

**GUIDING PRINCIPLES  
SB 1420 COMMITTEE REQUEST FOR RTC RESOLUTION  
FOR THE DEVELOPMENT OF THE IH 35E PROJECT**

**WHEREAS**, Interstate Highway 35 East (IH 35E) is of Statewide, National, and International importance for the movement of people and commerce now and for the long term future;

**WHEREAS**, IH 35E serves as “Main Street, DFW;”

**WHEREAS**, the expansion of IH 35E consists of adding managed/toll lanes, general purpose lanes and frontage road lanes from IH 635 in Dallas County to US 380 in Denton County and is herein after referred to as the IH 35E project;

**WHEREAS**, the IH 35E project has been designated as a high priority project by the Regional Transportation Council (RTC);

**WHEREAS**, local partners, including Denton County, Dallas County, cities along the corridor, the RTC, the Texas Department of Transportation (TxDOT), the North Texas Tollway Authority (NTTA), and Denton County Transportation Authority (DCTA), Congressional representatives and state legislators have been working for years to advance the IH 35E project;

**WHEREAS**, local partners have developed innovative funding methods to advance the project such as the partnership between Denton and Dallas counties where Denton County Regional Toll Revenue (RTR) funds were loaned to complete the IH 635 project and will be repaid by Dallas County RTR funds;

**WHEREAS**, the region prioritized funding for the DCTA A-train to be operational before the IH 35E managed lane project commences in order to mitigate traffic impacts during construction;

**WHEREAS**, the NTTA has waived primacy for the IH 35E project;

**WHEREAS**, the Texas Legislature has authorized the development of the IH 35E project as one of the few public-private partnerships that can proceed in Texas; and,

**WHEREAS**, Senate Bill 1420 (82<sup>nd</sup> Texas Legislature, Regular Session) requires for certain TxDOT toll projects, including the IH 35E project, that a committee comprised of representatives from local and regional stakeholders and TxDOT (The SB 1420 Committee) be formed to make determinations concerning the distribution of the project’s financial risk, the method of financing for the project, and the project’s tolling structure and methodology that will determine the project’s delivery method in order to ensure local and regional input into the process..

**NOW, THEREFORE, BE IT HEREBY AGREED THAT:**

**Section 1.** The SB 1420 Committee requests a Resolution from the RTC, agreeing to the Guiding Principles outlined in this document to be addressed by TxDOT on the IH 35E project.

- Section 2.** The RTC will request that the SB 1420 Committee issue a report containing determinations that are consistent with the findings of Mobility 2035 and the National Environmental Policy Act (NEPA) documents related to the IH 35E project.
- Section 3.** The RTC will work with Denton County to advance the IH 35E project, recognizing Denton County's commitment of local funds for the project in exchange for CMAQ funds.
- Section 4.** The RTC will assist local stakeholders in initiating conversations with the Texas Transportation Commission to allocate state funds to the project.
- Section 5.** The RTC will request that the SB 1420 Committee commit to meeting TxDOT's schedule to make the required determinations as soon as possible.
- Section 6.** The RTC will request that TxDOT complete the procurement process for the IH 35E project prior to the next regular session of the Texas Legislature.
- Section 7.** The RTC will commit that excess revenue derived within the limits of the project, is utilized for the development of projects in order to complete the full build out of the IH 35E project.

**SIGNED,**

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Michael Morris, NCTCOG  
Committee Chair

# MANAGED LANE POLICIES

1. A fixed-fee schedule will be applied during the first six months of operation; dynamic pricing will be applied thereafter.
2. The toll rate will be set up to \$0.75 per mile during the fixed-schedule phase. The established rate will be evaluated and adjusted, if warranted, with Regional Transportation Council (RTC) approval.
3. Toll rates will be updated monthly during the fixed-schedule phase.
4. Market-based tolls will be applied during the dynamic-pricing phase. During dynamic operation, a toll rate cap will be established. The cap will be considered “soft” during times of deteriorating performance when a controlled rate increase above the cap will be temporarily allowed.
5. Transit vehicles will not be charged a toll.
6. Single-occupant vehicles will pay the full rate.
7. Trucks will pay a higher rate, and no trucks will be permitted in the LBJ tunnel.



