

OFFICIAL STATEMENT

NEW ISSUES - BOOK-ENTRY ONLY

RATINGS: See "RATINGS" herein

In the opinion of co-bond counsel to NTTA, interest on the Bonds (as defined herein) will be excludable from gross income for federal income tax purposes under statutes, regulations, published rulings, and court decisions existing on the date hereof, subject to the matters discussed under "TAX MATTERS" herein, including the alternative minimum tax on certain corporations.



NORTH TEXAS TOLLWAY AUTHORITY SYSTEM REVENUE REFUNDING BONDS

\$439,795,000
FIRST TIER BONDS
SERIES 2023A

\$137,440,000
SECOND TIER BONDS
SERIES 2023B

Dated Date: Date of Delivery

Due: As shown herein

The North Texas Tollway Authority ("NTTA") System Revenue Refunding Bonds, consisting of First Tier Revenue Refunding Bonds, Series 2023A (the "Series 2023A Bonds") and Second Tier Revenue Refunding Bonds, Series 2023B (the "Series 2023B Bonds" and, together with the Series 2023A Bonds, the "Bonds"), will be issued as fully registered obligations of NTTA, a body politic and corporate and a political subdivision of the State of Texas. The Series 2023A Bonds will be issued for the purpose of (i) refunding, for debt service savings, certain of the bonds as specifically described in **SCHEDULE I – SCHEDULE OF REFUNDED OBLIGATIONS** and certain of the bonds as specifically described in **SCHEDULE II – SCHEDULE OF TARGET BONDS** tendered to NTTA for purchase and cancellation and (ii) paying costs of issuance of the Series 2023A Bonds. The Series 2023B Bonds will be issued for the purpose of (i) refunding, for debt service savings, certain of the bonds as specifically described in **SCHEDULE I – SCHEDULE OF REFUNDED OBLIGATIONS**, and (ii) paying costs of issuance of the Series 2023B Bonds. The Bonds will be registered in the nominee name of The Depository Trust Company, New York, New York ("DTC"), which will act as securities depository for the Bonds pursuant to its book-entry-only system described herein. No physical delivery of the Bonds will be made to the respective beneficial owners thereof. Principal of, premium, if any, and interest on the Bonds will be payable by U.S. Bank Trust Company, National Association, as trustee (the "Trustee"), under an Amended and Restated Trust Agreement, dated as of April 1, 2008, between NTTA and the Trustee (as amended and supplemented through the date of delivery of the Bonds, the "Trust Agreement"), to DTC, which will make distribution of the amounts so paid to the participating members of DTC for subsequent payment to the beneficial owners thereof. See "**GENERAL INFORMATION REGARDING THE BONDS – Book-Entry-Only System.**"

The Bonds are authorized by and issued pursuant to (i) the laws of the State of Texas, particularly Chapter 366, Texas Transportation Code, as amended, and Chapters 1207 and 1371, Texas Government Code, as amended, and (ii) a resolution (the "Resolution") adopted by the Board of Directors (the "Board") of NTTA on September 20, 2023. The Bonds, together with NTTA's outstanding revenue bonds and other obligations secured by the Trust Agreement, are special, limited obligations of NTTA payable solely from, and secured solely by, the tolls and other revenues of the NTTA System (as defined herein) and certain specified funds and accounts created pursuant to the Trust Agreement, on the basis and in the priority set forth therein and described herein.

NTTA, with the assistance of Barclays Capital Inc., as dealer manager, released an Invitation to Offer Bonds for Purchase dated September 21, 2023 (as amended, the "Invitation to Tender"), inviting owners of certain outstanding bonds of NTTA described herein to tender such bonds for purchase and cancellation by NTTA. NTTA selected a portion of such bonds to accept for tender and intends to fund the purchase of such selected tendered bonds with a portion of the proceeds of the Series 2023A Bonds. See "**PLAN OF FINANCE – Purchase of Tendered Bonds.**"

The Bonds are further described in this Official Statement. See pages (i) and (ii) herein for additional information relating to the Bonds, including provisions relating to maturities, interest rates, yields, optional and mandatory sinking fund redemption, lien priority, and tax status.

NTTA IS OBLIGATED TO PAY THE PRINCIPAL OF, PREMIUM, IF ANY, AND INTEREST ON THE BONDS ONLY FROM THE TOLLS AND OTHER REVENUES OF THE NTTA SYSTEM AND CERTAIN SPECIFIED FUNDS AND ACCOUNTS CREATED PURSUANT TO THE RESOLUTION AND THE TRUST AGREEMENT ON THE BASIS AND IN THE PRIORITY SET FORTH THEREIN AND DESCRIBED HEREIN. EXCEPT AS SPECIFIED IN THE PRECEDING SENTENCE, NONE OF THE STATE OF TEXAS, NTTA, THE COUNTIES SERVED BY NTTA, NOR ANY OTHER AGENCY OR POLITICAL SUBDIVISION OF THE STATE OF TEXAS IS OBLIGATED TO PAY THE PRINCIPAL OF, PREMIUM, IF ANY, OR INTEREST ON THE BONDS. NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE OF TEXAS, THE COUNTIES SERVED BY NTTA, NOR ANY OTHER AGENCY OR POLITICAL SUBDIVISION OF THE STATE OF TEXAS IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF, PREMIUM, IF ANY, OR INTEREST ON THE BONDS. NTTA HAS NO TAXING POWER. THE BONDS ARE NOT SECURED BY THE FEES OR OTHER REVENUES PROVIDED TO NTTA UNDER ANY TOLLING SERVICES AGREEMENT OR INTEROPERABILITY AGREEMENT.

This cover page and pages (i) and (ii) contain information for ease of reference only. Such pages do not contain a complete summary of the Bonds. Potential investors must read the entire Official Statement to obtain information essential to making an informed investment decision. Investment in the Bonds is subject to certain investment considerations. See "**RISK FACTORS.**"

The Bonds are offered for delivery when, as, and if issued and received by the underwriters and subject to the approval of the Attorney General of the State of Texas and the delivery of legal opinions from the law firms of McCall, Parkhurst & Horton L.L.P., Dallas, Texas, and Locke Lord LLP, Dallas, Texas, co-bond counsel to NTTA. Certain legal matters will be passed upon for NTTA by Locke Lord LLP, Dallas, Texas, as counsel to NTTA, and by McCall, Parkhurst & Horton L.L.P., Dallas, Texas, and Locke Lord LLP, Dallas, Texas, as co-disclosure counsel to NTTA. Certain legal matters will be passed upon for the underwriters by Bracewell LLP, Dallas, Texas, and West & Associates, L.L.P., co-counsel for the underwriters. It is expected that delivery of the Bonds will be made through DTC on or about November 9, 2023.

BARCLAYS

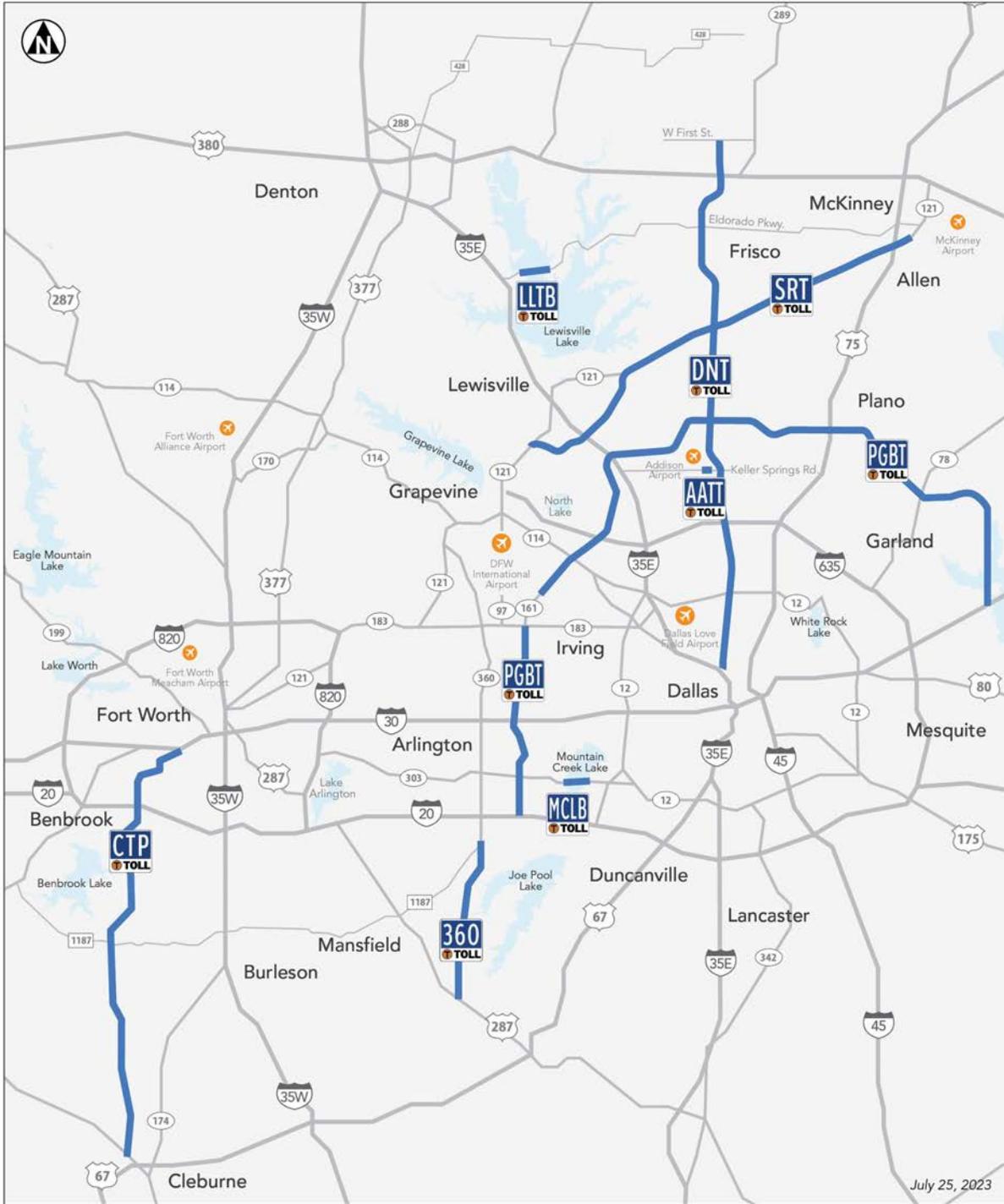
BOK FINANCIAL SECURITIES, INC. FHN FINANCIAL CAPITAL MARKETS MESIROW FINANCIAL, INC.

MORGAN STANLEY

PNC CAPITAL MARKETS LLC

WELLS FARGO SECURITIES

NTTA System



**MATURITIES, INTEREST RATES, YIELDS, CUSIP NUMBERS, AND ADDITIONAL
INFORMATION REGARDING THE SERIES 2023A BONDS**

General. The \$439,795,000 North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2023A (the “*Series 2023A Bonds*”) will be issued by the North Texas Tollway Authority (“*NTTA*”) as fully registered bonds, without coupons, in denominations of \$5,000 or any integral multiple thereof within a maturity, and will be dated their date of delivery. Interest will accrue on the Series 2023A Bonds, calculated on the basis of a 360-day year composed of twelve 30-day months, from their date of delivery, and will be payable semiannually on January 1 and July 1 of each year, commencing January 1, 2024. Principal will come due on January 1 in the years and in the amounts set forth below or upon the earlier redemption of the Series 2023A Bonds.

MATURITY SCHEDULE FOR THE SERIES 2023A BONDS

SERIAL BONDS

Stated Maturity (January 1)	Principal Amount (\$)	Interest Rate (%)	Yield (%)	CUSIP No.⁽²⁾
2026	164,050,000	5.000	3.930	66285WM60
2027	179,170,000	5.000	3.820	66285WM78
2028	7,765,000	5.000	3.700	66285WM86
2029	8,865,000	5.000	3.730	66285WM94
2030	5,085,000	5.000	3.780	66285WN28
2031	7,720,000	5.000	3.830	66285WN36
2032	5,570,000	5.000	3.860	66285WN44
2033	7,675,000	5.000	3.840	66285WN51
2034	7,210,000	5.000	3.850 ⁽¹⁾	66285WN69
2035	7,325,000	5.000	3.930 ⁽¹⁾	66285WN77
2036	4,200,000	5.000	4.110 ⁽¹⁾	66285WN85
2037	3,815,000	5.000	4.260 ⁽¹⁾	66285WN93
2038	9,575,000	5.000	4.340 ⁽¹⁾	66285WP26
***	***	***	***	***
2041	14,490,000	5.000	4.540 ⁽¹⁾	66285WP34
2042	7,280,000	5.000	4.620 ⁽¹⁾	66285WP42

Optional Redemption. The Series 2023A Bonds are subject to optional redemption as described herein. See “**THE BONDS — The Series 2023A Bonds – Redemption.**”

Lien Priority. The Series 2023A Bonds constitute First Tier Bonds within the meaning of the Trust Agreement. See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS — Priority of Payment.**”

Tax Status. In the opinion of co-bond counsel to NTTA, interest on the Series 2023A Bonds will be excludable from gross income for federal income tax purposes under statutes, regulations, published rulings, and court decisions existing on the date thereof, except as explained under “**TAX MATTERS**” herein.

⁽¹⁾ Yield calculated to first call date at par, January 1, 2033.

⁽²⁾ CUSIP® is a registered trademark of the American Bankers Association. CUSIP data herein are provided by CUSIP Global Services (“CGS”), operated on behalf of the American Bankers Association by FactSet Research Systems Inc. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP numbers listed above have been assigned by an independent company not affiliated with NTTA or the Underwriters and are included solely for the convenience of the owners of the Series 2023A Bonds only at the time of issuance of the Series 2023A Bonds. None of NTTA, the Co-Financial Advisors, or the Underwriters make any representation with respect to such numbers or undertake any responsibility for their accuracy now or at any time in the future. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2023A Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors applicable to all or a portion of certain maturities of the Series 2023A Bonds.

MATURITIES, INTEREST RATES, YIELDS, CUSIP NUMBERS, AND ADDITIONAL INFORMATION REGARDING THE SERIES 2023B BONDS

General. The \$137,440,000 North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2023B (the “*Series 2023B Bonds*”) will be issued by NTTA as fully registered bonds, without coupons, in denominations of \$5,000 or any integral multiple thereof within a maturity, and will be dated their date of delivery. Interest will accrue on the Series 2023B Bonds, calculated on the basis of a 360-day year composed of twelve 30-day months, from their date of delivery, and will be payable semiannually on January 1 and July 1 of each year, commencing January 1, 2024. Principal will come due on January 1 in the years and in the amounts set forth below.

**MATURITY SCHEDULE FOR THE SERIES 2023B BONDS
SERIAL BONDS**

<u>Stated Maturity (January 1)</u>	<u>Principal Amount (\$)</u>	<u>Interest Rate (%)</u>	<u>Yield (%)</u>	<u>CUSIP No.⁽¹⁾</u>
2030	22,235,000	5.000	3.870	66285WP59
2031	115,205,000	5.000	3.930	66285WP67

No Optional Redemption. The Series 2023B Bonds are not subject to optional redemption. See “**THE BONDS — The Series 2023B Bonds – Redemption.**”

Lien Priority. The Series 2023B Bonds constitute Second Tier Bonds under the Trust Agreement and are subordinate to the First Tier Bonds. See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS — Priority of Payment.**”

Tax Status. In the opinion of co-bond counsel to NTTA, interest on the Series 2023B Bonds will be excludable from gross income for federal income tax purposes under statutes, regulations, published rulings, and court decisions existing on the date thereof, except as explained under “**TAX MATTERS**” herein.

⁽¹⁾ CUSIP® is a registered trademark of the American Bankers Association. CUSIP data herein is provided by CUSIP Global Services (“CGS”), operated on behalf of the American Bankers Association by FactSet Research Systems Inc. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP numbers listed above have been assigned by an independent company not affiliated with NTTA or the Underwriters and are included solely for the convenience of the owners of the Series 2023B Bonds only at the time of issuance of the Series 2023B Bonds. None of NTTA, the Co-Financial Advisors, or the Underwriters make any representation with respect to such numbers or undertake any responsibility for their accuracy now or at any time in the future. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Series 2023B Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors applicable to all or a portion of certain maturities of the Series 2023B Bonds.

NTTA BOARD, ADMINISTRATION, CONSULTANTS, AND ADVISORS

Board of Directors⁽¹⁾

Name	Approximate Length of Service	Term Expires August 31 ⁽²⁾	Appointed by	Occupation
Marcus Knight, Chairman	4 years	2022	Dallas County	Businessman
Mojy Haddad, Vice Chairman	10 years	2024	Tarrant County	Businessman
Lynn Gravley	5 years	2025	Governor	Businessman
Pete Kamp	4 years	2024	Denton County	Businesswoman
Scott Levine	4 years	2023	Collin County	Attorney
John Mahalik	8 years	2024	Denton County	Businessman
George “Tex” Quesada	12 years	2021	Dallas County	Attorney
Glen Whitley	9 months	2024	Tarrant County	Businessman
Jane Willard	13 years	2023	Collin County	Community Advocate

⁽¹⁾ See “**GOVERNANCE AND MANAGEMENT** — The Board of Directors” in **APPENDIX A**.

⁽²⁾ Serves until appointment of successor or reappointment.

Administration⁽¹⁾

Name	Position
James Hofmann	Chief Executive Officer/Executive Director
Horatio Porter	Chief Financial Officer/Assistant Executive Director of Finance
Dena DeNooyer Stroh	General Counsel/Assistant Executive Director of Legal Services
Elizabeth Tovarnak-Mow, P.E.	Assistant Executive Director of Infrastructure
Jeff Dailey, P.E.	Assistant Executive Director of Operations
Linh Truong	Senior Director of Internal Audit and Enterprise Risk
Lorelei Griffith	Secretary of the Board

⁽¹⁾ See “**GOVERNANCE AND MANAGEMENT** — Key Staff Members” in **APPENDIX A**.

