



Modal Alternatives Conference Summary Report

SH 68 from US 83/IH-2 to US 281/IH-69C
CSJs: 3629-01-001, 3629-01-002,
3629-01-003

Hidalgo County, Texas

Texas Department of Transportation - Pharr District
May 2016

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 16, 2014, and executed by FHWA and TxDOT.

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1 1.0 INTRODUCTION

2 The purpose of this report is to summarize the State Highway (SH) 68 Modal Alternatives
3 Conference held on January 22, 2016 from 10:00 a.m. to 12:00 p.m. at the Texas
4 Department of Transportation (TxDOT) Pharr District Conference Room located at 600 W. I-2,
5 Pharr, TX 78577. At the meeting, the SH 68 Project Team, technical experts and
6 stakeholders discussed various modes of transportation as an alternate to a new location
7 highway, or SH 68.

8 The SH 68 Project Team invited transportation experts, transportation-oriented agencies,
9 and municipalities to inform them of the project's history, the Environmental Impact
10 Statement (EIS) process, discuss modal alternatives, facility type for a new-location highway,
11 and inform the attendees of the EIS process. Information at the SH 68 Modal Alternatives
12 Conference suggests that a new location highway would best address the needs of Hidalgo
13 County.

14 2.0 PROJECT HISTORY AND THE EIS PROCESS

15 The SH 68 Modal Alternatives Conference began with a discussion of the project's history.
16 The SH 68 Project Team referred to the Hidalgo County and the Hidalgo County Regional
17 Mobility Authority's (HCRMA) *Preliminary Alternatives Development Study* (August 2008), the
18 *Public Meeting Summary and Analysis Report* (February 2009), and the Texas
19 Transportation Commission's SH 68 Designation Minute Order (February 2013) – all of
20 which emphasized a new location highway.

21 In 2014, the SH 68 Project Team was actively studying SH 68 and conducting route
22 alternative analysis. During that time, a Purpose and Need statement, goals and objectives,
23 study area, recommended Environmental Assessment (EA) route, and facility type were
24 discussed and presented to stakeholders, and at two meetings: a Meeting with Affected
25 Property Owners (MAPO) and a public meeting. Interested citizens also had opportunities to
26 visit the SH 68 Project Office. Based on public input and preliminary environmental findings,
27 which indicated a potential for significant impacts, TxDOT determined in 2015 an EIS should
28 be prepared. On August 28, 2015, the Notice of Intent (NOI) was published in the Federal
29 Register.

30 At the SH 68 Modal Alternatives Conference, the Project Team informed the attendees that
31 TxDOT would be soliciting input at the Modal Alternative Conference, an Agency Scoping
32 Meeting, and at a Public Scoping Meeting. Feedback from these meetings would be
33 analyzed and utilized to refine the potential alternatives. The EIS process would also solicit
34 additional feedback through the circulation of a Draft EIS (DEIS) document, with the project
35 concluding with a Final EIS (FEIS) document and a Record of Decision (ROD).

1 3.0 SH 68 MODAL ALTERNATIVES ATTENDEES

2 The SH 68 Modal Alternatives Conference had 43 attendees that were either physically
 3 present or attended via teleconference. For a full list of documented attendees, please see
 4 **Appendix A**. Attendees included technical experts from entities such as the Hidalgo County
 5 Metropolitan Planning Organization (HCMPO), the Hidalgo County Regional Mobility Authority
 6 (HCRMA), municipalities, state agencies, representation from two international bridges, as
 7 well as the Pharr Economic Development Corporation. Each entity had representation that
 8 could speak for various modal types with respect to the SH 68 Project's Draft Purpose and
 9 Need. For a full list of organizations, please refer to **Table 1** below.

10 Table 1: Organizations Present at the SH 68 Modal Alternatives Conference

Organizations Present at the SH 68 Modal Alternatives Conference			
Municipalities and Counties	City of Alamo	City of Edinburg	City of Elsa
	City of McAllen	City of Mercedes	Hidalgo County Emergency Management
	Hidalgo County Metropolitan Planning Organization	Hidalgo County Regional Mobility Authority	
State Entities	TxDOT Aviation Division	TxDOT Environmental Affairs Division	TxDOT Office of Public Involvement
	TxDOT Pharr District		
Other Entities	Donna-Rio Bravo International Bridge	Pharr Economic Development Corporation	Pharr-Reynosa International Bridge
Consultants	Blanton & Associates, Inc.	HNTB	RJ RIVERA Associates, Inc.

1 4.0 PRESENTATION AND MEETING MATERIALS

2 The conference was conducted primarily through a PowerPoint presentation that highlighted
3 the project history, current project status, the EIS process, modal types to consider, and the
4 next steps in the EIS process. The SH 68 Project Team made available to those that
5 attended: an agenda, a comment card, a SH 68 Project Technical Workgroup sign-up sheet,
6 a brief survey, and SH 68 Project Office contact information. (For the presentation, please
7 see **Appendix B** and for the meeting materials including display boards, please see **Appendix**
8 **C**.) Attendees were asked to complete and participate in this meeting using the comment
9 card and survey. Below is a summary of both comments captured and survey results.

10 4.1 Modal Alternative Conference Comment Summary

11 Of the 45 attendees, ten (10) provided feedback to the SH 68 Project Team through
12 comment cards. To review all comment cards, refer to **Appendix D**. Those that provided
13 feedback suggested that an additional north-south corridor is needed, and concluded that a
14 new location highway (SH 68) best addressed the needs of Hidalgo County. Other feedback
15 urged the SH 68 Project Team to consider environmental constraints such as the Edinburg
16 Airport and its immediate surrounding area, the Edinburg Landfill, additional route
17 alternatives to the Environmental Assessment (EA) route, truck traffic out of Mexico,
18 drainage, and consideration for incorporating park and ride facilities into the project.

19 4.2 Modal Alternative Conference Survey

20 Of the 45 attendees, 18 provided partial or completed surveys. In this survey, The SH 68
21 Project Team asked attendees to participate in a six (6) question survey. Individuals were
22 asked to provide feedback on the following:

- 23 ▪ should the study area change and why,
- 24 ▪ what routes within the study area should be considered,
- 25 ▪ consider and make revisions to the SH 68 Project's Draft Purpose and Need statement,
- 26 ▪ rank modal alternatives,
- 27 ▪ provide other modal alternatives that should be considered; and
- 28 ▪ provide feedback on the type of facility for SH 68.

29 This section of the report will provide brief summaries of all answers to the six (6) questions
30 stated above. To review the surveys' questions refer to **Appendix C** or for the completed
31 surveys please see **Appendix E**.

1 4.2.1 Survey Question One (1)

2 Survey Question One (1) stated:

3 “Based on findings during the EA process and on input from the
4 public, the study area has been expanded. The yellow
5 (highlighted study limits) area in the image to the right
6 represents the EIS study area, and the grey area represents the
7 EA study area. Please explain below whether the study area
8 should be expanded, reduced or not change at all, and why.”

9 Of the 18 individuals that responded, nine (9) suggested that the EIS study area was
10 sufficient given the Draft Purpose and Need for the project. One individual suggested
11 reducing the size of the study area to its 2014 EA size, and one individual suggested limiting
12 improvements near the Edinburg Airport Runway Protection Zone. Three individuals
13 suggested an expanded study area could better improve safety and travel.

14 One individual asked how the study area was decided (e.g. current population), what was
15 the estimated time frame for the project, the future population growth in the area and
16 whether or not it was being considered for the SH 68 Project. Two individuals did not
17 respond to the survey question.

18 4.2.2 Survey Question Two (2)

19 Survey Question Two (2) asked:

20 “The public has suggested the SH 68 Project Team study or
21 consider routes such as Farm to Market Road (FM) 493, FM
22 1423, and FM 907. The public has also suggested
23 modifications to the EA Recommended Route. Are there any
24 other routes that should be considered for SH 68? Please circle
25 one or more routes or state another route that should be
26 considered for studying below.”

27 Individuals were given the opportunity to provide their own route, or choose from one or
28 more of the following: modification to the EA recommended route, FM 493 (La Blanca Rd.),
29 FM 1423 (Val Verde Rd.), or FM 907 (Alamo Rd.). Of the 18 individuals that participated in
30 the survey, six (6) did not respond to this survey question. The results are below:

- 31 ▪ Two (2) suggested the SH 68 Project Team should consider modifying the EA Route.
- 32 ▪ Three (3) suggested the SH 68 Project Team should consider FM 493 (La Blanca Rd.).

- 1 ▪ Five (5) suggested the SH 68 Project Team should consider FM 1423 (Val Verde Rd.).
- 2 ▪ Five (5) suggested the SH 68 Project Team should consider FM 907 (Alamo Rd.).
- 3 ▪ Other suggestions were mentioned once: FM 1015 (Mile 3 Rd.), Mile 6 Rd., Stewart Rd.,
- 4 and San Juan Rd.

5 **4.2.3 Survey Question Three (3)**

6 Survey Question Three (3) asked:

7 “Please read the Draft Purpose and Need Statement below. If
8 you believe that modifications to the Draft Purpose and Need
9 Statement are necessary, please mark-up/comment on the
10 Draft Purpose and Need Statement below.

11 As stated in the Notice of Intent, the **purpose** of the SH 68 EIS
12 project is to: improve north/south mobility, increase travel
13 capacity for local and regional traffic, and provide an alternate
14 north-south evacuation route during emergency events.

15 The project **need** is a lack of sufficient north/south mobility for
16 local and regional traffic and for additional emergency
17 evacuation routes, which are the result of historical and
18 continued growth in the region’s population as well as
19 continued growth of traffic in the region.”

20 13 of the 18 individuals that participated did not provide a response to survey question
21 three (3), and one (1) individual suggested no change to the Draft Purpose and Need. Three
22 (3) individuals did provide feedback/modifications to the Draft Purpose and Need. One (1)
23 individual suggested that travel capacity should be able to accommodate international
24 traffic. Another individual suggested that the Draft SH 68 Purpose and Need should improve
25 local infrastructure. Lastly, one (1) suggested that improvements of efficiency for
26 commercial freight should be considered, modal connectivity (to the Edinburg Airport), and if
27 rail is to be considered it should be defined as either for rail or commercial traffic.

28 **4.2.4 Survey Question Four (4)**

29 Survey question four (4) asked individuals to evaluate the following modal alternatives: no
30 build, travel options (TO), transportation systems management (TSM), Intelligent
31 Transportation Systems (ITS), transit, truck only, Expansion of US 281 / I 69C, new location
32 facility, or bike / pedestrian options. The evaluation criteria elements were ranked with a

1 scoring of “+”, “0”, or “-” for each modal alternative. A preponderance of “+” ratings were
 2 used to rank the modal alternative as most desirable.

3 These modal alternatives were evaluated with the consideration of the Draft Purpose and
 4 Need Statement and against the following criteria: safety, mobility, community and
 5 environment, feasibility and design, cost effectiveness, and economic development.
 6 Individuals could add additional criteria if they chose. None of the surveys had their own
 7 criteria. The definitions for the criteria are below:

8 Table 2: Definitions for Evaluation Criteria

Definitions for Evaluation Criteria						
Criteria	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Factors
Definition	Reduces crashes within the study area.	Increases north-south mobility for local and regional traffic.	Minimizes significant environmental impacts.	Provides an alternate north-south evacuation route.	Balances design /operations and implementation costs.	Facilitates the potential for regional economic modal connectivity.