# MANAGED LANE POLICIES

## (continued)

8. High-occupancy vehicles of two or more occupants and vanpools will pay the full rate in the off-peak period.
9. High-occupancy vehicles of two or more occupants will receive a 50 percent discount during the peak period.\* This discount will phase out after the air quality attainment maintenance period. RTC-sponsored public vanpools are permitted to add peak-period tolls as eligible expenses. Therefore, the Comprehensive Development Agreement (CDA) firm will be responsible for the high-occupancy vehicle discount and the Regional Transportation Council will be responsible for the vanpool discount.
10. The toll rate will be established to maintain a minimum average corridor speed of 50 miles per hour.

\*6 hours per weekday: 6:30 a.m. - 9:00 a.m. and 3:00 p.m. - 6:30 p.m.



# MANAGED LANE POLICIES

## (continued)

11. During the dynamic-pricing phase, travelers will receive rebates if the average speed drops below 35 mph. Rebates will not apply if speed reduction is out of the control of the operator.
12. Motorcycles qualify as high-occupancy vehicles.
13. No discounts will be given for “Green Vehicles.”
14. No scheduled inflation adjustments will be applied over time.
15. Every managed lane corridor will operate under the same policy.
16. Adoption of this policy will have no impact on the Regional Transportation Council Excess Revenue Policy previously adopted.



# MANAGED LANE POLICIES

## (continued)

17. The Regional Transportation Council requests that local governments and transportation authorities assign representatives to the Comprehensive Development Agreement procurement process.
18. The duration of the Comprehensive Development Agreement should maximize potential revenue.
19. Tolls will remain on the managed lanes after the Comprehensive Development Agreement duration.

Handout 3.1

RTC Approved – May 11, 2006  
RTC Modified – September 14, 2006  
RTC Modified – September 13, 2007



## Requirements Applicable to the Allocation and Use of Regional Toll Revenue (RTR) Funding

- Section 228.0055, Transportation Code (added by H.B. 2702, 79th Legislature, Regular Session, 2005, and amended by S.B. 792, 80th Legislature, Regular Session, 2007)
  - Payments, project savings, refinancing dividends, and any other revenue received by the Texas Transportation Commission (commission) or the Texas Department of Transportation (department) under a comprehensive development agreement (CDA) shall be used by the commission or the department to finance the construction, maintenance, or operation of transportation projects or air quality projects in the region
  - The department is required to allocate the distribution of funds to department districts in the region that are located in the boundaries of the metropolitan planning organization in which the project that is the subject of the CDA is located based on the percentage of toll revenue from users from each department district of the project
    - To assist the department in determining the allocation, each entity responsible for collecting tolls for a project shall calculate on an annual basis the percentage of toll revenue from users of the project from each department district based on the number of recorded electronic toll collections
  - Section 228.001, Transportation Code (added by H.B. 2702, 79th Legislature, Regular Session, 2005) defines air quality project and transportation project
    - “Air quality project” means a project or program of the department or another governmental entity that the commission determines will mitigate or prevent air pollution caused by the construction, maintenance, or use of public roads
    - “Transportation project” means:
      - a tolled or nontolled state highway improvement project;
      - a toll project eligible for department cost participation under Section 222.103, Transportation Code;
      - the acquisition, construction, maintenance, or operation of a rail facility or system under Chapter 91, Transportation Code;

- the acquisition, construction, maintenance, or operation of a state-owned ferry under Subchapter A, Chapter 342, Transportation Code;
  - a public transportation project under Chapter 455 or 456, Transportation Code;
  - the establishment, construction, or repair of an aviation facility under Chapter 21, Transportation Code; and
  - a passenger rail project of another governmental entity
- Section 228.006, Transportation Code (transferred from Chapter 361, Transportation Code and redesignated by H.B. 2702, 79th Legislature, Regular Session, 2005, and amended by S.B. 19, 82nd Legislature, Regular Session, 2011)
  - The commission is required to use surplus revenue of a toll project or system to pay the costs of a transportation project, highway project, or air quality project within a region in which any part of the toll project is located
  - The department is required to allocate the distribution of the surplus toll revenue to department districts in the region that are located in the boundaries of the metropolitan planning organization in which the toll project or system producing the surplus revenue is located based on the percentage of toll revenue from users in each department district of the project or system
    - To assist the department in determining the allocation, each entity responsible for collecting tolls for a project or system shall calculate on an annual basis the percentage of toll revenue from users of the project or system in each department district based on the number of recorded electronic toll collections
- Section 228.012, Transportation Code (added by S.B. 792, 80th Legislature, Regular Session, 2007, and amended by S.B. 19, 82nd Legislature, Regular Session, 2011)
  - The department is required to create a separate account in the state highway fund to hold payments received by the department under a CDA and the surplus revenue of a toll project or system
    - The department shall create subaccounts in the account for each project, system, or region
    - Interest earned on money in a subaccount shall be deposited to the credit of that subaccount



