

State Highway 99 Grand Parkway System

Quarterly Traffic and Operating Report

For the Fiscal Quarter ended November 30, 2021



Relating to Each Outstanding Issue with CUSIP Prefix 38611T and CUSIP 38612PAA2
Filed by GPTC on January 31, 2022



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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 the 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. Many of the website links referenced in this report are also available at the end of this report in the section entitled "Relevant Links" herein.

On March 13, 2020, the President of the United States declared the COVID-19 pandemic a national emergency, and the Texas Governor declared COVID-19 an imminent threat of disaster for all counties in Texas. The situation continues to evolve; 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.

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 full impact of the COVID-19 pandemic and the scope of any adverse impact on the Grand Parkway System, Revenues of the System, GPTC, and TxDOT cannot be fully determined at this time. The pandemic has adversely affected travel, commerce, and financial markets globally and may continue to adversely affect economic output worldwide and in Texas, including within the counties traversed by the Grand Parkway System. Accordingly, the historical information set forth in this report may not be indicative of future results or performance due to these and other factors.

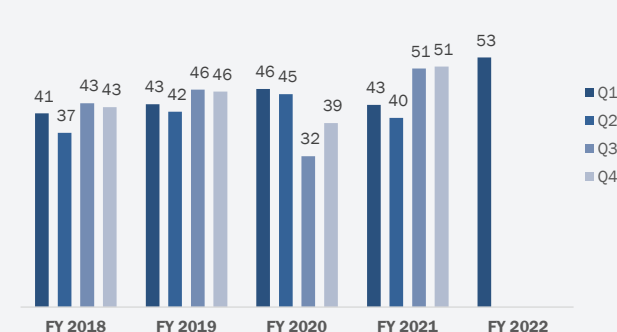
Capitalized terms used in this report and not otherwise defined have the meaning given to such terms in the 2020 Official Statement (as defined on page 6).

3.0 Executive Summary

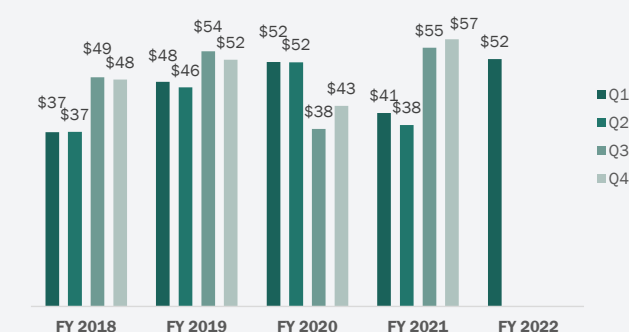
System Revenue, Expenses and Transactions for Q1 FY 2022 (In Thousands)

| | Actuals | Budget | Variance | Q1 Variance % | Fiscal YTD Variance % |
|----------------------------------|----------|--------------------------------------|-----------|------------------|-----------------------|
| Toll Revenue | \$52,446 | \$46,885 | \$5,561 | 12% Above Budget | 12% Above Budget |
| Junior Operating Expenses | \$16,144 | \$13,620 | (\$2,524) | 19% Above Budget | 19% Above Budget |
| Transactions | 53,138 | See footnotes 1 and 5 in Section 4.0 | | | |

Actual Quarterly Transactions (In Millions) Last Four Fiscal Years Plus Current Q1



Actual Quarterly Toll Revenue (In Millions) Last Four Fiscal Years Plus Current Q1



Outstanding Obligations

As of Q1 FY 2022, GPTC debt obligations, not including accreted interest, total \$4.528 billion.

Debt Service Coverage Ratios (DSCR)

| | FY 2021 | System DSCR |
|-----------------------|---------|-------------|
| 1st Tier Debt Service | | 4.4x |
| Total Debt Service | | 1.58x |

Toll Rates

Toll Rates increased by 6% on January 1, 2022.

Summary of Account Balances & Activity

As of Q1 FY 2022, all accounts equaled or exceeded their required balances as set by the Master Trust Agreement. Prior to the last day of FY 2021, the debt service, operations and maintenance, and major maintenance accounts **were all pre-funded** at 100 percent of their FY 2022 budgeted amounts.

Investments

Total investments in accounts maintained under GPTC trust agreements are currently approximately \$1.12 billion. All investments are compliant with the Public Funds Investment Act, Chapter 2256, Texas Government Code (PFIA), and the Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan. TIFIA authorized investments are more restrictive than the PFIA.

Traffic & Revenue Forecast vs. Actuals

The transition to the new TxDOT Back Office System has required interruptions to and delays in customer service activities and processing of toll transactions. For additional information see footnote one of Section 4.0 in this report. From February 1, 2014 through November 30, 2021, transactions exceed original 2013 T&R Forecast (as defined on page 6) by a cumulative total of 51%, and toll revenues exceed such forecast by a cumulative total of 49%. For the 2018 T&R Forecast (as defined on page 6), from September 1, 2017 through November 30, 2021, transactions exceed such forecast by 8.7%, and toll revenues exceed such forecast by 2.6% (includes period that tolls were suspended due to Hurricane Harvey). For the 2020 T&R Forecast (as defined on page 7), from September 1, 2020 through November 30, 2021, transactions exceed such forecast by 31.1%, and toll revenues exceed such forecast by 16%.

