

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY  
ANNUAL FINANCIAL REPORT  
For the Year Ended September 30, 2025**



**Prepared by:**

**Fort Bend County Auditor's Office**

**Robert Ed Sturdivant, CPA**

**County Auditor**

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
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# COUNTY AUDITOR

## Fort Bend County, Texas

**Robert Ed Sturdivant**  
County Auditor

281-341-3769, 281-341-3744 (fax)  
Ed.Sturdivant@fortbendcountytexas.gov

February 16, 2026

To the Board of Directors of the  
Fort Bend Grand Parkway Toll Road Authority,  
Members of the Commissioners Court, and  
Citizens of Fort Bend County, Texas:

The Fort Bend County Auditor's Office is pleased to present the basic financial statements of the Fort Bend Grand Parkway Toll Road Authority (the "Authority"), a component unit of Fort Bend County, Texas (the "County"), for the fiscal year ended September 30, 2025. This report is submitted in accordance with Section 114.025 of the Texas Local Government Code and was prepared by the staff of the County Auditor's Office.

Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal control that it has established for this purpose. Because the cost of internal control should not exceed anticipated benefits, the objective is to provide reasonable, rather than absolute, assurance that the financial statements are free of any material misstatements.

Forvis Mazars, LLP, has issued an unmodified opinion on the Authority's financial statements for the year ended September 30, 2025. The independent auditors' report is located at the front of the financial section of this report.

Management's discussion and analysis ("MD&A") immediately follows the independent auditors' report and provides a narrative introduction, overview, and analysis of the basic financial statements. MD&A complements this letter of transmittal and should be read in conjunction with it.

### **Profile of the Authority**

In 2007, during the 80th Texas Legislature, Senate Bill 792 was signed into law giving counties the option to take over development of the Grand Parkway from the Texas Department of Transportation ("TxDOT"). In September of 2009, Fort Bend County Commissioners Court (the "Court") signed their order to assume the responsibility of financing, designing, constructing, operating and tolling Segment D of the Grand Parkway. The Authority was created by the Court as a local government corporation pursuant to the Texas Transportation Code.

The Authority, located in Fort Bend County, Texas, has completed the initial improvement of Segment D of the Grand Parkway. Segment D of the Grand Parkway is the third initiative by the County to provide

alternative transportation options for Fort Bend County residents and the greater Houston area in the form of a toll road.

In May of 2011, the Authority executed the "Right of Use" agreement with TxDOT allowing the Authority to use state highway right-of-way and giving the green light to begin construction of nine (9) new tolled overpasses and eight (8) miles of main-lane development for and construction of Segment D of the Grand Parkway. Construction of all overpasses was completed in April 2014.

Additional information about the Authority is available on Fort Bend County Toll Road Authority's website: <http://www.fbctra.com>.

## **Local Economy**

Fort Bend County Toll Road System has fully recovered from the economic downturn experienced during the summer of 2020 in relation to the Pandemic. The demand for services regarding the governmental functions performed by the County continues to increase as the population grows. The Commissioners Court and the Authority use a conservative approach to the allocation of resources to serve the County's needs to ensure that Fort Bend County is prepared as the local economy responds to and recovers from the pandemic. This ongoing conservative approach will allow the County and Authority to meet the service demands of the residents in Fort Bend County and will not reduce the level of service provided by the Fort Bend County Toll Road System to the residents.

## **Long-Term Financial Planning and Relevant Financial Policies**

### *Budget*

The Authority adopts a one-year budget through its fully coordinated financial planning process. The budget implements strategies, both financial and operational, identified through the strategic and long-range planning process to meet existing challenges and to effectively plan for future needs. The budget is a financial plan for a fiscal year of operations that matches all planned revenues and expenses with the services provided the citizens of the County based on the established budget policy. Decisions are not based solely on current conditions but on the long-term welfare of the community. The budget is developed and resources allocated based on the vision, mission, and goals of the Authority and County.

### *Long-Term Comprehensive Plan*

The Authority's long-term plan is to manage, maintain, and expand the Fort Bend Grand Parkway to enhance the County's master thoroughfare system. The future expansion of the toll road will be appropriately timed to meet the demand when financially feasible.

### *Capital Improvement Program*

The Authority maintains a multi-year Capital Projects Plan that includes toll road mobility projects. These capital initiatives involve the future expansion of the Grand Parkway Toll Road.

## *Debt Policy*

The purpose of the County's Debt Policy (which includes the Authority) is to establish guidelines for the utilization of debt instruments issued by the County and Authority whether payable from County taxes or payable from certain revenues of the County or Authority.

The County and Authority will ensure all uses of debt instruments are in compliance with all statutory requirements, and in accordance with the guidelines, outstanding ordinances, insurance covenants, and existing agreements. Further, the County and Authority will ensure that the utilization of any debt instrument provides the most prudent and cost-effective funding possible, taking all material matters into account.

## **Major Initiatives**

Mobility remains one of the top priorities of the Authority as the County continues to grow and develop. With the major roadways already heavily congested, mobility has been, and continues to be, a primary concern. Continued residential and commercial expansion has increased the use of County roads. Right-of-way acquisitions for future roads have required more focus on future planning to prevent project delays. Completed toll road projects have proven to be effective in reducing congestion and enhancing safety within the County. In July 2021, the Authority issued subordinate lien revenue bonds under the County's credit totaling \$37.85 million. With the proceeds, the Authority began construction of the Peek Rd overpass on Grand Parkway as well as additional U-Turns, ramps, and auxiliary lanes on Grand Parkway near W. Airport Rd both expected to be completed in early 2023. Additionally, the Authority began construction of the Westpark Tollway eastbound to Grand Parkway northbound direct connector and the Westpark Tollway westbound to Grand Parkway northbound direct connector with construction completed in Fall of 2024.

## **Acknowledgements**

The preparation of this report could not be achieved without the efficient and dedicated services of the staff of the County Auditor's Office and Forvis Mazars, LLP, our independent auditor.

Respectfully submitted,



Robert E. Sturdivant, CPA  
County Auditor  
Fort Bend County, Texas

### ***FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY MISSION STATEMENT***

***The Fort Bend Grand Parkway Toll Road Authority ("FBGPTRA") was created by the Fort Bend County Commissioners Court as a local government corporation pursuant to the Texas Transportation Code, to aid, assist, and act on behalf of the County in the performance of its essential government purposes, including toll road projects.***



## Independent Auditor's Report

Board of Directors  
Fort Bend Grand Parkway Toll Road Authority  
Fort Bend County, Texas

### Report on the Audit of the Financial Statements

#### ***Opinion***

We have audited the financial statements of the Fort Bend Grand Parkway Toll Road Authority (Authority), a component unit of Fort Bend County, as of and for the year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the financial position of the Authority as of September 30, 2025 and the changes in financial position and its cash flows for the year then ended in accordance with accounting principles generally accepted in the United States of America.

#### ***Basis for Opinion***

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*). Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.

#### ***Responsibilities of Management for the Financial Statements***

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

#### ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material

misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

### ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with GAAS, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### ***Other Information***

Management is responsible for the other information included in the Annual Financial Report. The other information comprises the introductory section and other information section but does not include the basic financial statements and our auditor's report thereon. Our opinion on the basic financial statements does not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated February 16, 2026 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

**Forvis Mazars, LLP**

**Houston, Texas  
February 16, 2026**

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY  
MANAGEMENT'S DISCUSSION AND ANALYSIS**

As management of the Fort Bend Grand Parkway Toll Road Authority (the "Authority"), we offer readers of the Authority's financial statements this narrative overview and analysis of the financial activities of the Authority for the fiscal year ended September 30, 2025. We encourage readers to consider the information presented here in conjunction with additional information that we have furnished in our letter of transmittal.

