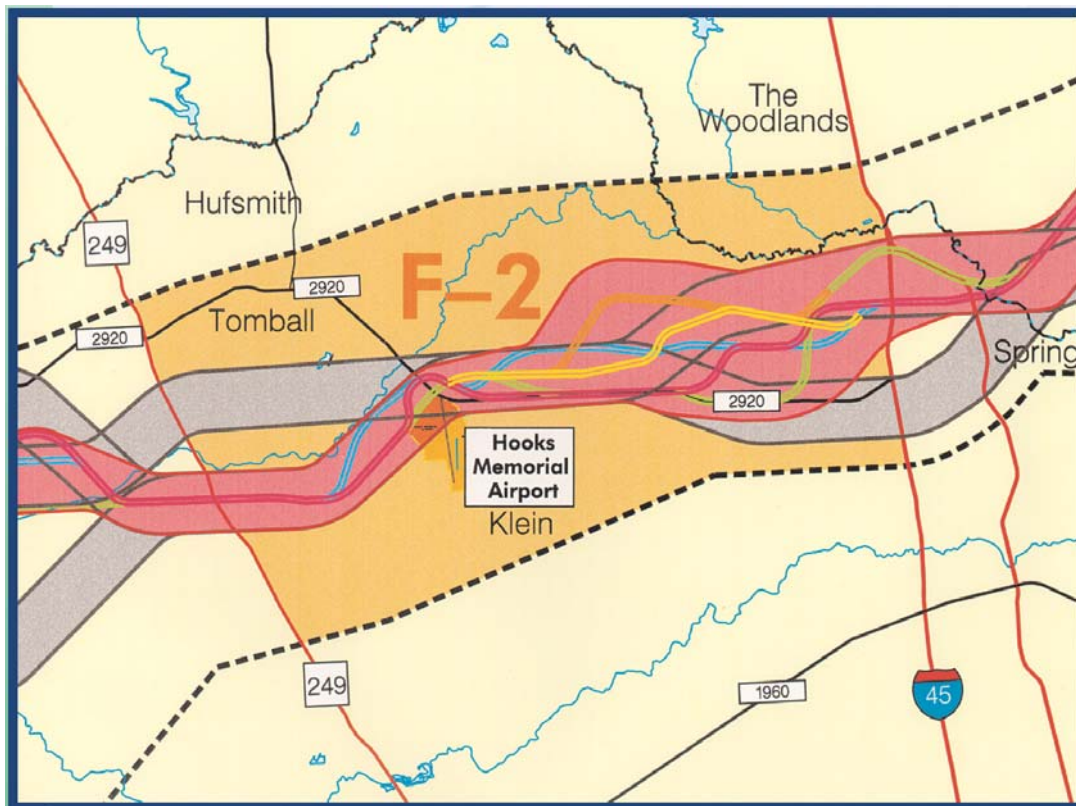




THE GRAND PARKWAY

Segment F-2 Fact Sheet



The North Houston Association represents major employers, landowners, developers, professional firms, and financial and commercial institutions in northern Harris County and southern Montgomery County. Enhancing the quality of life for the region and assuring that the North Houston Area is an attractive place for business to relocate or expand and for families to live is paramount to our mission.

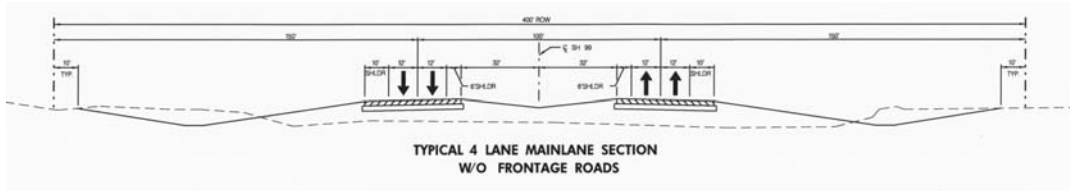
The North Houston Association strongly supports the Grand Parkway Association's development of Segment F-2. This will ultimately create a cost-effective, efficient transportation system essential for the quality of life that we support.

For more information on the North Houston Association visit www.North-Houston.com.

WHAT IS IT?