4.0 System Revenues, Expenses, and Transactions (In Thousands)

| | Monthly | | | Quarter Ended 11/30/2021 | | | | Fiscal Year-to-Date 11/30/2021 | | | | FY 2022 |
|---|------------------|------------------|------------------|--------------------------|---------------------|--------------------------|--------------------|--------------------------------|-------------------------|--------------------------|--------------------|-------------------|
| | Sep-21 | Oct-21 | Nov-21 | Actuals | Budget ⁵ | \$ Variance ⁵ | % Var ⁵ | Actuals | YTD Budget ⁵ | \$ Variance ⁵ | % Var ⁵ | Annual Budget |
| System Revenue | | | | | | | | | | | | |
| Toll Revenue ¹ | \$ 16,275 | \$ 12,046 | \$ 24,126 | \$ 52,446 | \$ 46,885 | \$ 5,561 | 12% | \$ 52,446 | \$ 46,885 | \$ 5,561 | 12% | \$ 199,067 |
| Investment Income/Misc. ² | 263 | 38 | 229 | 530 | 481 | 49 | 10% | 530 | 481 | 49 | 10% | 2,183 |
| Total Revenue | \$ 16,538 | \$ 12,084 | \$ 24,355 | \$ 52,976 | \$ 47,366 | \$ 5,610 | 12% | \$ 52,976 | \$ 47,366 | \$ 5,610 | 12% | \$ 201,250 |
| System Expenditures | | | | | | | | | | | | |
| Senior Operating Expenses ^{1,3} | | | | | | | | | | | | \$ 3,566 |
| Junior Operating Expenses ^{1,3} | \$ 7,332 | \$ 4,423 | \$ 4,390 | \$ 16,144 | \$ 13,620 | \$ (2,524) | -19% | \$ 16,144 | \$ 13,620 | \$ (2,524) | -19% | 56,267 |
| Major Maintenance / Capital Expenditures ¹ | 1,427 | 805 | 521 | 2,753 | 3,640 | 887 | 24% | 2,753 | 3,640 | 887 | 24% | 11,185 |
| Total Expenditures | \$ 8,758 | \$ 5,228 | \$ 4,911 | \$ 18,897 | \$ 17,260 | \$ (1,637) | -9% | \$ 18,897 | \$ 17,260 | \$ (1,637) | -9% | \$ 71,018 |
| System Transactions | | | | | | | | | | | | |
| Auto ^{1,4} | 15,626 | 17,283 | 16,843 | 49,752 | | | | 49,752 | | | | |
| Truck ^{1,4} | 1,072 | 1,150 | 1,164 | 3,386 | | | | 3,386 | | | | |
| Total Transactions | 16,698 | 18,433 | 18,007 | 53,138 | | | | 53,138 | | | | |
| 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 are generally recognized when they are earned, which is at the time the transaction is reconciled through a back office system for a valid ETC transaction (requiring a properly installed transponder and a sufficiently funded account). ETC transactions are generally reconciled in the same month they occur, however, recognition of toll revenues for ETC transactions occurring in a given month may be deferred to a future month due to back office system processing delays and other factors. This occurred in the current reported quarter as the variances in the monthly toll revenues shown in the table above are primarily attributable to a delay in the recognition of a portion of ETC toll revenues from October 2021 to November 2021. Except as described below for August 2021, 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 FY 2019, TxDOT began retaining all fee revenues to offset the cost of toll collections. Currently, GPTC does not receive any fee revenues.

On November 17, 2020, TxDOT began transition activities from Conduent's Vector Back Office System to the new TxDOT Back Office System. This transition has required interruptions to customer service activities including delayed reconciliation of ETC transactions through the new TxDOT Back Office System, statement processing, billing of non-ETC transactions, and escalations of past due transactions. All delays in the reconciliation of ETC transactions attributable to the transition have been substantially resolved. As of the date of this report, TxDOT continues to experience interruptions to customer service

activities, including processing and billing delays relating to non-ETC toll transactions occurring on the System. No revenues relating to non-ETC transactions are included in the toll revenues reported in the table above. During the first quarter of FY 2022, the custodian pursuant to the Master Lockbox and Custodial Account Agreement (the "Custodian") received cash payments relating to a portion of the non-ETC toll transactions that have occurred on the System; however, such payments have not been remitted to GPTC's trustee under the Master Trust Agreement (the "Trustee"). Such payments may be recognized in future periods. Additionally, as reported in the prior quarterly report, the Toll Revenue amount reported for August 2021 included an accrual of approximately \$4.3 million for a portion of the non-ETC toll transactions that occurred on the System during FY 2021, and cash payments equal to such accrual amount were received by the Custodian. As of the date of this report, such amount has not been remitted to the Trustee.

A portion of the revenues relating to the non-ETC toll transactions that occurred on the System during the first quarter of FY 2022 may not be recognized due to certain limitations relating to the transition to the new TxDOT Back Office System.

Total transactions reported in the table above include all toll transactions (ETC and non-ETC) that occurred on the System during the reporting period, regardless of whether the revenues relating to such transactions were recognized during such period.

