

State Highway 99
Grand Parkway System



Traffic and Operating Report
For the Fiscal Quarter Ending February 29, 2020

Relating to Each Outstanding Issue with CUSIP Prefix 38611T and CUSIP 38612PAA2
Filed by GPTC on April 29, 2020

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1.0 Disclaimer

Information in this report regarding the Grand Parkway System has been compiled and provided to the Grand Parkway Transportation Corporation (GPTC) by the Texas Department of Transportation (TxDOT) from TxDOT's records and other sources which are believed by TxDOT to be reliable. GPTC and TxDOT do not make any representation or warranty concerning the usefulness of such information to a decision to invest in, hold, or sell bonds, notes or other obligations payable, in whole or in part, from the sources pledged to the payment of GPTC's outstanding debt obligations.

The offering documents, traffic and revenue forecasts, and other documents referenced in this report should not be considered to speak as of any date other than respective dated date thereof or such other dates indicated in each such document and are not incorporated into or made a part of this report.

References to website addresses presented in this report are for informational purposes only and may be in the form of a hyperlink solely for the reader's convenience. Unless specified otherwise, such websites and the information or links contained therein are not incorporated into or made a part of this report. All website links referenced in this report are also available at the end of this report in the section entitled "Relevant Links" herein.

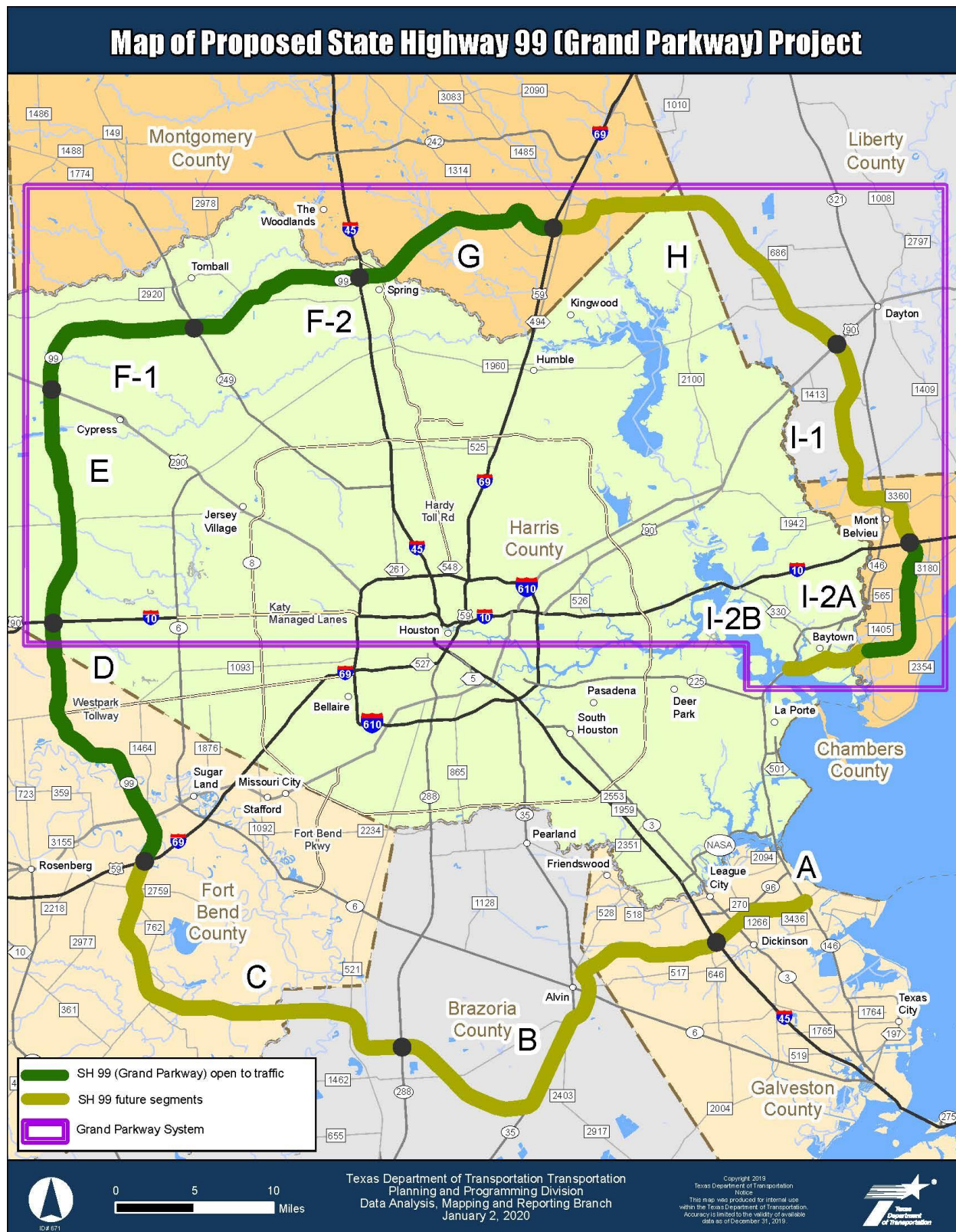
The World Health Organization has declared a pandemic following the outbreak of COVID-19, a respiratory disease caused by a new strain of coronavirus which is currently affecting many parts of the world, including the United States and Texas. On January 31, 2020, the Secretary of the United States Health and Human Services Department declared a public health emergency for the United States in connection with COVID-19. On March 13, 2020, the President of the United States declared the pandemic a national emergency and the Texas Governor declared COVID-19 an imminent threat of disaster for all counties in Texas. The situation is rapidly developing; for additional information on these events in Texas, reference is made to the website of the Governor at <https://gov.texas.gov/> and the quarterly Bond Appendix and any supplements thereto as prepared by the Texas Comptroller of Public Accounts which are on file with the Municipal Securities Rulemaking Board's Electronic Municipal Market Access (EMMA) system. The Texas Transportation Commission (Commission) and TxDOT continue to monitor the spread of COVID-19 and are working with local, state, and national agencies to address the potential impact of COVID-19. As an example of efforts to combat the spread of COVID-19, the TxTag Customer Service Centers were closed on March 19, 2020, until further notice and late fees were suspended from March 20, 2020, until further notice during the pandemic.

