



GRAND PARKWAY H AND I PROJECT QUARTERLY CONSTRUCTION PROGRESS REPORT

Dec 1, 2020 - Feb 28, 2021

April 14, 2021



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, 2021

April 14, 2021

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 TIFIA Loan Agreement with the United States Department of Transportation dated February 21, 2019, 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, 2021. 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, 2021.

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. Hrcir, 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 2021, covering the period December 1, 2020 through February 28, 2021. 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 is currently constructing 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 is being 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.

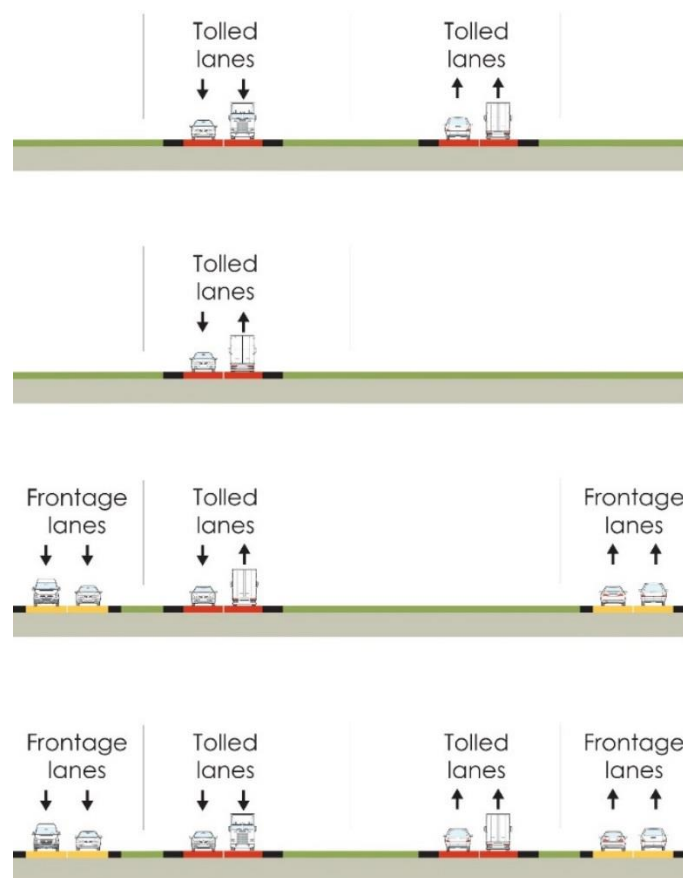


Figure 1.2: Typical Sections of H and I Project

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
- Substantial Completion to occur within 1,729 days after NTP1
- Substantial Completion Deadline is April 4, 2022
- Projected Substantial Completion date is May 1, 2022
- Projected Open to Traffic date is May 1, 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 2, 2022
- Projected Final Acceptance is August 29, 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 2020, (d) actual costs-to-date as of end of current quarter, or February 2021, (e) total actual costs-to-date expended as of February 2021 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 2020, (d) actual costs-to-date as of end of current quarter, or February 2021, (e) total actual costs-to-date expended as of February 2021 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 H and I Project is currently expected to be completed within the total budgeted amount shown in this report, which includes a contingency amount. The contingency amount is anticipated to be adequate to address increases in project costs relating to change orders and other cost uncertainties.

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'21	Adjusted Total	Expended Thru Nov'20	Expended This Quarter	Expended Thru Feb'21	Estimate to Complete	
Segments H, I-1, & I-2								
Design-Build Agreement ^{1,3}	894,702	32,470	927,171	564,844	91,340	656,183	270,988	927,171
Right of Way Acquisition ¹	330,000	-	330,000	156,328	4,652	160,980	169,020	330,000
Toll Equipment & Integration ¹	32,000	6,407	38,407	11,123	7,398	18,522	19,886	38,407
Environmental Mitigation ¹	24,000	(13,356)	10,644	9,961	6	9,967	677	10,644
TxDOT Agency Costs ¹	53,737	7	53,744	37,890	2,105	39,995	13,749	53,744
Segment I-2A EW4 Overpass DBB Project ⁶		35,025	35,025	-	76	76	34,949	35,025
Project Contingencies ¹	110,000	(60,553)	49,447	-	-	-	49,447	49,447
Subtotal Project Costs	\$1,444,438		\$1,444,438	\$780,145	\$105,578	\$885,723	\$558,715	\$1,444,438
Financing Costs								
Capitalized Interest (2018 Bonds/BANs) ¹	309,855	-	309,855	173,334		173,334	136,520	309,855
Cost of Issuance (2018 Bonds/BANs) ¹	11,537	-	11,537	11,337	15	11,352	185	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	\$265,268	\$15	\$265,283	\$136,705	\$401,988
Total Project and Financing Costs	\$1,846,427		\$1,846,427	\$1,045,413	\$105,593	\$1,151,006	\$695,420	\$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'21	Adjusted Total	Expended Thru Nov'20	Expended This Quarter	Expended Thru Feb'21	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	4,715	63,715	63,262	225	63,487	228	63,715
Subtotal TxDOT District Project	\$59,000	\$4,715	\$63,715	\$63,262	\$225	\$63,487	\$228	\$63,715
Total Project and Financing Costs	\$77,511	\$4,712	\$82,223	\$81,770	\$225	\$81,995	\$228	\$82,223

Figures shown may not add to totals due to rounding.