***Overview of the Financial Statements***

Management's discussion and analysis serves as an introduction to the Authority's basic financial statements. The Authority's basic financial statements include two components: the enterprise fund financial statements; and notes to the financial statements.

***Enterprise Fund Financial Statements***

The Fort Bend Grand Parkway Toll Road Authority is a local government corporation and a component unit of Fort Bend County (the "County"). It is a single-purpose government with one business-type activity. Because the Authority is a single-purpose government, this report only includes the required Management Discussion and Analysis, the Enterprise Fund financial statements and the notes to the financial statements. The Enterprise Fund financial statements consist of the Statement of Net Position, Statement of Revenues, Expenses and Changes in Net Position, and the Statement of Cash Flows.

The enterprise fund financial statements, which are found on pages 10 through 12 of this report, are designed to provide readers with a broad overview of the Authority's finances, in a manner similar to private-sector businesses.

***Notes to the Financial Statements***

The notes to the financial statements provide additional information that is essential to a full understanding of the data provided in the enterprise fund financial statements. The notes to the financial statements are found immediately following the enterprise fund financial statements.

***Financial Analysis***

Net position may serve over time as a useful indicator of a government's financial position. In the case of the Authority, assets exceeded liabilities and deferred inflows of resources by \$131,886,114 at the close of the most recent fiscal year.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
(Continued)

The following table provides a summary of the Authority's net position at September 30, 2025 and 2024:

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**SCHEDULE OF NET POSITION**  
*September 30, 2025 and 2024*

	<u>2025</u>	<u>2024</u>
Current and other assets	\$ 126,284,346	\$ 108,905,291
Capital assets, net	<u>188,836,545</u>	<u>186,182,332</u>
<b>Total Assets</b>	<b>315,120,891</b>	<b>295,087,623</b>
Long-term liabilities	170,792,037	177,314,164
Other liabilities	<u>5,433,418</u>	<u>5,765,246</u>
<b>Total Liabilities</b>	<b>176,225,455</b>	<b>183,079,410</b>
<b>Total Deferred Inflow of Resources</b>	<b>7,009,322</b>	<b>7,711,780</b>
Net Position:		
Net investment in capital assets	8,014,925	(3,193,807)
Restricted	11,150,269	10,629,428
Unrestricted	<u>112,720,920</u>	<u>96,860,812</u>
<b>Total Net Position</b>	<b><u>\$ 131,886,114</u></b>	<b><u>\$ 104,296,433</u></b>

The Authority's assets exceeded its liabilities and deferred inflows of resources by \$131.9 million, an increase in net position of \$27.6 million from the prior year. Increased toll revenues and traffic counts drove this increase. The growth in net position is being maintained for future maintenance and construction.

As of September 30, 2025, the Authority had a positive net investment in capital assets of \$8,014,925. The Authority's capital assets consist primarily of infrastructure constructed using related debt. The Authority uses capital assets to provide services to toll road customers. Consequently, these assets are not available for future spending.

An additional portion of the Authority's net position, \$11,150,269, is restricted. This amount represents funds held by a trustee for debt service payments. The remaining balance of \$112,720,920 is unrestricted.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
(Continued)

The following table provides a summary of the Authority's operations for the years ended September 30, 2025 and 2024:

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**SCHEDULE OF CHANGES IN NET POSITION**  
*For the Years Ended September 30, 2025 and 2024*

	<u>2025</u>	<u>2024</u>
<b>Revenues</b>		
Operating revenues:		
Toll revenue	\$ 45,819,727	\$ 42,528,049
Non-operating revenues:		
Earnings on investments	<u>4,803,511</u>	<u>5,685,365</u>
<b>Total Revenues</b>	<u>50,623,238</u>	<u>48,213,414</u>
<b>Expenses</b>		
Operating expenses:		
Personnel costs	259,044	114,221
Professional fees	1,957,609	1,771,489
Law enforcement	279,476	168,697
Toll collections	7,642,466	7,013,511
Travel and training	1,137	-
Utilities	70,168	70,382
Maintenance	4,643,944	1,310,302
Depreciation	5,303,397	4,952,412
Non-operating expenses:		
Interest and fiscal agent fees	<u>2,876,316</u>	<u>2,890,025</u>
<b>Total Expenses</b>	<u>23,033,557</u>	<u>18,291,039</u>
Change in net position	27,589,681	29,922,375
<b>Net Position, Beginning</b>	<u>104,296,433</u>	<u>74,374,058</u>
<b>Net Position, Ending</b>	<u>\$ 131,886,114</u>	<u>\$ 104,296,433</u>

The Authority's revenues were sufficient to cover all expenses incurred during the year ended September 30, 2025, resulting in a change in net position of \$27,589,681. This change in net position is slightly less than last year's change of \$29,922,375 due to the following:

- Increase in toll revenue of \$3.3 million or eight percent due to traffic counts of more than 99.9 million system-wide reads passing fiscal year 2024 reads by 11.4 million or 13 percent and an improved toll violation collection process which resulted in a 16 percent increase in violation revenue collection.
- Fees relating primarily to increased traffic counts and the heightened efforts applied to the collection of toll violations remained stable with an increase of nine percent.
- The Authority's commitment to maintenance projects resulted in an increase in spending of approximately \$3.3 million.
- As a result of spending down the latest bond proceeds by the end of the 2024 fiscal year, the Authority had less idle cash to invest which dropped the investment income roughly 16 percent.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
(Continued)

**Capital Assets and Debt Administration**

**Capital Assets** - At the end of fiscal year 2025, the Authority had \$188,836,545 invested in land, toll road construction in progress, infrastructure, land improvements, net of accumulated depreciation, as reflected in the following schedule. This represents an increase of \$2,654,213 from the previous fiscal year.

	<u>2025</u>	<u>2024</u>
<b>Non-Depreciable Capital Assets</b>		
Land	\$ 4,845,955	\$ 4,845,955
Construction in progress	6,420,507	25,812,150
<b>Depreciable Capital Assets, Net</b>		
Buildings, facilities and improvements	8,095	10,407
Infrastructure	<u>177,561,988</u>	<u>155,513,820</u>
<b>Totals</b>	<u>\$ 188,836,545</u>	<u>\$ 186,182,332</u>

The decrease in construction in progress of \$19,391,643 was primarily due to the construction of Fly over ramps connecting the Grand Parkway with the Westpark Tollway which were completed in early fiscal year 2025 and the completion of the Stavinoha Bridge project in late fiscal year 2025. The increase in toll road infrastructure of \$22,048,168 was a result of these completed projects.

**Long-Term Debt** - At the end of the current fiscal year, the Authority had total bonds outstanding as follows:

	<u>2025</u>	<u>2024</u>
Revenue bonds	\$ 160,040,000	\$ 164,630,000
Premium on bonds	<u>10,752,038</u>	<u>12,684,163</u>
<b>Totals</b>	<u>\$ 170,792,038</u>	<u>\$ 177,314,163</u>

Revenue bonds decreased by \$6.5 million due to scheduled debt service payments.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**MANAGEMENT'S DISCUSSION AND ANALYSIS**  
**(Continued)**

The County and Authority received the following underlying ratings from Moody's and Fitch:

	<u>Moody's</u>	<u>Fitch</u>
Limited Contract Tax and Subordinate Lien Toll Road Revenue Bonds, Series 2021 and 2021A	Aa1	AAA

**Economic Factors**

The County continues to enjoy growth in various demographic areas as the economy improves.

