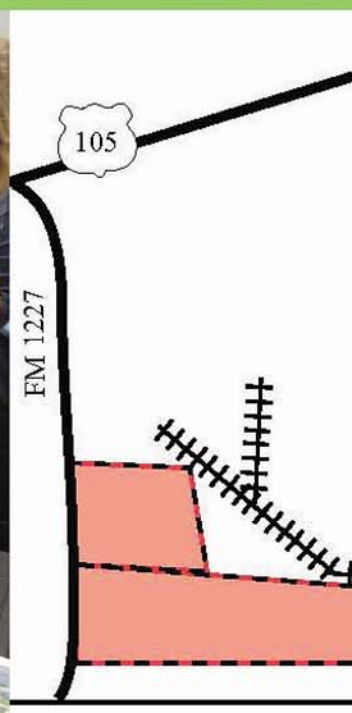




# SH 249

## Report and Recommendations

August 26, 2013



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## SH 249 Working Group Report Overview

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The following report provides the formal recommendation for the State Highway (SH) 249 option, need for and purpose of improvements to SH 249 and a list of goals and objectives that further define the project purpose as developed by the members of the SH 249 Working Group. As explained later in this report, members of the Working Group identified and considered local planning features and examined potential routes for the proposed SH 249 and connecting facilities. **Please note that no specific routes have been identified in this report.** This report provides a recommendation of the option to be studied for any future SH 249 route. The recommendations of the Working Group will provide a foundation for the identification and evaluation of specific routes in a subsequent process called an Environmental Assessment that is expected to be completed by late 2014.

## Introduction

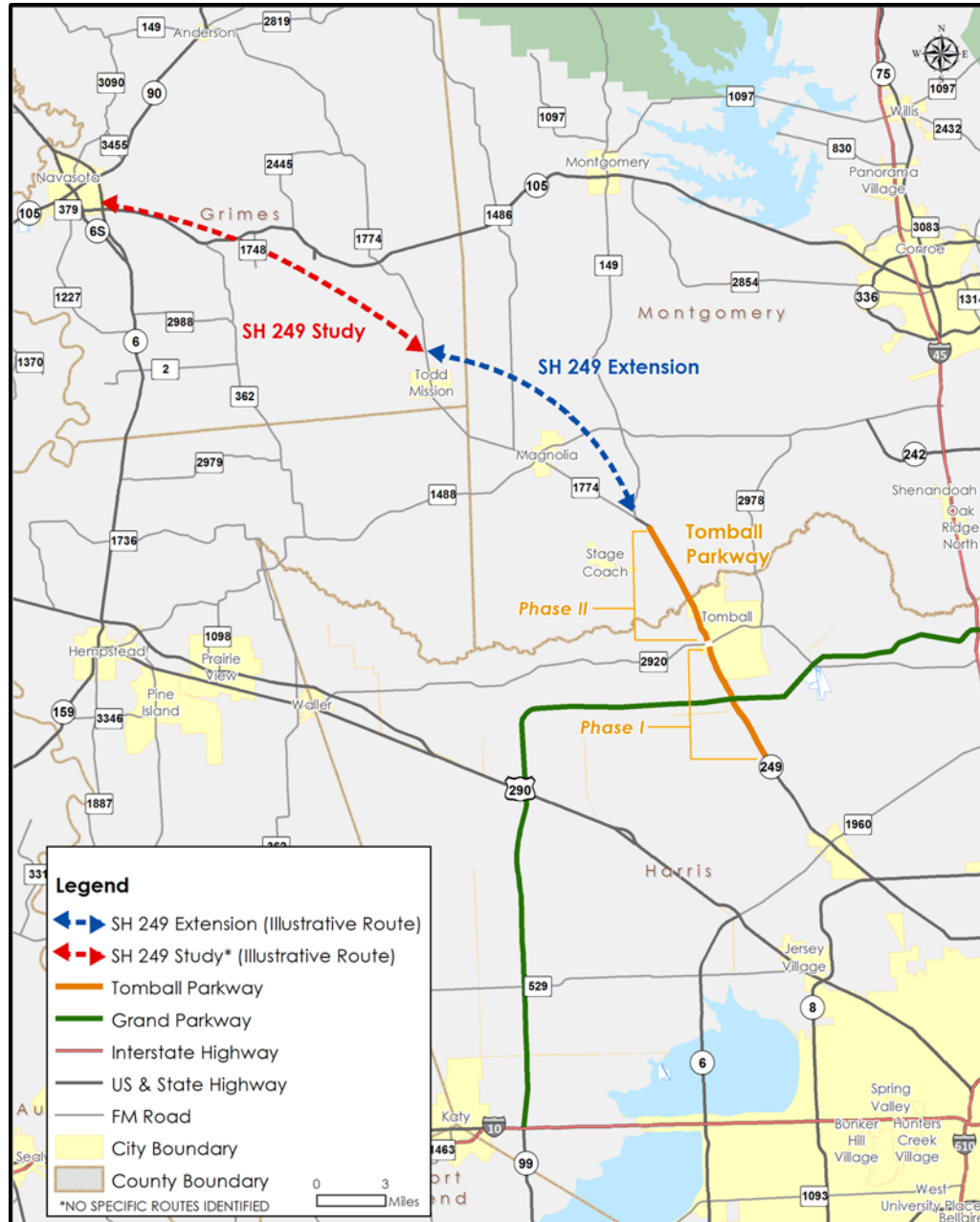
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SH 249 is a north-south highway located in southeast Texas, currently extending approximately 27 miles from Interstate Highway (IH) 45 in northern Harris County to Farm-to-Market (FM) 1774 in Pinehurst in southwestern Montgomery County. In 1988, the Texas Department of Transportation (TxDOT) began developing a long-range highway plan that would ultimately connect Houston to Waco via SH 249. Building upon this vision, there are three separate efforts associated with extending SH 249 to the north that are currently under various stages of the project development process: construction of the Tomball Parkway; SH 249 Extension Draft Environmental Impact Statement (Draft EIS); and the focus of this report, the SH 249 Study. Each of these efforts are described below:



- 1) **Tomball Parkway** – Tomball Parkway is a two-phase construction project from Spring-Cypress Road to FM 1774 in Pinehurst being developed by the Harris County Toll Road Authority (HCTRA) and Montgomery County Toll Road Authority (MCTRA). Phase One will begin in late 2013 from Spring-Cypress Road to Tomball. Phase Two is anticipated to begin in 2016 from Tomball to FM 1774 in Pinehurst. Tomball Parkway will include three to four toll lanes in each direction of travel, with the existing lanes remaining in place as frontage roads. This project is depicted in orange on **Figure 1**.
- 2) **SH 249 Extension** - The SH 249 Extension is a proposed project by TxDOT currently undergoing an environmental process called an Environmental Impact Statement, which is the most rigorous level of environmental documentation. This project would extend SH 249 from the northern terminus of Tomball Parkway (FM 1774 in Pinehurst) to FM 1774 north of Todd Mission. This project would include two toll lanes in each direction with limited frontage roads. If built, it would be constructed on a new roadway location as opposed to the expansion of an existing highway. This project is depicted in **Figure 1**.

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## SH 249 Working Group

### Membership

The SH 249 Working Group was formed to assist TxDOT in identifying possible options for SH 249 from Todd Mission to Navasota. Membership was established to ensure representation of counties and municipalities and was developed in collaboration with local leadership and elected officials. The primary purpose of the working group is to provide input on options for developing SH 249. The SH 249 Working Group is an essential conduit for communicating project information and gathering early community input. A list of membership is included in **Table 1**. SH 249 Working Group members have identified current issues and concerns, reviewed technical information, and initiated public outreach activities to gather input from citizens and stakeholders. The results of this effort include goals and objectives; a purpose and need statement; and a defined area to study in greater detail. These items are described in this report and will serve as a foundation as this project moves into the environmental process.