9

10 The summary of responses for Survey question four (4) is below:

- 11 ▪ three (3) provided no comment,
- 12 ▪ four (4) were incomplete,
- 13 ▪ eight (8) suggested a new location facility would best address the Draft Purpose and
 14 Need given the evaluation criteria,
- 15 ▪ two (2) suggested expansion of US 281; and
- 16 ▪ one (1) suggested a truck only option would best address the Draft Purpose and Need
 17 given the evaluation criteria.

1 **4.2.5 Survey Question Five (5)**

2 Survey question five (5) asked individuals to list other elements of modal connectivity that
3 should be considered in conjunction with the modal alternatives mentioned in survey
4 question four (4). Of the 18 surveys, 16 individuals did not provide a response.

- 5 ▪ One individual suggested regional connectivity to better move goods; and
- 6 ▪ one individual wrote “choice points at mergings and connections at turn arounds”.

7 **4.2.6 Survey Question Six (6)**

8 Survey question six (6) asked individuals to review the following facility types in relation to
9 the Draft Purpose and Need Statement and the evaluation criteria (see **Table 2.0**) stated in
10 survey question five (5): No Build Alternative, Expressway Type 1, and Expressway Type 2,
11 Parkway, Principal Arterial, or a minor arterial. The evaluation criteria elements were ranked
12 with a scoring of “+”, “0”, or “-“ for each facility type. A preponderance of “+” ratings were
13 used to rank the facility types as most desirable. It should be noted that of the 18 that
14 participated in the survey, some of them responded with multiple suggestions; all of which
15 have been incorporated and have consequently led to a number of responses that
16 surpasses the total of 18.

17 Of the 18 that responded, nine (9) individuals suggested that an Expressway Type 1 would
18 best fit the criteria and the Draft Purpose and Need. Two (2) individuals suggested that a
19 Parkway was most desirable, and one (1) individual suggested that a Principal Arterial was
20 the most desirable. One (1) individual suggested that an Expressway Type 2 would be the
21 most desirable and only one (1) individual suggested that a minor arterial would be the most
22 desirable. Four (4) individuals did not provide comment, and two (2) surveys were
23 incomplete; consequently their data was not incorporated. One individual commented on
24 their survey stating, “Important that the ultimate facility connects to the International Bridge
25 Trade Corridor (IBTC).”

26 **5.0 CONCLUSION AND NEXT STEPS**

27 Input from stakeholders regarding preliminary modal alternatives and general study
28 elements would be considered during future development of the SH 68 project. A Public
29 Scoping Meeting is scheduled on March 15, 2016 at Donna North High School located at
30 7250 N. Val Verde Rd., Donna, TX 78537. At the Public Scoping Meeting, individuals will
31 have the opportunity to provide feedback with respect to route alternatives, Draft Purpose
32 and Need, and to receive an update on the status of the SH 68 Project.

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Appendix A: Sign-In Sheets



SH 68 Modal Alternatives Conference
 TxDOT Pharr District Office
 600 W. Interstate 2, Pharr, TX 78577
 01/22/2016



Sign-In Sheet (Attendance via Teleconference)				
Name	Agency/Organization	Address	Phone	E-mail (or Fax)
Jefferson Grimes	TxDOT OPI			
Mike Chavez	TxDOT ENV			
Will Smithson	HNTB			
Mike Walker	Blanton			
Amy Redmond	TxDOT OPI			
David Najvar, AICP	Halff			
Sandra Chipley	TxDOT - ENV			
Roger Beall, P.E.	TxDOT TP&P			



SH 68 Modal Alternatives Conference
 TxDOT Pharr District Office
 600 W. Interstate 2, Pharr, TX 78577
 01/22/2016



Sign-In Sheet

Name	Agency/Organization	Address	Phone	E-mail (or Fax)
Roy Mynier	RJ RIVERA Associates			
Mike Miranda	City of McAllen - Traffic			
Bobby Salinas	City of Alamo			
Homer Dzzin	TxDOT			
Pilar Rodriguez	HCRMA			
Yvette Cabrera	City of Groenjeno			



SH 68 Modal Alternatives Conference

TxDOT Pharr District Office
 600 W. Interstate 2, Pharr, TX 78577
 01/22/2016



Sign-In Sheet

Name	Agency/Organization	Address	Phone	E-mail (or Fax)
John Tiemann	RJ RIVERA Associates, Inc.			
Mario Betancourt	Hidalgo County Emergency Management			
Jeff Underwood	City of Alton			
René Garza	TXDOT			
Jon Ray Bocanegra	HCMPO			
Jaime Sandoval	City of Mercedes			
Norma Y. Garza	Tx Dot			
Michelle Hannah	TX DOT Aviation			
Agustin G Garcia	Edinburg EDC			
NOLAN NICOLAS	TXDOT			



SH 68 Modal Alternatives Conference
 TxDOT Pharr District Office
 600 W. Interstate 2, Pharr, TX 78577
 01/22/2016



Sign-In Sheet

Name	Agency/Organization	Address	Phone	E-mail (or Fax)
Dean Tesmer	Blanton & Associates, Inc.			
Rudy Rivera	RJRIVERA Associates, Inc			
Fred Brouwen	Pharr Intl Bridge .			
Luis Buzan	Pharr Intl. Bridge.			
Jesus Garcia, Jr	Donna/Rio Bravo Intl Bridge			
Cynthia G. Reyes	Pharr EDC			
Toribio Garza Jr.	TxDOT			
Octavo Saenz	TxDOT			
Eduardo Mendoza	City of McAllen			



SH 68 Modal Alternatives Conference
 TxDOT Pharr District Office
 600 W. Interstate 2, Pharr, TX 78577
 01/22/2016



Sign-In Sheet

Name	Agency/Organization	Address	Phone	E-mail (or Fax)
Meredith Worthen	Blanton + Associates, Inc.			
Margil Maldonado Jr.	TxDOT			
Robert Gelston	TxDOT			
Ponciano Longoria	City of EDINBURG			
Tom Reyna	City of Edinburg			
Jose Torres	City of BUSBY			
Linda de la Fuente	HCMPO			
Juanita Champlin	"			
Ramon Nolasco II	HCRMA			
Andrew Cantor	HCMPO			

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Appendix B: Presentation

 TEXAS DEPARTMENT OF TRANSPORTATION



SH 68

Modal Alternatives Conference
January 22, 2016



68
TEXAS

 TEXAS DEPARTMENT OF TRANSPORTATION

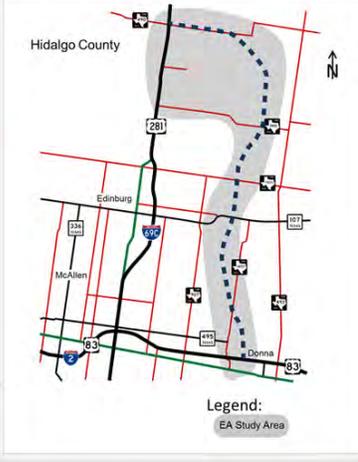
Safety: Mission
ZERO



SH 68 – Modal Alternatives Conference

Safety Never Stops!

68
TEXAS



SH 68
Modal Alternatives Conference
January 22, 2016

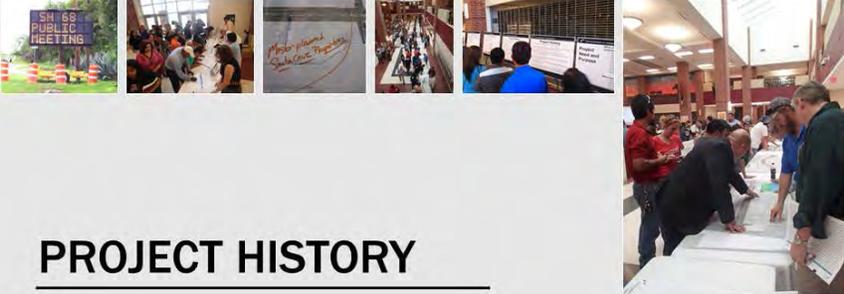
68 TEXAS 3

Discussion Topics

- 1 Project History
- 2 Environmental Impact Statement Process
- 3 Modal Alternatives
- 4 Facility Type
- 5 Next Steps

68 TEXAS 4

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PROJECT HISTORY

68 TEXAS 5

Project History

- Hidalgo County and the Hidalgo County Regional Mobility Authority (HCRMA)
 - Preliminary Alternatives Development Study – August 2008
 - Public Meeting Summary and Analysis Report – February 2009
- Texas Transportation Commission
 - SH 68 Designation Minute Order 113515 – February 2013
 - “for the purpose of facilitating the flow of traffic, promoting public safety, and maintaining the continuity of the state highway system”
- SH 68 Project Team Environmental Assessment and Route Analysis Began in 2014
 - Early 2015 based on the Environmental studies and stakeholder input, TxDOT determined that an Environmental Impact Statement would be prepared for the project.

68 TEXAS 6

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Project History

- Purpose and Need
- Goals and Objectives
- Study Area
- Recommended Route
- Facility Type
- Stakeholder and Public Input

Environmental
Impact
Statement

68 TEXAS 7

Project History

Purpose and Need

- Project Purpose:
 - Improve north-south mobility and increase travel capacity within eastern Hidalgo County and the Lower Rio Grande Valley Region.
 - Per Minute Order 113515, the Texas Transportation Commission designated SH 68 on February 28, 2013 *“for the purpose of facilitating the flow of traffic, promoting public safety, and maintaining the continuity of the state highway system.”*
- Project Need:
 - Insufficient north-south travel capacity within eastern Hidalgo County and the Lower Rio Grande Valley Region.
 - Lack of alternative north-south evacuation routes during emergency events, such as hurricanes.
 - Compromised traffic safety due to the high ratio of slow-moving, heavy truck traffic to faster, local commuter traffic on US 281/I-69C.

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Project History

Goals and Objectives

Goals

- Safety
- Mobility
- Community and Environment
- Feasibility and Design
- Cost Effectiveness
- Economic Factors

68 TEXAS 9

Project History

Stakeholder and Public Input

Additional Routes:

- Modifications to EA Recommended Route
- FM 493 (La Blanca Rd.)
- FM 1423 (Val Verde Rd.)
- FM 907 (Alamo Rd.)

68 TEXAS 10

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Project History

EIS Study Area

Hidalgo County

Edinburg

McAllen

Donna

Legend:

- EIS Study Area
- EA Study Area

68 TEXAS 11

EIS PROCESS

68 TEXAS 12

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EIS Process

- Notice of Intent Published August 28, 2015 in the Texas and Federal Registers
- Scoping
 - Define Purpose and Need
 - Determine Facility Type
 - Identify Reasonable Range of Alternatives, including the No Build
- As part of the scoping process, TxDOT is soliciting input from agencies and the public.
 - Modal Alternatives Conference
 - Agency Scoping Meeting
 - Public Scoping Meeting
- Alternatives Refinement
 - Evaluate, Screen, and Refine Alternatives
- Public Involvement will occur throughout the EIS process.
- Draft EIS, Final EIS/Record of Decision (ROD)

68 TEXAS 15

EIS Process

Purpose and Need

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

68 TEXAS 14

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EIS Process

Draft Goals and Objectives

Draft Goals

- Safety
- Mobility
- Community and Environment
- Feasibility and Design
- Cost Effectiveness
- Economic Factors

68 TEXAS 15



MODAL ALTERNATIVES

68 TEXAS 16

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Modal Alternatives

- No Build Alternative
- Travel Options (TO)/Transportation System Management (TSM)/Intelligent Transportation Systems (ITS) Alternative
- Transit Alternative
- Rail Alternative
- Truck-Only Alternative
- Expansion of US 281 / I 69C Alternative
- New Highway Alternative
- Bicycle and Pedestrian Alternative
- Modal Connectivity



68 TEXAS 17

Modal Alternatives

Travel Options

Programs which encourage people to travel at alternate times or with fewer vehicles.