Consultants and Advisors

Issuer’s Counsel	Locke Lord LLP Dallas, Texas
Co-Bond Counsel and Co-Disclosure Counsel	McCall, Parkhurst & Horton L.L.P. Dallas, Texas
	Locke Lord LLP Dallas, Texas
Independent Auditors	Crowe LLP Dallas, Texas
Traffic Engineers	CDM Smith Dallas, Texas with the assistance of Baez Consulting, LLC Allen, Texas
Consulting Engineers	VRX, Inc. Plano, Texas

Co-Financial Advisors

Hilltop Securities Inc.
Dallas, Texas

Estrada Hinojosa & Company, Inc.
Dallas, Texas

RSI Group LLC
Little Rock, Arkansas

Trustee and Paying Agent/Registrar

U.S. Bank Trust Company, National Association
Dallas, Texas

For additional information regarding NTTA, please contact:

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Dallas, Texas 75201
(214) 953-4000

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USE OF INFORMATION IN OFFICIAL STATEMENT

No dealer, broker, salesman, or other person has been authorized by NTTA or the underwriters for the Bonds identified on the cover page hereof (collectively, the “*Underwriters*”) to give any information or to make any representation other than those contained in this document, as the same may be supplemented or modified by NTTA (the “*Official Statement*”), and, if given or made, such other information or representation may not be relied upon as having been authorized by NTTA or the Underwriters. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy, nor may there be any sale of the Bonds by any person, in any jurisdiction in which it is unlawful for such person to make such offer, solicitation, or sale. The information and expressions of opinion herein are subject to change without notice, and neither the delivery of this Official Statement, nor any sale of the Bonds shall, under any circumstances, create any implication that there has been no change in the affairs of NTTA since the date hereof. This Official Statement is submitted in connection with the sale of the Bonds and in no instance may this Official Statement be reproduced or used for any other purpose.

CUSIP numbers herein have been assigned by CUSIP Global Services, operated on behalf of the American Bankers Association by FactSet Research Systems Inc. and have been provided for the convenience of the owners of the Bonds. The CUSIP numbers for the Bonds are set out on pages (i) and (ii) of this Official Statement. None of NTTA, the Co-Financial Advisors, or the Underwriters shall be responsible for the selection or the correctness of the CUSIP numbers for the Bonds.

THIS OFFICIAL STATEMENT IS INTENDED TO REFLECT FACTS AND CIRCUMSTANCES ON THE DATE OF THIS OFFICIAL STATEMENT OR ON SUCH OTHER DATE OR AT SUCH OTHER TIME AS IS IDENTIFIED HEREIN. NO ASSURANCE CAN BE GIVEN THAT SUCH INFORMATION WILL NOT BE MISLEADING AT A LATER DATE. CONSEQUENTLY, RELIANCE ON THIS OFFICIAL STATEMENT AT TIMES SUBSEQUENT TO THE ISSUANCE OF THE BONDS DESCRIBED HEREIN SHOULD NOT BE MADE ON THE ASSUMPTION THAT ANY SUCH FACTS OR CIRCUMSTANCES ARE UNCHANGED. SEE “**CONTINUING DISCLOSURE OF INFORMATION**” FOR A DESCRIPTION OF THE UNDERTAKING OF NTTA TO PROVIDE CERTAIN INFORMATION ON A CONTINUING BASIS.

THE TRUSTEE ASSUMES NO RESPONSIBILITY FOR THIS OFFICIAL STATEMENT AND HAS NOT REVIEWED OR UNDERTAKEN TO VERIFY ANY INFORMATION CONTAINED IN THIS OFFICIAL STATEMENT.

NONE OF NTTA, THE CO-FINANCIAL ADVISORS, OR THE UNDERWRITERS MAKES ANY REPRESENTATION OR WARRANTY WITH RESPECT TO THE INFORMATION CONTAINED IN THIS OFFICIAL STATEMENT IN “**APPENDIX F – BOOK-ENTRY ONLY SYSTEM,**” OR REGARDING THE DEPOSITORY TRUST COMPANY (“*DTC*”) OR ITS BOOK-ENTRY-ONLY SYSTEM, AS SUCH INFORMATION WAS FURNISHED BY DTC.

THE UNDERWRITERS HAVE PROVIDED THE FOLLOWING STATEMENT FOR INCLUSION IN THIS OFFICIAL STATEMENT: THE UNDERWRITERS HAVE REVIEWED THE INFORMATION IN THIS OFFICIAL STATEMENT IN ACCORDANCE WITH, AND AS PART OF, THEIR RESPONSIBILITIES TO INVESTORS UNDER THE FEDERAL SECURITIES LAWS AS APPLIED TO THE FACTS AND CIRCUMSTANCES OF THIS TRANSACTION, BUT THE UNDERWRITERS DO NOT GUARANTEE THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION.

THE PRICE AND OTHER TERMS RESPECTING THE OFFERING AND SALE OF THE BONDS MAY BE CHANGED FROM TIME TO TIME BY THE UNDERWRITERS AFTER SUCH BONDS ARE RELEASED FOR SALE, AND SUCH BONDS MAY BE OFFERED AND SOLD AT PRICES OTHER THAN THE INITIAL OFFERING PRICE, INCLUDING SALES TO DEALERS WHO MAY SELL SUCH BONDS INTO INVESTMENT ACCOUNTS. IN CONNECTION WITH THE OFFERING OF THE BONDS, THE UNDERWRITERS MAY OVER-ALLOT OR EFFECT TRANSACTIONS THAT STABILIZE OR MAINTAIN THE MARKET PRICE OF THE BONDS AT A LEVEL ABOVE THOSE THAT MIGHT OTHERWISE PREVAIL IN THE OPEN MARKET. SUCH STABILIZING, IF COMMENCED, MAY BE DISCONTINUED AT ANY TIME.

No registration statement relating to the Bonds has been filed with the United States Securities and Exchange Commission (the “*SEC*”) under the Securities Act of 1933, as amended, in reliance upon an exemption provided thereunder. The Bonds have not been registered or qualified under the Securities Act of Texas in reliance upon exemptions contained therein; nor have the Bonds been registered or qualified under the securities laws of any other jurisdiction. NTTA assumes no responsibility for the registration or qualification for sale or other disposition of the Bonds under the securities laws of any jurisdiction in which the Bonds may be offered, sold or otherwise transferred.

This disclaimer of responsibility for registration or qualification for sale or other disposition of the Bonds shall not be construed as an interpretation of any kind with regard to the availability of any exemption from securities registration or qualification provisions.

IN MAKING AN INVESTMENT DECISION, INVESTORS MUST RELY ON THEIR OWN EXAMINATION OF THE BONDS AND THE TERMS OF THE OFFERINGS, INCLUDING THE MERITS AND RISKS INVOLVED. THE BONDS HAVE NOT BEEN RECOMMENDED BY ANY FEDERAL OR STATE SECURITIES COMMISSION OR REGULATORY AUTHORITY. FURTHERMORE, THE FOREGOING AUTHORITIES HAVE NOT CONFIRMED THE ACCURACY OR DETERMINED THE ADEQUACY OF THIS DOCUMENT. ANY REPRESENTATION TO THE CONTRARY IS A CRIMINAL OFFENSE.

The statements contained in this Official Statement that are not purely historical, are forward-looking statements, including statements regarding NTTA's expectations, hopes, intentions, or strategies regarding the future. All forward-looking statements included in this Official Statement are based on information available to NTTA on the date hereof, and NTTA assumes no obligation to update any such forward-looking statements. Readers are cautioned not to place undue reliance on the forward-looking statements, which speak only as of the date hereof. See **"RISK FACTORS — Forward-Looking Statements."**

Each series of the Bonds are separate and distinct securities offerings being issued and sold independently pursuant to a common Official Statement, and, while the Bonds share certain common attributes, each series is separate from the other and should be reviewed and analyzed independently, including the type of obligation being offered, its terms for payment, the security for its payment, the rights of holders and other features.

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OFFICIAL STATEMENT

relating to

NORTH TEXAS TOLLWAY AUTHORITY SYSTEM REVENUE REFUNDING BONDS

\$439,795,000
FIRST TIER BONDS
SERIES 2023A

\$137,440,000
SECOND TIER BONDS
SERIES 2023B

INTRODUCTION

This Official Statement (this “*Official Statement*”) contains certain information relating to the offering and sale by the North Texas Tollway Authority (“*NTTA*”) of its First Tier Revenue Refunding Bonds, Series 2023A (the “*Series 2023A Bonds*”) and Second Tier Revenue Refunding Bonds, Series 2023B (the “*Series 2023B Bonds*”) and, together with the Series 2023A Bonds, the “*Bonds*”). This Official Statement is concurrently provided to furnish information in connection with the Invitation to Offer Bonds for Purchase made by NTTA, dated September 21, 2023 and as amended on October 10, 2023 (the “*Invitation to Tender*”), which invited owners of certain outstanding bonds of NTTA described herein to tender such bonds to NTTA for purchase and cancellation.

NTTA is a body politic and corporate and a political subdivision of the State of Texas (the “*State*”) currently serving Collin, Dallas, Denton, and Tarrant Counties (the “*Member Counties*”) and Ellis and Johnson Counties (together with the Member Counties, the “*Project Counties*”).

The Bonds are being issued by NTTA pursuant to (i) the laws of the State, particularly Chapter 366, Texas Transportation Code, as amended (the “*NTTA Act*”), and Chapters 1207 and 1371, Texas Government Code, as amended, and (ii) a resolution adopted by the Board of Directors (the “*Board*”) of NTTA on September 20, 2023 (the “*Resolution*”) authorizing the issuance of the Bonds.

The Bonds, together with certain other NTTA revenue bonds and other obligations, are secured by an Amended and Restated Trust Agreement dated as of April 1, 2008 (as amended and supplemented to and including the date of delivery of the Bonds, the “*Trust Agreement*”) between NTTA and U.S. Bank Trust Company, National Association, as trustee (the “*Trustee*”), and are special, limited obligations of NTTA payable from and secured solely by the tolls and other revenues of the NTTA System (as defined herein) and certain specified funds and accounts created pursuant to the Trust Agreement, on the basis and in the priority provided in the Trust Agreement and described herein. See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS — Priority of Payment.**”

The Series 2023A Bonds are being issued for the purpose of (i) refunding, for debt service savings, a portion of the North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2016A (the “*Series 2016A Refunded Bonds*”), the North Texas Tollway Authority System First Tier Revenue and Refunding Bonds, Series 2017A (the “*Series 2017A Refunded Bonds*”) as described in **SCHEDULE I – SCHEDULE OF REFUNDED OBLIGATIONS**, and the North Texas Tollway Authority System First Tier Taxable Revenue Refunding Bonds, Series 2020B (the “*Series 2020B Bonds*”) tendered to NTTA for purchase and cancellation (the “*Purchased Bonds*”) as described in **SCHEDULE II – SCHEDULE OF TARGET BONDS** and (ii) paying costs of issuance of the Series 2023A Bonds. See “**PLAN OF FINANCE – The Refunding**” and – “**The Purchase of Tendered Bonds.**”

The Series 2023B Bonds are being issued for the purpose of (i) refunding, for debt service savings, all of the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2014B (the “*Series 2014B Refunded Bonds*”), as described in **SCHEDULE I – SCHEDULE OF REFUNDED OBLIGATIONS**, and (ii) paying costs of issuance of the Series 2023B Bonds. See “**PLAN OF FINANCE – The Refunding.**”

Investment in the Bonds involves certain risks, some of which are discussed in this Official Statement. The statements contained in this Official Statement, including the schedules and appendices hereto, that are not purely historical, are forward-looking statements, including statements regarding NTTA’s expectations, hopes, intentions, or strategies regarding the future. Readers should not place undue reliance on forward-looking statements. All forward-looking statements included in this Official Statement are based on information available to NTTA as of the date

hereof, and NTTA assumes no obligation to update any such forward-looking statements. See “**RISK FACTORS**” for a discussion of certain risks that should also be considered in evaluating an investment in the Bonds.

This Official Statement contains, in part, estimates and matters of opinion that are not intended as statements of fact, and no representation or warranty is made as to the correctness of such estimates and matters of opinion. This Official Statement speaks only as of its date, and the information contained herein is subject to change. Capitalized terms used in this Official Statement that are not otherwise defined herein have the meanings assigned to them in the Trust Agreement. See “**SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTION AND THE TRUST AGREEMENT**” in **APPENDIX D**.

NTTA IS OBLIGATED TO PAY THE PRINCIPAL OF, PREMIUM, IF ANY, AND INTEREST ON THE BONDS ONLY FROM THE TOLLS AND OTHER REVENUES OF THE NTTA SYSTEM AND CERTAIN SPECIFIED FUNDS AND ACCOUNTS CREATED PURSUANT TO THE RESOLUTION AND THE TRUST AGREEMENT ON THE BASIS AND IN THE PRIORITY SET FORTH THEREIN AND DESCRIBED HEREIN. EXCEPT AS SPECIFIED IN THE PRECEDING SENTENCE, NONE OF THE STATE OF TEXAS, NTTA, THE COUNTIES SERVED BY NTTA, NOR ANY OTHER AGENCY OR POLITICAL SUBDIVISION OF THE STATE OF TEXAS IS OBLIGATED TO PAY THE PRINCIPAL OF, PREMIUM, IF ANY, OR INTEREST ON THE BONDS. NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE OF TEXAS, THE COUNTIES SERVED BY NTTA, NOR ANY OTHER AGENCY OR POLITICAL SUBDIVISION OF THE STATE OF TEXAS IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF, PREMIUM, IF ANY, OR INTEREST ON THE BONDS. NTTA HAS NO TAXING POWER. THE BONDS ARE NOT SECURED BY THE FEES OR OTHER REVENUES PROVIDED TO NTTA UNDER ANY TSA (AS DEFINED HEREIN) OR INTEROPERABILITY AGREEMENT.

NORTH TEXAS TOLLWAY AUTHORITY

NTTA is a regional tollway authority governed by the NTTA Act and a political subdivision of the State currently serving the Project Counties. NTTA came into existence on September 1, 1997, as the successor to the Texas Turnpike Authority (the “*TTA*”), an agency of the State created in 1953. At the time of its creation, NTTA assumed ownership of the system of toll roads then owned and operated by the TTA and all obligations of the TTA related to such system of toll roads.

The Board has adopted a mission statement which is “to provide a safe and reliable toll road system, increase value and mobility options for our customers, operate NTTA in a businesslike manner, protect our bondholders and partner to meet our region’s growing need for transportation infrastructure.”

The NTTA Act authorizes NTTA to acquire, construct, maintain, repair, and operate toll projects such as those included in the NTTA System at such locations within its jurisdiction as may be determined by NTTA and to issue bonds and other obligations for the purpose of paying all or any part of the cost of a toll project.

NTTA currently owns and operates the following toll roads (collectively, the “*NTTA System*”): the Dallas North Tollway (“*DNT*”), the President George Bush Turnpike, including the eastern and western extensions (“*PGBT*”), the Sam Rayburn Tollway (“*SRT*”), the Chisholm Trail Parkway (“*CTP*”), the NTTA State Highway 360 turnpike project (“*360 Tollway*”), the Mountain Creek Lake Bridge (“*MCLB*”), the Addison Airport Toll Tunnel (“*AATT*”), and the Lewisville Lake Toll Bridge (“*LLTB*”). The SRT will revert to TxDOT on September 1, 2058.

The 360 Tollway was incorporated into the NTTA System on May 25, 2021. Prior to the incorporation, NTTA owned and operated the 360 Tollway as a stand-alone toll project.

The Bonds, together with other revenue bonds and other obligations issued pursuant to the Trust Agreement, will be secured only by the NTTA System revenues and certain funds and accounts established pursuant to the Trust Agreement and not by other revenues or assets of NTTA. See “THE BONDS.”

The NTTA Act provides that NTTA shall provide, for reasonable compensation, tolling services normally provided through its customer service center, including customer service, customer account maintenance, transponder supply, and toll collection and enforcement (collectively, “*Tolling Services*”) for toll projects in NTTA’s service area of Collin, Dallas, Denton, and Tarrant counties. Furthermore, the NTTA Act permits NTTA to provide Tolling Services for any toll project located in the State, whether inside or outside NTTA’s service area. NTTA has entered into tolling services agreements (each a “*TSA*”) to provide Tolling Services to other toll road operators. **Revenues generated by NTTA under any current or future TSA will not secure the Bonds or other obligations entitled to**

the benefits of the Trust Agreement. See “**TOLLING SERVICES AGREEMENTS**” in **APPENDIX A** and “**RISK FACTORS – Obligation to Pay for Video Tolls under TSAs Prior to Collection**” for additional information regarding the TSAs.

See “**THE NORTH TEXAS TOLLWAY AUTHORITY**” in **APPENDIX A** for additional information regarding NTTA.

PLAN OF FINANCE

General

The Bonds are being issued in accordance with the NTTA Act, Chapters 1207 and 1371, Texas Government Code, as amended, the Trust Agreement, and the Resolution. See “**SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTION AND THE TRUST AGREEMENT**” in **APPENDIX D**.

The Refunding

The Series 2023A Bonds are being issued for the purpose of (i) refunding the Series 2016A Refunded Bonds, Series 2017A Refunded Bonds, and the Purchased Bonds tendered to NTTA for purchase and cancellation to produce debt service savings and (ii) paying costs of issuance of the Series 2023A Bonds.

The Series 2023B Bonds are being issued for the purpose of (i) refunding the Series 2014B Refunded Bonds to produce debt service savings, and (ii) paying costs of issuance of the Series 2023B Bonds.

On the date of delivery of the Bonds, the Trustee will transfer a portion of the proceeds of the Series 2023A Bonds and the Series 2023B Bonds to U.S. Bank Trust Company, National Association, as escrow agent (the “*Escrow Agent*”) under one or more escrow agreements between NTTA and the Escrow Agent (collectively, the “*Escrow Agreement*”), establishing one or more escrow funds for the deposit of such bond proceeds and other funds of NTTA (collectively, the “*Escrow Fund*”). The Escrow Agreement will require the Escrow Agent to send the notices of redemption for the Series 2014B Refunded Bonds, Series 2016A Refunded Bonds, and Series 2017A Refunded Bonds in a timely manner.

The proceeds of the Series 2023A Bonds and the Series 2023B Bonds and other funds of NTTA transferred to the Escrow Agent will be invested in direct obligations of the United States of America and/or direct obligations of its agencies rated in the highest investment grade rating of at least one nationally recognized rating agency (the “*Federal Securities*”) to be held by the Escrow Agent in an amount sufficient to pay the principal of, interest on and redemption price of the Series 2014B Refunded Bonds, Series 2016A Refunded Bonds, and Series 2017A Refunded Bonds (collectively, the “*Defeased Bonds*”).

Samuel Klein and Company, independent certified public accountant, in conjunction with Public Finance Partners LLC (the “*Verification Agent*”) will issue a report (the “*Report*”) verifying, at the time of delivery of the Bonds to the Underwriters, the mathematical accuracy of the schedules that demonstrate the Federal Securities will mature and pay interest in such amounts which, together with uninvested funds, if any, in the Escrow Fund, will be sufficient to pay, when due, the principal of and interest on the Defeased Bonds. The maturing principal of and interest on the Federal Securities will not be available to pay the Bonds. See “**VERIFICATION OF MATHEMATICAL COMPUTATIONS**” herein.

