



GRAND PARKWAY H AND I PROJECT QUARTERLY CONSTRUCTION PROGRESS REPORT

Dec 1, 2021 - Feb 28, 2022

April 14, 2022



HNTB

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Mr. Benjamin H. Asher
Secretary/Treasurer
Grand Parkway Transportation Corporation
125 East 11th Street
Austin, TX 78701

Subject: Grand Parkway System – H and I Project
Quarterly Construction Progress Report for Fiscal Quarter Ended February 28, 2022

April 14, 2022

Dear Mr. Asher,

As the General Engineering Consultant to the Grand Parkway Transportation Corporation (GPTC) and in accordance with Section 407 of the Trust Agreement between GPTC and US Bank National Association, and Section 23 of the Transportation Infrastructure Finance and Innovation Act (TIFIA) Loan Agreement with the United States Department of Transportation dated August 19, 2021, HNTB is pleased to submit the Quarterly Construction Progress Report for Grand Parkway Segments H, I-1 and I-2, collectively an additional System Segment, and referred to in this report as the H and I Project. This report covers quarterly construction progress of the H and I Project only through February 28, 2022. Accordingly, the provision of this report does not, under any circumstances, imply that there has been no change in the information presented in this report since February 28, 2022.

As described in the requirements set forth in the GPTC Trust Agreement Section 407, the General Engineering Consultant shall prepare a progress report at least quarterly during the acquisition and construction of any portion of the Grand Parkway System which is financed in whole or in part with Obligations, commencing within 120 days from the initial delivery of the initial Obligations or Obligations financing an additional System Segment. The quarters used for reporting are based on GPTC's fiscal year.

GPTC adheres to the requirements outlined in the Trust Agreement which governs the acquisition or construction of such System Segments financed with Obligations as well as the requirements of the TIFIA Loan Agreement. As required by the TIFIA Loan Agreement Section 23(b)(i), this progress report includes (A) the amount of Total Project Costs expended as of the last date of the quarter as well as during the preceding quarter, and the amount of Total Project Costs estimated to be required to complete the Project (Refer to Section 2.0); (B) availability of funds to complete the Project (Refer to Section 2.0); (C) an assessment of the overall construction progress since the date of the last report, together with an assessment of how such progress compares to the construction schedule (Refer to Section 3.0 through 5.0); (D) most recent projections for the Substantial Completion Date (Refer to Section 4.0); (E) a detailed description of all material problems encountered or anticipated and a detailed description of the proposed solutions (Refer to Section 5.0); (F) delivery status of major equipment (Refer to Section 6.0); (G) proposed or pending change orders (Refer to Section 7.0); (H) material changes or deviations from the Borrower's land procurement plans or schedule (Refer to Section 8.0).

Additionally, as specified in the Trust Agreement, this report also includes current estimates of: (i) the date on which such System Segment will be opened for traffic, unless such System Segment shall have been opened for traffic prior to such progress report (Refer to Section 4.0), (ii) the Estimated Date of

Completion and an Estimated Date of Substantial Completion of such System Segment (Refer to Sections 4.0 and 5.0), (iii) the cost of such System Segment, but excluding any Obligation discount, and the interest during construction and for one year after completion of construction (Refer to Section 2.0), and (iv) the amount of funds required each six (6) months during the remaining estimated period of construction to meet the above described cost of such System Segment exclusive of funds provided for construction contingencies (Refer to Section 2.0), and accompanied by a progress schedule for such construction, and further including, as to construction, comparisons between the actual times elapsed and the actual costs, and the original estimates of such times and costs (Refer to Sections 3.0 through 5.0). This information, as well as other items relevant to each System Segment, is presented in greater detail within this report.

Best regards,



Stephen A. Hrncir, P.E.
Program Manager
General Engineering Consultant

1.0 INTRODUCTION

This report describes the State Highway 99 Grand Parkway Segment H and I (H and I Project) construction for the second quarter of Fiscal Year 2022, covering the period December 1, 2021 through February 28, 2022. The H and I Project is an extension of the existing Grand Parkway System and is being constructed by the Grand Parkway Transportation Corporation (GPTC). GPTC is a non-profit Texas corporation authorized by the Texas Transportation Commission (Commission) to develop, finance, refinance, design, construct, reconstruct, expand, operate and maintain the Grand Parkway System. GPTC was created under the authority of the Commission and issued bonds to finance development and construction of the System. The project is funded entirely from toll revenue bonds and other obligations issued by GPTC.

1.1 Project Description

The H and I Project is a 52.3-mile section of the overall Grand Parkway Project, a planned 184-mile highway facility around greater Houston extending from State Highway 146 in Galveston County to State Highway 146 in Baytown. It is spread across the seven counties including Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty and Montgomery. When completed Grand Parkway will provide a third outer loop around the Houston metropolitan area. The Grand Parkway is divided into 11 Segments designated A through I-2 as depicted on the map in Figure 1.1. Segment I-2 is further divided into Segments I-2A and I-2B. The Commission has designated Segments D (Harris County portion), E, F-1, F-2 and G that achieved final acceptance in 2017 and are open to tolled traffic and Segments H, I-1 and I-2 that are under construction as part of the Grand Parkway System.



Figure 1.1: Map of State Highway 99 (Grand Parkway) Project

Segments H and I-1 together are approximately a 37.5-mile long two-lane toll facility (one lane in each direction) with intermittent four-lane sections for passing in Montgomery, Liberty, Harris and Chambers Counties. Segment H includes the H-West Option, which comprises construction of two additional tolled mainlanes for a total of four tolled mainlanes for the first 8 miles from its connection with Interstate Highway 69. Segment I-2B is an approximately 6.1-mile four-lane toll facility in Chambers and Harris Counties. TxDOT constructed improvements to the Segment I-2B non-tolled frontage roads as a separate construction project, which is separate and apart from the H and I Project and was funded by TxDOT. Lastly, Segment I-2A is an existing 8.7-mile four-lane facility in Chambers County that was constructed by TxDOT in 2008. Segment I-2A will receive tolling equipment upgrades and other improvements as a part of H and I Project. Figure 1.2 shows the typical sections of H and I Project over its length.

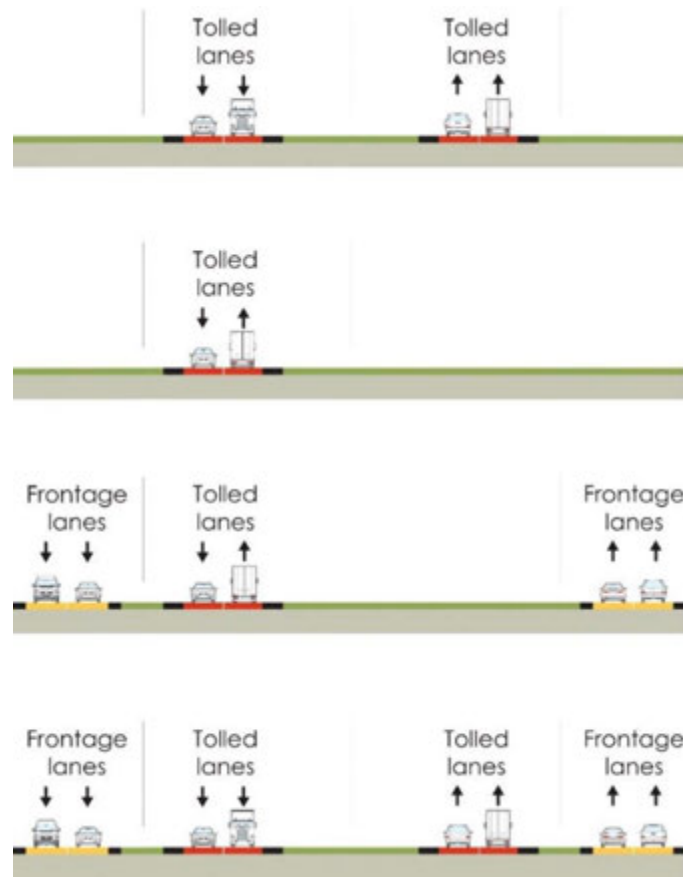


Figure 1.2: Typical Sections of H and I Project

The development and construction tasks for H and I Project principally include: design development; right of way acquisitions; utility relocations; excavation and embankment; concrete pavement; bridges; retaining walls; drill shafts; rip rap; drainage structures; barricades, signs, and traffic handling; illumination; overhead sign supports; traffic signals; toll facilities; and ITS ducts. H and I Project design, coordination, and construction activities are carried out by a DB Contractor under a Design Build Agreement (DBA) and toll zones are developed by a Toll System Integrator under a statewide Toll System Integration and Maintenance Agreement.