The Grand Parkway (SH 99) is a planned 170-mile long third loop around the City of Houston, Texas. Segment F-2 is a 12-mile-long segment of this loop and is bound by SH 249 on the west and Interstate (IH) 45 on the east. The conceptual design for this roadway is a four-mainlane, at-grade, controlled-access freeway

within a 400-foot right-of-way width. It is planned to have frontage roads where necessary to maintain current access. It is anticipated to have grade-separated interchanges at SH 249/Boudreaux, Glenloch Forest Drive/Champion Forest Drive, FM 2920, Kuykendahl Road, Gosling Road, future Ella Boulevard, and IH 45.

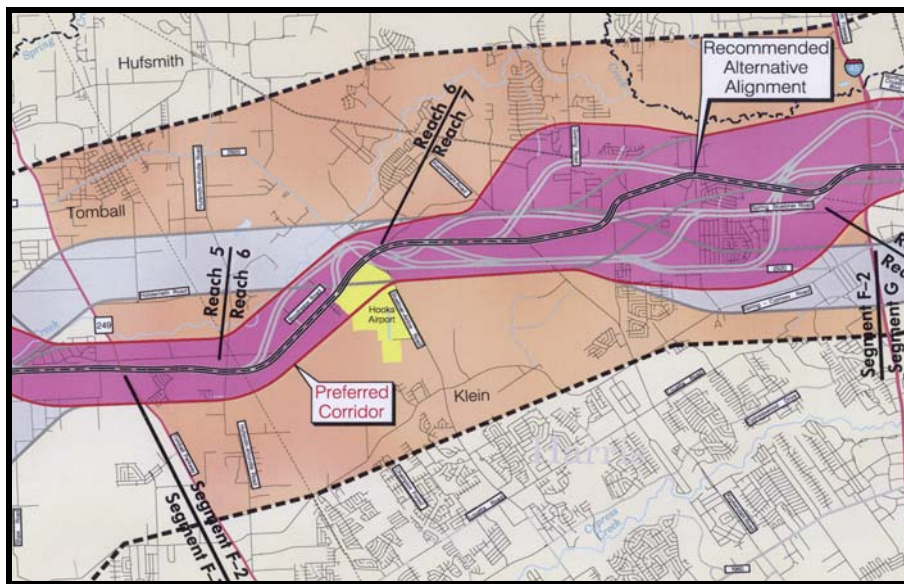


PROPOSED TYPICAL SECTIONS

IS THIS NEW?

Harris County and the City of Houston Planning Commission first proposed the Grand Parkway in 1961. In 1968, The Grand Parkway was placed on City

planning maps. Environmental studies for Segment F-2 began in 1999.



SEGMENT F-2 PROJECT AREA

WHY IS IT NEEDED?

