



# Annual Toll Rate Escalation Report

SH 99 Grand Parkway

October 2025



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## Overview

In accordance with the requirements of former Transportation Code §228.0111 and the policies included in Minute Order 111410 dated June 26, 2008, the Texas Department of Transportation (department) and the seven counties in the Houston area in which SH 99 (Grand Parkway) is located entered into a Market Valuation Waiver Agreement, effective March 25, 2009, in which the parties agreed on the terms and conditions for the development, construction, and operation of the Grand Parkway Project, a toll facility extending from SH 146 in Galveston County to SH 146 in Harris County (Grand Parkway Project), agreed to waive the development of a market valuation of the Grand Parkway Project, and agreed to certain other provisions applicable to the development, construction, and operation of the Grand Parkway Project, including terms for establishing initial toll rates and toll escalation policies.

In Minute Order 113202, dated July 26, 2012, and Minute Order 114290, dated June 25, 2015, the commission confirmed that the GPTC is authorized to perform the functions authorized by chapter 431 and any other functions not specified by chapter 431 as necessary in the promotion and development of public transportation facilities and systems of the department by developing, financing, refinancing designing, constructing, reconstructing, expanding, tolling, operating, and/or maintaining some or all of the segments of the Grand Parkway Project that are to be developed by the department, including a portion of Segment D located in Harris County and Segments E, F-1, F-2, and G located in Harris and Montgomery counties (Initial System), and Segments H, I-1, and I-2 located in Harris, Montgomery, Liberty and Chambers counties (together with the Initial System, the Grand Parkway System).

In Minute Order 113399, dated December 13, 2012, the Texas Transportation Commission (commission) established a toll rate escalation policy (as amended in Minute Order 116382, dated November 16, 2022, the Toll Rate Escalation Policy), consistent with the terms and conditions of the Market Valuation Waiver Agreement, for the tolled portion of Segment D in Harris County and Segments E, F-1, F-2, and G of the Grand Parkway Project, which comprised the initial elements of the Grand Parkway System (System) which is operated by the Grand Parkway Transportation Corporation (GPTC) on behalf of the commission pursuant to a project agreement between the department and GPTC and in accordance with a trust agreement between GPTC and the trustee for the holders of GPTC's toll revenue bonds issued to pay the costs of constructing the System.

The commission and GPTC executed a Toll Rate Agreement effective August 1, 2013 (Toll Rate Agreement), pursuant to Minute Order 113399, and amended the Toll Rate Agreement effective June 26, 2015, pursuant to Minute Order 114290, dated June 25, 2015. In the Toll Rate Agreement, the commission has covenanted that it will, for the benefit of the GPTC bondholders, adopt and maintain in effect a Toll Rate Schedule for the Grand Parkway System in substantial conformity with the recommendation of the Traffic Consultant (as defined in the Master Trust Agreement) and in conformity with the Toll Rate Escalation Policy of the commission.

In Minute Order 113399, dated December 13, 2012, the commission set toll rates and authorized GPTC to charge tolls for the tolled portion of Segment D of the Grand Parkway in Harris County and for Segments E, F-1, F-2, and G of the Grand Parkway in Harris and Montgomery counties as part of the System, and to escalate the toll rates in accordance with the Toll Rate Escalation Policy. In Minute Order 114290, dated June 25, 2015, and Minute Order 114881, dated March 28, 2017, the commission set toll rates and authorized GPTC, upon substantial completion of the construction of Segments H, I-1 and I-2B, to charge tolls and also authorized the executive director of the department to annually escalate the toll rates in accordance with established indices and the Toll Rate Escalation Policy for the tolled portions of Segments H, I-1, and I-2B of the Grand Parkway Project in Montgomery, Harris, Liberty and Chambers Counties, and for the portion of Segment I-2A from Fisher Road to FM 1405 in Chambers County.

The Toll Rate Escalation Policy provides that the toll rates are to be escalated by applying the toll rate escalation percentage to each year's rates. The toll rate escalation percentage is to be calculated each October 1 as the greater of (1) the consumer price index formula prescribed in the policy, and (2) 2.0%, and shall be reported to the GPTC and the commission each year at or before the commission's October meeting, and the percentage increase in the toll rates shall be effective automatically on January 1 of the next calendar year and effective for travel on the System unless the commission affirmatively elects prior to January 1 to modify the toll rate escalation percentage.

The toll rate escalation percentage has been calculated to be 2.0%, as shown in the Traffic consultant's Memorandum (Exhibit A), and will be applied to the current base toll rates for each segment of the System identified above and each tolling point, generating the schedule of increased toll rates for calendar year 2026 shown on Exhibit B. The toll rate escalation percentage and the escalated toll rate table for Segment D of the Grand Parkway in Harris County, Segments E, F-1, F-2, G, H, I-1, and I-2 (shown in Exhibit B) have been prepared in accordance with the Toll Rate Escalation Policy, and the percentage increase in the toll rates will be effective automatically on January 1 of the next calendar year unless the commission affirmatively elects prior to January 1 to modify the toll rate escalation percentage. Texas Department of Transportation employees have determined that a rate escalation percentage for calendar year 2026 beyond what is included in the Traffic Consultant's Memorandum (Exhibit A) is not necessary to meet such covenants.

## Exhibits

**Exhibit A**

**Traffic Consultant's Memorandum**

**Toll Rate Escalation and 2026 Toll**

**Rates Grand Parkway**

**Segments D, E, F-1, F-2, G, H, I-1 and I-2**



## Memorandum

To: Texas Department of Transportation, Project Finance and Toll Operations Division

From: CDM Smith

Date: September 24, 2025

Subject: **2026 Toll Rates and Toll Rate Escalation – Grand Parkway Segments D through I**

### Introduction

Texas Department of Transportation (TxDOT) requested CDM Smith to develop the 2026 toll rates for the various toll gantries along the Grand Parkway System for Segments D through I. This memorandum provides the background information regarding the toll rate escalation methodology used to estimate the toll rates and includes a comparison of the existing 2025 toll rates and the recommended 2026 escalated toll rates at each toll gantry along Segments D through I that adhere to the adopted toll rate policy for the Grand Parkway System. The derived toll rates are based on the Market Valuation Waiver Agreement toll rate setting and escalation methodology approved for the Grand Parkway System.

### Toll Rate Escalation

TxDOT's *Minute Order No. 113486*, included as **Appendix A** to this memorandum establishes the toll rates on the Segments D, E, F-1, F-2, G and I-2A (referred to as I-2 in the *Minute Order*) toll project (in Chambers County). *Minute Order No. 113399*, which is included as **Appendix B**, provides the methodology for the annual toll rate escalation along the Segments D, E, F-1, F-2, G and I-2A (referred to as I-2 in the *Minute Order*). *Minute Order No. 114881*, which is included as **Appendix C**, establishes the toll rates and annual escalation of toll rates on Segments H, I-1 and I-2B, and for the portion of Segment I-2A between Fisher Road and FM 1405 in Chambers County, in accordance with toll rate policy previously adopted in *Minute Order No. 113399*.

The "Toll Rate Escalation Percentage," as defined in *Minute Order No. 113399*, is a percentage amount equal to the greater of (1)  $[(CPI_t - CPI_{t-12})/CPI_{t-12}]$  and (2) 2.00 percent, consistent with the 2009 tolling policy of Harris County Toll Road Authority (HCTRA) and the Market Valuation Waiver Agreement, subject in all instances relating to elements comprising the Grand Parkway System to the provisions, requirements and restrictions of the Toll Rate Agreement between the Texas Transportation Commission and Grand Parkway Transportation Corporation. To determine  $CPI_t$ ,

## Exhibit A

### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 2

*Minute Order No. 113399* prescribes the use of the most recently published non-revised index of Consumer Prices for Urban Wage Earners and Clerical Workers, also referred to as the CPI-W, before seasonal adjustment as published by the Bureau of Labor Statistics (BLS), prior to 1<sup>st</sup> October of each year. The CPI<sup>t-12</sup> is the CPI-W published by the BLS in the month that is 12 months prior to the month used to establish the CPI<sup>t</sup>.

**Table 1** provides a summary of the CPI-W trends within the Houston region from 2010 to the most current data for August 2025 released on September 11, 2025. **Table 2** highlights the August CPI-W changes, the applied Toll Rate Escalation Percentages and the assumed escalation in the Grand Parkway System Segments D through I Traffic and Revenue Bringdown Letter Study, dated March 2018 and Grand Parkway System Segments D through I Comprehensive Traffic and Toll Revenue Study, dated July 2020. The actual CPI-W annual growth rate between August 2024 and August 2025 was 0.66 percent, which is lower than the toll policy specified minimum floor of 2.00 percent. Thus, 2.00 percent growth rate is applied as the governing Toll Rate Escalation Percentage between 2025 and 2026. This is the same as what was assumed in the Grand Parkway System Segments D through I Comprehensive Traffic and Toll Revenue Study, dated July 2020. However, it is lower than the 2.2 percent escalation assumed in the Grand Parkway System Segments D through I Traffic and Revenue Bringdown Letter study dated March 2018.

**Table 1**  
**Effective CPI-W for the Houston Region at the Time of Toll Escalation Determination**  
**(August Reference, Published Every September)**

Year	Feb	Apr	Jun	Aug <sup>(1)</sup>	Oct	Dec	Prior 12-month Average	12-Month % Escalation	August Reference % Escalation <sup>(2)</sup>
2010	190.351	192.447	192.696	193.276	193.110	192.863	-	-	-
2011	195.677	200.997	200.444	201.772	200.464	199.480	197.477	-	4.40%
2012	203.603	205.790	204.041	202.688	202.775	200.895	202.678	2.63%	0.45%
2013	204.336	205.918	206.269	206.706	205.656	207.269	204.483	0.89%	1.98%
2014	209.017	211.000	212.191	211.297	211.512	208.584	209.405	2.41%	2.22%
2015	206.448	208.610	210.261	210.819	210.250	208.519	209.372	-0.02%	-0.23%
2016	209.049	210.981	212.758	212.129	213.534	213.205	210.614	0.59%	0.62%
2017	214.667	215.313	215.829	216.384	218.752	217.578	214.822	2.00%	2.01%
2018	220.882	221.383	223.561	222.481	224.175	221.965	220.773	2.77%	2.82%
2019	221.664	225.023	224.306	224.664	224.596	223.329	223.633	1.30%	0.98%
2020	224.841	220.461	223.512	223.672	224.743	224.747	223.402	-0.10%	-0.44%
2021	227.056	231.886	235.084	237.097	239.911	241.517	230.102	3.00%	6.00%
2022	246.511	252.269	260.075	260.238	257.622	254.049	250.087	8.69%	9.76%
2023	259.675	262.721	263.447	267.684	266.614	265.718	260.866	4.31%	2.86%
2024	268.902	270.846	269.917	271.429	272.074	268.856	268.904	3.08%	1.40%
2025	270.750	272.791	273.537	273.224			271.872	1.10%	0.66%

1) Toll Escalation Determination Date is October 1 (according to Minute Order No. 113399). The CPI-W for August that is typically released by the BLS in mid-September qualifies for the Toll Rate Escalation Percentage determination.