The population of the County is estimated at 989,700 in 2025 and is expected to grow to over 1 million by the end of 2026.

In 2024, an estimated 270,136 households were recorded, of which approximately 78 percent were owner-occupied. Among adults aged 25 and older, 74 percent had completed at least some college education.

Mobility improvements continue to be a demand from the residents of Fort Bend County. The Authority is proceeding with the Segment C Grand Parkway toll road project that will enhance and complement the County's road system.

**Requests for Information**

This financial report is designed to provide a general overview of Authority's finances for all of those with an interest in the Authority's finances. Questions concerning this report or requests for additional financial information should be directed to Ed Sturdivant, County Auditor, 301 Jackson, Suite 701, Richmond, TX 77469, telephone (281) 341-3760.

## **BASIC FINANCIAL STATEMENTS**

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**STATEMENT OF NET POSITION**  
**September 30, 2025**

**Assets**

Cash and cash equivalents	\$ 17,409,612
Investments	100,430,783
Tolls receivable	8,443,951
Capital assets, not subject to depreciation	11,266,462
Capital assets, net of accumulated depreciation	<u>177,570,083</u>
<b>Total Assets</b>	<u><u>315,120,891</u></u>

**Liabilities and Net Position**

**Liabilities**

Due to primary government	4,814,075
Retainage payable	168,360
Accrued interest payable	450,982
Long-term liabilities due within one year	4,825,000
Long-term liabilities due in more than one year	<u>165,967,038</u>
<b>Total Liabilities</b>	<u><u>176,225,455</u></u>

**Deferred Inflow of Resources**

Deferred gain on refunding	<u>7,009,322</u>
<b>Total Deferred Inflow of Resources</b>	<u><u>7,009,322</u></u>

**Net Position**

Net investment in capital assets	8,014,925
Restricted for:	
Debt service	11,150,269
Unrestricted	<u>112,720,920</u>
<b>Total Net Position</b>	<u><u>\$ 131,886,114</u></u>

*The accompanying notes are an integral part of these financial statements.*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**STATEMENT OF REVENUES, EXPENSES AND CHANGES IN NET POSITION**  
*For the Year Ended September 30, 2025*

<b>Operating Revenues</b>	
Toll revenue	\$ 45,819,727
<b>Total Operating Revenues</b>	<u>45,819,727</u>
<b>Operating Expenses</b>	
Personnel costs	259,044
Professional fees	1,957,609
Law enforcement	279,476
Toll collections	7,642,466
Travel and training	1,137
Utilities	70,168
Maintenance	4,643,944
Depreciation	5,303,397
<b>Total Operating Expenses</b>	<u>20,157,241</u>
<b>Operating Income</b>	25,662,486
<b>Non-Operating Revenues (Expenses)</b>	
Earnings on investments	4,803,511
Interest on long-term debt	<u>(2,876,316)</u>
<b>Total Non-Operating Revenues (Expenses)</b>	<u>1,927,195</u>
<b>Change in Net Position</b>	27,589,681
<b>Net Position, Beginning of Year</b>	<u>104,296,433</u>
<b>Net Position, End of Year</b>	<u>\$ 131,886,114</u>

*The accompanying notes are an integral part of these financial statements.*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**STATEMENT OF CASH FLOWS**  
*For the Year Ended September 30, 2025*

<b>Cash Flows from Operating Activities</b>	
Receipts from tolls and other	\$ 41,461,164
Payments to suppliers	<u>(14,853,844)</u>
<b>Net Cash Provided by Operating Activities</b>	<u>26,607,320</u>
<b>Cash Flows from Investing Activities</b>	
Purchase of investments	(7,664,228)
Interest earned on investments	<u>4,803,511</u>
<b>Net Cash (Used) by Investing Activities</b>	<u>(2,860,717)</u>
<b>Cash Flows from Capital and Related Financing Activities</b>	
Purchase of capital assets	(10,571,689)
Loan from primary government	2,301,375
Principal paid on capital debt	(4,590,000)
Interest and fees paid on long-term debt	<u>(5,530,025)</u>
<b>Net Cash (Used) by Capital and Related Financing Activities</b>	<u>(18,390,339)</u>
<b>Net Increase in Cash and Cash Equivalents</b>	5,356,264
<b>Cash and Cash Equivalents, Beginning of Year</b>	<u>12,053,348</u>
<b>Cash and Cash Equivalents, End of Year</b>	<u><u>\$ 17,409,612</u></u>
<b>Reconciliation of Operating Income to Net Cash</b>	
<b>Provided by Operating Activities</b>	
Operating Income	\$ 25,662,486
Adjustments to operations:	
Depreciation	5,303,397
Change in assets and liabilities:	
(Increase) in other receivables	<u>(4,358,563)</u>
<b>Total adjustments</b>	<u>944,834</u>
<b>Net Cash Provided by Operating Activities</b>	<u><u>\$ 26,607,320</u></u>

*The accompanying notes are an integral part of these financial statements.*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**NOTES TO THE FINANCIAL STATEMENTS**

**NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**A. Reporting Entity**

These financial statements include all of the funds and activities of the Fort Bend Grand Parkway Toll Road Authority (the "Authority"). Organized under the Texas Transportation Corporation Act and the Texas Non-Profit Corporation Act, the Authority was created to assist in the planning, designing, financing and building of the Fort Bend County (the "County") Grand Parkway/State Highway 99. In particular, the Authority is to assist in the building and operation of Segment D of the Grand Parkway Toll Road. This Toll Road system includes tolling locations along with overpasses at West River Park, New Territory Blvd., US90A/FM1464, West Airport, Harlem Road, Mason Road, West Bellfort/ Morton Road, Peek Road (design only), Bellaire Blvd., and FM1093/Westpark Tollway.

The Authority is considered a discretely presented component unit of the County. The County's elected governing body, the Commissioners Court, appoints the Authority's governing body. Through this action, the County is able to impose its will on the Authority meeting a threshold of financial accountability that calls for the Authority to be a discretely presented component unit of the County. As such, the Authority's financial information is included in the County's financial statements as well as this separately issued report.

**B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation**

The accompanying basic financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recognized when earned and expenses are recorded when a liability is incurred, regardless of the timing of the related cash flows. With this measurement focus, all assets and all liabilities associated with the operations of these activities are included in the statement of net position.

**C. Cash and Cash Equivalents**

The Authority's cash and cash equivalents consist of demand deposits and investment pools.

**D. Investments**

The Authority's investments, when held, are comprised of holdings of U.S. Government Securities and commercial papers. All investments are generally held to maturity. The Authority reports investments at fair value.

The Authority categorizes fair value measurements of its investments based on the hierarchy established by generally accepted accounting principles. The fair value hierarchy, which has three levels, is based on the valuation inputs used to measure an asset's fair value: Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; and Level 3 inputs are significant unobservable inputs.

**E. Receivables**

Receivables are reported at their gross value. All receivables are considered collectible at year end.

## **FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

### **NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

#### **F. Capital Assets**

Capital assets consist of infrastructure, land, office furniture and equipment, and construction in progress that are used in the Authority's operations. All capital assets are valued at historical cost or estimated historical cost if actual cost was not available. Donated capital assets are valued at their acquisition value on the date of donation.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets' lives are charged to operations when incurred. Expenses that materially change capacities or extend useful lives are capitalized. Upon sale or retirement of capital assets, the cost and related accumulated depreciation, if applicable, are eliminated from the respective accounts and the resulting gain or loss is included in the results of operations.

The Authority applies a half-year convention for depreciation on all capital assets. Therefore, one-half year of depreciation is charged to operations the first and last year that a capital asset is in service. Depreciation is computed using the straight-line method over an estimated useful life of 5 to 40 years.