**SH 249 Working Group Meeting**



**Table 1. SH 249 Working Group**

Member	Representing
Judge Betty Shiflett*	Grimes County
Commissioner Craig Doyal*	Montgomery County
Terre Albert	City of Todd Mission
Alan Clark	Houston-Galveston Area Council
Sarah Korpita	City of Navasota Economic Development Council
Commissioner Randy Krueger	Grimes County Sub-Regional Planning
Paul Mendes	City of Magnolia
Michael Parks	Brazos Valley Council of Governments
Brad Stafford	City of Navasota
Lester Underwood	Local Business - Imhoff General Store
Jim Westmoreland	Farm Bureau
Jonny Williams	Magnolia Economic Development Council

\*Committee Co-Chair

### Working Group Process

TxDOT created the SH 249 Working Group in February 2013. The primary purpose of the working group is to provide input on options to develop SH 249. This is being accomplished through the working group's identification of current issues and concerns, identification and review of technical information, community outreach activities to gather input from citizens and stakeholders, and reporting to TxDOT on their conclusions.

As of August 2013, the SH 249 Working Group has held four meetings:

- **March 13, 2013** – Kick-off and organizational meeting which included review and concurrence on makeup and composition of the SH 249 Working Group, as well as an overview of the SH 249 Extension Draft Environmental Impact Statement in Montgomery County and the SH 249 Study in Grimes County
- **April 11, 2013** – Validation of goals and objectives, identification of constraints and discussion of public outreach approaches.
- **May 9, 2013** – Reports of public outreach activities, development of purpose and need statement for improvements to SH 249 and development of initial study area.
- **August 8, 2013** – Review and Consideration of Recommended Option, public outreach activities update, and update on SH 249 Extension

**SH 249 Working Group Meeting**



All meeting summaries are available at [www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html](http://www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html).



## Goals and Objectives

To guide future planning of SH 249, the citizen-led working group recommends these goals and objectives.

### 1. Enhance mobility along the corridor.

- a. Develop highway improvements as quickly as possible
- b. Begin construction within two (2) years
- c. Consider using existing right-of-way as much as possible
- d. Facilitate freight movements
- e. Consider multi-modal solutions for corridor
- f. Accommodate major and special travel events

Texas Renaissance Festival



### 2. Sustain regional economic competitiveness and vitality.

- a. Consider connectivity and proximity to existing industries
- b. Minimize conflicts with planned development in the area
- c. Support businesses in Grimes County
- d. Attract tourism to the region
- e. Plan infrastructure to meet future growth

Navasota Blues Fest



**3. Conduct the study in a transparent manner.**

- a. Engage stakeholders and citizens through the study to gain input and answer questions
- b. Define Need and Purpose

**4. Improve safety along the corridor.**

- a. Reduce the number of potential conflict points along the corridor
- b. Improve access along the corridor
- c. Create a safer, more efficient route for long distance traffic
- d. Address hurricane evacuation needs

**5. Consider the environment.**

- a. Minimize residential and business displacements
- b. Minimize construction impacts
- c. Consider air quality impacts

**6. Leverage use of public funds.**

- a. Consider tolling and Transportation Reinvestment Zones as possible funding sources
- b. Consider in-kind private funds, including right-of-way donations

**Gathering Input from Citizens**



**Church along SH 105**



## Purpose and Need

The SH 249 Working Group developed the purpose and need for the SH 249 project. The purpose of the proposed improvements is to facilitate the safe movement of people and goods between the Grimes County/Brazos Valley Region and the Houston metropolitan area. The goals and objectives described earlier in this report help in further defining the purpose of the proposed action. The SH 249 project needs to address safety, existing and future traffic congestion, transportation system linkage, and hurricane evacuation routes.

## Safety

Traffic safety is an important consideration, and improvements/alternatives to existing facilities are necessary along this route. There were 207 crashes along FM 1774 (from the western Waller County line to SH 105) and SH 105 (from FM 1774 to SH 6) between 2008 and 2012, including 19 fatal crashes according to Texas Peace Officer's Crash Reports (2008-2012). The two-lane portions of FM 1774 had considerably higher crash rates as compared to typical rural four-lane divided facilities in Texas, and are unsuitable to handle future traffic growth. The crash rates along SH 105 are comparable to the statewide average for rural four-lane divided facilities. Improvements are being implemented along SH 105 from SH 6 to the Montgomery County line that could further improve safety along SH 105. The crash rates (crashes per 100 million vehicle miles traveled) for SH 105, FM 1774, and the statewide average for a rural four-lane divided highway are shown in **Table 2**.

**Table 2. Crash Rates (Crashes per 100 million vehicle miles traveled)**

Year	FM 1774	SH 105	Statewide Average (Rural Four Lane Divided)
2008	177.3	41.3	43.03
2009	107.4	58.5	44.51
2010	194.9	79.6	44.51
2011	146.5	43.0	40.29
2012	102.8	44.4	N/A
Average	145.8	53.4	43.09

Source: Texas Peace Officer's Crash Reports, 2008-2012

There are approximately 32 intersections and over 100 driveways along FM 1774 (from north of Todd Mission to SH 105) and along SH 105 (from FM 1774 to SH 6). These intersections and driveways create conflicts for vehicles traveling in the corridor. The proposed improvements need to address safety for passenger and freight traffic traveling through this region, while providing safer access points for residents in the region.

### *Traffic Congestion*

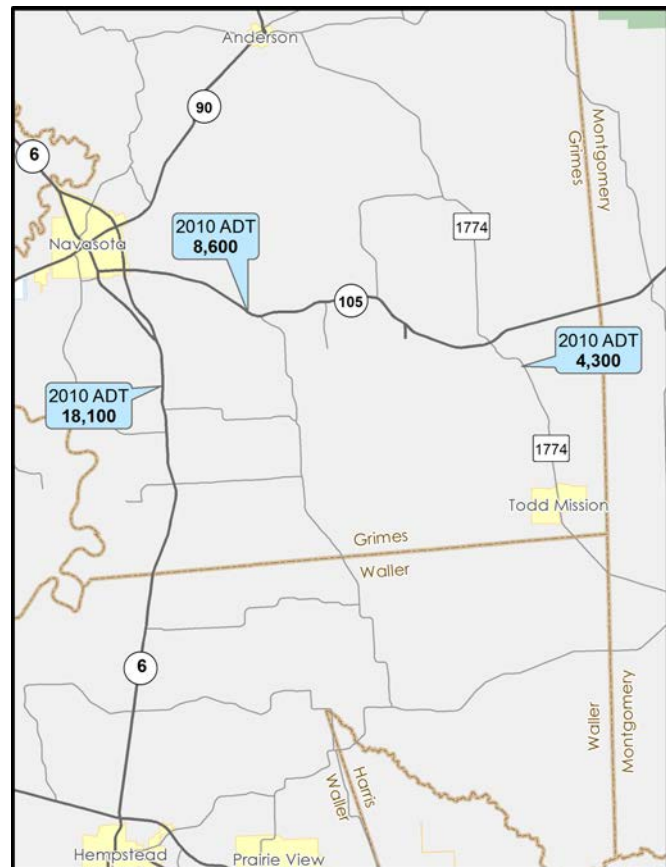
Traffic has tripled along SH 105 and FM 1774 between 1980 and 2010. Traffic on SH 105 increased from 2,900 vehicles per day (vpd) in 1980 to 8,600 vpd in 2010. The traffic on FM 1774 increased from 1,150 vpd in 1980 to 4,300 vpd in 2010, as depicted in **Figure 2**. Development plans throughout the region indicate that these growth trends will likely continue for the foreseeable future. During special events throughout the year in this region, more traffic is added to the already congested local roadways. The proposed improvements need to address local congestion problems by adding capacity to the corridor.