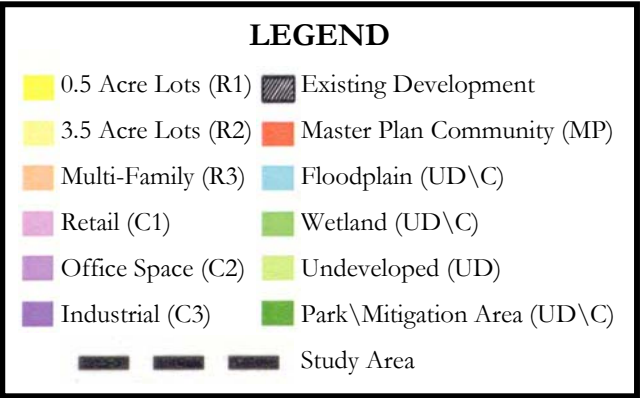
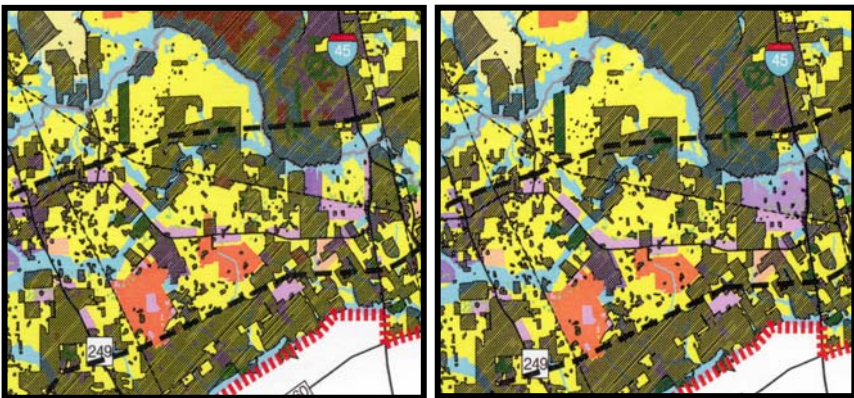
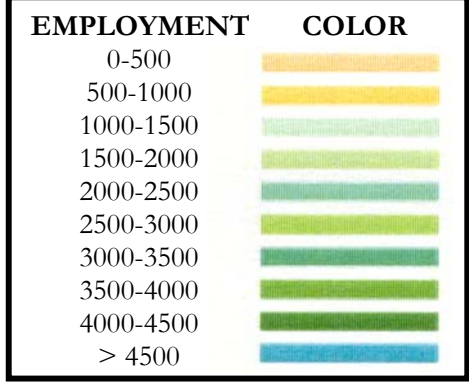
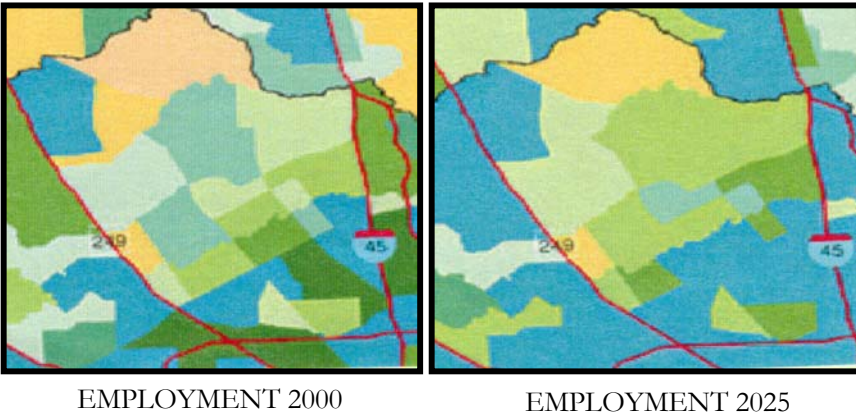
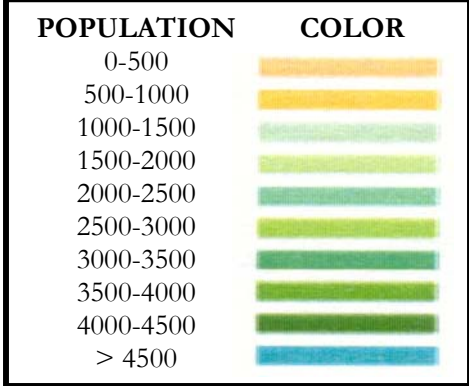
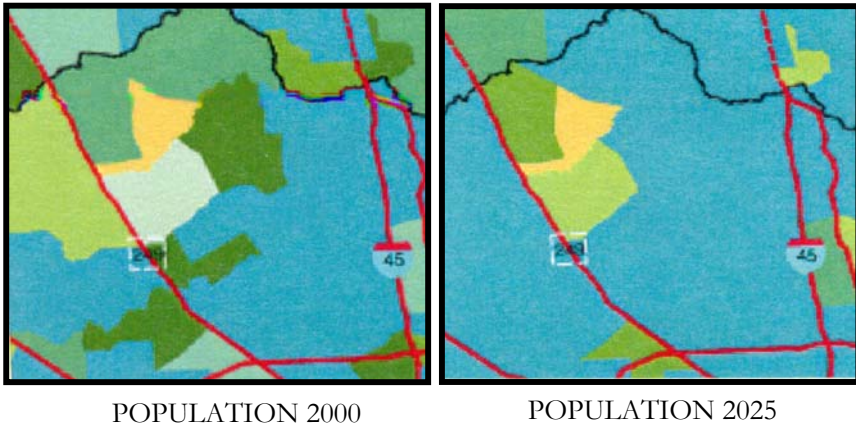
The purpose of the planned Segment F-2 is to provide improved regional access and to complement the existing thoroughfare system. This will reduce area traffic congestion, improve safety, and improve area-wide mobility. The recommended alternative (see map above) is comprised of a combination of alignments investigated during the environmental and engineering studies, and is proposed after the evaluation of alternative corridors, alternative transportation modes, and alternative alignments as documented in the Draft Environmental Impact Statement.

The recommended alternative alignment has emerged on the basis of its ability to best facilitate the project's purpose while minimizing impacts to homes, businesses, and natural resources in the area. Although a recommended alternative alignment is presented, selection of the final "Preferred Alternative Alignment" will not be made until after completion of the public comment period, comments to the DEIS are received and considered, and the environmental effects are fully evaluated.