- The Attorney General, in Opinion No. GA-0687, held that Section 228.012 does not provide authority for the department to transfer monies held in trust in a particular subaccount to a regional transportation authority, such as the NCTCOG
- The department is required to hold money in a subaccount in trust for the benefit of the region in which a project or system is located and may assign the responsibility for allocating money in a subaccount to a metropolitan planning organization in which the region is located
  - Generally, money in a subaccount is required to be allocated to projects authorized by Section 228.0055 or Section 228.006, as applicable
- The department and the Regional Transportation Council (RTC) entered into a memorandum of understanding (MOU) concerning the administration, sharing, and use of surplus toll revenue and CDA concession payments within the region served by the NCTCOG
  - Under the MOU, the selection of projects to be financed with regional surplus toll revenues and CDA concession payments shall be made by the RTC, subject to commission concurrence
  - Projects funded with concession payments and surplus toll revenues are to be selected in a cooperative TxDOT/RTC selection process that considers the desires of the cities and counties in which the revenue generating project is located
  - The RTC has developed a plan for regional sharing of surplus toll revenue and CDA concession payments, based on the location of the toll project from which these revenues are derived and the residential location of toll users in the region served by the NCTCOG
  - In Minute Order 112015, dated October 29, 2009, the commission clarified that commission concurrence in projects selected by the RTC to be financed with surplus toll revenue and CDA concession payments is limited to ensuring the funds are allocated to projects authorized by Transportation Code, §228.0055 or §228.006
    - Minute Order 112015 requires the department to disburse such funds in accordance with directions from the RTC to pay the costs of qualified projects

MEMORANDUM OF UNDERSTANDING  
REGIONAL REVENUE SHARING FUND  
FOR SURPLUS TOLL REVENUES  
AND CDA CONCESSION PAYMENTS

THIS MEMORANDUM OF UNDERSTANDING ("MOU") dated as of (date) is entered into by and between TEXAS DEPARTMENT OF TRANSPORTATION, an agency of the State of Texas ("TxDOT") and the REGIONAL TRANSPORTATION COUNCIL ("RTC"), the transportation policy council of the transportation department of the NORTH CENTRAL TEXAS COUNCIL OF GOVERNMENTS ("NCTCOG") and a federally designated Metropolitan Planning Organization. The purpose of this MOU is to set out the understanding of TxDOT and the RTC regarding sharing of surplus toll revenue and concession payments within the region served by the NCTCOG.

WHEREAS, pursuant to Section 228.0055, Texas Transportation Code, payments received by TxDOT under a comprehensive development agreement ("CDA") may be used to finance the construction, maintenance, or operation of a transportation project or air quality project in the region, defined as a metropolitan statistical area and any county contiguous to that metropolitan statistical area, or two adjacent TxDOT districts;

WHEREAS, pursuant to Section 228.006, Texas Transportation Code, surplus revenue of a toll project or system may be used to pay the costs of a transportation project, highway project, or air quality project within a TxDOT district in which any part of the toll project is located;

WHEREAS, to promote regional equity, the Texas Transportation Commission ("Commission") has devolved the responsibility for the majority of regional project selection decisions to the RTC, subject to Commission concurrence;

WHEREAS, pursuant to that devolution, the RTC has developed a plan for regional sharing of surplus toll revenue and concession payments received under a CDA, based on the location of the toll project from which these revenues are derived and the residential location of toll users in the region served by the NCTCOG;

NOW THEREFORE, in consideration of these premises, TxDOT and the RTC agree as follows:

1. In accordance with the restrictions of Sections 228.0055 and 228.006, Texas Transportation Code, TxDOT will account for surplus toll revenue and CDA concession payments derived from projects located in the region served by the NCTCOG, along with interest earned on those revenues, separately from toll revenues and CDA concession payments derived from projects located outside the region.
2. To provide ease of record keeping and assurance to the region, TxDOT intends, provided the Texas Legislature provides the necessary statutory authority, to create a regional revenue sharing account separate from the State Highway Fund that will allow all interest earned on revenue in that account to remain in the account. Until the necessary legislation is enacted, the regional surplus toll revenues and CDA concession payments, along with accrued interest, will remain in the State Highway Fund, but will be accounted for separately.
3. TxDOT will provide the RTC a monthly accounting of the balance by project along with interest earned.