2) Latest August CPI-W annual growth is calculated as:  

$$(CPI-W^{Aug2025} - CPI-W^{Aug2024}) / CPI-W^{Aug2024} = ((273.224 - 271.429) / 271.429) * 100 = 0.66\%$$

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Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I  
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**Table 2**  
**Annual Toll Rate Escalation Comparison**

	August CPI-W Annual Growth	Applied Toll Rate Escalation Percentage <sup>(1)</sup>	Assumed in Grand Parkway Traffic and Revenue Study
2012 - 2013	0.45%	2.00%	N/A
2013 - 2014	1.98%	2.00%	N/A
2014 - 2015	2.22%	2.22%	N/A
2015 - 2016	-0.23%	2.00%	N/A
2016 - 2017	0.62%	2.00%	N/A
2017 - 2018	2.01%	2.01%	2.01% <sup>(2)</sup>
2018 - 2019	2.82%	2.82%	2.20% <sup>(2)</sup>
2019 - 2020	0.98%	2.00%	2.20% <sup>(2)</sup>
2020 - 2021	-0.44%	2.00%	2.00% <sup>(3)</sup>
2021 - 2022	6.00%	6.00%	2.00% <sup>(3)</sup>
2022 - 2023	9.76%	2.20% <sup>(4)</sup>	2.00% <sup>(3)</sup>
2023 - 2024	2.86%	2.86%	2.00% <sup>(3)</sup>
2024 - 2025	1.40%	2.00%	2.00% <sup>(3)</sup>
2025 - 2026	0.66%	2.00%	2.00% <sup>(3)</sup>
1) As per TxDOT Minute Order 113399 that states the applied escalation to be the greater of 2.00 percent or effective CPI-W annual increase. 2) Assumed CPI-W escalation in the Grand Parkway System Segments D through I Traffic and Revenue Bringdown Letter Study dated March 2018. 3) Assumed CPI-W escalation in the Grand Parkway System Segments D through I Comprehensive Traffic and Toll Revenue Study dated July 2020. 4) As per TxDOT Minute Order 116382 dated November 16, 2022.			

## Segments D, E, F-1, F-2 and G Toll Rates for 2025 and 2026

As per the *Minute Order No.116828* included as **Appendix D**, starting from April 1, 2025, a 50 percent surcharge over the Tag rate is applied for the Non-Tag (Video/Pay-By-Mail) transactions along Segments D through I. Additional statement and administrative fees apply for Non-Tag transactions; such fees are not included in the toll rates. Grand Parkway users with valid Electronic Toll Collection (ETC) transponders such as TxTag, EZ Tag and TollTag pay the rates shown as “Tag”. Toll rates for users without a valid transponder are shown as “Non-Tag”. Both the Tag and the Non-Tag toll rates are included in **Tables 3** through **8**.

The current 2025 toll rates along the Segments D, E, F-1, F-2 and G are shown in **Table 3**. The 2026 toll rates with the applied Toll Rate Escalation Percentage (shown in **Table 2**) are summarized in **Table 4**. The increase in toll rates from 2025 to 2026 based on the 2.00 percent annual escalation is shown in **Table 5**. The estimated 2026 toll rates along Segments D, E, F-1, F-2 and G are illustrated in **Figure 1**.

For Segments D through G, the average toll rate per mile for a two-axle vehicle with a Tag was calculated to be \$0.252 per mile in 2026 as compared to \$0.247 per mile in 2025. It is worth noting

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### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I

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that the minimum gantry-level toll of \$0.56 in 2026 (\$0.40 in 2012 dollars) set forth in the market valuation toll rate and toll escalation policy is triggered for one of the mainline toll gantries along Segment G.

### Segments H, I-1 and I-2 Toll Rates for 2025 and 2026

The current 2025 toll rates along the Segments H, I-1 and I-2 are shown in **Table 6**. The 2026 toll rates with the applied Toll Rate Escalation Percentage (shown in **Table 2**) are summarized in **Table 7**. **Figure 2** illustrates the calculated 2026 toll rates along the Segments H, I-1 and I-2. As shown in **Figure 2**, Segment I-2 contains Segment I-2A (from I-10 East to FM 1405) and Segment I-2B (from FM 1405 to SH 146). **Table 8** provides the increase in toll rates from 2025 to 2026 based on the 2.00 percent annual escalation for Segments H, I-1 and I-2. Average toll rate per mile for a two-axle vehicle with a Tag for Segments H, I-1 and I-2 is \$0.248 per mile in 2026 as compared to \$0.243 per mile in 2025.

### Total Toll Cost for Through Trips in 2026

The total toll cost for a two-axle vehicle with a Tag for a through-trip traversing the entirety of Segments, D/E, F-1, F-2, G, H, I-1, I-2A and I-2B (starting in Segment D/E at I-10 and ending in Segment I-2B at SH 146, or vice versa) will be \$26.37 in 2026 compared to \$25.82 in 2025. The cost for this same trip for a 4-axle truck will be \$79.11 in 2026 compared to \$77.46 in 2025 (calculated based on the N-1 weighting rule, where N is the number of axles, such that the toll rate for an N-axle vehicle is N-1 times the equivalent two-axle vehicle toll rate).

**Table 9** illustrates the toll cost, toll distance travelled and the effective average toll rate per mile for a through trip traversing each mainline plaza of individual segments. Average toll rate for a two-axle vehicle with a Tag is 25 cents per mile on all segments of the Grand Parkway System except Segment G, where it is 27 cents per mile. The average toll rate per mile on Segment G is greater than tolls on other segments due to the mainline toll plaza east of I-45 that will operate at the minimum toll rate of 56 cents in 2026.

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### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 5

**Table 3**  
**2025 Toll Rates for Segments D, E, F-1, F-2 and G**

SH 99 Segment D - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at Colonial Pkwy. <sup>(2)</sup>	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
SH 99 Segment E - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza South of FM 529 <sup>(2)</sup>	\$2.51	\$3.77	\$5.02	\$7.54	\$7.53	\$11.31	\$10.04	\$15.08	\$12.55	\$18.85
Mainline Plaza South of US 290	\$1.30	\$1.95	\$2.60	\$3.90	\$3.90	\$5.85	\$5.20	\$7.80	\$6.50	\$9.75
Entrance and Exit Ramps at: Franz Rd. <sup>(2)</sup> , West Rd., Jack Rd., Bridgeland Creek Pkwy., and N. Bridgeland Lake Pkwy.	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
Entrance and Exit Ramps at Morton Rd. <sup>(2)</sup>	\$0.68	\$1.02	\$1.36	\$2.04	\$2.04	\$3.06	\$2.72	\$4.08	\$3.40	\$5.10
Entrance and Exit Ramps at Clay Rd. <sup>(2)</sup>	\$0.97	\$1.46	\$1.94	\$2.92	\$2.91	\$4.38	\$3.88	\$5.84	\$4.85	\$7.30
Entrance and Exit Ramps at FM 529	\$0.79	\$1.19	\$1.58	\$2.38	\$2.37	\$3.57	\$3.16	\$4.76	\$3.95	\$5.95
SH 99 Segment F-1 - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza North of US 290	\$1.71	\$2.57	\$3.42	\$5.14	\$5.13	\$7.71	\$6.84	\$10.28	\$8.55	\$12.85
Mainline Plaza West of SH 249	\$1.20	\$1.80	\$2.40	\$3.60	\$3.60	\$5.40	\$4.80	\$7.20	\$6.00	\$9.00
Entrance and Exit Ramps at: Cumberland Ridge and Mueschke Rd.	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
Entrance and Exit Ramps at Telge Rd.	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
SH 99 Segment F-2 - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza West of FM 2920	\$1.52	\$2.28	\$3.04	\$4.56	\$4.56	\$6.84	\$6.08	\$9.12	\$7.60	\$11.40
Mainline Plaza West of I-45	\$1.40	\$2.10	\$2.80	\$4.20	\$4.20	\$6.30	\$5.60	\$8.40	\$7.00	\$10.50
Entrance and Exit Ramps at: FM 2920, Gosling Rd., and Ramps to/from I-45 North Direct Connectors	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
Entrance and Exit Ramps at Gleannloch Forest Dr.	\$0.57	\$0.86	\$1.14	\$1.72	\$1.71	\$2.58	\$2.28	\$3.44	\$2.85	\$4.30
SH 99 Segment G - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza East of I-45	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
Mainline Plaza East of Hardy Toll Rd.	\$0.82	\$1.23	\$1.64	\$2.46	\$2.46	\$3.69	\$3.28	\$4.92	\$4.10	\$6.15
Mainline Plaza West of I-69/US 59	\$2.20	\$3.30	\$4.40	\$6.60	\$6.60	\$9.90	\$8.80	\$13.20	\$11.00	\$16.50
Entrance and Exit Ramps at FM 1314	\$1.27	\$1.91	\$2.54	\$3.82	\$3.81	\$5.73	\$5.08	\$7.64	\$6.35	\$9.55
Entrance and Exit Ramps at Highlands Pkwy.	\$1.02	\$1.53	\$2.04	\$3.06	\$3.06	\$4.59	\$4.08	\$6.12	\$5.10	\$7.65
Entrance and Exit Ramps West of Rayford Rd.	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
<b>Notes:</b>										
1) A 50% surcharge over the Tag rate is applied for the Non-Tag transactions starting from April 1, 2025. The 2-axle Tag and Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.										
2) Toll Rates for these locations include the influence distance for the 0.55 mile tolled portion of the northern terminus of the Harris County Segment D.										

## Exhibit A

### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 6

**Table 4**  
**2026 Toll Rates for Segments D, E, F-1, F-2 and G**

SH 99 Segment D - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at Colonial Pkwy. <sup>(2)</sup>	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
SH 99 Segment E - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza South of FM 529 <sup>(2)</sup>	\$2.56	\$3.84	\$5.12	\$7.68	\$7.68	\$11.52	\$10.24	\$15.36	\$12.80	\$19.20
Mainline Plaza South of US 290	\$1.33	\$2.00	\$2.66	\$4.00	\$3.99	\$6.00	\$5.32	\$8.00	\$6.65	\$10.00
Entrance and Exit Ramps at: Franz Rd. <sup>(2)</sup> , West Rd., Jack Rd., Bridgeland Creek Pkwy., and N. Bridgeland Lake Pkwy.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Morton Rd. <sup>(2)</sup>	\$0.69	\$1.04	\$1.38	\$2.08	\$2.07	\$3.12	\$2.76	\$4.16	\$3.45	\$5.20
Entrance and Exit Ramps at Clay Rd. <sup>(2)</sup>	\$0.99	\$1.48	\$1.98	\$2.96	\$2.97	\$4.44	\$3.96	\$5.92	\$4.95	\$7.40
Entrance and Exit Ramps at FM 529	\$0.81	\$1.22	\$1.62	\$2.44	\$2.43	\$3.66	\$3.24	\$4.88	\$4.05	\$6.10
SH 99 Segment F-1 - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza North of US 290	\$1.75	\$2.63	\$3.50	\$5.26	\$5.25	\$7.89	\$7.00	\$10.52	\$8.75	\$13.15
Mainline Plaza West of SH 249	\$1.23	\$1.85	\$2.46	\$3.70	\$3.69	\$5.55	\$4.92	\$7.40	\$6.15	\$9.25
Entrance and Exit Ramps at: Cumberland Ridge and Mueschke Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Telge Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
SH 99 Segment F-2 - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza West of FM 2920	\$1.55	\$2.33	\$3.10	\$4.66	\$4.65	\$6.99	\$6.20	\$9.32	\$7.75	\$11.65
Mainline Plaza West of I-45	\$1.43	\$2.15	\$2.86	\$4.30	\$4.29	\$6.45	\$5.72	\$8.60	\$7.15	\$10.75
Entrance and Exit Ramps at: FM 2920, Gosling Rd., and Ramps to/from I-45 North Direct Connectors	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Gleannloch Forest Dr.	\$0.58	\$0.87	\$1.16	\$1.74	\$1.74	\$2.61	\$2.32	\$3.48	\$2.90	\$4.35
SH 99 Segment G - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza East of I-45	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Mainline Plaza East of Hardy Toll Rd.	\$0.84	\$1.26	\$1.68	\$2.52	\$2.52	\$3.78	\$3.36	\$5.04	\$4.20	\$6.30
Mainline Plaza West of I-69/US 59	\$2.25	\$3.38	\$4.50	\$6.76	\$6.75	\$10.14	\$9.00	\$13.52	\$11.25	\$16.90
Entrance and Exit Ramps at FM 1314	\$1.29	\$1.94	\$2.58	\$3.88	\$3.87	\$5.82	\$5.16	\$7.76	\$6.45	\$9.70
Entrance and Exit Ramps at Highlands Pkwy.	\$1.04	\$1.56	\$2.08	\$3.12	\$3.12	\$4.68	\$4.16	\$6.24	\$5.20	\$7.80
Entrance and Exit Ramps West of Rayford Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
<b>Notes:</b>										
1) A 50% surcharge (for Non-Tag) over the Tag rate is applied. The 2-axle Tag and Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.										
2) Toll Rates for these locations include the influence distance for the 0.55 mile tolled portion of the northern terminus of the Harris County Segment D.										