Transportation Systems Management (TSM)

Improves efficiency and reliability using incident management, signal coordinating, ramp metering, etc.



Intelligent Transportation Systems (ITS)

Advanced technologies such as real-time travel data and incident detection.



68 TEXAS 18

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Modal Alternatives

Transit

- Express Bus
- Park & Ride
- Bus Rapid Transit





Rail

- Light Rail
- Commuter Rail
- Intermodal
- Freight Rail






Truck Only

Dedicated lanes for trucks traveling long distances.





68 TEXAS
19

Modal Alternatives

Expansion I 69 C

Adding general purpose lanes to existing facility.



Legend:
EIS Study Area

New Highway

Construct new highway, connecting I 2 / US 83 to I 69 C / US 281 within the EIS Study Area.



Legend:
EIS Study Area

Bicycle / Pedestrian





68 TEXAS
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Modal Alternatives

Evaluation Criteria - Draft Goals

- Safety : Reduces crashes within the study area.
- Mobility : Increases north-south mobility for local and regional traffic.
- Community and Environment : Minimizes significant environmental impacts.
- Feasibility and Design : Provides an alternate north-south evacuation route.
- Cost Effectiveness : Balances design /operations and implementation costs.
- Economic Factors : Facilitate the potential for regional economic modal connectivity.
- Others?

68 TEXAS 21

Modal Alternatives

Evaluation Criteria

- + Best potential to meet goal, Most Desirable
- 0 Neutral potential to meet goal, Desirable
- Lowest potential to meet goal, Least Desirable

68 TEXAS 22

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Modal Alternatives

Modal Alternative	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Factors
No Build	-	-	+	-	+	-
TO/TSM/ITS	0	0	+	-	+	0
Transit	0	0	0	-	0	0
Rail	-	-	0	-	-	0
Truck Only	0	0	0	0	0	+
Expansion I 69	0	0	-	-	-	+
New Highway	+	+	-	+	0	+
Bike / Ped	-	-	+	-	-	-

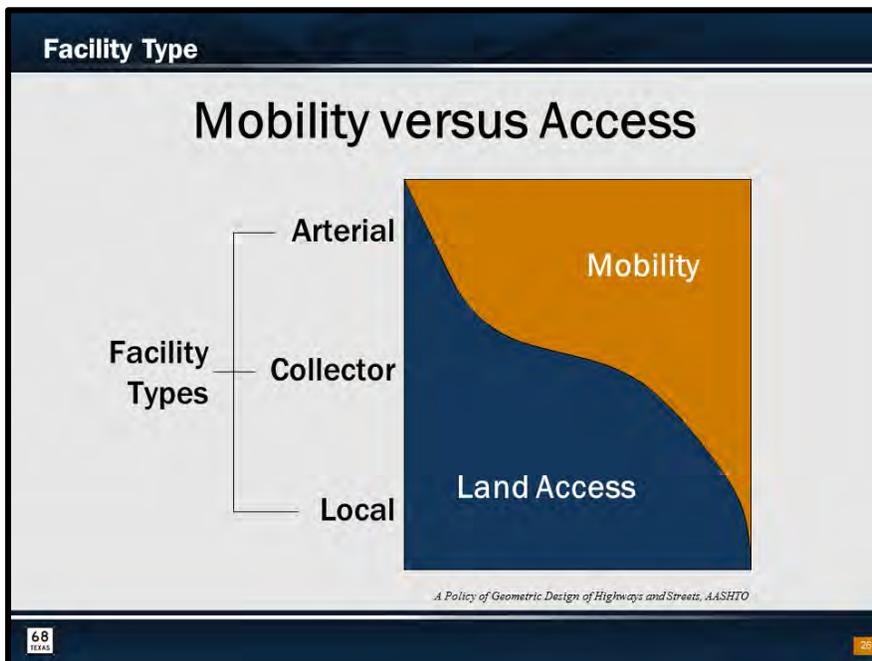
Safety Reduces crashes within the study area.	Mobility Increases north-south mobility for local and regional traffic.	Community Environment Minimizes significant environmental impacts.	Feasibility Design Provides an alternate north-south evacuation route.	Cost Effectiveness Balances design /operations and implementation costs.	Economic Factors Facilitates the potential for regional economic modal connectivity.
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68 TEXAS
23

- ### Modal Alternatives
- #### Modal Connectivity

 - TO/TSM/ITS
 - Bicycle and Pedestrian
 - Freight / Truck Traffic
 - Airport
 - Border Crossings / IBTC
 - Emergency Response
 - Hurricane Evacuation
 - Other Considerations
- 68 TEXAS
24

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Facility Type

Arterial Definitions

- 1 Expressway 1 (Includes Frontage Roads)
- 2 Expressway 2 (Rural, No Frontage Roads)
- 3 Parkway
- 4 Principal Arterial
- 5 Minor Arterial

68 TEXAS 27

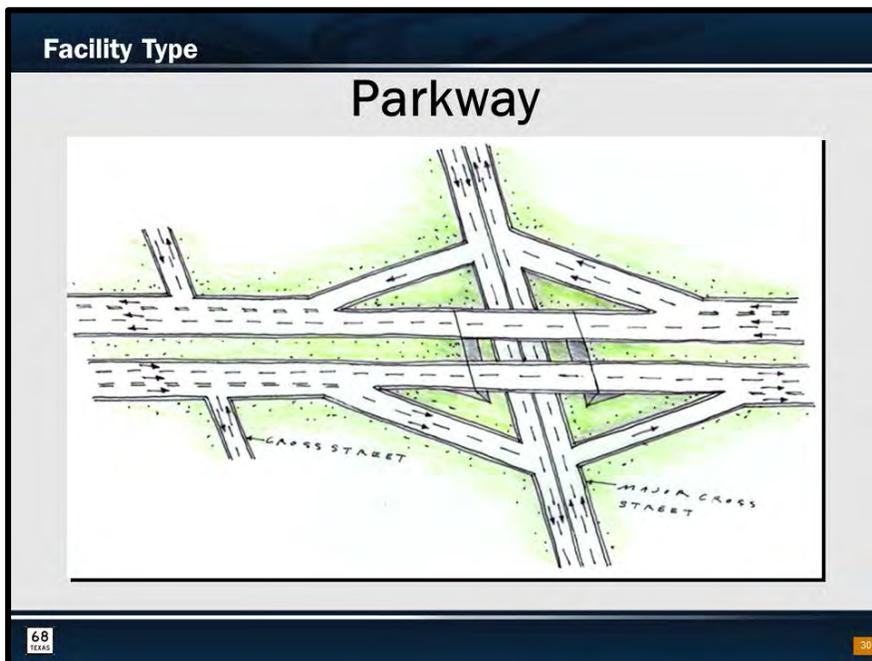
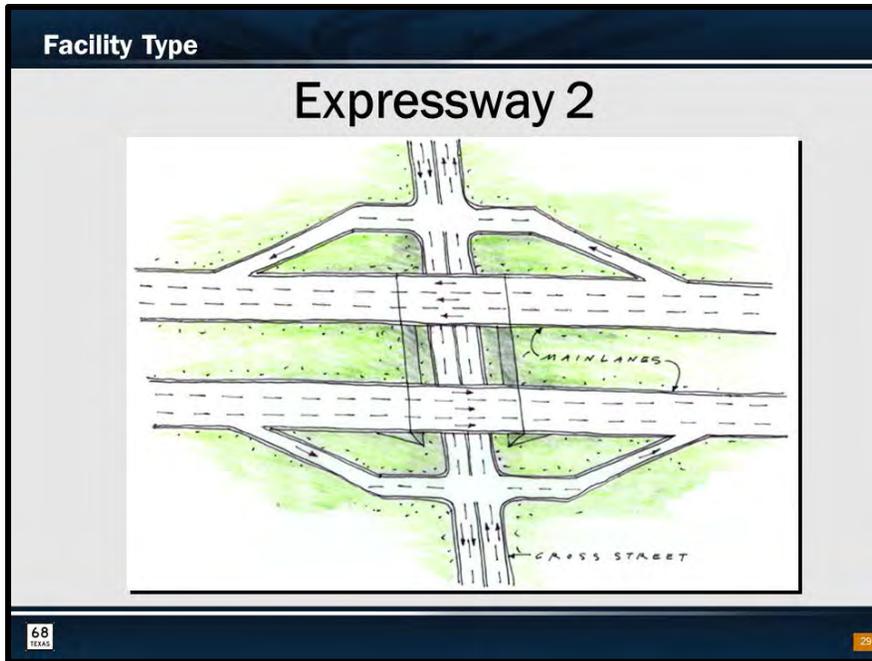
Facility Type

Expressway 1

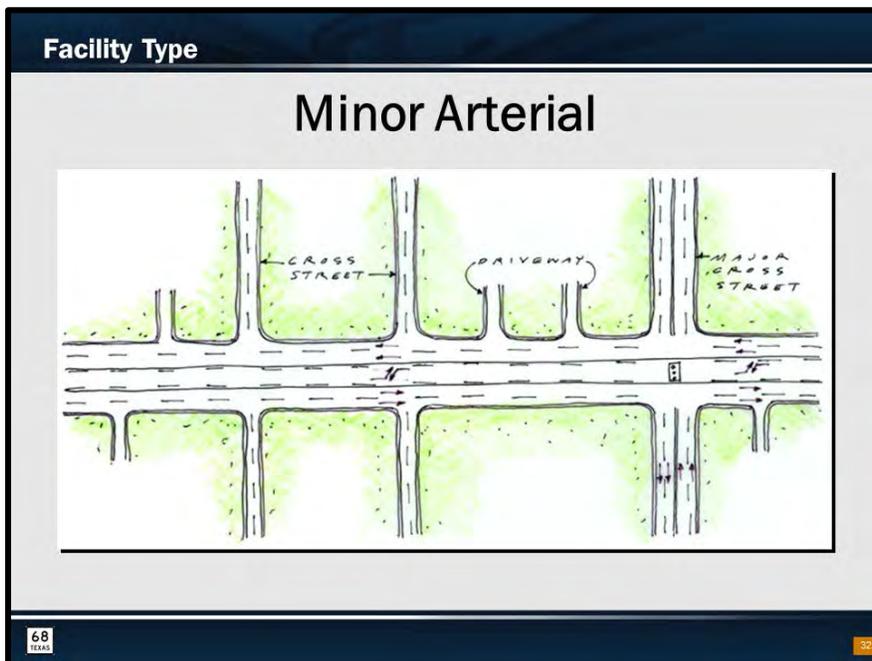
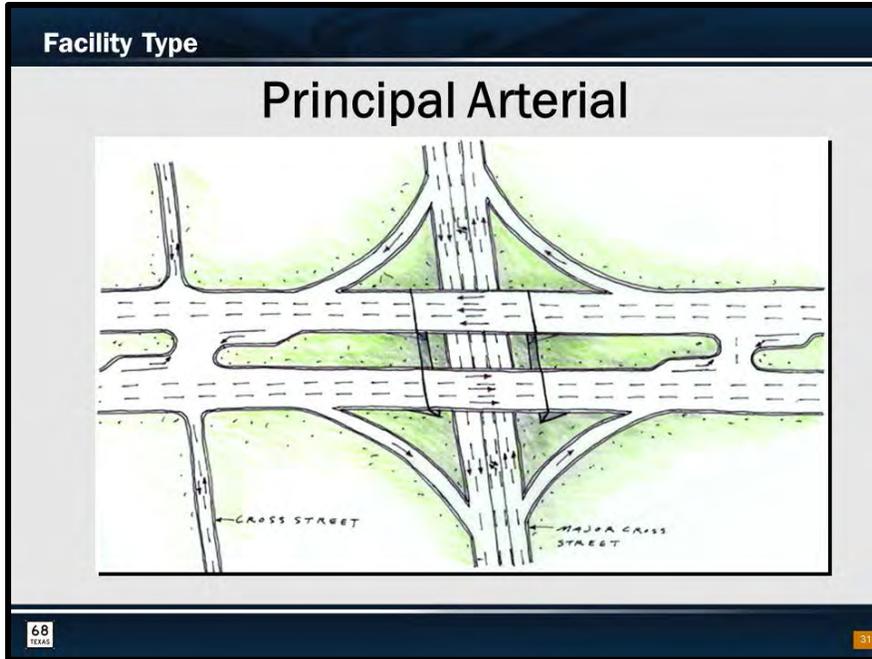
The diagram illustrates the layout of an Expressway 1. It features a central section with four mainlanes, two in each direction, separated by a median. On both sides of the mainlanes, there are frontage roads. A cross street is shown intersecting the mainlanes from the bottom. The diagram is labeled with 'FRONTAGE ROAD' at the top and bottom, 'MAINLANES' in the center, and 'CROSS STREET' at the bottom intersection.