Citing continued challenges with an upgraded Back Office System delivered by the back office services provider (IBM), TxDOT terminated its remaining contract with IBM in August 2021, effective November 29, 2021. TxDOT has obtained new interim technology providers to assist with stabilizing and improving TxDOT's Back Office System to manage customer data and toll transactions. TxDOT is in the process of evaluating alternative

service provider options that would assume responsibilities from the interim team.

Crowe LLP ("Crowe"), the independent auditor of TxDOT's financial statements for the Fiscal Year ended August 31, 2021, delivered its Independent Auditor's Report thereon containing its unmodified opinion with respect to such financial statements. In connection with planning and performing such audit, Crowe identified a material weakness in TxDOT's internal controls over the implementation of its new Back Office System, which was separately reported to the Commission and TxDOT. TxDOT has responded to Crowe's findings and is implementing corrective actions. The audited financial statements of TxDOT for the Fiscal Year ended August 31, 2021, including the Independent Auditor's Report thereon, are contained in TxDOT's Annual Comprehensive Financial Report for such Fiscal Year, which is accessible on the MSRB's EMMA system.

Operations & Maintenance Expense Recognition: Expenses are generally reported in the month paid and include costs being assessed by TxDOT for its new Back Office System. 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%.

The amount of Junior Operating Expenses shown in September 2021 includes both the September expenses and the expenses that were assessed and paid retroactively from July and August 2021.

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 is reconciled through a back office system for a valid ETC transaction (requiring a properly installed transponder and sufficiently funded account); however, recognition of toll revenues for ETC 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 are recognized and reported when cash payment is received, and payments may be received later than the month in which the transaction occurred due to the time necessary for billing and processing such transactions (see "Toll and Fee Revenue Recognition"); (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 and Miscellaneous Income

Investment Income reflects the receipts net of purchased accrued interest.

3 Senior Operating Expenses

For the current quarter there were no Senior Operating Expenses.

4 Transactions Reported

Auto Transactions reflect two-axle vehicles only, and Truck Transactions reflect three or more axle vehicles. Total transactions reported include all transactions (ETC and non-ETC) that occurred on the System for the reporting period, regardless of whether tolling was suspended during any portion of the reporting period (such as for significant weather events or traffic incidents).

5 FY 2022 Annual Budget

Budgeted amounts shown are derived from the FY 2022 Annual Budget approved by the GPTC board in August 2021, specifically:

- (i) Budget for Toll Revenue is based on the 2020 T&R Forecast (as defined on page 7). 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 2020 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 2020 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 6). 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.

5.0 Comparison of Actual Results to Long Term Forecasts

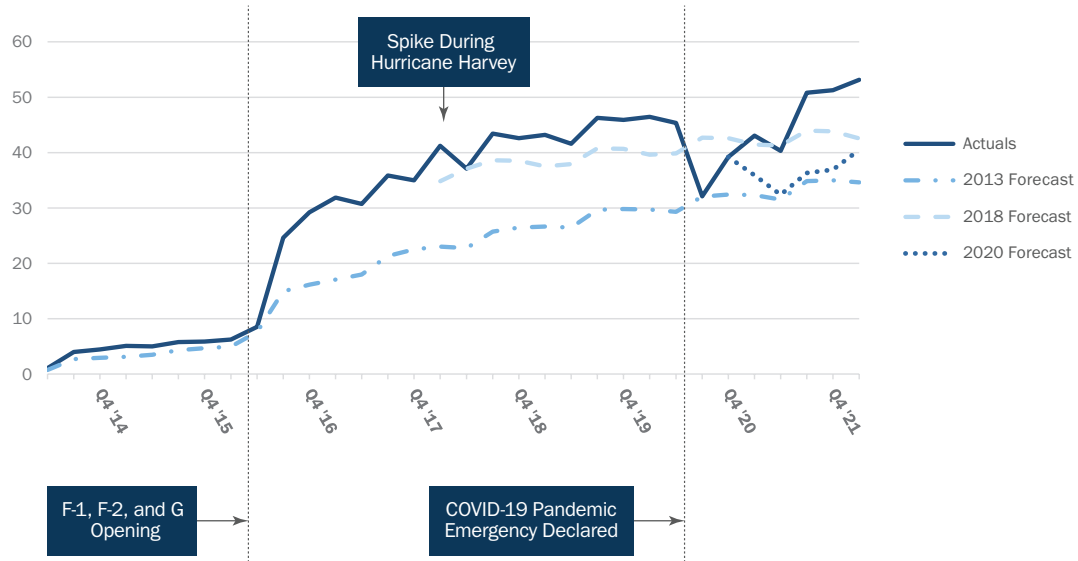
From February 1, 2014 through November 30, 2021 transactions exceeded the original 2013 T&R Forecast (as defined on page 6) by a cumulative total of **51 percent**, and toll revenues exceeded such forecast by a cumulative total of **49 percent**.