## Exhibit A

### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 7

**Table 5**  
**Change in Toll Rates from 2025 to 2026 for Segments D, E, F-1, F-2 and G**

SH 99 Segment D - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at Colonial Pkwy. <sup>(2)</sup>	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
SH 99 Segment E - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza South of FM 529 <sup>(2)</sup>	\$0.05	\$0.07	\$0.10	\$0.14	\$0.15	\$0.21	\$0.20	\$0.28	\$0.25	\$0.35
Mainline Plaza South of US 290	\$0.03	\$0.05	\$0.06	\$0.10	\$0.09	\$0.15	\$0.12	\$0.20	\$0.15	\$0.25
Entrance and Exit Ramps at: Franz Rd. <sup>(2)</sup> , West Rd., Jack Rd., Bridgeland Creek Pkwy., and N. Bridgeland Lake Pkwy.	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Entrance and Exit Ramps at Morton Rd. <sup>(2)</sup>	\$0.01	\$0.02	\$0.02	\$0.04	\$0.03	\$0.06	\$0.04	\$0.08	\$0.05	\$0.10
Entrance and Exit Ramps at Clay Rd. <sup>(2)</sup>	\$0.02	\$0.02	\$0.04	\$0.04	\$0.06	\$0.06	\$0.08	\$0.08	\$0.10	\$0.10
Entrance and Exit Ramps at FM 529	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
SH 99 Segment F-1 - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza North of US 290	\$0.04	\$0.06	\$0.08	\$0.12	\$0.12	\$0.18	\$0.16	\$0.24	\$0.20	\$0.30
Mainline Plaza West of SH 249	\$0.03	\$0.05	\$0.06	\$0.10	\$0.09	\$0.15	\$0.12	\$0.20	\$0.15	\$0.25
Entrance and Exit Ramps at: Cumberland Ridge and Mueschke Rd.	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Entrance and Exit Ramps at Telge Rd.	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
SH 99 Segment F-2 - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza West of FM 2920	\$0.03	\$0.05	\$0.06	\$0.10	\$0.09	\$0.15	\$0.12	\$0.20	\$0.15	\$0.25
Mainline Plaza West of I-45	\$0.03	\$0.05	\$0.06	\$0.10	\$0.09	\$0.15	\$0.12	\$0.20	\$0.15	\$0.25
Entrance and Exit Ramps at: FM 2920, Gosling Rd., and Ramps to/from I-45 North Direct Connectors	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Entrance and Exit Ramps at Gleannloch Forest Dr.	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
SH 99 Segment G - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza East of I-45	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Mainline Plaza East of Hardy Toll Rd.	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
Mainline Plaza West of I-69/US 59	\$0.05	\$0.08	\$0.10	\$0.16	\$0.15	\$0.24	\$0.20	\$0.32	\$0.25	\$0.40
Entrance and Exit Ramps at FM 1314	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
Entrance and Exit Ramps at Highlands Pkwy.	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
Entrance and Exit Ramps West of Rayford Rd.	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
<b>Notes:</b>										
1) A 50% surcharge over the Tag rate is applied for the Non-Tag transactions starting from April 1, 2025. The 2-axle Tag and Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.										
2) Toll Rates for these locations include the influence distance for the 0.55 mile tolled portion of the northern terminus of the Harris County Segment D.										



## Exhibit A

### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 9

**Table 6**  
**2025 Toll Rates for Segments H, I-1 and I-2**

SH 99 Segment H - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza West of FM 1485	\$2.03	\$3.05	\$4.06	\$6.10	\$6.09	\$9.15	\$8.12	\$12.20	\$10.15	\$15.25
Entrance and Exit Ramps at Galaxy Blvd.	\$0.79	\$1.19	\$1.58	\$2.38	\$2.37	\$3.57	\$3.16	\$4.76	\$3.95	\$5.95
Entrance and Exit Ramps at Miller Wilson	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
Entrance and Exit Ramps at Community Dr.	\$0.81	\$1.22	\$1.62	\$2.44	\$2.43	\$3.66	\$3.24	\$4.88	\$4.05	\$6.10
Mainline Plaza West of Wolf Trot	\$3.52	\$5.28	\$7.04	\$10.56	\$10.56	\$15.84	\$14.08	\$21.12	\$17.60	\$26.40
Entrance and Exit Ramps at Wolf Trot	\$2.38	\$3.57	\$4.76	\$7.14	\$7.14	\$10.71	\$9.52	\$14.28	\$11.90	\$17.85
Entrance and Exit Ramps at Kingwood Dr.	\$1.99	\$2.99	\$3.98	\$5.98	\$5.97	\$8.97	\$7.96	\$11.96	\$9.95	\$14.95
Entrance and Exit Ramps at FM 686	\$1.46	\$2.19	\$2.92	\$4.38	\$4.38	\$6.57	\$5.84	\$8.76	\$7.30	\$10.95
Entrance and Exit Ramps at FM 1960	\$0.85	\$1.27	\$1.70	\$2.54	\$2.55	\$3.81	\$3.40	\$5.08	\$4.25	\$6.35
SH 99 Segment I-1 - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at FM 1413	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.05	\$3.60	\$5.40	\$4.50	\$6.75
Mainline Plaza North of SH 146	\$3.56	\$5.34	\$7.12	\$10.68	\$10.68	\$16.02	\$14.24	\$21.36	\$17.80	\$26.70
Entrance and Exit Ramps at SH 146	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.05	\$3.60	\$5.40	\$4.50	\$6.75
Entrance and Exit Ramps at FM 565	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
SH 99 Segment I-2 - Toll Rates <sup>(1)</sup> (Effective January 1, 2025)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at Kilgore Rd.	\$0.55	\$0.83	\$1.10	\$1.66	\$1.65	\$2.49	\$2.20	\$3.32	\$2.75	\$4.15
Entrance and Exit Ramps North of FM 565	\$0.70	\$1.05	\$1.40	\$2.10	\$2.10	\$3.15	\$2.80	\$4.20	\$3.50	\$5.25
Mainline Plaza South of FM 565	\$2.20	\$3.30	\$4.40	\$6.60	\$6.60	\$9.90	\$8.80	\$13.20	\$11.00	\$16.50
Entrance and Exit Ramps at Johnnie G. Jennings Dr.	\$1.09	\$1.64	\$2.18	\$3.28	\$3.27	\$4.92	\$4.36	\$6.56	\$5.45	\$8.20
Mainline Plaza at FM 1405	\$0.64	\$0.96	\$1.28	\$1.92	\$1.92	\$2.88	\$2.56	\$3.84	\$3.20	\$4.80
Mainline Plaza West of SH 146 (Bus.)	\$0.66	\$0.99	\$1.32	\$1.98	\$1.98	\$2.97	\$2.64	\$3.96	\$3.30	\$4.95
<b>Note:</b> 1) A 50% surcharge over the Tag rate is applied for the Non-Tag transactions starting from April 1, 2025. The 2-axle Tag and Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.										

## Exhibit A

### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 10

**Table 7**  
**2026 Toll Rates for Segments H, I-1 and I-2**

SH 99 Segment H - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza West of FM 1485	\$2.07	\$3.10	\$4.14	\$6.20	\$6.21	\$9.30	\$8.28	\$12.40	\$10.35	\$15.50
Entrance and Exit Ramps at Galaxy Blvd.	\$0.81	\$1.22	\$1.62	\$2.44	\$2.43	\$3.66	\$3.24	\$4.88	\$4.05	\$6.10
Entrance and Exit Ramps at Miller Wilson	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Community Dr.	\$0.82	\$1.23	\$1.64	\$2.46	\$2.46	\$3.69	\$3.28	\$4.92	\$4.10	\$6.15
Mainline Plaza West of Wolf Trot	\$3.59	\$5.39	\$7.18	\$10.78	\$10.77	\$16.17	\$14.36	\$21.56	\$17.95	\$26.95
Entrance and Exit Ramps at Wolf Trot	\$2.43	\$3.65	\$4.86	\$7.30	\$7.29	\$10.95	\$9.72	\$14.60	\$12.15	\$18.25
Entrance and Exit Ramps at Kingwood Dr.	\$2.03	\$3.05	\$4.06	\$6.10	\$6.09	\$9.15	\$8.12	\$12.20	\$10.15	\$15.25
Entrance and Exit Ramps at FM 686	\$1.49	\$2.23	\$2.98	\$4.46	\$4.47	\$6.69	\$5.96	\$8.92	\$7.45	\$11.15
Entrance and Exit Ramps at FM 1960	\$0.86	\$1.29	\$1.72	\$2.58	\$2.58	\$3.87	\$3.44	\$5.16	\$4.30	\$6.45
SH 99 Segment I-1 - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at FM 1413	\$0.92	\$1.38	\$1.84	\$2.76	\$2.76	\$4.14	\$3.68	\$5.52	\$4.60	\$6.90
Mainline Plaza North of SH 146	\$3.63	\$5.45	\$7.26	\$10.90	\$10.89	\$16.35	\$14.52	\$21.80	\$18.15	\$27.25
Entrance and Exit Ramps at SH 146	\$0.92	\$1.38	\$1.84	\$2.76	\$2.76	\$4.14	\$3.68	\$5.52	\$4.60	\$6.90
Entrance and Exit Ramps at FM 565	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
SH 99 Segment I-2 - Toll Rates <sup>(1)</sup> (Effective January 1, 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at Kilgore Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps North of FM 565	\$0.71	\$1.06	\$1.42	\$2.12	\$2.13	\$3.18	\$2.84	\$4.24	\$3.55	\$5.30
Mainline Plaza South of FM 565	\$2.25	\$3.38	\$4.50	\$6.76	\$6.75	\$10.14	\$9.00	\$13.52	\$11.25	\$16.90
Entrance and Exit Ramps at Johnnie G. Jennings Dr.	\$1.11	\$1.67	\$2.22	\$3.34	\$3.33	\$5.01	\$4.44	\$6.68	\$5.55	\$8.35
Mainline Plaza at FM 1405	\$0.65	\$0.98	\$1.30	\$1.96	\$1.95	\$2.94	\$2.60	\$3.92	\$3.25	\$4.90
Mainline Plaza West of SH 146 (Bus.)	\$0.68	\$1.02	\$1.36	\$2.04	\$2.04	\$3.06	\$2.72	\$4.08	\$3.40	\$5.10
<b>Note:</b> 1) A 50% surcharge (for Non-Tag) over the Tag rate is applied. The 2-axle Tag and Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.										