IS THIS AREA GROWING?

The Houston-Galveston Area Council (H-GAC) predicts that Harris County will capture more than 40% of all population growth and approximately 27% of all employment growth within the region between 2000 and 2025. The Segment F-2 area is growing rapidly.

The proposed Grand Parkway is a proactive response to the need for improved transportation. Today, without the Grand Parkway we have congestion. This congestion will worsen and the widening of existing roads, only, provide limited capacity improvements.



ANTICIPATED LAND USE IN 2025 WITHOUT SEGMENT F-2

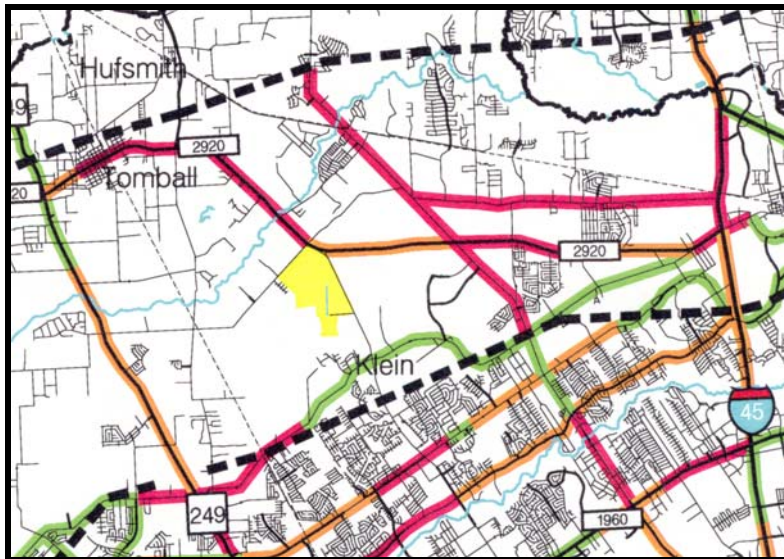
ANTICIPATED LAND USE IN 2025 WITH SEGMENT F-2

WITHOUT IT, WILL TRAFFIC GET WORSE?

The major roadway facilities in the Segment F-2 study area are predicted to show increases in traffic from 14 percent to 394 percent between 2000 and 2025. This results in most of the major facilities having Levels of Mobility in the serious or severe condition in 2025. This region experiences a high number of east-west movements that currently occur on collector roadways that will not be able to manage future traffic

demands. The origin/destination study performed for the DEIS indicates that 40% of all travelers beginning or ending their trips within the study area will benefit directly from this segment of the Grand Parkway.

Other travelers will benefit indirectly from users of Segment F-2 not being on the current collector roadways.



ANTICIPATED TRAFFIC CONGESTION IN 2025 WITHOUT SEGMENT F-2

IS THIS INTERSTATE 69?

The Texas Department of Transportation has commenced studies to determine the best route for proposed Interstate 69 through/or around the Houston area. The segments of the Grand Parkway on the west side and north side of Houston (including Segment F-2) are being considered as one alternative alignment for IH 69. Other routes being considered include portions of US 59, Beltway 8, and the southern and eastern portions of the Grand Parkway. The current studies for the Grand Parkway are not evaluating the advantages and/or disadvantages of the western and northern portions of the Grand Parkway becoming Interstate 69. They are based on traffic

demand without the IH 69 Corridor. For more information on this Interstate 69 study go to www.i69corridorstudy.com or call 1-866-55-i69tx.

WILL THIS BE A TOLL ROAD?

The Texas Transportation Commission (TxDOT) has indicated that they believe that the Grand Parkway should be built as a toll road. Harris County Toll Road Authority (HCTRA) is evaluating the economics of the Grand Parkway (including Segment F-2) becoming a toll road. There is no agreement at this time between TxDOT and HCTRA to proceed with the roadway as a toll road. However, this is a likely possibility.

WHAT CAN I DO TO SUPPORT THE GRAND PARKWAY?

- Log on to www.grandpky.com and indicate your support for F-2.
- Write a letter of support to The Grand Parkway Association, 4544 Post Oak Place, Suite 222, Houston, Texas 77027.
- Express your support to your local, state and federal representatives.
- Attend the next Public Hearing on June 10, 2004 starting at 4:00 p.m. at the M. O. Campbell Educational Center (1865 Aldine-Bender, Houston, Texas).