By the deposit of the Federal Securities and cash with the Escrow Agent pursuant to the Escrow Agreement, NTTA will have affected the defeasance of the Defeased Bonds pursuant to the terms of Chapter 1207, Texas Government Code, as amended, and the supplemental trust agreements under which the Defeased Bonds were issued. As a result of such defeasance, the Defeased Bonds will no longer be payable from the net revenues of the NTTA System, but will be payable solely from the principal of and interest on the Federal Securities and cash held for such purpose by the Escrow Agent, the Defeased Bonds will be defeased and will not be included in or considered to be indebtedness of NTTA for the purpose of a limitation on indebtedness or for any other purpose, and NTTA will have no further responsibility with respect to amounts available in the Escrow Fund for the payment of the Defeased Bonds, including any insufficiency therein caused by the failure to receive payments when due on the Federal Securities.

NTTA, with the assistance of Barclays Capital Inc., as dealer manager (the “*Dealer Manager*”), released the Invitation to Tender to the beneficial owners of the Purchased Bonds on the terms set forth in the Invitation to Tender. Subject to the terms and conditions of the Invitation to Tender, on the date of delivery of the Series 2023A Bonds, NTTA will purchase for cash the Purchased Bonds validly tendered for purchase and accepted by NTTA in the principal amounts comprising the Purchased Bonds, as set forth in **SCHEDULE II – SCHEDULE OF TARGET**

BONDS. NTTA expects to pay for such Purchased Bonds, together with the costs related thereto, from (i) proceeds of the Series 2023A Bonds, and (ii) certain available funds of NTTA held in trust for the beneficial owners of the Purchased Bonds. The Purchased Bonds will be canceled on the date of delivery and will no longer be Outstanding. See “**PLAN OF FINANCE – Estimated Sources and Uses of Funds**” and **SCHEDULE II – SCHEDULE OF TARGET BONDS**.

The Series 2020B Bonds not so purchased will remain Outstanding. On or before the date of delivery, the Verification Agent’s Report will verify the sufficiency of cash deposited with the Trustee to pay the purchase price of the Purchased Bonds. See “**VERIFICATION OF MATHEMATICAL COMPUTATIONS.**”

This description is not intended to summarize the terms of the Invitation to Tender, or to solicit offers to tender Purchased Bonds. Reference is made to the Invitation to Tender for a discussion of the terms of the Invitation to Tender and the conditions for settlement of the Purchased Bonds validly tendered and accepted for purchase. NTTA filed the Invitation to Tender with the MSRB through its EMMA system.

Estimated Sources and Uses of Funds

The proceeds from the sale of the Bonds, NTTA contributions, release of reserves related to the Defeased Bonds and the use of such funds are as follows:

	<u>Series 2023A Bonds</u>	<u>Series 2023B Bonds</u>	<u>Total</u>
<u>Sources of Funds</u>			
Principal Amount	\$439,795,000.00	\$137,440,000.00	\$577,235,000.00
Original Issue Premium	15,584,962.15	8,969,364.90	24,554,327.05
NTTA Contribution from NTTA System	7,351,065.64	2,603,022.22	9,954,087.86
Release from First Tier Reserve Account	5,494,538.65		5,494,538.65
Release from 2014 Second Tier Reserve Subaccount		932,878.99	932,878.99
Total	<u>\$468,225,566.44</u>	<u>\$149,945,266.11</u>	<u>\$618,170,832.55</u>
<u>Uses of Funds</u>			
Deposit to Escrow Fund	\$352,217,788.60	\$148,893,312.68	\$501,111,101.28
Purchase of Purchased Bonds	112,576,179.89		112,576,179.89
Costs of Issuance ⁽¹⁾	3,431,597.95	1,051,953.43	4,483,551.38
Total	<u>\$468,225,566.44</u>	<u>\$149,945,266.11</u>	<u>\$618,170,832.55</u>

⁽¹⁾ Includes underwriting, legal, financial advisory, rating agency, verification agent, accounting and Trustee fees, publication costs, and printing expenses, among other costs of issuance.

Subsequent Financings Secured by the NTTA System Revenues

NTTA anticipates spending approximately \$1.8 billion over the 2023-2027 (inclusive) period for major maintenance, rehabilitation, roadway bottleneck improvements, roadway capacity improvements, widening and extending certain roadways of the NTTA System, and technology enhancements. NTTA anticipates funding these improvements with cash flow or funds in the Capital Improvement Fund and the Reserve Maintenance Fund. NTTA may issue commercial paper notes under its commercial paper program, revolving notes under its revolving note program or additional bonds, as needed, to finance these improvements or any new project it deems advisable or necessary, including if the other funding sources are not sufficient to fund these improvements or any new project. See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS — The Commercial Paper Program**” and “**— The Revolving Note Program**” and “**THE NTTA SYSTEM — Multi-Year NTTA System Capital Plan**” in **APPENDIX A**.

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PRO FORMA DEBT SERVICE REQUIREMENTS

The table below shows the total debt service requirements for the outstanding obligations of NTTA secured by the Pledged Revenues (as defined herein).⁽¹⁾ The table reflects NTTA’s assumptions described under “**PLAN OF FINANCE**” (including the issuance of the Bonds, the refunding of the Defeased Bonds, and the purchase and cancellation of the Purchased Bonds) and in the footnotes below.

	A	B	C	D	E	F
	Outstanding 1st Tier Net Debt Service ⁽³⁾⁽⁴⁾⁽⁵⁾	Series 2023A 1st Tier Net Debt Service	Outstanding 2nd Tier Net Debt Service ⁽⁶⁾⁽⁷⁾⁽⁸⁾	Series 2023B 2nd Tier Net Debt Service ⁽⁹⁾	Outstanding Subordinate Lien Debt Service ⁽¹⁰⁾	Total Net Debt Service
FYE (12/31) ⁽²⁾						
2023	\$ 411,876,428	\$ 3,176,297	\$ 225,327,285	\$ 992,622	\$ 8,631,332	\$ 650,003,964
2024	415,488,844	21,989,750	240,944,263	6,872,000	8,636,443	693,931,300
2025	278,580,008	186,039,750	210,144,263	6,872,000	8,641,552	690,277,573
2026	280,053,557	192,957,250	204,386,013	6,872,000	8,640,533	692,909,353
2027	463,738,650	12,593,750	201,064,013	6,872,000	8,642,541	692,910,953
2028	477,978,371	13,305,500	187,883,513	6,872,000	8,646,166	694,685,549
2029	460,776,865	9,082,250	204,843,513	29,107,000	-	703,809,628
2030	395,054,697	11,463,000	185,042,513	112,805,107	-	704,365,317
2031	393,748,943	8,927,000	305,989,763	-	-	708,665,706
2032	434,478,564	10,753,500	263,431,413	-	-	708,663,477
2033	450,385,155	9,904,750	248,371,713	-	-	708,661,617
2034	514,337,078	9,659,250	184,672,513	-	-	708,668,840
2035	538,810,994	6,168,000	161,049,463	-	-	706,028,456
2036	565,256,934	5,573,000	135,202,563	-	-	706,032,496
2037	609,599,467	11,142,250	85,292,370	-	-	706,034,087
2038	474,607,540	1,088,500	83,037,363	-	-	558,733,403
2039	475,540,974	1,088,500	82,100,413	-	-	558,729,886
2040	465,851,268	15,578,500	80,176,813	-	-	561,606,581
2041	475,832,497	7,644,000	64,553,463	-	-	548,029,960
2042	490,531,186	-	60,329,763	-	-	550,860,948
2043	199,192,145	-	48,346,513	-	-	247,538,657
2044	184,483,549	-	76,068,763	-	-	260,552,312
2045	142,446,854	-	118,147,863	-	-	260,594,716
2046	23,963,856	-	114,379,863	-	-	138,343,719
2047	-	-	115,371,563	-	-	115,371,563
2048	-	-	107,643,313	-	-	107,643,313
2049	-	-	4,927,342	-	-	4,927,342
2050	-	-	-	-	-	-
2051	-	-	-	-	-	-
	\$ 9,622,614,424	\$ 538,134,797	\$ 3,998,728,197	\$ 177,264,729	\$ 51,838,567	\$ 14,388,580,714

- (1) Excludes any payments to be made into the Reserve Maintenance Fund (“*RMF*”) under the Trust Agreement. Payments made into the *RMF* are made after debt service on the First Tier Bonds, Second Tier Bonds, and Third Tier Bonds but prior to debt service on the Subordinate Lien Bonds. See “**ESTIMATED TOLL REVENUES, EXPENSES, OTHER INCOME, AND ESTIMATED DEBT SERVICE COVERAGE**” for estimated deposits to the *RMF*.
- (2) For all bonds other than the Subordinate Lien Bonds, Fiscal Year debt service includes debt service on the following January 1 (e.g., Fiscal Year 2023 includes debt service on January 1, 2024). With respect to the Subordinate Lien Bonds, Fiscal Year debt service in each year for the purposes of the table is assumed to be the required deposit to the *CIF* Bond Payment Account on January 1 of the following year for the Subordinate Lien Bonds debt service due on August 1 of that year and February 1 of the next succeeding year (e.g., Fiscal Year 2023 includes debt service on August 1, 2024, and February 1, 2025).
- (3) Net of direct subsidy related to the North Texas Tollway Authority System First Tier Taxable Current Interest Revenue Bonds, Series 2009B (Build America Bonds—Direct Payment) (the “*Series 2009B Bonds*”) issued as Build America Bonds. The federal subsidy payment is currently reduced by 5.7% due to automatic federal deficit reduction spending cuts known as “sequestration” which took effect on March 1, 2013. Sequestration affects certain federally funded programs, including the federal subsidy payments payable to NTTA with respect to the Series 2009B Bonds. See “**RISK FACTORS – Risks Relating to Build America Bonds.**” It is assumed that this

reduction in federal subsidy payments continues at the same rate through the final maturity. Without Congressional action, however, under the current federal budget process the sequestration rate beginning in federal fiscal year 2023-2024 could increase to as much as 100%.

- (4) Excludes debt service on the Defeased Bonds that are First Tier Bonds after the date of defeasance. See “**SCHEDULE I – SCHEDULE OF REFUNDED OBLIGATIONS.**” Excludes debt service on Purchased Bonds after the date of purchase. See “SCHEDULE II-SCHEDULE OF TARGET BONDS.”
- (5) Debt service in Fiscal Years 2046-2051 is net of the cash balance in the First Tier Reserve Account, which is required by the terms of the Trust Agreement to be used to retire the last maturities of the outstanding First Tier Bonds.
- (6) Excludes debt service on the Defeased Bonds that are Second Tier Bonds after the date of defeasance. See “**SCHEDULE I – SCHEDULE OF REFUNDED OBLIGATIONS.**”
- (7) Debt service in Fiscal Year 2037 is net of the cash balance in the 2015 Second Tier Debt Service Reserve Subaccount that is permitted by the terms of the Trust Agreement to be used to retire the last maturities of the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2015A (the “*Series 2015A Bonds*”).
- (8) Debt service in Fiscal Years 2049-2051 is net of the cash balance in the Shared Second Tier Debt Service Reserve Fund that is required by the terms of the Trust Agreement to be used to retire the last maturities of the outstanding 2017 Shared Second Tier Reserve Subaccount Secured Bonds (as defined below) which currently includes the North Texas Tollway Authority System Second Tier Revenue and Refunding Bonds, Series 2017B (the “*Series 2017B Bonds*”), the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2018 (the “*Series 2018 Bonds*”), the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2019B (the “*Series 2019B Bonds*”), the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2020C (the “*Series 2020C Bonds*”), the North Texas Tollway Authority System Second Tier Revenue and Refunding Bonds, Series 2021B (the “*Series 2021B Bonds*”), and the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds Series 2022B (the “*Series 2022B Bonds*”).
- (9) Debt service in Fiscal Year 2030 is net of the cash balance in the 2023 Second Tier Debt Service Reserve Subaccount that is required by the terms of the Trust Agreement to be used to retire the last maturities of the Series 2023B Bonds.
- (10) Net of direct subsidy related to the Series 2010B Subordinate Lien Bonds issued as Build America Bonds. The federal subsidy payment is reduced by 5.7% due to automatic federal deficit reduction spending cuts known as “sequestration” which took effect on March 1, 2013. Sequestration affects certain federally funded programs, including the federal subsidy payments payable to NTTA with respect to the Series 2010B Subordinate Lien Bonds. See “**RISK FACTORS – Risks Relating to Build America Bonds.**” It is assumed that this reduction in federal subsidy payments continues at the same rate through the final maturity. Without Congressional action, however, under the current federal budget process the sequestration rate beginning in federal fiscal year 2023-2024 could increase to as much as 100%.

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**ESTIMATED TOLL REVENUES, EXPENSES, OTHER INCOME,
AND ESTIMATED DEBT SERVICE COVERAGE**

The table below shows estimated annual net revenues of the NTTA System for the fiscal years ending December 31, 2023 through 2051. These net revenue figures were derived by deducting expenses, estimated by the Consulting Engineers, from the annual toll revenues of the NTTA System as estimated by the Traffic Engineers, and adding the other revenues as estimated by NTTA. See “TRAFFIC AND REVENUE STUDY” in APPENDIX A and “RISK FACTORS.” The table reflects NTTA’s assumptions described under “PLAN OF FINANCE” and “PRO FORMA DEBT SERVICE REQUIREMENTS.”

	A	B	C	D	E	F	G	H	I
FYE (12/31) ⁽¹⁾	Estimated Toll Revenues ⁽²⁾	Estimated Other Revenues ⁽³⁾	Estimated Expenses ⁽⁴⁾	Estimated Net Revenue	Estimated Deposit to RMF ⁽⁵⁾	Estimated Debt Service on all Debt ⁽⁶⁾⁽⁷⁾	Estimated Coverage on 1st Tier Debt ⁽⁷⁾⁽⁸⁾	Estimated Coverage on 1st & 2nd Tier Debt ⁽⁷⁾⁽⁹⁾	Estimated Coverage on all Debt and RMF Deposits
2023	\$ 1,129,439,700	\$ 87,315,000	\$ 218,584,026	\$ 998,170,674	\$ 54,908,117	\$ 650,003,964	2.40x	1.56x	1.42x
2024	1,178,505,800	79,207,001	240,916,611	1,016,796,190	42,652,485	693,931,300	2.32x	1.48x	1.38x
2025	1,233,089,100	64,282,025	248,144,109	1,049,227,016	78,203,424	690,277,573	2.26x	1.54x	1.37x
2026	1,290,970,900	63,120,650	255,588,432	1,098,503,118	65,283,267	692,909,353	2.32x	1.61x	1.45x
2027	1,348,140,500	58,400,475	263,256,085	1,143,284,890	66,727,810	692,910,953	2.40x	1.67x	1.51x
2028	1,406,294,300	57,342,075	271,153,768	1,192,482,607	77,264,000	694,685,549	2.43x	1.74x	1.54x
2029	1,470,725,200	59,062,337	279,288,381	1,250,499,156	79,581,920	703,809,628	2.66x	1.78x	1.60x
2030	1,538,901,800	60,834,207	287,667,032	1,312,068,975	81,969,378	704,365,317	3.23x	1.86x	1.67x
2031	1,610,500,300	62,659,234	296,297,043	1,376,862,490	84,428,459	708,665,706	3.42x	1.94x	1.74x
2032	1,679,972,500	64,539,011	305,185,955	1,439,325,556	86,961,313	708,663,477	3.23x	2.03x	1.81x
2033	1,751,708,700	66,475,181	314,341,533	1,503,842,348	89,570,152	708,661,617	3.27x	2.12x	1.88x
2034	1,832,841,900	68,469,436	323,771,779	1,577,539,557	92,257,257	708,668,840	3.01x	2.23x	1.97x
2035	1,911,159,100	70,523,519	333,484,933	1,648,197,687	95,024,974	706,028,456	3.02x	2.33x	2.06x
2036	1,989,016,200	72,639,225	343,489,480	1,718,165,945	97,875,724	706,032,496	3.01x	2.43x	2.14x
2037	2,070,098,400	74,818,402	353,794,165	1,791,122,637	100,811,995	706,034,087	2.89x	2.54x	2.22x
2038	2,151,485,400	77,062,954	364,407,990	1,864,140,364	103,836,355	558,733,403	3.92x	3.34x	2.81x
2039	2,235,783,100	79,374,842	375,340,230	1,939,817,713	106,951,446	558,729,886	4.07x	3.47x	2.91x
2040	2,323,928,700	81,756,088	386,600,436	2,019,084,351	110,159,989	561,606,581	4.19x	3.60x	3.01x
2041	2,413,363,800	84,208,770	398,198,450	2,099,374,121	113,464,789	548,029,960	4.34x	3.83x	3.17x
2042	2,506,944,000	86,735,033	410,144,403	2,183,534,630	116,868,733	550,860,948	4.45x	3.96x	3.27x
2043	2,607,324,800	89,337,084	422,448,735	2,274,213,149	120,374,794	247,538,657	11.42x	9.19x	6.18x
2044	2,713,054,000	92,017,197	435,122,197	2,369,949,000	123,986,038	260,552,312	12.85x	9.10x	6.16x
2045	2,822,263,200	94,777,713	448,175,863	2,468,865,050	127,705,619	260,594,716	17.33x	9.47x	6.36x
2046	2,916,763,300	97,621,044	461,621,139	2,552,763,205	131,536,788	138,343,719	106.53x	18.45x	9.46x
2047	3,013,831,900	100,549,676	475,469,773	2,638,911,802	135,482,892	115,371,563	N/A	22.87x	10.52x
2048	3,115,151,200	103,566,166	489,733,866	2,728,983,500	139,547,378	107,643,313	N/A	25.35x	11.04x
2049	3,215,497,100	106,673,151	504,425,882	2,817,744,369	143,733,800	4,927,342	N/A	N/A	18.95x
2050	3,256,155,400	109,873,345	519,558,659	2,846,470,087	148,045,814	-	N/A	N/A	N/A
2051	3,353,139,700	113,169,546	535,145,419	2,931,163,827	152,487,188	-	N/A	N/A	N/A
	<u>\$ 62,086,050,000</u>	<u>\$ 2,326,410,388</u>	<u>\$ 10,561,356,374</u>	<u>\$ 53,851,104,014</u>	<u>\$ 2,967,701,898</u>	<u>\$ 14,388,580,714</u>			

- (1) For all bonds other than the Subordinate Lien Bonds, Fiscal Year debt service includes debt service on the following January 1 (e.g., Fiscal Year 2023 includes debt service on January 1, 2024). With respect to the Subordinate Lien Bonds, Fiscal Year debt service in each year for purposes of the table is assumed to be the required deposit to the CIF Bond Payment Account on January 1 of the following year for the Subordinate Lien Bonds debt service due on August 1 of that year and February 1 of the next succeeding year (e.g., Fiscal Year 2023 includes debt service on August 1, 2024, and February 1, 2025).
- (2) Estimated toll revenues are provided by CDM Smith, the Traffic Engineers for the NTTA System and are reflected in the table under “TRAFFIC AND REVENUE STUDY” in Appendix A. See “TRAFFIC AND REVENUE STUDY” in Appendix A and “RISK FACTORS.” Estimated revenues are projected at levels to be actually collected in each year (i.e., cash basis). Historical toll revenues and historical debt service coverage are reported by NTTA on accrual-based revenues as recognized under Generally Accepted Accounting Principles. See “OTHER FINANCIAL INFORMATION – Historical Traffic and Net Revenues” and “– Historical Debt Service Coverage” in APPENDIX A.
- (3) Estimated “Other Revenues” are provided by NTTA and include interest earnings, video tolling administrative fees, and other charges.
- (4) Estimated expenses are net of inter-fund transfers and are provided by VRX, Inc., the Consulting Engineers for the NTTA System.