Notes:

1. 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.
2. 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
	FY 2021	Fiscal Year 2022		FY 2023 (and later)	
	6-month	6-month	6-month		
Segments H, I-1, & I-2					
Design-Build Agreement Costs ¹	133,660	112,817	24,512	-	270,988
Right-of-Way Acquisition	53,824	50,302	50,302	14,592	169,020
Toll Equipment & Integration	8,946	5,470	5,470	-	19,886
Environmental Mitigation	277	200	200	-	677
TxDOT Agency Costs	5,055	4,347	4,347	-	13,749
Segment I-2A EW4 Overpass DBB Project ³	2,424	2,250	2,250	28,025	34,949
Project Contingencies	-	-	-	49,447	49,447
Subtotal Project Costs	\$204,185	\$175,386	\$87,080	\$92,064	\$558,715
Financing Costs					
Capitalized Interest (2018 Bonds/BANs)	37,099	37,099	37,099	25,224	136,520
Cost of Issuance (2018 Bonds/BANs)	185	-	-	-	185
Capitalized Interest (50% of Series 2013E)	-	-	-	-	-
Cost of Issuance (50% of Series 2013E)	-	-	-	-	-
Rate Stabilization Fund	-	-	-	-	-
Subtotal Financing Costs	\$37,284	\$37,099	\$37,099	\$25,224	\$136,705
Total Project and Financing Costs	\$241,469	\$212,484	\$124,179	\$117,288	\$695,420

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 FY 2022. Forecast of \$28,025 listed under FY2023 consists of the following: FY 2023-\$17,000; FY 2024-\$6,000; and FY 2025-\$5,025.

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	442,583
9/1/2020 ⁵	2/28/2021 ⁵	131,429	844,708	159,040	692,947	656,183
3/1/2021	8/31/2021	64,310	909,018			
9/1/2021	2/28/2022	18,153	927,171			

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, 1,334 recipients (elected officials, TxDOT, corridor residents, business owners and GPI staff) are signed up to receive project alerts, newsletters, etc.

Social media presence for the project continued to increase. At closing of this quarter, the project website had 478 followers on Twitter site and 3,907 followers on Facebook. The number

of people who had viewed any posts from the GPI Facebook page on their screen was 23,933 for the most recent month of the quarter ended February 2021. Figure 3.2 shows a snapshot of presence on social media.

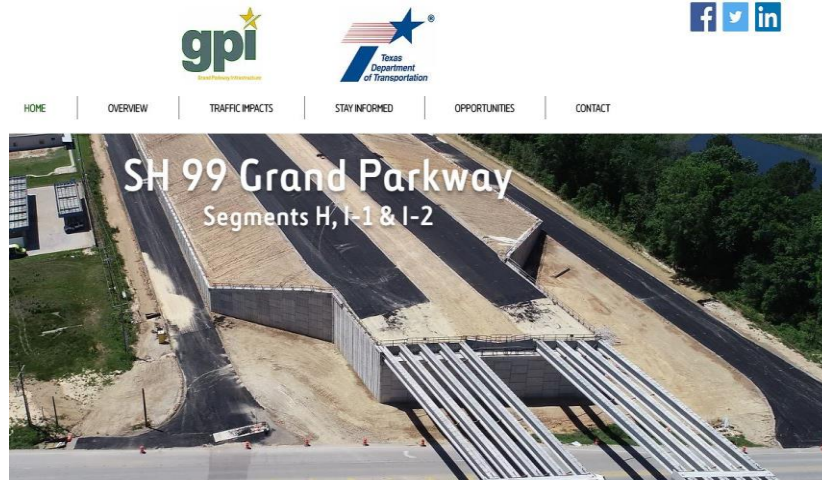


Figure 3.1: Grand Parkway Project Website

DB Contractor participated in various coordination meetings, conducted outreach, and made presentations at networking events regarding the project to various interested parties in this quarter. This included:

- Quarterly coordination meeting with Montgomery County
- Quarterly coordination meeting with City of Dayton
- Quarterly coordination meeting with City of Baytown
- Tree removal meeting with property owners in Baytown
- Construction coordination meeting with TXDOT’s FM 2100 Project
- Weekly conference calls with city/county officials