From September 1, 2017 through November 30, 2021, transactions exceeded the 2018 T&R Forecast (as defined

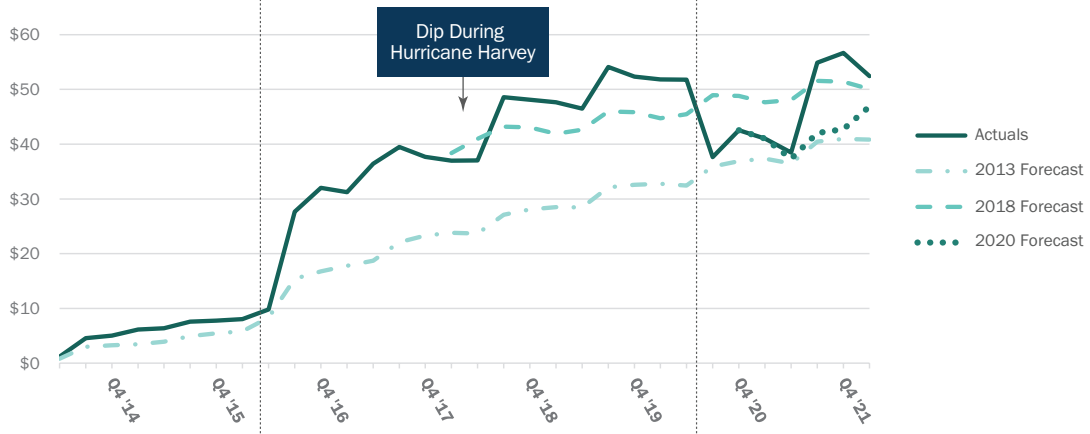
on page 6) by **8.7 percent**, and toll revenues exceeded such forecast by **2.6 percent** (includes period that tolls were suspended due to Hurricane Harvey).¹

From September 1, 2020 through November 30, 2021, transactions exceeded the 2020 T&R Forecast (as defined on page 7) by **31.1 percent**, and toll revenues exceeded such forecast by **16 percent**.

Historical Quarterly Transactions (In Millions) (Actuals and Forecast)



Historical Quarterly Toll Revenue (In Millions) (Actuals and Forecast)



¹ The percentage for which transactions exceeded the 2018 T&R Forecast that was reported in the Quarterly Traffic and Operating Report for the Fiscal

Quarter ended August 31, 2021 of 8.6 percent was incorrect and should have been 7.6 percent.

Transactions and Toll Revenue Data Table (In Thousands)

| Date (Year,Quarter) | Transactions | | | | Toll Revenue | | | |
|--|----------------|----------------|----------------------------|----------------------------|--------------------|------------------|----------------------------|----------------------------|
| | Actuals | 2013 Forecast | 2018 Forecast ¹ | 2020 Forecast ² | Actuals | 2013 Forecast | 2018 Forecast ¹ | 2020 Forecast ² |
| 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 | 32,112 | 32,068 | 42,695 | | \$37,655 | \$35,931 | \$48,975 | |
| Q4 '20 | 39,184 | 32,420 | 42,575 | | \$42,562 | \$36,877 | \$48,833 | |
| Q1 '21 | 43,037 | 32,320 | 41,446 | 35,891 | \$41,032 | \$37,337 | \$47,643 | \$41,019 |
| Q2 '21 | 40,314 | 31,484 | 41,256 | 32,384 | \$38,472 | \$36,496 | \$48,064 | \$37,336 |
| Q3 '21 | 50,798 | 34,821 | 43,960 | 36,298 | \$54,892 | \$40,467 | \$51,568 | \$42,047 |
| Q4 '21 | 51,241 | 34,981 | 43,828 | 36,892 | \$56,672 | \$40,967 | \$51,412 | \$42,727 |
| Q1 '22 | 53,138 | 34,626 | 42,565 | 40,486 | \$52,446 | \$40,857 | \$50,047 | \$46,885 |
| Cumulative Totals | 976,022 | 646,409 | 683,649 | 181,951 | \$1,059,686 | \$711,377 | \$778,760 | \$210,014 |
| % that Cumulative Actuals Exceed Cumulative Forecast | | 51.0% | 8.7% | 31.1% | | 49.0% | 2.6% | 16.0% |

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

² Comparison of actuals to cumulative total 2020 T&R Forecast is based upon cumulative actuals since September 1, 2020.

Notes

Toll Revenue Actuals and T&R Forecasts do not include investment or fee income.

See footnote one to Section 4.0 for a description of factors that impacted revenues reported for this fiscal year.

The projected transactions from the 2018 forecast for quarters 1-4 for fiscal year end 2021 have been updated as they were incorrectly shown in the Quarterly Traffic and Operating Report for the Fiscal Quarter ended August 31, 2021.