The information contained in this report is provided as of the respective dates and for the periods specified herein, and the filing of this report does not, under any circumstances, imply that there has been no change in the affairs of the Grand Parkway System, GPTC or TxDOT since the specified date or dates as of which such information is provided. The dates as of and the periods for which information is provided in this report occurred before the worldwide COVID-19 pandemic and the measures instituted to control the pandemic. The pandemic has adversely affected travel, commerce and financial markets globally and is expected to adversely affect economic output worldwide and in Texas, including within the counties traversed by the Grand Parkway System. These affects are expected to reduce and slow the growth of future toll transactions occurring on the Grand Parkway System and the collection of toll revenues, may reduce and slow the growth of certain assets of the Grand Parkway System, and may increase Grand Parkway System expenses, to an extent that cannot currently be predicted, and could be material. Accordingly, the historical information set forth in this report is not indicative of future results or performance due to these and other factors.

Capitalized terms used in this report and not otherwise defined have the meaning given to such terms in the 2020 Official Statement (as defined on page 9).

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2.0 System Map



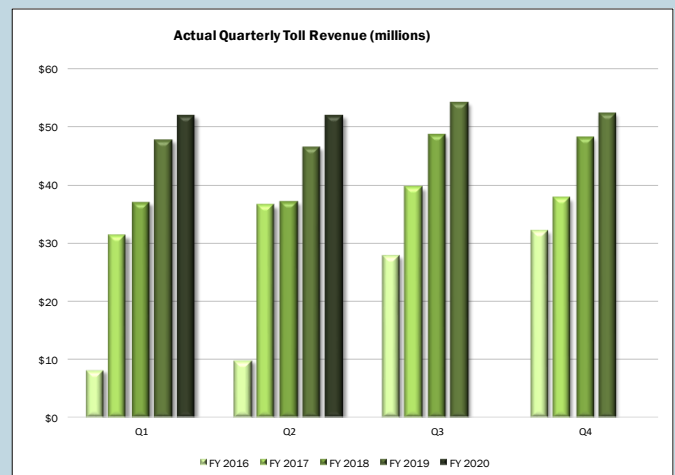
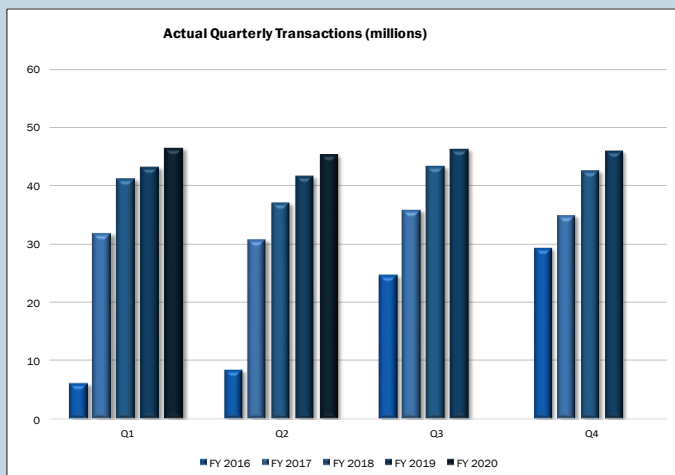
3.0 Executive Summary

Operational Segments

Operational segments of the Grand Parkway System include Segments D (Harris County) through G and I-2A as indicated in the map on page 4. Segments H, I-1 and I-2B are under construction and are not currently open to tolled traffic. Revenues and expenses from Segment I-2A will not be payable to or the responsibility of GPTC until the opening of the other portions of Segments H and I. The operations of Segment I-2A are not included in this report.

System Revenue, Expenses and Transactions for Q2 FY20

(Thousands)	Actuals	Budget	Variance	Q2 Variance %	Fiscal YTD Variance %
Toll Revenue	\$51,794	\$45,462	\$6,332	14% Above Budget	15% Above Budget
Junior Operating Expenses	\$12,274	\$12,075	(\$199)	2% Above Budget	16% Above Budget
Transactions	45,332	See footnotes 1 and 5 in Section 4.0			



Outstanding Obligations

As of Q2 FY20, GPTC debt obligations, not including accreted interest, total \$4.561 billion.

Debt Service Coverage Ratios (DSCR)

FY 19	System DSCR
1 st Tier Debt Service	21.15x
Total Debt Service	2.55x

Toll Rates

Toll Rates increased by 2% on January 1, 2020.

Summary of Account Balances & Activity

As of Q2 FY20, all accounts equaled or exceeded their required balances as set by the Master Trust Agreement. Prior to the last day of FY 2019, the debt service, operations and maintenance, and major maintenance accounts were all pre-funded at 100% of their FY 2020 budgeted amounts.

Investments

Total investments in accounts maintained under GPTC trust agreements are currently approximately \$1.90 billion. All investments are compliant with the Texas Public Funds Investment Act (PFIA) per Chapter 2256 of the Texas Government Code and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. TIFIA authorized investments are more restrictive than the PFIA.

Traffic & Revenue Forecast vs. Actuals

From February 1, 2014 through February 29, 2020, transactions exceed original 2013 T&R Forecast (as defined on page 9) by a cumulative total of 61.0% and toll revenues exceed such forecast by a cumulative total of 66.3%. For the 2018 T&R Forecast (as defined on page 9), from September 1, 2017 through February 29, 2020 transactions exceed such forecast by 12.4% and toll revenues exceed such forecast by 9.9% (includes period that tolls were suspended due to Hurricane Harvey).