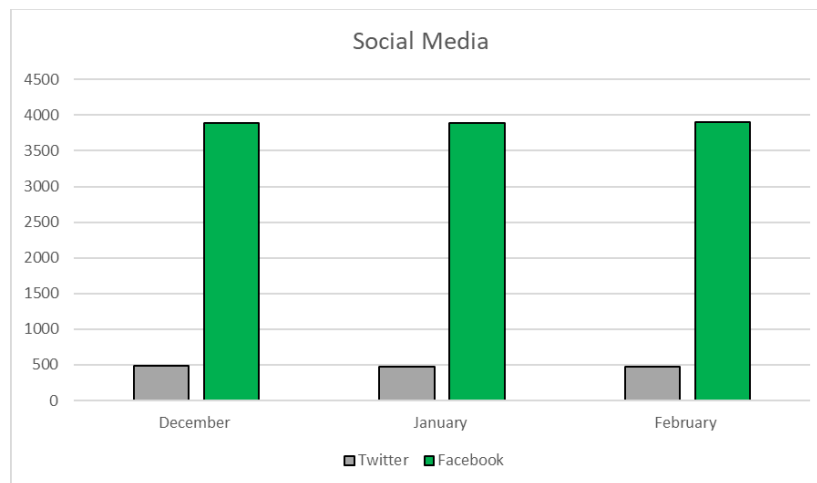


Figure 3.2: Grand Parkway Social Media Presence

3.2 Utilities

DB Contractor continues to negotiate PUAA’s with utility owners and has completed sending out the PUAA’s to all known affected utility owners. A couple of PUAA’s are being negotiated with the owners. Overall, twenty-eight (28) of the thirty (30) PUAA’s have been fully executed. 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	30
Executed	28
Remaining	2
UAAA’s	
Anticipated Total	72
Executed	60
Remaining	12

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 PUAA’s, UAAA’s and design for the remaining Owners. 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:

- Undine – 100% plans are being reviewed for approval
- Mt. Belvieu – 100% design approved by the utility owner
- DECON – Protective slab design is in progress
- AT&T – 100% of relocations addressed and being designed

Status of utility owner managed design is as follows:

- Entergy Transmission – Designs are complete
- Entergy Distribution – All designs for the project have been completed
- CenterPoint Electric – 100% of CenterPoint relocations have been reviewed by the DB Contractor and are awaiting final agreements
- Comcast – 100% of designs have been provided to the DB Contractor by Comcast

Utility coordination, design 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:

- AT&T continued construction along FM 1485. 100% of the Duct system has been installed AT&T is now proceeding with splicing.
- CenterPoint set the concrete poles and connected the OH line south of Bridge 8.
- CenterPoint boring completed at Needlepoint. Conduit has been installed awaiting cable to be pulled.
- OneOK completed sleeve installation PL 28-11.
- Entergy continued boring along FM 1485. Bores at Monday Hargrove and south side of FM 1485 have been completed. Entergy is now pulling wire through bores.
- Entergy completed placing poles along FM 1485.
- CenterPoint completed the south conduit install along FM 565 to relocate overhead lines underground. Crews have moved to the north side to install the duct bank.

3.3 Permits/Environmental

The third package of reevaluations which will include design changes and ROW clippings for embankment in H2 in addition to two drainage easements in Segment I1A was approved on February 4, 2021.

Asbestos containing material & lead based paint abatement activities included:

- Close out documentation for Phase II Abatement work at Parcel 1311 (Placid Tank Farm)
- Structures' Surveys – Survey for Asbestos Containing Materials (ACM) and Lead Based Paint (LBP), with abatement scheduled on an ongoing basis

The DB Contractor continues to work on the necessary environmental field studies to satisfy Special Condition two and four of the USACE Individual Permit (IP) and Nation-Wide Permit (NWP).

Coordination with USACE is ongoing regarding the modification to the IP. The DB Contractor made the Segment H and I IP submittal to USACE in December 2019. COVID-19 has caused some delays with USACE reviews and approvals. The DB Contractor Comment Review of IP ended on February 19, 2021. The DB Contractor has submitted response to comments back to USACE for review and approval. Anticipate early March approval since Mid-February Freeze caused a one week delay in review process.

The DB Contractor 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 September 2021 for the year.

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 the access is available to all the parcels. The following table provides a detailed status of progress towards releasing parcels for construction 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)	598	7	605	2
Surveys (prep, review, approval)	486	2	488	0
ESA Phase I's	244	0	244	0
Acquisition Packages (prep, review, approval)	464	1	465	0
Initial Offers Made	235	0	235	0
Final Offers Made	232	0	232	1
Closing Payment Packages (prep, approval, funding for PUA's and signed deeds)	462	1	463	2
Closings	160	1	161	0
Relocation, Relocation Payment Packages, and 90-Day NTV's	240	17	257	1
ED Packages (prep, review, approval)	135	0	135	0
ED Proceedings (AAG approval and setting hearing)	150	23	173	3
ED Payment Packages (prep, approval, funding, deposit, and 30-day NTV)	297	11	308	1
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.