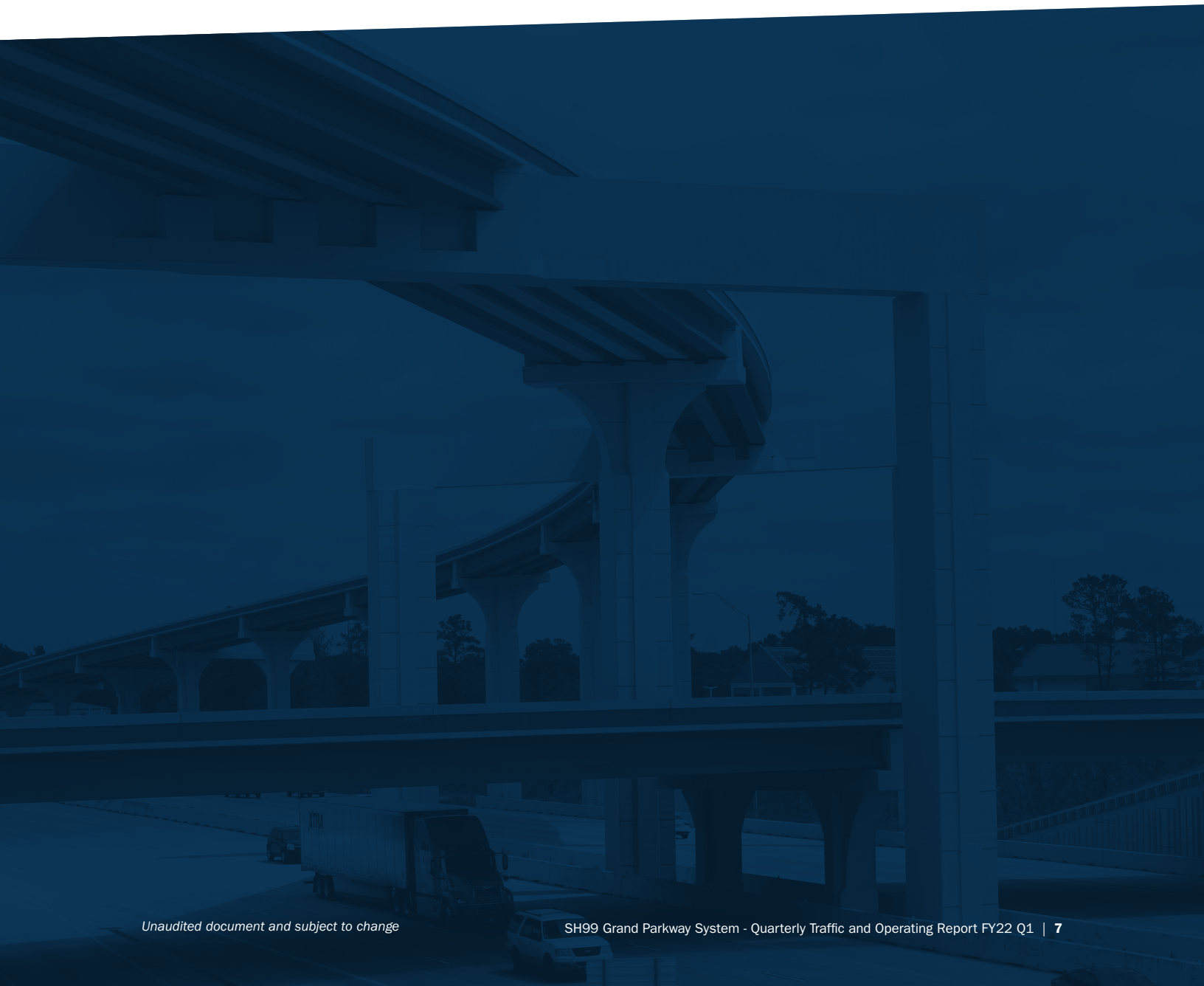
2013 T&R Forecast Source: The 2013 T&R Forecast data in the foregoing tables was obtained from CDM Smith Inc. (“CDMS”) in connection with the issuance of its “June 2013 Grand Parkway Segments D through G Comprehensive Traffic and Revenue Study” (the “2013 T&R Forecast”), a copy of which is attached as 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 [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 Series 2020A, Series 2020B and Series 2020C Refunding Bonds described therein (collectively, the “2020 Refunding Bonds”). On January 24, 2020, CDMS delivered a reliance letter in connection with the issuance of the 2020

Refunding Bonds and concluded, as of the date of such letter, that the traffic and revenue projections and the conclusions summarized in the 2018 T&R Forecast still remain valid. 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 [here](#).

2020 T&R Forecast Source: The 2020 T&R Forecast data in the foregoing tables was obtained from CDMS in connection with the issuance of its “Grand Parkway Transportation

Corporation’s Grand Parkway System (SH 99) Segments D through I Comprehensive Traffic and Toll Revenue Study” dated July 30, 2020 (the “2020 T&R Forecast”), a copy of which is accessible on the MSRB’s EMMA system and can be found [here](#). The 2020 T&R Forecast was prepared by CDMS to provide updated projections of system traffic and toll revenues solely for the planning purposes of TxDOT and GPTC, and was not prepared or used in connection with the offering of any new or outstanding issue of securities. The 2020 T&R Forecast incorporates updates for, among other things, observed traffic trends along the open segments of the system and certain traffic and toll revenue assumptions, including the COVID-19 pandemic, the full effects of which are still unknown. **The 2020 T&R Forecast supersedes the 2013 T&R Forecast and the 2018 T&R Forecast.**



6.0 Toll Rate Schedule

| Roadway | Tolled Miles Segment Length ¹ | Full Length Toll Rates ¹ | | Per Mile Toll Rates ¹ | |
|--------------------------|--|-------------------------------------|----------------|----------------------------------|---------------|
| | | CY2021 | CY2022 | CY 2021 | CY 2022 |
| Segment D/E ² | 15.67 | \$3.34 | \$3.55 | \$0.21 | \$0.23 |
| Segment F1 | 12.01 | \$2.57 | \$2.72 | \$0.21 | \$0.23 |
| Segment F2 | 12.04 | \$2.57 | \$2.73 | \$0.21 | \$0.23 |
| Segment G ³ | 13.75 | \$3.14 | \$3.33 | \$0.23 | \$0.24 |
| Total / Average | 53.47 | \$11.62 | \$12.33 | \$0.22 | \$0.23 |

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 feature automatic annual toll increases of the greater of two percent 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 Commission each year on or before the October Commission meeting.