68 TEXAS 28

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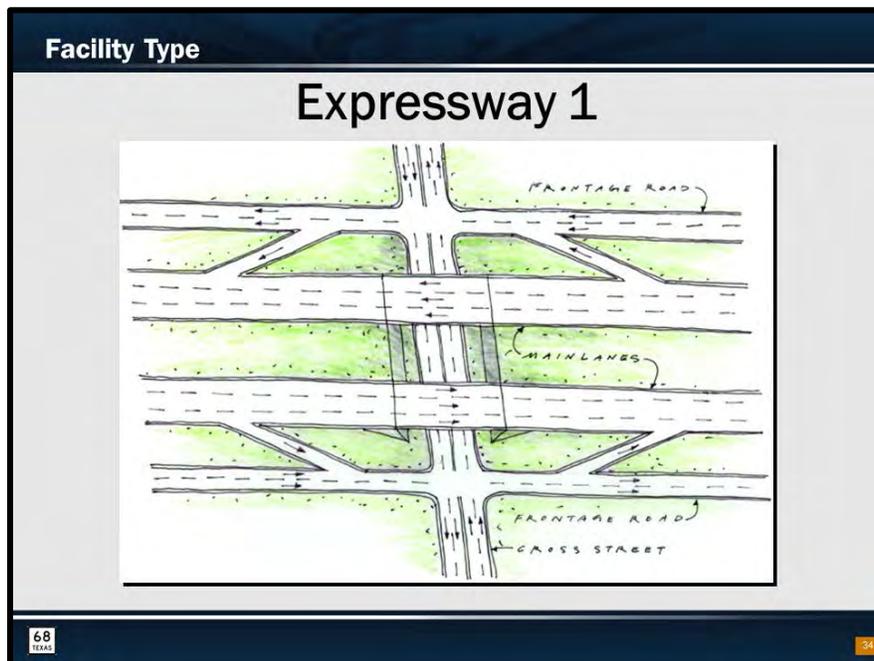


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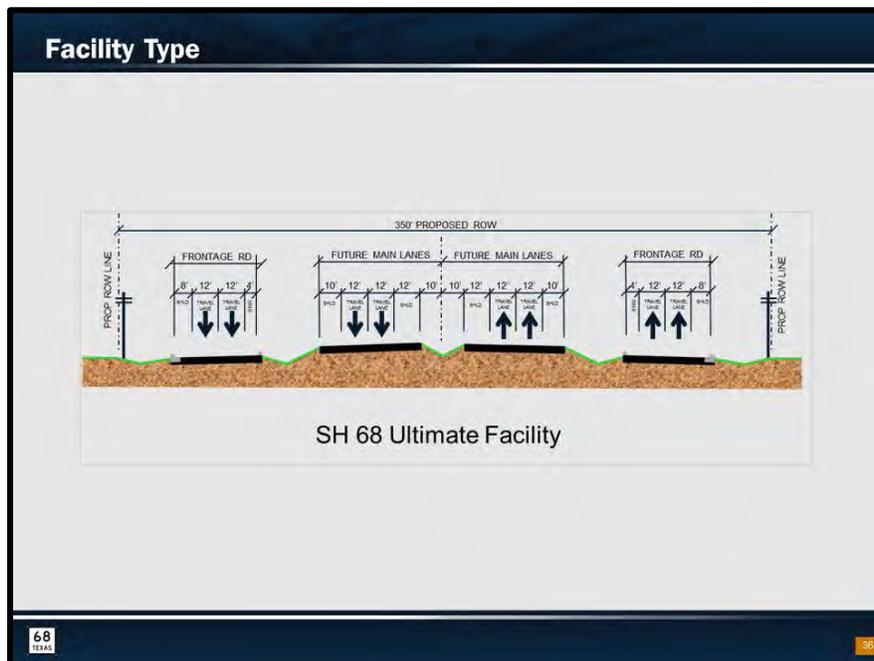
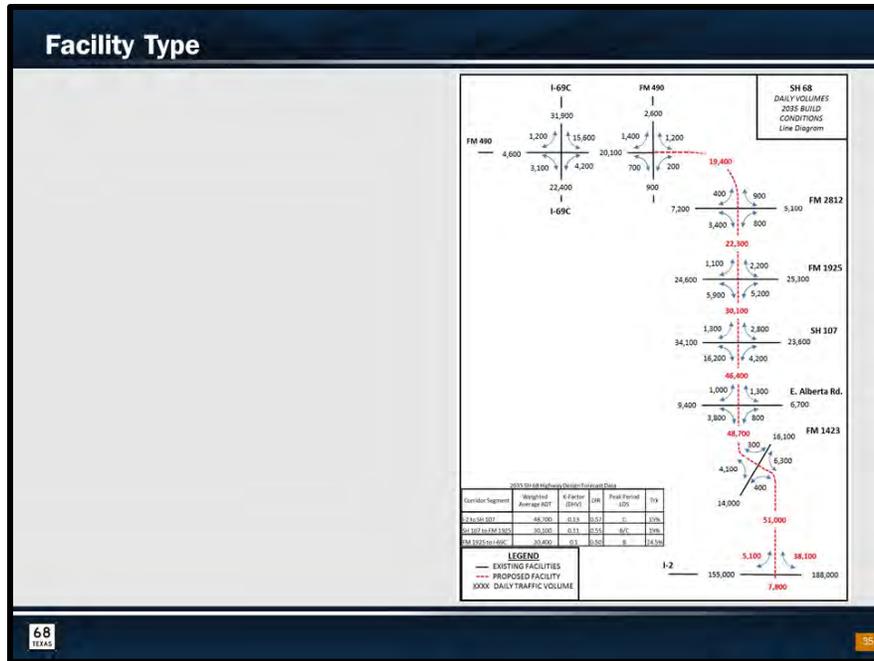
Facility Type

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Factors
No Build	-	-	+	-	+	-
Expressway 1	+	+	-	+	0	+
Expressway 2	+	0	-	+	0	0
Parkway	+	0	0	+	0	0
Principal Arterial	0	0	0	0	+	0
Minor Arterial	-	-	0	0	+	0

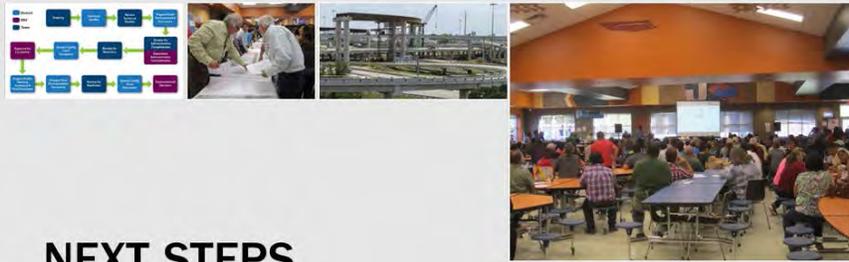
Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Factors
Reduces crashes within the study area?	Increase north-south mobility within study area?	Minimizes significant environmental impacts?	Provides an alternate north-south evacuation route.	Balances design /operations and implementation costs.	Facilitates the potential for regional economic modal connectivity.



1
2



1
2



NEXT STEPS

68 TEXAS 37

Next Steps

- 1 Agency Scoping Meeting
- 2 Media Day
- 3 Public Scoping Meeting (Public Meeting # 1)
- 4 Technical Work Group

68 TEXAS 38

1
2

1

Appendix C: Meeting Handouts & Display Boards

2

3

**SH 68 PROJECT
Modal Alternatives Conference
01/22/16 TXDOT PHARR DISTRICT
AGENDA**

- 1) Welcome and Introduction – Margil Maldonado, Jr., P.E., TxDOT
- 2) Project History – Rudy Rivera, P.E., RJRA
- 3) EIS Process – Dean Tesmer, Blanton
- 4) Modal Alternatives – Rudy Rivera, P.E., RJRA
- 5) Facility Type – Rudy Rivera, P.E., RJRA
- 6) Next Steps – Rudy Rivera P.E., RJRA
 - a) Upcoming Meetings
 - i) EIS Agency Scoping Meeting
 - ii) EIS Public Scoping Meeting #1
 - iii) Media Day
 - iv) Technical Work Group
- 7) Questions and Discussion
- 8) Adjourn



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: _____
 ADDRESS: _____
 REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



State Highway 68 Project Technical Work Group Sign-Up Sheet

Member's Desired Characteristics

- 1. Familiarity with TxDOT and FHWA regulations and procedures.**
- 2. Professional experience with transportation/mobility issues, especially as related to Hidalgo County and the Lower Rio Grande Valley Region.**
- 3. Familiarity with the State Highway 68 study area, especially as it relates to community issues and concerns.**
- 4. Familiarity with the transportation issues of Hidalgo County.**

Membership Roles/Responsibilities

- 1. Provide technical and policy oversight.**
- 2. Attend and actively participate in four (4) major milestone meetings for the duration of the project.**
- 3. Provide input on issues presented at said meetings.**
- 4. Assist in the coordination of projects or activities potentially affected by or affecting the study alternatives.**
- 5. Advise the SH 68 Project Team on transportation planning, design issues, social, economic, legal, or environmental issues related to the study area, route alternatives, and the alternative development/NEPA process.**



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria						
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development	
No Build							
TO/TSM/ITS							
Transit							
Rail							
Truck Only							
Expansion of US 281/I 69C							
New Location							
Bike / Ped							
Other:							
Other:							

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:



6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build								
Expressway 1								
Expressway 2								
Parkway								
Principal Arterial								
Minor Arterial								

68

TEXAS

HELP US PLAN FOR THE FUTURE

AYÚDENOS A PLANEAR PARA EL FUTURO



SH 68 is part of a regional transportation solution being proposed by state and local transportation planning organizations. The SH 68 project team is continuing to study both the human and natural environment in an environmental study called an Environmental Impact Statement. Public input is an important part of this study. Visit www.txdot.gov and search keyword "SH 68."

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 16, 2014 executed by FHWA and TxDOT.

La SH 68 es parte de una solución de transporte regional propuesta por organizaciones de planificación de transporte a nivel estatal y local. El equipo del Proyecto SH 68 continúa estudiando el ambiente natural y humano en un estudio llamado Declaración de Impacto Ambiental. La participación pública es una parte importante del estudio. Visite www.txdot.gov y busque la palabra clave "SH 68."