## Exhibit A

### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 11

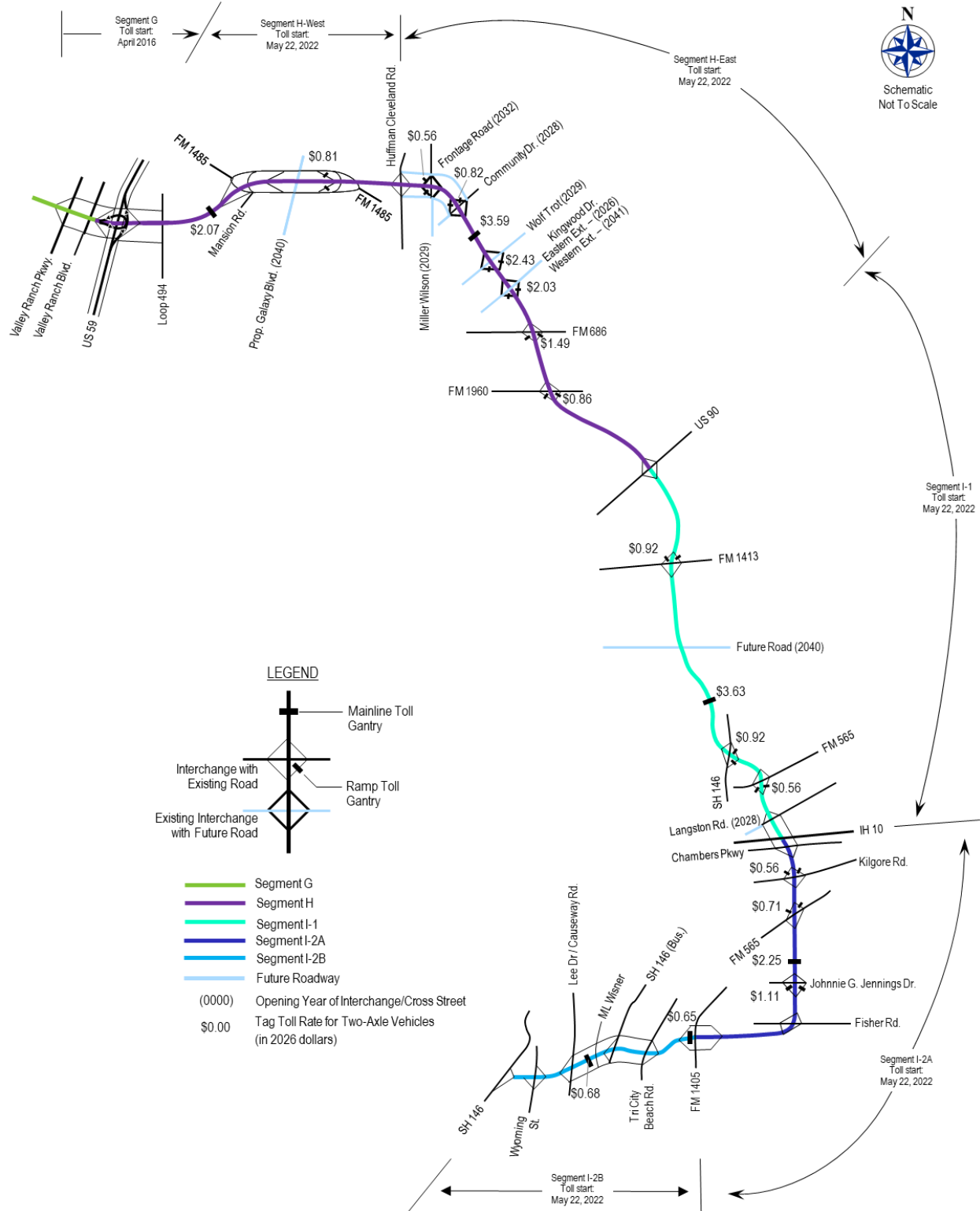
**Table 8**  
**Change in Toll Rates from 2025 to 2026 for Segments H, I-1 and I-2**

SH 99 Segment H - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Mainline Plaza West of FM 1485	\$0.04	\$0.05	\$0.08	\$0.10	\$0.12	\$0.15	\$0.16	\$0.20	\$0.20	\$0.25
Entrance and Exit Ramps at Galaxy Blvd.	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
Entrance and Exit Ramps at Miller Wilson	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Entrance and Exit Ramps at Community Dr.	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Mainline Plaza West of Wolf Trot	\$0.07	\$0.11	\$0.14	\$0.22	\$0.21	\$0.33	\$0.28	\$0.44	\$0.35	\$0.55
Entrance and Exit Ramps at Wolf Trot	\$0.05	\$0.08	\$0.10	\$0.16	\$0.15	\$0.24	\$0.20	\$0.32	\$0.25	\$0.40
Entrance and Exit Ramps at Kingwood Dr.	\$0.04	\$0.06	\$0.08	\$0.12	\$0.12	\$0.18	\$0.16	\$0.24	\$0.20	\$0.30
Entrance and Exit Ramps at FM 686	\$0.03	\$0.04	\$0.06	\$0.08	\$0.09	\$0.12	\$0.12	\$0.16	\$0.15	\$0.20
Entrance and Exit Ramps at FM 1960	\$0.01	\$0.02	\$0.02	\$0.04	\$0.03	\$0.06	\$0.04	\$0.08	\$0.05	\$0.10
SH 99 Segment I-1 - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at FM 1413	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
Mainline Plaza North of SH 146	\$0.07	\$0.11	\$0.14	\$0.22	\$0.21	\$0.33	\$0.28	\$0.44	\$0.35	\$0.55
Entrance and Exit Ramps at SH 146	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
Entrance and Exit Ramps at FM 565	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
SH 99 Segment I-2 - Toll Rates <sup>(1)</sup> (Change from 2025 to 2026)										
Tolling Point	Two-Axle		Three-Axle		Four-Axle		Five-Axle		Six-Axle	
	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag	Tag	Non-Tag
Entrance and Exit Ramps at Kilgore Rd.	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Entrance and Exit Ramps North of FM 565	\$0.01	\$0.01	\$0.02	\$0.02	\$0.03	\$0.03	\$0.04	\$0.04	\$0.05	\$0.05
Mainline Plaza South of FM 565	\$0.05	\$0.08	\$0.10	\$0.16	\$0.15	\$0.24	\$0.20	\$0.32	\$0.25	\$0.40
Entrance and Exit Ramps at Johnnie G. Jennings Dr.	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
Mainline Plaza at FM 1405	\$0.01	\$0.02	\$0.02	\$0.04	\$0.03	\$0.06	\$0.04	\$0.08	\$0.05	\$0.10
Mainline Plaza West of SH 146 (Bus.)	\$0.02	\$0.03	\$0.04	\$0.06	\$0.06	\$0.09	\$0.08	\$0.12	\$0.10	\$0.15
<b>Note:</b> 1) A 50% surcharge over the Tag rate is applied for the Non-Tag transactions starting from April 1, 2025. The 2-axle Tag and Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.										

## Exhibit A

### Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I September 24, 2025 Page 12

**Figure 2**  
**2026 Toll Rates for Segments H, I-1 and I-2**



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Toll Rate Escalation and 2026 Toll Rates – Grand Parkway Segments D through I  
September 24, 2025  
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**Table 9**  
**Two-Axle Tag Toll Cost for Through-Trips along the**  
**Segments D through I Expressed in 2026 Dollars**

2026				
Segment	Full Length Trip		Cents per Mile	
	Toll Cost	Miles	Calculated	Rounded
D/E	\$3.89	15.67	24.8	25
F1	\$2.98	12.01	24.8	25
F2	\$2.98	12.04	24.8	25
G	\$3.65	13.75	26.5	27
H	\$5.66	22.88	24.7	25
I-1	\$3.63	14.67	24.7	25
I-2A	\$2.25	9.08	24.8	25
I-2B	\$1.33	5.35	24.9	25
Total	\$26.37	105.45	25.0	25

## APPENDIX A

## TEXAS TRANSPORTATION COMMISSION

HARRIS, MONTGOMERY,  
and CHAMBERS Counties

### MINUTE ORDER

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HOUSTON and BEAUMONT Districts

The Texas Department of Transportation (department) and the seven counties in the Houston area in which SH 99 (Grand Parkway) is located have been proceeding with the development of the Grand Parkway from SH 146 in Galveston County to SH 146 in Chambers County. In accordance with the requirements of Transportation Code §228.0111 and the policies included in Minute Order 111410, the department and the seven counties entered into a Market Valuation Waiver Agreement, effective March 25, 2009, in which the parties agreed on the terms and conditions for the development, construction, and operation of the Grand Parkway, agreed to waive the development of a market valuation of the Grand Parkway, and agreed to certain other provisions applicable to the development, construction, and operation of the Grand Parkway, including terms for establishing baseline toll rates and toll escalation policies applicable to the Grand Parkway.

Title 43, Texas Administrative Code, §27.82(d) provides that the Texas Transportation Commission (commission) will establish toll rates for the use of a toll project on the state highway system and prescribes criteria to be considered by the commission in setting toll rates. In setting toll rates, the commission considers: (1) the results of traffic and revenue studies and any schedule of toll rates established in a traffic and revenue report; (2) the requirements of project bond covenants, if applicable; and (3) vehicle classifications, type and location of the facility, and similar criteria that apply to the project. The terms and conditions of the Market Valuation Waiver Agreement provide the basis for the toll rates established in the traffic and revenue report for the tolled portion of Segment D in Harris County and Segments E, F-1, F-2, and G in Harris and Montgomery counties and Segment I-2 in Chambers County.

Pursuant to Minute Order 113399, dated December 13, 2012, the commission established initial toll rates and a toll escalation policy, consistent with the terms and conditions of the Market Valuation Waiver Agreement, as shown on Exhibit A for the tolled portion of Segment D in Harris County and Segments E, F-1, F-2, and G, which will comprise the initial elements of the Grand Parkway System to be operated on behalf of the commission by the Grand Parkway Transportation Corporation (GPTC).

In addition, Minute Order 113399 set new toll rates in place for the portion of Segment I-2 of the Grand Parkway being operated by the department outside the Grand Parkway System in Chambers County (Segment I-2 toll project).

The GPTC has determined that tolling points contemplated to be located at the Mason Road crossing of the Grand Parkway in Segment F-1 may not be placed in service until 2030. The GPTC has determined that the Mason Road tolling points should be deleted from the toll rate tables. The GPTC has determined that the toll rates for the mainlane tolling point east of Hardy Toll Road should be revised to account for revised influence distances. In addition, the GPTC has determined to place a new mainlane tolling point to be located between I-45 and Hardy Toll Road interchanges in Segment G and new ramp tolling points at ramps to I-45 North direct connectors in Segment F-2. The new tolling points and associated toll rates for the elements of the Grand Parkway System are shown in Exhibit A. The department has determined that toll rates for Segment I-2 should be revised on the toll tables shown in Exhibit A to reflect minor corrections in the calculation of center line distances between Segment I-2 tolling points. The toll rates for the tolling points set forth in Exhibit A for the Segments D, E, F-1, F-2, G, and I-2 will replace the toll rates for the tolling points set forth in Minute

TEXAS TRANSPORTATION COMMISSION

HARRIS, MONTGOMERY,  
and CHAMBERS Counties

MINUTE ORDER

Page 2 of 2

HOUSTON and BEAUMONT Districts

Order 113399. In all other respects, including toll escalation policy for the Grand Parkway, Minute Order 113399 remains in full force and effect as ordered by the commission.

IT IS THEREFORE ORDERED by the commission that the Grand Parkway Transportation Corporation is authorized to revise the tolling points for the tolled portion of Segment D of the Grand Parkway in Harris County and for Segments E, F-1, F-2, and Segment G of Grand Parkway in Harris and Montgomery counties, as set forth in Exhibit A.

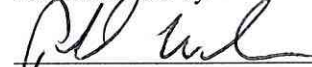
IT IS FURTHER ORDERED by the commission that the Texas Department of Transportation is authorized to charge tolls at the revised toll rates and at the tolling points on Segment I-2 in Chambers County on the Grand Parkway Segment I-2 toll project as set forth in Exhibit A.