#### **G. Amortization of Bond Premiums**

The Authority amortizes bond premiums over the life of the bonds issued using the interest method.

#### **H. Deferred Inflows of Resources**

In addition to liabilities, the statement of financial position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element, *deferred inflows of resources*, represents an acquisition of net assets that applies to a future period(s) and so will *not* be recognized as an inflow of resources (reduction of interest expense) until that time. The Authority has one item that qualifies for reporting in this category:

- Deferred inflows on refunding - Reported in the statement of net position, this deferred balance on refunding results from the difference in the carrying value of refunded debt and its reacquisition price. This amount is deferred and amortized over the shorter of the life of the refunded or refunding debt using the interest method.

#### **I. Restricted/Unrestricted Net Position**

It is the Authority's policy to consider restricted net position to have been depleted before unrestricted net position is applied.

#### **J. Estimates**

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosures of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual amounts could differ from those estimates.

#### **K. Date of Management's Review**

In preparing the financial statements, the Authority has evaluated events and transactions for potential recognition or disclosure through February 16, 2026, the date that the financial statements were available to be issued.

## **FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

### **NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

#### **L. – New Pronouncements**

The Governmental Accounting Standards Board (GASB) has issued the following pronouncements effective for the 2025 fiscal year, all of which have been implemented by the Authority with no material impact on the current year financial statements.

- GASB Statement No. 101, Compensated Absences, the primary objective of this Statement is to meet the information needs of financial statement users by updating recognition and measurement guidance for compensated absences. The requirements of this Statement are effective for fiscal years beginning after December 15, 2023.
- GASB Statement No. 102, Certain Risk Disclosures, the primary objective of this Statement is to disclose essential information about risks related to vulnerabilities due to certain concentrations or constraints. The requirements of this Statement are effective for fiscal years beginning after June 15, 2024.

#### **NOTE 2 - DEPOSITS (CASH) AND INVESTMENTS**

##### **A. Authorization for Deposits and Investments**

The Texas Public Funds Investment Act, as prescribed in Chapter 2256 of the Texas Government Code, regulates deposits and investment transactions of the Authority.

In accordance with applicable statutes, the County has a depository contract with an area bank (depository) providing for interest to be earned on deposited funds and for banking charges the Authority incurs for banking services received. The Authority may place funds with the depository in interest and non-interest-bearing accounts. State law provides that collateral pledged as security for bank deposits must have a market value of not less than the amount of the deposits and must consist of: (1) obligations of the United States or its agencies and instrumentalities; (2) direct obligations of the State of Texas or its agencies; (3) other obligations, the principal and interest on which are unconditionally guaranteed or insured by the State of Texas; and/or (4) obligations of states, agencies, counties, cities, and other political subdivisions of any state having been rated as to investment quality by a nationally recognized investment rating firm and having received a rating of not less than A or its equivalent. County policy requires the collateralization level to be at least 110% of market value of principal and accrued interest.

Commissioners Court has adopted a written investment policy regarding the investment of the Authority's funds as defined by the Public Funds Investment Act (Chapter 2256, Texas Government Code). The investments of the Authority follow this policy.

As of September 30, 2025 the Authority reported deposits in the amount of . The entire amount was covered by federal depository insurance or by collateral held by the County's agent in the Authority's name as of September 30, 2025.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

**B. Concentration of Credit Risk**

It is the County’s policy to diversify its portfolio to eliminate the risk of loss resulting from a concentration of assets in a specific maturity, a specific issuer or a specific class of investments. The County manages adherence to this policy for the Authority. To achieve this diversification, the County will limit investments in specific types of securities to the following percentages of the total portfolio:

<b>Investment Type</b>	<b>Maximum Investment %</b>
Repurchase Agreements	up to 80%
Certificates of Deposit	up to 50%
U.S. Treasury Bills/Notes	up to 100%
Other U.S. Government Securities	up to 100%
Authorized Local Government Investment Pools	up to 100%
No Load Money Market Mutual Funds	up to 80%
Municipal Bonds	up to 50%
Commercial Paper	up to 50%
Bankers Acceptances	up to 15%

**C. Interest Rate Risk**

Interest rate risk is the risk that changes in interest rates may adversely affect the value of the investments. The County monitors interest rate risk for the Authority utilizing weighted average maturity analysis. In accordance with its investment policy, the County reduces the Authority’s exposure to declines in fair values by limiting the maximum allowable stated maturity of any individual investment to sixty (60) months and limiting the weighted average maturity (WAM) of its investment portfolio to a maximum of thirty (30) months.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

At year-end, the Authority’s cash and investment balances and the weighted average maturity of these investments were as follows:

	<u>Fair Value</u>	<u>Weighted Average Maturity</u>	<u>Percentage of Total Portfolio</u>
Demand Deposits	\$ 160,198	1	0.1%
Money Market Funds	406,337	30	0.3%
Investment Pools:			
Texas CLASS	16,843,077	17	14.3%
Commercial Paper	27,562,069	29	23.4%
Government Securities:			
US Treasury Securities	46,085,069	420	39.1%
US Agency Notes	26,783,645	138	22.7%
Total Cash and Investments	<u>\$ 117,840,395</u>		
 Portfolio weighted average maturity (days)		<u>205</u>	

On September 30, 2025, the Authority has reported the fair value of the government securities and commercial paper using quoted prices for similar assets in active markets (Level 1). The Money Market Funds and External Investment Pools are measured at amortized cost or fair value in accordance with GASB Nos. 72 and 79.

Fidelity Gov Part III FCGXX is a money market fund investing at least 99.5% of the fund's total assets in cash, U.S. Government securities and/or repurchase agreements that are collateralized fully (i.e., collateralized by cash or government securities) with a focus on quality, maturity, liquidity and diversification of investments. The fund’s investments are valued at net asset value, which is designed to approximate fair value and the fund maintains a Net Asset Value of approximately \$1 per share.

Texas Cooperative Liquid Assets Securities System Trust (“Texas CLASS”) is a local government investment pool organized under the authority of the Interlocal Cooperation Act, chapter 791, Texas Government Code, and the Public Funds Investment Act, chapter 2256, Texas Government Code. Texas CLASS was established in 1996. Pursuant to the Trust Agreement, Texas CLASS is supervised by a Board of Trustees who are elected by the Participants. The Board of Trustees supervises the Trust and its affairs and acts as the liaison between the Participants, the Custodian and the Program Administrator. Cutwater Investor Services Corp. serves as Program Administrator. Cutwater Investor Services Corp. is a subsidiary of Cutwater Asset Management. It maintains a Net Asset Value of approximately \$1 per share.

The local government investment pool does not have any limitations and restrictions on withdrawals such as notice periods or maximum transaction amounts. This pool do not impose any liquidity fees or redemption gates.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

**D. Credit Risk**

The County’s investment policy, which includes the Authority, does not require investments to hold certain credit ratings issued by nationally recognized statistical rating organizations. As of September 30, 2025, S&P Global Ratings rated Texas CLASS and Fidelity AAAM. U.S. Government securities have been rated AA+ and Aaa by Fitch and Moody’s Ratings, respectively. Commercial Paper investments have been rated P-1 by Moody’s.

**E. Earnings on Investments**

Earnings on investments are presented net of unrealized gains on governmental and commercial paper securities. The calculation of investment earnings is as follows:

Interest on investments	\$ 980,641
Unrealized gain on investments	3,822,870
Earnings on investments	<u>\$ 4,803,511</u>

**NOTE 3 – RECEIVABLES**

Receivables as of September 30, 2025, consist of toll revenue due from the Harris County Toll Road Authority, Texas Tollway, and North Texas Tollway, net of applicable fees.