La revisión ambiental, consultas y otras acciones requeridas por las leyes ambientales federales aplicables para este proyecto están siendo o han sido, llevado a cabo por TxDOT en virtud de 23 USC 327 y un Memorando de Entendimiento fechado el 16 de diciembre del 2014 ejecutado por la FHWA y el TxDOT.



For more information, please scan with your smart phone or tablet.

1



For more information and to get involved please visit us at:
 Para más información y para ser participe visítenos en:

SH 68 Project Office
4711 S. Alamo Road, Suite 106
Edinburg, Texas 78542

Project Hotline/Línea Directa
956-460-9299

Email/Correo Electrónico
sh68@rjrivera.com

Office Hours/Horario de Oficina
Tues., Wed. and by appointment.
Martes, miércoles y con cita previa.
11 a.m. - 8 p.m.

2
3

TEXAS DEPARTMENT OF TRANSPORTATION

SH 68 DRAFT PURPOSE AND NEED

"The statement shall briefly specify the underlying Purpose and Need to which the agency is responding in proposing the alternatives, including the proposed action" (40 CFR 1502.13)

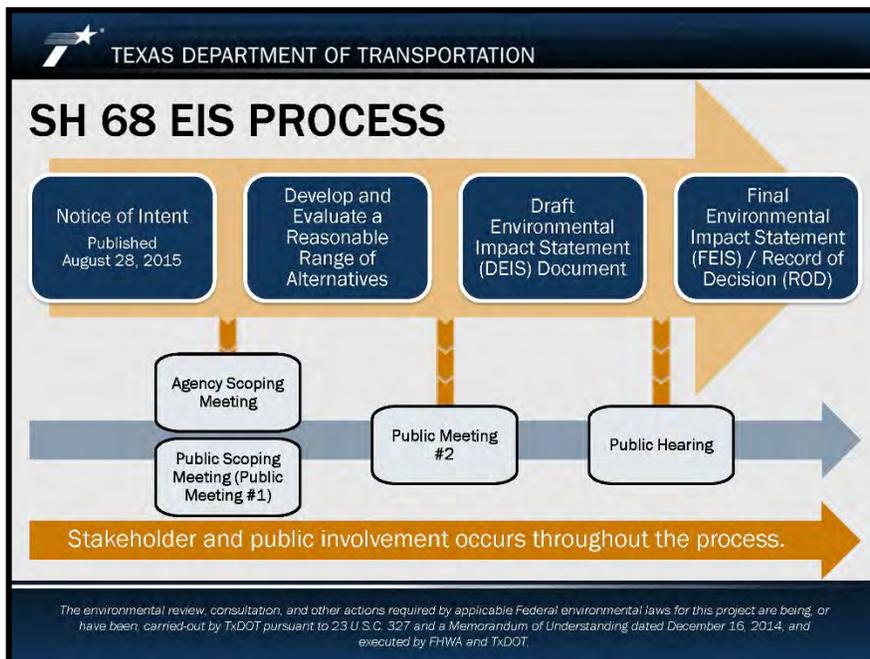
PURPOSE

- Improve north-south mobility
- Increase travel capacity for local and regional traffic
- Provide an alternate north-south evacuation route during emergency events

NEED

- Lack of sufficient north-south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continuing growth in the region's population as well as continued growth of traffic in the region

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 16, 2014, and executed by FHWA and TxDOT.



1

1

Appendix D: Completed Comment Cards



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Jose R. Torres
 ADDRESS: [REDACTED]
 REPRESENTING: City of BSA

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: DRAINAGE & ALTERNATE ROUTES

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Ramon Navarro IV
 ADDRESS: [REDACTED]
 REPRESENTING: Hidalgo County Regional Mobility Authority

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: PLEASE UTILIZE US AS A RESOURCE, WE ARE HERE TO ASSIST IN ANY MEANS POSSIBLE.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Edwards Menendez
 ADDRESS: [REDACTED]
 REPRESENTING: City of McAllen

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Tom Rayne
 ADDRESS: [REDACTED]
 REPRESENTING: City of Edinburg

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: Maybe making one of the Technical Group
Meetings open to the public, to get the public
Comments and concerns.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Jan Ray Boranegra
 ADDRESS: _____
 REPRESENTING: Hidalgo County MPO

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: I like the idea of adding more transit projects, such as park & ride.
Besides that, I believe SH 68 would be the most beneficial

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Jan Ray Boranegra
 ADDRESS: _____
 REPRESENTING: Hidalgo County MPO

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: I like the idea of adding more transit projects, such as park & ride.
Besides that, I believe SH 68 would be the most beneficial

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT

COMMENT CARD

(PLEASE PRINT)

NAME: Michelle Hannah
ADDRESS: [REDACTED]
REPRESENTING: TXDOT AVIATION

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: Yes! South Texas International
(Edinburg) Airport is at the intersection of
FM 490 & SA 281 SE corner
TxDOT & FAA have invested funds & therefore,
grant assurances & obligations should be
considered. Impacts to the approaches & ^{departures}
are critical concern. The evacuation & emergency
services that the airport play need to be addressed.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
4711 S. Alamo Road, Suite 106
Edinburg, TX 78542

Or by email to:
SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Cynthia G. Reyes
 ADDRESS: _____
 REPRESENTING: Pharr EDC

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: At this time, all information has been presented and has been very informative in the status of the project.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Taime S. Sandoval
 ADDRESS: [REDACTED]
 REPRESENTING: City Manager's office

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: N/A

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

Manie →

NAME: _____
 ADDRESS: _____
 REPRESENTING: _____

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

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 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Linda de la Fuente - Assistant Director
 ADDRESS: [REDACTED]
 REPRESENTING: Hidalgo County MPO

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Yvette Cabrera
ADDRESS: [REDACTED]
REPRESENTING: Granjeno, TX 78572

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: I feel its a great project to get help retrieve as much information from those in that area. Sometimes we need to speak and involve those ~~to~~ within the area that are affected by it. Those that travel and use the roads.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
4711 S. Alamo Road, Suite 106
Edinburg, TX 78542

Or by email to:
SH68@rjrivera.com

A



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: PONCIANO N. LONGORIA PE CEM
 ADDRESS: [REDACTED]
 REPRESENTING: EDINBURG CITY OF

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: A NEW NORTH/SOUTH CORRIDOR IS NEEDED FOR THIS AREA THAT WILL REACH FM 490. LOCATION IS KEY AS WE PREPARE FOR THE FUTURE OF THE ENTIRE REGION- THE AIRPORT NEEDS TO BE CONSIDERED AS WELL AS THE REGIONAL LANDFILL IN THE CITY OF EDINBURG.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@jriviera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Mike Miranda
 ADDRESS: [REDACTED]
 REPRESENTING: City of McAllen - Traffic Operations

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Lillian - Lilia Morrison
 ADDRESS: [REDACTED]
 REPRESENTING: Hidalgo County MPO

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

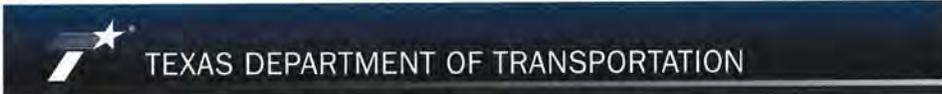
COMMENTS: new Highway is a good consideration,
consideration to trucks heavy trucks
should need to also be considered through
the planning/engineering of the highway
which is being proposed.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT

COMMENT CARD

(PLEASE PRINT)

NAME: Fred Brummett
ADDRESS: [Redacted]
REPRESENTING: Fred Brummett

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- NO I am employed by TxDOT
NO I could benefit monetarily from the project or other item about which I am commenting
I do business with TxDOT

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

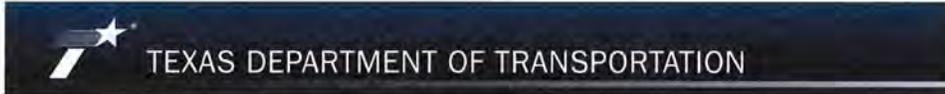
COMMENTS: need to be built closed to the 281 due to the amount of truck traffic coming from Mexico also there is a big investment of 559 project that were approved by GSA & CBP at the Pharr Bridge and Mexico projects at the Mex. side of the Bridge. with 3 Mexico projects with a cost of 70 Million Dollars that will start at the middle of 2016.

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
4711 S. Alamo Road, Suite 106
Edinburg, TX 78542

Or by email to:
SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Agustin G Garcia
 ADDRESS: [REDACTED]
 REPRESENTING: E.E.D.C. J

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Pilar Rodriguez
 ADDRESS: [REDACTED]
 REPRESENTING: Hidalgo County Regional Mobility Authority

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com



**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

COMMENT CARD

(PLEASE PRINT)

NAME: Bobby Salinas
 ADDRESS: [REDACTED]
 REPRESENTING: City of Alamo

(Texas Transportation Code, §201.811(a)(5)): check each of the following boxes that apply to you:

- I am employed by TxDOT
- I do business with TxDOT
- I could benefit monetarily from the project or other item about which I am commenting

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 16, 2014, and executed by FHWA and TxDOT.

Do you have any comments or concerns regarding the modal alternatives for State Highway 68 Project?

COMMENTS: _____

Written Comments will be accepted through February 12, 2016.

Please submit written comments to:

SH 68 Project Office
 4711 S. Alamo Road, Suite 106
 Edinburg, TX 78542

Or by email to:
 SH68@rjrivera.com

1
2

1

Appendix E: Completed Surveys



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

• Improve local infrastructure

Survey 1



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	?	?	?	?	?	?
TO/TSM/ITS	0	+	0	+	0	0
Transit	0	0	0	0	0	0
Rail	-	-	-	-	-	-
Truck Only	+	0	0	0	+	0
Expansion of US 281/I 69C	+	+	+	+	+	+
New Location	+	+	0	0	-	+
Bike / Ped	-	-	-	-	-	-
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 1



TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build	?	?	?	?	?	?		
Expressway 1	+	+	0	+	0	+		
Expressway 2	+	+	0	+	0	+		
Parkway	0	-	0	0	-	0		
Principal Arterial	+	+	+	+	-	+		
Minor Arterial	0	-	0	-	-	0		

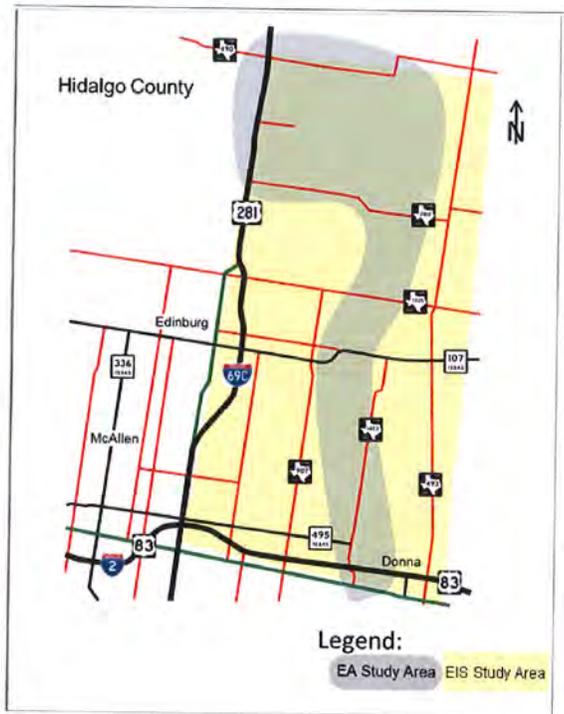


**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Royce Navarro II
 ADDRESS: _____
 REPRESENTING: HIDALGO COUNTY REGIONAL MOBILITY

- Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.