Submitted and reviewed by:



Director, Toll Operations Division

Recommended by:



Executive Director

**113486 FEB 20 13**

Minute  
Number

Date  
Passed

**Exhibit A**

<b>SH 99 (Segment E: Opening January 2014) Toll Rates (in 2013 Dollars)</b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Mainlane Plaza: South of FM 529 <sup>(1)</sup>	\$1.87	\$3.74	\$5.61	\$7.48	\$9.35
Mainlane Plaza: South of US 290	\$0.97	\$1.94	\$2.91	\$3.88	\$4.85
Entrance and Exit Ramps at: Colonial Parkway <sup>(1)</sup> , Franz Rd. <sup>(1)</sup> , West Rd. <sup>(3)</sup> , Louetta <sup>(3)</sup> Bridgeland Creek Pkwy., and N. Bridgelands Lake Pkwy. <sup>(2)</sup>	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05
Entrance and Exit Ramps at Morton Rd. <sup>(1)</sup>	\$0.51	\$1.02	\$1.53	\$2.04	\$2.55
Entrance and Exit Ramps at Clay Rd. <sup>(1)</sup>	\$0.72	\$1.44	\$2.16	\$2.88	\$3.60
Entrance and Exit Ramps at FM 529	\$0.59	\$1.18	\$1.77	\$2.36	\$2.95

<b>SH 99 (Segment F1: Opening January 2016) Toll Rates (in 2013 Dollars)</b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Mainlane Plaza: North of US 290	\$1.28	\$2.56	\$3.84	\$5.12	\$6.40
Mainlane Plaza: West of SH 249	\$0.90	\$1.80	\$2.70	\$3.60	\$4.50
Entrance and Exit Ramps at: Cumberland Ridge <sup>(2)</sup> , Mueschke Rd., Telge Rd.	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05

<b>SH 99 (Segment F2: Opening January 2016) Toll Rates (in 2013 Dollars)</b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Mainlane Plaza: West of FM 2920	\$1.13	\$2.26	\$3.39	\$4.52	\$5.65
Mainlane Plaza: West of I-45	\$1.04	\$2.08	\$3.12	\$4.16	\$5.20
Entrance and Exit Ramps at: FM 2920, Gosling Rd. and Ramps to I-45 North Direct Connectors	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05
Entrance and Exit Ramps at Gleannloch Forest Dr.	\$0.42	\$0.84	\$1.26	\$1.68	\$2.10

**Notes:**

(1) Toll Rates for these locations include the influence distance for the 0.55 mile tolled portion of the northern termini of Segment D.

(2) Scheduled to open 2017

(3) Scheduled to open 2028

**Exhibit A**

<b>SH 99 (Segment G: Opening January 2016) Toll Rates (in 2013 Dollars)</b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Mainlane Plaza: East of I-45	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05
Mainlane Plaza: East of Hardy Toll Road	\$0.61	\$1.22	\$1.83	\$2.44	\$3.05
Mainlane Plaza: West of I-69/US 59	\$1.64	\$3.28	\$4.92	\$6.56	\$8.20
Entrance and Exit Ramps at FM 1314	\$0.94	\$1.88	\$2.82	\$3.76	\$4.70
Entrance and Exit Ramps West of Rayford Rd.	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05

<b>SH 99 (Segment I-2) Toll Rates (in 2013 Dollars)</b>					
<b>Tolling Point</b>	<b>Passenger Car, Light Truck, SUV</b>	<b>Passenger Vehicle with Trailer</b>	<b>Commercial Vehicle</b>	<b>Commercial Vehicle with One (1) Trailer</b>	<b>Commercial Vehicle with Two (2) Trailers</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Mainlane Plaza South of FM 565 and Needlepoint Drive	\$1.20	\$2.40	\$3.60	\$4.80	\$6.00
Entrance and Exit Ramps North of FM 565 and Needlepoint Drive	\$0.52	\$1.04	\$1.56	\$2.08	\$2.60

## APPENDIX B

## TEXAS TRANSPORTATION COMMISSION

HARRIS, MONTGOMERY,  
and CHAMBERS Counties

### MINUTE ORDER

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HOUSTON and BEAUMONT Districts

The Texas Department of Transportation (department) and the seven counties in the Houston area in which SH 99 (Grand Parkway) is located have been proceeding with the development of the Grand Parkway from SH 146 in Galveston County to SH 146 in Chambers County. In accordance with the requirements of Transportation Code §228.0111 and the policies included in Minute Order 111410, the department and the seven counties entered into a Market Valuation Waiver Agreement, effective March 25, 2009, in which the parties agreed on the terms and conditions for the development, construction, and operation of the Grand Parkway, agreed to waive the development of a market valuation of the Grand Parkway, and agreed to certain other provisions applicable to the development, construction, and operation of the Grand Parkway, including terms for establishing baseline toll rates and toll escalation policies applicable to the Grand Parkway.

Title 43, Texas Administrative Code, §27.82(d) provides that the Texas Transportation Commission (commission) will establish toll rates for the use of a toll project on the state highway system and prescribes criteria to be considered by the commission in setting toll rates. In setting toll rates, the commission considers: (1) the results of traffic and revenue studies and any schedule of toll rates established in a traffic and revenue report; (2) the requirements of project bond covenants, if applicable; and (3) vehicle classifications, type and location of the facility, and similar criteria that apply to the project. The terms and conditions of the Market Valuation Waiver Agreement provide the basis for the toll rates established in the traffic and revenue report for the tolled portion of Segment D in Harris County and Segments E, F-1, F-2 and G in Harris and Montgomery counties and Segment I-2 in Chambers County.

The commission is establishing initial toll rates and a toll escalation policy, consistent with the terms and conditions of the Market Valuation Waiver Agreement, as shown on Exhibit A for the tolled portion of Segment D in Harris County and Segments E, F-1, F-2, and G, which will comprise the initial elements of the Grand Parkway System (system) to be operated on behalf of the commission by the Grand Parkway Transportation Corporation (GPTC) pursuant to a project agreement between the department and GPTC and in accordance with a trust agreement between GPTC and the trustee for the holders of GPTC's toll revenue bonds to be issued to pay the costs of constructing the system. The system will be operated as an all-electronic, open-road tolling facility with a closed ramp system of toll collections. The initial system elements are (a) a 2011 toll project using the department's design-bid-build method of constructing highway improvement projects on the state highway system, composed of (1) Segment D construction of an overpass at I-10 West and related highway improvements from north of Kingsland Boulevard to south of Colonial Parkway in Harris County, and (2) three highway improvement projects identified as Segment E that will extend Grand Parkway from south of Colonial Parkway to south of US 290 in Harris County; and (b) a 2012 toll project in Harris and Montgomery counties that will extend Grand Parkway from east of US 290 in Harris County to west of US 59 in Montgomery County, identified as Segments F-1, F-2 and G, using a design-build comprehensive development agreement in accordance with Subchapter E, Chapter 223, Transportation Code.

Minute Order 111167, dated December 13, 2007, designated Grand Parkway Segment I-2 as a toll project on the state highway system. Segment I-2 is in operation outside the Grand Parkway System as a four-lane controlled-access toll road extending 6.6 miles from I-10 to Fisher Road in Chambers County (Segment I-2 toll project). The Segment I-2 toll project is an all-electronic, open-road tolling facility with a closed ramp system of toll collection.

TEXAS TRANSPORTATION COMMISSION

HARRIS, MONTGOMERY,  
and CHAMBERS Counties

MINUTE ORDER

Page 2 of 2

HOUSTON and BEAUMONT Districts

Minute Order 112756, dated July 28, 2011, authorized the Texas Department of Transportation (department) to charge tolls in Chambers County on the Segment I-2 toll project from I-10 to Fisher Road. The toll rates and toll escalation policy set forth in Exhibit A for the Segment I-2 toll project will replace the toll rates established in Minute Order 112756 to make the toll rates for the Segment I-2 toll project consistent with the rates and toll escalation policy in effect for the segments comprising the system and the terms and conditions of the Market Valuation Waiver Agreement.

The commission has determined it is in the best interest of the state for the commission to enter into a toll rate agreement with GPTC (toll rate agreement) to set forth the covenant of the commission to establish and maintain toll rates for the system sufficient to pay (a) principal and interest on the system's toll revenue bonds to be issued by GPTC, (b) maintenance and operation expenses of the system and (c) certain debt service coverage factors, as required in connection with the rating and marketing of such bonds as further set forth in the toll rate agreement, substantially in the form attached as Exhibit B.

IT IS THEREFORE ORDERED by the commission that the Grand Parkway Transportation Corporation is authorized to charge tolls for the tolled portion of Segment D of the Grand Parkway in Harris County and for Segments E, F-1, F-2, and Segment G of Grand Parkway in Harris and Montgomery counties, as set forth in Exhibit A.

IT IS FURTHER ORDERED by the commission that the Texas Department of Transportation is authorized to revise the toll rates in Chambers County on the Grand Parkway Segment I-2 toll project from I-10 to Fisher Road to be consistent with the toll rates for Segments E, F-1, F-2, and G in Harris and Montgomery counties at the rates set forth in Exhibit A.

IT IS FURTHER ORDERED that the executive director is authorized annually to escalate toll rates on the tolled portion of Segment D of the Grand Parkway in Harris County and on the Grand Parkway Segments E, F-1, F-2, G and I-2 in Harris, Montgomery and Chambers counties in accordance with established indices and toll escalation policy as shown in Exhibit A.

IT IS FURTHER ORDERED that the chairman of the commission is authorized to execute a toll rate agreement with the Grand Parkway Transportation Corporation regarding covenants to maintain toll rates on the tolled portion of Segment D of the Grand Parkway in Harris County and on the Grand Parkway Segments E, F-1, F-2, and G in Harris and Montgomery counties in accordance with the toll rate agreement substantially in the form shown in Exhibit B.

Submitted and reviewed by:

  
Director, Toll Operations Division

Recommended by:

  
Executive Director

**113399 DEC 13 12**

Minute  
Number

Date  
Passed

## Exhibit A

SH 99 (Segment E) Toll Rates					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
	TxTag	TxTag	TxTag	TxTag	TxTag
Mainline Plaza: South of FM 529*	\$1.87	\$3.74	\$5.61	\$7.48	\$9.35
Mainline Plaza: South of US 290	\$0.97	\$1.94	\$2.91	\$3.88	\$4.85
Entrance and Exit Ramps at: Colonial Parkway*, Franz Rd*, West Rd., Louetta S. Bridgelands Lake Pkwy., and N. Bridgelands Lake Pkwy.	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05
Entrance and Exit Ramps at Morton Rd.*	\$0.51	\$1.02	\$1.53	\$2.04	\$2.55
Entrance and Exit Ramps at Clay Rd.*	\$0.72	\$1.44	\$2.16	\$2.88	\$3.60
Entrance and Exit Ramps at FM 529	\$0.59	\$1.18	\$1.77	\$2.36	\$2.95

Notes:

\* Toll Rates for these locations include the influence distance for the 0.55 mile tolled portion of the northern termini of Segment D.