4.0 System Revenue, Expenses, & Transactions

(In thousands)

	Monthly			Quarter Ended 02/29/2020 Q2				Fiscal Year-to-Date 02/29/2020 YTD				FY 2020
	Dec-19	Jan-20	Feb-20	Actuals	Budget ⁵	\$ Variance ⁵	% Var ⁵	Actuals	Budget ⁵	\$ Variance ⁵	% Var ⁵	Annual Budget
System Revenue												
Toll Revenue ¹	\$ 17,311	\$ 17,052	\$ 17,431	\$ 51,794	\$ 45,462	\$ 6,332	14%	\$ 103,618	\$ 90,174	\$ 13,444	15%	\$ 187,982
Investment Income/Misc. ²	1,959	4,130	1,759	7,848	1,801	6,046	336%	15,323	3,945	11,378	288%	6,561
Total Revenue	\$ 19,270	\$ 21,181	\$ 19,190	\$ 59,641	\$ 47,263	\$ 12,378	26%	\$ 118,941	\$ 94,119	\$ 24,822	26%	\$ 194,543
System Expenditures												
Junior Operating Expenses / Capital Expenditures ^{1,3}	\$ 4,314	\$ 5,184	\$ 2,776	\$ 12,274	\$ 12,075	\$ (199)	-2%	\$ 27,736	\$ 23,951	\$ (3,785)	-16%	\$ 49,929
	245	855	657	1,757	3,905	2,148	55%	\$ 1,861	7,067	5,206	74%	19,142
Total Expenditures	\$ 4,559	\$ 6,039	\$ 3,433	\$ 14,031	\$ 15,980	\$ 1,949	12%	\$ 29,597	\$ 31,018	\$ 1,420	5%	\$ 69,071
System Transactions												
Auto ^{1,4}	14,737	14,180	14,146	43,063				87,130				
Truck ^{1,4}	750	744	775	2,269				4,631				
Total Transactions	15,487	14,924	14,921	45,332				91,760				

Proceeds from Sale of System Assets

None

Note: Totals may not sum due to rounding

¹ System Revenue, Expenses and Transactions

Toll and Fee Revenue Recognition

Revenues for electronic toll collection ("ETC") transactions, which are derived from Conduent Vector back office reports, are generally recognized when they are earned, which is at the time the transaction occurs for a valid ETC transaction (which requires a properly installed transponder and a sufficiently funded account). However, recognition of toll revenues for transactions occurring in a given month may be deferred to a future month due to processing delays and other factors. Non-ETC toll revenues are recognized and reported when cash payment is received. For example, a non-ETC transaction may be reported in one month, but revenue for that transaction may not be received until a later month. Additionally, revenue does not reflect fiscal year-end adjustments in the Annual Financial Report, which may or may not be greater than 10%. During Fiscal Year 2019, TxDOT began retaining all fee revenues to offset the cost of toll collections. Currently, GPTC does not receive any fee revenues.

Operations & Maintenance Expense Recognition

Expenses are generally reported in the month paid. During the first quarter of Fiscal Year 2020, a Major Maintenance Expense item was reclassified to routine maintenance. As a result, these expenses are now reported as Junior Operating Expenses (rather than Major Maintenance); however, the Junior Operating Expense Budget does not reflect this reclassification. Expenses exclude amortization and do not reflect fiscal year-end adjustments in the Annual Financial Report, which may or may not be greater than 10%.

Revenue, Expense and Transaction Trends

Transaction, revenue and expense trends may not exactly correlate on a monthly basis due to the following factors: (i) toll transactions (when a vehicle passes through a tolling point) are reported in the period in which they occur; (ii) toll revenues for valid ETC transactions are generally recognized at the time the transaction occurs (which requires a properly installed transponder and a sufficiently funded account); however, recognition of toll revenues for transactions occurring in a given month may be deferred to a future month due to processing delays and other factors; (iii) toll revenues for non-ETC transactions may be received later than the month in which the transaction occurred due to the time necessary for billing and processing such transactions; (iv) expenses may include costs related to transactions occurring in prior months; and (v) the issues impacting the reporting of revenues and expenses from prior months are different and thus are not correlated. In addition to the foregoing, the method by which quarterly Budget amounts are calculated are independent from and are not adjusted to account for these factors.

² Investment & Miscellaneous Income

Investment Income reflects the receipts net of purchased accrued interest.

³ Senior Operating Expenses

There currently are no Senior Operating Expenses.

⁴ Transactions Reported

Auto Transactions reflect 2 axle vehicles only and Truck Transactions reflect 3+ axle vehicles. Total transactions reported include all transactions, regardless of tolling.

⁵ **FY2020 Annual Budget:**

Budgeted amounts shown are derived from the FY 2020 Annual Budget approved by the GPTC board in August 2019, specifically:

(i) Budget for Toll Revenue is based on the 2018 T&R Forecast (as defined on page 9). Quarterly and year to date (“YTD”) budget amounts are derived from monthly revenue forecasts provided by the traffic and revenue consultant in connection with the 2018 T&R Forecast. GPTC Revenue forecasts do not include amounts for Fee Revenue;

(ii) Budget for Junior Operating Expenses is based on GPTC estimated transactions, which are based on prior year trends and anticipated changes, not the transactions in the 2018 T&R Forecast or the projected expenses in the 2018 Engineer’s Report that is incorporated by reference into the 2020 Official Statement (as defined on page 9). Quarterly and YTD budget of Junior Operating Expenses shown in the chart above are derived by applying the same ratios used for deriving quarterly and YTD budgeted Toll Revenue to the budgeted Annual Junior Operating Expenses; and