### *Transportation System Linkage*

Transportation system linkage is necessary to efficiently move passengers and freight. The existing or proposed SH 249 route currently extends from Houston to Pinehurst and is either already an access-controlled facility, or is being upgraded to an access-controlled facility as part of other corridor studies in Harris and Montgomery Counties. West of Pinehurst, the connection to Navasota consists of FM 1774 and SH 105, mostly two-lane undivided facilities with at-grade intersections and driveways. North and west of Navasota, SH 6 provides a four-lane divided route from Navasota to Bryan, Texas. The closest alternate route is US 290 and SH 6, which is a four-lane divided facility located to the south of Navasota. US 290 is heavily congested in the Houston area.

A current study in Montgomery County is considering improvements from SH 249/FM 1774 in Pinehurst to SH 249/FM 1774 north of Todd Mission to provide a facility consistent with the highway between Houston and Pinehurst. The proposed transportation improvements are needed to provide system continuity between SH 249/FM 1774 north of Todd Mission to SH 6 near Navasota that would provide a more direct route between the Houston Metropolitan area and Navasota as well as areas farther north.

**Figure 2. SH 105 and FM 1774**



### *Hurricane Evacuation*

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The Gulf Coast Region of Texas is periodically affected by hurricanes, including the low lying and populous areas of the Houston metropolitan region. During such emergencies, it is imperative to have sufficient roadway capacity to evacuate residents in a timely manner. Because regional evacuation routes like US 290 and IH-45 are congested during an evacuation, there is need for additional capacity to efficiently move traffic during such events.

#### **Hurricane Evacuation**





### SH 249 Planning Considerations and Initial Study Area

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The working group members considered a number of issues to define an initial study area for the proposed SH 249. The members identified and considered local planning features and examined potential options for the proposed SH 249 and connecting facilities.

A comprehensive environmental assessment was not conducted by the working group; however, the members reviewed local planning and environmental features maps and provided local input to verify and identify land uses to consider as part of the working group's planning efforts. Members reviewed and marked up maps as they identified known features which should be considered in planning. Constraints identified on maps included features like cemeteries, churches, schools, floodplains, existing highways, railroads, and community facilities like the Bovay Scout Ranch.

#### Working Group Meeting



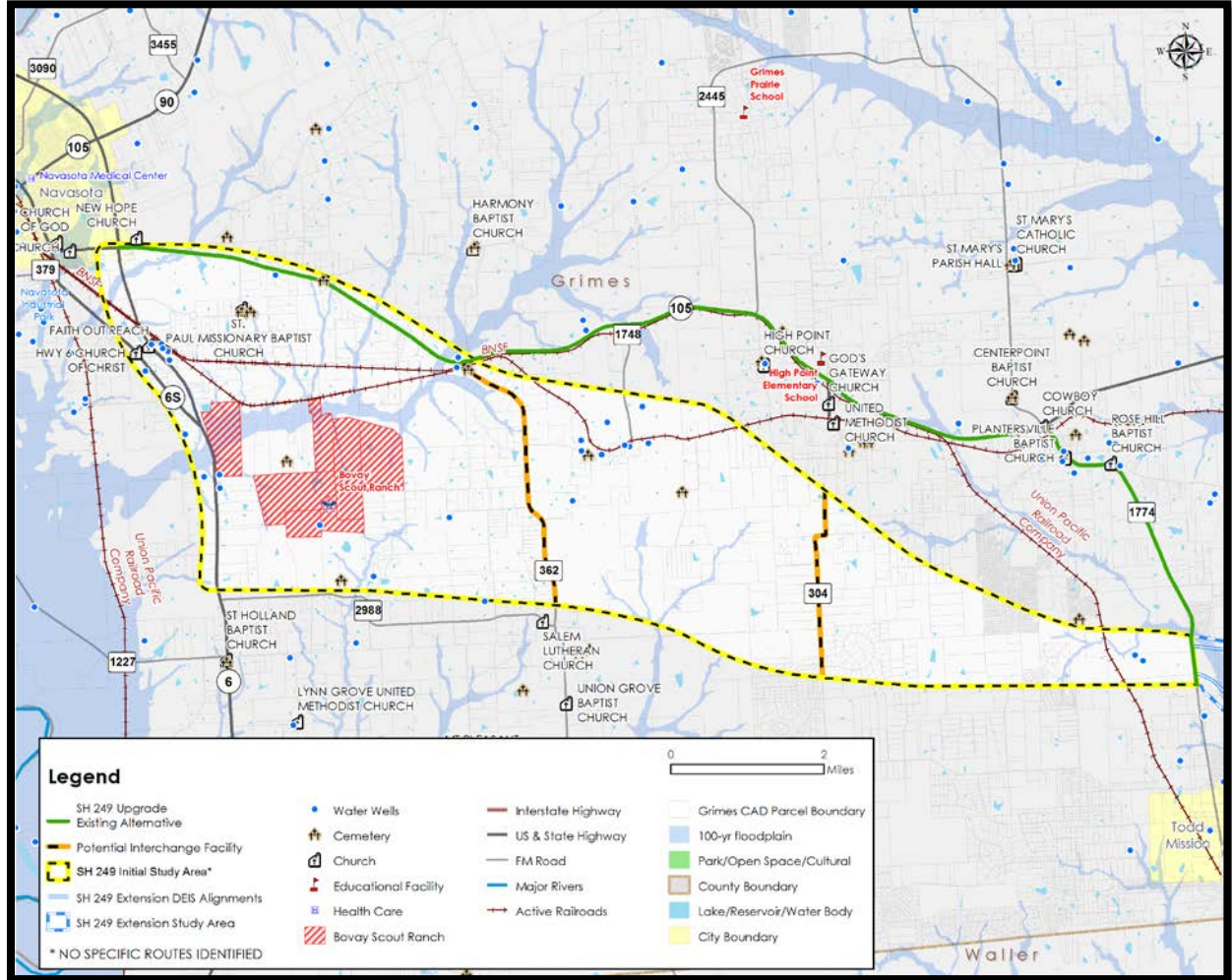
#### Bovay Scout Ranch



The SH 249 Working Group members developed an initial study area based on the identified constraints and taking into consideration factors such as connection with the SH 249 Extension north of Todd Mission; minimizing impacts to cemeteries located in southern Grimes County; potential to serve the Navasota Industrial Park; utilizing part of existing SH 105; and considering potential options north and south of Bovay Scout Ranch.



Figure 3. SH 249 Initial Study Area



The initial study area defined by the SH 249 Working Group is depicted in **Figure 3**. This initial study area was further analyzed based on public comments and preliminary evaluation of engineering and environmental constraints.