SH 99 (Segment F 1) Toll Rates					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
	TxTag	TxTag	TxTag	TxTag	TxTag
Mainline Plaza: North of US 290	\$1.28	\$2.56	\$3.84	\$5.12	\$6.40
Mainline Plaza: West of SH 249	\$0.90	\$1.80	\$2.70	\$3.60	\$4.50
Entrance and Exit Ramps at: Cumberland Ridge, Mueschke Rd., Telge Rd.	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05
Entrance and Exit Ramps at Mason Rd.	\$0.70	\$1.40	\$2.10	\$2.80	\$3.50

## Exhibit A

SH 99 (Segment F 2) Toll Rates					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
	TxTag	TxTag	TxTag	TxTag	TxTag
Mainline Plaza: West of FM 2920	\$1.13	\$2.26	\$3.39	\$4.52	\$5.65
Mainline Plaza: West of IH-45	\$1.04	\$2.08	\$3.12	\$4.16	\$5.20
Entrance and Exit Ramps at: FM 2920 and Gosling Rd.	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05
Entrance and Exit Ramps at Gleannloch Forest Dr.	\$0.42	\$0.84	\$1.26	\$1.68	\$2.10

SH 99 (Segment G) Toll Rates					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
	TxTag	TxTag	TxTag	TxTag	TxTag
Mainline Plaza: East of IH-45	\$0.85	\$1.70	\$2.55	\$3.40	\$4.25
Mainline Plaza: West of US 59	\$1.64	\$3.28	\$4.92	\$6.56	\$8.20
Entrance and Exit Ramps at FM 1314	\$0.94	\$1.88	\$2.82	\$3.76	\$4.70
Entrance and Exit Ramps West of Rayford Rd.	\$0.41	\$0.82	\$1.23	\$1.64	\$2.05

SH 99 (Segment I-2) Toll Rates					
Tolling Point	Passenger Car, Light Truck, SUV	Passenger Vehicle with Trailer	Commercial Vehicle	Commercial Vehicle with One (1) Trailer	Commercial Vehicle with Two (2) Trailers
	TxTag	TxTag	TxTag	TxTag	TxTag
Mainline Plaza North of FM 565 and Needlepoint Drive	\$1.19	\$2.38	\$3.57	\$4.76	\$5.95
Entrance and Exit Ramps North of FM 565 and Needlepoint Drive	\$0.49	\$0.98	\$1.47	\$1.96	\$2.45

### Toll Rate Escalation Policy

Beginning on October 1, 2013 and on each October 1 thereafter (the “Toll Escalation Determination Date”), a percentage increase in the toll rates charged on all toll facilities as part of the State Highway 99 (Grand Parkway) segments being developed, constructed, financed, expanded, operated and maintained by the Texas Department of Transportation (the “Department”) or the Grand Parkway Transportation Corporation (“GPTC”), acting on behalf of the Texas Transportation Commission (the “Commission”), will be determined in an amount equal to the Toll Rate Escalation Percentage. The Toll Rate Escalation Percentage, as calculated on each Toll Escalation Determination Date, shall be reported to the Grand Parkway Transportation Corporation (GPTC) and the Commission each year at or before the Commission’s October meeting, beginning in 2013. The percentage increase in the toll rates shall be effective automatically on January 1 of the next calendar year and effective for travel on (a) toll segments then forming elements of the Grand Parkway System (the “System”), initially the tolled portion of Segment D in Harris County, and Segments E, F-1, F-2 and G of the Grand Parkway, and (b) Segment I-2, unless the Commission affirmatively elects prior to January 1 to modify the Toll Rate Escalation Percentage for purposes of meeting necessary covenants referred to below. If the Commission elects to modify the Toll Rate Escalation Percentage, the toll rate increase to be effective on January 1 of the next calendar year shall be based on the modified Toll Rate Escalation Percentage. Notwithstanding the foregoing, the Commission has agreed in the Toll Rate Agreement between the Commission and GPTC (the “Toll Rate Agreement”) that it will (1) adopt and maintain in effect a Toll Rate Schedule for the System, in substantial conformity with the recommendation of the Traffic Consultant and in conformity with the Commission’s toll escalation policy and (2) establish charges for other uses of the property constituting a part of the System such as property leases, designed, collectively, to produce Senior Net Revenues and Junior Net Revenues in each Fiscal Year in an amount at least equal to the sum set forth in Section 1.1(b) of the Toll Rate Agreement. Capitalized terms used in this Toll Rate Escalation Policy that are not defined in this policy shall have the meanings set out or incorporated in the Toll Rate Agreement.

In the event the toll rates set in accordance with this Toll Rate Escalation Policy do not produce a Toll Rate Schedule sufficient to satisfy the Rate Covenant in the Toll Rate Agreement, the Commission shall establish toll rates sufficient to comply with the Rate Covenant of the Toll Rate Agreement as amended and supplemented from time to time.

For purposes of determining the Toll Rate Escalation Percentage, the following capitalized terms shall have the meanings given below:

“Toll Rate Escalation Percentage” shall mean a percentage amount equal to the greater of (1)  $[(CPI^t - CPI^{t-12})/CPI^{t-12}]$  and (2) 2.0%, consistent with the 2009 tolling policy of Harris County Toll Road Authority and the Market Valuation Waiver Agreement, subject in all instances relating to elements comprising the System to the provisions, requirements and restrictions of the Toll Rate Agreement.

“CPI” = the most recently published non-revised index of Consumer Prices for Urban Wage Earners and Clerical Workers, also referred to as CPI-W, before seasonal adjustment (“CPI”), as published by the Bureau of Labor Statistics of the U.S. Department of Labor (“BLS”) prior to the Toll Escalation Determination Date for which such calculation is being made. The CPI is published monthly and the CPI for a particular month is generally released and published during the following month. The CPI is based on the expenditures of households included in the more broadly defined “CPI-U,” the measure of the

average change in consumer prices over time for a fixed market basket of goods and services representing their importance in the spending of urban households in the United States. The CPI (CPI-W), however, also meets two additional requirements: more than one-half of the household's income must come from clerical or wage occupations, and at least one of the household's earners must have been employed for at least 37 weeks during the previous 12 months. The CPI population represents about 32 percent of the total U.S. population and is a subset, or part, of the CPI-U population. The CPI is expressed in relative terms in relation to a time base reference period for which the level is set at 100.0. The base reference period for the CPI is the 1982-1984 average.

“CPI<sup>t-12</sup>” = the CPI (CPI-W) published by the BLS in the month that is 12 months prior to the month used to established CPI<sup>t</sup>.

If the CPI (CPI-W) is discontinued or substantially altered, as determined in the sole discretion of the department, the department will determine an appropriate substitute index or, if no such substitute index is able to be determined, the commission reserves the right to modify its obligations under this policy.

Escalated toll rates calculated in accordance with the above formula will be rounded to the nearest cent.

## APPENDIX C

## TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

### MINUTE ORDER

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HOUSTON and BEAUMONT Districts

The Texas Department of Transportation (department) and the seven counties in the Houston area in which SH 99 (Grand Parkway) is located have been proceeding with the development of the Grand Parkway from SH 146 in Galveston County to SH 146 in Harris County. In accordance with the requirements of former Transportation Code §228.0111 and the policies included in Minute Order 111410, the department and the seven counties entered into a Market Valuation Waiver Agreement, effective March 25, 2009, in which the parties agreed on the terms and conditions for the development, construction, and operation of the Grand Parkway, agreed to waive the development of a market valuation of the Grand Parkway, and agreed to certain other provisions applicable to the development, construction, and operation of the Grand Parkway, including terms for establishing baseline toll rates and toll escalation policies applicable to the Grand Parkway.

Title 43, Texas Administrative Code §27.82(d) provides that the Texas Transportation Commission (commission) will establish toll rates for the use of a toll project on the state highway system and prescribes criteria to be considered by the commission in setting toll rates. In setting toll rates, the commission considers: (1) the results of traffic and revenue studies and any schedule of toll rates established in a traffic and revenue report; (2) the requirements of project bond covenants, if applicable; and (3) vehicle classifications, type and location of the facility, and similar criteria that apply to the project. The terms and conditions of the Market Valuation Waiver Agreement provide the basis for the toll rates included in the traffic and revenue report for Segments H, I-1 and I-2 in Harris, Montgomery, Liberty, and Chambers Counties.

The commission is establishing initial toll rates consistent with the terms and conditions of the Market Valuation Waiver Agreement, as shown on Exhibit A, for Grand Parkway Segments H, I-1, the portion of Segment I-2 from Fisher Road to FM 1405 (which is included within that part of Segment I-2 referred to as Segment I-2A, from I-10 East to FM 1405 in Chambers County), and the portion of Segment I-2 from FM 1405 to SH 146 (referred to as Segment I-2B), which will comprise part of the Grand Parkway System (system) to be operated on behalf of the commission by the Grand Parkway Transportation Corporation (GPTC) pursuant to that certain Project Agreement for the SH 99 Grand Parkway System, dated July 17, 2013, as amended from time to time, by and between the department and GPTC, and in accordance with a trust agreement between GPTC and the trustee for the holders of GPTC's toll revenue bonds issued or to be issued to pay the costs of constructing the system.

In Minute Order 113399, dated December 13, 2012, the commission adopted a toll rate escalation policy for the portion of Segment D of the Grand Parkway in Harris County, for Grand Parkway Segments E, F-1, F-2 and G, and for the portion of Grand Parkway Segment I-2A from I-10 East to Fisher Road in Chambers County. That toll rate escalation policy should also apply to Grand Parkway Segments H, I-1, the portion of Segment I-2A from Fisher Road to FM 1405, and Segment I-2B.

In Minute Order 111167, dated December 13, 2007, the commission designated the portion of Segment I-2A from I-10 East to Fisher Road in Chambers County as a toll project on the state highway system. This part of Segment I-2A is an all-electronic, open road tolling facility with a closed ramp system of toll collection, and is currently in operation outside the Grand Parkway System.

In Minute Order 114096, dated October 30, 2014, the commission designated SH 99 Grand Parkway Segment H from US 59 North to US 90 East; Segment I-1 from US 90 East to I-10 East; and Segment I-2B from FM 1405 to SH 146 in Chambers, Harris, Liberty and Montgomery Counties as a toll project on the state highway system.

TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

MINUTE ORDER

Page 2 of 2

HOUSTON and BEAUMONT Districts

Segment I-2B from FM 1405 to SH 146 in Chambers, Harris, Liberty and Montgomery Counties as a toll project on the state highway system.

The portion of Grand Parkway Segment I-2A from Fisher Road to FM 1405 in Chambers County has not previously been designated as a toll project on the state highway system, and has not been tolled, because of pre-existing local non-tolled movement before the development of SH 99. This part of Segment I-2A is currently in operation outside the Grand Parkway System as a non-tolled facility.

In June 2005, the Houston-Galveston Area Council (HGAC), the metropolitan planning organization for the region, designated Segment I-2 as a toll project in the 2025 Regional Transportation Plan. Transportation Code §228.051 provides that, subject to Transportation Code §228.201, the commission, by order, may designate one or more lanes of a segment of the state highway system as a toll project or system. Based on the June 2005 designation by the HGAC, designation of the portion of Grand Parkway Segment I-2A from Fisher Road to FM 1405 as a toll project is authorized under Transportation Code §228.201(a)(2). It is anticipated that after the designation of this portion of I-2A as a toll project, local movement on only this portion of Segment I-2A will continue to be non-tolled.

IT IS THEREFORE ORDERED by the commission that the mainlanes of the portion of Grand Parkway Segment I-2A from Fisher Road to FM 1405 in Chambers County are designated as a toll project on the state highway system.

IT IS FURTHER ORDERED by the commission that upon substantial completion of the construction of Segments H, I-1, and I-2B, GPTC is authorized to charge tolls for the tolled portions of Segments H, I-1, and I-2B of the Grand Parkway in Montgomery, Harris, Liberty and Chambers Counties, and for the portion of Segment I-2A from Fisher Road to FM 1405 in Chambers County, as set forth in Exhibit A.

IT IS FURTHER ORDERED that the executive director is authorized annually to escalate toll rates on the tolled portions of Segments H, I-1, and I-2B of the Grand Parkway in Montgomery, Harris, Liberty and Chambers Counties, and for the portion of Segment I-2A of Grand Parkway from Fisher Road to FM 1405 in Chambers County, in accordance with established indices and the toll escalation policy previously adopted in Minute Order 113399.