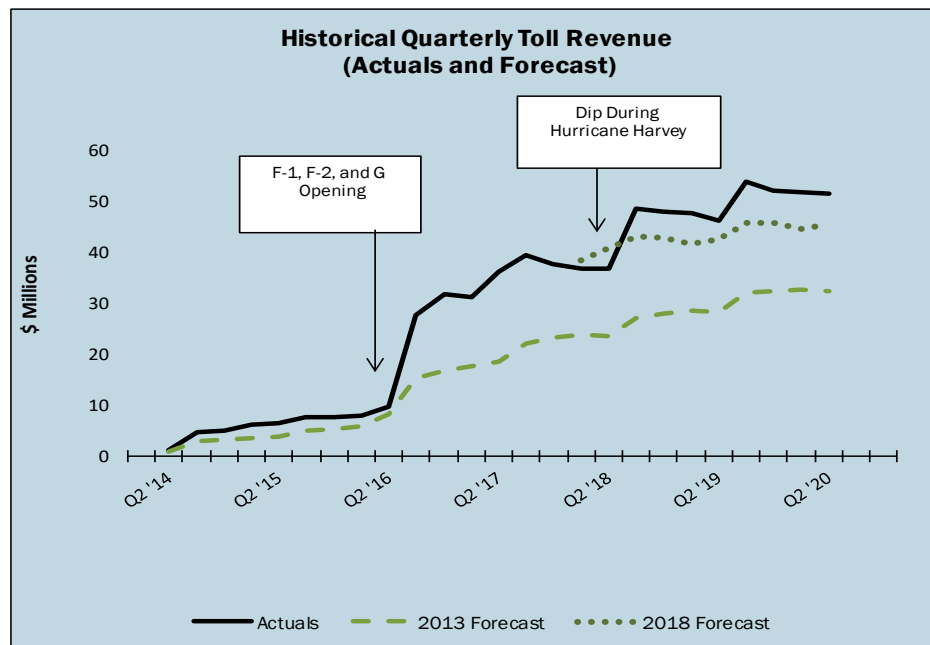
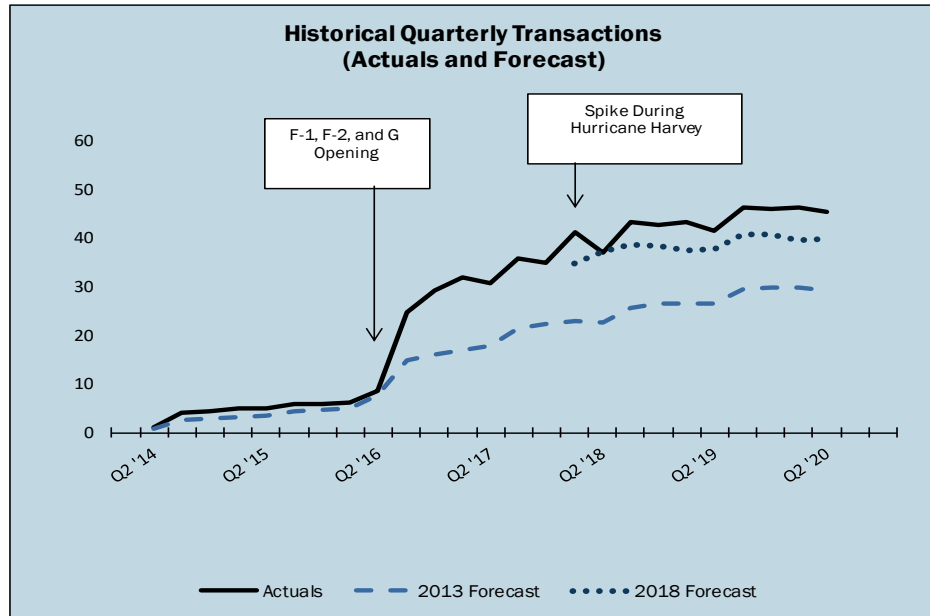
(iii) Positive variances indicate actual revenues exceed budget and actual expenses are lower than budget. Negative variances indicate actual revenues are lower than budget and actual expenses exceed budget.

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5.0 Comparison of Actual Results to Long Term Forecasts

From February 1, 2014 through February 29, 2020, transactions exceed the original 2013 T&R Forecast (as defined on page 9) by a cumulative total of **61.0%** and toll revenues exceed such forecast by a cumulative total of **66.3%**.

From September 1, 2017 through February 29, 2020 transactions exceed the 2018 T&R Forecast (as defined on page 9) by **12.4%** and toll revenues exceed such forecast by **9.9%** (includes period that tolls were suspended due to Hurricane Harvey).



Transactions and Toll Revenue Data Table

(In thousands)

Date (Year.Quarter)	Transactions			Toll Revenue		
	2013	2018		2013	2018	
	Actuals	Forecast	Forecast ¹	Actuals	Forecast	Forecast ¹
Q1 '14						
Q2 '14	1,062	732		\$1,187	\$811	
Q3 '14	3,978	2,677		\$4,561	\$2,967	
Q4 '14	4,456	2,933		\$5,008	\$3,246	
Q1 '15	5,096	3,103		\$6,139	\$3,461	
Q2 '15	5,008	3,472		\$6,354	\$3,907	
Q3 '15	5,754	4,300		\$7,596	\$4,917	
Q4 '15	5,845	4,681		\$7,760	\$5,424	
Q1 '16	6,230	4,938		\$8,059	\$5,804	
Q2 '16	8,501	7,593		\$9,817	\$8,303	
Q3 '16	24,609	14,942		\$27,681	\$15,436	
Q4 '16	29,212	16,146		\$32,006	\$16,759	
Q1 '17	31,858	17,028		\$31,251	\$17,765	
Q2 '17	30,729	17,953		\$36,430	\$18,696	
Q3 '17	35,831	21,333		\$39,509	\$22,115	
Q4 '17	34,962	22,493		\$37,663	\$23,282	
Q1 '18	41,231	23,004	34,826	\$36,966	\$23,799	\$38,375
Q2 '18	37,070	22,719	37,070	\$37,041	\$23,693	\$40,996
Q3 '18	43,426	25,710	38,625	\$48,598	\$27,093	\$43,185
Q4 '18	42,592	26,434	38,515	\$48,111	\$28,073	\$43,061
Q1 '19	43,206	26,621	37,491	\$47,679	\$28,493	\$41,902
Q2 '19	41,601	26,441	37,932	\$46,476	\$28,433	\$42,665
Q3 '19	46,279	29,652	40,772	\$54,089	\$32,133	\$45,994
Q4 '19	45,903	29,789	40,663	\$52,355	\$32,589	\$45,866
Q1 '20	46,428	29,696	39,592	\$51,825	\$32,784	\$44,712
Q2 '20	45,332	29,299	39,838	\$51,794	\$32,462	\$45,462
Q3 '20						
Q4 '20						
Cumulative Totals	666,199	413,689	385,324	\$735,955	\$442,445	\$432,218
% that Cumulative Actuals Exceed Cumulative Forecast		61.0%	12.4%		66.3%	9.9%

Notes:

- Toll Revenue Actuals and T&R Forecasts do not include investment or fee income.
- 2013 T&R Forecast Source:** The 2013 T&R Forecast data in the foregoing tables was obtained from CDM Smith Inc. ("CDMS") in connection with the issuance of its "June 2013 Grand Parkway Segments D through G Comprehensive Traffic and Revenue Study" (the "2013 T&R Forecast"), a copy of which is attached as Appendix G to the Official Statement dated July 17, 2013 relating to Grand Parkway System Toll Revenue Bonds issued by GPTC in 2013, which Official Statement is accessible on the Electronic Municipal Market Access ("EMMA") system maintained by the Municipal Securities Rulemaking Board ("MSRB") and can be found by clicking [here](#).
- 2018 T&R Forecast Source:** The 2018 T&R Forecast data in the foregoing tables was obtained from CDMS in connection with the issuance of its "Grand Parkway System Segments D through I Traffic and Revenue Bringdown Letter" dated March 19, 2018 (the "2018 T&R Forecast"), a copy of which is attached as Appendix G to the Official Statement dated February 11, 2020 (the "2020 Official Statement") relating to the 2020 Refunding Bonds (as defined on page 16). On January 24, 2020, CDMS delivered a reliance letter in connection with the issuance of the 2020 Refunding Bonds and concluded that the traffic and revenue projections and the conclusions summarized in the 2018 T&R Forecast still remain valid. See "Significant Events and Disclosures – Review of 2018 Forecasts" for additional information. CDMS also issued its "Grand Parkway Transportation Corporation's Grand Parkway System (SH 99) Segments D through I Comprehensive Traffic & Revenue Study" dated September 2017 (the "2017 Study"), a copy of which is attached as Appendix F to the 2020 Official Statement. The traffic and revenue estimates for the Grand Parkway System in the 2018 T&R Forecast supersede such estimates in the 2017 Study. The 2020 Official Statement is accessible on the MSRB's EMMA system and can be found by clicking [here](#). **The 2018 T&R Forecast supersedes the 2013 T&R Forecast.**

¹ Comparison of actuals to cumulative total 2018 T&R Forecast is based upon cumulative actuals since September 1, 2017.

6.0 Toll Rate Schedule

Roadway	Tolled Miles Segment Length ¹	Full Length Toll Rates ¹		Toll Rates per Mile ¹	
		January 1, 2019	January 1, 2020	January 1, 2019	January 1, 2020
Segment D/E ²	15.7	\$3.22	\$3.28	\$0.21	\$0.21
Segment F1	12.0	\$2.47	\$2.52	\$0.21	\$0.21
Segment F2	12.0	\$2.47	\$2.52	\$0.21	\$0.21
Segment G ³	13.8	\$3.02	\$3.08	\$0.22	\$0.22
Total	53.5	\$11.18	\$11.40	\$0.21	\$0.21

¹ Toll Rates are based on tolled segment lengths, and reflect the following:

- The chart reflects the through trip rates and rates per mile, not individual gantry entrance and exit routes. Accordingly, the toll rates for tolled segment lengths include mainline plaza rates for each segment and exclude entrance and exit ramp charges.
- The rates shown are for ETC transactions for two-axle vehicles.
- GPTC has adopted the toll policy currently utilized in Harris and Fort Bend Counties that features automatic annual toll increases of the greater of 2% or the net change in the regional Consumer Price Index for Urban Wage Earners and Clerical Workers (CPI-W). In addition, the initial opening toll rate was pegged to Harris County's current rate. The policy provides for TxDOT to calculate and report the annual toll rate escalation percentage for the Grand Parkway System to the Texas Transportation Commission ("Commission") each year on or before the October Commission meeting.
- Annual toll rates for all years shown were adjusted in accordance with the toll rate escalation policy, which reflects a 2.82% increase effective January 1, 2019 and a 2.0% increase effective January 1, 2020.

² Segment length excludes a 1.3 mile toll-free section of Segment D.

³ Reflects minimum toll rate allocation at a gantry location.

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7.0 Outstanding Obligations (In thousands)

Description of Issue	Bonds Issued		Original Par		Principal Paid	Total Principal		Outstanding
	Original Par	Current Period	Current Period	Current Period		To Date	Par	
First Tier Toll Revenue Bonds, Series 2013A	\$ 200,000			\$ 152,270				\$ 47,730
First Tier Taxable Refunding Toll Revenue Bonds, Series 2020A		220,415						220,415
First Tier Refunding Toll Revenue Bonds, Series 2020C		793,385						793,385
2014 TIFIA Loan Agreement and Second Tier Toll Revenue Promissory	840,645			840,645				-
Subordinate Tier Toll Revenue Bonds (TELA Supported)								
Current Interest Bonds, Series 2013B	1,137,935			1,137,935				-
Convertible Capital Appreciation Bonds ⁽¹⁾ , Series 2013B	277,000							277,000
Taxable Bonds, Series 2013E	361,810							361,810
Refunding Series 2016	83,775							83,775
Series 2018A	712,100							712,100
Put Bonds, Series 2018B	166,525							166,525
Taxable Refunding Bonds, Series 2020B		1,293,260						1,293,260
Bond Anticipation Notes								
Series 2018 ⁽²⁾	605,330							605,330
Total	\$ 4,385,120	\$ 2,307,060	\$ 2,130,850	\$ -	\$ -	\$ -	\$ 4,561,330	

¹ Does not include accreted interest.

² GPTC issued its Bond Anticipation Notes, Series 2018 ("2018 BANs") in May 2018. The 2018 BANs were not issued pursuant to the Master Trust Agreement securing the other outstanding obligations of GPTC listed in the foregoing table and are not secured by the Trust Estate established therein. Additional information regarding the 2018 BANs can be obtained by viewing the Offering Memorandum dated May 16, 2018 relating to the 2018 BANs (the "2018 Offering Memorandum"), which is accessible on the MSRB's EMMA system and can be found by clicking [here](#).

Note: For additional information regarding the Series 2020A, Series 2020B and Series 2020C Bonds, see "Significant Events and Disclosures – Issuance of 2020 Refunding Bonds."

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8.0 System Historical Debt Service Coverage

(In thousands)

	FY 2016	FY 2017	FY 2018	FY 2019
Revenues of the System¹				
Toll Revenue	\$ 78,117	\$ 145,325	\$ 171,631	\$ 201,208
Fee Revenue ²	5,773	12,905	3,592	5
Interest / Investment Income	1,744	3,372	11,265	27,609
Total Revenue	\$ 85,634	\$ 161,602	\$ 186,488	\$ 228,822
Senior Operating Expenses	\$ -	\$ -	\$ -	\$ -
Senior Net Revenue Available for Debt Service	\$ 85,634	\$ 161,602	\$ 186,488	\$ 228,822
Debt Service³				
Net First Tier Debt Service	\$ -	\$ 5,371	\$ 10,821	\$ 10,821
First Tier Debt Service Coverage Ratio	NA	30.09x	17.23x	21.15x
Second Tier Debt Service	\$ -	\$ -	\$ -	\$ -
First & Second Tier Debt Service Coverage Ratio	NA	30.09x	17.23x	21.15x
Net Subordinate Tier Debt Service ⁴	\$ -	\$ 35,174	\$ 78,934	\$ 78,934
Total Debt Service	\$ -	\$ 40,545	\$ 89,755	\$ 89,755
Total Debt Service Coverage Ratio	NA	3.99x	2.08x	2.55x
Junior Operating Expenses^{1,4}	\$ 14,403	\$ 29,879	\$ 36,496	\$ 43,709

Note: Totals may not sum due to rounding

¹ Amounts for fiscal years 2016 through 2019 were obtained from the GPTC audited financial statements for such periods. Revenue and expense amounts shown in the table above are provided on an accrual basis, and, therefore, will differ from the amounts shown in Section 4.0 of this report. In addition, interest and investment income shown in the table above includes only the amount that constitutes pledged revenues (or Revenues of the System).