4. Pursuant to the Commission's previous devolution, the selection of projects to be financed using funds in the account shall be made by the RTC, subject to Commission concurrence.

5. Projects funded with concession payments and surplus toll revenue should be selected in a cooperative TxDOT-RTC selection process which considers the desires of the cities and counties in which the revenue-generating project is located.

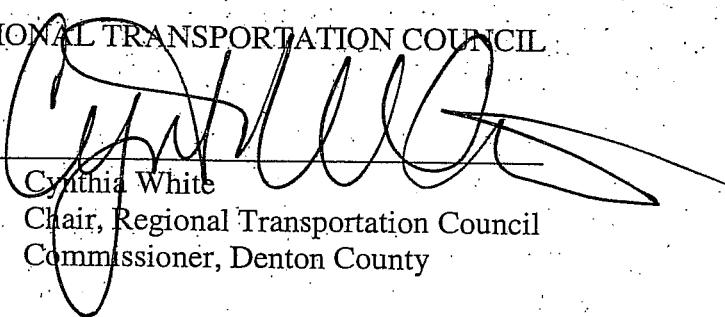
6. The RTC will work with TxDOT and the local entities to incorporate this project selection process into the formal transportation planning process.

7. TxDOT will, in accordance with applicable laws, regulations, and policies, continue to oversee the procurement of contracts to develop projects that are financed with funds in the regional revenue sharing account, the payout of contractor payments from the regional revenue sharing account according to the schedule contained in those contracts, and all other project responsibilities not outlined in this MOU. To the extent allowed by law and subject to Commission concurrence, and in order to streamline the implementation of projects in the region, TxDOT will transfer a portion of funds in the revenue sharing account to the RTC to implement air quality projects through an RTC administered contracting process. If transportation planning projects are determined to be an eligible use of surplus toll revenue and concession payments under applicable law, such projects will also be implemented through an RTC administered contracting process.

IN WITNESS WHEREOF, the parties to the MOU have caused this MOU to be executed by their duly authorized representatives to be effective as of date first set forth above.

RTC:

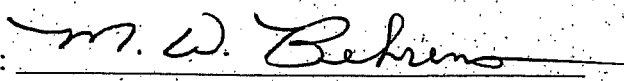
REGIONAL TRANSPORTATION COUNCIL

By:   
Cynthia White  
Chair, Regional Transportation Council  
Commissioner, Denton County

Date: \_\_\_\_\_

TxDOT:

TEXAS DEPARTMENT OF TRANSPORTATION

By:   
Michael W. Behrens, P.E.  
Executive Director

Date: 1-3-07

## TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

### MINUTE ORDER

Page 1 of 2

VARIOUS Districts

In Minute Order 110727, dated October 26, 2006, the Texas Transportation Commission (commission) authorized the executive director of the Texas Department of Transportation (department) to enter into a "Memorandum of Understanding Regional Revenue Sharing Fund for Surplus Toll Revenues and CDA Concession Payments" (MOU) with the Regional Transportation Council (RTC), the transportation policy council of the North Central Texas Council of Governments (NCTCOG), a federally-designated metropolitan planning organization.

The MOU established procedures for the administration and use of surplus toll revenue and comprehensive development agreement (CDA) payments (NCTCOG funds) within the region served by the NCTCOG, and the selection of projects to be financed with the NCTCOG funds.

Under Minute Order 110727 and the MOU, the selection of projects to be financed with the NCTCOG funds is to be made by the Regional Transportation Council, subject to commission concurrence.

Transportation Code, §228.012, enacted subsequent to the effective date of the MOU, requires the department to hold CDA payments and surplus toll revenue, such as the NCTCOG funds, in a subaccount in trust for the benefit of the region in which a project or system from which those funds are derived is located, and authorizes the department to assign the responsibility for allocating money in a subaccount to a metropolitan planning organization in which the region is located. Those funds are required to be allocated to projects authorized by Transportation Code, §228.0055 or §Section 228.006, as applicable.

