeting, notices in both English and Spanish were published on the TxDOT webpage on **September 1, 2026.**

Elected officials were notified of this public meeting by mail and email on **September 1, 2026.**

Notices in both English and Spanish were then mailed to adjacent landowners on **September 4, 2026**, along with project location maps.

Approximately **10,000** postcards were mailed using Every Door Direct on **September 10, 2026**, to mailboxes within the **77386, 77389** and **77373** zip codes.

Informative flyers were hand-delivered to local community facilities, gathering places, and apartment complexes in the vicinity on **September 10, 2026.**

Notices were also published in the **Cypress Creek Champions, Houston Forward Times, and La Voz on September 9, 2026**, in English and Spanish, respectively. A notice was also published in **The Courier of Montgomery County** on **September 11, 2026.**

TxDOT advertised the meeting on roadside variable message signs along **State Highway 99 from September 10, 2026, to September 24, 2026.**

In addition, links to the meeting notice were posted on the TxDOT Facebook page and TxDOT Houston District X page, formerly known as Twitter.

SLIDE 7 – SH 99 Background

As you can see at the top of the slide, we now have the "learn" puzzle piece. In this part of the presentation, we will discuss the project in general and learn why these improvements are being considered.

State Highway 99 is an approximately 180-mile highway crossing seven counties in the Greater Houston area. It is also known as the third loop around Houston. Plans for State Highway 99 began in the early 1960s, and the first of 11 segments was opened to traffic in 1994. State Highway 99 is managed and operated by the Grand Parkway Transportation Corporation, a public, nonprofit corporation. TxDOT and representatives of all seven counties the highway traverses through signed a Toll Project Market Valuation Waiver Agreement in 2009. The agreement details items such as the scope of work, toll rates, frontage road limitations, expansion requirements, and specific details regarding each segment such as project limits, number and design elements of travel lanes, locations of interchanges and overpasses, and drainage elements.

SLIDE 8 – Project Overview

The proposed project includes State Highway 99 from west of Springwoods Village Parkway to east of Townsen Boulevard/Imperial Promenade. The project is approximately 6.73 miles and is located in Harris and Montgomery counties.

The project is anticipated to be funded by toll revenue and is estimated to cost 209 million dollars.

This information can also be found in the project handout, for quick reference.

SLIDE 9 – Why is this Project Being Proposed?

As mentioned previously, the toll road is operated under specific terms and conditions. One condition is that the roadway must maintain a stable flow of traffic and vehicle speed. The Agreement states that if the roadway cannot maintain a Level of Service C or better, it must be widened. Level of Service is a measure used to qualify the level of traffic flow based on vehicle speed, congestion, delay, travel time, ease of maneuverability, and safety. Much like grades in school, level of service ranges from A, free flowing traffic as shown in light green, to F which is heavily congested as shown in dark orange. Due to ongoing growth and development in the area, State Highway 99 is unable to maintain level C; therefore, the roadway must be widened.

Similarly, the signed Agreement between TxDOT and the seven counties that State Highway 99 travels through provides for adding direct connectors when warranted by traffic conditions and to maintain Level of Service C or better.

SLIDE 10 – Purpose of the Proposed Project

The purpose of the proposed project is to manage congestion due to increased traffic and fulfill the commitments of the Agreement between the State and the seven counties that State Highway 99 passes through.

Scan the QR code on the screen to view the 2009 Toll Project Market Valuation Waiver Agreement.

SLIDE 11 – Existing Typical Section

As you can see from the top of the slide, we now have the "understand" puzzle piece. In this part of the presentation, we will introduce the proposed improvements so that you can become familiar with the existing roadway and what actions are being considered for improvements and provide informed feedback.

This slide shows a typical section of how State Highway 99 looks today. A typical section is a cross-section illustration of a roadway that shows design elements including mainlanes, frontage roads and right-of-way widths.

Within the project limits, the existing State Highway 99 from west of Springwoods Village Parkway to east of Townsen Boulevard/Imperial Promenade generally has two 12-foot-wide mainlanes in each direction, with 10-foot-wide shoulders. The mainlanes are separated by a depressed, grassy median. Two intermittent 12-foot-wide frontage road lanes run along both sides of the roadway to serve local traffic and nearby properties. The existing right-of-way width is between 400 and 420 feet.

SLIDE 12 – Proposed Mainlane Typical Section

This slide illustrates the proposed typical section of what the road would look like with the proposed project improvements for State Highway 99.

