

**LETTER OF UNDERSTANDING BETWEEN
the North Central Texas Council of Governments,
the Texas Department of Transportation,
the Fort Worth Transportation Authority, and
the North Texas Tollway Authority
Concerning the Interstate 30 Corridor
Major Investment Study**

This agreement between the North Central Texas Council of Governments (NCTCOG), the Texas Department of Transportation (TxDOT), the Fort Worth Transportation Authority (the T), and the North Texas Tollway Authority (NTTA) identifies the roles and responsibilities of each agency participating in the Interstate 30 Corridor Major Investment Study (MIS). Major investment studies are required under 23 CFR 450.318 where federal funds may potentially be involved for certain major transportation projects. It is the intention of these participating agencies to conduct the MIS consistent with federal regulations and the metropolitan transportation planning process as conducted through NCTCOG.

Project Management: As TxDOT has requested that this MIS be conducted, TxDOT will be responsible for the overall conduct of the MIS including conducting all necessary coordination meetings, public involvement activities, and preparing all necessary documentation as required by the federal government for eventual federal financial participation, including environmental analyses as required by the National Environmental Policy Act (23 CFR 771, and 49 CFR 622).

In addition, NCTCOG will provide general MIS oversight and guidance to ensure compatibility with the metropolitan transportation planning process, the Regional Transportation Plan, and the congestion management system (CMS). NCTCOG will be responsible to ensure that the MIS process is being conducted according to regional policy and priorities as set by the Regional Transportation Council.

Development of Evaluation Criteria: Items and issues to be considered for assessment of impacts will be jointly prepared and agreed upon by all agencies involved and will include input from the general public during the early stages of study development. Items and issues will include but not be limited to: socioeconomic concerns, impacts to the physical environment, and transportation services.

The NTTA will be responsible for evaluating the feasibility of constructing a toll facility if necessary. The analysis shall include the investigation as to whether the facility could be implemented as a stand-alone toll facility or implemented through a cost-sharing agreement using a combination of public and private funds.

Development of Alternatives: TxDOT will develop the technical evaluation and analysis of reasonable alternatives as specified in attached listing detailing each agency's responsibilities. TxDOT will also, in conjunction with NCTCOG and local governments in the corridor, develop transportation system management and travel demand management strategies in the corridors that are consistent with regional CMS. In addition, assistance will be provided to NCTCOG for roadway network review and modifications for use in the Dallas-Fort Worth Regional Travel Model.

The study will consider all modes and evaluate alternatives to a level of detail that permits continued development of environmental studies and preliminary engineering by the responsible governing agency depending on alternative.

Baseline & Operating Assumptions: NCTCOG will provide documentation of the recommendations from the metropolitan transportation plan (Mobility 2020 Plan) including alternatives tested and documentation of public involvement activities conducted as part of the metropolitan transportation plan development. NCTCOG will also provide reviews of travel forecasting methodologies and the travel forecasting for alternatives analysis as necessary during the MIS to ensure consistency with adopted regional procedures.

TxDOT's Fort Worth District will provide technical guidance and support regarding project implementation, programming, and scheduling of other TxDOT-sponsored projects in the area, including improvements to parallel facilities and crossing facilities. TxDOT will also provide review and coordination of the proposed project with other TxDOT-sponsored projects and facilities.

The T will provide technical services regarding existing and proposed transit service and operations in the corridor including local bus and fixed guideway. The T will also assist NCTCOG and TxDOT in developing appropriate travel demand reduction and transportation system management strategies for the corridor that are consistent with regional CMS. The T will coordinate as necessary with the Trinity Railway Express (RAILTRAN).

Specific tasks associated with the above mentioned responsibilities are attached in an outline that may be modified periodically as the study progresses.

It is understood that by signing this agreement, the above mentioned agencies agree to work in a cooperative manner to expeditiously complete this major investment study. Any modifications to this agreement must be made in writing and authorized by the same agencies signing this agreement.

 9/3/98
Date

Michael Morris, P.E.
Director of Transportation
NCTCOG


Date

John Bartosiewicz
General Manager
The T

 PE 9-23-98
Date

Steven Simmons, P.E.
District Engineer
TxDOT, Fort Worth District


Date

Jerry Hiebert
Executive Director
NTTA

**DETAILED AGENCY RESPONSIBILITIES
INTERSTATE 30 CORRIDOR
MAJOR INVESTMENT STUDY**

Texas Department of Transportation (TxDOT), Fort Worth District - Lead Agency

- Develop study structure and organization including policy, technical, and public involvement processes.
- Identify and develop concepts and alternatives to be evaluated and analyzed, including:
 - no-build baseline with regional congestion management strategies (CMS)
 - no-build baseline with additional corridor-specific CMS
 - public transportation options in the corridor including high occupancy vehicle (HOV)
 - other modal opportunities including bicycle and pedestrian
 - other roadway capacity improvements
 - toll/congestion pricing opportunities
- Develop transportation system management (TSM)/travel demand management (TDM) strategies for incorporation in various alternatives.
- Review roadway networks and provide modification instructions, if appropriate.
- Provide travel forecasts for all alternatives consistent with the North Central Texas Council of Governments' (NCTCOG) procedures.
- Provide meeting and public involvement coordination as required.
- Provide documentation and summary of all meetings.
- All analysis and evaluation necessary to arrive at a locally preferred alternative and for eventual input in the development of a subsequent environmental assessment.
- Review of project implementation procedures if federal money is potentially involved.
- Provide coordination with other TxDOT-sponsored projects and facilities in the area.

NCTCOG

- Provide TxDOT with general major investment study guidance and requirements including alternatives analysis process and public involvement process.
- Provide written documentation concerning results and recommendations from Mobility 2020 Plan including regional CMS.
- Provide demographic and roadway network baselines for the appropriate regional travel projection (currently 2020).
- Travel forecasts for reasonable alternatives using the appropriate regional travel projection (currently 2020).
- Performance reports for each baseline and alternatives.
- Assist in the development of TSM/TDM strategies for incorporation in various alternatives.

The Fort Worth Transportation Authority (the T)

- Coordinate with Trinity Railway Express (RAILTRAN) as necessary.
- Operational feasibility of various transit modes in the corridor including bus, rail, and HOV lanes.
- Assist in the development of TSM/TDM strategies for incorporation in various alternatives.
- Impacts of railroad/highway grade crossings.

North Texas Tollway Authority (NTTA)

- Guidance concerning toll/congestion-pricing feasibility on a portion of the facility as a stand-alone or partial toll road.
- Assist in the evaluation of impacts of toll facilities with crossing roadways.