### Public Outreach

Public comments were received during the study. The citizens serving on the working group designed a public involvement process that provided feedback opportunities such as presentations to elected leadership and civic organizations. During the spring/summer of 2013, the working group members attended and made presentations to the following groups:

- Brazos Valley Council of Governments,
- City of College Station,
- Community of WhiteHall,
- Grimes County Fire Association,
- Magnolia Chamber of Commerce,
- Navasota & Grimes County Chamber of Commerce,
- Navasota City Council,
- Navasota Independent School District,
- realtors from The Woodlands & Magnolia,
- Rotary Club of Magnolia,
- Stop Grimes 249 Group,
- Vista Hills Homeowners Association, and
- local businesses.

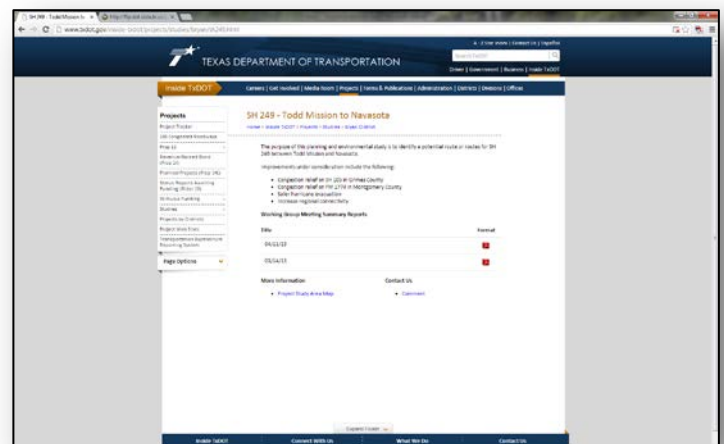


The working group members distributed fact sheets and comment cards at these meetings.

In addition to these feedback opportunities, a website was established to allow online commenting and to share summaries from working group meetings ([www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html](http://www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html)).

Public comments were received through different modes including:

- Outreach activities by the working group members
- Project website
- Email
- Comment cards



As of August 26, 2013, 38 comments have been received that expressed both support and concerns regarding SH 249. Comments included support for utilizing existing right-of-way and following existing alignments, reduction of travel times, and decreasing the cost of transporting goods. Comments have also expressed concerns related to the amount of right-of-way needed to construct SH 249; tolling and the use of tax dollars; and whether an expansion of SH 249 is warranted at this time. Concerns were also related to social, environmental and economic impacts including pollution, noise, safety, access limitation, decreasing land values and accommodation for oversized vehicles. There was also a desire for more public involvement opportunities.

Seven resolutions have been passed in support of SH 249 Study including: Navasota City Council, Navasota Grimes County Chamber of Commerce, Brazos Valley Regional Planning Organization, Grimes County Commissioners' Court, Montgomery County Commissioners' Court, City of College Station, and Texas A&M University Board of Regents. Resolutions have highlighted priorities including safety, mobility, and enhanced economic development for the region, along with improved access from the Navasota-Grimes County region to Houston, George Bush Intercontinental Airport, and Texas Medical Center. A need for an additional hurricane evacuation route has also been mentioned in the resolutions. The resolutions are included in **Appendix A** of this report.

The public comments and resolutions have been considered in the development of the options and the recommended option; and will continue to be considered as this project moves into the NEPA process. For example, public comments have influenced the conceptual alternative connections in that they follow existing alignments and utilize existing right-of-way such as SH 105 and SH 6. The recommended option now avoids the Bovay Scout Ranch as well.

The need and purpose for a SH 249 connection in Grimes County, the recommended option and the potential impacts to social, environmental and economic resources will be studied in greater detail in the Environmental Assessment. The funding sources for possible improvements to SH 249 have not been determined at this point in the process, but will be identified in the Environmental Assessment. There will also be additional opportunities for public involvement at various stages in the Environmental Assessment process. Updates on the project and public involvement opportunities will be provided at [www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html](http://www.txdot.gov/inside-txdot/projects/studies/bryan/sh249.html).

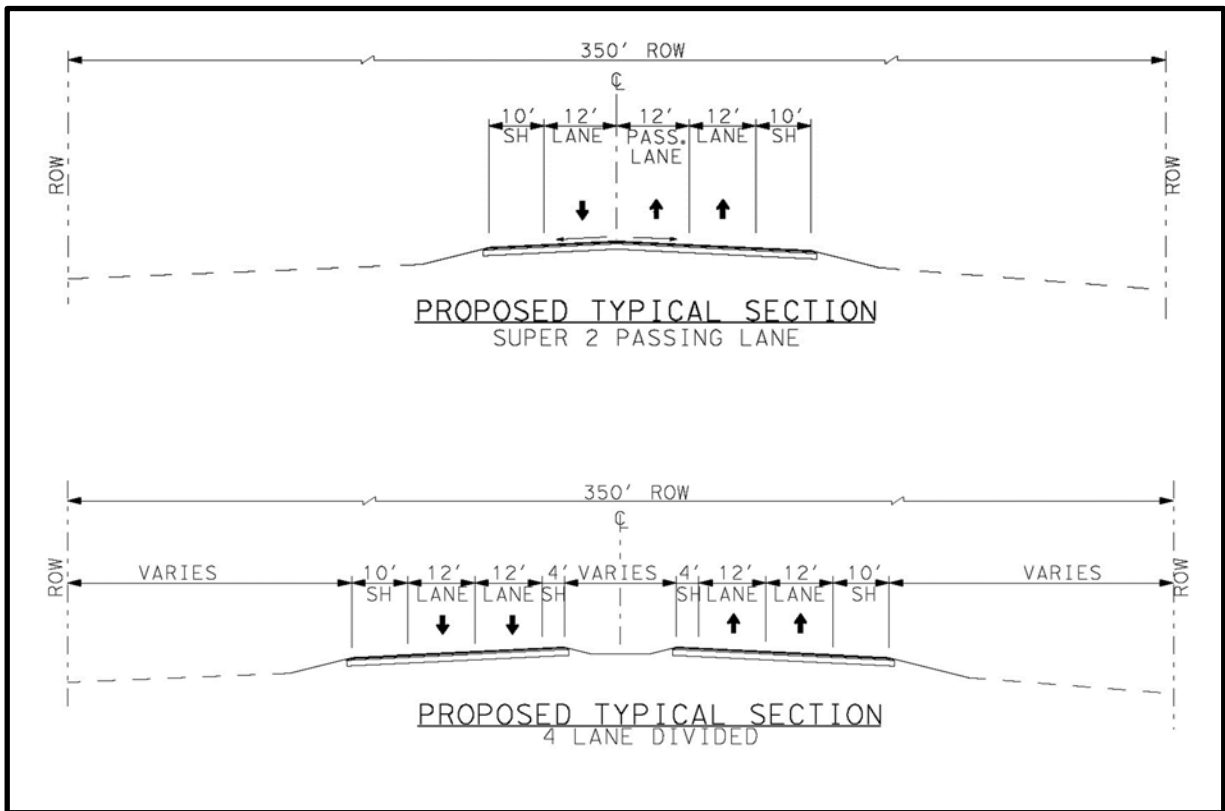
For the SH 249 Extension project (located in Montgomery County), a public meeting will be scheduled later this year to provide an update on the status of the project and to review alignments proposed in the Draft Environmental Impact Statement.

## Environmental and Engineering Evaluation

The initial study area is shown in **Figure 3**. Based on comments received and preliminary environmental and engineering evaluation conducted, the initial study area was analyzed as discussed below.