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

- Design has been progressing and is approximately 99% complete

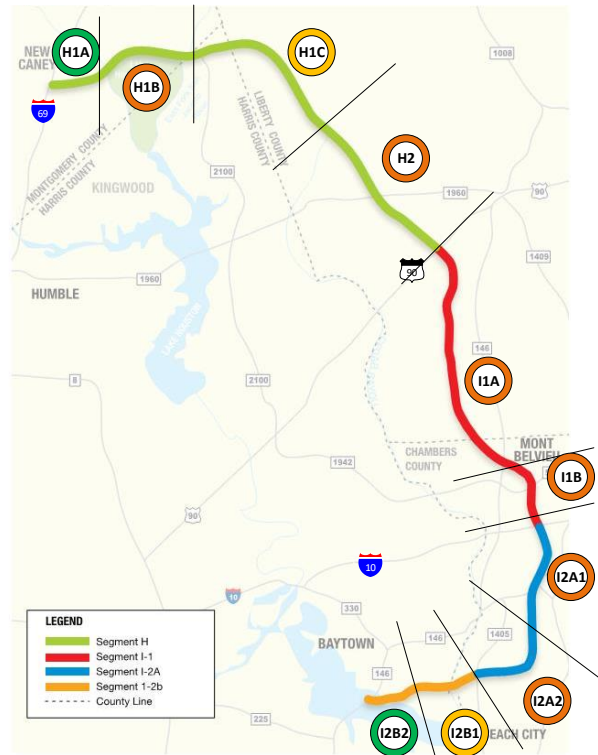


Figure 3.3: DB Contractor Priority Areas for Design Development

- DB Contractor continues to review and develop the remaining design, both in terms of technical compliance and value-engineering opportunities
- Regular DB Contractor meetings with the design consultants were ongoing to progress the design submittals
- DB Contractor continues to coordinate design development with TxDOT through meetings and RFI submittals
- Released-for-Construction submittals have been made for Segments H1A, H1B, H1C, H2, I1A, I1B, I2A1, I2A2, I2B1 and I2B2
- GEC is regularly tracking notice of design changes and any revisions to the released drawings

- DB Contractor continues to respond to TxDOT submittal comments

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.

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: 307 (48 open)
- Observation Reports issued as of closing of current quarter: 19 (0 open)
- Engineering Judgements: 140
- Construction Deficiencies: 190 (28 open)

3.8 Maintenance During Construction

With the issuance of full NTP2, the DB Contractor is 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: 46
- Defects Resolved this Period: 46
- Defects Total to Date: 137
- Defects Resolved to Date: 133
- Defects Currently Unresolved: 4

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.

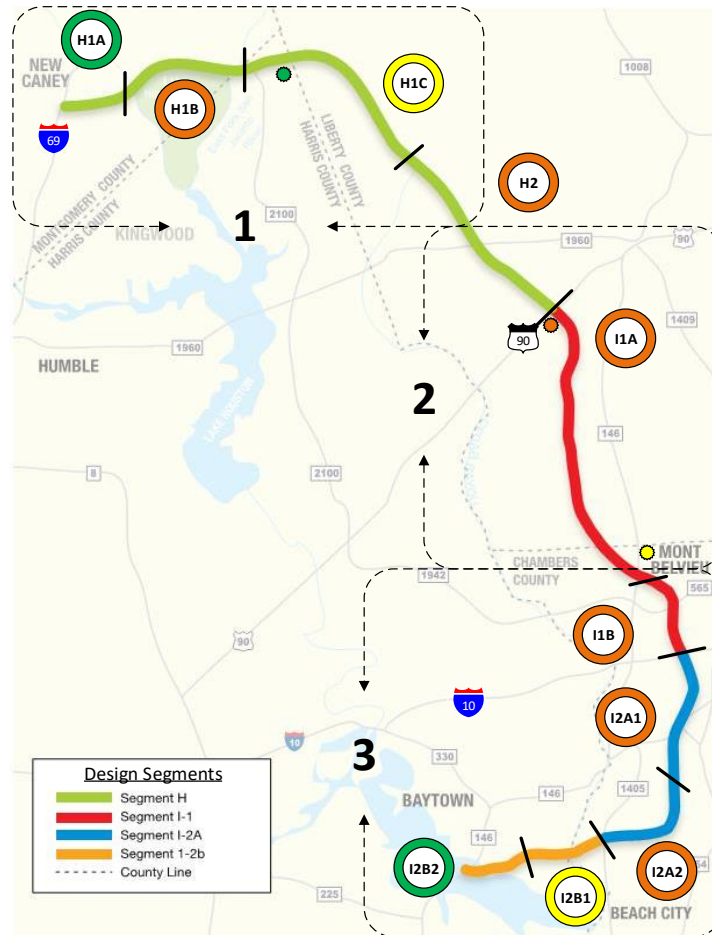


Figure 3.4: Construction Segments and Priority Design Areas

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:

- Sampled organics and sulfates
- Established drainage ditches, proof roll, and access South East to Loop 494
- Placed topsoil along the ditch slopes for US-59 to Loop 494
- Continued to form and pour drainage riprap
- Installed coping for Retaining Walls 1, 2, 2B, 5, 6B, 7, 8, 9, 10, and 11
- Formed and poured Abutment 8 and approach slab for Bridge 201
- Completed cast in place Junction Box 1
- Installed Unit 1 rail for Bridges 207 and 208

Activities in H1B included:

- Sampled organics and sulfates
- Demolished existing structures
- Performed embankment construction activities for mainlanes at Wilderness Intersection
- Established drainage ditches and access
- Continued wall panel installation and backfill operations for Retaining Walls 17, 17L, 27, 28, 29, and 30
- Carried out level-up and coping installation for Retaining Wall 25
- Installed RCP / RCB and drainage structures
- Began placing cement treated base on eastbound mainlanes and westbound mainlanes and ramps
- Completed placement of cement subgrade between Baptist Encampment and FM1485
- Continued to deliver, tie rebar, form, pour and strip caps for Bridges 209, 210, 211, and 212
- Finished installation of precast concrete beams and deck panels on spans 1-3 for Bridges 209 and 210 at Caney Creek Tributary
- Installed precast concrete beams has been completed for Bridges 211 and 212 around Caney Creek
- Placed concrete at abutment approach slabs for Bridges 215 and 216
- Formed, poured, and stripped columns for Bridges 217 – 219 at Peach Creek
- Installed precast concrete beams for Bridge 217 and on spans 3-5 for Bridge 218
- Began installing deck panels and overhangs for Bridges 217 – 219
- Poured concrete for Unit 1-5 deck for Bridges 217 – 219
- Continued to place lime on east side of Loop 494
- Completed stripping for traffic switch at Galaxy-Stephen's Forest
- Initiated work on abutment 1 and 2 approach slab for Bridges 215 and 216
- Completed Unit 1 rail for Bridges 215 and 216
- Continued Unit 1-5 rail for Bridge 219 at Peach Creek

Activities in H1C included:

- Sampled organics and sulfates
- Continued embankment work for mainlanes
- Progressed CRCP for westbound mainlanes
- Installed and graded topsoil, and fine graded drainage ditches
- Placed bond breaker at eastbound mainlanes
- Completed installation of precast concrete beams on spans 1-10 for Bridges 226A and 227A
- Installed deck panels and overhangs for Bridges 228 and 229

- Completed Unit 1 rail for Bridges 228 and 229
- Continued Unit 1 deck pour for Bridge 229
- Placed bond breaker along eastbound mainlanes
- Delivered, tied rebar, formed, poured, and stripped abutments and closure walls for Bridges 220 and 221
- Tied rebar cages for drill shaft extensions on abutments 1 and 2 for Bridges 226 and 227
- Delivered, tied rebar, formed, poured, and stripped columns and caps for Bridges 226A and 227A
- Installed deck panels and performed deck pour on Unit 1-4 for Bridges 226A and 227A
- Continued abutment 1 approach slab for Bridges 230 and 231
- Completed abutment 1 and 10 approach slab for Bridge 236 at Luce Bayou

Segment 2:

Activities in H2 included:

- Continued embankment activities on mainlanes and ramps
- Placed third lift of lime along eastbound and westbound mainlanes
- Installed drainage structures
- Began placing cement treated base at mainlanes
- Delivered, tied rebar, formed, poured, and stripped footings, columns, caps, and abutments for Bridge 240
- Began to deliver, tie rebar, form, pour, and strip caps and abutments for Bridge 244 at Cedar Bayou Tributary
- Placed beams for Bridge 1 and 262
- Begun foundation improvements, retaining wall, and backfill for Retaining Walls 1 and 2
- Continued to establish drainage ditches, haul roads, and access

Activities in I1A included:

- Started placing topsoil along mainlanes and at Retention Ponds 1 and 2
- Continued embankment activities and placed final grade lime at various locations
- Installed elliptical pipe at Retention Pond 3
- Installed culvert wingwalls at Culvert 61 and 34B
- Placed cement treated base along mainlanes
- Started placing rebar and CRCP along northbound and southbound mainlanes
- Continued coping on Retaining Walls 24, 28, and 29A
- Began ground improvements for Retaining Walls 30 and 31A
- Completed beam installation for Bridge 1A
- Completed all deck placements and single slope traffic rail for Bridge 7A and 7B
- Completed all drill shafts and installed beam spans 1-17, 23, and 31-35 on Bridge 8

Segment 3:

Activities in I1A included:

- Progressed embankment work east of SH 146
- Formed abutment 3 cap for Bridge 12
- Placed lime along northbound and southbound mainlanes
- Placed cement stabilized base along southbound mainlanes
- Continued embankment at Ramp 13A and 13B
- Installed medium precast concrete box culvert at Ramp 13C

Activities in I1B included:

- Continued embankment wedge north of FM 565
- Placed and remixed lime on south header of FM 565
- Began embankment over wick drains at Langston
- Completed columns and caps on bents 2 and 3 for Bridge 14
- Set wall panels and backfill for Retaining Walls 7, 8, 10, and 11
- Prepared for coping at Retaining Walls 5 and 6
- Completed drainage tie-ins at Retaining Wall 3

Activities in I2A1 included:

- Began dry out and premix lime 1st lift at Ramp 16B
- Tied rebar at Kilgore Ramp 15C
- Poured spans 10, 11, and 12 for Bridge 15
- Installed underdrain and level pad for Retaining Walls 16, 17, and 18
- Set wall panels and backfill for Retaining Walls 9, 12, 16, 17, and 18
- Prepared for coping at Retaining Wall 8
- Formed, poured, and stripped abutment 2 for Bridge 16
- Set beams at Bridge 16
- Cleared and grubbed northbound Ramp 16A and southbound Ramp 15B
- Placed cement stabilized sand at southbound Ramp 15A

Activities in I2A2 included:

- Began embankment on Ramp 15 east of Fisher
- Placed lime on mainlanes west of Fisher
- Placed lime and cement stabilized sand on mainlanes east of Fisher
- Installed ITS duct bank ground boxes along right shoulder
- Removed curing materials from deck on Bridge 18
- Excavated for northbound Ramp 17

- Prepared for coping on Retaining Walls 4 and 6
- Completed approach slabs at Bridge 18

Activities in I2B1 included:

- Placed CRCP east of FM 1405
- Continued embankment activities on mainlanes and ramps
- Graded drainage ditches on Frontage Road 6 and Ramp 11
- Placed CTB on eastbound mainlanes west of FM 1405
- Prepared Koppel area for 6x3 box culvert
- Installed ITS duct bank along westbound Frontage Road 5 left shoulder
- Tied rebar, placed CRCP, and installed metal beam guard fence at eastbound Ramp 11
- Installed mow strip at Ramp 11
- Backfilled and graded ditches between Frontage Road 6 and Ramp 11

Activities in I2B2 included:

- Continued embankment activities from BS-146 to Lee Dr.
- Set curb inlet tops west of Lee Dr.
- Tied rebar at Kilgore Ramp 16C
- Graded Frontage Road 3 at Veolia Driveway
- Tied abutment cage for Bridge 25
- Began to deliver, tie rebar, form, pour, and strip drill shafts, columns, and bents for Bridge 26
- Installed underdrain and level pad for Retaining Walls 7, 8, 9, 10, 11, and 12
- Set wall panels and backfilled for Retaining Walls 7, 10, 11, 12, and 17
- Prepared for coping at Retaining Walls 8, 9, 14, and 20
- Formed and poured abutments 1 and 2 for Bridge 22 and 23
- Set beams for eastbound Bridge 23
- Placed cement stabilized base at Ramps 6 and 7
- Formed, poured, and stripped drill shafts, footings, columns, and bents for Bridge 24
- Cleared and grubbed westbound Ramp 2 at Wyoming

4.0 Substantial Completion

Schedule currently indicates a projected Substantial Completion date of May 1, 2022, which is outside the 1,729 days that are available to the DB Contractor after accounting for previously approved change orders including the additional six (6) days awarded due to delay caused by Tropical Storm Beta under a change order approved in the reporting period. The projected Substantial Completion date of May 1, 2022 is twenty-seven (27) days beyond the Substantial Completion Deadline of April 4, 2022. TxDOT is working with the DB Contractor for a revision to the schedule that incorporates recovery measures to achieve the Substantial Completion Deadline of April 4, 2022.

Project completion through Final Acceptance is projected to be August 29, 2022, 120 days after the projected Substantial Completion date.

DB Contractor has an interim milestone requirement to complete work in Toll Zones 180 days prior to Substantial Completion Deadline and handover to Toll System Integrator. According to the latest schedule update from the DB Contractor planned completion is October 26, 2021. The DB Contractor is monitoring the schedule and is committed to completing this interim milestone on the contractual deadline. Progress is being made to complete the handover to Toll System Integrator and meet the contractual target date of October 6, 2021. TxDOT continues to monitor the schedule for turning over the Toll Zones to the System Integrator.