THERE WAS A TREMENDOUS
AMOUNT OF WORK ALREADY
CONDUCTED VIA THE ORIGINAL
CONCEPT AND ROUTE STUDY
PUBLICLY PRESENTED. THE
PRESENTED TRADITIONAL ALIGNMENT
NEEDS TO BE TWEAKED
TO BEST BE CONSIDER PROPERTY
OWNERS AND ENVIRONMENTAL
CONCERNS.

- The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and IMPROVE EFFICIENCY OF COMMERCIAL FREIGHT!!
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

+ NEED TO DIFFERENTIATE OR DEFINE RAIL (PASSENGER/FREIGHT)?
+ AIRPORT (PASSENGER/FREIGHT)



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build								
TO/TSM/ITS	?	?						
Transit								
Rail								
Truck Only								
Expansion of US 281/I 69C	0							
New Location								
Bike / Ped								
Other:								
Other:								

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:



6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- "+": denotes best potential to meet goal or most desirable
- "0": denotes neutral potential to meet goal, or desirable
- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria						
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development	
No Build							
Expressway 1							
Expressway 2							
Parkway							
Principal Arterial							
Minor Arterial							



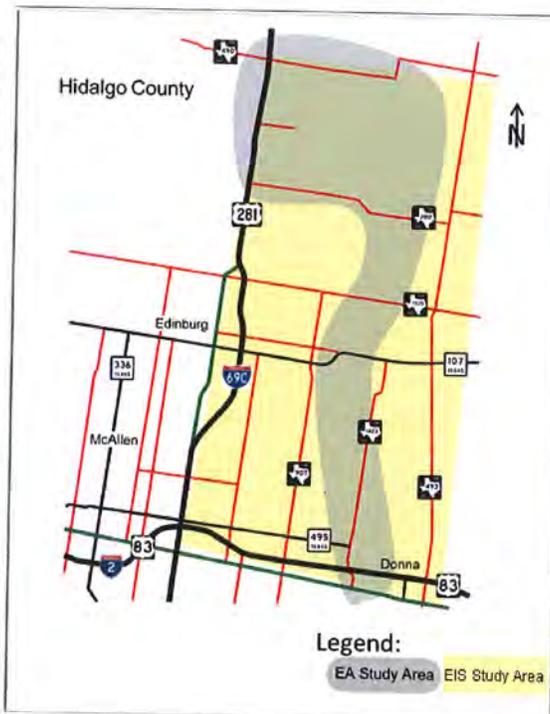
**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Edwards Mendoza (City of McAllen)
 ADDRESS: _____
 REPRESENTING: City of McAllen

- Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

Area is well defined as presented



- The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 3



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- "+": denotes best potential to meet goal or most desirable
- "0": denotes neutral potential to meet goal, or desirable
- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	0	-	+	0	0	-
TO/TSM/ITS	+	0	+	0	0	0
Transit	+	0	0	+	+	+
Rail	0	0	0	+	-	0
Truck Only	0	0	0	0	+	0
Expansion of US 281/I 69C	0	+	0	0	+	0
New Location	+	+	0	+	+	+
Bike / Ped	0	0	+	0	0	0
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 3



6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	-	-	-	-
Expressway 1	+	+	0	-	0	+
Expressway 2	+	+	0	-	0	+
Parkway	+	+	0	0	0	0
Principal Arterial	0	0	+	+	0	0
Minor Arterial	0	0	+	+	-	-



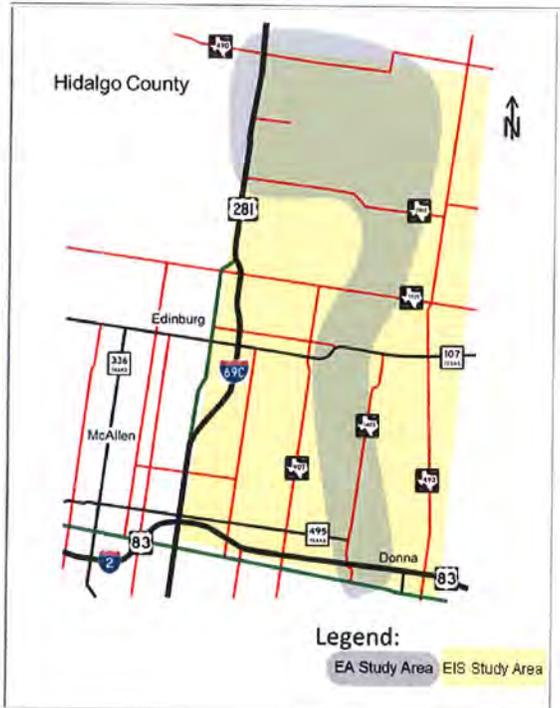
**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Tom Rayna
 ADDRESS: _____
 REPRESENTING: City of Edinburg

1. Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

Expand East to FM 493
to have less impact
to the residents of the
area.



2. The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.
- A. Modify EA Recommended Route
 - B. FM 493 (La Blanca Rd.)
 - C. FM 1423 (Val Verde Rd.)
 - D. FM 907 (Alamo Rd.)
 - E. Other: _____
 - F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 4

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	0	0	0	0	0	0
TO/TSM/ITS	0	0	0	0	0	0
Transit	0	0	+	+	-	+
Rail	-	-	-	-	-	-
Truck Only	0	0	-	0	0	+
Expansion of US 281/I 69C	+	+	+	0	0	-
New Location	-	0	-	-	-	0
Bike / Ped	0	-	+	-	-	+
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

All listed.

Survey 4



TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	☑					
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						

Survey 5
 TEXAS DEPARTMENT OF TRANSPORTATION

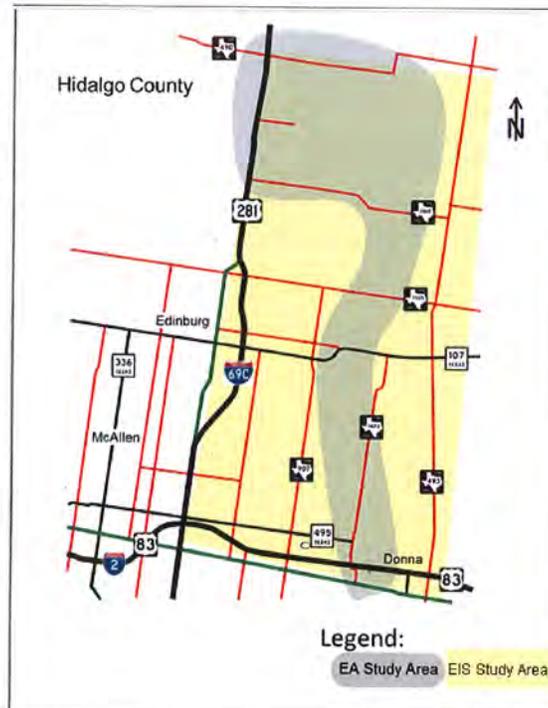
**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

(PLEASE PRINT)

NAME: Joaquin Bocanegra
 ADDRESS: _____
 REPRESENTING: Hidalgo County MPO

1. Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

The study area does a decent job of covering areas that should be considered. Any more would confuse data, and any less would restrict possible alternatives.



2. The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build		-	+		+	
TO/TSM/ITS						
Transit		*		+	0	
Rail		+			-	
Truck Only		0			-	
Expansion of US 281/I 69C						
New Location						
Bike / Ped						
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 5



TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria						
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development	
No Build							
Expressway 1							
Expressway 2	+						
Parkway							
Principal Arterial	0						
Minor Arterial	-						

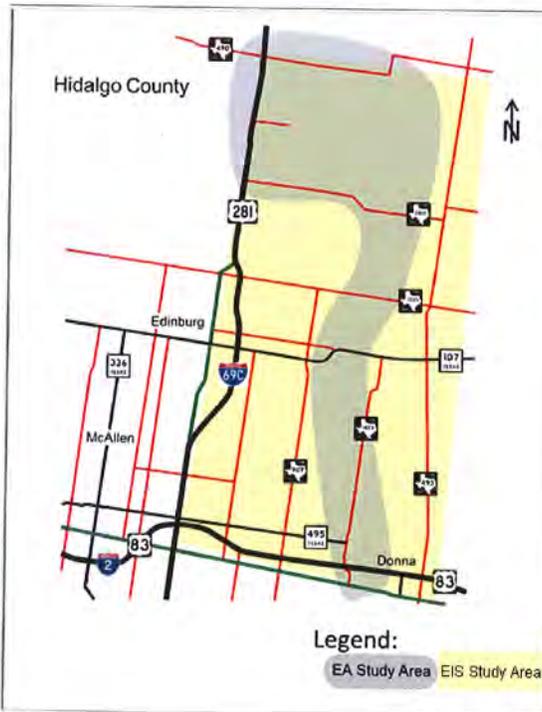
Survey 6
 TEXAS DEPARTMENT OF TRANSPORTATION

**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

(PLEASE PRINT)

NAME: Michelle Hannah
 ADDRESS: _____
 REPRESENTING: Tx DOT Aviation & interests for Edinburg Airport

1. Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.



Highway State Hwy 490
FM 490 & 281
intersection is in a
critical Runway
Protection Zone that
is designated to protect
persons & property on the
ground. It is in the
approach or departure of
the primary Runway.
No improvements should
be at that location.

2. The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
TO/TSM/ITS						
Transit						
Rail						
Truck Only						
Expansion of US 281/I 69C						
New Location						
Bike / Ped						
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						

Survey 7

TEXAS DEPARTMENT OF TRANSPORTATION

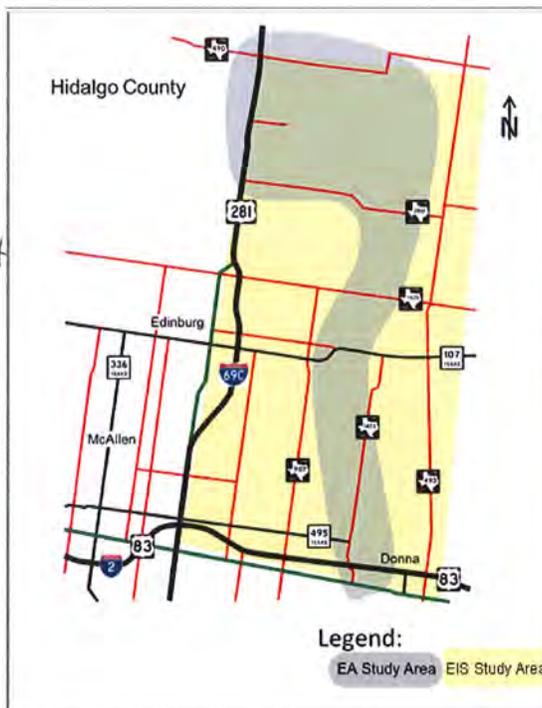
**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Cynthia G. Reyes
 ADDRESS: _____
 REPRESENTING: Pharr EDC

- Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

study area is sufficient



- The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- Modify EA Recommended Route
- FM 493 (La Blanca Rd.)
- FM 1423 (Val Verde Rd.)
- FM 907 (Alamo Rd.)
- Other: _____
- Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.