Preliminary traffic forecasts were developed to understand the infrastructure needs along this corridor. An estimated 2,600 vehicles per day are expected to utilize the SH 249 corridor in 2015, increasing to an estimated 10,000 vehicles per day by the year 2040. Based on this forecast, the initial facility is defined as a super-2 facility (a two-lane facility with periodic passing lanes, and full access control). The ultimate facility will include an upgrade to a 4-lane divided facility. The initial and ultimate configuration cross-sections are shown in **Figure 4** below:

**Figure 4. Proposed Typical Sections for Super 2 and Four-Lane Divided Facilities**

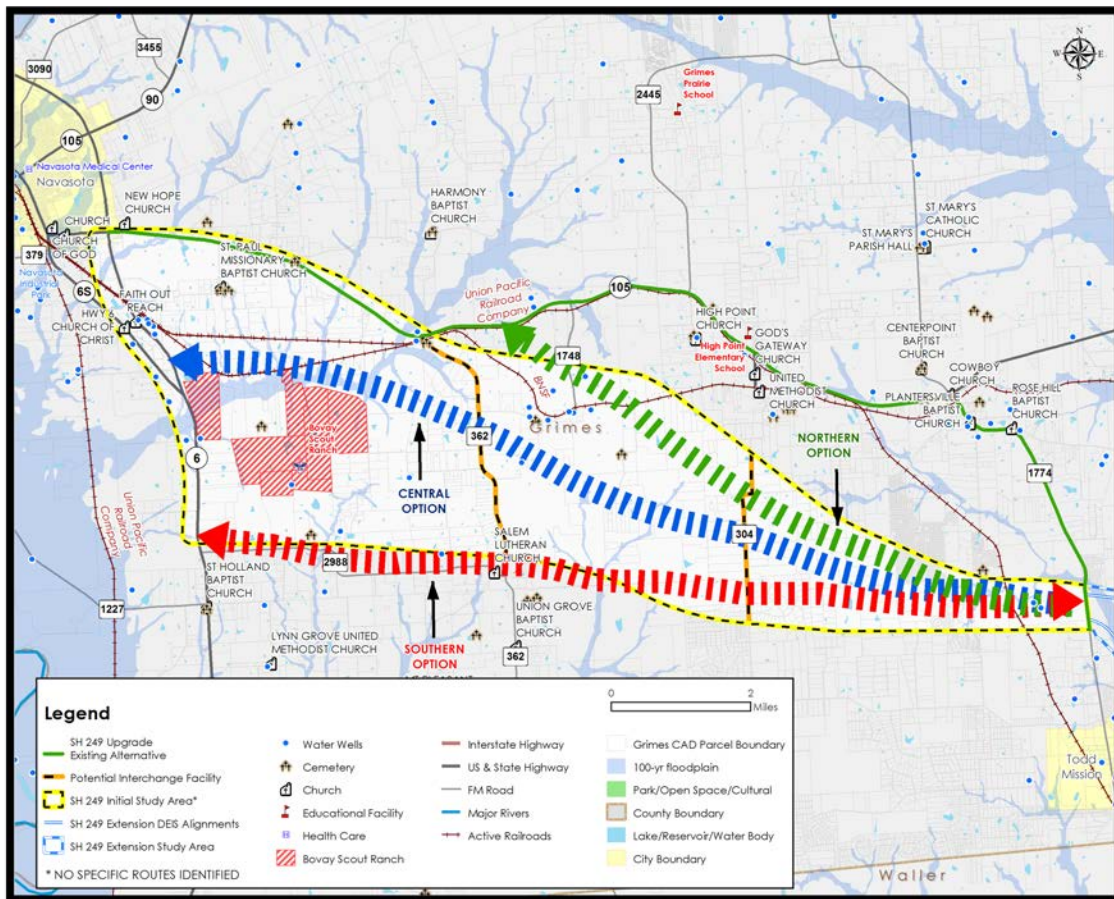


Three options were considered within the initial study area for preliminary environmental and engineering evaluation. Each option was evaluated as a super-2 facility for initial construction, and will be expanded to 4 lanes when warranted by traffic. Each option would connect the potential interchange at SH 249 and FM 1774 north of Todd Mission with the existing interchange at SH 105 and SH 6 east of Navasota. The options considered include:



1. Southern Option – This option would start at the potential interchange at SH 249 and FM 1774 north of Todd Mission, and head west to connect to SH 6 near FM 2988 (south of the interchange at SH 6 and Business 6). It would then utilize SH 6 for travel up to the interchange of SH 105 and SH 6. It would have interchanges at FM 1774, CR 304, CM 362, and SH 6 (shown as red in **Figure 5**).

Figure 5. SH 249 Options



2. Central Option – This option would originate at the potential interchange at SH 249 and FM 1774 north of Todd Mission and traverse diagonally north-west, while staying south of SH 105 and north of the Bovay Scout Ranch to connect with SH 6 slightly north of the interchange at SH 6 and Business 6. It would have interchanges with the same facilities as the southern option, and would utilize SH 6 for travel up to the interchange with SH 105 (shown as blue in **Figure 5**).
3. Northern Option – This option would originate at the potential interchange at SH 249 and FM 1774, but travel diagonally north-west to connect with SH 105 between FM 1748 and FM 362. It would then utilize the existing SH 105 to travel up to the interchange with SH 6. It would have interchanges with FM 1774, CR 304, and SH 105 (shown as green in **Figure 5**).

**Table 3. Comparison of Options**

	<b>Southern Option</b>	<b>Central Option</b>	<b>Northern Option</b>
Travel Distance (miles) (from north of Todd Mission to intersection of SH 105 and SH 6)	18	16	14
Travel Time (minutes) (from north of Todd Mission to intersection of SH 105 and SH 6)	16	14	12
Potential Toll Charge <sup>1</sup> (at 15 cents/mile)	\$1.95	\$2.10	\$1.35
Environmental Constraints	Prime Farmland	Prime Farmland, Floodplains	-
Engineering Constraints	-	Railroad crossings, Interchange spacing at SH 6	Railroad crossings
<b>Initial Configuration (Super-2)</b>			
Number of Miles of Construction (Super-2 facility)	13 (From FM 1774 to SH 6)	14 (From FM 1774 to SH 6)	9 (From FM 1774 to SH 105)
Estimated right-of-way required (acres)	543	594	382
Preliminary Cost Estimate (in millions)	\$120.5	\$135.6	\$94.7
<b>Ultimate Configuration (4-lane Divided)</b>			
Number of Miles of Upgrade (from 2-lane/Super-2 to 4-lane facility)	13 (From FM 1774 to SH 6)	14 (From FM 1774 to SH 6)	14 (From FM 1774 to SH 6)
Estimated right-of-way required (acres)	0	0	121
Preliminary Cost Estimate (in millions) - Incremental	\$41.4	\$47.5	\$52.4

<sup>1</sup> Funding for the project has not been determined. The facility may or may not be tolled.

As shown in **Table 3** above, the southern option provides the longest route of the three and, therefore, the highest travel time along with a high potential toll charge as compared to the northern option. This option provides little improvement in the travel distance as compared to the existing route of FM 1774 and SH 105. Additionally, this option goes through several ranches and floodplains.

The central option provides a slightly shorter route as compared to the southern option, but longer than the northern option. It could also impact many floodplains. The interchange of this option with SH 6 would be challenging due to the proximity to the SH 6/Business 6 interchange as well as railroad crossings. This option would have the highest cost and potential toll charge.