1.2 Design Build Agreement

On July 31, 2014 TxDOT issued a request for qualifications (RFQ) to design, construct and potentially maintain Segments H, I-1 and I-2 pursuant to a DBA. TxDOT subsequently determined that three of the four teams submitting qualifications statements in response to the RFQ were qualified to be on the short list to submit detailed proposals.

On April 30, 2015 TxDOT issued a request for proposals (RFP) to the short-listed teams. In October 2015, TxDOT received three design build proposals. On January 24, 2017, proposal revisions were received from three short-listed teams following a request for proposal revisions process. The Commission then conditionally awarded the DBA to Grand Parkway Infrastructure (GPI), LLC on March 28, 2017. Equity member firms for GPI include Ferrovial Agroman (40%), Granite Construction Company (30%) and DBW Construction –Webber (30%).

1.3 Project Milestones

- Conditional Award occurred March 28, 2017
- Contract fully executed on June 30, 2017
- NTP1 issued on July 10, 2017
- Limited NTP2 issued on October 13, 2017
- Option NTP issued for H-West Option on October 27, 2017
- NTP2 (full) issued on October 27, 2017
- GPTC Revenue Bond Financing closed on May 30, 2018
- Start of construction in July 2018
- TIFIA Loan Agreement closed on February 21, 2019
- TIFIA Loan Agreement closed on August 19, 2021 replacing 2019 TIFIA Loan Agreement
- Substantial Completion to occur within 1,735 days after NTP1
- Substantial Completion Deadline is April 10, 2022
- Projected Substantial Completion date is May 4, 2022
- Projected Tolling Commencement date is May 20, 2022
- Assumed Revenue Commencement date per GPTC System T&R forecast is May 22, 2022
- Final Acceptance to occur 120 days after Substantial Completion
- Final Acceptance Deadline is August 8, 2022
- Projected Final Acceptance is September 1, 2022

1.4 Purpose of the Report

GPTC Trust Agreement Section 407 states that the General Engineering Consultant shall prepare a progress report at least quarterly during the acquisition and construction of any portion of the Grand Parkway System which is financed in whole or in part with Obligations, commencing within 120 days from the delivery of the initial Obligations or Obligations financing an additional System Segment. The H and I Project is considered an additional System Segment to the Grand Parkway System as defined by the GPTC Trust Agreement. Furthermore, Section 23(b)(i) of the TIFIA Loan Agreement requires that the GPTC furnish the TIFIA Lender a Quarterly Construction Progress Report at such time as required by the Trust Agreement to be filed with the Trustee.

This Quarterly Construction Progress Report complies with the reporting requirements of Section 407 of the Trust Agreement as well as the TIFIA Loan Agreement. This Quarterly Construction Progress Report provides the required information as of last calendar date of the GPTC Fiscal Year quarter preceding its submittal.

2.0 Project Costs

Table 2.1A provides: (a) a detailed breakdown of the GPTC bond proceeds available for H and I Project, (b) an adjusted budget showing an estimate of total project costs at completion, (c) actual costs-to-date as of previous quarter end, or November 2021, (d) actual costs-to-date as of end of current quarter, or February 2022, (e) total actual costs-to-date expended as of February 2022 and (f) a forecast comprising an estimate of costs-to-complete. Table 2.1B provides: (a) a detailed breakdown of the TxDOT budgets to cover portion of TxDOT's Agency Costs and Segment I-2B Frontage Road construction costs, (b) an adjusted budget showing an estimate of total project costs at completion, (c) actual costs-to-date as of previous quarter end, or November 2021, (d) actual costs-to-date as of end of current quarter, or February 2022, (e) total actual costs-to-date expended as of February 2022 and (f) a forecast comprising an estimate of costs-to-complete. Table 2.2 provides a forecast of cost for each six-month period over the remaining duration of construction and extends one-year beyond the completion of construction date to ensure all costs are captured.

Actual costs paid-to-date and an estimate of funds required for processing of DB Contractor's draw for the remaining duration of construction are shown in Table 2.3 on a semiannual and cumulative basis. Estimate of funds required is based on the approved maximum payment schedule, including the H-West Option from the DBA, and approved change orders. Approved maximum payment curve is indicative of the DB Contractor's original estimates of costs over time at the time of the contract award, with subsequent adjustments for approved change orders. The DB Contractor's reported earned value for the work completed is as of the latest approved draw request received for the quarter. Cumulative earned value reported as of the most recent quarter is below the maximum payment indicating that the DB Contractor's progress is not constrained from cash flows. Refer to Section 5.0 of this report for a discussion on schedule progress against the latest approved baseline schedule. Paid-to-date represents the amount that has been disbursed and trails the cumulative earned value estimate of work completed and constraints (if any) from the maximum payment schedule included in the DBA. Difference in earned value and paid-to-date amounts also accounts for the time it takes for DB Contractor to assemble and submit the draw request after the cut-off date, address TxDOT review comments, resubmit as necessary and for TxDOT to approve and process the payment.

The DB Contractor has submitted several claims for additional days and additional costs under the terms of the DBA that are under review. Details of those claims are discussed in Section 5.0 of this report. The Project is currently expected to be completed within the total budgeted amount shown in this report, which includes a contingency amount; however, the total cost of the H and I Project will not be finally determined until all outstanding DB Contractor claims (including any additional claims that may be submitted prior to project completion) are settled or resolved and all right-of-way related eminent domain activities have been completed.

Table 2.1A: GPTC H and I Project Budgets, Actuals, Forecasts and Total Estimated Costs (\$ Thousands)
(Paid by Bond Proceeds)

Element	GPTC Bond Proceeds Budget ⁵			Actuals ⁵			Forecast ⁴	Estimate at Completion (Actuals and Forecast)
	Original Proceeds	Adjustments Thru Feb'22	Adjusted Total	Expended Thru Nov'21	Expended This Quarter	Expended Thru Feb'22	Estimate to Complete	
Segments H, I-1, & I-2								
Design-Build Agreement ^{1,3}	894,702	44,265	938,966	835,213	36,878	872,091	66,875	938,966
Right of Way Acquisition ¹	330,000	(0)	330,000	176,221	6,578	182,799	147,201	330,000
Toll Equipment & Integration ¹	32,000	6,407	38,407	25,909	377	26,285	12,122	38,407
Environmental Mitigation ¹	24,000	(13,356)	10,644	9,971	-	9,971	673	10,644
TxDOT Agency Costs ¹	53,737	7	53,744	47,285	2,321	49,606	4,138	53,744
Segment I-2A EW4 Overpass DBB Project ⁶		35,025	35,025	722	248	970	34,056	35,025
Project Contingencies ¹	110,000	(72,348)	37,652	-	-	-	37,652	37,652
Subtotal Project Costs	\$1,444,438		\$1,444,438	\$1,095,321	\$46,402	\$1,141,723	\$302,716	\$1,444,438
Financing Costs								
Capitalized Interest (2018 Bonds/BANs) ¹	309,855	-	309,855	247,532	-	247,532	62,323	309,855
Cost of Issuance (2018 Bonds/BANs) ¹	11,537	-	11,537	11,537	-	11,537	-	11,537
Capitalized Interest (50% of Series 2013E) ²	29,639	-	29,639	29,639	-	29,639	-	29,639
Cost of Issuance (50% of Series 2013E) ²	958	-	958	958	-	958	-	958
Rate Stabilization Fund ¹	50,000	-	50,000	50,000	-	50,000	-	50,000
Subtotal Financing Costs	\$401,988		\$401,988	\$339,666		\$339,666	\$62,323	\$401,988
Total Project and Financing Costs	\$1,846,427		\$1,846,427	\$1,434,986	\$46,402	\$1,481,388	\$365,038	\$1,846,427

Figures shown may not add to totals due to rounding.