Annual toll rates for all calendar years (CY) shown were adjusted in accordance with the toll rate escalation policy, which reflects a two percent increase effective January 1, 2021 and a six percent increase effective January 1, 2022.

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

³ Reflects minimum toll rate allocation at a gantry location.

7.0 Outstanding Obligations (In Thousands)

| Description of Issue | Outstanding Principal as of 08/31/2021 | Total Principal Paid Current Period | Outstanding Principal as of 11/30/2021 |
|--|--|-------------------------------------|--|
| First Tier Toll Revenue Bonds, Series 2013A | \$ 47,730 | \$ | \$ 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 |
| Subordinate Tier Toll Revenue Bonds (TELA Supported) | | | |
| Convertible Capital Appreciation Bonds, Series 2013B ⁽¹⁾ | 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 | 1,278,825 | (18,485) | 1,260,340 |
| Bond Anticipation Notes | | | |
| Series 2018 ⁽²⁾ | 605,330 | | 605,330 |
| Total | \$ 4,546,895 | \$ (18,485) | \$ 4,528,410 |

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 [here](#).

8.0 System Historical Debt Service Coverage (In Thousands)

| | FY 2017 | FY 2018 | FY 2019 | FY 2020 | FY 2021 |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|
| Revenues of the System¹ | | | | | |
| Toll Revenue | \$ 145,325 | \$ 171,631 | \$ 201,208 | \$ 183,749 | \$ 189,466 |
| Fee Revenue ² | 12,905 | 3,592 | 5 | - | - |
| Interest / Investment Income | 3,372 | 11,265 | 27,609 | 17,507 | 5,413 |
| Total Revenue | \$ 161,602 | \$ 186,488 | \$ 228,822 | \$ 201,256 | \$ 194,879 |
| Senior Operating Expenses³ | \$ - | \$ - | \$ - | \$ - | \$ - |
| Senior Net Revenue Available for Debt Service | \$ 161,602 | \$ 186,488 | \$ 228,822 | \$ 201,256 | \$ 194,879 |
| Debt Service⁴ | | | | | |
| Net First Tier Debt Service | \$ 5,371 | \$ 10,821 | \$ 10,821 | \$ 10,030 | \$ 44,308 |
| First Tier Debt Service Coverage Ratio | 30.09x | 17.23x | 21.15x | 20.07x | 4.4x |
| Net Subordinate Tier Debt Service ⁵ | 35,174 | 78,934 | 78,934 | 73,424 | 78,932 |
| Total Debt Service | \$ 40,544 | \$ 89,755 | \$ 89,755 | \$ 83,454 | \$ 123,240 |
| Total Debt Service Coverage Ratio | 3.99x | 2.08x | 2.55x | 2.41x | 1.58x |
| Junior Operating Expenses^{1,5} | \$ 29,879 | \$ 36,496 | \$ 43,709 | \$ 46,778 | \$ 50,748 |

Note: Totals may not sum due to rounding

¹ Amounts for fiscal years 2017 through 2021 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. 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 There were no Senior Operating Expenses for any of the fiscal years shown.

⁴ All Debt Service is net of capitalized interest. Capitalized Interest on the 2013 and 2014 obligations ended in FY 2017, resulting in a reduction in debt service coverage ratios in FY 2018. See Section 7.0 of this report for a listing of GPTC outstanding obligations. The foregoing table excludes debt service on the 2018 BANs.