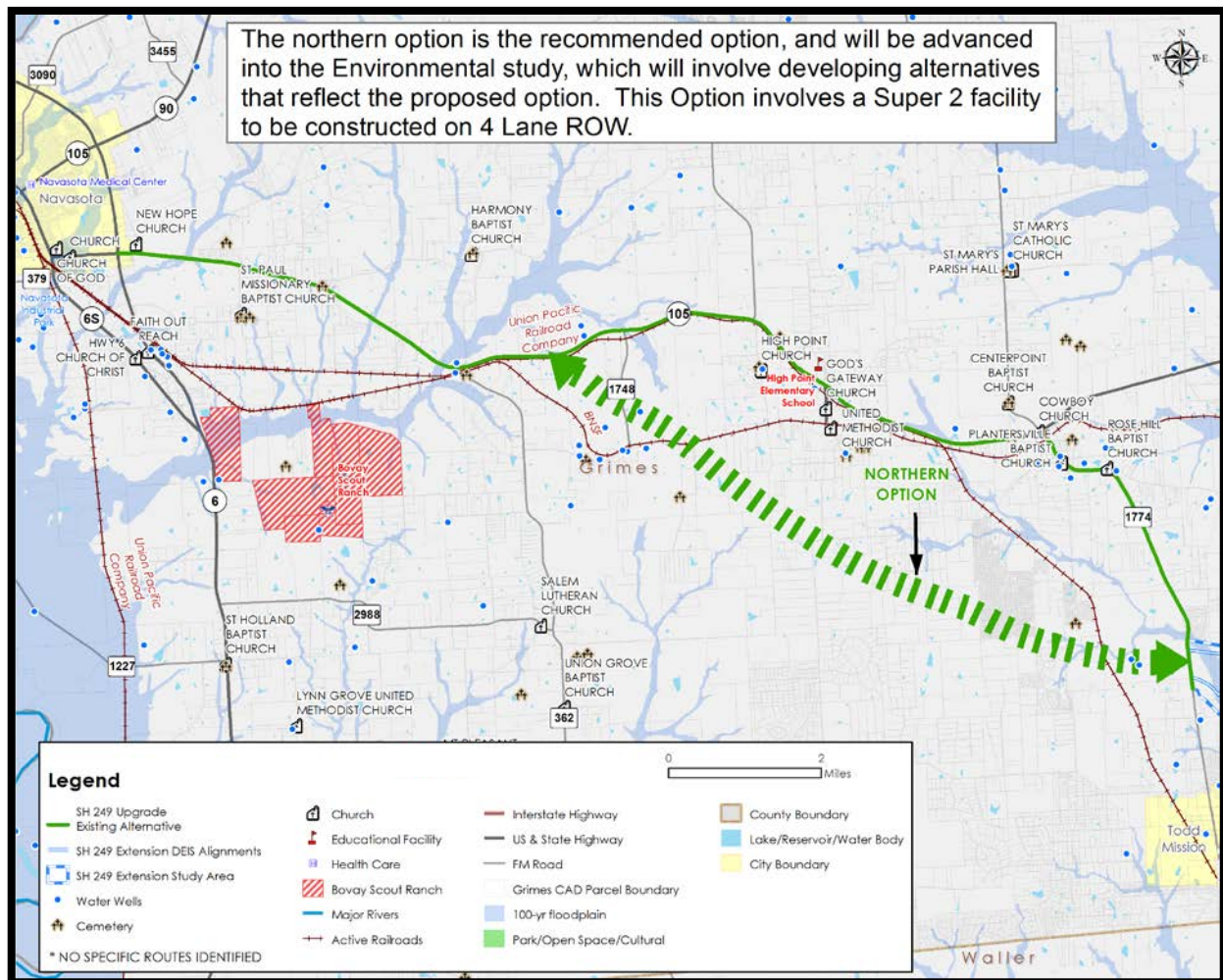
The northern option would require the least amount of additional right-of-way for the initial configuration, while providing the shortest route, lowest construction cost, and lowest potential toll charge.



## Recommended Option

Based on factors described above, the northern option provides a more direct connection with lowest initial construction cost and right-of-way needs, maximum use of existing facility, lowest potential toll charge, and lower potential impact on the natural environment in southern Grimes County. The northern option also addresses safety concerns by reducing traffic on the existing FM 1774. It will be developed using a phased approach. A Super-2 facility will be constructed initially on a 4-lane right-of-way, which will provide expansion opportunities when traffic warrants. Being the lowest cost alternative while providing the shortest connection, the northern option is the most toll viable option among the three options. Therefore, the northern option was approved by the working group as the recommended option during the meeting on August 8<sup>th</sup>. It will be advanced into the environmental study, which will involve developing alternatives to reflect the northern option. **Figure 6** depicts the recommended northern option for further evaluation in the environmental phase of this study. No specific routes have been identified during this study.

**Figure 6. SH 249 Recommended Option**



### Next Steps

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Citizen input combined with local-level planning and a needs-based approach used during the SH 249 Working Group process provides a solid foundation for the environmental process for SH 249 Study. As of August 26, 2013, seven resolutions have been passed in support of the SH 249 Study.

#### **Goals**

1. Enhance mobility along the corridor.
2. Sustain regional economic competitiveness and vitality.
3. Conduct the study in a transparent manner.
4. Improve safety along the corridor.
5. Consider the environment.
6. Leverage use of public funds.

For the SH 249 Extension project, a public meeting will be scheduled later this year to provide an update on the status of the project and review alignments proposed in the Draft Environmental Impact Statement. A public hearing is anticipated in Spring 2014 with a final decision in early 2015.

For the SH 249 Study, an Environmental Assessment will be prepared that includes specific route recommendations and schematic drawings on the SH 249 Study from north of Todd Mission to SH 6 near Navasota. These efforts are expected to be completed by late 2014. During this process, extensive public outreach will be conducted in concert with the SH 249 Working Group to gain feedback about the purpose and need for improvements to SH 249; the proposed alternatives (including a No-Build Alternative); and the potential for social, economic and environmental impacts resulting from proposed improvements described within the Environmental Assessment. A public meeting is anticipated in Fall 2013 and a public hearing in Summer/Fall 2014. If the environmental study recommends a build-alternative, construction could begin within two years.

# Appendix A

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## Resolutions

## Grimes County Commissioners' Court Resolution

### RESOLUTION SUPPORTING THE "249" CORRIDOR

**WHEREAS**, the Navasota-Grimes County region, home to the Navasota Industrial Park, the Navasota Business Park, the recently expanded Navasota Municipal Airport, the world-famous Navasota Blues Fest, and the Texas Renaissance Festival, is emerging as a strong economic development area, as well as a destination for visitors seeking the historic rural beauty of the rolling hills of Grimes County; and

**WHEREAS**, safety, mobility and enhanced economic development opportunities are priorities for the region to assure a high quality of life and strong future for its residents, employees and visitors; and

**WHEREAS**, expanding the 249 corridor between Houston and Navasota will provide improved access from the Navasota-Grimes County region to Houston and the George Bush Intercontinental Airport, the Texas Medical Center expansions and Medical complex, and Texas A&M University and the new National Bio-Security Center; and

**WHEREAS**, the 249 corridor is poised to be designated as a much-needed major hurricane evacuation route for the region; and

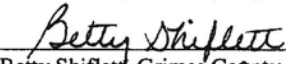
**WHEREAS**, efforts are underway by TxDOT and other entities to develop schematic design and environmental documentation, construction design and/or corridor preservation on portions of the 249 corridor between Spring Cypress Road in North Houston and F.M. 1774 in Todd Mission; and

**WHEREAS**, the continued development of 249 between Pinehurst and Navasota will support the local, regional, and Statewide goals of improved safety and regional connectivity, and increased economic development opportunities, and

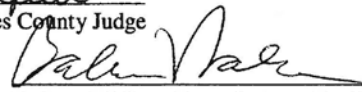
**WHEREAS**, the development of the 249 corridor between Navasota and Houston has the support of elected officials, chambers of commerce, economic development groups, and community leaders.