- (5) Deposits to the RMF are estimated by NTTA based on the current cash balance in the RMF and expenses to be paid out of the RMF as estimated by NTTA.
- (6) See column F of the table under the heading “**PRO FORMA DEBT SERVICE REQUIREMENTS.**”
- (7) See “**PRO FORMA DEBT SERVICE REQUIREMENTS**” and related notes for information regarding assumptions included in the estimates.
- (8) See columns A-B of the table under the heading “**PRO FORMA DEBT SERVICE REQUIREMENTS**” for totals of net debt service for all First Tier Debt.
- (9) See columns A-D of the table under the heading “**PRO FORMA DEBT SERVICE REQUIREMENTS**” for totals of net debt service for all First Tier and Second Tier Debt.

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THE BONDS

The Series 2023A Bonds

Description

The Series 2023A Bonds will be issued as fully registered bonds, without coupons, in denominations of \$5,000 or any integral multiple thereof within a maturity (“*Authorized Denominations*”) and will be dated their date of delivery. Interest on the Series 2023A Bonds will accrue at the interest rates specified on page (i), calculated on the basis of a 360-day year composed of twelve 30-day months, from their date of delivery and will be payable semiannually on January 1 and July 1 of each year, commencing January 1, 2024. Principal will come due on January 1 of the years and in the amounts set forth on page (i) hereof or upon earlier redemption of the Series 2023A Bonds as described herein.

Lien Priority

The Series 2023A Bonds will constitute First Tier Bonds under the Trust Agreement. See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS**” herein.

Tax Status

In the opinion of co-bond counsel to NTTA, interest on the Series 2023A Bonds will be excludable from gross income for federal income tax purposes under statutes, regulations, published rulings, and court decisions existing on the date hereof, except as explained under “**TAX MATTERS**” herein.

Redemption

Optional Redemption. The Series 2023A Bonds maturing on and after January 1, 2034, may be redeemed prior to their scheduled maturity at the option of NTTA, with funds derived from any available source, on January 1, 2033, or on any date thereafter, in whole or in part, and, if in part, the particular Series 2023A Bonds or portions of Series 2023A Bonds to be redeemed are to be selected and designated by NTTA in its sole discretion, in Authorized Denominations, at the redemption price equal to the par amount thereof plus accrued interest to the date of redemption.

Notice of Redemption. At least 30 days prior to the date fixed for optional redemption of the Series 2023A Bonds or portions thereof prior to maturity, at the option of NTTA, a written notice of such redemption is required to be sent by the Trustee by United States mail, first-class postage prepaid, to the registered owner of each Series 2023A Bond to be redeemed at its address as it appeared in the registration books maintained by the Trustee on the 45th day prior to such redemption date; *provided, however*, that the failure to send, mail, or receive such notice, or any defect therein or in the sending or mailing thereof, will not affect the validity or effectiveness of the proceedings for the optional redemption of any Series 2023A Bonds. The mailing of such notice as required above in connection with the redemption of Series 2023A Bonds prior to maturity at the option of NTTA will be the only notice actually required in connection with or as a prerequisite to such optional redemption of any Series 2023A Bonds or portions thereof. All redemption notices for the Series 2023A Bonds are required to contain a description of the Series 2023A Bonds to be redeemed and such additional information as may be specified in the Trust Agreement.

In addition to the foregoing, the Trustee is required to give notice of redemption or of defeasance of any Series 2023A Bonds at least 30 days prior to a redemption date and within 30 days after a defeasance date to each registered securities depository and to the Municipal Securities Rulemaking Board (the “*MSRB*”).

If notice of redemption is given and if due provision for such payment is made, the Series 2023A Bonds or portions thereof which are to be redeemed thereby automatically will be treated as redeemed prior to their scheduled maturities, and they will not bear interest after the date fixed for redemption, and they will not be regarded as being outstanding except for the right of the registered owners to receive the redemption price plus accrued interest from the Trustee out of the funds provided for such payment.

So long as a book-entry-only system is used for the Series 2023A Bonds, the Trustee will send any notices with respect to the Series 2023A Bonds only to The Depository Trust Company, New York, New York (“*DTC*”). Any failure by DTC to advise any DTC participant, or of any DTC participant or indirect participant to notify the beneficial owner, will not affect the validity of the redemption of the Series 2023A Bonds called for redemption or any other action premised on any such notice.

During any period in which ownership of the Series 2023A Bonds is determined by book-entry at a securities depository for the Series 2023A Bonds, if fewer than all of the Series 2023A Bonds of the same maturity are to be redeemed, the particular Series 2023A Bonds of the same maturity will be selected in accordance with the arrangements between NTTA and DTC.

Conditional Notice of Redemption. In the case of an optional redemption of the Series 2023A Bonds, the notice may state (1) that it is conditioned upon the deposit of money, in an amount equal to the amount necessary to effect the redemption, with the Trustee no later than the redemption date or (2) that NTTA retains the right to rescind such notice at any time prior to the scheduled redemption date if NTTA delivers a certificate of a Board Representative to the Trustee instructing the Trustee to rescind the redemption notice (in either case, a “*Series 2023A Conditional Redemption*”), and such notice and optional redemption will be of no effect if such money is not deposited or if the notice is rescinded as described in the paragraph below.

Any Series 2023A Conditional Redemption may be rescinded in whole or in part at any time prior to the redemption date if NTTA delivers a certificate of a Board Representative to the Trustee instructing the Trustee to rescind the redemption notice. The Trustee is required to give prompt notice of such rescission or failure to deposit funds to the affected registered owners. Any Series 2023A Bonds subject to a Series 2023A Conditional Redemption where redemption has been rescinded or funds to effect the redemption have not been deposited will remain outstanding, and the rescission or failure to deposit funds will not constitute an event of default under the Trust Agreement.

The Series 2023B Bonds

Description

The Series 2023B Bonds will be issued as fully registered bonds, without coupons, in Authorized Denominations and will be dated their date of delivery. Interest on the Series 2023B Bonds will accrue at the interest rates specified on page (ii), calculated on the basis of a 360-day year composed of twelve 30-day months, from their date of delivery and will be payable semiannually on January 1 and July 1 of each year, commencing January 1, 2024. Principal will come due on January 1 of the years and in the amounts set forth on page (ii) hereof.

Lien Priority

The Series 2023B Bonds will constitute Second Tier Bonds under the Trust Agreement. See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS**” herein.

Tax Status

In the opinion of co-bond counsel to NTTA, interest on the Series 2023B Bonds will be excludable from gross income for federal income tax purposes under statutes, regulations, published rulings, and court decisions existing on the date hereof, except as explained under “**TAX MATTERS**” herein.

Redemption

The Series 2023B Bonds are not subject to optional redemption prior to maturity.

GENERAL INFORMATION REGARDING THE BONDS

Trustee

NTTA has appointed U.S. Bank Trust Company, National Association to serve as Trustee and Paying Agent under the Trust Agreement, as successor to Computershare Trust Company, N.A. and Wells Fargo Bank, National Association. Any trustee must be a bank or trust company duly organized and doing business under the laws of the United States of America and located in the State, authorized under such laws to exercise corporate trust powers and subject to examination by federal or state authority, in good standing, and having, at the time of its appointment, a combined capital and surplus aggregating not less than \$100,000,000. The Trustee may be removed or may resign as provided in the Trust Agreement. If the Trustee resigns, is removed, is dissolved, otherwise becomes incapable of acting, or is taken over by a supervisory agency, NTTA is required to appoint a successor trustee to fill such vacancy.

Upon any appointment of any successor Trustee, NTTA will either promptly cause a written notice thereof to be sent to each registered owner by United States mail, first-class postage prepaid, or publish notice of such appointment once in each week for four successive weeks in a financial journal of general circulation published in the City of New York, New York.

Record Date

The Record Date for the payment of interest is the 15th day of the calendar month immediately preceding an interest payment date.

Payments in the Event of Weekends and Holidays

If the date for payment of the principal of or interest on the Bonds is not a Business Day, then the date for such payment will be the next succeeding day which is a Business Day; and payment on such date will not increase the amount of interest due and will have the same force and effect as if made on the original date payment was due.

Transfers and Exchanges

Beneficial ownership of the Bonds registered in the name of Cede & Co. will initially be transferred as described in “**APPENDIX F – BOOK-ENTRY ONLY SYSTEM.**”

As initial bond registrar, the Trustee is required to maintain registration books for the registration and transfer of the Bonds in accordance with the terms of the Trust Agreement.

Upon surrender of any Bonds at the corporate trust office of the Trustee, together with a written request therefor duly executed by the current registered owner of such Bonds or such registered owner’s duly authorized attorney or representative with guarantee of signatures satisfactory to the Trustee, such Bonds may, at the option of the registered owner, be exchanged for an equal aggregate principal amount of Bonds of the same maturity, of Authorized Denominations and bearing interest at the same rate and in the same form as the Bonds being surrendered for exchange, registered in the name or names of the registered owner, assignee or assignees; *provided* that the Trustee is not required to exchange or register the transfer of Bonds (i) during the period commencing with the close of business on any Record Date and ending with the opening of business on the next following principal or interest payment date, or (ii) with respect to any Bonds or any portion thereof called for redemption prior to maturity, within 45 days prior to its redemption.

NTTA has covenanted to pay the Trustee’s standard or customary fees and charges for transferring or exchanging any Bonds or any portion thereof, but the person requesting any such transfer or exchange is required to pay any taxes or governmental charges required to be paid with respect thereto as a condition precedent to the exercise of such privilege of transfer or exchange.

The designated office of the Trustee is 13737 Noel Road, Suite 800, Dallas, Texas 75240.

Defeasance

Any Bond will be deemed to be paid and no longer Outstanding within the meaning of the Trust Agreement (a “*Defeased Debt*”) when payment of the principal of, redemption premium, if any, on such Defeased Debt, plus interest thereon to the due date thereof (whether such due date is by reason of maturity, upon redemption, mandatory or optional tender, or otherwise), either (i) has been made in accordance with the terms thereof, or (ii) has been provided by irrevocably depositing with the Trustee, in trust, and irrevocably set aside exclusively for such payment, (a) money sufficient to make such payment, or (b) Government Obligations, as defined below, certified by an independent public accounting firm of national reputation to mature as to principal and interest in such amount and at such times as will insure the availability, without reinvestment, of sufficient money to make such payment, and all necessary and proper fees, compensation, and expenses of the Trustee and the Paying Agent pertaining to the Defeased Debt with respect to which such deposit is made have been paid or the payment thereof provided for to the satisfaction of the Trustee and the Paying Agent. At such time as a Defeased Debt is deemed to be paid under the Trust Agreement, it will no longer be secured by or entitled to the benefits of the Trust Agreement except for the purposes of any such payment from such money or (x) direct, noncallable obligations of the United States of America, including obligations that are unconditionally guaranteed by the United States of America, (y) noncallable obligations of an agency or instrumentality of the United States of America, including obligations that are unconditionally guaranteed or insured by the agency or instrumentality and that, on the date of the purchase thereof are rated as to investment quality by a nationally recognized investment rating firm not less than “AAA” or its equivalent, and (z) noncallable obligations of a state or an agency or a county, municipality, or other political subdivision of a state that have been refunded and that, on the date the governing body of the issuer adopts or approves the proceedings authorizing the financial arrangements are rated as to investment quality by a nationally recognized investment rating firm not less than “AAA” or its equivalent (“*Government Obligations*”).

Any money so deposited with the Trustee may at the direction of NTTA also be invested in Government Obligations, maturing in the amounts and times as hereinbefore set forth, and all income from all Government Obligations in the hands of the Trustee which is not required for the payment of the Defeased Debt, the redemption premium, if any, and interest thereon, with respect to which such money has been so deposited, will be turned over to NTTA.

Any determination not to redeem Defeased Debt that is made in conjunction with the payment arrangements specified above in **clauses (ii)(a) or (ii)(b)** above is not irrevocable, *provided that*: (i) in the proceedings providing for such defeasance, NTTA expressly reserves the right to call the Defeased Debt for redemption; (ii) NTTA gives notice of the reservation of that right to the owners of the Defeased Debt immediately following the defeasance; (iii) NTTA directs that notice of the reservation be included in any defeasance or redemption notices that it authorizes; and (iv) at or prior to the time of the redemption, NTTA satisfies the conditions of the preceding paragraph with respect to such Defeased Debt as though it was being defeased at the time of the exercise of the option to redeem the Defeased Debt, after taking the redemption into account in determining the sufficiency of the provisions made for the payment of the Defeased Debt.

Book-Entry-Only System

See “**APPENDIX F – BOOK-ENTRY ONLY SYSTEM**” for a description of how ownership of the Bonds is to be transferred and how the principal of, premium, if any, and interest on the Bonds are to be paid to and credited by DTC while the Bonds are registered in its nominee name.

NTTA cannot and does not give any assurance that (1) DTC will distribute payments of debt service on the Bonds, or redemption or other notices, to DTC participants, (2) DTC participants or others will distribute debt service payments paid to DTC or its nominee (as the registered owner of the Bonds), or redemption or other notices, to the Beneficial Owners (as defined in APPENDIX F), or that they will do so on a timely basis, or (3) DTC will serve and act in the manner described in this Official Statement. The current rules applicable to DTC are on file with the Securities and Exchange Commission, and the current procedures of DTC to be followed in dealing with DTC participants are on file with DTC.

The Trustee and NTTA, so long as the DTC book-entry-only system is used for the Bonds, will send any notice of redemption, notice of proposed amendment to the Trust Agreement, or other notices with respect to such Bonds only to DTC. Any failure by DTC to advise any DTC participant, or of any Direct Participant or Indirect Participant (as defined in APPENDIX F) to notify the Beneficial Owners, of any notices and their contents or effect will not affect the validity of the redemption of the Bonds called for redemption or of any other action premised on any such notice. Redemption of portions of the Bonds by NTTA will reduce the outstanding principal amount of such Bonds held by DTC. In such event, DTC may implement, through its book-entry-only system, a redemption of such Bonds held for the account of DTC participants in accordance with its own rules or other agreements with DTC participants and then Direct Participants and Indirect Participants may implement a redemption of such Bonds from the Beneficial Owners. Any such selection of the Bonds to be redeemed will not be governed by the Trust Agreement and will not be conducted by NTTA or the Trustee. Neither NTTA nor the Trustee will have any responsibility or obligation to Direct Participants, Indirect Participants, or the persons for whom DTC participants act as nominees, with respect to the payments on the Bonds or the providing of notice to Direct Participants, Indirect Participants, or Beneficial Owners of the selection of portions of the Bonds for redemption.

While the Bonds are in the book-entry-only system, reference in other sections of this Official Statement to Beneficial Owners of the Bonds should be read to include any person for whom a Participant acquires an interest in the Bonds, but (i) all rights of ownership, as described herein, must be exercised through DTC and the book-entry-only system and (ii) notices that are to be given to Beneficial Owners by the Trustee will be given only to DTC. DTC is required to forward (or cause to be forwarded) the notices to the DTC participants by its usual procedures so that such DTC participants may forward (or cause to be forwarded) such notices to the Beneficial Owners.

Modification of the Trust Agreement

The Trust Agreement may be amended by NTTA and the Trustee, with bondholder consent required for certain of such amendments. See “**SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTION AND THE TRUST AGREEMENT**” in APPENDIX D. Such bondholder consents could be provided by holders of bonds and underwriters of bonds issued under the Trust Agreement other than the holders of the Bonds.

SOURCES OF PAYMENT AND SECURITY FOR THE BONDS

Security for the Bonds

The Series 2023A Bonds are special, limited obligations of NTTA payable solely from, and secured by a first tier lien on and pledge of the tolls and other revenues of the NTTA System and all money held by the Trustee in the various funds and accounts created under the Trust Agreement (the “*Pledged Revenues*”) to the extent provided therein and as further described under this caption. Pledged Revenues do not include fees or other revenues under any TSA (see “**TOLLING SERVICES AGREEMENTS**” in **APPENDIX A**) or interoperability agreement, or any other revenues or assets of NTTA not pledged under the Trust Agreement.

The Series 2023B Bonds are special, limited obligations of NTTA payable solely from, and secured by a second tier lien on the Pledged Revenues to the extent provided in the Trust Agreement and as further described under this caption. **The Series 2023B Bonds, as Second Tier Bonds, are subordinate to the First Tier Bonds.**

The Pledged Revenues are pledged to the Trustee pursuant to the Trust Agreement for the benefit and security of all owners of First Tier Bonds, First Tier Payment Obligations, Second Tier Bonds, Second Tier Payment Obligations, Third Tier Bonds, and Third Tier Payment Obligations, on the basis, and in the priority described herein and therein. See “— **Priority of Payment**” below. **Notwithstanding the foregoing, payments from the Revenue Fund must, to the extent required by the Trust Agreement, first be deposited to the Operation and Maintenance Fund and used for operating and maintenance expenses.** See “— **Priority of Payment**” and “— **Funds and Accounts — Revenue Fund**” for a description of the application and priority of payment for funds contained therein. See “**SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTION AND THE TRUST AGREEMENT**” in **APPENDIX D**.

NTTA IS OBLIGATED TO PAY THE PRINCIPAL OF, PREMIUM, IF ANY, AND INTEREST ON THE BONDS ONLY FROM THE TOLLS AND OTHER REVENUES OF THE NTTA SYSTEM AND CERTAIN SPECIFIED FUNDS AND ACCOUNTS CREATED PURSUANT TO THE RESOLUTION AND THE TRUST AGREEMENT ON THE BASIS AND IN THE PRIORITY SET FORTH THEREIN AND DESCRIBED HEREIN. EXCEPT AS SPECIFIED IN THE PRECEDING SENTENCE, NONE OF THE STATE, NTTA, THE COUNTIES SERVED BY NTTA, NOR ANY OTHER AGENCY OR POLITICAL SUBDIVISION OF THE STATE IS OBLIGATED TO PAY THE PRINCIPAL OF, PREMIUM, IF ANY, OR INTEREST ON THE BONDS. NEITHER THE FAITH AND CREDIT NOR THE TAXING POWER OF THE STATE, THE COUNTIES SERVED BY NTTA, NOR ANY OTHER AGENCY OR POLITICAL SUBDIVISION OF THE STATE IS PLEDGED TO THE PAYMENT OF THE PRINCIPAL OF, PREMIUM, IF ANY, OR INTEREST ON THE BONDS. NTTA HAS NO TAXING POWER. THE BONDS ARE NOT SECURED BY THE FEES OR OTHER REVENUES PROVIDED TO NTTA UNDER ANY TSA OR INTEROPERABILITY AGREEMENT.