Submitted and reviewed by:



Director, Toll Operations Division

Recommended by:



Executive Director

114881 114828'17

Minute  
Number

Date  
Passed

**Exhibit A**

<b>SH 99 (Segment H: Opening By Spring 2022<sup>1</sup>) - Toll Rates (Effective January 1, 2017)</b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Mainline Plaza West of FM 1485	\$1.64	\$3.28	\$4.92	\$6.56	\$8.20
Entrance and Exit Ramps at Galaxy Blvd	\$0.64	\$1.28	\$1.92	\$2.56	\$3.20
Entrance and Exit Ramps at Miller Wilson	\$0.44	\$0.88	\$1.32	\$1.76	\$2.20
Entrance and Exit Ramps at Community Dr	\$0.65	\$1.30	\$1.95	\$2.60	\$3.25
Mainline Plaza West of Wolf Trot	\$2.84	\$5.68	\$8.52	\$11.36	\$14.20
Entrance and Exit Ramps at Wolf Trot	\$1.92	\$3.84	\$5.76	\$7.68	\$9.60
Entrance and Exit Ramps at Kingwood Dr.	\$1.61	\$3.22	\$4.83	\$6.44	\$8.05
Entrance and Exit Ramps at FM 686	\$1.18	\$2.36	\$3.54	\$4.72	\$5.90
Entrance and Exit Ramps at FM 1960	\$0.68	\$1.36	\$2.04	\$2.72	\$3.40

<b>SH 99 (Segment I-1: Opening By Spring 2022<sup>1</sup>) - Toll Rates (Effective January 1, 2017)</b>					
<b>Tolling Point</b>		<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Entrance and Exit Ramps at FM 1413	\$0.73	\$1.46	\$2.19	\$2.92	\$3.65
Mainline Plaza North of SH 146	\$2.87	\$5.74	\$8.61	\$11.48	\$14.35
Entrance and Exit Ramps at SH 146	\$0.73	\$1.46	\$2.19	\$2.92	\$3.65
Entrance and Exit Ramps at FM 565	\$0.44	\$0.88	\$1.32	\$1.76	\$2.20

<b>SH 99 (Segment I-2: Opening By Spring 2022<sup>1</sup>) - Toll Rates (Effective January 1, 2017)</b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>	<b>TxTag</b>
Entrance and Exit Ramps Kilgore Rd	\$0.44	\$0.88	\$1.32	\$1.76	\$2.20
Entrance and Exit Ramps North of FM 565	\$0.56	\$1.12	\$1.68	\$2.24	\$2.80
Mainline Plaza South of FM 565 <sup>2</sup>	\$1.78	\$3.56	\$5.34	\$7.12	\$8.90
Mainline Plaza West of FM 1405	\$0.51	\$1.02	\$1.53	\$2.04	\$2.55
Mainline Plaza West of SH 146 (Bus.)	\$0.53	\$1.06	\$1.59	\$2.12	\$2.65

**Notes:**

- 1.) Tolling of Segments H, I-1 and the portion of I-2, from Fisher Road to SH 146, is anticipated to commence subsequent to substantial completion, tentatively scheduled for Spring 2022, and is, therefore, subject to change.
- 2.) The portion of Segment I-2 from I-10 East to FM 1405 is currently open to traffic, with the portion from I-10 East to Fisher Road currently being tolled at rates previously established by the commission in a separate Minute Order. Upon substantial completion of the construction of Segments H, I-1 and I-2B, the toll rates established in this Minute Order for the Mainline Plaza South of FM 565 tolling point will supersede any prior toll rates established by the commission for that tolling point. Until substantial completion is reached, the rates adopted in this table for the Mainline Plaza South of FM 565 tolling point will not be charged.

## APPENDIX D

## **TEXAS TRANSPORTATION COMMISSION**

VARIOUS Counties

### **MINUTE ORDER**

Page 1 of 3

HOUSTON AND BEAUMONT Districts

In accordance with the requirements of former Section 228.0111 of the Transportation Code and the policies included in Minute Order 111410 dated June 26, 2008, the Texas Department of Transportation (department) and the seven counties in the Houston area in which SH 99 (Grand Parkway) is located entered into a Market Valuation Waiver Agreement, effective March 25, 2009 (MVWA), in which the parties agreed on the terms and conditions for the development, construction, and operation of the Grand Parkway Project, a toll facility extending from SH 146 in Galveston County to SH 146 in Harris County comprised of Segments A, B, C, D, E, F-1, F-2, G, H, I-1, and I-2 (Grand Parkway Project), agreed to waive the development of a market valuation of the Grand Parkway Project, and agreed to certain other provisions applicable to the development, construction, and operation of the Grand Parkway Project, including terms for establishing initial toll rates and toll escalation policies.

In Minute Order 113046, dated March 29, 2012, the Texas Transportation Commission (commission) adopted a resolution creating the Grand Parkway Transportation Corporation (GPTC) pursuant to Title 43, Texas Administrative Code, § 15.95, approving its certificate of formation and bylaws and appointing the initial directors.

The commission and GPTC entered into a “Toll Rate Agreement SH 99 (Grand Parkway) Harris and Montgomery County Segments Between Texas Transportation Commission and Grand Parkway Transportation Corporation” dated as of August 1, 2013, pursuant to Minute Order 113399, dated December 13, 2012, and a “First Amendment to Toll Rate Agreement” effective on June 26, 2015, pursuant to Minute Order 114290, dated June 25, 2015 (as amended, the Toll Rate Agreement), as part of the GPTC’s issuance of toll revenue obligations, in which the commission (1) covenanted that it will, for the benefit of the GPTC bondholders, adopt and maintain in effect a toll rate schedule for the tolled portion of Segment D of the Grand Parkway in Harris County and for Segments E, F-1, F-2, G, H, I-1 and I-2B of the Grand Parkway (Grand Parkway System) and establish toll rates at a level sufficient to satisfy the toll rate covenant contained in the Toll Rate Agreement; and (2) established a Free Passage Policy for the Grand Parkway System, which was amended in Minute Order 113247 dated August 30, 2012, Minute order 113682 dated August 29, 2013, Minute Order 114962 dated June 29, 2017, and Minute Order 115270 dated July 26, 2018.

In Minute Order 113399, dated December 13, 2012, the commission set toll rates and authorized GPTC to charge tolls for the tolled portion of Segment D of the Grand Parkway in Harris County and for Segments E, F-1, F-2, and G in Harris and Montgomery counties, and established a toll rate escalation policy (as amended in Minute Order 116382, dated November 16, 2022, the Toll Rate Escalation Policy).

## TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

### MINUTE ORDER

Page 2 of 3

HOUSTON AND BEAUMONT Districts

In Minute Order 114290, dated June 25, 2015, and Minute Order 114881, dated March 28, 2017, the commission set toll rates and authorized GPTC, upon substantial completion of the construction of Segments H, I-1 and I-2B, to charge tolls, and also authorized the executive director of the department to annually escalate the toll rates in accordance with established indices and the Toll Rate Escalation Policy, for the tolled portions of Segments H, I-1, and I-2 in Montgomery, Harris, Liberty and Chambers Counties, and for the portion of Segment I-2A from Fisher Road to FM 1405 in Chambers County.

The GPTC has issued toll revenue obligations, including the execution of a “United States Department of Transportation TIFIA Loan Agreement for the Grand Parkway Project (TIFIA – 20211015A),” dated as of August 19, 2021 (TIFIA Loan Agreement). The TIFIA Loan Agreement requires the GPTC to comply with certain notice and consent requirements regarding certain agreements, including the MVWA.

The commission has determined that it should adopt the toll rates reflected in exhibit A for non-tag transactions on the Grand Parkway System, contingent upon and effective upon the completion of all necessary notices, consents, certifications, amendments or waivers relating to the adoption of the toll rates, including, but not limited to, (1) any necessary amendment or waiver of terms and conditions in the MVWA and (2) any necessary notices or consents in connection with the TIFIA Loan Agreement.

Pursuant to Section 1.1 of the Toll Rate Agreement, prior to adopting any change in the Toll Rate Schedule, the commission shall have obtained and filed with the GPTC and the trustee a certificate by the Traffic Consultant stating, in its opinion, either: (A) that if such proposed Toll Rate Schedule had been in effect during the preceding Fiscal Year, it would not have caused a decrease in the Senior Net Revenues for such preceding Fiscal Year; or (B) that the adoption of such proposed Toll Rate Schedule will not materially adversely affect the ability of the commission to comply with its covenants in Section 1.1(b) of the Toll Rate Agreement. The commission has received such certification from the Traffic Consultant and filed it with the GPTC and the trustee, in compliance with the Toll Rate Agreement.

IT IS THEREFORE ORDERED by the commission that the non-tag toll rates attached hereto as exhibit A are conditionally adopted for the Grand Parkway System, and the commission’s adoption is contingent upon and effective upon the completion of, all necessary notices, consents, certifications, amendments or waivers relating to the adoption of the toll rates, including, but not limited to the following:

1. any necessary amendment or waiver of terms and conditions in the MVWA, and
2. any necessary notices or consents in connection with the TIFIA Loan Agreement;

## TEXAS TRANSPORTATION COMMISSION

VARIOUS Counties

### MINUTE ORDER

Page 3 of 3

HOUSTON AND BEAUMONT Districts

The commission's adoption of the non-tag toll rates attached hereto as exhibit A shall become effective on the latter of (1) the date that all of the above conditions are satisfied, or (2) January 1, 2025, and the executive director shall add them to the Toll Rate Schedule and implement them as expeditiously as practicable thereafter.

If the above conditions are met in 2026 or thereafter, then the non-tag toll rates attached hereto as exhibit A shall be automatically escalated by the toll rate escalation percentage determined by the department and reported to the commission by its October 2025 meeting, and each year thereafter, in accordance with the requirements of the Toll Rate Escalation Policy.

Submitted and reviewed by:

Recommended by:

Signed by:

*Benjamin H. Asher*

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Director, Project Finance,  
Debt & Strategic Contracts Division

DocuSigned by:

*Mark Williams*

0E1B35AE181749E...

Executive Director

116828 October 31, 2024

Minute Number	Date Passed
------------------	----------------

# Exhibit A

SH 99 Segment D - Non-Tag Toll Rates <sup>(1)</sup>					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
Entrance and Exit Ramps at Colonial Pkwy <sup>(2)</sup>	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
SH 99 Segment E - Non-Tag Toll Rates <sup>(1)</sup>					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
Mainline Plaza South of FM 529 <sup>(2)</sup>	\$3.77	\$7.54	\$11.31	\$15.08	\$18.85
Mainline Plaza South of US 290	\$1.95	\$3.90	\$5.85	\$7.80	\$9.75
Entrance and Exit Ramps at: Franz Rd. <sup>(2)</sup> , West Rd., Jack Rd., Bridgeland Creek Pkwy., and N. Bridgeland Lake Pkwy.	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
Entrance and Exit Ramps at Morton Rd. <sup>(2)</sup>	\$1.02	\$2.04	\$3.06	\$4.08	\$5.10
Entrance and Exit Ramps at Clay Rd. <sup>(2)</sup>	\$1.46	\$2.92	\$4.38	\$5.84	\$7.30
Entrance and Exit Ramps at FM 529	\$1.19	\$2.38	\$3.57	\$4.76	\$5.95
SH 99 Segment F-1 - Non-Tag Toll Rates <sup>(1)</sup>					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
Mainline Plaza North of US 290	\$2.57	\$5.14	\$7.71	\$10.28	\$12.85
Mainline Plaza West of SH 249	\$1.80	\$3.60	\$5.40	\$7.20	\$9.00
Entrance and Exit Ramps at: Cumberland Ridge and Mueschke Rd.	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
Entrance and Exit Ramps at Telge Rd.	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
SH 99 Segment F-2 - Non-Tag Toll Rates <sup>(1)</sup>					
Tolling Point	Two-Axle	Three-Axle	Four-Axle	Five-Axle	Six-Axle
Mainline Plaza West of FM 2920	\$2.28	\$4.56	\$6.84	\$9.12	\$11.40
Mainline Plaza West of I-45	\$2.10	\$4.20	\$6.30	\$8.40	\$10.50
Entrance and Exit Ramps at: FM 2920, Gosling Rd., and Ramps to/from I-45 North Direct Connectors	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
Entrance and Exit Ramps at Gleannloch Forest Dr.	\$0.86	\$1.72	\$2.58	\$3.44	\$4.30