Notes:

1. Reflects information provided in the GPTC Annual FY 2019 Capital Construction Budget ("FY19 Budget") for Segments H&I, as adopted by the board on August 21, 2018, including budget adjustments, actual costs and forecasted costs, updated to reflect results of the reporting period.
2. Reflects 50% of capitalized interest and cost of issuance for the Series 2013E Bonds.
3. Design Build Agreement Adjustments reflect only change orders that have been approved.
4. H&I Forecast – see Table 2.2 for allocation of forecast into six-month periods.
5. Table shows budgeted amounts and actual expenditures of the GPTC for the H and I project. It does not include expenditures by TxDOT for procurement, feasibility studies and District's frontage road project in Segment I-2B supported through other sources – see Table 2.1B for details.
6. The EW4 Overpass is a planned Design Bid Build (DBB) Project expected to let in FY 2022. The budget line item includes construction, right-of-way, design, toll equipment and integration, and other anticipated project costs.

Table 2.1B: TxDOT H and I Budgets, Actuals, Forecasts and Total Estimated Costs (\$ Thousands)
(Paid by Fund 0006)

Element	TxDOT Budget ¹			Actuals ¹			Forecast	Estimate at Completion (Actuals and Forecast)
	Original Budget	Adjustments Thru Feb'22	Adjusted Total	Expended Thru Nov'21	Expended This Quarter	Expended Thru Feb'22	Estimate to Complete	
TxDOT Agency Costs								
TxDOT Management	1,885	-	1,885	1,885	-	1,885	-	1,885
Feasibility Studies	8,840	-	8,840	8,840	-	8,840	-	8,840
Traffic and Revenue Studies	1,126	(3)	1,123	1,123	-	1,123	-	1,123
Procurement, Legal and Financial	6,660	-	6,660	6,660	-	6,660	-	6,660
Subtotal TxDOT Agency Costs	\$18,511	(\$3)	\$18,508	\$18,508		\$18,508		\$18,508
TxDOT District Project								
District I-2B Construction Project ²	59,000	4,800	63,800	63,752	10	63,762	38	63,800
Subtotal TxDOT District Project	\$59,000	\$4,800	\$63,800	\$63,752	\$10	\$63,762	\$38	\$63,800
Total Project and Financing Costs	\$77,511	\$4,797	\$82,308	\$82,260	\$10	\$82,270	\$38	\$82,308

Figures shown may not add to totals due to rounding.

Notes:

- Table shows budgeted amounts and actual expenditures incurred by TxDOT under Fund 6. It does not include expenditures supported through GPTC bond proceeds – see Table 2.1A for costs supported by GPTC bond proceeds.
- District I-2B Frontage Road Construction Project is Substantially Complete with Final Acceptance pending completion of punch list and other outstanding items.

Table 2.2: H and I Project Forecast Costs (\$ Thousands)

Element	Forecast ²		Total Estimate to Complete
	Fiscal Year 2022	FY 2023 (and later)	
	6-month		
Segments H, I-1, & I-2			
Design-Build Agreement Costs ¹	66,875		66,875
Right-of-Way Acquisition	52,386	94,815	147,201
Toll Equipment & Integration	12,122		12,122
Environmental Mitigation	673		673
TxDOT Agency Costs	4,138		4,138
Segment I-2A EW4 Overpass DBB Project ³	2,836	31,220	34,056
Project Contingencies	-	37,652	37,652
Subtotal Project Costs	\$139,030	\$163,687	\$302,716
Financing Costs			
Capitalized Interest (2018 Bonds/BANs) ⁴	62,323	-	62,323
Cost of Issuance (2018 Bonds/BANs)	-	-	-
Capitalized Interest (50% of Series 2013E)	-	-	-
Cost of Issuance (50% of Series 2013E)	-	-	-
Rate Stabilization Fund	-	-	-
Subtotal Financing Costs	\$62,323		\$62,323
Segments H, I-1, & I-2	\$201,352	\$163,687	\$365,038

Figures shown may not add to totals due to rounding.

Notes:

1. Design Build Agreement Adjustments reflect only change orders that have been approved.
2. Does not include TxDOT Fund 6 forecast for District I-2B Construction Project shown in Table 2.1B.
3. The EW4 Overpass is a planned Design Bid Build (DBB) Project expected to let in late FY 2022. Forecast of \$31,220 listed under FY2023 consists of the following: FY 2023-\$20,195; FY 2024-\$6,000; and FY 2025-\$5,025.
4. The 2018 BANs are anticipated to be refinanced after Substantial Completion of Segments H&I (and prior to the stated maturity of the 2018 BANs) with the proceeds of additional obligations or a draw on the 2021 TIFIA loan.

Table 2.3: H and I Project Design Build Agreement Construction Draw (\$ Thousands)

Period		Estimate of Construction Draw ^{1,4}		Earned Value ²		Cumulative Paid-to-Date ³
Begin	End	Period	Cumulative	Period	Cumulative	
NTP1	8/31/2017	12,403	12,403	12,403	12,403	12,403
9/1/2017	2/28/2018	25,125	37,528	40,711	53,114	37,528
3/1/2018	8/31/2018	42,806	80,334	32,605	85,719	80,334
9/1/2018	2/28/2019	140,566	220,900	92,455	178,174	178,174
3/1/2019	8/31/2019	209,027	429,927	68,836	247,010	247,010
9/1/2019	2/29/2020	163,629	593,556	106,106	353,116	353,116
3/1/2020	8/31/2020	119,723	713,279	180,791	533,907	533,907
9/1/2020	2/28/2021	131,072	844,351	159,040	692,947	692,947
3/1/2021	8/31/2021	61,454	905,805	122,957	815,904	815,904
9/1/2021	2/28/2022	28,985	934,790	92,665	908,569	872,091
3/1/2022	8/31/2022	4,176	938,966			

Figures shown may not add to totals due to rounding.

Notes:

1. Estimate of Construction Draw is based on the maximum payment schedule, including the H-West Option, and executed change orders.
2. Earned Value is based on construction work completed per the latest draw request as of the reporting period.
3. Paid-to-Date represents amounts that were disbursed as of this quarter end but are reported in the periods they were earned.
4. Estimate of Construction Draw reflects only change orders that have been approved.
5. Highlighted row represents semiannual period included with this quarterly report.

3.0 Overall Progress of Construction

Construction activities started on the project in 2018 and have continued to progress. Overall, design submittals have been made to TxDOT for review and comment, leading to release-for-construction documents along the corridor. The DB Contractor continues to progress environmental coordination, permitting, right-of-way, utilities and public outreach activities. A summary of progress for the quarter is summarized below and illustrated in construction photographs included with Appendix A.

3.1 Public Information & Communications by DB Contractor

Domain name www.sh99grandpkwy.com is maintained by the DB Contractor and continues to be a source of information for the project. The DB Contractor maintains an online Public Information Office in lieu of a physical location due to COVID-19 and Change Order #7. Figure 3.1 shows a snapshot of the project website.

Contact subscription list for the project stakeholders continues to grow. At closing of this quarter, 1,299 recipients (elected officials, TxDOT, corridor residents, business owners and GPI staff) are signed up to receive project alerts, newsletters, etc.