Transportation Code, §228.0055 requires revenue received by the commission or the department under a comprehensive development agreement to be used to finance the construction, maintenance, or operation of transportation projects or air quality projects in the region. Transportation Code, §228.006 requires surplus revenue of a toll project or system to be used to pay the costs of a transportation project, highway project, or air quality project within a department district in which any part of the toll project is located.

This minute order clarifies the process for commission concurrence in projects selected by the RTC that are financed with the NCTCOG funds in light of the enactment of Section 228.012.

The metropolitan planning organization in the region where the surplus toll revenues and CDA concession payments originate, if any, will determine the qualified projects to be financed with such surplus toll revenues and CDA concession payments, but such projects must be qualified projects pursuant to Transportation Code, §228.0055 and §228.006. The department has no authority to direct the purpose for which such funds are expended.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

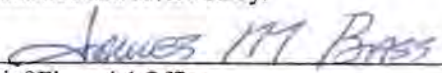
Page 2 of 2

VARIOUS Districts

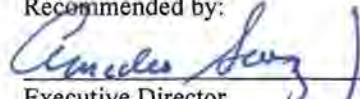
IT IS THEREFORE ORDERED by the commission that commission concurrence in projects selected by the RTC to be financed with the NCTCOG funds is limited to ensuring the funds are allocated to projects authorized by §228.0055 or §228.006. The department shall disburse such funds in accordance with directions from the RTC to pay the costs of qualified projects.

IT IS FURTHER ORDERED that the executive director of the department take all steps as may be necessary to ensure the processes administered by the department clearly confirm the status of any surplus toll revenues and CDA payments as trust funds held for the benefit of the region in which a project or system is located and the legal authority of the metropolitan planning organization, as applicable, and not the department, in allocating any such funds toward qualifying projects, including entering into any necessary agreements to carry out the provisions of this order, including agreements with a metropolitan planning organization necessary to assign the responsibility for allocating such funds to qualified projects.

Submitted and reviewed by:

  
\_\_\_\_\_  
Chief Financial Officer

Recommended by:

  
\_\_\_\_\_  
Executive Director

**112015 OCT 29 09**

Minute  
Number

Date  
Passed



ATTORNEY GENERAL OF TEXAS  
GREG ABBOTT

December 17, 2008

Mr. Amadeo Saenz, Jr., P.E.  
Executive Director  
Texas Department of Transportation  
125 East Eleventh Street  
Austin, Texas 78701-2483

Opinion No. GA-0687

Re: Whether monies held in trust in a certain subaccount of the state highway fund may be transferred to a regional transportation authority (RQ-0721-GA)

Dear Mr. Saenz:

You ask whether monies held in trust in a certain subaccount of the state highway fund may be transferred to a regional transportation authority, i.e., a fund outside the state treasury.<sup>1</sup>

You state that in November 2007, the North Texas Tollway Authority paid the Texas Department of Transportation (“TxDOT”) approximately \$3.2 billion under a comprehensive development agreement. *See* Request Letter at 1–2. TxDOT has determined that the payment “is surplus toll revenue” derived from “the State Highway 121 project in Denton and Collin counties.” *Id.* Consistently with Transportation Code sections 228.005 and 228.012, we assume that TxDOT deposited the payment in a subaccount of the state highway fund for the State Highway 121 (“SH 121”) project. *See* TEX. TRANSP. CODE ANN. §§ 228.005, .012 (Vernon Supp. 2008).

You also state that TxDOT “has entered into an agreement with the Regional Transportation Council (RTC) of the North Central Texas Council of Governments,” which you indicate is the metropolitan planning organization for the Dallas-Fort Worth region. Request Letter at 2. That agreement “assigns the responsibility for allocating the money in the SH 121 subaccounts to the RTC, subject to the concurrence of the Texas Transportation Commission.” *Id.*

Section 228.012 of the Transportation Code provides in relevant part:

- (a) The department shall create a separate account in the state highway fund to hold payments received by the department under a comprehensive development agreement . . . .
- (b) The department shall hold money in a subaccount in trust for the benefit of the region in which a project or system is located

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<sup>1</sup>Request Letter (*available at* <http://www.texasattorneygeneral.gov>).

and may assign the responsibility for allocating money in a subaccount to a metropolitan planning organization in which the region is located. . . .