**Exhibit A (Continued)**

<b>SH 99 Segment G - Non-Tag Toll Rates<sup>(1)</sup></b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
Mainline Plaza East of I-45	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
Mainline Plaza East of Hardy Toll Rd.	\$1.23	\$2.46	\$3.69	\$4.92	\$6.15
Mainline Plaza West of I-69/US 59	\$3.30	\$6.60	\$9.90	\$13.20	\$16.50
Entrance and Exit Ramps at FM 1314	\$1.91	\$3.82	\$5.73	\$7.64	\$9.55
Entrance and Exit Ramps at Highlands Pkwy	\$1.53	\$3.06	\$4.59	\$6.12	\$7.65
Entrance and Exit Ramps West of Rayford Rd.	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15

**Exhibit A (Continued)**

<b>SH 99 Segment H - Non-Tag Toll Rates<sup>(1)</sup></b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
Mainline Plaza West of FM 1485	\$3.05	\$6.10	\$9.15	\$12.20	\$15.25
Entrance and Exit Ramps at Galaxy Blvd.	\$1.19	\$2.38	\$3.57	\$4.76	\$5.95
Entrance and Exit Ramps at Miller Wilson	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
Entrance and Exit Ramps at Community Dr.	\$1.22	\$2.44	\$3.66	\$4.88	\$6.10
Mainline Plaza West of Wolf Trot	\$5.28	\$10.56	\$15.84	\$21.12	\$26.40
Entrance and Exit Ramps at Wolf Trot	\$3.57	\$7.14	\$10.71	\$14.28	\$17.85
Entrance and Exit Ramps at Kingwood Dr.	\$2.99	\$5.98	\$8.97	\$11.96	\$14.95
Entrance and Exit Ramps at FM 686	\$2.19	\$4.38	\$6.57	\$8.76	\$10.95
Entrance and Exit Ramps at FM 1960	\$1.27	\$2.54	\$3.81	\$5.08	\$6.35
<b>SH 99 Segment I-1 - Non-Tag Toll Rates<sup>(1)</sup></b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
Entrance and Exit Ramps at FM 1413	\$1.35	\$2.70	\$4.05	\$5.40	\$6.75
Mainline Plaza North of SH 146	\$5.34	\$10.68	\$16.02	\$21.36	\$26.70
Entrance and Exit Ramps at SH 146	\$1.35	\$2.70	\$4.05	\$5.40	\$6.75
Entrance and Exit Ramps at FM 565	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
<b>SH 99 Segment I-2 - Non-Tag Toll Rates<sup>(1)</sup></b>					
<b>Tolling Point</b>	<b>Two-Axle</b>	<b>Three-Axle</b>	<b>Four-Axle</b>	<b>Five-Axle</b>	<b>Six-Axle</b>
Entrance and Exit Ramps Kilgore Rd.	\$0.83	\$1.66	\$2.49	\$3.32	\$4.15
Entrance and Exit Ramps North of FM 565	\$1.05	\$2.10	\$3.15	\$4.20	\$5.25
Mainline Plaza South of FM 565	\$3.30	\$6.60	\$9.90	\$13.20	\$16.50
Entrance and Exit Ramps at Johnnie G. Jennings Dr.	\$1.64	\$3.28	\$4.92	\$6.56	\$8.20
Mainline Plaza at FM 1405	\$0.96	\$1.92	\$2.88	\$3.84	\$4.80
Mainline Plaza West of SH 146 (Bus.)	\$0.99	\$1.98	\$2.97	\$3.96	\$4.95
<b>Note:</b>					
1) Non-Tag toll rates are calculated by applying a 50% surcharge over the TxTag rate. The 2-axle Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.					
2) Toll Rates for these locations include the influence distance for the 0.55 mile tolled portion of the northern terminus of the Harris County Segment D.					

## **Exhibit B**

### **Grand Parkway Segments D, E, F-1, F-2, G, H, I-1 and I-2 (Effective January 1, 2026)**

**Exhibit B**

<b>SH 99 Segment D - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Entrance and Exit Ramps at Colonial Pkwy. <sup>(2)</sup>	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
<b>SH 99 Segment E - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Mainline Plaza South of FM 529 <sup>(2)</sup>	\$2.56	\$3.84	\$5.12	\$7.68	\$7.68	\$11.52	\$10.24	\$15.36	\$12.80	\$19.20
Mainline Plaza South of US 290	\$1.33	\$2.00	\$2.66	\$4.00	\$3.99	\$6.00	\$5.32	\$8.00	\$6.65	\$10.00
Entrance and Exit Ramps at: Franz Rd. <sup>(2)</sup> , West Rd., Jack Rd., Bridgeland Creek Pkwy., and N. Bridgeland Lake Pkwy.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Morton Rd. <sup>(2)</sup>	\$0.69	\$1.04	\$1.38	\$2.08	\$2.07	\$3.12	\$2.76	\$4.16	\$3.45	\$5.20
Entrance and Exit Ramps at Clay Rd. <sup>(2)</sup>	\$0.99	\$1.48	\$1.98	\$2.96	\$2.97	\$4.44	\$3.96	\$5.92	\$4.95	\$7.40
Entrance and Exit Ramps at FM 529	\$0.81	\$1.22	\$1.62	\$2.44	\$2.43	\$3.66	\$3.24	\$4.88	\$4.05	\$6.10
<b>SH 99 Segment F-1 - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Mainline Plaza North of US 290	\$1.75	\$2.63	\$3.50	\$5.26	\$5.25	\$7.89	\$7.00	\$10.52	\$8.75	\$13.15
Mainline Plaza West of SH 249	\$1.23	\$1.85	\$2.46	\$3.70	\$3.69	\$5.55	\$4.92	\$7.40	\$6.15	\$9.25
Entrance and Exit Ramps at: Cumberland Ridge and Mueschke Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Telge Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
<b>SH 99 Segment F-2 - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Mainline Plaza West of FM 2920	\$1.55	\$2.33	\$3.10	\$4.66	\$4.65	\$6.99	\$6.20	\$9.32	\$7.75	\$11.65
Mainline Plaza West of I-45	\$1.43	\$2.15	\$2.86	\$4.30	\$4.29	\$6.45	\$5.72	\$8.60	\$7.15	\$10.75
Entrance and Exit Ramps at: FM 2920, Gosling Rd., and Ramps to/from I-45 North Direct Connectors	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Gleannloch Forest Dr.	\$0.58	\$0.87	\$1.16	\$1.74	\$1.74	\$2.61	\$2.32	\$3.48	\$2.90	\$4.35

**Exhibit B (Continued)**

<b>SH 99 Segment G - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Mainline Plaza East of I-45	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Mainline Plaza East of Hardy Toll Rd.	\$0.84	\$1.26	\$1.68	\$2.52	\$2.52	\$3.78	\$3.36	\$5.04	\$4.20	\$6.30
Mainline Plaza West of I-69/US 59	\$2.25	\$3.38	\$4.50	\$6.76	\$6.75	\$10.14	\$9.00	\$13.52	\$11.25	\$16.90
Entrance and Exit Ramps at FM 1314	\$1.29	\$1.94	\$2.58	\$3.88	\$3.87	\$5.82	\$5.16	\$7.76	\$6.45	\$9.70
Entrance and Exit Ramps at Highlands Pkwy.	\$1.04	\$1.56	\$2.08	\$3.12	\$3.12	\$4.68	\$4.16	\$6.24	\$5.20	\$7.80
Entrance and Exit Ramps West of Rayford Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20

**Exhibit B (Continued)**

<b>SH 99 Segment H - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Mainline Plaza West of FM 1485	\$2.07	\$3.10	\$4.14	\$6.20	\$6.21	\$9.30	\$8.28	\$12.40	\$10.35	\$15.50
Entrance and Exit Ramps at Galaxy Blvd.	\$0.81	\$1.22	\$1.62	\$2.44	\$2.43	\$3.66	\$3.24	\$4.88	\$4.05	\$6.10
Entrance and Exit Ramps at Miller Wilson	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps at Community Dr.	\$0.82	\$1.23	\$1.64	\$2.46	\$2.46	\$3.69	\$3.28	\$4.92	\$4.10	\$6.15
Mainline Plaza West of Wolf Trot	\$3.59	\$5.39	\$7.18	\$10.78	\$10.77	\$16.17	\$14.36	\$21.56	\$17.95	\$26.95
Entrance and Exit Ramps at Wolf Trot	\$2.43	\$3.65	\$4.86	\$7.30	\$7.29	\$10.95	\$9.72	\$14.60	\$12.15	\$18.25
Entrance and Exit Ramps at Kingwood Dr.	\$2.03	\$3.05	\$4.06	\$6.10	\$6.09	\$9.15	\$8.12	\$12.20	\$10.15	\$15.25
Entrance and Exit Ramps at FM 686	\$1.49	\$2.23	\$2.98	\$4.46	\$4.47	\$6.69	\$5.96	\$8.92	\$7.45	\$11.15
Entrance and Exit Ramps at FM 1960	\$0.86	\$1.29	\$1.72	\$2.58	\$2.58	\$3.87	\$3.44	\$5.16	\$4.30	\$6.45
<b>SH 99 Segment I-1 - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Entrance and Exit Ramps at FM 1413	\$0.92	\$1.38	\$1.84	\$2.76	\$2.76	\$4.14	\$3.68	\$5.52	\$4.60	\$6.90
Mainline Plaza North of SH 146	\$3.63	\$5.45	\$7.26	\$10.90	\$10.89	\$16.35	\$14.52	\$21.80	\$18.15	\$27.25
Entrance and Exit Ramps at SH 146	\$0.92	\$1.38	\$1.84	\$2.76	\$2.76	\$4.14	\$3.68	\$5.52	\$4.60	\$6.90
Entrance and Exit Ramps at FM 565	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
<b>SH 99 Segment I-2 - Toll Rates<sup>(1)</sup> (Effective January 1, 2026)</b>										
<b>Tolling Point</b>	<b>Two-Axle</b>		<b>Three-Axle</b>		<b>Four-Axle</b>		<b>Five-Axle</b>		<b>Six-Axle</b>	
	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>	<b>Tag</b>	<b>Non-Tag</b>
Entrance and Exit Ramps at Kilgore Rd.	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.24	\$3.36	\$2.80	\$4.20
Entrance and Exit Ramps North of FM 565	\$0.71	\$1.06	\$1.42	\$2.12	\$2.13	\$3.18	\$2.84	\$4.24	\$3.55	\$5.30
Mainline Plaza South of FM 565	\$2.25	\$3.38	\$4.50	\$6.76	\$6.75	\$10.14	\$9.00	\$13.52	\$11.25	\$16.90
Entrance and Exit Ramps at Johnnie G. Jennings Dr.	\$1.11	\$1.67	\$2.22	\$3.34	\$3.33	\$5.01	\$4.44	\$6.68	\$5.55	\$8.35
Mainline Plaza at FM 1405	\$0.65	\$0.98	\$1.30	\$1.96	\$1.95	\$2.94	\$2.60	\$3.92	\$3.25	\$4.90
Mainline Plaza West of SH 146 (Bus.)	\$0.68	\$1.02	\$1.36	\$2.04	\$2.04	\$3.06	\$2.72	\$4.08	\$3.40	\$5.10
<b>Notes:</b>										
1) A 50% surcharge (for Non-Tag) over the Tag rate is applied. The 2-axle Tag and Non-Tag toll rates are rounded to the nearest cent. The remaining 3+ axle toll rates are calculated using the 2-axle rates multiplied by the N-1 formula, where N is the number of axles. Additional fees apply for Non-Tag transactions.										
2) Toll Rates for these locations include the influence distance for the 0.55 mile tolled portion of the northern terminus of the Harris County Segment D.										