**NOTE 4 – CAPITAL ASSETS**

A summary of changes in capital assets for the year ended September 30, 2025 is as follows:

	<u>9/30/2024</u>	<u>Additions</u>	<u>Retirements</u>	<u>9/30/2025</u>
<b>Business-type Activities:</b>				
Capital assets not being depreciated:				
Land	\$ 4,845,955	\$ -	\$ -	\$ 4,845,955
Construction in progress	25,812,150	8,638,903	(28,030,546)	6,420,507
<b>Total capital assets not depreciated</b>	<u>30,658,105</u>	<u>8,638,903</u>	<u>(28,030,546)</u>	<u>11,266,462</u>
Depreciable capital assets:				
Office furniture and equipment	14,951	-	-	14,951
Buildings, facilities and improvement	23,125	-	-	23,125
Infrastructure	198,368,748	27,349,253	-	225,718,001
<b>Total depreciable capital assets</b>	<u>198,406,824</u>	<u>27,349,253</u>	<u>-</u>	<u>225,756,077</u>
Accumulated depreciation for:				
Office furniture and equipment	(14,951)	-	-	(14,951)
Buildings, facilities and improvement	(12,718)	(2,312)	-	(15,030)
Infrastructure	(42,854,928)	(5,301,085)	-	(48,156,013)
<b>Total accumulated depreciation</b>	<u>(42,882,597)</u>	<u>(5,303,397)</u>	<u>-</u>	<u>(48,185,994)</u>
<b>Total depreciable capital assets, net</b>	<u>155,524,227</u>	<u>22,045,856</u>	<u>-</u>	<u>177,570,083</u>
<b>Total capital assets</b>	<u>\$ 186,182,332</u>	<u>\$ 30,684,759</u>	<u>\$ (28,030,546)</u>	<u>\$ 188,836,545</u>

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

The increase in construction in progress was primarily the result of work on the direct connectors to the Westpark Toll Road. The contract commitments as of September 30, 2025 are as follows:

	Construction	
	In Progress	Commitments
Dedicated Fiber Project	\$ 518,426	\$ 122,394
FM 1464 to W. Airport Main Lanes	5,669,648	829,690
ITS System	232,433	56,669
<b>Total</b>	<u>\$ 6,420,507</u>	<u>\$ 1,008,753</u>

**Net Investment in Capital Assets**

The Authority classifies a portion of Net Position as Net Investment in Capital Assets calculated as follows:

Capital Assets	\$ 188,836,545
Bonds Payable including premiums	(170,792,038)
Net deferred inflows on debt refunding	(7,009,322)
Retainage payable and other capital related liabilities	<u>(3,020,260)</u>
<b>Net Investment in Capital Assets</b>	<u>\$ 8,014,925</u>

**NOTE 5 – LONG-TERM DEBT**

The following is a summary of the outstanding subordinate lien bonds as of September 30, 2025 secured by and paid from toll revenues collected by the Authority. :

Original Issue	Description of Bonds	Interest Rate %	Matures	Debt Outstanding
<b>Revenue Bonds</b>				
\$34,390,000	Limited Contract Tax and Subordinate Lien Toll Road Revenue Bonds, Series 2021	3.00 - 5.00	2051	\$ 32,345,000
138,795,000	Limited Contract Tax and Subordinate Lien Toll Road Revenue Refunding Bonds, Series 2021A	2.50 - 5.00	2051	<u>127,695,000</u>
	<b>Total Revenue Bonds</b>			<u>\$ 160,040,000</u>

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

A summary of the long-term liability transactions of the Authority for the year ended September 30, 2025 is as follows:

	<u>Balances</u> <u>9/30/2024</u>	<u>Additions</u>	<u>Retirements</u>	<u>Balances</u> <u>9/30/2025</u>	<u>Amounts Due</u> <u>Within One</u> <u>Year</u>
Revenue bonds	\$ 164,630,000	\$ -	\$ (4,590,000)	\$ 160,040,000	\$ 4,825,000
Premium on bonds	12,684,164	-	(1,932,126)	10,752,038	-
<b>Totals</b>	<u>\$ 177,314,164</u>	<u>\$ -</u>	<u>\$ (6,522,126)</u>	<u>\$ 170,792,038</u>	<u>\$ 4,825,000</u>

Annual debt service requirements to maturity are summarized as follows:

	<u>Principal</u>	<u>Interest</u>	<u>Totals</u>
2026	\$ 4,825,000	\$ 5,291,150	\$ 10,116,150
2027	5,055,000	5,044,150	10,099,150
2028	5,310,000	4,785,025	10,095,025
2029	5,565,000	4,513,150	10,078,150
2030	5,840,000	4,228,025	10,068,025
2031-2035	33,055,000	17,118,900	50,173,900
2036-2040	38,400,000	11,474,625	49,874,625
2041-2045	44,095,000	5,459,513	49,554,513
2046-2050	16,115,000	992,825	17,107,825
2051	1,780,000	26,700	1,806,700
<b>Totals</b>	<u>\$ 160,040,000</u>	<u>\$ 58,934,063</u>	<u>\$ 218,974,063</u>

In the bond resolution, the Authority has the following agreement for the benefit of the holders and beneficial owners of the bonds. The Authority is required to observe the agreement for so long as it remains obligated to advance funds to pay the bonds. Under the agreement, the Authority will be obligated to provide certain updated financial information and operational data annually, and timely notice of specified material events, and certain information to the Municipal Securities Rulemaking Board ("MSRB"). The MSRB has established the Electronic Municipal Market Access ("EMMA") system.

**NOTE 6 - CONTINGENCIES AND COMMITMENTS**

**Litigation and Other Contingencies**

The Authority is contingently liable with respect to lawsuits and other claims in the ordinary course of its operations. The settlement of such contingencies under the budgetary process would not materially affect the financial position of the Authority as of September 30, 2025.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**

**NOTES TO THE FINANCIAL STATEMENTS**

*(Continued)*

**NOTE 7 – CENTRAL US REGIONAL INTEROPERABILITY OF ELECTRONIC TOLL COLLECTIONS**

In March 2017, in connection with toll agencies in Texas transitioning to a new Central U.S. regional hub, Texas tolling entities, including TxDOT, NTTA, HCTRA and the Authority, together with the Oklahoma Turnpike Authority and the Kansas Turnpike Authority, entered into a new Central U.S. interoperability agreement that superseded and replaced the prior interoperability agreement. The 2017 agreement updated and revised the interoperability transaction fees paid by the toll road owner or operator to the transponder issuer. The new regional hub became operational in May 2017



**OTHER INFORMATION  
(Unaudited)**

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**SCHEDULE OF NET POSITION**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