**NOW, THEREFORE BE IT RESOLVED** that the Commissioners' Court of Grimes County, Texas supports the continued development of the 249 corridor.

**BE IT FURTHER RESOLVED THAT** the Commissioners' Court of Grimes County, Texas urges the Texas Department of Transportation to continue its efforts to develop, fund, and construct improvements along the 249 corridor between F.M. 1774 in Pinehurst and Highway 6 in Navasota as expeditiously as possible.

  
Betty Shiflett, Grimes County Judge

  
Miles J.R. Green, Commissioner, Pct. 1

  
Barbara Walker, Commissioner, Pct. 3

  
Randy Krueger, Commissioner, Pct. 2

  
Pam Finke, Commissioner, Pct. 4

## Navasota City Council Resolution

### RESOLUTION NO. 552-13

#### CITY OF NAVASOTA SUPPORTS THE HIGHWAY 249 PROJECT

**WHEREAS**, the Navasota-Grimes County region, home to the Navasota Industrial Park, the Navasota Business Park, the recently expanded Navasota Municipal Airport, and the world-famous Navasota Blues Fest, is emerging as a strong economic development area; and

**WHEREAS**, safety, mobility and enhanced economic development opportunities are priorities for the region to assure a high quality of life and strong future for its residents, employees and visitors; and

**WHEREAS**, expanding the 249 corridor between Houston and Navasota will provide improved access from the Navasota-Grimes County region to Houston and the George Bush Intercontinental Airport, the Texas Medical Center expansions and Medical Complex; and improve the connection between Houston and Texas A&M University including the National Bio-Security Center; and

**WHEREAS**, the 249 corridor is poised to be designated as a much-needed major hurricane evacuation route for the region; and

**WHEREAS**, efforts are underway by TxDOT, and other entities to develop schematic design and environmental documentation, construction design and/or corridor preservation on portions of the 249 corridor between Spring Cypress Road in North Houston and FM 1774 in Todd Mission; and

**WHEREAS**, the continued development of 249 between Pinehurst and Navasota will support the local, regional and Statewide goals of improved safety and regional connectivity, and increased economic development opportunities, and

**WHEREAS**, development of the 249 corridor between Navasota and Houston has the support of elected officials, chambers of commerce and economic development groups, and community leaders along the corridor;

**NOW, THEREFORE BE IT RESOLVED** that City Council of the City of Navasota supports the continued development of the 249 corridor.

**BE IT FURTHER RESOLVED THAT** the City Council of the City of Navasota urges the Texas Department of Transportation to continue its efforts to develop, fund and construct improvements along the 249 corridor between FM 1774 in Pinehurst and Highway 6 in Navasota as expeditiously as possible.



**Navasota City Council Resolution (continued)**

PASSED AND APPROVED THIS THE 22<sup>ND</sup> DAY OF APRIL, 2013.

  
BERT MILLER, MAYOR

ATTEST:

  
SUSIE M. HOMEYER, CITY SECRETARY





## Navasota Grimes County Chamber of Commerce Resolution

### RESOLUTION NO. 552-13

#### NAVASOTA GRIMES COUNTY CHAMBER OF COMMERCE SUPPORTS THE HIGHWAY 249 PROJECT

**WHEREAS**, the Navasota-Grimes County region, home to the Navasota Industrial Park, the Navasota Business Park, the recently expanded Navasota Municipal Airport, and the world-famous Navasota Blues Fest, is emerging as a strong economic development area; and

**WHEREAS**, safety, mobility and enhanced economic development opportunities are priorities for the region to assure a high quality of life and strong future for its residents, employees and visitors; and

**WHEREAS**, expanding the 249 corridor between Houston and Navasota will provide improved access from the Navasota-Grimes County region to Houston and the George Bush Intercontinental Airport, the Texas Medical Center expansions and Medical Complex; and improve the connection between Houston and Texas A&M University including the National Bio-Security Center; and

**WHEREAS**, the 249 corridor is poised to be designated as a much-needed major hurricane evacuation route for the region; and

**WHEREAS**, effort are underway by TxDOT, and other entities to develop schematic design and environmental documentation, construction design and/or corridor preservation on portions of the 249 corridor between Spring Cypress Road in North Houston and FM 1774 in Todd Mission; and

**WHEREAS**, the continued development of 249 between Pinehurst and Navasota will support the local, regional and Statewide goals of improved safety and regional connectivity, and increased economic development opportunities, and

**WHEREAS**, development of the 249 corridor between Navasota and Houston has the support of elected officials, chambers of commerce and economic development groups, and community leaders along the corridor;

**NOW, THEREFORE BE IT RESOLVED** that the Board of Directors of the Navasota Grimes County Chamber of Commerce supports the continued development of the 249 corridor.

**BE IT FURTHER RESOLVED THAT** the Board of Directors of the Navasota Grimes County Chamber of Commerce urges the Texas Department of Transportation to continue its efforts to develop, fund and construct improvements along the 249 corridor between FM 1774 in Pinehurst and Highway 6 in Navasota as expeditiously as possible.

**PASSED AND APPROVED THIS THE 28<sup>TH</sup> DAY OF MAY, 2013.**

  
JARED PATOUT, BOARD PRESIDENT

**ATTEST:**

  
PAMELA BEARD, EXECUTIVE DIRECTOR



## **Brazos Valley Regional Planning Organization Resolution**

### **RESOLUTION**

#### **RESOLUTION BY THE BRAZOS VALLEY REGIONAL PLANNING ORGANIZATION (BVRPO) EXPRESSING SUPPORT FOR THE STATE HIGHWAY 249 CORRIDOR PROJECT BETWEEN NAVASOTA AND HOUSTON.**

**WHEREAS**, the discussion and support of this resolution was developed by BVRPO's technical committee and forwarded to the policy committee for its approval; and

**WHEREAS**, the continued development of SH 249 between Pinehurst and Navasota will support BVRPO's stated goals of improved safety, increased mobility, and economic development for the region; and

**WHEREAS**, the SH 249 corridor is poised to become an important economic development engine for Grimes County, the Brazos Valley region and the State of Texas as well as a major hurricane evacuation route for the region; and

**WHEREAS**, the SH 249 corridor could reduce travel time between Bryan/College Station and George Bush Intercontinental Airport by 30 minutes; and

**WHEREAS**, the State Highway (SH) 249 corridor between Bryan/College Station and Houston is home to many important destinations, including Texas A&M University and the new National Bio-Security Center, George Bush Intercontinental Airport, Texas Medical Center expansions; and

**WHEREAS**, the continued development of the SH 249 corridor has the support of elected officials, chambers and economic development groups, and community leaders along the corridor;

#### **NOW, THEREFORE, BE IT RESOLVED BY THE BRAZOS VALLEY REGIONAL PLANNING ORGANIZATION:**

1. That the Brazos Valley Regional Planning Organization supports the continued development of the SH 249 corridor.
2. That the Brazos Valley Regional Planning Organization urges TxDOT to continue its efforts to develop, fund and construct improvements along the SH 249 corridor between FM 1774 and State Highway 6 in Navasota.