⁵ Subordinate Tier Debt and Junior Operating Expenses are also supported by a Toll Equity Loan Agreement. Additional information regarding 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 08/31/21 | Revenue | Investments & Misc. | Transfers In / (Out) | Vendor Pmts | Debt Service | Net Change in Value | Total Period Change | Market Value 11/30/21 |
|---|-----------------------|----------------|---------------------|----------------------|------------------|-------------------|---------------------|---------------------|-----------------------|
| Trust Accounts | | | | | | | | | |
| Revenue | \$ - | \$ 35.9 | \$ | \$ - | \$ - | \$ - | \$ - | \$ 35.9 | \$ 35.9 |
| Construction | | | | | | | | | |
| Taxable Bond Proceeds (D-G) | 134.3 | | | | (0.2) | | (0.1) | (0.3) | 134.1 |
| Tax-Exempt Bond Proceeds (H&I) | 118.6 | | | | (55.5) | | | (55.5) | 63.1 |
| Taxable Bond Proceeds (H&I) | 13.0 | | | | | | | | 13.0 |
| Subtier Capitalized Bond Interest* | 51.4 | | 0.2 | (22.0) | | | | (21.8) | 29.7 |
| First Tier Debt Service Fund | | | | | | | | | |
| Interest Account* | 40.7 | | | | | (20.3) | | (20.3) | 20.4 |
| Reserve Fund* | 18.0 | | | | | | | | 18.0 |
| Sub. Tier Debt Service Fund | | | | | | | | | |
| Interest Account* | 60.4 | | | 22.0 | | (52.3) | | (30.3) | 30.2 |
| Redemption Account (Principal)* | 18.5 | | | | | (18.5) | | (18.5) | |
| Sr. O&M Fund | | | | | | | | | |
| Sr. O&M Fund | 3.6 | | | | | | | | 3.6 |
| Jr. O&M Fund | | | | | | | | | |
| Jr. O&M Fund | 67.9 | | | | (11.5) | | | (11.5) | 56.4 |
| O&M Reserve | | | | | | | | | |
| O&M Reserve | 15.0 | | | | | | | | 15.0 |
| Rate Stabilization Fund | | | | | | | | | |
| Rate Stabilization Fund | 150.1 | | 0.3 | | | | (1.5) | (1.2) | 148.9 |
| Major Maintenance Fund | | | | | | | | | |
| Major Maintenance Fund | 11.2 | | | | (3.0) | | | (3.0) | 8.2 |
| Grand Parkway Enhancement Fund | | | | | | | | | |
| Grand Parkway Enhancement Fund | 159.5 | | 0.1 | | | | (0.9) | (0.8) | 158.7 |
| | \$ 862.1 | \$ 35.9 | \$ 0.7 | \$ - | \$ (70.2) | \$ (91.1) | \$ (2.6) | \$ (127.2) | \$ 734.9 |
| BANs Proceeds Held Outside the Trust | | | | | | | | | |
| Construction | | | | | | | | | |
| Tax-Exempt BANs Proceeds (H&I) | 337.9 | | | | (4.0) | | (0.1) | (4.1) | 333.8 |
| Capitalized BANs Interest* | 61.7 | | 0.2 | (15.1) | | | | (15.0) | 46.7 |
| BANs Interest Account | | | | | | | | | |
| BANs Interest Account | | | | 15.1 | | (15.1) | | | |
| | \$ 399.6 | \$ - | \$ 0.2 | \$ (0.0) | \$ (4.0) | \$ (15.1) | \$ (0.1) | \$ (19.1) | \$ 380.5 |
| Grand Total | \$ 1,261.7 | \$ 35.9 | \$ 1.0 | \$ (0.0) | \$ (74.2) | \$ (106.2) | \$ (2.7) | \$ (146.3) | \$ 1,115.4 |

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 into funds or accounts denoted by an asterisk (*) are excluded from Revenues of the System.

As of Q1 FY 2022, all accounts equaled or exceeded their required balances as set by the Master Trust Agreement. **Prior to the last day of FY 2021, the debt service, operations and maintenance, and major maintenance accounts were all pre-funded at 100 percent of their FY 2022 budgeted amounts.**

The Junior O&M Fund vendor payments include reimbursement of expenses 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 as of November 30, 2021 (In Dollars)

| Account Name | Security Type ¹ | Par | Coupon / Yield | Maturity | Market Value ² |
|--|----------------------------|--------------------|----------------|----------|---------------------------|
| Trust Accounts | | | | | |
| Revenue Account | MM | \$ 528,134 | 0.030% | N/A | \$ 528,134 |
| | TexPool Prime | 35,371,000 | 0.066% | N/A | 35,371,000 |
| Revenue Total | | 35,899,135 | | | 35,899,135 |
| Construction Accounts | | | | | |
| Taxable Bond Proceeds (D-G) Fund | TexPool Prime | 109,029,974 | 0.066% | N/A | 109,029,974 |
| | T-Note | 25,000,000 | 2.000% | 12/31/21 | 25,038,000 |
| Taxable Bond Proceeds (D-G) Fund Total | | 134,029,974 | | | 134,067,974 |
| Tax-Exempt Bond Proceeds (H&I) Fund | TexPool Prime | 63,101,422 | 0.066% | N/A | 63,101,422 |
| Tax-Exempt Bond Proceeds (H&I) Fund Total | | 63,101,422 | | | 63,101,422 |
| Taxable Bond Proceeds (H&I) Fund | TexPool Prime | 12,959,029 | 0.066% | N/A | 12,959,029 |
| Taxable Bond Proceeds (H&I) Fund Total | | 12,959,029 | | | 12,959,029 |
| Subtier Capitalized Bond Interest | MM | 1 | 0.030% | N/A | 1 |
| | TexPool Prime | 29,659,711 | 0.066% | N/A | 29,659,711 |
| Subtier Capitalized Bond Interest Total | | 29,659,711 | | | 29,659,711 |
| First Tier Debt Service Fund: Interest Account | TexPool Prime | 20,352,441 | 0.066% | N/A | 20,352,441 |
| First Tier Debt Service Fund: Interest Account Total | | 20,352,441 | | | 20,352,441 |
| First Tier Debt Service Fund: Reserve Fund | TexPool Prime | 17,982,438 | 0.066% | N/A | 17,982,438 |
| First Tier Debt Service Reserve Fund Total | | 17,982,438 | | | 17,982,438 |
| Sub. Tier Debt Service Fund: Interest Account | TexPool Prime | 30,157,235 | 0.066% | N/A | 30,157,235 |
| Sub. Tier Debt Service Fund: Interest Account Total | | 30,157,235 | | | 30,157,235 |
| Sub. Tier Debt Service Fund: Redemption Account | TexPool Prime | 1,165 | 0.066% | N/A | 1,165 |
| Sub. Tier Debt Service Fund: Redemption Account Total | | 1,165 | | | 1,165 |
| Reserves, RSF & Enhancement Fund Accounts | | | | | |
| Sr. O&M Fund | TexPool Prime | 3,566,176 | 0.066% | N/A | 3,566,176 |
| Sr. O&M Fund Total | | 3,566,176 | | | 3,566,176 |
| Jr. O&M Fund | TexPool Prime | 56,425,871 | 0.066% | N/A | 56,425,871 |
| Jr. O&M Fund Total | | 56,425,871 | | | 56,425,871 |
| O&M Reserve Fund | TexPool Prime | 14,961,233 | 0.066% | N/A | 14,961,233 |
| O&M Reserve Fund Total | | 14,961,233 | | | 14,961,233 |