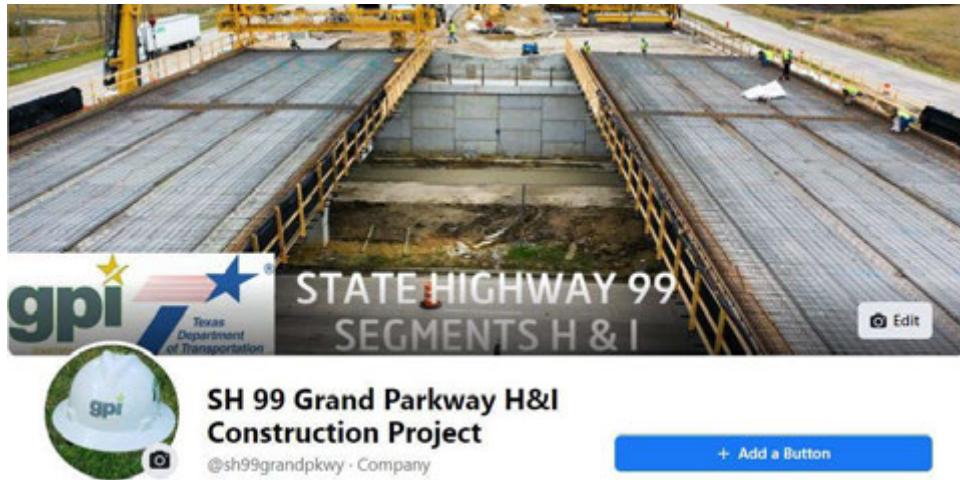


Figure 3.1: Grand Parkway Project Website

Social media presence for the project continued to increase. At closing of this quarter, the project website had 519 followers on Twitter site and 5,175 followers on Facebook. The number of people who had viewed any posts from the GPI Facebook page on their screen was 8,577 for the most recent month of the quarter ended February 2022. Figure 3.2 provides a snapshot of general queries and complaints received about the project. DB Contractor participated in various coordination meetings and conducted outreach activities in the quarter, which included:

- Weekly Traffic Control Meetings
- Weekly Construction Coordination Meetings

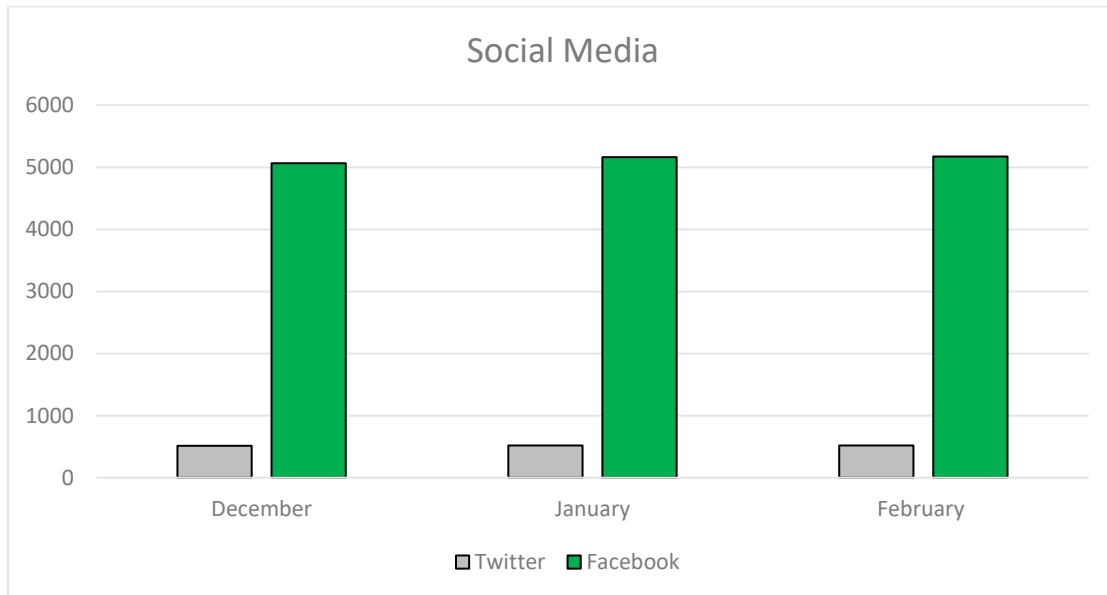


Figure 3.2: Grand Parkway Social Media Presence

3.2 Utilities

DB Contractor has completed negotiations on PUAA’s with utility owners and all thirty one (31) PUAA’s have been fully executed. Out of the total eighty six (86) UAAA’s, seventy nine (79) have been executed and none of the remaining seven (7) UAAA’s are expected to impact the projected dates of Substantial Completion or tolling commencement discussed in this report. Overall status of the utility coordination is shown in the following table.

Table 3.1: Status of Utilities Work

Utility Status	
Anticipated Total Utility Adjustments	343
PUAA’s	
Anticipated Total	31
Executed	31
Remaining	-
UAAA’s	
Anticipated Total	86
Executed	79
Remaining	7

Anticipated total utility adjustments represents an estimate of conflict locations requiring adjustment based on the DB Contractor’s design progress. As the roadway design progresses, conflicts may be avoided, or additional conflicts may be identified. The DB Contractor continues to progress pending UAAA’s. Additionally, the DB Contractor is verifying civil design impacts and working on completing AUA’s with Utility Owners for utilities that are not in conflict and its right of way team is currently pursuing the required easement documents.

Status of DB Contractor managed design is as follows:

- All DB Contractor managed designs are complete

Status of utility owner managed design is as follows:

- All DB utility owner managed designs are complete

Utility coordination and field adjustment work is moving forward at a steady pace and the DB Contractor continues to make progress according to the schedule. Highlights of utility related construction activities are as follows:

- CenterPoint Gas completed the 4-in gas line relocation at FM 565.
- City of Mt Belvieu completed the waterline tie-in at SH 146.
- Frontier completed borings at FM 565.

3.3 Permits/Environmental

Asbestos containing material & lead based paint abatement activities included structures' survey for Asbestos Containing Materials (ACM) and Lead Based Paint (LBP), with abatement scheduled on an ongoing basis. Close out documentation for Phase II at Parcel 1311 (Placid Tank Farm) for all the ENV work completed on this site was assembled and submitted to TxDOT for review.

The DB Contractor has been in communication with United States Army Corps of Engineers (USACE) regarding mitigation for impacts to Wismer Road Permitting and Mitigation under Change Order #15. This change order was approved in this quarter and work is proceeding.

The DB Contractor has initiated conducting continuous monitoring and protection of nesting sites, in compliance with the Migratory Bird Treaty Act, in all active construction locations and will continue through completion of the Project.

3.4 Right of Way

In accordance with the terms of the DBA the DB Contractor is responsible for right of way surveys, appraisals, environmental phase I assessments, acquisition packages, title searches and relocation packages. Overall, the schedule of right of way acquisitions and associated costs are tracking against the DB Contractor's baseline schedule and access is available to all the parcels necessary for completing construction of the Project. The following table provides a detailed status of progress towards completing right of way acquisition through this reporting period. It is noted that the table individually accounts for parcels that sometimes are combined into a single parcel or are eliminated after ROW survey is completed because they did not reflect an affected parcel. An assessment of actual parcels acquired and released for construction against total to be acquired is discussed in Section 8.0 of this report.

Table 3.2: Status of Right of Way Work

Item	Activities Completed Previous Periods	Activities Completed Current Period	Total Completed Activities	Activities In-Progress
Pre-Acquisition (Title Searches, ROEs, etc.)	336	0	336	0
Appraisals (prep, approval for initial and ED update)	617	3	620	0
Surveys (prep, review, approval)	489	0	489	0
ESA Phase I's	244	0	244	0
Acquisition Packages (prep, review, approval)	465	0	465	0
Initial Offers Made	235	0	235	0
Final Offers Made	232	0	232	0
Closing Payment Packages (prep, approval, funding for PUA's and signed deeds)	468	2	470	0
Closings	163	0	163	0
Relocation, Relocation Payment Packages, and 90-Day NTV's	278	1	279	0
ED Packages (prep, review, approval)	135	0	135	0
ED Proceedings (AAG approval and setting hearing)	210	0	210	0
ED Payment Packages (prep, approval, funding, deposit, and 30-day NTV)	330	0	330	0
Released for Construction	235	0	235	0

Note: For a discussion of parcels released into construction against total number of parcels to be acquired, see Section 8.0 of this report

3.5 Design

DB Contractor is designing the project in priority areas as depicted in Figure 3.3. These areas represent the priority for construction based on availability of right of way. The subsegments that have top priority are marked with green circles and consist of Section H1A; US-69 to East of LP 494 and Section I2B2; SH 146 to Cedar Bayou. The subsequent priorities by subsegments are shown in yellow and orange respectively.