TEX. TRANSP. CODE ANN. § 228.012(a)–(b) (Vernon Supp. 2008). These provisions clearly demonstrate that TxDOT is required to hold the funds in question “in a subaccount in trust for the benefit of the region.” *Id.* And as we have noted, section 228.005 mandates the deposit of these funds “in the state highway fund.” *Id.* § 228.005. A brief we have received argues that, because the RTC is assigned the responsibility to *allocate* the money, it may also determine the time at which that money shall be *distributed*.<sup>2</sup> But “allocate” and “distribute” are not equivalent terms.

No judicial decision of which we are aware recognizes the distinction between the terms “allocate” and “distribute.”<sup>3</sup> One dictionary equates the two terms. *See* NEW OXFORD AMERICAN DICTIONARY 43 (2001) (“allocate” defined as “distribute . . . for a particular purpose”). Another standard dictionary, while including the meaning of “distribute according to a plan,” also defines the term “allocate” to mean “set apart for a special purpose; designate.” *See* AMERICAN HERITAGE DICTIONARY 48 (4th ed. 2000). The latter dictionary declares that the synonyms for “allocate” include the words “appropriate,” “designate,” and “earmark.” *Id.*

Other portions of the Transportation Code, however, appear to recognize a distinction between the words “allocate” and “distribute.” One provision states that “[t]he department shall *allocate* the *distribution* of funds to department districts in the region that are located in the boundaries of the metropolitan planning organization.” TEX. TRANSP. CODE ANN. § 228.0055(b) (Vernon Supp. 2008) (emphasis added). Another provision of the code, relating to the distribution of the county and road district highway fund, is even more instructive:

(a) The comptroller shall *distribute* to the counties on or before October 15 of each year the money appropriated from the county and road district highway fund for that fiscal year.

(b) The money appropriated under Subsection (a) shall be *allocated* among the counties as follows: . . .

*Id.* § 256.002 (emphasis added). Finally, a provision of the Transportation Code that was repealed in 2003, stated that “[o]f the money *allocated* under Section 456.022(1), the commission shall

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<sup>2</sup>*See* Brief from Rider Scott, Strasburger & Price, LLP, on behalf of the North Central Texas Council of Governments, to Honorable Greg Abbott, Attorney General of Texas, at 3–4 (Aug. 8, 2008) (on file with the Opinion Committee).

<sup>3</sup>The highest court of another state has recognized the distinction between the words “allocation” and “appropriation.” In *State ex rel. Haynes v. District Court*, 78 P.2d 937, 943 (Mont. 1938), the court said that the word “allocation” refers to an apportioning of funds, while the word “appropriation” refers to an authorization to spend those funds. That case was specifically cited by this office in Letter Advisory No. 102 (1975).

*distribute: . . .*” Act of May 19, 1997, 75th Leg., R.S., ch. 588, § 5, 1997 Tex. Gen. Laws 2052, 2053, *repealed by* Act of June 1, 2003, 78th Leg., R.S., ch. 312, § 79(b), 2003 Tex. Gen. Laws 1310, 1330 (emphasis added). These statutes indicate that the Legislature knows the distinction between the words “allocate” and “distribute,” and that, by its use of the term “allocate” in section 228.012 of the Transportation Code, it did not thereby intend to equate the word “allocate” with the word “distribute.” Thus, while section 228.012(b) authorizes a metropolitan planning organization to “allocate” money in a subaccount of the state highway fund, that authority does not extend to a “distribution” of the funds.

We conclude that section 228.012 of the Transportation Code does not provide authority for the Texas Department of Transportation to transfer monies held in trust in a particular subaccount of the state highway fund to a regional transportation authority.



S U M M A R Y

Section 228.012 of the Transportation Code does not provide authority for the Texas Department of Transportation to transfer monies held in trust in a particular subaccount of the state highway fund to a regional transportation authority.