The proposed project would widen State Highway 99 from west of Springwoods Village Parkway to east of Townsen Boulevard/ Imperial Promenade from two 12-foot-wide mainlanes to three 12-foot-wide mainlanes in each direction. An additional mainlane and 10-foot-wide inside shoulder in each direction would replace the depressed, grassy median. The proposed project would retain the existing 10-foot-wide outside shoulders. The existing cable barrier would be removed and replaced with a concrete traffic barrier. All these features fit into the existing 400 to 420 feet of right of way. No additional right of way would be needed to complete the proposed improvements. It is important to note that there are no new frontage roads proposed as a part of this project.

SLIDE 13 – Proposed Direct Connectors: SH 99 at I-45

Direct connectors are being considered with this project for southbound I-45 to eastbound State Highway 99 and westbound State Highway 99 to northbound I-45. This slide illustrates an aerial view of the proposed direct connector locations.

All these features fit into the existing right of way as well. No additional right of way would be needed to complete the proposed improvements.

SLIDE 14 – Project Details: Drainage

The project team is studying updated rainfall frequency estimates using Atlas 14 precipitation data distributed by the National Oceanic and Atmospheric Administration. This information is used to predict precipitation frequency. Existing storm sewers, ditches, and detention facility capacities are being analyzed to meet the increased rainfall capacity requirements predicted by Atlas 14 data.

Minor changes to existing detention ponds, storm sewers, and ditches would be made, as needed, to account for the updated hydraulic analysis.

No new stormwater detention ponds are proposed outside the existing right of way.

SLIDE 15 – Memorandum of Understanding

Although this project is anticipated to be funded by toll revenue, this project may receive 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 make an informed decision on whether or not to proceed with the project.

On July 17, 2025, 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.

SLIDE 16 – Environmental Analysis

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 biological resources, community impacts, public input, water resources, hazardous materials, archaeological resources, historic resources and traffic noise.

The project would be designed to avoid or minimize impacts to the greatest amount practicable.

Once completed, technical reports documenting the analysis and conclusions of these studies will be available for review upon request.

SLIDE 17 – Noise Analysis Results

TxDOT is concerned about traffic noise and its potential impacts on the communities adjacent to the highways. Part of our mission is to ensure that transportation improvement projects are developed and constructed in an environmentally sensitive manner. For this reason, a traffic noise analysis was completed for this project.

The analysis took into consideration the proposed changes to the highway configuration and the projected increase in vehicles using State Highway 99,

both now and 20 years from now. Many neighborhoods adjacent to State Highway 99 within the project limits have existing noise barriers. These barriers were also reassessed to ensure they continue to provide adequate noise abatement. As a result of the analysis, no new noise barriers or modifications to existing noise barriers are proposed.

If you would like to learn more about the noise analysis process, please scan the QR code on the screen for a short educational video.

SLIDE 18 – Project Timeline and Next Steps

When will all this happen? We want to highlight the estimated project timeline. Look for the green "We are here" arrow at the top middle of your screen. 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 approximately three months after the close of the comment period.

The next steps include receiving an environmental decision and beginning detailed design activities. Construction of the proposed improvements would be completed in phases and is anticipated to begin in late 2027 and would take approximately five years to complete.

SLIDE 19 – How to Submit Your Comments

TxDOT encourages you to review the materials regarding the proposed project and provide feedback.

You may submit comments in the following ways:

Download the comment card from the project webpage - www.txdot.gov/projects/hearings-meetings.html and email to HOU-PIOwebmail@txdot.gov or submit in an electronic format.

Fill out the comment card at the open house and drop in the comment box.

Mail the comment card to:

TxDOT Houston District

Attention: Advanced Project Development

P.O. Box 1386

Houston, Texas 77251-1386

Comments must be received or postmarked by **Friday, October 9, 2026**, 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 that will be posted on the project webpage when complete.

SLIDE 20 – Contact Information: Engage with TxDOT Online

Please don't hesitate to contact us with any questions, and feel free to contact Gabriel Adame the Public Engagement Coordinator at the TxDOT Houston District office by phone at 713-802-5199 or email at

Gabriel.Adame@txdot.gov with any questions or comments at any time during the project development process. And don’t forget to click on these links and follow us on X formerly Twitter, for ongoing road closures and construction updates on the Houston District X page. You may also keep up with TxDOT news on our Facebook page or follow us on our Instagram page.

SLIDE 21 – Drive Like a Texan

Please take a moment to reflect on the importance of safe driving. TxDOT’s Drive Like a Texan campaign aims for you to drive kind, courteous, and safe.

No matter where we start, every mile brings us closer. And as Texans, we take care of each other along the way. We lend a hand. Slow down. And take our time. At the end of the day, we all want to get home safe. Drive like a Texan. Kind. Courteous. And safe.

SLIDE 22 – Thank You!

Thank you for participating in this public meeting. Please remember to submit your comments no later than **Friday, October 9, 2026**, to be included in the official public meeting documentation.