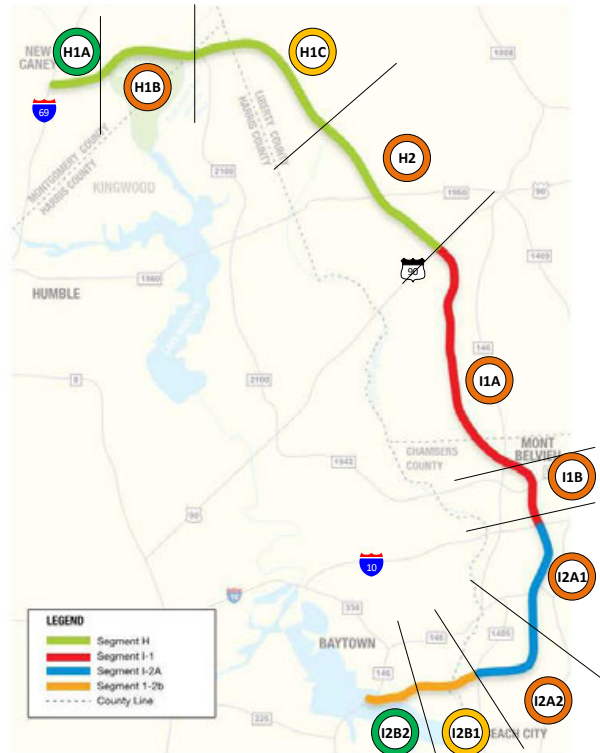


Figure 3.3: DB Contractor Priority Areas for Design Development

The progress up to end of the current quarter is as is as follows:

- Design has been progressing and is over 99% complete
- DB Contractor continues to coordinate design development with TxDOT through meetings and RFI submittals
- Released-for-Construction submittals have been made for all Segments
- GEC is regularly tracking notice of design changes and any revisions to the released drawings

3.6 Tolling Systems

Coordination is on-going between the DB Contractor and TxDOT Toll Operations Division for design at tolling locations. TxDOT Toll Operations Division with support from design consultant Atkins and System Integrator, TransCore, is responsible for design and construction of tolling infrastructure in the Toll Zones. According to the DBA, the DB Contractor is required to

complete work in Toll Zones 180 days prior to Substantial Completion Deadline and handover to the Toll System Integrator. Coordination between TransCore and the DB Contractor regarding construction in Toll Zones is on-going and Section 5.0 of this report provides additional details on the status of construction of the tolling infrastructure within the Toll Zones.

3.7 Quality

DB Contractor has mobilized its quality control staff as well as Independent Quality Firm staff to perform inspection and testing. Construction quality control and hold point inspections for construction were performed. DB Contractor has instituted a process for reporting non-conforming work and is maintaining a log of non-conformance reports and of Construction Deficiencies. Status of quality related actions as of the closing of this quarter:

- Total NCRs issued as of closing of current quarter: 519 (90 open)
- Observation Reports issued as of closing of current quarter: 20 (1 open)
- Engineering Judgements: 163
- Construction Deficiencies: 273 (73 open)

3.8 Maintenance During Construction

Since the issuance of full NTP2, the DB Contractor has been responsible for maintaining all existing roadways within the project right of way of Segments H and I-1 and is responsible for elements modified or constructed by the DB Contractor in Segment I-2. The DB Contractor has developed procedures under its Maintenance Management Plan to inspect and repair facilities on an ongoing basis. Debris removal and sign straightening have been the main items of maintenance work in this quarter. Activities carried out by the DB Contractor in this quarter include:

- Weekly Inspections Completed: 9
- Monthly Inspections Completed: 3
- Special Inspections Completed: 0
- Incident Responses Attended: 0
- Defects Identified this Period: 20
- Defects Resolved this Period: 20
- Defects Total to Date: 230
- Defects Resolved to Date: 229
- Defects Currently Unresolved: 1

3.9 Construction

The DB Contractor is constructing the project in three segments. Figure 3.4 shows the correlation of design priority subsegments to the three construction segments.

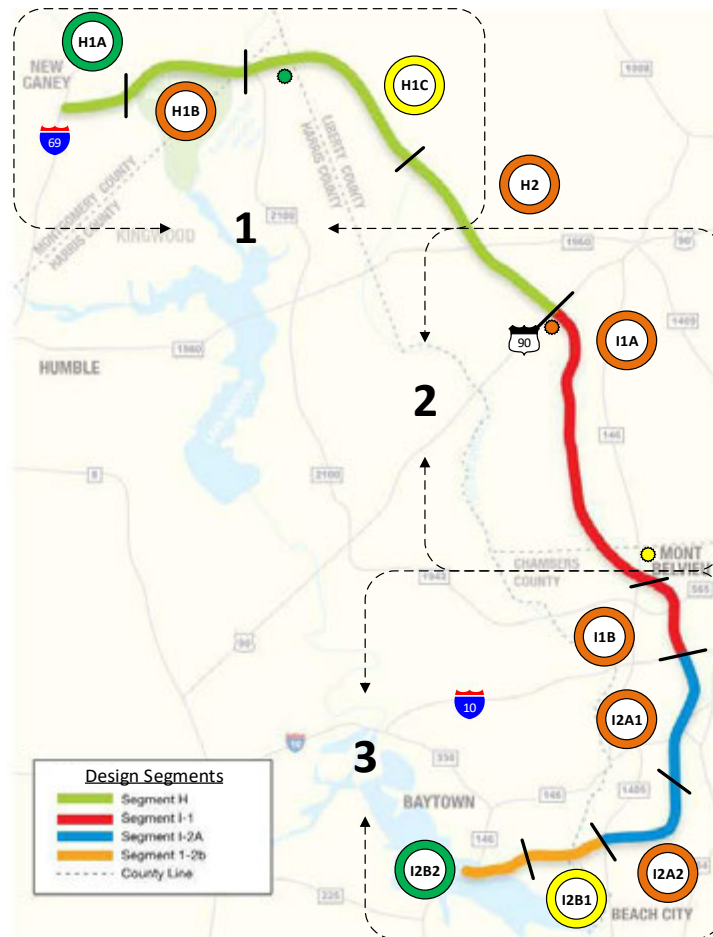


Figure 3.4: Construction Segments and Priority Design Areas

For the reporting period, the DB Contractor construction operations in each of the three construction segments, broken out by priority area where applicable, is as follows:

Segment 1:

Activities in H1A included:

- Continued installing traffic rail on mainlines
- Carried out median ditch grading for cable barrier
- Performed frontage road ditch grading for placement of topsoil
- Formed and poured drainage riprap and inlet aprons
- Initiated painting for Bridges 203 and 204
- Installed metal beam guardfence
- Initiated placement of mow strips at metal beam guardfence
- Placed mow strip at Retaining Walls 3, 4, 5, 6, 7, 8, and 11

- Continued installing drilling shafts for signs and placing small signs
- Completed drilled-shafts for illumination and Installed poles
- Poured, formed, and stripped columns for large signs
- Completed barrier rail installation on Bridges 205 and 206
- Continued paving operations at various locations

Activities in H1B included:

- Continued placement of mow strips at Retaining Walls 20, 21, 27, 28, 29, and 30
- Placed cement treated base and bond breaker on westbound frontage road between Stephen Forest and Willaby
- Completed paving on westbound frontage road between Redbud and Scott Gardner, and at Ramps 3A, 3B, 4A and 4B
- Continued grooving operations for Bridges 209, 210, 212, 217, 218A, and 219
- Initiated grinding and grooving for Bridges 217, 218, 218A, and 219
- Continued to place and grade topsoil at ditches
- Progressed seeding slopes along ditches and embankment
- Completed all embankment along frontage roads
- Finished installation of reinforced concrete pipe and reinforced concrete box drainage structures on mainlanes, ramps, and frontage roads
- Completed cast in place coping at Retaining Walls 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, and 17L
- Completed placement of mow strips at Retaining Walls 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, and 17L
- Completed all lime operations in H1B for mainlanes, ramps, and frontage roads
- Completed rail Installation on Bridges 209, 210, 211, 212, 217, 218, 218A, and 219
- Completed painting on Bridges 211, 212, 217, 218, 218A, and 219