	Fiscal Year				
	2016	2017	2018	2019	2020
<b>Assets</b>					
Cash and cash equivalents	\$ 22,428,406	\$ 15,632,494	\$ 19,410,265	\$ 29,986,860	\$ 38,648,644
Investments	-	3,595,287	-	-	-
Tolls receivable	2,200,543	4,371,973	4,270,159	4,454,996	3,735,013
Capital assets, net	<u>145,470,920</u>	<u>154,405,714</u>	<u>157,349,288</u>	<u>153,785,569</u>	<u>152,458,874</u>
<b>Total Assets</b>	<u>170,099,869</u>	<u>178,005,468</u>	<u>181,029,712</u>	<u>188,227,425</u>	<u>194,842,531</u>
<b>Liabilities and Net Position</b>					
<b>Liabilities</b>					
Due to primary government	4,803,922	4,897,142	3,989,758	1,267,451	2,187,187
Retainage payable	192,184	278,801	739	-	65,894
Accrued interest payable	598,350	598,350	598,350	598,350	598,350
Long-term liabilities	<u>170,670,198</u>	<u>169,871,158</u>	<u>169,072,117</u>	<u>168,273,076</u>	<u>167,474,035</u>
<b>Total Liabilities</b>	<u>176,264,654</u>	<u>175,645,451</u>	<u>173,660,964</u>	<u>170,138,877</u>	<u>170,325,466</u>
<b>Deferred Inflow of Resources</b>					
Deferred gain on refunding	-	-	-	-	-
<b>Total Deferred Inflow of Resources</b>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<b>Net Position</b>					
Net investment in capital assets	(19,908,715)	(12,784,270)	(8,931,226)	(10,859,841)	(16,231,627)
Restricted for:					
Debt service	(589,808)	3,024,150	(553,113)	(566,954)	4,221,841
Unrestricted	<u>14,333,738</u>	<u>12,120,137</u>	<u>16,853,087</u>	<u>29,515,343</u>	<u>36,526,851</u>
<b>Total Net Position</b>	<u>\$ (6,164,785)</u>	<u>\$ 2,360,017</u>	<u>\$ 7,368,748</u>	<u>\$ 18,088,548</u>	<u>\$ 24,517,065</u>

*In fiscal year 2022, The Authority changed from a straight-line method of amortizing premiums, discounts and deferred amounts from refunding transactions to the interest method of amortization. All previous years balances have been restated to reflect this change in accounting principles.*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**SCHEDULE OF NET POSITION**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

	Fiscal Year				
	2021	2022	2023	2024	2025
<b>Assets</b>					
Cash and cash equivalents	\$81,735,101	\$89,395,608	\$ 76,784,834	\$ 12,053,348	\$ 17,409,612
Investments	6,050,755	-	10,532,832	92,766,555	100,430,783
Tolls receivable	2,674,394	3,006,173	4,375,784	4,085,388	8,443,951
Capital assets, net	<u>151,179,268</u>	<u>166,268,144</u>	<u>178,224,980</u>	<u>186,182,332</u>	<u>188,836,545</u>
<b>Total Assets</b>	<u>241,639,518</u>	<u>258,669,925</u>	<u>269,918,430</u>	<u>295,087,623</u>	<u>315,120,891</u>
<b>Liabilities and Net Position</b>					
<b>Liabilities</b>					
Due to primary government	872,249	5,845,489	1,908,270	2,512,700	4,814,075
Retainage payable	120,620	702,454	895,801	2,782,439	168,360
Accrued interest payable	713,496	505,752	488,356	470,107	450,982
Long-term liabilities	<u>202,284,805</u>	<u>190,269,948</u>	<u>183,807,714</u>	<u>177,314,164</u>	<u>170,792,038</u>
<b>Total Liabilities</b>	<u>203,991,170</u>	<u>197,323,643</u>	<u>187,100,141</u>	<u>183,079,410</u>	<u>176,225,455</u>
<b>Deferred Inflow of Resources</b>					
Deferred gain on refunding	-	9,205,288	8,444,231	7,711,780	7,009,322
<b>Total Deferred Inflow of Resources</b>	<u>-</u>	<u>9,205,288</u>	<u>8,444,231</u>	<u>7,711,780</u>	<u>7,009,322</u>
<b>Net Position</b>					
Net investment in capital assets	(15,455,555)	(14,943,659)	(12,582,199)	(3,193,807)	8,014,925
Restricted for:					
Debt service	6,062,384	7,203,273	10,047,770	10,629,428	11,150,269
Unrestricted	<u>47,041,519</u>	<u>59,881,380</u>	<u>76,908,487</u>	<u>96,860,812</u>	<u>112,720,920</u>
<b>Total Net Position</b>	<u>\$37,648,348</u>	<u>\$52,140,994</u>	<u>\$ 74,374,058</u>	<u>\$ 104,296,433</u>	<u>\$131,886,114</u>

*In fiscal year 2022, The Authority changed from a straight-line method of amortizing premiums, discounts and deferred amounts from refunding transactions to the interest method of amortization. All previous years balances have been restated to reflect this change in accounting principles.*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**SCHEDULE OF CHANGES IN NET POSITION**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

	Fiscal Year				
	2016	2017	2018	2019	2020
<b>Operating Revenues</b>					
Toll revenue	\$ 24,172,877	\$ 24,499,686	\$ 21,966,356	\$ 26,449,201	\$ 23,756,322
<b>Total Operating Revenues</b>	<u>24,172,877</u>	<u>24,499,686</u>	<u>21,966,356</u>	<u>26,449,201</u>	<u>23,756,322</u>
<b>Operating Expenses</b>					
Personnel costs	-	136,494	139,482	114,662	86,980
Professional fees	1,825,237	2,453,982	3,968,826	1,305,121	1,878,856
Law enforcement	215,070	195,359	208,716	246,868	243,734
Toll collections	4,873,356	3,992,978	4,481,870	3,932,795	3,910,763
Travel and training	-	-	-	-	-
Utilities	125,849	120,697	115,724	116,455	113,917
Maintenance	889,449	585,223	1,235,736	347,272	899,346
Capital improvement projects	-	-	-	-	-
Depreciation	3,491,183	3,684,132	4,021,501	4,221,140	4,229,268
<b>Total Operating Expenses</b>	<u>11,420,144</u>	<u>11,168,865</u>	<u>14,171,855</u>	<u>10,284,313</u>	<u>11,362,864</u>
<b>Operating Income</b>	12,752,733	13,330,821	7,794,501	16,164,888	12,393,458
<b>Non-Operating Revenues (Expenses)</b>					
Earnings on investments	113,113	218,294	336,088	672,761	421,719
Interest on long-term debt	(6,386,659)	(6,386,659)	(6,386,660)	(6,386,659)	(6,386,660)
Debt issuance costs	-	-	-	-	-
<b>Total Non-Operating Revenues (Expenses)</b>	<u>(6,273,546)</u>	<u>(6,168,365)</u>	<u>(6,050,572)</u>	<u>(5,713,898)</u>	<u>(5,964,941)</u>
<b>Income Before Contributions</b>	6,479,187	7,162,456	1,743,929	10,450,990	6,428,517
Capital grants and contributions	-	1,362,346	3,264,802	268,810	-
<b>Change in Net Position</b>	6,479,187	8,524,802	5,008,731	10,719,800	6,428,517
<b>Net Position, Beginning of Year</b>	<u>(12,643,972)</u>	<u>(6,164,785)</u>	<u>2,360,017</u>	<u>7,368,748</u>	<u>18,088,548</u>
<b>Net Position, End of Year</b>	<u>\$ (6,164,785)</u>	<u>\$ 2,360,017</u>	<u>\$ 7,368,748</u>	<u>\$ 18,088,548</u>	<u>\$ 24,517,065</u>

*In fiscal year 2022, The Authority changed from a straight-line method of amortizing premiums, discounts and deferred amounts from refunding transactions to the interest method of amortization. All previous years activity has been restated to reflect this change in accounting principles.*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**SCHEDULE OF CHANGES IN NET POSITION**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