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. On August 8, 2020, the Texas Governor 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, GPI and its subcontractors have experienced some loss of workforce. Some of the DB Contractor's workers showed COVID-19 symptoms or had to care for someone with COVID-19 thereby requiring a quarantine time of a minimum of two weeks. Additionally, other workers in close contact with potentially infected staff also had to undergo quarantine to avoid spreading the virus to other workers. The DB Contractor claims that the pandemic has required additional coordination to minimize impacts to the work while allowing construction to continue following CDC and published guidelines. The DB Contractor has been engaged in partnering discussions with TxDOT and has submitted a partially complete Request for Change Order (RCO) that includes labor, materials, and other miscellaneous overhead costs to the Project for TxDOT to review and assess. TxDOT provided a detailed response to the DB Contractor's RCO claim in the reporting period and is currently awaiting DB Contractor's response. While the partnering discussions between TxDOT and the DB Contractor are still ongoing, no decision has yet been taken on the merit of the claim. This request does not include a request for additional days because of the ongoing nature of the disaster. The full impact of the

COVID-19 pandemic and the scope of any adverse impact on the construction of the H and I Project cannot be fully determined at this time.

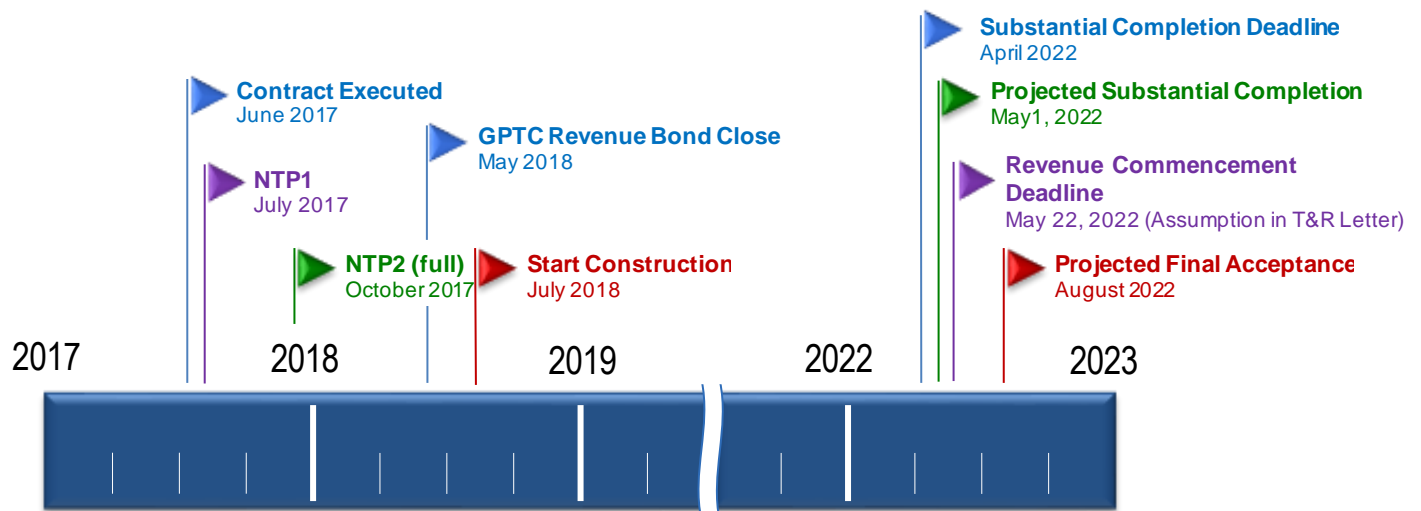
Severe Winter Weather Uri: On February 12, 2021, Texas Governor Greg Abbott issued a proclamation certifying that severe winter weather (later named Uri) poses an imminent threat of widespread and severe property damage, injury, and loss of life due to prolonged freezing temperatures, heavy snow, and freezing rain statewide. Impacts to the Project included cessation of normal construction operations by the DB Contractor to perform additional tasks in preparation of the winter weather and to preserve the worksite.

Though outside of the current reporting period, the DB Contractor has submitted a Request for Partnering and a Potential Change Order (PCO) that includes the Time Impact Analysis from Winter Weather Uri for TxDOT review. It documents the impact of Winter Weather Uri on construction work and details activities that had to be performed to bring progress back to the original state. The PCO is under review, and if approved will credit the DB Contractor approximately six (6) additional working days and no additional dollar amount for impacts to critical path activities.

As of February 20, 2021, when the latest draw submittal was made by the DB Contractor in this reporting period, actual schedule percent complete was 75% (as measured by the Primavera performance based cost loaded schedule submittal). This is behind the Planned Schedule Percent Complete of 87%. Similarly, the earned value reported by the DB Contractor and included in Table 2.3 of this report shows that overall progress is behind what was originally estimated and included in the form of the maximum payment curve.

As discussed in Section 4.0, projected Substantial Completion is anticipated to occur by May 1, 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. When the Time Impact Analysis for Winter Weather Uri receives final approval, any additional approved days added to the contract beyond the current Substantial Completion Deadline of April 4, 2022 will be reflected in a revised baseline schedule.