² Currently, no fee revenues are received by GPTC; any fee revenue collected is retained by TxDOT to offset operational costs.

³ All Debt Service is net of Capitalized Interest. Capitalized Interest on the 2013 and 2014 obligations ended in FY2017, resulting in a reduction in debt service coverage ratios for FY2018 and FY2019. See Section 7.0 of this report for a listing of GPTC outstanding obligations. The foregoing table excludes debt service on the 2018 BANs.

⁴ Subordinate Tier Debt and Junior Operating Expenses are also supported by a Toll Equity Loan Agreement. A complete description of the Toll Equity Loan Agreement can be obtained by viewing the 2020 Official Statement.

9.0 Summary of Account Balances & Activity

(In millions)

Description	Market Value 11/30/19	Revenue	Investments & Misc.	Transfers In / (Out)	Vendor Pmts	Debt Service	Net Change in Value	Net Change	Market Value 02/29/20
Trust Accounts									
Revenue	\$ 38.7	\$ 67.2	\$ 0.3				\$ 0.1	\$ 67.6	\$ 106.3
Construction									
Tax-Exempt Bond Proceeds (D-G)	8.9				(0.1)				8.9
Taxable Bond Proceeds (D-G)	144.9		0.6		(0.1)		(0.3)	0.1	145.0
Tax-Exempt Bond Proceeds (H&I)	643.4		3.3		(64.3)		(1.0)	(62.0)	581.4
Taxable Bond Proceeds (H&I)	12.8		0.1					0.1	12.9
Subtier Capitalized Bond Interest	115.4		0.1	x			0.3	0.4	115.8
First Tier Debt Service Fund									
Interest Account	5.5			(3.4)				(3.4)	2.1
Reserve Fund	18.0		0.1	x				0.2	18.2
Sub. Tier Debt Service Fund									
Interest Account	39.8		0.2	x	(23.7)			(23.5)	16.3
Jr. O&M Fund	46.1		0.1		(13.6)		0.1	(13.5)	32.7
O&M Reserve	12.6		0.1					0.1	12.6
Rate Stabilization Fund	152.8		0.4				0.1	0.5	153.3
Major Maintenance Fund	18.8				(1.2)			(1.1)	17.7
Grand Parkway Enhancement Fund	137.3		0.5					0.5	137.8
	\$ 1,395.0	\$ 67.2	\$ 5.7	\$ (27.0)	\$ (79.3)		\$ (0.6)	\$ (34.0)	\$ 1,361.0
BANs Proceeds Held Outside the Trust									
Construction									
Tax-Exempt BANs Proceeds (H&I)	452.3		2.5		(21.3)		(0.7)	(19.5)	432.8
Capitalized BANs Interest	105.5		0.2	x			0.2	0.4	105.9
BANs Interest Account									
	\$ 557.8		\$ 2.7	\$ 0.0	\$ (21.3)		\$ (0.5)	\$ (19.1)	\$ 538.7
Grand Total	\$ 1,952.8	\$ 67.2	\$ 8.4	\$ (27.0)	\$ (100.6)	\$ -	\$ (1.1)	\$ (53.1)	\$ 1,899.7

Note: Totals may not sum due to rounding

Notes:

- Account Balances and Activity show actual balances at market value and actual posted activity. Revenue earned but not yet received (except for interest income on TexPool investments) and expenses incurred but not yet paid are not reported in the above table. Toll revenues and interoperability fees for transactions occurring in a particular month are generally invoiced and paid among the partnering agencies under the Central US Interoperability Agreement by the end of the following month; however, the timing of invoicing and payment among the partnering agencies may extend beyond thirty days from the end of the month in which the related transactions occurred.
- Deposits:
 - The 2018 BAN proceeds are held outside of the Master Trust Agreement (as defined in the 2020 Official Statement) securing the other outstanding obligations of GPTC.
 - Investment income generally reflect cash-basis receipts, offset by purchased accrued interest and adjusted for interest earned on TexPool investments, but not received in trust accounts until after period end.
 - Deposits denoted by a "x" are excluded from Revenues of the System.
- As of Q2 FY20, all accounts equaled or exceeded their required balances as set by the Master Trust Agreement. **Prior to the last day of fiscal year 2019, the debt service, operations and maintenance, and major maintenance accounts were all pre-funded at 100% of their FY 2020 budgeted amounts.**
- The Junior O&M Fund vendor payments include reimbursement of expenditures paid for by the State Highway Fund on behalf of GPTC. The timing of the State Highway Fund reimbursement may not coincide with the Junior Operating Expenses as reported in the table in Section 4.0.