Activities in H1C included:

- Continued Paving mainlanes between San Jacinto and Plum Grove
- Completed grading topsoil and seeding slopes on ditches and embankment
- Completed grinding on Bridges 230, 231, 234, 236, and 238
- Carried out grooving operations for Bridges 230, 231, 234, 236, and 238
- Drilled shafts and installed posts for illumination and signs
- Finalized installation of metal beam guardfence

Segment 2:

Activities in H2 included:

- Progressed topsoil placement along main alignment

- Completed embankment for gas line
- Placed CTB at Access Road and FM1960 eastbound
- Completed mow strip installation for metal beam guardfence at Bridges 246, 248, 252, 254, and 266
- Installed metal beam guardfence at Bridges 246, 252, and 254
- Completed concrete barriers for Bridges 240, 252, and 254
- Poured foundations for small and large signs
- Reviewed and completed metal punch-list items for Bridges 246, 250, 252, and 254
- Completed riprap placement at Bridge 260
- Completed deck grooving for all bridges in the segment
- Finalized concrete pavement for FM686 and FM1960 ramps
- Completed riprap placement for all drainage inlets and outlets

Activities in I1A included:

- Continued placing topsoil south of Bridge 8 and US90 ramps
- Placed cement treated base at US90 detention ponds
- Completed landscape at US90 eastern detention ponds and started in the western pond
- Completed metal beam guardfence at US90, FM1413, Bridge 1, and Bridge 8
- Progressed foundations for large and small signs
- Completed metal beam guardfence mow strip for Bridge 1
- Grooving and punch list completed for all I1A bridges
- Completed rip rap at Bridge 6
- Painted Bridges 1, 1A, 4A, 4B, and 6
- Completed concrete barriers for Bridges 1 and 8
- Placed CRCP on south side of Bridge 8
- Completed concrete placement at US90 widening in connection with ramps

Segment 3:

Activities in I1A included:

- Set beams and poured Unit 1 deck for Bridge 10
- Placed lime and bond breaker at Ramp 13C
- Completed paving for Ramp 13C and 13A
- Excavated and poured grade beams for Colonial Air Bridge 3
- Formed, poured, and stripped cast in place coping at SH146
- Graded slopes at SH146
- Placed cement treated base and bond breaker east of SH 146

Activities in I1B included:

- Formed, poured, and stripped cast in place coping at FM565 and Langston
- Formed, poured, and stripped flume at Langston
- Placed and remixed lime at FM 565 Junction
- Placed cement treated base and bond breaker at FM 565 Junction
- Completed traffic rail at FM 565 and Langston
- Graded slopes at FM 565
- Constructed concrete flumes for Retaining Walls 1, 3, 4, and 6

Activities in I2A1 included:

- Graded slopes at Needlepoint and south of I-10
- Completed traffic rail north and south of I-10
- Formed, poured, and stripped MSE Wall mow strip at Kilgore and Needlepoint
- Begun installing posts for metal beam guardfence
- Begun installing small signs along segment

Activities in I2A2 included:

- Placed and remixed lime at Ramp 16
- Continued grading sloped at Fisher
- Installed small signs along segment
- Completed cement treated base and bond breaker placement at Ramp 16
- Performed traffic switch at Ramp 16
- Completed CRCP placement for Ramps 16 and 17

Activities in I2B1 included:

- Initiated installing posts for metal beam guardfence
- Initiated installing small signs along segment
- Continued grading slopes at FM 1405
- Slip formed traffic barrier at FM 1405
- Placed and remixed lime at Ramp 10
- Placed cement treated base and bond breaker at Ramp 10

Activities in I2B2 included:

- Began placing topsoil along segment
- Completed single slope traffic rail on Wismer and Lee Drive
- Delivered rebar, formed, poured, and stripped columns for overhead signs
- Initiated installing posts for metal beam guardfence
- Initiated installing small signs along segment
- Completed demolition at Lee and eastbound mainlanes between Gooselake and Lee

- Completed lime, cement treated base, and bond breaker placement at eastbound mainlanes between Gooselake and Lee
- Placed lime and cement treated base at Ramps 8 and 9
- Initiated grading slopes at Tri-Cities and BS146
- Installed copings at Wyoming
- Formed, poured, and stripped MSE Wall Mow strip for Retaining Wall 6
- Placed sidewalks and pedestrian ramps at Wyoming
- Completed concrete paving on mainlanes between Lee and Gooselake
- Poured shoulders at Lee, Wismer, and BS146
- Formed, poured, and stripped inlets at Lee, Wismer, and BS146

4.0 Substantial Completion

According to the most recent schedule revision received in the quarter, Projected Substantial Completion of the H and I Project is expected to occur on May 4, 2022, which is outside the 1,735 days that are available to the DB Contractor after accounting for change orders that have been approved as of the end of the reporting period reflected in this report. With the Projected Substantial Completion date of May 4, 2022, the DB Contractor is beyond the current Substantial Completion Deadline of April 10, 2022 pursuant to the terms of the DBA and is forecasting a delay of 24 days as of the end of the quarter. Section 5.0 of this report presents ongoing partnering discussions between TxDOT and the DB Contractor to evaluate whether any of these additional days are attributable to Hurricane Ida, Tropical Storm Nicholas and the COVID-19 pandemic. Project completion through Final Acceptance is projected to be September 1, 2022, 120 days after the projected Substantial Completion date.

5.0 Material Problems Encountered

Outbreak of COVID-19: On March 13, 2020, the President of the United States declared the outbreak of COVID-19 a national emergency and the Texas Governor declared it an imminent threat of disaster for all counties (including Chambers, Harris, Liberty and Montgomery) in Texas. For each subsequent month through February 28, 2022, the Texas Governor has renewed the disaster proclamation for all counties in Texas to reflect the continued nature of the disaster. The DB Contractor initially notified TxDOT on March 24, 2020 that while it has taken steps to monitor and mitigate the impacts of COVID-19 to the project, the DB Contractor and its subcontractors experienced some loss of workforce. The DB Contractor claims that the pandemic has required additional activities to minimize impacts while allowing construction to continue following CDC and published guidelines. Over the last two years, the DB Contractor has been engaged in partnering discussions with TxDOT and has submitted several incomplete updates to Requests for Change Order (RCO) that include labor, materials, and other miscellaneous overhead costs to the Project for TxDOT to review and assess. It was agreed between the parties to divide the claim into potentially two RCO's. For the first RCO, the DB Contractor is to provide additional information for items that qualify for cost reimbursement

and/or had a schedule impact under the Force Majeure Event provisions of the Design Build Agreement. The DB Contractor could then pursue any items that TxDOT had identified as not recoverable as a Force Majeure claim under a second RCO to avoid delays to the resolution of the items that may qualify for cost reimbursement and/or additional days under the Force Majeure Event provisions of the DBA. In this reporting period, DB Contractor made a revised submittal of the RCO. Merits of this revised claim are being reviewed by TxDOT, and additional information in support of costs included with the RCO has been requested from the DB Contractor.