	Fiscal Year				
	2021	2022	2023	2024	2025
<b>Operating Revenues</b>					
Toll revenue	\$ 27,650,789	\$ 30,613,399	\$ 38,132,750	\$ 42,528,049	\$ 45,819,727
<b>Total Operating Revenues</b>	<u>27,650,789</u>	<u>30,613,399</u>	<u>38,132,750</u>	<u>42,528,049</u>	<u>45,819,727</u>
<b>Operating Expenses</b>					
Personnel costs	76,851	81,354	104,283	114,221	259,044
Professional fees	1,113,683	1,249,562	4,163,611	1,771,489	1,957,609
Law enforcement	204,330	49,104	152,493	168,697	279,476
Toll collections	4,602,781	5,226,855	6,212,419	7,013,511	7,642,466
Travel and training	-	-	-	-	1,137
Utilities	121,207	118,025	104,621	70,382	70,168
Maintenance	1,153,797	1,321,648	1,640,226	1,310,302	4,643,944
Capital improvement projects	-	-	-	-	-
Depreciation	4,257,626	4,279,012	4,611,152	4,952,412	5,303,397
<b>Total Operating Expenses</b>	<u>11,530,275</u>	<u>12,325,560</u>	<u>16,988,805</u>	<u>15,401,014</u>	<u>20,157,241</u>
<b>Operating Income</b>	16,120,514	18,287,839	21,143,945	27,127,035	25,662,486
<b>Non-Operating Revenues (Expenses)</b>					
Earnings on investments	87,472	631,634	3,991,581	5,685,365	4,803,511
Interest on long-term debt	(4,957,099)	(4,727,419)	(2,902,462)	(2,890,025)	(2,876,316)
Debt issuance costs	(501,366)	(2,036,972)	-	-	-
<b>Total Non-Operating Revenues (Expenses)</b>	<u>(5,370,993)</u>	<u>(6,132,757)</u>	<u>1,089,119</u>	<u>2,795,340</u>	<u>1,927,195</u>
<b>Income Before Contributions</b>	10,749,521	12,155,082	22,233,064	29,922,375	27,589,681
Capital grants and contributions	2,381,761	2,337,564	-	-	-
<b>Change in Net Position</b>	13,131,282	14,492,646	22,233,064	29,922,375	27,589,681
<b>Net Position, Beginning of Year</b>	<u>24,517,066</u>	<u>37,648,348</u>	<u>52,140,994</u>	<u>74,374,058</u>	<u>104,296,433</u>
<b>Net Position, End of Year</b>	<u>\$ 37,648,348</u>	<u>\$ 52,140,994</u>	<u>\$ 74,374,058</u>	<u>\$ 104,296,433</u>	<u>\$ 131,886,114</u>

*In fiscal year 2022, The Authority changed from a straight-line method of amortizing premiums, discounts and deferred amounts from refunding transactions to the interest method of amortization. All previous years activity has been restated to reflect this change in accounting principles*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**REVENUES BY TOLL ROAD COMPONENTS/SEGMENTS**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

Components/Segments	Fiscal Year				
	2016	2017	2018	2019	2020
Grand Parkway					
Westpark - Northbound	\$ 1,872,678	\$ 2,124,334	\$ 1,980,690	\$ 2,218,037	\$ 1,975,465
Westpark - Southbound	1,859,522	2,163,920	1,977,334	2,214,486	1,972,302
Bellaire - Northbound	1,856,954	2,033,362	2,009,878	2,349,752	2,092,775
Bellaire - Southbound	1,845,352	2,024,319	2,004,193	2,310,618	2,057,921
Peek - Northbound	-	-	-	-	-
Peek - Southbound	-	-	-	-	-
West Bellfort - Northbound	1,448,539	1,591,834	1,567,537	1,866,737	1,662,584
West Bellfort - Southbound	1,474,809	1,630,903	1,567,088	1,844,264	1,642,569
Harlem - Northbound	1,516,104	1,616,366	1,557,164	1,768,172	1,574,798
Harlem - Southbound	1,577,045	1,686,924	1,613,921	1,826,406	1,626,664
US 90A - Northbound	1,033,396	1,164,469	1,074,359	1,320,556	1,176,136
US 90A - Southbound	1,024,892	1,150,704	1,028,604	1,275,876	1,136,342
New Territory - Northbound	1,120,061	1,222,585	1,074,548	1,382,930	1,231,688
New Territory - Southbound	1,203,058	1,295,064	1,293,778	1,433,769	1,276,967
Riverpark Ramp - Northbound	1,045,250	1,137,137	996,512	1,260,618	1,122,753
Riverpark Ramp - Southbound	-	-	-	1,351,318	1,203,533
<b>Total Gross Revenues by Toll Plaza</b>	<b>20,052,263</b>	<b>22,099,120</b>	<b>20,842,036</b>	<b>24,423,539</b>	<b>21,752,497</b>
<b>Revenue not Allocated Due to Timing Differences:</b>					
Toll Violations	4,120,612	2,400,568	1,124,321	2,025,662	2,003,825
<b>Total Revenue</b>	<b>\$ 24,172,875</b>	<b>\$ 24,499,688</b>	<b>\$ 21,966,357</b>	<b>\$ 26,449,201</b>	<b>\$ 23,756,322</b>

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**REVENUES BY TOLL ROAD COMPONENTS/SEGMENTS**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

Components/Segments	Fiscal Year				
	2021	2022	2023	2024	2025
Grand Parkway					
Westpark - Northbound	\$ 2,186,784	\$ 2,275,958	\$ 2,481,931	\$ 2,205,518	\$ 2,492,230
Westpark - Southbound	2,138,762	2,290,326	2,476,594	2,431,110	2,788,521
Bellaire - Northbound	2,337,576	2,538,177	2,811,179	2,753,948	2,917,623
Bellaire - Southbound	2,292,639	2,493,799	2,691,501	2,698,627	2,977,482
Peek - Northbound	-	-	1,406,240	2,801,554	2,973,279
Peek - Southbound	-	-	1,450,576	2,828,176	2,947,619
West Bellfort - Northbound	1,903,352	2,096,319	2,388,439	2,458,025	2,631,187
West Bellfort - Southbound	1,827,284	2,019,601	2,288,051	2,388,047	2,411,000
Harlem - Northbound	1,677,270	1,869,595	2,298,582	2,434,271	2,552,049
Harlem - Southbound	1,702,896	1,890,880	2,253,436	2,401,967	2,571,343
US 90A - Northbound	1,382,194	1,523,605	1,737,007	1,938,385	2,122,330
US 90A - Southbound	1,276,485	1,431,301	1,619,614	1,792,016	1,992,030
New Territory - Northbound	1,420,661	1,573,761	1,778,926	1,916,695	1,910,497
New Territory - Southbound	1,420,357	1,550,905	1,748,912	1,857,394	1,916,331
Riverpark Ramp - Northbound	1,379,770	1,471,894	1,634,594	1,741,213	1,815,435
Riverpark Ramp - Southbound	1,329,389	1,432,700	1,579,511	1,703,904	1,647,689
<b>Total Gross Revenues by Toll Plaza</b>	<b>24,275,419</b>	<b>26,458,821</b>	<b>32,645,093</b>	<b>36,350,850</b>	<b>38,666,645</b>
<b>Revenue not Allocated Due to Timing Differences:</b>					
Toll Violations	3,375,370	4,154,578	5,487,657	6,177,199	7,153,082
<b>Total Revenue</b>	<b>\$ 27,650,789</b>	<b>\$ 30,613,399</b>	<b>\$ 38,132,750</b>	<b>\$ 42,528,049</b>	<b>\$ 45,819,727</b>

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**TRAFFIC COUNT TABLE**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