10.0 Investment Report (In dollars)

Account Name	Security Type ¹	Par	Coupon	Maturity	Market Value ²
Trust Accounts					
Revenue Account					
	Texpool	\$ 46,391,048	1.591%	03/02/20	\$ 46,391,048
	FCDN	20,000,000	0.000%	07/23/20	19,892,000
	T-Note	20,000,000	1.500%	08/15/20	20,017,200
	T-Note	20,000,000	1.500%	08/15/20	20,017,200
Revenue Total		106,391,048			106,317,448
Construction Accounts					
Tax-Exempt Bond Proceeds (D-G) Fund					
	MM	232	1.520%	03/02/20	232
	Texpool	8,898,921	1.591%	03/02/20	8,898,921
Tax-Exempt Bond Proceeds (D-G) Fund Total		8,899,153			8,899,153
Taxable Bond Proceeds (D-G) Fund					
	MM	307	1.520%	03/02/20	307
	Texpool	69,264,179	1.591%	03/02/20	69,264,179
	T-Note	50,000,000	3.500%	05/15/20	50,205,000
	FMCDN	15,300,000	0.000%	06/08/20	15,241,707
	T-Note	10,300,000	1.625%	11/30/20	10,335,020
Taxable Bond Proceeds (D-G) Fund Total		144,864,486			145,046,213
Tax-Exempt Bond Proceeds (H&I) Fund					
	MM	582	1.470%	03/02/20	582
	Texpool	40,380,083	1.591%	03/02/20	40,380,083
	T-Bill	75,000,000	0.000%	03/26/20	74,931,000
	T-Note	25,000,000	2.250%	03/31/20	25,015,725
	T-Note	50,000,000	2.250%	03/31/20	50,031,525
	T-Note	15,000,000	1.125%	03/31/20	14,996,250
	T-Note	20,000,000	1.375%	04/30/20	19,997,600
	T-Bill	20,000,000	0.000%	05/28/20	19,939,600
	T-Bill	10,800,000	0.000%	06/18/20	10,759,716
	T-Note	20,000,000	1.875%	06/30/20	20,032,800
	T-Note	40,000,000	1.625%	06/30/20	40,039,200
	T-Note	40,000,000	1.500%	07/15/20	40,028,000
	T-Bill	24,000,000	0.000%	07/16/20	23,894,400
	FCDN	25,000,000	0.000%	08/07/20	24,855,250
	FCDN	14,000,000	0.000%	10/06/20	13,892,340
	FNMA	20,000,000	2.875%	10/30/20	20,231,000
	T-Note	25,000,000	1.625%	11/30/20	25,085,000
	T-Note	15,000,000	1.875%	12/15/20	15,087,300
	T-Note	11,500,000	2.375%	03/15/21	11,652,260
	T-Note	40,000,000	1.250%	03/31/21	40,079,600
	T-Note	25,000,000	2.375%	04/15/21	25,364,250
	T-Note	25,000,000	1.375%	05/31/21	25,104,500
Tax-Exempt Bond Proceeds (H&I) Fund Total		580,680,665			581,397,981
Taxable Bond Proceeds (H&I) Fund					
	MM	75,001	1.470%	03/02/20	75,001
	Texpool	2,790,173	1.591%	03/02/20	2,790,173
	T-Note	10,000,000	1.500%	08/15/20	10,008,600
Taxable Bond Proceeds (H&I) Fund Total		12,865,174			12,873,774
Subtier Capitalized Bond Interest					
	MM	16	1.480%	03/02/20	16
	Texpool	26,910,556	1.591%	03/02/20	26,910,556
	T-Note	22,000,000	2.250%	03/31/20	22,013,860
	T-Note	22,000,000	2.750%	09/30/20	22,192,500
	T-Note	22,000,000	2.250%	03/31/21	22,278,520
	T-Note	22,000,000	2.125%	09/30/21	22,401,280
Subtier Capitalized Bond Interest Total		114,910,572			115,796,732
Debt Service Accounts					
First Tier Debt Service Fund: Interest Account					
	MM	4,485	1.520%	03/02/20	4,485
	Texpool	2,077,301	1.591%	03/02/20	2,077,301
First Tier Debt Service Fund: Interest Account Total		2,081,785			2,081,785
First Tier Debt Service Fund: Reserve Fund					
	MM	112,500	1.480%	03/02/20	112,500
	Texpool	3,043,269	1.591%	03/02/20	3,043,269
	T-Note	15,000,000	1.500%	08/15/20	15,012,900
First Tier Debt Service Reserve Fund Total		18,155,770			18,168,670
Sub. Tier Debt Service Fund: Interest Account					
	MM	1,776	1.480%	03/02/20	1,776
	Texpool	16,266,890	1.591%	03/02/20	16,266,890
Sub. Tier Debt Service Fund: Interest Account Total		16,268,666			16,268,666

Investment Report (continued)

(In dollars)

Account Name	Security Type ¹	Par	Coupon	Maturity	Market Value ²
Reserves, RSF & Enhancement Fund Accounts					
Jr. O&M Fund					
	Texpool	16,114,454	1.591%	03/02/20	16,114,454
	FHDN	1,570,000	0.000%	05/15/20	1,565,353
	FHDN	5,000,000	0.000%	05/22/20	4,983,800
	FHDN	3,000,000	0.000%	07/17/20	2,984,460
	FHDN	2,000,000	0.000%	07/24/20	1,989,120
	FHLB	5,000,000	1.625%	10/21/20	5,012,850
Jr. O&M Fund Total		32,684,454			32,650,037
O&M Reserve Fund					
	Texpool	12,613,962	1.591%	03/02/20	12,613,962
O&M Reserve Fund Total		12,613,962			12,613,962
Rate Stabilization Fund					
	MM	162,568	1.470%	03/02/20	162,568
	Texpool	39,705,423	1.591%	03/02/20	39,705,423
	T-Note	19,500,000	2.250%	02/29/20	19,500,000
	T-Note	10,000,000	1.125%	03/31/20	9,997,500
	T-Note	25,000,000	2.375%	04/30/20	25,037,250
	FHDN	7,102,000	0.000%	05/13/20	7,081,546
	FHDN	15,000,000	0.000%	05/22/20	14,951,400
	T-Note	20,000,000	1.625%	07/31/20	20,029,600
	T-Bill	17,000,000	0.000%	12/03/20	16,867,230
Rate Stabilization Fund Total		153,469,991			153,332,518
Major Maintenance Fund					
	Texpool	10,758,885	1.570%	03/02/20	10,758,885
	FHDN	7,000,000	0.000%	05/22/20	6,977,320
Major Maintenance Fund Total		17,758,885			17,736,205
Grand Parkway Enhancement Fund					
	MM	100,020	1.520%	03/02/20	100,020
	Texpool	29,821,423	1.591%	03/02/20	29,821,423
	T-Note	25,000,000	2.250%	03/31/20	25,015,750
	T-Note	20,000,000	1.375%	04/30/20	19,997,600
	T-Bill	15,000,000	0.000%	05/21/20	14,957,700
	FHDN	10,000,000	0.000%	05/22/20	9,967,600
	T-Note	10,000,000	2.000%	07/31/20	10,028,900
	FHLB	10,000,000	1.625%	10/21/20	10,025,700
	T-Bill	18,000,000	0.000%	12/03/20	17,859,420
Grand Parkway Enhancement Fund Total		137,921,443			137,774,113
Total Trust Accounts		\$ 1,359,566,057			\$1,360,957,259
BANs Proceeds Held Outside the Trust					
Construction Accounts					
Tax-Exempt BANs Proceeds (H&I)					
	Texpool	\$ 133,024,309	1.591%	03/02/20	\$ 133,024,309
	T-Bill	50,000,000	0.000%	03/26/20	49,954,000
	T-Note	15,000,000	1.125%	03/31/20	14,996,250
	T-Note	30,000,000	1.375%	04/30/20	29,996,400
	FHDN	16,500,000	0.000%	05/11/20	16,453,800
	T-Note	50,000,000	3.500%	05/15/20	50,205,000
	T-Bill	15,000,000	0.000%	05/23/20	14,957,700
	T-Note	40,000,000	1.625%	06/30/20	40,039,200
	FCDN	15,000,000	0.000%	07/23/20	14,919,000
	T-Note	13,000,000	2.000%	07/31/20	13,037,570
	FCDN	20,500,000	0.000%	08/03/20	20,384,175
	FCDN	35,000,000	0.000%	08/07/20	34,797,350
Tax-Exempt BANs Proceeds (H&I) Total		433,024,309			432,764,754
Subtier Capitalized BANs Interest					
	MM	11	1.470%	03/02/20	11
	Texpool	45,332,300	1.591%	03/02/20	45,332,300
	T-Note	15,000,000	2.250%	03/31/20	15,009,450
	T-Note	15,000,000	2.750%	09/30/20	15,131,250
	T-Note	15,000,000	2.250%	03/31/21	15,189,900
	T-Note	15,000,000	2.125%	09/30/21	15,273,600
Subtier Capitalized BANs Interest Total		105,332,311			105,936,512
Total BANs Accounts		\$ 538,356,621			\$ 538,701,266
Grand Total		\$ 1,897,922,677			\$1,899,658,525