## Brazos Valley Regional Planning Organization Resolution (continued)

SH 249 Resolution  
June 12, 2013

2

3. That Brazos Valley Regional Planning Organization staff is directed to participate with other local governments and planning agencies to pursue a consensus on a corridor alignment that would be supported by the public and developed by TxDOT.
4. That this Resolution shall become effective immediately upon adoption.

**APPROVED AND ADOPTED** at a Regular Brazos Valley Regional Planning Organization Meeting, this 12<sup>th</sup> day of July, 2013.



BVRPO Chair

ATTEST:



## Montgomery County Commissioners' Court Resolution

### RESOLUTION

#4  
7D  
MAY 20 2013

**WHEREAS**, Montgomery County, situated in the middle of the Houston-Bryan/College Station SH 249 Corridor, is emerging as a strong economic development area; and

**WHEREAS**, safety, mobility and enhanced economic development opportunities are priorities for the County to assure a high quality of life and strong future for its residents, employees and visitors; and

**WHEREAS**, the SH 249 Corridor between Houston and Bryan/College Station is home to many important destinations, including George Bush Intercontinental Airport, Exxon World Headquarters, Texas Medical Center expansions, Houston and the Medical Complex, Texas A&M University and the new National Bio-Security Center which is planned to be completed by the end of 2014; and

**WHEREAS**, the SH 249 Corridor is poised to be designated as a much-needed major hurricane evacuation route for the region; and

**WHEREAS**, efforts are underway by TxDOT, Harris County Toll Road Authority and Montgomery County Toll Road Authority to develop schematic design and environmental documentation, construction design and/or corridor preservation on portions of the SH 249 Corridor between Spring Cypress Road in North Houston and FM 1774 in Todd Mission; and

**WHEREAS**, the continued development of SH 249 between Pinehurst and Navasota will support the regional and statewide goals of improved safety, increased mobility and economic development opportunities; and

**WHEREAS**, development of the SH 249 Corridor between Houston and Bryan/College Station has the support of elected officials, chambers and economic development groups, community leaders and landowners along the corridor.

**NOW, THEREFORE, BE IT RESOLVED**, that the Commissioners Court of Montgomery County, Texas, supports the continued development of the SH 249 Corridor.

**BE IT FURTHER RESOLVED**, that Montgomery County Commissioners Court urges the Texas Department of Transportation to continue its efforts to develop, fund and construct improvements along the SH 249 Corridor between FM 1774 in Pinehurst and Highway 6 in Navasota as expeditiously as possible.

SIGNED THIS 20<sup>th</sup> DAY OF May, 2013.

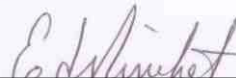
*Absent*

Alan B. Sadler, County Judge

  
Mike Meador, Commissioner, Pct. 1

  
James Noack, Commissioner, Pct. 3





## City of College Station Resolution

RESOLUTION NO. 04-25-13-29

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS  
SUPPORTING THE CONTINUED DEVELOPMENT AND FUNDING OF THE STATE  
HIGHWAY 249 CORRIDOR.**

WHEREAS, the State Highway 249 corridor between College Station, Bryan and Houston is home to many important destinations, including Texas A&M University and the new National Bio-Security Center, George Bush Intercontinental Airport, Exxon World Headquarters, Texas Medical Center expansions, Houston and the Medical Complex; and

WHEREAS, the State Highway 249 corridor is continuing to develop as a unique economic development engine for the region and the State of Texas, and is poised to be designated as a much-needed major hurricane evacuation route for the region; and

WHEREAS, an improved State Highway 249 corridor could reduce travel time between College Station and Bush Intercontinental Airport by 30 minutes, and significantly improve the safety of the traveling public; and

WHEREAS, efforts are underway by TxDOT, Harris County Toll Road Authority and Montgomery County Toll Road Authority to develop schematic design and environmental documentation, construction design and/or corridor preservation on portions of the State Highway 249 corridor between Spring Cypress Road in North Houston and FM 1774 in Todd Mission; and

WHEREAS, the continued development of 249 between Pinehurst and Navasota will support the regional and Statewide goals of improved safety, increased mobility and economic development opportunities, and

WHEREAS, development of the State Highway 249 corridor between College Station, Bryan and Houston has the support of elected officials, Chambers of Commerce, and economic development groups, community leaders and landowners along the corridor; now, therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF COLLEGE STATION, TEXAS:

- PART 1: That the City of College Station supports the continued development of the State Highway 249 corridor; and
- PART 2: That the City of College Station urges the Texas Department of Transportation to continue its efforts to develop, fund and construct improvements along the State Highway 249 corridor between FM 1774 in Pinehurst and Highway 6 in Navasota as expeditiously as possible; and
- PART 3: That a suitable copy of this Resolution shall be provided to the Texas Department of Transportation.

**City of College Station Resolution (continued)**

ADOPTED this 25<sup>th</sup> day of April, A.D. 2013.

ATTEST:

Sherry Maskun  
City Secretary

APPROVED:

K. H. Mung  
MAYOR

APPROVED:

Carla A. Robinson  
City Attorney



**Texas A&M University Board of Regents Resolution**

**PREVIOUS ITEM**

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**NEXT ITEM**

Agenda Item No. 47

**THE TEXAS A&M UNIVERSITY SYSTEM**

Office of the Chancellor

April 17, 2013

Members, Board of Regents  
The Texas A&M University System

Subject: Adoption of a Resolution Expressing Support for the Continued Development of the 249 Corridor

Approval of the following resolution by the Board of Regents is recommended expressing support for the continued development of the 249 corridor:

“WHEREAS, the 249 corridor between Bryan/College Station and Houston is a significant economic development corridor that is home to many unique traffic generators, including George Bush Intercontinental Airport, Texas A&M University, Houston and the Medical Complex, Texas Medical Center expansions and the Exxon World Headquarters; and

WHEREAS, the U.S. Department of Health and Human Services selected Texas A&M as the location for a Center for Innovation in Advanced Development and Manufacturing (one of only three in the nation); and

WHEREAS, efforts are underway by TxDOT, Harris County Toll Road Authority and Montgomery County Toll Road Authority to develop schematic design and environmental documentation, construction design and/or corridor preservation on portions of the 249 corridor between Spring Cypress Road in North Houston and FM 1774 in Todd Mission; and

WHEREAS, an improved 249 corridor could reduce travel time between Texas A&M and Bush Intercontinental by 30 minutes, resulting in a significant savings in time, money and productivity; and

WHEREAS, the 249 corridor holds a uniquely strategic position in the region and in the state of Texas, and the continued development of 249 between Pinehurst and Navasota will support the goals of improved safety, increased mobility and economic development opportunities, and the safeguarding of the nation’s security; and

WHEREAS, development of the 249 corridor between Bryan/College Station and Houston has the support of elected officials, chambers and economic development groups, community leaders and landowners along the corridor; now, therefore, be it

RESOLVED, that we, the members of the Board of Regents of The Texas A&M University System, support the continued development of the 249 corridor; and, be it, further

### Texas A&M University Board of Regents Resolution (continued)

Agenda Item No. 47  
April 17, 2013

RESOLVED, that the Board of Regents of The Texas A&M University System urges the Texas Department of Transportation to continue its efforts to develop, fund and construct improvements along the 249 corridor between FM 1774 in Pinehurst and Highway 6 in Navasota as expeditiously as possible.

ADOPTED, this 1st day of May 2013.”

Respectfully submitted,

[ORIGINAL SIGNED BY]

John Sharp  
Chancellor

**Approved for Legal Sufficiency:**

[ORIGINAL SIGNED BY]

Ray Bonilla  
General Counsel

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