Hurricane Ida and Certificate of Toll Zone Completion: Hurricane Ida made landfall on August 29, 2021 as a Category 4 hurricane in Louisiana. On August 29, 2021, the President of the United States, President Joseph R. Biden, Jr., approved the Louisiana Disaster Declaration, confirming that Hurricane Ida began on August 26, 2021. The DB Contractor was notified by the electric service providers (Entergy, SHECO, and CenterPoint Electric) that they instituted a statewide stoppage for any non-emergency work in Texas so that they can provide emergency repair services in Louisiana. This affected the DB Contractor's planned activities at the Toll Zone locations on this Project. DB Contractor had an interim milestone requirement to complete work in Toll Zones 180 days prior to the Substantial Completion Deadline and handover the sites to the Toll System Integrator (SI). The contractual date of completing the interim milestone was October 12, 2021. Before this deadline was reached, DB Contractor faced resource availability challenges from electric service providers in making power available at the Toll Zones. In order to allow the SI's work to proceed, TxDOT made accommodations for the SI to utilize backup generators at the Toll Zones until electrical power was provided. In addition to challenges faced by the DB Contractor in obtaining and providing electrical power supply to the Toll Zones there were challenges in providing continuous fiber communications and Toll Zone site access to the SI, all of which impacted SI's planned activities. The SI has indicated that it would complete all Toll Zone system integration testing no later than May 18, 2022.

DB Contractor claims that its Toll Zone Completion milestone was delayed by the Force Majeure events that not only included Hurricane Ida but also Tropical Storm Nicholas and COVID-19, and it is entitled to a Change Order to revise the Toll Zone Completion milestone. A Request for Partnering for Hurricane Ida and RCO's along with the Time Impact Analysis for Tropical Storm Nicholas and COVID-19 have been received from DB Contractor relating to these potential Force Majeure Events. The discussions between the DB Contractor and TxDOT are ongoing to assess if these events qualify as Force Majeure Events and if they had an impact on DB Contractor's Toll Zone Work schedule to achieve a timely Certificate of Toll Zone Completion. Additionally, before a Toll Zone Completion Certificate can be issued to DB Contractor all parties are participating in joint field inspections to ascertain if the Toll Zone Work is complete at all the Toll Zone locations.

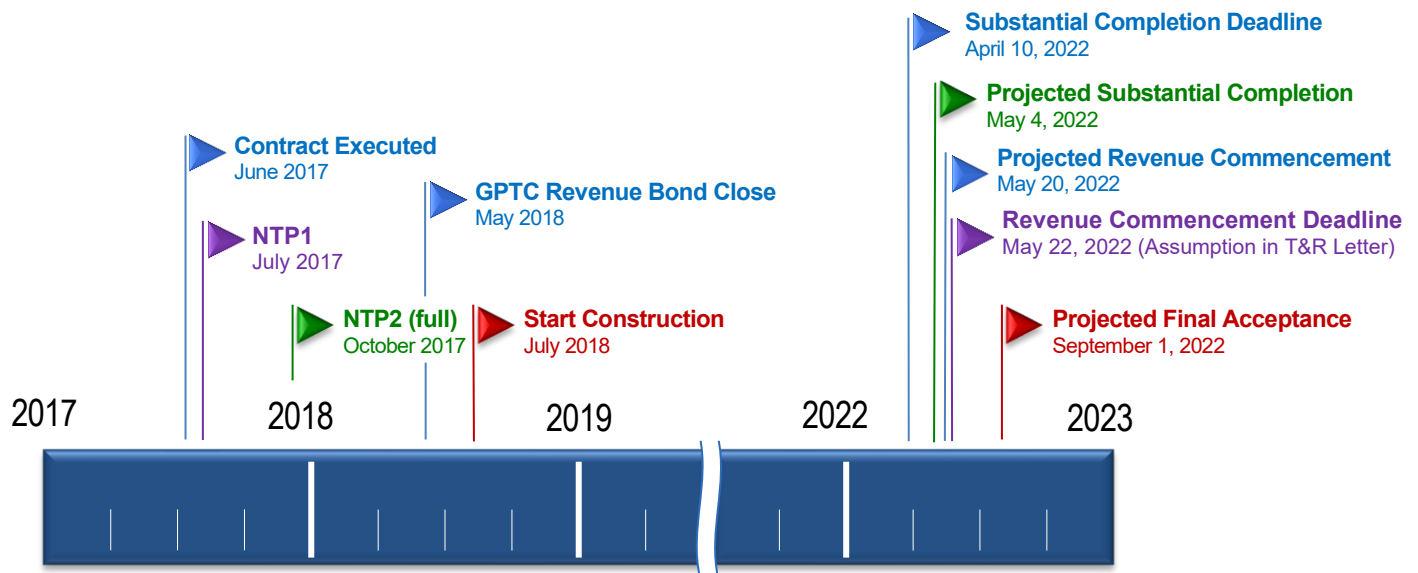
Tropical Storm Nicholas: On September 13, 2021, Texas Governor Greg Abbott issued a proclamation declaring a state of disaster in certain counties and on September 14, 2021 added additional counties to the proclamation, including those encompassing the H and I Project, based on the existence of a threat of imminent disaster due to Tropical Storm Nicholas. Impacts

to the Project from Tropical Storm Nicholas generally consisted of flooding and saturation of borrow pits. The DB Contractor has claimed that it had performed mitigation measures in preparation of the storm to preserve the worksite and carried out additional tasks after the storm to restore the worksite. DB Contractor has claimed 38 days of impact whereas TxDOT's review has preliminarily determined that an impact of 6 days is more appropriate. Partnering discussions are on-going between the two parties.

Energy Transfer Corporation (ETC)/Sunoco Pipelines: Sunoco has six pipelines and ETC has one pipeline that cross the H&I Project corridor at multiple locations and has eligible property interests. While most of these lines are over 80 years old, they did not require replacement or adjustment to a lower depth per Utility Accommodation Rules (UAC) utilized by the DB Contractor. However, Sunoco disagreed with the DB Contractor's methodology, and raised concerns regarding the age and safety, access for maintenance after project completion, and additional stresses on the pipelines from the added loads. At the request of the utility owner and the DB Contractor, TxDOT participated in the discussions and agreed that the pipelines need to be relocated or provided with an additional protective slab if they were to remain in place. This relocation work was completed in this quarter. The DB Contractor has claimed a cost impact and TxDOT and the DB Contractor are participating in discussions to review the claim.

Overall Progress: As of February 20, 2022, the data date for the latest draw submittal made by the DB Contractor in this reporting period, the actual schedule percent complete was 98% (as measured by the Primavera cost loaded schedule submittal). This is in line with the Planned Schedule Percent Complete of 97%. Additionally, the earned value reported by the DB Contractor and included in Table 2.3 of this report shows that earned values for several reporting periods since the second quarter of 2020 have been slightly ahead of those planned at the time of the award.

As discussed in Section 4.0, projected Substantial Completion is anticipated to occur by May 4, 2022. The DBA requires a recovery schedule should any activity on the Critical Path be delayed by either the greater of 30-days or a number of days equal to 5% of the days remaining until a completion deadline. TxDOT is monitoring the requirement to develop recovery schedules.



Note:
Future dates are subject to change

Figure 5.1: H and I Project Milestones

Commencement of toll revenues is anticipated to occur after the projected Substantial Completion, which is currently estimated to be May 4, 2022, and upon completion of all Toll Zone system integration testing currently estimated to be on May 18, 2022. Projected Revenue Commencement date is May 20, 2022. This projected date is before the Revenue Commencement Deadline included in the CDM Smith traffic and revenue assumptions. CDM Smith’s 2018 T&R Bring Down Letter assumes that Segments H, I-1 and I-2B will be open to tolled traffic on May 22, 2022.

Several requests for partnering have been made by the DB Contractor over the course of the project. These proposed changes are either under review or have been rejected by TxDOT. The issues currently under review are associated with toll charges from the DB contractor toll road usage, COVID-19, Hurricane Ida, Tropical Storm Nicholas, Toll Zone Completion Certificate and the Sunoco pipeline relocation work.

6.0 Delivery Status of Equipment

No issues with equipment deliveries from the DB Contractor or the Toll System Integrator are currently anticipated. DB Contractor will procure the ITS and Traffic Signal equipment which is routine for such project.

TransCore is responsible for installing Tolling Equipment such as transponder readers and cameras and has done so on other projects for TxDOT on a statewide basis.