Notes:

¹ All investments are compliant with the Texas Public Funds Investment Act (PFIA) per Chapter 2256 of the Texas Government Code and the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan. TIFIA authorized investments are more restrictive than the PFIA.

² Market Value includes interest earned on TexPool investments, but not received in Trust Accounts until after period end.

11.0 Significant Events and Disclosures

Construction Progress Reports

Copies of the progress reports required under the Trust Agreement are available on EMMA, and the GPTC Construction Progress Report for the H and I Project as of February 29, 2020 (the most recent) is available by clicking [here](#).

Issuance of 2020 Refunding Bonds

On February 27, 2020, GPTC issued its (i) Grand Parkway System First Tier Toll Revenue Refunding Bonds, Taxable Series 2020A, (ii) Grand Parkway System Subordinate Tier Toll Revenue Refunding Bonds, Taxable Series 2020B (TELA Supported), and (iii) Grand Parkway System First Tier Toll Revenue Refunding Bonds, Series 2020C (collectively, the “2020 Refunding Bonds”). Additional information regarding the 2020 Refunding Bonds, GPTC and the Grand Parkway System may be obtained by viewing the 2020 Official Statement (as defined on page 9) relating to the 2020 Refunding Bonds, which has been filed with the MSRB through its EMMA system and is accessible by clicking [here](#). The 2020 Official Statement speaks only as of its date or such other dates indicated in such document.

Review of 2018 Forecasts

In connection with the issuance of the 2020 Refunding Bonds, CDMS delivered a reliance letter dated January 24, 2020 (the “2020 T&R Reliance Letter”), that re-evaluated the underlying assumptions included in the 2018 T&R Forecast. Based on a general review of these assumptions, CDMS did not identify any significant changes that would adversely impact the traffic and revenue forecasts included in the 2018 T&R Forecast. As a result, CDMS made no modifications to the traffic and revenue forecasts in the 2018 T&R Letter, and concluded that such traffic and revenue forecasts and the conclusions summarized in the 2018 T&R Forecast still remain valid. The 2020 T&R Reliance Letter is attached as Appendix H to the 2020 Official Statement.

Also in connection with the issuance of the 2020 Refunding Bonds, HNTB Corporation delivered a certification letter dated January 24, 2020 (the “2020 O&M Certification Letter”), that re-evaluated the underlying assumptions relating to the estimated operation and maintenance expenses for the Grand Parkway System contained in the 2018 Engineer’s Report (as defined in the 2020 Official Statement). Based on a general review of these assumptions, HNTB Corporation did not identify any significant changes that would adversely impact the operation and maintenance expense estimates for the Grand Parkway System in the 2018 Engineer’s Report.

The 2018 T&R Letter, the 2020 T&R Reliance Letter, the 2018 Engineer’s Report and the 2020 O&M Certification Letter are the latest traffic and revenue and expense forecasts, as applicable, available, but are as of dates and for the periods prior to the economic impact of the COVID-19 pandemic and the measures instituted to control the pandemic. See the “Disclaimer” section of this report.

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12.0 Relevant Links

Reports should not be considered to speak as of any date other than the date indicated in such document.

EMMA Website	https://emma.msrb.org
EMMA Grand Parkway Issuer Homepage	https://emma.msrb.org/IssuerHomePage/Issuer?id=FE6B36B2ABF03965E043151ED20A5A56&type=M
Grand Parkway AFR (Fiscal Year 2019)	https://emma.msrb.org/ER1409683.pdf
Official Statement for 2020 Bonds	https://emma.msrb.org/ER1312140-ER1022440-ER1428608.pdf
Offering Memorandum for 2018 BANs	https://emma.msrb.org/ER1130132-ER884441-ER1285118.pdf
Grand Parkway H and I Project Q2 FY2020 Construction Progress Report	https://emma.msrb.org/SS1476332.pdf
TxDOT Investor Relations Website	www.txdot.gov/inside-txdot/division/debt/investors.html
GPTC Investor Relations Website	http://www.dot.state.tx.us/grandparkwaysystem/investor-relations.htm
Grand Parkway System Toll Rate Schedules	https://www.txtag.org/en/about/tollroad_grndpky_sh99.shtml

13.0 Contact Information

For additional information concerning this report, please contact:

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