Survey 7
TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
TO/TSM/ITS						
Transit						
Rail						
Truck Only						
Expansion of US 281/I 69C						
New Location						
Bike / Ped						
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 7



TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

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- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						

* Important: Ultimate build out should connect
 w/ IBTC for freight traffic movement
 * - Connectivity for Edg. Airport + complying w/ FAA clearance



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
TO/TSM/ITS						
Transit						
Rail						
Truck Only						
Expansion of US 281/I 69C						
New Location						
Bike / Ped						
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:



Survey 8
TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- "+": denotes best potential to meet goal or most desirable
- "0": denotes neutral potential to meet goal, or desirable
- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						

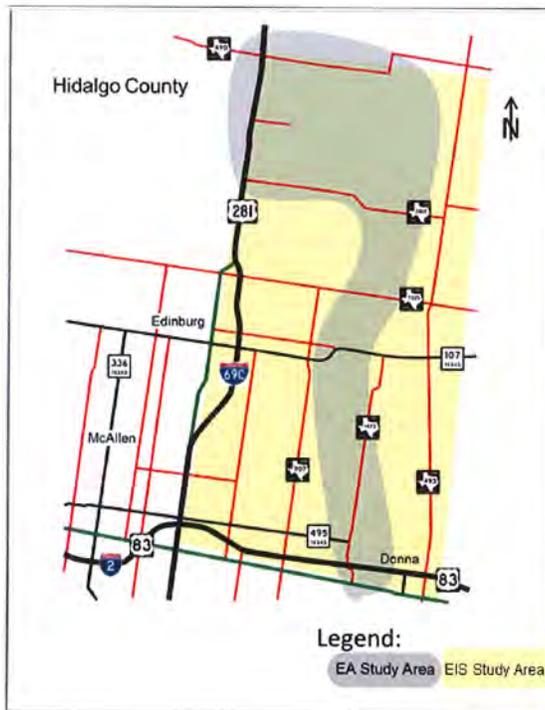


**State Highway 68 Project
 Modal Alternatives Conference
 January 22, 2016
 PHARR DISTRICT**

(PLEASE PRINT)

NAME: Narciso Bedoncourt
 ADDRESS: [REDACTED]
 REPRESENTING: Hidalgo County Emergency Management

- Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.



Is the Study Area based on a current population that would benefit from a New Hwy? What is the estimated timeframe for project? How much future population growth is being considered based on project completion date?

- The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.



4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- "+": denotes best potential to meet goal or most desirable
- "0": denotes neutral potential to meet goal, or desirable
- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
TO/TSM/ITS						
Transit						
Rail						
Truck Only						
Expansion of US 281/I 69C						
New Location						
Bike / Ped						
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:



Survey 9
TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						

Survey 10

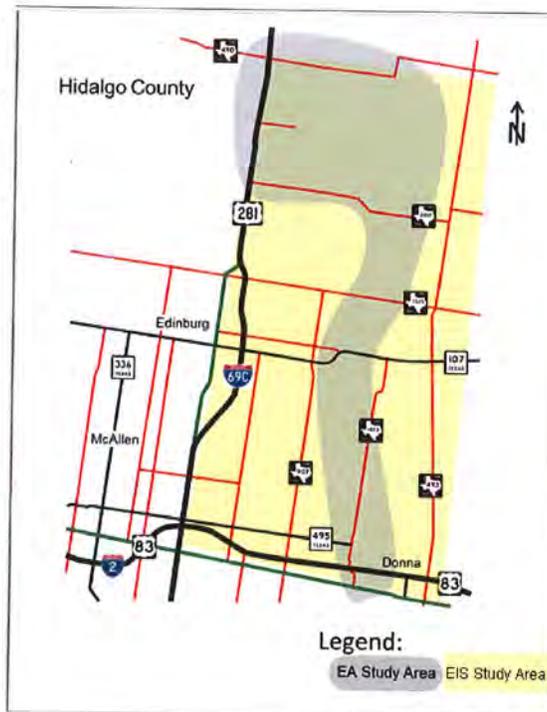
TEXAS DEPARTMENT OF TRANSPORTATION

**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: _____
 ADDRESS: _____
 REPRESENTING: _____

- Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.



I agree with the current study area in the EIS.

- The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



Survey 10

TEXAS DEPARTMENT OF TRANSPORTATION

3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 10

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
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- “-”: denotes lowest potential to meet goal, or least desirable
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Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	+	0	+	0
TO/TSM/ITS	0	0	0	0	+	0
Transit	0	+	0	-	-	+
Rail	+	0	-	0	-	0
Truck Only	+	0	-	-	-	0
Expansion of US 281/I 69C	0	0	-	0	-	0
New Location	+	+	-	+	-	+
Bike / Ped	+	+	-	-	0	0
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 10

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

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- “-”: denotes lowest potential to meet goal, or least desirable
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Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						

Survey 11

TEXAS DEPARTMENT OF TRANSPORTATION

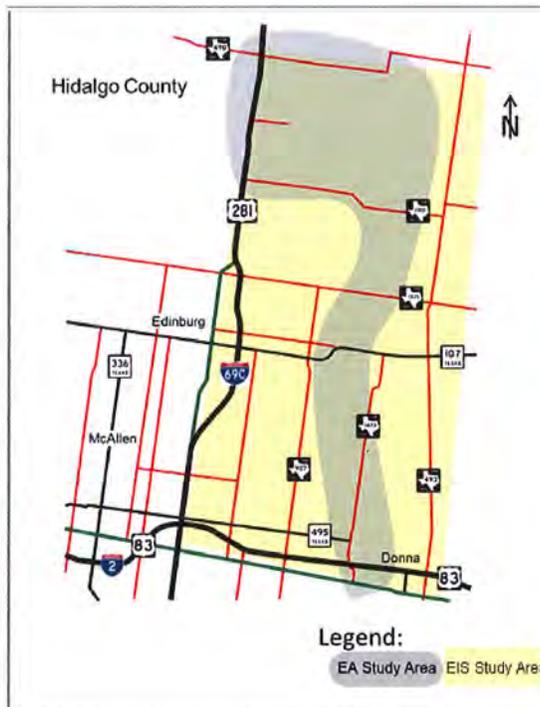
**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Yvette Cabrera
 ADDRESS: _____
 REPRESENTING: Granjeno, Texas 78572

- Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

The best way to help and
improve safety & better
travel, and most
important is to
expand & connect
the area.



- The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____

Survey 11



TEXAS DEPARTMENT OF TRANSPORTATION

3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 11

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

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- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
TO/TSM/ITS						
Transit						
Rail						
Truck Only						
Expansion of US 281/I 69C						
New Location						
Bike / Ped						
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 11

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						



Survey 12

TEXAS DEPARTMENT OF TRANSPORTATION

3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 12

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
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- “-”: denotes lowest potential to meet goal, or least desirable
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Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
TO/TSM/ITS						
Transit						
Rail						
Truck Only						
Expansion of US 281/I 69C						
New Location						
Bike / Ped						
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

N/A _____



Survey 12

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

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Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build						
Expressway 1						
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						

Survey 13

TEXAS DEPARTMENT OF TRANSPORTATION

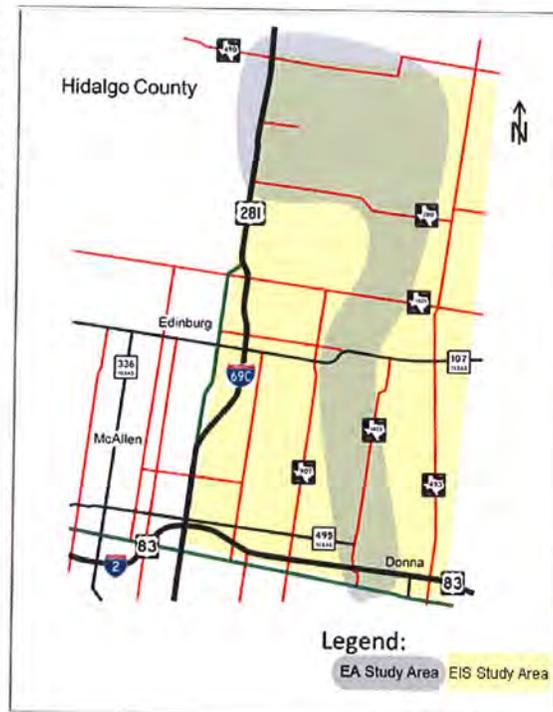
**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Mike Miranda
 ADDRESS: [REDACTED]
 REPRESENTING: City of McAllen - Traffic Operations

1. Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

Given the magnitude of the proposed project, I suggest expanding the study area (to what is shown in yellow in the map to the right). The more area that is considered (studied), the more options that may result, and less likelihood of "missing" a potentially good alternative route.



2. The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____

Not knowledgeable enough (in this area) to answer this question.

Survey 13



TEXAS DEPARTMENT OF TRANSPORTATION

3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

looks OK

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 13

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:
- “+”: denotes best potential to meet goal or most desirable
 - “0”: denotes neutral potential to meet goal, or desirable
 - “-”: denotes lowest potential to meet goal, or least desirable
 - “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	0	0	+	-
TO/TSM/ITS	0	0	0	-	-	0
Transit	0	+	0	0	0	0
Rail	+	+	0	-	-	0
Truck Only	+	+	0	0	0	0
Expansion of US 281/I 69C	0	+	-	0	-	+
New Location	+	+	+	-	-	0
Bike / Ped	-	-	0	0	0	0
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

none

Survey 13

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	-	-	+	-
Expressway 1	+	+	-	-	-	0
Expressway 2	+	+	-	-	-	0
Parkway	+	+	-	0	-	0
Principal Arterial	0	0	0	0	0	+
Minor Arterial	-	-	+	+	0	+

Survey 14

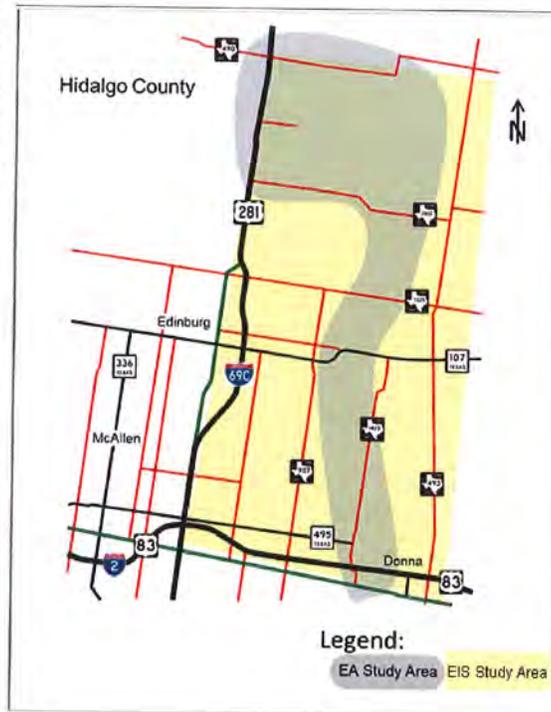
TEXAS DEPARTMENT OF TRANSPORTATION

**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Leliani - Lily Champion
 ADDRESS: [REDACTED]
 REPRESENTING: Hidalgo County MPO

- Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.



The study area should be expanded to further evaluate any/all aspects of the proposed project considering all safety & fairness for the community & environment.

- The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____

Survey 14



TEXAS DEPARTMENT OF TRANSPORTATION

3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 14

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- "+": denotes best potential to meet goal or most desirable
- "0": denotes neutral potential to meet goal, or desirable
- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	-	-	-	-
TO/TSM/ITS						
Transit	+	+	+	0	0	?
Rail	+	+	+	?	?	+
Truck Only	-	-	-	-	-	-
Expansion of US 281/I 69C	+	+	+	?	?	+
New Location						
Bike / Ped	-	+	+	?	+	+
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

No other w/ above modal connectivity elements.