Commencement of toll revenues is anticipated to occur at projected Substantial Completion, which is currently estimated to be May 1, 2022, as described above, and is before the Revenue Commencement date 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.



Note:
Future dates are subject to change

Figure 5.1: H and I Project Milestones

As was noted in earlier Construction Progress Reports, the DB Contractor brought forward the escalation in domestic steel prices affecting reinforcement steel and guard rail. The DB Contractor had made a request for partnering discussion in accordance with the provisions of the DBA to discuss whether there is any entitlement to a relief through change order. These discussions were held and TxDOT’s position was that DB Contractor is not entitled to such relief under the DBA. The DB Contractor escalated this issue to the Dispute Review Board (DRB) as allowed under the DBA. On January 14, 2021, the DRB issued its decision, denying all of the relief sought by the DB Contractor. The DB Contractor had until February 3, 2021 to request a review of the DRB decision by the State Office of Administrative Hearings. The DB Contractor did not request such review by the deadline and the DRB decision became final.

A few other requests for partnering have been made by the DB Contractor where the initiated changes are in review or have been rejected by TxDOT. These include changes associated with toll charges from the DB Contractor toll road usage and the DB Contractor’s claim of a change in the number of drainage discharge points from TxDOT’s initial design resulting in additional infrastructure.

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

Two additional change orders were approved in the quarter.

Change Order #9

This Change Order addresses impacts to Bridge 8 substructure from accommodation of detention ponds at Interchange Rail Park

- Ponds at Interchange Rail Park – Under Bridge 8
 - Amount: \$ 655,922.47
 - Days = 0

Change Order #11

This Change Order accounts for impacts to the DB Contractor’s critical path from Tropical Storm Beta

- Impacts of Tropical Storm Beta
 - Amount = \$0
 - Days = 6

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 \$927,171,443.28 and total days have increased from 1,674 to 1,729.

7.2 Pending Change Orders

Pending change orders are in early stages of 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. This includes change orders related to the impacts from COVID-19, Winter Weather Uri, and changes to drainage discharge locations.

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.

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 of reporting period, all 235, or 100% are cleared for construction.

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: Retaining Wall Placement in Segment H1B



Figure A.2: Embankment work in Segment H1C



Figure A.3: Bridge 1 Beam Installation in Segment H2



Figure A.4: Bridge 262 Beam Installation in Segment H2



Figure A.5: HMA, Bond Breaker, and CRCP Placement at FM 1414 in Segment I1A



Figure A.6: Bridge 8 in Segment I1A



Figure A.7: Beam Set for Bridge 16 in Segment I2A1



Feb 5, 2021 8:42:33 AM
14615 Interstate 10
Mont Belvieu
Chambers County
Texas

Figure A.8: Westbound Main Lanes East of Fisher Road in Segment I2A2



Figure A.9: Bridge 26 Wyoming Drill Shafts 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 US90	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	-
Subtotal Executed Change Orders				55	32,469,822
TBD	See Note 1	Pending	-	TBD	TBD
Subtotal Pending Change Orders				TBD	TBD
Total Executed and Pending Change Orders				55	32,469,822

Figures shown may not add to totals due to rounding.

Notes:

1. Pending change orders are in early stages of partnering discussions where the cost, time or validity of the change 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 \$32,469,822 from \$894,701,621.55 to \$927,171,443.28 and the total days have increased by 55 from 1,674 to 1,729.

APPENDIX C – Acronyms and Abbreviations

ATC	Alternate Technical Concept
AUA	Abbreviated Utility Agreement
CDC	Centers for Disease Control and Prevention
CPM	Critical Path Method
CR	County Road
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
HMA	Hot Mix Asphalt
IH	Interstate Highway
IP	Individual Permit
ITS	Intelligent Transportation Systems
MSE	Mechanically Stabilized Embankment
NCR	Non-Conformance Report
NEPA	National Environmental Policy Act
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
RCP	Reinforced Concrete Pipe
RFC	Released for Construction
RFI	Request for Information
ROE	Right of Entry
ROW	Right of Way
SH	State Highway
SI	Systems Integrator
SW3P	Storm Water Pollution Prevention Plan
TBD	To be Determined

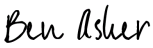
TTC Texas Transportation Commission
UPRR Union Pacific Railroad
US United States Highway
USCG United States Coast Guard
USACE United States Army Corps of Engineers
T&R Toll and Revenue
TxDOT Texas Department of Transportation
UAAA Utility Adjustment Agreement Amendment

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 February 21, 2019.

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

DocuSigned by:  E40145FC38E4474...	4/28/2021
_____ Mr. Benjamin H. Asher Secretary/Treasurer Grand Parkway Transportation Corporation Borrower's Authorized Representative	_____ Date