NTTA has not mortgaged, assigned, or pledged any interest in any real or personal property or improvements, including any interest in the NTTA System or the expansions or extensions thereto, as security for payment of the Bonds other than the pledge of Pledged Revenues under the Trust Agreement. NTTA has pledged funds on deposit in certain accounts in the Capital Improvement Fund to the payment of Subordinate Lien Bonds (as defined below). See “— **The Subordinate Lien Bonds.**”

Pursuant to Chapter 1208, Texas Government Code, the pledge of, lien on, and security interest in the Pledged Revenues granted by NTTA under the Trust Agreement, is valid, effective, and perfected. If State law is amended at any time while the Bonds are outstanding and unpaid such that the pledge of, lien on, and security interest in the Pledged Revenues granted by NTTA under the Trust Agreement is to be subject to the filing requirements of Chapter 9 of the Texas Business & Commerce Code, NTTA has agreed to take such measures as it determines are reasonable and necessary under State law to comply with the applicable provisions of Chapter 9, Texas Business & Commerce Code, to perfect such pledge of, lien on, and security interest in the Pledged Revenues.

Priority of Payment

NTTA has pledged and assigned the tolls and other revenues of the NTTA System and the various funds and accounts (to the extent created and described in the Trust Agreement) to the Trustee as security:

FIRST: for the payment of the First Tier Bonds and the interest thereon and any future obligations issued on a parity therewith;

SECOND: subject to the payment of the obligations described in Clause FIRST above, for the payment of the Second Tier Bonds and the interest thereon and any future obligations issued on a parity therewith; and

THIRD: subject to the payment of the obligations described in Clause FIRST and Clause SECOND above, for the payment of the Third Tier Bonds and the interest thereon and any future obligations issued on a parity therewith.

Notwithstanding the foregoing, amounts on deposit in the Revenue Fund will first be applied to make a deposit to the Operation and Maintenance Fund for the payment of operating and maintenance expenses of the NTTA System. See “— Funds and Accounts — *Revenue Fund*” for a description of the application and priority of payment for funds contained therein.

First Tier Bonds have a security interest in the tolls and other revenues of the NTTA System senior to that securing the Second Tier Bonds and Third Tier Bonds. Second Tier Bonds have a security interest in the tolls and other revenues of the NTTA System senior to that securing the Third Tier Bonds. See “— **Outstanding Obligations**” herein for a description of the First Tier Bonds, Second Tier Bonds, and Third Tier Bonds outstanding under the Trust Agreement.

The Trust Agreement also allows for securing “First Tier Payment Obligations,” “Second Tier Payment Obligations,” and “Third Tier Payment Obligations” in order to secure payments due pursuant to credit agreements, including loan agreements, revolving credit agreements, lines of credit, letters of credit, reimbursement agreements, insurance contracts, commitments to purchase bonds, purchase or sale agreements, interest rate swaps, caps, and floor agreements or commitments, or other contracts or agreements authorized, recognized, and approved by NTTA. First Tier Payment Obligations are secured on a parity with First Tier Bonds, Second Tier Payment Obligations are secured on a parity with Second Tier Bonds, and Third Tier Payment Obligations are secured on a parity with Third Tier Bonds. In addition, NTTA may establish additional levels of priority of payment and security within the Third Tier Payment Obligation category.

Funds and Accounts

General. The Trust Agreement establishes certain special funds of NTTA. Such funds are designated as the “First Tier Sinking Fund,” the “Second Tier Sinking Fund,” the “Third Tier Sinking Fund” (collectively, the “*Sinking Funds*”), the “Revenue Fund,” and the “Construction Fund,” all of which are held by the Trustee, and the “Reserve Maintenance Fund,” the “Operation and Maintenance Fund,” and the “Capital Improvement Fund,” all of which are held by NTTA.

Amounts on deposit in the Revenue Fund (subject to required transfers to the Operation and Maintenance Fund) and the Sinking Funds are pledged to secure the payment of the bonds issued under the Trust Agreement. Amounts on deposit in the Operations and Maintenance Fund, Capital Improvement Fund, Reserve Maintenance Fund, and customer deposits held by NTTA are not pledged to secure the payment of the bonds secured by the Trust Agreement.

Master Custodial Account Agreement. NTTA has entered into a Master Custodial Account Agreement (the “*Master Custodial Account Agreement*”) with U.S. Bank National Association, as custodian (the “*Custodian*”). Under the Master Custodial Account Agreement, all toll revenues collected by NTTA from all toll projects owned or operated by NTTA, including the toll revenues derived from the operation of the NTTA System, are deposited into custodial accounts with the Custodian. On each Business Day, NTTA is required to direct the Custodian to transfer to the Trustee all toll revenues deposited into such custodial accounts that constitute available funds and that have been reconciled to transactions on the NTTA System.

Revenue Fund. NTTA covenants that all gross revenues (all tolls, other revenues, and income) arising or derived by NTTA from the operation and ownership of the NTTA System (excepting investment income from all Funds and Accounts other than the Revenue Fund) will be collected by NTTA and deposited daily, as far as practicable, with the Trustee for the credit of the Revenue Fund; provided, however, that where NTTA has entered into an arrangement (i) for the collection on behalf of NTTA of current or past-due tolls or other amounts, including arrangements with tolling service providers, collection agencies, or other tolling operators, or (ii) for the payment of tolls or other amounts on behalf of the NTTA System user, including arrangements with credit/debit card companies, the tolls or other amounts subject to such arrangements arising or derived by NTTA from the operation and ownership of the NTTA System to be deposited for the credit of the Revenue Fund may be net of fees and expenses associated with any such arrangement. In addition, tolls collected on behalf of TxDOT pursuant to a project agreement that

provides for revenue sharing with TxDOT are required to be collected by NTTA and to be held and transferred to or upon the order of TxDOT as set forth in such project agreement. See “**THE NTTA SYSTEM — President George Bush Turnpike Eastern Extension — PGBT EE Project Agreement — Revenue Sharing**,” “**President George Bush Turnpike Western Extension — PGBT WE Project Agreement — Net Revenue and Capital Improvement Sharing**,” “**Sam Rayburn Tollway — SRT Project Agreement — Banded Revenue Sharing**,” and “**360 Tollway — 360 Tollway Project Agreement — Net Revenue Sharing**” in APPENDIX A, and “**THE NTTA TOLL RATE SCHEDULES**” in APPENDIX C. The Trustee is required to disburse amounts which are required to be on deposit in the various funds and accounts described below from the Revenue Fund on the required dates. The balance in the Revenue Fund as of June 30, 2023 was approximately \$119,494,796.

Under the Trust Agreement, the tolls and other revenues of the NTTA System on deposit in the Revenue Fund are applied in the following manner with each deposit being made as specified below in the sequence noted:

- *First*, on or before the first day of each month, funds are deposited to the Operation and Maintenance Fund in an amount sufficient to make the balance of the Operation and Maintenance Fund equal to one-sixth of the amount of the total Current Expenses in the current Annual Budget, plus all prior accruals for insurance and other periodic or regularly scheduled recurring expenses.
- *Second*, on or before the last Business Day preceding each interest payment date or principal (or sinking fund redemption) payment date for the First Tier Bonds (including First Tier Payment Obligations) or such other day as set forth in a Supplemental Agreement, funds are deposited to the applicable account in the First Tier Sinking Fund (or to a fund or account created to pay or repay amounts owed under a Credit Agreement entered into in connection with a series of First Tier Bonds in lieu of either of the foregoing) in the amounts due on any First Tier Bond (including First Tier Payment Obligations).
- *Third*, on or before the first day of each month, funds are deposited to the credit of the First Tier Reserve Account (1) in the amount, if any, required to restore any deficiency in the First Tier Reserve Account due to a withdrawal or change in value of Authorized Investments in order to make the amount on deposit in the First Tier Reserve Account equal to the First Tier Required Reserve, which restoration is intended to occur within 12 months of the occurrence of any such deficiency in 12 substantially equal monthly installments, and (2) in the amount set forth in a Supplemental Agreement if an amount different from the First Tier Required Reserve is required.
- *Fourth*, on or before the last Business Day preceding each interest payment date or principal (or sinking fund redemption) payment date for the Second Tier Bonds (including Second Tier Payment Obligations) or such other day as set forth in a Supplemental Agreement, funds are deposited to the applicable account in the Second Tier Sinking Fund (or to a fund or account created to pay or repay amounts owed under a Credit Agreement entered into in connection with a series of Second Tier Bonds in lieu of either of the foregoing) in the amounts due on any Second Tier Bond (including Second Tier Payment Obligations).
- *Fifth*, on or before the first day of each month, funds are deposited to the credit of the Second Tier Reserve Account or subaccount therein, if one is provided for in a Supplemental Agreement, in the amounts set forth in the Supplemental Agreement establishing the Second Tier Required Reserve or authorizing Additional Second Tier Bonds.
- *Sixth*, on or before the last Business Day preceding each interest payment date or principal (or sinking fund redemption) payment date for the Third Tier Bonds (including Third Tier Payment Obligations) or such other day as set forth in a Supplemental Agreement, funds are deposited to the applicable account in the Third Tier Sinking Fund (or to a fund or account created to pay or repay amounts owed under a Credit Agreement entered into in connection with a series of Third Tier Bonds in lieu of either of the foregoing) in the amounts due on any Third Tier Bond (including Third Tier Payment Obligations).
- *Seventh*, on or before the first day of each month, funds are deposited to the credit of the Third Tier Reserve Account or subaccount therein, if one is provided for in a Supplemental Agreement, in the amounts set forth in the Supplemental Agreement establishing the Third Tier Required Reserve or authorizing Additional Third Tier Bonds.

- *Eighth*, on or before the first day of each month, funds are required to be deposited in the Reserve Maintenance Fund in an amount equal to one-twelfth of the amount necessary in such Fiscal Year to accumulate in the Reserve Maintenance Fund an amount equal to the greater of (1) \$5,000,000, and (2) the amount as may be required in the then current Annual Budget to be deposited to the credit of the Reserve Maintenance Fund during the then current Fiscal Year; *provided, however*, that if the amount so deposited to the credit of the Reserve Maintenance Fund in any Fiscal Year is less than the budgeted amount, the requirement therefore will nevertheless be cumulative and the amount of any deficiency in any Fiscal Year is required to be added to the amount otherwise required to be deposited in each Fiscal Year thereafter until such time as such deficiency has been made up, unless such budget requirement has been modified by NTTA.
- *Ninth*, at the end of each Fiscal Year any remaining funds on deposit in the Revenue Fund may be transferred to the Capital Improvement Fund to the extent such funds are determined by the Chief Financial Officer to be in excess of the amounts required to be reserved in the Revenue Fund for transfers to be made in the first two months of the following Fiscal Year to the First Tier Bond Interest Account and First Tier Redemption Account of the First Tier Sinking Fund, the Second Tier Bond Interest Account and Second Tier Redemption Account of the Second Tier Sinking Fund, the Third Tier Bond Interest Account and the Third Tier Redemption Account of the Third Tier Sinking fund, or any fund or account established for the payment or security for any bond.

Operation and Maintenance Fund. On or before the first day of each month, the Trustee is required to withdraw from the Revenue Fund and deposit to the Operation and Maintenance Fund, on the written request of NTTA, an amount which the Chairman or Vice Chairman and the Chief Financial Officer certify to be required to make the total amount in the Operation and Maintenance Fund equal to one-sixth of the amount of the total Current Expenses scheduled for the current Fiscal Year in the current Annual Budget, plus all prior accruals for insurance and other periodic or regularly recurring expenses. Except as otherwise provided in the Trust Agreement, all Current Expenses are required to be paid directly by NTTA by drawing checks or drafts on the Operation and Maintenance Fund in the manner determined by NTTA, and such Fund may not be used for any other purpose. The balance in the Operation and Maintenance Fund as of June 30, 2023 was approximately \$39,120,550.

Sinking Funds. The three separate Sinking Funds (one for each of the First Tier Bonds, Second Tier Bonds, and the Third Tier Bonds) have each been divided into three separate accounts, designated as “Bond Interest Accounts,” “Redemption Accounts,” and “Reserve Accounts” (one for each of the First Tier Bonds, the Second Tier Bonds, and the Third Tier Bonds) and the amounts in such accounts are to be used for the following purposes:

Bond Interest Accounts. Funds in the Bond Interest Accounts are available to pay interest on all bonds issued under the Trust Agreement that bear the same designation (*i.e.*, First Tier, Second Tier, or Third Tier, as the respective account bearing the same designation) on each interest payment date. In addition to the foregoing, a subaccount of the First Tier Bond Interest Account was established by the Trustee for the deposit of the direct subsidy payments for the Series 2009B Bonds previously issued as “Build America Bonds.” Amounts held in such subaccount are required to be used to reduce the amount of the regularly scheduled debt service payments on the Series 2009B Bonds. The balance in the Bond Interest Accounts as of June 30, 2023 was approximately \$78,445,583, including \$678,039 in the Build America Bonds subaccount.

Redemption Accounts. Funds in the Redemption Accounts are available to pay the principal of bonds issued under the Trust Agreement and the amounts of Payment Obligations that bear the same designation (*i.e.*, First Tier, Second Tier, or Third Tier, as the respective account bearing the same designation) which are scheduled to mature or be mandatorily redeemed prior to maturity on each principal payment or redemption date or, in the case of Payment Obligations, which are due for payment. The balance in the Redemption Accounts as of June 30, 2023 was approximately \$135,602,838.

Reserve Accounts

First Tier Reserve Account. With respect to the First Tier Reserve Account, an amount equal to the average annual Debt Service Requirements of all First Tier Bonds Outstanding calculated as of the date of issuance of any First Tier Bonds is to be maintained in such Reserve Account (unless provided by a First Tier Reserve Surety Agreement as defined in the Trust Agreement). A First Tier Reserve Surety Agreement may be in the form of a surety bond or insurance policy from an issuer with a claims paying ability rating of “AAA,” “AAA,” and “Aaa” by S&P Global Ratings, a division of Standard & Poor’s Financial Services LLC (“S&P”), Fitch Ratings, Inc. (“Fitch”), and

Moody's Investors Service, Inc. ("*Moody's*"), respectively, or an unconditional, irrevocable letter of credit issued by a bank rated at least "AA," "AA," and "Aa" by S&P, Fitch, and Moody's, respectively.

Funds in the First Tier Reserve Account are required to be used to (i) pay interest on and principal of the First Tier Bonds to the extent that the funds in the First Tier Bond Interest Account and the First Tier Redemption Account are insufficient for such purpose, and (ii) retire the last of the Outstanding First Tier Bonds. As of June 30, 2023, the First Tier Reserve Account was fully funded with investments with an amortized value, calculated in accordance with the Trust Agreement, of approximately \$367,786,452, which amount exceeded the required balance of \$364,814,236. Upon the issuance of the Series 2023A Bonds, the required balance for the First Tier Reserve Account will be reduced to \$362,883,901 as a result of debt service savings achieved from the defeasance of the Defeased Bonds constituting First Tier Bonds and the refunding of the Purchased Bonds. The First Tier Reserve Account will continue to be fully funded upon the issuance of the Series 2023A Bonds.

Second Tier Reserve Account

2014 Second Tier Reserve Subaccount. The Eighteenth Supplement to the Trust Agreement, pursuant to which the Series 2014B Bonds were issued, provides for a separate subaccount within the Second Tier Reserve Account (the "*2014 Second Tier Reserve Subaccount*") solely securing the Series 2014B Bonds and any Second Tier Bonds issued to refund the Series 2014B Bonds (or to refund any such refunding bonds) for debt service savings purposes. The amount required to be maintained in the 2014 Second Tier Reserve Subaccount (unless provided by a Second Tier Reserve Surety Agreement) is \$8,160,143 (the "*2014 Second Tier Required Reserve*"). As of June 30, 2023, the 2014 Second Tier Reserve Subaccount was fully funded with investments with an amortized value, calculated in accordance with the Trust Agreement, of approximately \$9,089,163, which amount exceeded the required balance.

Funds in the 2014 Second Tier Reserve Subaccount are required to be used to (i) pay interest on and principal of the Series 2014B Bonds (or Second Tier Bonds issued to refund the Series 2014B Bonds) to the extent that the funds in the Second Tier Bond Interest Account and the Second Tier Redemption Account are insufficient for such purpose, and (ii) retire the last of the Outstanding Series 2014B Bonds (or Second Tier Bonds issued to refund the Series 2014B Bonds).

An amount in the sum of \$8,160,143 in the 2014 Second Tier Reserve Subaccount will be transferred to fund the 2023 Second Tier Reserve Subaccount (defined below) upon the issuance of the Series 2023B Bonds and the 2014 Second Tier Reserve Subaccount will be closed.

2015 Second Tier Reserve Subaccount. The Twentieth Supplement to the Trust Agreement, pursuant to which the Series 2015A Bonds were issued, provides for a separate subaccount within the Second Tier Reserve Account (the "*2015 Second Tier Reserve Subaccount*") solely securing the Series 2015A Bonds and any Second Tier Bonds issued to refund the Series 2015A Bonds (or to refund any such refunding bonds) for debt service savings purposes. The amount required to be maintained in the 2015 Second Tier Reserve Subaccount (unless provided by a Second Tier Reserve Surety Agreement) is \$34,702,942 (the "*2015 Second Tier Required Reserve*"). As of June 30, 2023, the 2015 Second Tier Reserve Subaccount was fully funded with investments with an amortized value, calculated in accordance with the Trust Agreement, of approximately \$36,146,709, which amount exceeded the required balance.

Funds in the 2015 Second Tier Reserve Subaccount are required to be used to pay interest on and principal of the Series 2015A Bonds (or Second Tier Bonds issued to refund the Series 2015A Bonds) to the extent that the funds in the Second Tier Bond Interest Account and the Second Tier Redemption Account are insufficient for such purpose, and may be used by NTTA to retire the last of the Outstanding Series 2015A Bonds (or Second Tier Bonds issued to refund the Series 2015A Bonds).