7.0 Change Orders

7.1 Approved Change Orders

One change order was approved in the quarter. This change order requires the DB Contactor to carry out activities related to Wismer Road Drainage Easement mitigation credits to offset unavoidable impacts to streams & wetlands. The Wismer Road Drainage Easement Environmental Permit requires in-kind compensatory mitigation. The stream and wetland mitigation required to offset impacts will total approximately 5,300 linear feet of stream restoration (equating to 15,942 Stream mitigation credits) and 15 acres of wetland enhancement (equating to 3.0 suites of Functional Capacity Units). These mitigation credits do not have any impact on the projected Substantial Completion date for the project. They allow TxDOT to make improvements within the drainage easement to enhance ditch flows.

Change Order #15

- Wismer Rd Drainage Easement Mitigation Credits
 - Amount: \$6,572,600
 - Days = 0

Appendix B provides the overall list of approved change orders. With the approval of change orders as listed in Appendix B, the total construction cost for the DBA has seen a net increase from \$894,701,621.55 to \$938,966,232.28 and total days stands at 1,735 days.

7.2 Pending Change Orders

Various change orders are in partnering discussions where the cost, time or validity of the change is being determined and has not yet been negotiated. Such changes are discussed in Section 5.0 of this report.

A change order that has been negotiated and is pending approval is Change Order #16. This change order requires the DB Contactor to provide a concrete mow strip with the installation of the cable barrier located in the median for the length of the project.

Pending Change Order #15

- Cable Barrier System – Mow Strip
 - Amount: \$5,496,272
 - Days = 0

8.0 Right of Way Acquisition

TxDOT carried out early right of way acquisition activities prior to issuance of NTP2. With the issuance of the NTP2, the DB Contractor was made responsible for all right of way acquisitions. Overall status of parcels released into construction is provided in Table 8.1. 100% of the parcels have been cleared for construction. Although all properties are cleared for construction, a number of parcels remain in eminent domain proceedings to complete the acquisition process.

Table 8.1: Progress on Right of Way Acquisitions

ROW Status	
Estimated Total Number of Parcels ¹	235
Surveys Submitted for TxDOT Approval ²	235
Parcels in Possession and cleared for construction ³	235

Notes:

1. Estimated total number of parcels represents most recent estimate of total acquisitions required based on the status of design development.
2. Surveys submitted for TxDOT approval represents approved surveys and those pending approvals as of the report period. Surveys previously submitted but requiring modifications are not included in the count until resubmitted.
3. As previously reported, all 235, or 100% are cleared for construction. Although all properties are cleared for construction, a number of parcels remain in eminent domain proceedings to complete the acquisition process.

9.0 Discussion of Other Matters

There are no additional other matters related to the H and I Project construction that have been requested by the TIFIA Lender in this quarter.

APPENDIX A – Construction Photos for the Quarter



Figure A.1: Cement Treated Base in Segment H1B



Figure A.2: View of Completed Bridges in Segment H1C



Figure A.3: Metal Beam Guardfence Installation in Segment H1C



Figure A.4: Preparing FM 1960 for Concrete Pour in Segment H2



Figure A.5: Gas Line Embankment in Segment H2



Figure A.6: US90 Ramps in Segment I1A



Figure A.7: Completed Pavement of Ramps 13C and 13A in Segment I1A



Figure A.8: Setting Beams for Bridge 10 in Segment I1A



Figure A.9: Illumination Foundations in Segment I2A1



Figure A.10: Drilling for ITS Pole in Segment I2B1



Figure A.11: CRCP in Segment I2B2

APPENDIX B – Change Orders List

Change Order No.	Description	Status	Date Executed	Time Impact (days)	Cost Impact (\$)
1	Hurricane Harvey Impact & NTP2 Delay	Executed	11/20/18	19	-
2a	Castle Hill CH Partners Utility Casings	Executed	9/18/18	0	849,097
2b	Remove RR Track From UPRR Structures	Executed	9/18/18	0	73,942
3	Bridge Over Rail Yard/Speer Property	Executed	4/10/20	0	17,600,000
4	CWA Siphon at Luce Bayou	Executed	5/3/19	0	4,799,827
5	Kingwood Drive Overpass Ramps & U-turn	Executed	2/9/20	0	6,522,000
6	City of Mont Belvieu Installation of RCB in lieu of Ditch	Executed	5/22/20	0	510,620
7	PIO Office, Computers, Equipment, and Software	Executed	8/6/20	0	(183,273)
8	UPRR ROW Width Change at US 90	Executed	9/30/20	0	1,641,687
9	Ponds at Interchange Rail Park - Over Bridge 8	Executed	12/17/20	0	655,922
10	Impacts of Tropical Storm Imelda	Executed	11/22/20	30	-
11	Impacts of Tropical Storm Beta	Executed	2/11/21	6	-
12	Impacts of Winter Storm Uri	Executed	7/12/21	6	-
13	Wismer Rd Drainage Easement Environmental Permit	Executed	9/16/21	0	217,000
14	Changes in Drainage Discharge Points	Executed	11/16/21	0	5,005,189
15	Wismer Rd Drainage Easement Mitigation Credits	Executed	2/17/22	0	6,572,600
Subtotal Executed Change Orders				61	44,264,611
16	Cable Barrier System - Mow Strip	Pending	-	0	5,496,272
Subtotal Pending Change Orders				0	5,496,272
Total Executed and Pending Change Orders				61	49,760,883

Figures shown may not add to totals due to rounding.

Notes:

1. Various claims are in partnering discussions where the cost, time or validity of the claim is being determined and has not yet been negotiated. See Section 5.0 of this report for additional information.
2. With the approved change orders, the total construction cost for the DBA has increased by \$44,264,611 from \$894,701,621.55 to \$938,966.28 and the total days have increased by 61 from 1,674 to 1,735.

APPENDIX C – Commonly Used Acronyms and Abbreviations

ACM	Asbestos Containing Materials
ATC	Alternate Technical Concept
AUA	Abbreviated Utility Agreement
CDC	Centers for Disease Control and Prevention
CRCP	Continuously Reinforced Concrete Pavement
CTB	Cement Treated Base
DB	Design Build
DBA	Design Build Agreement
DBB	Design Bid Build
ED	Eminent Domain
ESA	Environmental Site Assessment
FHWA	Federal Highway Administration
FM	Farm to Market Road
GEC	General Engineering Consultant
GPI	Grand Parkway Infrastructure, LLC (DB Contractor)
GPTC	Grand Parkway Transportation Corporation
IH	Interstate Highway
IP	Individual Permit
ITS	Intelligent Transportation Systems
LBP	Lead Based Paint
MSE	Mechanically Stabilized Embankment
NCR	Non-Conformance Report
NTP	Notice to Proceed
NWP	Nationwide Permit
PCO	Potential Change Order
PUA	Possession and Use Agreement
PUAA	Project Utility Adjustment Agreement
RCB	Reinforced Concrete Box
RCO	Request for Change Order
RFI	Request for Information
ROE	Right of Entry
ROW	Right of Way
SH	State Highway
TBD	To be Determined
TTC	Texas Transportation Commission
UPRR	Union Pacific Railroad
US	United States Highway
USACE	United States Army Corps of Engineers
T&R	Toll and Revenue
TxDOT	Texas Department of Transportation
UAAA	Utility Adjustment Agreement Amendment

GRAND PARKWAY TRANSPORTATION CORPORATION
UNITED STATES DEPARTMENT OF TRANSPORTATION
TIFIA LOAN

Authorized Representative Certificate

I, Benjamin Asher, Secretary/Treasurer of the Grand Parkway Transportation Corporation, hereby certify that the Quarterly Construction Progress Report to Grand Parkway Transportation Corporation has been prepared in connection with Section 23 of its TIFIA Loan Agreement with the United States Department of Transportation dated August 19, 2021.

The undersigned has executed this Authorized Representative Certificate as of the date set forth below.

DocuSigned by:

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4/21/2022

Mr. Benjamin H. Asher
Secretary/Treasurer
Grand Parkway Transportation Corporation
Borrower's Authorized Representative

Date