Yours very truly,

  
GREG ABBOTT  
Attorney General of Texas

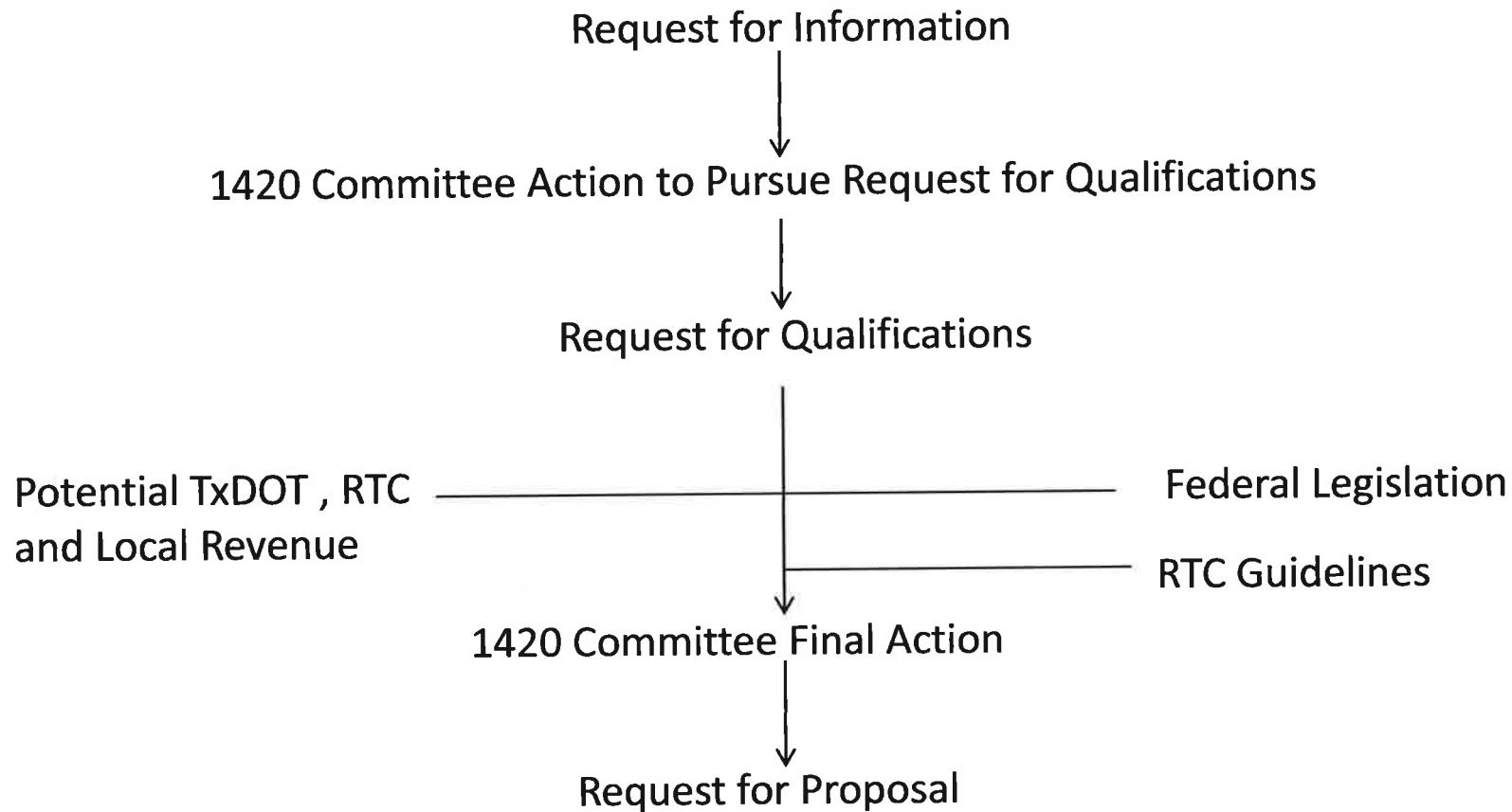
ANDREW WEBER  
First Assistant Attorney General

JONATHAN K. FRELS  
Deputy Attorney General for Legal Counsel

NANCY S. FULLER  
Chair, Opinion Committee

Rick Gilpin  
Assistant Attorney General, Opinion Committee

# PARTNERSHIP PROCESS



## **REGIONAL TRANSPORTATION COUNCIL TOLL POLICIES**

1. Policy on Excess Toll Revenue Sharing
2. Policy on Excess Revenue Toll Sharing for Managed Lanes
3. Business Terms for Toll Roads on State Highways
4. Managed Lane Policies
5. Regional Transportation Council Position Regarding Local Government and Transportation Provider Input
6. Regional Transportation Council Request of the North Texas Tollway Authority, Including an Integrated Toll System Comprehensive Approach for North Texas
7. Evaluation Criteria and Weighting for Comprehensive Development Agreement Proposals
8. Regional Transportation Council Resolution Requesting the North Texas Tollway Authority to Compete for Toll Collection Services on TxDOT-Related Toll Roads and Managed Lanes In North Central Texas