Components/Segments	Fiscal Year				
	2016	2017	2018	2019	2020
Grand Parkway					
Westpark - Northbound	5,362,848	5,918,013	5,925,732	5,968,705	5,315,123
Westpark - Southbound	5,325,171	6,028,292	5,915,691	5,940,044	5,215,961
Bellaire - Northbound	5,317,818	5,664,581	6,013,056	6,346,579	5,613,789
Bellaire - Southbound	5,284,594	5,639,389	5,996,046	6,182,415	5,510,123
Peek - Northbound	-	-	-	-	-
Peek - Southbound	-	-	-	-	-
West Bellfort - Northbound	4,148,226	4,434,564	4,689,681	4,975,545	4,437,107
West Bellfort - Southbound	4,223,458	4,543,404	4,688,338	4,916,383	4,340,424
Harlem - Northbound	4,341,716	4,502,907	4,658,647	4,760,916	3,987,528
Harlem - Southbound	4,516,235	4,699,467	4,828,452	4,899,956	4,095,826
US 90A - Northbound	2,959,369	3,244,001	3,214,215	3,570,861	3,234,953
US 90A - Southbound	2,935,015	3,205,654	3,077,328	3,423,339	3,026,653
New Territory - Northbound	3,207,553	3,405,903	3,214,782	3,725,334	3,449,446
New Territory - Southbound	3,445,235	3,607,817	3,870,661	3,810,347	3,367,830
Riverpark Ramp - Northbound	2,993,315	3,167,861	2,981,317	3,434,431	3,247,379
Riverpark Ramp - Southbound	3,363,749	3,502,330	3,280,246	3,581,474	3,159,790
<b>Total Transactions</b>	<b>57,424,302</b>	<b>61,564,183</b>	<b>62,354,192</b>	<b>65,536,329</b>	<b>58,001,932</b>

*\*Effective FY 2016 a system upgrade allowed for more detailed transactional data.*

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**TRAFFIC COUNT TABLE**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

Components/Segments	Fiscal Year				
	2021	2022	2023	2024	2025
Grand Parkway					
Westpark - Northbound	5,816,031	6,099,875	6,038,828	5,506,177	6,291,572
Westpark - Southbound	5,693,607	6,077,450	6,011,753	6,005,869	7,056,223
Bellaire - Northbound	6,238,461	6,697,733	6,693,360	6,714,385	7,296,348
Bellaire - Southbound	6,063,023	6,570,662	6,509,045	6,538,492	7,276,143
Peek - Northbound	-	-	3,481,365	6,975,339	7,576,898
Peek - Southbound	-	-	3,583,693	7,089,098	7,869,631
West Bellfort - Northbound	5,024,839	5,520,802	5,749,125	6,017,389	6,513,512
West Bellfort - Southbound	4,808,701	5,288,285	5,485,153	5,735,168	5,934,524
Harlem - Northbound	4,438,840	4,929,672	5,567,780	5,890,119	6,450,612
Harlem - Southbound	4,491,340	4,917,552	5,398,363	5,781,831	6,334,515
US 90A - Northbound	3,643,100	4,010,639	4,161,747	4,654,143	5,440,463
US 90A - Southbound	3,352,982	3,747,083	3,904,869	4,302,523	4,898,237
New Territory - Northbound	3,826,655	4,132,819	4,265,967	4,618,131	4,797,560
New Territory - Southbound	3,720,385	4,043,487	4,172,331	4,441,485	4,638,488
Riverpark Ramp - Northbound	3,666,793	3,875,453	3,918,556	4,257,558	4,598,119
Riverpark Ramp - Southbound	3,435,263	3,687,564	3,723,796	4,031,633	4,303,481
<b>Total Transactions</b>	<b>64,220,020</b>	<b>69,599,076</b>	<b>78,665,731</b>	<b>88,559,340</b>	<b>97,276,326</b>

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**HISTORICAL TOLL ROAD OPERATING RESULTS AND COVERAGES**  
**LAST TEN FISCAL YEARS**  
**(Unaudited)**

Fiscal Year Ended	Project Revenues	Other Earnings	O & M Expenses	Revenues Available for Unlimited Subordinate Lien Tax Bonds	Debt Service Bonds	Coverage Ratio on Unlimited Subordinate Lien Tax Bonds
2016	\$ 24,172,877	\$ 113,113	\$ 7,928,960	\$ 12,059,978	\$ 7,185,700	1.68
2017	24,499,686	218,294	7,484,733	17,233,247	7,185,700	2.40
2018	21,966,356	336,088	10,150,354	12,152,090	7,185,700	1.69
2019	26,449,201	672,761	6,063,174	21,058,788	7,185,700	2.93
2020	23,756,322	421,719	7,133,596	17,044,445	7,185,701	2.37
2021	27,650,789	87,472	7,272,648	20,465,613	7,154,950	2.86
2022	30,613,399	631,634	8,046,549	23,198,484	9,236,352	2.51
2023	38,132,750	3,991,581	12,377,651	29,746,680	10,139,650	2.93
2024	42,528,049	5,685,365	10,448,602	37,764,812	10,130,775	3.73
2025	45,819,727	4,803,511	14,853,846	35,769,392	10,130,775	3.53

Note: Debt service amounts shown in this schedule reflect only the scheduled principal, interest and fees and to exclude any advance defeasance of debt.

**FORT BEND GRAND PARKWAY TOLL ROAD AUTHORITY**  
**TOLL RATE SCHEDULE**  
**(Unaudited)**

Effective Calendar Year 2024

Effective Calendar Year 2025

**Grand Parkway**

**All Main Lane Plazas**

	<b>Toll Rate</b>	<b>Toll Rate for</b>	<b>Toll Rate for</b>
<b>Vehicles</b>	<b>for valid tag</b>	<b>Invalid/ Non-Tag</b>	<b>Non-</b>
		<b>Transactions</b>	<b>Revenue</b>
			<b>Vehicles</b>
2 axle	\$0.45	\$0.70	\$0.00
3 axle	\$0.90	\$1.15	\$0.00
4 axle	\$1.35	\$1.60	\$0.00
5 axle	\$1.80	\$2.05	\$0.00
6 axle	\$2.25	\$2.50	\$0.00

**Grand Parkway**

**All Main Lane Plazas**

	<b>Toll Rate</b>	<b>Toll Rate for</b>	<b>Toll Rate for</b>
<b>Vehicles</b>	<b>for valid tag</b>	<b>Invalid/ Non-Tag</b>	<b>Non-</b>
		<b>Transactions</b>	<b>Revenue</b>
			<b>Vehicles</b>
2 axle	\$0.46	\$0.71	\$0.00
3 axle	\$0.92	\$1.17	\$0.00
4 axle	\$1.38	\$1.63	\$0.00
5 axle	\$1.84	\$2.09	\$0.00
6 axle	\$2.30	\$2.55	\$0.00



## **Report on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance With *Government Auditing Standards***

### **Independent Auditor's Report**

Board of Directors  
Fort Bend Grand Parkway Toll Road Authority  
Fort Bend County, Texas

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States (*Government Auditing Standards*), the financial statements of the Fort Bend Grand Parkway Toll Road Authority (Authority), a component unit of Fort Bend County, Texas, as of and for the year ended September 30, 2025, and the related notes to the financial statements, which collectively comprise the Authority's basic financial statements, and have issued our report thereon dated February 16, 2026.

#### ***Report on Internal Control Over Financial Reporting***

In planning and performing our audit of the financial statements, we considered the Authority's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, we do not express an opinion on the effectiveness of the Authority's internal control.

*A deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses or significant deficiencies may exist that were not identified.

#### ***Report on Compliance and Other Matters***

As part of obtaining reasonable assurance about whether the Authority's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the

financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

***Purpose of This Report***

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

**Forvis Mazars, LLP**

**Houston, Texas  
February 16, 2026**