10.0 Investment Report (Cont.)

| Account Name | Security Type ¹ | Par | Coupon / Yield | Maturity | Market Value ² |
|---|----------------------------|-------------------------|----------------|----------|---------------------------|
| Rate Stabilization Fund | | | | | |
| | MM | \$ 78,125 | 0.010% | N/A | \$ 78,125 |
| | TexPool Prime | 15,858,156 | 0.066% | N/A | 15,858,156 |
| | FHLMC | 15,100,000 | 0.250% | 09/08/23 | 15,029,332 |
| | FHLB | 15,050,000 | 0.550% | 12/19/24 | 14,954,583 |
| | FHLB | 15,000,000 | 0.550% | 12/24/24 | 14,839,500 |
| | FHLB | 25,000,000 | 0.650% | 03/17/25 | 24,676,250 |
| | FHLMC | 25,000,000 | 0.625% | 11/25/25 | 24,628,000 |
| | FHLB | 24,375,000 | 1.000% | 03/23/26 | 24,054,225 |
| | FHLB | 15,000,000 | 0.500% | 08/24/26 | 14,780,700 |
| Rate Stabilization Fund Total | | 150,461,281 | | | 148,898,871 |
| Major Maintenance Fund | | | | | |
| | TexPool Prime | 8,217,159 | 0.066% | N/A | 8,217,159 |
| Major Maintenance Fund Total | | 8,217,159 | | | 8,217,159 |
| Grand Parkway Enhancement Fund | | | | | |
| | MM | 78,125 | 0.030% | N/A | 78,125 |
| | TexPool Prime | 59,632,836 | 0.066% | N/A | 59,632,836 |
| | T-Note | 15,000,000 | 0.125% | 07/31/23 | 14,916,150 |
| | T-Note | 15,000,000 | 0.125% | 08/31/23 | 14,907,450 |
| | FHLMC | 25,000,000 | 0.625% | 11/25/25 | 24,628,000 |
| | FHLB | 25,000,000 | 1.000% | 08/24/26 | 24,707,500 |
| | FHLB | 20,000,000 | 0.600% | 08/26/26 | 19,794,200 |
| Grand Parkway Enhancement Fund Total | | 159,710,961 | | | 158,664,261 |
| Total Trust Accounts | | \$ 737,485,231 | | | \$ 734,914,121 |
| BANs Proceeds Held Outside the Trust | | | | | |
| Tax-Exempt BANs Proceeds (H&I) | | | | | |
| | TexPool Prime | 308,784,453 | 0.066% | N/A | 308,784,453 |
| | T-Note | 25,000,000 | 2.000% | 12/31/21 | 25,038,000 |
| Tax-Exempt BANs Proceeds (H&I) Total | | 333,784,453 | | | 333,822,453 |
| Subtier Capitalized BANs Interest | | | | | |
| | TexPool Prime | 46,658,916 | 0.066% | N/A | 46,658,916 |
| Subtier Capitalized BANs Interest Total | | 46,658,916 | | | 46,658,916 |
| Total BANs Accounts | | \$ 380,443,369 | | | \$ 380,481,369 |
| Grand Total | | \$ 1,117,928,600 | | | \$ 1,115,395,490 |

Notes

¹ All investments are compliant with the Public Funds Investment Act, Chapter 2256, Texas Government Code (PFIA) and the TIFIA loan. TIFIA authorized investments are more restrictive than the PFIA.

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

11.0 Other Information

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 November 30, 2021 (the most recent) is available [here](#).

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 2021) | https://emma.msrb.org/P21527273-P21180876-P21598113.pdf |
| Official Statement for 2020 Bonds | https://emma.msrb.org/ER1312140-ER1022440-ER1428608.pdf |
| Grand Parkway 2020 T&R Forecast | https://emma.msrb.org/SS1492685.pdf |
| Offering Memorandum for 2018 BANs | https://emma.msrb.org/ER1130132-ER884441-ER1285118.pdf |
| Grand Parkway H and I Project Q1 FY2022 Construction Progress Report | https://emma.msrb.org/P21541164-P21191275-P21609828.pdf |
| TxDOT Investor Relations Website | www.txdot.gov/inside-tdot/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.tntag.org/tntagstorefront/en/learnmore/houstonAreaTolls |

13.0 Contact Information

For additional information concerning this report, please contact:

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