Shared Second Tier Debt Service Reserve Fund. The Twenty-Fifth Supplement to the Trust Agreement, pursuant to which the Series 2017B Bonds were issued, provides for a separate subaccount within the Second Tier Reserve Account designated the "2017 Shared Second Tier Reserve Subaccount" (referred to herein as the "*Shared Second Tier Debt Service Reserve Fund*") solely securing the Series 2017B Bonds and all other 2017 Shared Second Tier Reserve Subaccount Secured Bonds. "*2017 Shared Second Tier Reserve Subaccount Secured Bonds*" are the Series 2017B Bonds, the Series 2018 Bonds, the Series 2019B Bonds, the Series 2020C Bonds, the Series 2021B Bonds, the Series 2022B Bonds and any Additional Second Tier Bonds designated by NTTA as 2017 Shared Second Tier Reserve Subaccount Secured Bonds in the Supplemental Agreement under which such Additional Second Tier

Bonds are issued and secured by the Shared Second Tier Debt Service Reserve Fund. The amount required to be maintained in the Shared Second Tier Debt Service Reserve Fund (the “*2017 Shared Second Tier Required Reserve*”), is an amount equal to one-half of average annual Debt Service Requirements of all Outstanding 2017 Shared Second Tier Reserve Subaccount Secured Bonds as calculated and established on, and as of, the date of issuance of any 2017 Shared Second Tier Reserve Subaccount Secured Bonds. As of June 30, 2023, the 2017 Shared Second Tier Required Reserve was funded with a Second Tier Reserve Surety Agreement in the amount of \$11,326,078 and investments with an amortized value, calculated in accordance with the Trust Agreement, of approximately \$41,008,078, which amounts total \$52,334,156 and exceeded the then required balance of \$52,041,236.

With the issuance of the Series 2017B Bonds, NTTA elected to fund the Shared Second Tier Debt Service Reserve Fund in part with a municipal bond debt service reserve policy (the “*Reserve Policy*”) from Assured Guaranty Municipal Corp. in the amount of \$11,326,078, which constitutes a Second Tier Reserve Surety Agreement. The Reserve Policy will be drawn upon if no cash or investments are available to be used to pay a debt service deficiency payable from the Shared Second Tier Debt Service Reserve Fund.

Funds in the Shared Second Tier Debt Service Reserve Fund are required to be used to pay interest on and principal of the Series 2017B Bonds, the Series 2018 Bonds, the Series 2019B Bonds, the Series 2020C Bonds, the Series 2021B Bonds, the Series 2022B Bonds, and any Additional Second Tier Bonds designated as “2017 Shared Second Tier Reserve Subaccount Secured Bonds” in the Supplemental Agreement under which such Additional Second Tier Bonds are issued to the extent that the funds in the Second Tier Bond Interest Account and the Second Tier Redemption Account are insufficient for such purpose. Funds in the Shared Second Tier Debt Service Reserve Fund may also be used by NTTA to retire the last of the Outstanding 2017 Shared Second Tier Reserve Subaccount Secured Bonds.

2023 Second Tier Reserve Subaccount. The Thirty-Ninth Supplement to the Trust Agreement provides for a separate subaccount within the Second Tier Reserve Account (the “*2023 Second Tier Reserve Subaccount*”) solely securing the Series 2023B Bonds and any Second Tier Bonds issued to refund the Series 2023B Bonds (or to refund any such refunding bonds) for debt service savings purposes. The amount required to be maintained in the 2023 Second Tier Reserve Subaccount (unless provided by a Second Tier Reserve Surety Agreement) is \$8,160,143 (the “*2023 Second Tier Required Reserve*”). The 2023 Second Tier Reserve Subaccount will be fully funded upon the issuance of the Series 2023B Bonds with the transfer of funds from the 2014 Second Tier Reserve Subaccount as described above.

The Thirty-Ninth Supplement to the Trust Agreement provides that a Second Tier Reserve Surety Agreement may be substituted by NTTA at any time and from time to time for all or any part of the money held for the credit of the 2023 Second Tier Reserve Subaccount, and such money may be withdrawn and used for any lawful purpose. Any such Second Tier Reserve Surety Agreement may be in the form of a surety bond or insurance policy from an issuer with a claims paying ability rating of “AA,” “AA,” or “Aa,” respectively, by S&P, Fitch, or Moody’s at the time of issuance of the surety bond or insurance policy. Any such Second Tier Reserve Surety Agreement may also be in the form of an unconditional irrevocable letter of credit issued by a bank rated at least “AA” or “Aa” by any two of the three rating agencies, S&P, Fitch, or Moody’s, at the time of issuance of the letter of credit. In the event the issuer of a Second Tier Reserve Surety Agreement for the 2023 Second Tier Reserve Subaccount defaults in its payments thereunder or becomes insolvent, NTTA is required to, within six months of such occurrence, either (1) transfer funds from the Revenue Fund for deposit into the 2023 Second Tier Reserve Subaccount in an amount sufficient to cause the money on deposit in the 2023 Second Tier Reserve Subaccount to accumulate to the 2023 Second Tier Required Reserve, or (2) replace such instrument with a surety bond, insurance policy, or letter of credit meeting the requirements described above. See “— Funds and Accounts — Revenue Fund” for a description of the application and priority of payment for funds contained in the Revenue Fund.

Funds in the 2023 Second Tier Reserve Subaccount are required to be used to (i) pay interest on and principal of the Series 2023B Bonds (or Second Tier Bonds issued to refund the Series 2023B Bonds) to the extent that the funds in the Second Tier Bond Interest Account and the Second Tier Redemption Account are insufficient for such purpose, and (ii) retire the last of the Outstanding Series 2023B Bonds (or Second Tier Bonds issued to refund the Series 2023B Bonds). Upon the issuance of the Series 2023B Bonds, the 2023 Second Tier Required Reserve will be fully funded with the transfer of funds from the 2014 Second Tier Reserve Subaccount.

General. Upon a deficiency in the 2014 Second Tier Reserve Subaccount, the 2015 Second Tier Reserve Subaccount, the Shared Second Tier Debt Service Reserve Fund, or the 2023 Second Tier Reserve Subaccount, due

to a withdrawal or change in value of Authorized Investments, on or before the first day of each month, funds from the Revenue Fund are required to be deposited to the credit of the 2014 Second Tier Reserve Subaccount, the 2015 Second Tier Reserve Subaccount, the Shared Second Tier Debt Service Reserve Fund, or the 2023 Second Tier Reserve Subaccount, as applicable, in the amount of such deficiency in order to make the amount on deposit in the 2014 Second Tier Reserve Subaccount equal to the 2014 Second Tier Required Reserve, or in the 2015 Second Tier Reserve Subaccount equal to the 2015 Second Tier Required Reserve, or in the Shared Second Tier Debt Service Reserve Fund equal to the 2017 Shared Second Tier Required Reserve, or in the 2023 Second Tier Reserve Subaccount equal to the 2023 Second Tier Required Reserve, as applicable, which restoration is intended to occur within 12 months of the occurrence of any such deficiency in 12 substantially equal monthly installments. See “— **Funds and Accounts** — *Revenue Fund*” for a description of the application and priority of payment for funds contained in the Revenue Fund.

Third Tier Reserve Account. As of the date hereof, no Third Tier Bonds for which a reserve is required have been issued under the Trust Agreement and the Third Tier Reserve Account has no funds credited thereto.

Reserve Maintenance Fund. Amounts in the Reserve Maintenance Fund are to be used for paying the costs of repairs, painting, renewals, replacements, improvements, and other costs and expenses necessary for safe or efficient operations of the NTTA System or to prevent loss of revenues, for engineering expenses related to NTTA, for equipment, for expenses of maintenance, and for operating expenses not occurring at annual or shorter periods. To the extent that the amounts on deposit in the Bond Interest Accounts, the Redemption Accounts, and the Reserve Accounts are insufficient to pay the principal of and interest on the bonds issued under the Trust Agreement and Payment Obligations when due, NTTA is required to transfer money from the Reserve Maintenance Fund to the appropriate account in the Sinking Funds for such purposes; *provided, however*, that no such transfer may be made of money in the Reserve Maintenance Fund which is, in the opinion of NTTA, then needed for repairs or replacements necessary to maintain safe operation of the NTTA System or to prevent loss of revenue of the NTTA System. The balance in the Reserve Maintenance Fund as of June 30, 2023 was approximately \$47,465,137.

Additional Accounts. NTTA can create additional accounts within the Sinking Funds, and has created a special subaccount to be held by the Trustee within the Third Tier Redemption Account designated as the “Swap Termination Payment Subaccount.” Payments required to be made under a swap agreement or other qualified credit agreement or a transaction entered into pursuant thereto upon termination of such transaction or agreement that are specified as Third Tier Payment Obligations under the swap agreement or credit agreement will be secured by and payable from the Net Revenues required to be deposited into the Swap Termination Payment Subaccount. The Trustee is required to transfer funds from the Revenue Fund into the Swap Termination Payment Subaccount in such amounts as are necessary for NTTA to pay such Third Tier Payment Obligations. All Third Tier Payment Obligations payable out of the Swap Termination Payment Subaccount are secured on an equal and ratable basis by money on deposit on the Swap Termination Payment Subaccount. As of the date of this Official Statement, NTTA does not have any outstanding swap transactions or other qualified credit agreements that are payable out of the Swap Termination Payment Subaccount.

Capital Improvement Fund. Amounts in the Capital Improvement Fund may be used to pay the cost of repairs, enlargements, extensions, resurfacing, additions, renewals, improvements, acquisition of rights-of-way, reconstruction and replacements, capital expenditures, engineering studies, and other expenses relating to the powers and functions of NTTA in connection with the NTTA System, or for any other purpose authorized by law, including the payment of debt service and other payments secured by a lien on all or a portion of the amounts deposited in the Capital Improvement Fund and any toll project of NTTA or for TSAs. The balance in the Capital Improvement Fund as of June 30, 2023 was approximately \$739,874,756. Of such amount, approximately \$8,634,808 is restricted for Capital Improvement Fund bond payments, approximately \$646,096,657 is not restricted in use, and \$85,143,291 is reserved as a “rainy-day” fund. See “**THE NTTA SYSTEM — Multi-Year NTTA System Capital Plan**” in **APPENDIX A**. The Subordinate Lien Bonds (as defined herein) are secured by funds in certain accounts held in the Capital Improvement Fund. See “— **The Subordinate Lien Bonds.**”

Construction Fund. The Construction Fund is used to pay the costs associated with constructing or acquiring improvements to the NTTA System. Proceeds of bonds issued under the Trust Agreement to finance improvements to the NTTA System are to be deposited into the Construction Fund and used to fund such improvements. In addition to the foregoing, proceeds in the Construction Fund may be used to pay debt service on certain bonds. The balance in the Construction Fund as of June 30, 2023 was \$0.

The money, including all obligations purchased as an investment of the money, in each account and subaccount within the Construction Fund, is deemed at all times to be a part of such account or subaccount, and the interest accruing thereon and any profit realized from any investment is credited to such account or subaccount, and any loss resulting from any investment is charged to such account or subaccount. See “INVESTMENTS” in APPENDIX A.

Rate Covenant

The NTTA Act authorizes NTTA to fix, revise, charge, and collect tolls for the use of the NTTA System, and provides that such tolls will be so fixed and adjusted as to provide funds sufficient with other revenues, if any, to pay the cost of maintaining, repairing, and operating the NTTA System and the principal of and the interest on bonds issued in connection with the NTTA System as the same become due and payable, and to create reserves for such purposes. The NTTA Act states that such tolls will not be subject to supervision or regulation by any agency of the State or other local governmental entity.

NTTA has adopted a toll rate schedule for the NTTA System in substantial conformity with the recommendations of the Traffic Engineers. NTTA covenants in the Trust Agreement that it will keep in effect a toll rate schedule that will raise and produce Net Revenues sufficient to satisfy its Debt Service Requirements. In addition, NTTA may change the toll rate schedule, but only if the Traffic Engineers certify either:

- (1) that if such proposed toll rate schedule had been in effect during the preceding Fiscal Year, it would not have caused a decrease in the Net Revenues for said preceding Fiscal Year; or
- (2) that the adoption of such toll rate schedule will not adversely affect the ability of NTTA to comply with its rate covenants in the Trust Agreement.

Any such certificate by the Traffic Engineers is required to be based on their own opinion as to gross revenues to be derived by NTTA from the ownership and operation of the NTTA System (which revenues will be deemed to include all investment income, as estimated by the Chief Financial Officer of NTTA), and upon a certificate of the Consulting Engineers, stating their opinion as to the amount of Current Expenses during any pertinent Fiscal Year or period, assuming that the proposed program or schedule had been in effect during such pertinent Fiscal Year or period.

Under the Trust Agreement, NTTA covenants to keep in effect a toll rate schedule for the NTTA System during each Fiscal Year to produce Net Revenues during each Fiscal Year sufficient to satisfy the greatest of (i) 1.35 times the scheduled Debt Service Requirements on all outstanding First Tier Bonds for the Fiscal Year, (ii) 1.20 times the scheduled Debt Service Requirements on all outstanding First Tier Bonds and Second Tier Bonds for the Fiscal Year, or (iii) 1.00 times the scheduled Debt Service Requirements on all outstanding First Tier Bonds, Second Tier Bonds, and Third Tier Bonds, and all other outstanding obligations of NTTA secured by Net Revenues for the Fiscal Year.

If, during any Fiscal Year, Net Revenues are less than the amounts contemplated in the preceding paragraph, NTTA is required, before the 15th day of March of the following Fiscal Year, to request the Traffic Engineers to make and file their recommendations with NTTA and the Trustee as to a revision in the toll rate schedule then in effect, in order to cause the increase and production of Net Revenues in a manner which will enable NTTA to produce at the earliest feasible time Net Revenues in at least the amounts described in the rate covenant above for each such Fiscal Year. NTTA covenants that it will promptly and carefully consider such recommendations, and that it will, within 60 days after receipt of such recommendations, either (1) place into effect any toll rate schedule as so recommended by the Traffic Engineers, or (2) place into effect any alternative toll rate schedule which, in the opinion of the Board, will enable it to comply with its covenants specified in the preceding paragraph.

If NTTA complies with all recommendations of the Traffic Engineers (or a successor independent engineer or engineering firm or corporation as provided for in the Trust Agreement) with respect to the toll rate schedule, an Event of Default will not occur solely as the result of the occurrence of a deficiency in any Fiscal Year(s) between the Net Revenues for such Fiscal Year(s) and the amount required to be produced for such Fiscal Year(s). In the event of any such deficiency, however, and regardless of any recommendations of the Traffic Engineers or others, or compliance therewith by NTTA, the Trustee or the holders of not less than 15% in aggregate principal amount of the bonds then outstanding under the Trust Agreement may, and the Trustee must upon the written request of the holders of not less than 10% in aggregate principal amount of the bonds issued under the Trust Agreement then outstanding and upon being indemnified to its satisfaction, institute, and prosecute in a court of competent jurisdiction an appropriate action to compel NTTA to comply with its covenant to adopt and keep in effect a toll rate schedule which

will raise and produce during each Fiscal Year an amount of Net Revenues as required above for such Fiscal Year, or to comply with any other rate covenant in the Trust Agreement. NTTA covenants that it will comply with any final order, decree, or judgment entered in any such proceeding, or any modification thereof.

If the Traffic Engineers, after a request by NTTA for the above-described recommendations, fail to file with NTTA and with the Trustee such recommendations in writing within 120 days after the request, the Trustee must forthwith designate and appoint an independent engineer or engineering firm or corporation having a nationwide and favorable reputation for skill and experience in such work, in lieu of the Traffic Engineers, to make the necessary survey and study and to make the required recommendations as to the aforesaid revision, which recommendations will be reported in writing to NTTA and to the Trustee on or before the 1st day of October of said year. Such recommendations will for all purposes be considered to be the equivalent of and a substitute for the recommendations of the Traffic Engineers hereinabove mentioned.

The Trust Agreement provides that all amounts deposited to a Bond Interest Account from the original proceeds from the sale of any First Tier Bonds, Second Tier Bonds, or Third Tier Bonds or from any other lawfully available source (other than the Revenue Fund and investment income from the Operation and Maintenance Fund, Sinking Funds, and Reserve Maintenance Fund) and which are used or scheduled to be used to pay interest on bonds during a Fiscal Year reduces the Debt Service Requirements in that Fiscal Year by that amount.

Additional Bonds and Other Obligations

NTTA reserves and has the right and power to issue or incur additional First Tier Bonds, First Tier Payment Obligations, Second Tier Bonds, Second Tier Payment Obligations, Third Tier Bonds, and Third Tier Payment Obligations (and within the Third Tier, additional bonds or payment obligations secured on different levels of priority). Such obligations may be issued under the Trust Agreement for any purpose then authorized by law, including the refunding of obligations at any time authorized and issued by NTTA and/or interest thereon; *provided, however*, no First Tier Bonds, Second Tier Bonds, or Third Tier Bonds may be issued unless NTTA has met certain conditions concerning the additional bonds test established pursuant to the Trust Agreement. In addition, NTTA may issue additional debt secured by revenues in its Capital Improvement Fund or debt secured by revenues of projects that are not part of the NTTA System.

Among other requirements, the Trust Agreement authorizes the issuance of additional First Tier Bonds if (a) actual Net Revenues for the preceding Fiscal Year or for any twelve-month period ending not more than 90 days prior to the date of calculation are at least 1.35 times the average annual Debt Service Requirements for all then outstanding First Tier Bonds (including those proposed to be delivered) and Second Tier Bonds (excluding any First Tier or Second Tier Bonds being refunded) or (b) estimated Net Revenues for the current and each future Fiscal Year are at least (i) 1.35 times the Debt Service Requirements for each such Fiscal Year for all First Tier Bonds (including those proposed to be delivered but excluding those being refunded), (ii) 1.20 times the Debt Service Requirements for each such Fiscal Year for all then outstanding First Tier Bonds (including those proposed to be delivered but excluding those being refunded) and Second Tier Bonds (excluding those being refunded), and (iii) 1.00 times the Debt Service Requirements for each such Fiscal Year for all then outstanding First Tier Bonds (including those proposed to be delivered), Second Tier Bonds, Third Tier Bonds, and all other outstanding obligations of NTTA secured by Net Revenues (excluding, in each case, those being refunded). NTTA may also issue additional First Tier Bonds in a principal amount not to exceed 10% of the original First Tier Bonds issued to finance a project to complete such project without meeting the above-described requirements. Additional bonds issued to refund outstanding First Tier Bonds which do not cause an increase in the then-existing average annual debt service requirements of the First Tier Bonds may be issued without meeting the above-described requirements.

The Trust Agreement authorizes the issuance of Additional Second Tier Bonds not constituting Short-Term Indebtedness if (a) actual Net Revenues for the preceding Fiscal Year or for any twelve-month period ending not more than 90 days prior to the date of calculation are at least 1.20 times the average annual Debt Service Requirements for all then outstanding First Tier Bonds and Second Tier Bonds (including those proposed to be delivered but excluding those being refunded) or (b) the estimated Net Revenues for the current and each future Fiscal Year are at least (i) 1.20 times the Debt Service Requirements for each such Fiscal Year for all First Tier Bonds and Second Tier Bonds (including those proposed to be delivered but excluding those being refunded) and (ii) 1.00 times the Debt Service Requirements for each such Fiscal Year for all then outstanding First Tier Bonds, Second Tier Bonds (including those proposed to be delivered), Third Tier Bonds, and all other outstanding obligations of NTTA secured by Net Revenues (excluding, in each case, those being refunded). Additional bonds issued to refund outstanding First Tier Bonds or

Second Tier Bonds which do not cause an increase in the then-existing average annual debt service requirements of the First Tier Bonds and Second Tier Bonds may be issued without meeting the above-described requirements.