Survey 14

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here:

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	-	-	-	-
Expressway 1	+					
Expressway 2						
Parkway						
Principal Arterial						
Minor Arterial						



Survey 15

TEXAS DEPARTMENT OF TRANSPORTATION

3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 15

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:
- “+”: denotes best potential to meet goal or most desirable
 - “0”: denotes neutral potential to meet goal, or desirable
 - “-”: denotes lowest potential to meet goal, or least desirable
 - “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build	-	-	+	-	+	-		
TO/TSM/ITS	-	0	-	0	-	-		
Transit	0	0	0	0	-	0		
Rail	-	+	-	0	-	-		
Truck Only	+	+	+	+	+	+		
Expansion of US 281/I 69C	+	+	+	0	0	+		
New Location	+	+	0	0	+	+		
Bike / Ped	-	-	-	-	-	-		
Other:								
Other:								

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

The main Rds. that are causing right know they land or arrived
from Mexico Hwy 40 Hwy 57 at the Phor Intl. bridge in Mexico
and do to the new corridor. and we don't have a connectivity to
our Hwy.

Survey 15

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	0	0	0	0	+	0
Expressway 1	+	+	+	0	0	+
Expressway 2	+	0	0	0	+	0
Parkway	0	+	+	+	0	+
Principal Arterial	0	0	0	-	0	+
Minor Arterial	0	0 -	0 -	0 -	0 +	0 -

Survey 16

TEXAS DEPARTMENT OF TRANSPORTATION

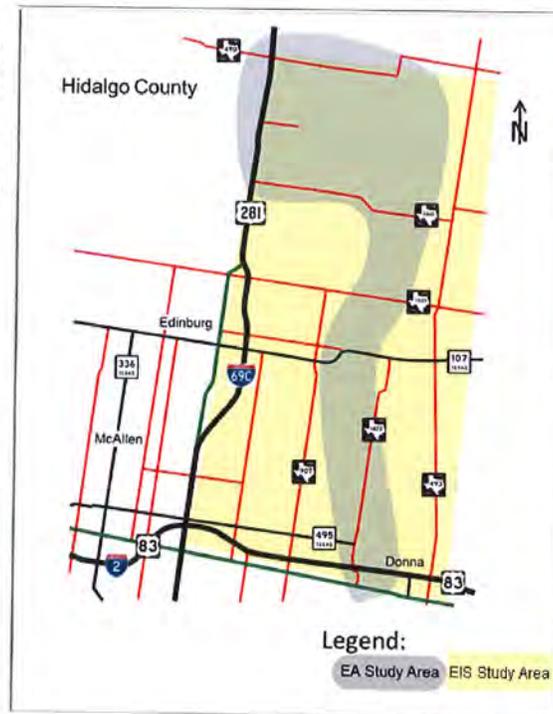
**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Agustin Garcia
 ADDRESS: _____
 REPRESENTING: EEPC

1. Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

The area identified in grey seems appropriate



2. The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- Improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 16

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- "+": denotes best potential to meet goal or most desirable
- "0": denotes neutral potential to meet goal, or desirable
- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build	0	-	+	0	+	-		
TO/TSM/ITS	+	+	+	0	+	0		
Transit	+							
Rail	+	0	-	+	?	+		
Truck Only	+	+	-	+	0	+		
Expansion of US 281/I 69C	+	+	0	0	+	0		
New Location	0	+ 0	-	+	-	+		
Bike / Ped	0	0	+	+	0	+		
Other:								
Other:								

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

CHOICE POINTS AT MERGING
CONNECTIONS/TURN AROUND

Survey 16

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	0	-	0	-
Expressway 1	+	+	+	+	0	+
Expressway 2	+	+	0	+	0	+
Parkway	0	+	0	+	0	0
Principal Arterial	0	0	0	0	+	+
Minor Arterial	-	0	0	0	+	+

Survey 17

TEXAS DEPARTMENT OF TRANSPORTATION

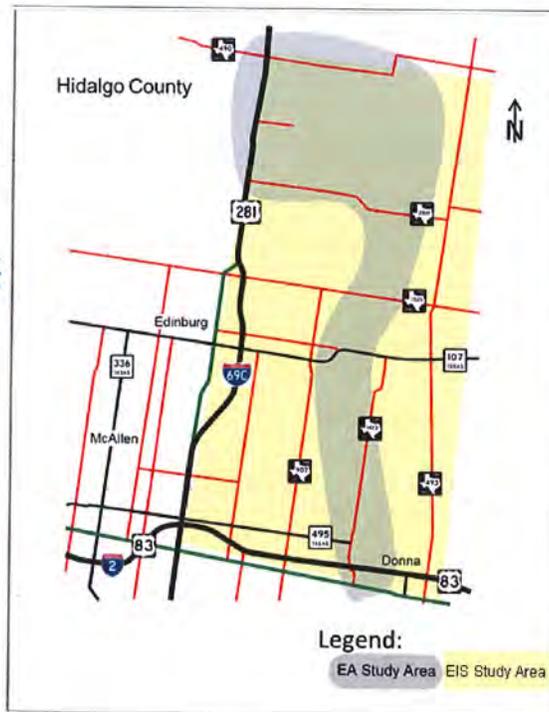
**State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT**

(PLEASE PRINT)

NAME: Pablo Rodriguez
 ADDRESS: _____
 REPRESENTING: Hidalgo County Regional Mobility Authority

1. Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

NO CHANGE. ANY
POTENTIAL IMPROVEMENTS
BEYOND STUDY AREA
WOULD LIKELY BE
BEYOND THE AREAS
NEEDING ADDITIONAL
CAPACITY AND
MOBILITY.



2. The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____

Survey 17



TEXAS DEPARTMENT OF TRANSPORTATION

3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and **INTERNATIONAL TRAFFIC.**
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 17

TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build	-	-	+	-	+	-		
TO/TSM/ITS	0	-	+	-	+	-		
Transit	0	0	0	-	0	0		
Rail	-	-	-	-	-	0		
Truck Only	0	0	-	0	0	0		
Expansion of US 281/I 69C	0	0	+	-	-	0		
New Location	+	+	-	+	0	+		
Bike / Ped	-	-	+	-	-	-		
Other:								
Other:								

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 17

TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build	-	-	+	-	-	-		
Expressway 1	+	+	-	+	0	+		
Expressway 2	0	+	-	+	+	-		
Parkway	0	0	0	0	0	0		
Principal Arterial	-	-	0	-	-	+		
Minor Arterial	-	-	0	-	-	+		


Survey 18
 TEXAS DEPARTMENT OF TRANSPORTATION

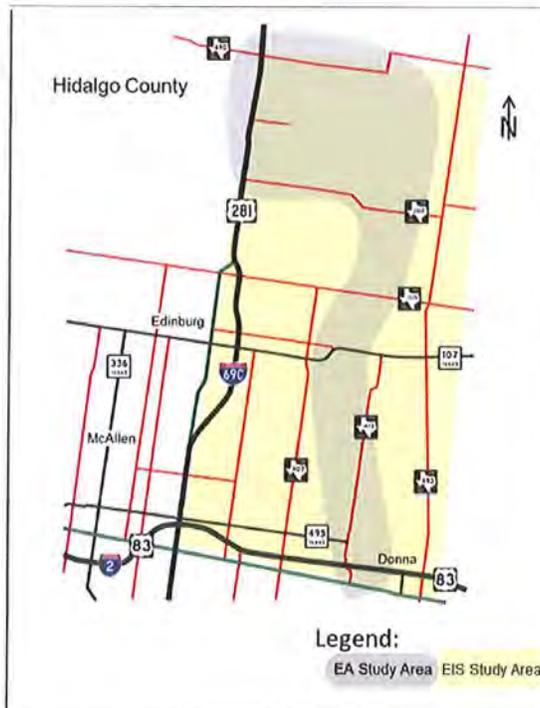
State Highway 68 Project
Modal Alternatives Conference
January 22, 2016
PHARR DISTRICT

(PLEASE PRINT)

NAME: Bobby Salinas
 ADDRESS: _____
 REPRESENTING: City of Alamo

1. Based on findings during the EA process and on input from the public, the study area has been expanded. The yellow area in the image to the right represents the EIS study area, and the grey area represents the EA study area. Please explain below whether the study area should be expanded, reduced or not change at all, and why.

The study area should be
Not be changed at all.



2. The public has suggested the SH 68 Project Team study or consider routes such as Farm to Market Road (FM) 493, FM 1423, and FM 907. The public has also suggested modifications to the EA Recommended Route. Are there any other routes that should be considered for SH 68? Please circle one or more routes or state another route that should be considered for studying below.

- A. Modify EA Recommended Route
- B. FM 493 (La Blanca Rd.)
- C. FM 1423 (Val Verde Rd.)
- D. FM 907 (Alamo Rd.)
- E. Other: _____
- F. Other: _____



3. Please read the Draft Purpose and Need Statement below. If you believe that modifications to the Draft Purpose and Need Statement are necessary, please mark-up/comment on the Draft Purpose and Need Statement below.

As stated in the Notice of Intent, the **purpose** of the SH 68 EIS project is to:

- improve north/south mobility,
- increase travel capacity for local and regional traffic, and
- provide an alternate north-south evacuation route during emergency events.

The project **need** is a lack of sufficient north/south mobility for local and regional traffic and for additional emergency evacuation routes, which are the result of historical and continued growth in the region's population as well as continued growth of traffic in the region.

Survey 18



TEXAS DEPARTMENT OF TRANSPORTATION

4. Below is a table that shows modal alternatives and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- “+”: denotes best potential to meet goal or most desirable
- “0”: denotes neutral potential to meet goal, or desirable
- “-”: denotes lowest potential to meet goal, or least desirable
- “?”: denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a “+”, “-”, “0”, or “?” as to how you believe each modal alternative meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Modal Alternatives	Evaluation Criteria					
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development
No Build	-	-	+	-	+	-
TO/TSM/ITS	0	+	+	0	+	-
Transit	0	0	0	-	0	0
Rail	-	-	-	-	-	-
Truck Only	+	+	+	0	0	-
Expansion of US 281/I 69C	0	+	+	0	-	+
New Location	+	+	+	0	-	+
Bike / Ped	-	-	0	0	0	-
Other:						
Other:						

5. As a part of the SH 68 Modal Alternatives Conference, the following elements of modal connectivity were discussed and continue to be considered:

TO/TSM/ITS, bicycle and pedestrian connectivity, freight and truck traffic connectivity, airport connectivity, border crossing connectivity, International Bridge Trade Corridor connectivity, emergency response connectivity, and hurricane evacuation connectivity.

If you believe that other elements of modal connectivity should be considered, please list them below:

Survey 18



TEXAS DEPARTMENT OF TRANSPORTATION

6. Below is a table that shows facility type and their evaluation criteria for comparison to each other and with consideration to the Draft Purpose and Need Statement. If you have any additional criteria, please list them within the two columns on the right hand side of the table. At this stage in the EIS process there are four ranking options to choose from:

- "+": denotes best potential to meet goal or most desirable
- "0": denotes neutral potential to meet goal, or desirable
- "-": denotes lowest potential to meet goal, or least desirable
- "?": denotes your uncertainty as to how a modal alternative achieves a particular goal

Please fill in the table below a "+", "-", "0", or "?" as to how you believe each facility type meets a particular goal/evaluation criteria. If you agree with what was discussed during the presentation at the SH 68 Modal Alternatives Conference, please check here: _____

Facility Type	Evaluation Criteria							
	Safety	Mobility	Community Environment	Feasibility Design	Cost Effectiveness	Economic Development		
No Build	-	-	+	-	+	-		
Expressway 1	+	+	-	-	0	-		
Expressway 2	+	+	+	+	0	0		
Parkway	+	+	+	+	0	+		
Principal Arterial	0	+ ⁰	0	0	+	+		
Minor Arterial	-	0	0	0	+	+		

1

2

This report was written on behalf of the Texas Department of Transportation by



8023 Vantage Drive, Suite 1100
San Antonio, Texas 78230
www.rjriviera.com