The Trust Agreement authorizes the issuance of Third Tier Bonds not constituting Short-Term Indebtedness if (a) actual Net Revenues for the preceding Fiscal Year or for any twelve-month period ending not more than 90 days prior to the date of calculation are at least 1.00 times the average annual Debt Service Requirements for all then outstanding First Tier Bonds, Second Tier Bonds, and Third Tier Bonds (including those proposed to be delivered) or (b) the estimated Net Revenues for the current and each future Fiscal Year are at least 1.00 times the Debt Service Requirements for each such Fiscal Year for all then outstanding First Tier Bonds, Second Tier Bonds, Third Tier Bonds (including those proposed to be delivered), and all other outstanding obligations of NTTA secured by Net Revenues (excluding, in each case, those being refunded). Additional bonds issued to refund outstanding First Tier Bonds, Second Tier Bonds, or Third Tier Bonds which do not cause an increase in the then-existing average annual debt service requirements of the First Tier Bonds, Second Tier Bonds, and Third Tier Bonds may be issued without meeting the above-described requirements.

NTTA is also authorized to incur "Short-Term Indebtedness" consisting of bonds that mature in less than 365 days, and such indebtedness may be secured as Second Tier Bonds or Third Tier Bonds, *provided, however*, that immediately after the incurrence of Short-Term Indebtedness, the aggregate principal amount of Short-Term Indebtedness outstanding divided by the aggregate principal amount of all Outstanding Bonds may not exceed 35%. If a Credit Provider has extended a line of credit or NTTA has undertaken a commercial paper program or similar program, only amounts actually borrowed under such line of credit or program and repayable in less than 365 days will be considered Short-Term Indebtedness and the full amount of such commitment or program will not be treated as Short-Term Indebtedness to the extent that such facility remains available but undrawn. NTTA is not required to satisfy the additional bonds tests described herein when incurring Short-Term Indebtedness.

Covenants Against Sale or Encumbrance of NTTA System

Under the Trust Agreement, NTTA has covenanted not to sell or otherwise dispose of or encumber the NTTA System or any part thereof, with the following exceptions:

(i) Equipment or other movable property that are no longer needed or useful may be sold or otherwise disposed of. Any sale proceeds must be applied to the replacement of the properties disposed of or must be paid to the Trustee to be held for the credit of the Construction Fund, the Reserve Maintenance Fund, the Capital Improvement Fund, or the Sinking Funds, as directed by NTTA.

(ii) Real property may be sold or otherwise disposed of if the NTTA Board by resolution declares that the property is not needed or serves no useful purpose in connection with the maintenance and operation of the NTTA System. Any sale proceeds must be applied as described above for the proceeds of the sale or disposal of movable property.

(iii) NTTA may sell Accounts Receivable if:

(1) the sale is, in the judgment of NTTA, on commercially reasonable terms; or

(2) after giving effect to the sale either (i) NTTA would be permitted to issue at least \$1.00 of additional First Tier Bonds pursuant to the requirements of the Trust Agreement or (ii) NTTA will, in the judgment of NTTA, be able to comply with the rate covenants in the Trust Agreement.

Any amounts received by NTTA in connection with the sale of Accounts Receivable will constitute tolls or other revenue derived from the ownership and operation of the NTTA System for purposes of the Trust Agreement, and be deposited into the Revenue Fund. Any lien under the Trust Agreement on any Accounts Receivable sold by NTTA may be released with such sale. See "APPENDIX D - SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTION AND THE TRUST AGREEMENT -- *Covenant Against Sale or Encumbrance; Exception*".

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Outstanding Obligations

After the issuance of the Bonds and the application of the proceeds thereof, the obligations listed below will be outstanding under the Trust Agreement in the following principal amounts:

	<u>Principal Amount</u>
<u>First Tier Bonds</u>	
North Texas Tollway Authority System First Tier Insured Capital Appreciation Revenue Refunding Bonds, Series 2008D (accreted amount calculated through November 9, 2023)	\$997,203,884
North Texas Tollway Authority System First Tier Taxable Current Interest Revenue Bonds, Series 2009B (Build America Bonds Direct Payment)	825,000,000
North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2014A	106,915,000
North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2015B	369,290,000
North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2016A	501,835,000
North Texas Tollway Authority System First Tier Revenue and Refunding Bonds, Series 2017A	1,376,205,000
North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2019A	376,490,000
North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2020A	192,105,000
North Texas Tollway Authority System First Tier Taxable Revenue Refunding Bonds, Series 2020B	376,725,000
North Texas Tollway Authority System First Tier Taxable Revenue and Refunding Bonds, Series 2021A	402,110,000
North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2022A	501,515,000
North Texas Tollway Authority System First Tier Revenue Refunding Bonds, Series 2023A	439,795,000
Total First Tier Bonds	<u>\$6,465,188,884</u>
<u>Second Tier Bonds</u>	
North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2015A	\$802,860,000
North Texas Tollway Authority System Second Tier Revenue and Refunding Bonds, Series 2017B	587,840,000
North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2018	356,085,000
North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2019B	192,670,000
North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2020C	25,205,000
North Texas Tollway Authority System Second Tier Revenue and Refunding Bonds, Series 2021B	446,045,000
North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2022B	187,650,000
North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2023B	137,440,000
North Texas Tollway Authority System Second Tier Revenue Revolving Notes, Series A ⁽¹⁾	0
North Texas Tollway Authority System Commercial Paper Notes, Series A ⁽²⁾	0
Total Second Tier Bonds	<u>\$2,735,795,000</u>
<u>Third Tier Bonds</u>	
None	
Total	<u>\$9,200,983,884</u>

⁽¹⁾ NTTA may issue and draw down on revolving notes at one time, or from time to time, in an aggregate principal amount of up to \$200,000,000. See “– **The Revolving Note Program.**”

⁽²⁾ NTTA may issue CP Notes at one time, or from time to time, in an aggregate principal amount of up to \$200,000,000. See “– **The Commercial Paper Program.**”

The Trust Agreement allows for securing “First Tier Payment Obligations,” “Second Tier Payment Obligations,” and “Third Tier Payment Obligations” in order to secure payments due pursuant to credit agreements, including reimbursement agreements, bond insurance agreements, and interest rate swap agreements. First Tier Payment Obligations, Second Tier Payment Obligations, and Third Tier Payment Obligations are secured on a parity with, respectively, First Tier Bonds, Second Tier Bonds, and Third Tier Bonds. Additionally, NTTA may establish additional levels of priority of payment and security within the Third Tier Payment Obligations category.

NTTA has pledged revenues on deposit in certain accounts held in the Capital Improvement Fund on a basis subordinate to the Third Tier Payment Obligations to the payment of the NTTA’s North Texas Tollway Authority System Subordinate Lien Taxable Revenue Bonds, Subseries 2010B-1 (Build America Bonds — Direct Payment) (the “*Subordinate Lien Bonds*”). See “— **The Subordinate Lien Bonds.**”

The Commercial Paper Program

In order to finance construction of various components of the NTTA System, NTTA may utilize its existing commercial paper note program which allows for the issuance, at one time, or from time to time, of up to \$200,000,000 aggregate principal amount of CP Notes. The CP Notes are secured as Second Tier Bonds. NTTA would need to execute a note purchase agreement with a financial institution or otherwise establish the ability to sell the CP Notes to the open market in order to issue CP Notes under the program. Currently, there are no CP Notes outstanding.

The Revolving Note Program

In order to provide additional funding for capital improvement projects of the NTTA System, NTTA established a revolving note program with two financial institutions which allows for the issuance, at one time, or from time to time, of up to \$200,000,000 aggregate principal amount of revolving notes (the “*Revolving Notes*”). The Revolving Notes are secured as Second Tier Bonds. Pursuant to note agreements executed under the program, the financial institutions are obligated to purchase Revolving Notes upon request by NTTA that allow periodic draws and repayments in an amount up to \$200,000,000 from time to time. Currently, there are no Revolving Notes outstanding.

The Subordinate Lien Bonds

In connection with the development of the western extension of PGBT (the “*PGBT WE*”) and the CTP, NTTA issued the Subordinate Lien Bonds in the aggregate principal amount of \$400,000,000 to pay a portion of the costs of the PGBT WE and the CTP. \$50,000,000 of Subordinate Lien Bonds are currently outstanding. The Subordinate Lien Bonds are payable solely from and secured by Net Revenues deposited in the CIF Bond Payment Account of the Capital Improvement Fund and are not secured by any other funds or accounts under the Trust Agreement.

RISK FACTORS

The Bonds are special and limited obligations of NTTA payable solely from the Pledged Revenues. The following is a discussion of certain risk factors that should be considered in evaluating an investment in the Bonds. This discussion does not purport to be either comprehensive or definitive. The order in which risks are presented is not intended to reflect either the likelihood that a particular event will occur or the relative significance of such an event. Moreover, there are other risks associated with an investment in the Bonds in addition to those set forth herein.

Public Health Risks

Public health concerns could negatively affect travel, commerce, and financial markets locally and globally, and could negatively affect economic growth worldwide and within the U.S., the State and the service areas of NTTA.

Financial Forecasts

The financial forecasts in this Official Statement are based generally upon certain assumptions and projections as to estimated revenues and operating expenses. See “**TRAFFIC AND REVENUE STUDY**” in **APPENDIX A**. Inevitably, some underlying assumptions and projections used to develop the forecasts will not be realized, and unanticipated events and circumstances may occur. Therefore, the actual results achieved during the forecast periods will vary from the forecasts, and such differences may be material.

Forward-Looking Statements

The statements contained in this Official Statement, and in any other information provided by NTTA, that are not purely historical, are forward-looking statements, including statements regarding NTTA’s expectations, hopes, intentions, or strategies regarding the future and the projections in the 2023 T&R Study (as defined below). Readers

should not place undue reliance on forward-looking statements. All forward-looking statements included in this Official Statement are based on information available to NTTA on the date hereof, and NTTA assumes no obligation to update any such forward-looking statements. NTTA's actual results could differ materially from those discussed in such forward-looking statements.

The forward-looking statements herein are necessarily based on various assumptions and estimates that are inherently subject to numerous risks and uncertainties, including risks and uncertainties relating to the validity of the underlying assumptions and estimates and possible changes or developments in social, economic, business, industry, market, legal, and regulatory circumstances and conditions and actions taken or omitted to be taken by third parties, including customers, suppliers, business partners, and competitors, and legislative, judicial, and other governmental authorities, and officials. Assumptions related to the foregoing involve judgments with respect to, among other things, future economic, competitive, and market conditions and future business decisions, all of which are difficult or impossible to predict accurately and many of which are beyond the control of NTTA. Any such assumptions could be inaccurate and, therefore, there can be no assurance that the forward-looking statements included in this Official Statement will prove to be accurate.

Market Disruptions and Reliance on Capital Markets

Credit markets experience substantial disruption from time to time. There can be no assurance as to the timing of any disruption or the extent of any recovery that may be made by the credit markets. NTTA's future capital plans may include raising additional funds through bond financings for various projects. If NTTA is unable to access the credit markets as a result of any such disruption, it is likely to delay the completion of certain projects until such time as the capital markets stabilize. The effect of such delays could result in increased costs for such projects and a delay in the receipt of revenues from such projects.

Costs of Construction of Toll Facilities; Risk of Delay

In projects of the magnitude of the toll facilities developed, operated, and improved by NTTA, there is a possibility of time delays and cost increases resulting from (i) design and construction problems and resulting change orders, (ii) environmental litigation or environmental administrative matters, (iii) the unavailability or cost of acquiring rights-of-way, (iv) archeological, historic, and unidentified subsurface conditions, (v) utility relocation problems, (vi) hazardous materials, (vii) force majeure events, (viii) litigation, or (ix) inflation. Additionally, tariffs on steel, aluminum, and other imports imposed by the United States may adversely impact construction costs for NTTA toll facilities or the ability of NTTA to accurately estimate construction costs. As a result, there can be no assurance that the costs of completion for any NTTA toll facilities or improvements to NTTA toll facilities will not exceed current estimates, or that the completion of such projects or improvements to such projects will not be delayed beyond the scheduled completion date. Variations in cost estimates and delays in construction could be material.

There is also a possibility of insolvency or bankruptcy of the contractors during construction. While the contractors are and will be required to provide performance bonds and payment bonds, there can be no assurance that such bonds will be sufficient to assure timely completion of any NTTA toll facility or improvements under construction. Moreover, if a default occurs under a construction contract by the contractor, there is a possibility of litigation between NTTA and the providers of the performance bonds and payment bonds and/or the contractor, which could further delay construction and the opening of the applicable NTTA toll facility or improvements. Any such delays and/or cost overruns could result in the delay or reduction in the collection of revenues and an increase in costs, thereby making it more difficult for NTTA to generate sufficient revenues to pay principal of and interest on the Bonds and other obligations under the Trust Agreement.

Traffic and Revenue Reports

The revenue forecasts in the North Texas Tollway Authority System Comprehensive Traffic and Toll Revenue Study dated August 2022 (the "2022 T&R Study") updated by the August 2023 NTTA System Traffic and Revenue Letter Update (collectively, the "2023 T&R Study") as prepared by CDM Smith, the traffic engineers for the NTTA System, are based upon certain assumptions set forth or incorporated therein. See "**TRAFFIC AND REVENUE STUDY**" in **APPENDIX A**. The 2023 T&R Study is not a guarantee of any future events or trends and the forecasts therein are subject to future economic and social conditions and demographic developments that cannot be predicted with certainty. Further, the estimates and assumptions in the 2023 T&R Study are inherently subject to significant economic and competitive uncertainties and contingencies, many of which are beyond the control of NTTA. Failure to achieve or realize any of the assumptions listed in the 2023 T&R Study may have a materially

adverse effect upon the net revenues actually realized. Currently, the toll rates in effect on the NTTA System are set at rates that are expected to produce a First Tier debt service coverage ratio of at least 1.50 times in each future year. In 2025, the First Tier debt service coverage ratio is expected to be approximately 2.25 times, the lowest projected annual level. If there is a decrease in vehicle transactions on the NTTA System or if there is a period of significant inflationary pressure, NTTA's actual First Tier debt service coverage ratio could decline below 1.50 times, which could adversely affect the market value of the Bonds. While NTTA has a goal of maintaining a First Tier debt service coverage ratio of 1.50 times, the Trust Agreement only requires that it maintain a First Tier debt service coverage ratio of 1.35 times. If the First Tier debt service coverage ratio falls below 1.35 times (or such other levels as are specified in the Trust Agreement for First and Second Tier debt (*i.e.*, 1.20 times) or on all debt (*i.e.*, 1.00 times)), NTTA would be required to raise toll rates or reduce expenses to maintain the minimum coverage ratios required by the Trust Agreement. In order to better understand the ramifications of a potential decline in vehicle transactions on the NTTA System, NTTA stressed the results of the 2023 T&R Study for the NTTA System. NTTA estimates that it would still maintain a minimum debt service coverage ratio on all outstanding First Tier debt of 1.35 times if actual toll revenues each year were 34.22% below projections, a minimum debt service coverage ratio on all outstanding First Tier and Second Tier debt of 1.20 times if actual toll revenues each year were 16.50% below projections and a minimum debt service coverage on all outstanding debt (excluding Reserve Maintenance Fund Deposits) of 1.00 times if actual toll revenues each year were 27.40% below projections.

Operating Risks

The ability of NTTA's toll facilities to generate revenues in amounts sufficient to pay debt service on the obligations of NTTA when due will be subject to the risks inherent in the establishment and operation of any toll facility. The ability to repay the obligations of NTTA issued pursuant to the Trust Agreement will be dependent on the volume of traffic that utilizes NTTA's toll facilities and the ability of NTTA and its computer systems to accurately process data. Revenues to be generated through such use will be influenced by numerous factors, including, among other things, the ability to manage toll evasion and toll collection and enforcement practices; the ability to control expenses; the availability of adequately-trained personnel; population, employment, and income trends within the region; the congestion on alternative freeways, highways, and streets; time savings experienced by motorists utilizing the toll facilities; the toll rates; the availability and price of fuel; and the construction of new or improved competitive roadways or other transit facilities.

Collection Risks

The percentage of total transactions constituting TollTag (as defined in **APPENDIX A**) transactions and ZipCash (as defined herein and in **APPENDIX A**) revenue recovery impacts NTTA's net revenues. NTTA intends to continue to review and implement various improvements to its systems, processes, and procedures designed to increase the percentage of TollTag transactions, pursuable ZipCash transactions and ZipCash revenue recovery. Any future downward trends in the percentage of total transactions constituting TollTag transactions and/or in ZipCash revenue recovery may have a material adverse effect on the net revenues actually realized from the NTTA System. See "**OPERATION OF THE NTTA SYSTEM — Operations — Toll Collection**," "*— Toll Collection Variance*" and "*— Revenue Recovery Assumptions in Traffic and Revenue Study*" in **APPENDIX A**.

Ability to Maintain or Raise Rates

NTTA may need to raise toll rates in the future above the scheduled toll rate increases under the current toll rate schedule to support its debt service requirements. Although the 2023 T&R Study suggests there is an ability to raise rates further, the effect of any future rate increase is unknown. It is possible that a future increase in rates could result in reduced usage of the NTTA System, resulting in decreased revenues. Additionally, political pressure could result in hesitance by NTTA to raise rates further, if needed. See "**CURRENT AND HISTORICAL INFORMATION – NTTA System Toll Rate Schedule**" in **APPENDIX A** for a discussion of automatic increases in toll rates every two years pursuant to the existing NTTA System toll rate schedule, absent action by NTTA.

Custodian in Possession of Prepaid Funds

NTTA has entered into the Master Custodial Account Agreement with the Custodian. See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS — Funds and Accounts — Master Custodial Account Agreement.**” NTTA is required to deposit all prepaid funds of its TollTag customers in a single custodial account (the “*Prepaid Funds Account*”) held by the Custodian for the benefit of NTTA and the other beneficiaries under the Master Custodial Account Agreement. The Custodian will hold all funds in the Prepaid Funds Account until such time as the customers utilize the NTTA System (or other toll road of NTTA or a third-party operator for which NTTA provides toll collection services), and will then transfer funds as directed by NTTA to the Trustee for toll transactions on the NTTA System or other appropriate person for non-NTTA System toll transactions.

Funds in the Prepaid Funds Account are not subject to the lien created under the Trust Agreement until they are transferred by the Custodian to the Trustee as payment for tolls of the NTTA System. On each business day, NTTA is required to deliver to the Custodian a certificate specifying the amount of the funds in the Prepaid Funds Account to be paid to the Trustee, and the Custodian is required to apply such funds as directed. Nonetheless, no assurance can be given that, should the Custodian go into receivership or conservatorship, such agreement will be effective to assure that the Trustee or NTTA will receive timely payment of such tolls.

Funds in the Prepaid Funds Account are required to be segregated from all other funds and accounts of the Custodian and the Custodian has no interest in the Prepaid Funds Account. In the event of the Custodian’s receivership or conservatorship, the Prepaid Funds Account should not be considered part of the Custodian’s property subject to receivership or conservatorship. However, there may be delays in payments from the Prepaid Funds Account to the Trustee, or other possible negative consequences, which could have an adverse effect on the liquidity and value of the Bonds.

Maintenance Costs

Successful operation of the NTTA System will require timely maintenance and replacement of components of the NTTA System. No assurance can be given that sufficient funds will be available to maintain the NTTA System adequately. Any significant deterioration in the NTTA System may result in increased operating costs and in reduced usage, as well as temporary lane closures, and could adversely affect the amount of funds available to pay debt service on NTTA’s obligations.

Motor Fuel Prices and Taxes

There is no assurance that motor fuel will remain in adequate supply or that motor fuel prices, including federal and State motor fuel taxes, will not increase above current levels. Increases in motor fuel prices could negatively impact the revenues of NTTA. Additionally, if motor fuel prices increase as they have in recent history, it could have a material adverse effect on the economy of the north central Texas region and the revenues of NTTA.

Retaining Walls

NTTA conducts annual inspections of the retaining walls on the NTTA System. NTTA has detected mechanically stabilized earth (“*MSE*”) wall movement along several areas on the NTTA System.

In 2013, NTTA engaged forensic engineering consultants to inspect MSE walls on the DNT and the SRT (the “*2013 DNT/SRT Study*”), which identified certain retaining walls that need or may need stabilization repairs. In 2017, NTTA filed a lawsuit against its design contractors, construction managers, general engineering consultants, and construction contractors regarding the DNT MSE walls. The cost estimate for the repair of retaining walls identified in the 2013 DNT/SRT Study was approximately \$100 million. The lawsuit was settled in 2018. Pursuant to the settlement, defendants paid NTTA \$52.2 million for the repair of the DNT MSE walls. NTTA intends to make the necessary repairs of such walls in phases and has begun making repairs on the walls and has commenced design work for the second phase with construction anticipated to start late this year. NTTA has also more recently detected some wall movement along the DNT/LBJ interchange ramp walls and is evaluating the costs to rehabilitate those walls.

In 2022, NTTA engaged forensic engineering consultants to evaluate MSE retaining walls along the PGBT corridor (the “*PGBT Study*”). NTTA intends to prioritize and make any necessary repairs to such MSE walls in phases which are already underway. NTTA has engaged legal counsel to pursue litigation claims against the parties responsible for the deficient MSE walls along the PGBT corridor, although no representation is made as to the potential outcome of any such litigation. Cost estimates from the forensic engineering consultant for phased repair of the retaining walls identified in the PGBT Study are approximately \$50 million needed for such repairs through 2028.

NTTA's five-year NTTA System capital improvement plan includes approximately \$83 million of identified funds for repairs to the retaining walls described above. Such costs, net of any legal recoveries, could exceed current estimates, and variations in such costs could be material.

Limitation and Enforceability of Remedies

Limitation of Remedies under the Trust Agreement

The remedies available to owners of the Bonds upon an event of default under the Trust Agreement are limited to seeking specific performance in a writ of mandamus or other suit, action, or proceeding compelling and requiring NTTA and its officers to observe and perform any covenant, condition, or obligation prescribed in the Trust Agreement. The enforcement of the remedy of mandamus may be difficult, time-consuming, and must be exercised on an ongoing basis in the event of multiple payment defaults. No assurance can be given that a mandamus or other legal action to enforce a default under the Trust Agreement would be successful. Even if a judgment against NTTA could be obtained, it could not be enforced by direct levy and execution against NTTA's property. Owners do not have the right to accelerate the maturity of the Bonds as a remedy in the event of a default by NTTA.

Under current State law, NTTA may waive sovereign immunity from suit or liability for the purpose of adjudicating a claim to enforce an obligation issued or incurred (including credit agreements entered into) under Chapter 1371 of the Texas Government Code, such as the Bonds, or for damages for breach of such obligation. **NTTA HAS NOT AGREED TO WAIVE SOVEREIGN IMMUNITY UNDER THE TRUST AGREEMENT.** However, State courts have held that mandamus proceedings, such as those discussed in the preceding paragraph, are not prohibited by sovereign immunity. See "**SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTION AND THE TRUST AGREEMENT**" in **APPENDIX D.**

Enforceability of Remedies

The remedies available under the Trust Agreement are in many respects dependent upon regulatory and judicial actions that are often subject to discretion and delay. Under existing law, such remedies may not be readily available. In addition, enforcement of such remedies (i) may be subject to general principles of equity which may permit the exercise of judicial discretion, (ii) are subject to the exercise in the future by the State and its agencies and political subdivisions of the police power inherent in the sovereignty of the State, and (iii) are subject to the exercise by the United States of the powers delegated to it by the federal Constitution.

The enforceability of the rights and remedies of registered owners of the Bonds may be limited by laws now or hereafter in effect relating to bankruptcy, reorganization, or other similar laws of general application affecting the rights of creditors of political subdivisions such as NTTA. If NTTA were allowed to proceed voluntarily under Chapter 9 of the United States Bankruptcy Code, it could file a plan for an adjustment of its debts. If such a plan were confirmed by the bankruptcy court, it could, among other things, affect registered owners by reducing or eliminating the amount of indebtedness, deferring or rearranging the debt service schedule, reducing or eliminating the interest rate, modifying or abrogating collateral or security arrangements, substituting (in whole or in part) other securities, and otherwise compromising and modifying the rights and remedies of the registered owners' claims against NTTA.

The various legal opinions to be delivered concurrently with the delivery of the Bonds will be qualified to the extent that the enforceability of certain legal rights related to the Bonds is subject to limitations imposed by bankruptcy, reorganization, insolvency, or other similar laws affecting the rights of creditors generally and by equitable remedies and proceedings generally.

Clean Air Act Non-Attainment and Conformity Risk; NEPA Environmental Litigation Risk

The air quality provisions of the Clean Air Act, 42 U.S.C. §7401 et seq., as amended (the "CAA"), and the transportation planning provisions of Title 23 and Title 49 of the United States Code, are intended to ensure that integrated transportation and air quality planning occur in those areas designated by the United States Environmental Protection Agency (the "EPA") as nonattainment areas.

The CAA requires the EPA to set National Ambient Air Quality Standards ("NAAQS") for widespread pollutants from numerous and diverse sources considered harmful to public health and the environment. The CAA establishes two types of NAAQS: Primary Standards set limits to protect public health, including the health of "sensitive" populations; Secondary Standards set limits to protect public welfare, including protection against visibility impairment, damage to animals, crops, vegetation, and buildings. The CAA requires periodic review of the science upon which the standards are based and the standards themselves. NAAQS have been set for the following

pollutants: Ozone, Carbon Monoxide, Particulate Matter, Sulfur Dioxide, Nitrogen Oxides, and Lead. An area in which one or more of the six regulated pollutants exceeds the NAAQS is designated as a “nonattainment” area, based on the area’s failure to attain compliance with NAAQS for any particular pollutant. When an area is designated as nonattainment for a particular pollutant, the state is required to develop a State Implementation Plan (“SIP”) that contains the measures and controls the state will use to reduce emissions to meet the NAAQS standard. For areas in nonattainment, EPA sets a deadline by which the area must comply.

In 2008, EPA revised the 1997 ozone standard from 84 parts per billion (“ppb”) to 75 ppb (the “2008 Ozone Standard”). In 2012, a ten county area that included Collin, Dallas, Denton, Ellis, Johnson, Kaufman, Parker, Rockwall, Wise and Tarrant Counties (the “DFW Nonattainment Area”) was designated as nonattainment under the 2008 Ozone Standard. Originally, the deadline for complying with the 2008 Ozone Standard was 2018. The DFW Nonattainment Area failed to demonstrate attainment with the 2008 Ozone Standard and EPA reclassified the area from moderate to serious on September 23, 2019 with a new attainment date of July 20, 2021. The DFW Nonattainment Area did not meet the revised compliance date and in October 2022, EPA reclassified the area from serious to severe with a new attainment date of July 20, 2027.

EPA created a revised ozone standard on October 26, 2015 by lowering the 2008 Ozone Standard from 75 ppb to 70 ppb (the “2015 Ozone Standard”). The DFW Nonattainment Area is also classified as nonattainment under the 2015 standard, except for Rockwall County, which was classified as attainment. The attainment date for the nine-county DFW Nonattainment Area under the 2015 Ozone Standard was August 3, 2021. The nine-county DFW Nonattainment Area did not meet the standard by the deadline and in October 2022 EPA reclassified the area from marginal to moderate with a new attainment date of August 3, 2024.

Although EPA established a more stringent ozone standard in 2015, it did not replace the requirement to meet the 2008 ozone standard. As a consequence, the DFW Nonattainment Area is subject to both the 2008 and 2015 Ozone Standards.

Transportation projects, including those of NTTA, must comply with and conform to the CAA. Although the area is currently designated as nonattainment for ozone under the 2008 and 2015 Ozone Standards, compliance with vehicle emission limits established by the Texas Commission on Environmental Quality and voluntary pollution reduction efforts made in the area have kept the area’s transportation projects, including NTTA’s projects, currently in compliance and conformity with the CAA.

Should the DFW Nonattainment Area fail to achieve attainment by the due dates or should the DFW Nonattainment Area fail to satisfy the then-effective SIP (for nonattainment or otherwise), or for any other reason should a lapse in conformity with the CAA occur, the DFW Nonattainment Area may be subjected to sanctions pursuant to Section 179 of the CAA. Under such circumstances, the Texas Commission on Environmental Quality would be required to submit to EPA a new SIP for the area. Due to the complexity of the nonattainment/conformity analysis, and the incomplete information surrounding any SIP requirements for areas designated nonattainment under the 2008 and 2015 Ozone Standards, the exact nature of sanctions or any potential SIP for the DFW Nonattainment Area is currently unknown. Nevertheless, it is possible that all or some of the transportation control measures available as sanctions under the CAA may be imposed. The CAA also provides for mandatory sanctions, including the suspension of highway funding, should the State fail to submit a proper SIP, or associated submissions, fail to revise or implement a SIP or fail to comply with an existing SIP. Subject to certain exceptions, if the DFW Nonattainment Area falls out of conformity and the mandatory highway funding suspension sanction is implemented, the Secretary of Transportation may be prohibited from approving or awarding transportation projects or grants within the area failing to conform to the CAA.

NTTA does not anticipate that its existing toll facilities would be negatively affected by a lapse in conformity or nonattainment sanctions. The Mobility 2045 Update: The Metropolitan Transportation Plan (the “Mobility 2045 Update”) was approved by the Regional Transportation Council associated with the North Central Texas Council of Governments on June 9, 2022. The Mobility 2045 Update received a favorable air quality conformity determination from the U.S. Department of Transportation on December 15, 2022. NTTA’s toll facilities are included in the Mobility 2045 Update.

It is possible that nonattainment, a lapse in conformity under the CAA, or other environmental issues may result in litigation involving injunctive or other relief that could delay or increase the cost of the construction of improvements or additions to, or adversely impact the operation of, the NTTA System. In addition, litigation under the National Environmental Policy Act or other State or federal environmental laws (other than the CAA) may result

in injunctive or other relief that could delay or increase the cost of construction of improvements or additions to, or adversely impact the operation of, the NTTA System. See “— **Costs of Construction of Toll Facilities.**”

Continuing Disclosure Obligations

In connection with the issuance of the Bonds and other previously issued obligations, NTTA has agreed to file continuing disclosure information on an ongoing basis. Any failure by NTTA to comply with its continuing disclosure obligations may adversely affect the liquidity of the Bonds and their market prices in the secondary market. See “**CONTINUING DISCLOSURE OF INFORMATION — Compliance with Prior Undertakings.**”

Additional Obligations

There is no restriction on NTTA’s ability to enter into hedging arrangements or to issue additional bonds (except for the satisfaction of the additional debt test contained in the Trust Agreement). See “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS — Additional Bonds and Other Obligations.**” Future toll projects of NTTA may be financed as part of the NTTA System or independently of the NTTA System and may require the issuance of additional bonds. See “**OTHER POTENTIAL PROJECTS (ON SYSTEM AND OFF SYSTEM)**” in **APPENDIX A**. The execution of hedging arrangements and the issuance of additional bonds could adversely affect the ability of NTTA to repay the Bonds.

Obligation to Pay for Video Tolls under TSAs Prior to Collection

Under the terms of the IH 635 TSA and the NTE Segment 1/2W TSA (each as defined in **APPENDIX A**), NTTA has agreed to pay the developers thereunder an amount equal to the transponder toll for each video transaction (NTTA retains all collected video toll premiums), less its fee, within two business days after the date the video transaction has been properly transmitted to NTTA. Until the tolls for such video transactions are collected, the funding of the payments to such developers for such tolls will come from funds in the Non-Major Enterprise Fund (and not the NTTA System Enterprise Fund) to the extent funds are available therein. However, to the extent that funds in such Non-Major Enterprise Fund are insufficient to cover such required payments, NTTA may use funds from the Capital Improvement Fund to cover such payments, which could have a material adverse effect on NTTA’s ability to repay the Bonds. Any future downward trends in the percentage of total transactions constituting TollTag transactions, pursuable ZipCash transactions, and/or ZipCash revenue recovery may have a material adverse effect on NTTA’s ability to recover its payments for ZipCash transactions to developers under the above-described TSAs, and its costs to collect revenue attributable to the ZipCash transactions. See “**OPERATION OF THE NTTA SYSTEM — Operations — Toll Collection**” and “— *Toll Collection Variance*” and “**TOLLING SERVICES AGREEMENTS**” in **APPENDIX A**.

Risks Relating to Build America Bonds

NTTA previously issued certain bonds under the Trust Agreement as “Build America Bonds.” NTTA elected to receive a subsidy payment from United States Treasury equal to 35% of the taxable interest NTTA pays on such bonds. In order to receive the subsidy, NTTA is required to make certain filings with the Internal Revenue Service. If NTTA fails to make the required filings, it will not be eligible to receive the subsidy payments. Additionally, the proceeds of “Build America Bonds” have a number of limitations on their use. If NTTA used the proceeds of such bonds for expenditures other than capital expenditures, reasonably required reserve funds, and costs of issuance, such bonds would not be eligible for the subsidy payments. Additionally, the federal government can refuse to pay subsidy payments to offset amounts owed by NTTA to the federal government. It is also possible that the subsidy payments could be reduced or eliminated as a result of a change in law. Any reduction or loss of the subsidy payments could have a material adverse effect on NTTA’s ability to repay the Bonds.

When Congress failed to enact legislation to reduce the federal deficit by \$1.2 trillion, as required by the Budget Control Act of 2011, the Sequestration Transparency Act of 2012 (“*STA*”) automatically triggered large scale cuts in the federal budget. The *STA* went into effect January 2, 2013. Since then, subsidy payments authorized for the issuers of Build America Bonds have been reduced by 5.7% to 7.6% in each federal fiscal year. For federal fiscal years 2021-2030, the Internal Revenue Service has established a 5.7% sequestration cut for Build America Bonds, which rate will be applied from October 1, 2020 until September 30, 2030, absent intervening Congressional action, at which time the sequestration rate is subject to change. Without Congressional action, however, under the current federal process the sequestration rate beginning in federal fiscal year 2023-2024 could increase as much as 100%. NTTA issued its Series 2009B Bonds and Series 2010B Subordinate Lien Bonds as direct payment Build America Bonds. Since the *STA* went into effect, NTTA has received less than the total annual subsidy payments it was

scheduled to receive, and anticipates receiving \$1,189,589 less than it is scheduled to receive in federal fiscal year 2022. NTTA calculates its debt service and debt service coverage net of the direct subsidy payments NTTA expects to receive for the Series 2009B Bonds and Series 2010B Subordinate Lien Bonds. See “**PRO FORMA DEBT SERVICE REQUIREMENTS.**”

Technological and Societal Changes

Neither NTTA nor the Traffic Engineers can predict the technological and societal changes that may affect the use of the NTTA System during the term of the Bonds. Societal changes may include, for example, the increased use of telecommuting, which could have an adverse impact on usage of the NTTA System. Other technologies or societal changes could have a similar detrimental effect on the NTTA System.

Changes in Law

State and federal legislation may be introduced and enacted from time to time that could have a direct impact on NTTA’s financial condition or its operations. The likelihood of any such legislation being introduced or enacted cannot be predicted.

Future and Proposed Tax Legislation

Tax legislation, administrative actions taken by tax authorities, or court decisions, whether at the Federal or state level, may adversely affect the tax-exempt status of interest on the Bonds under Federal or state law and could affect the market price or marketability of the Bonds. Any such proposal could limit the value of certain deductions and exclusions, including the exclusion for tax-exempt interest. The likelihood of any such proposal being enacted cannot be predicted. Prospective purchasers of the Bonds should consult their own tax advisors regarding the foregoing matters.

Information Technology, Cybersecurity, and Other Risk Factors

NTTA is dependent on information and computing technology systems to conduct general business operations, including electronic toll transactions, toll collections, and customer account services. NTTA uses the Transactional Revenue Integrated Processing System (“*TRIPS*”), an integrated software, hardware, and management system, for toll collection that enables NTTA to manage its roadways and operations through automated revenue audit and reconciliation processes, consolidated reporting, transaction processing, customer account management, and system and operation management and maintenance. The *TRIPS* and other systems may be subject to disruptions, failures, or security breaches, which, should they occur, could materially impact NTTA’s business operations, cause reputational damage, and/or give rise to increased costs, revenue losses, or legal liability.

NTTA has implemented a comprehensive cyber security program designed to identify, detect, protect, respond, and recover should a cyber incident occur. Elements of the security program include identifying the key systems, data and business processes, maintaining layers of security, conducting security audits and awareness training, and maintaining a comprehensive response and recovery plan that is continually monitored to adapt to new security threats. However, no assurance can be given that such measures will fully prevent potential business continuity or cybersecurity risks arising from events wholly or partially beyond NTTA’s control, including electrical telecommunications outages, natural disasters, cyber-attacks, or larger scale political events, including terrorist attacks. Any such occurrence could materially and adversely affect NTTA’s operations and reputation, which could lead to decreased financial performance that insurance may not cover and may require NTTA to expend significant resources to correct the failure or disruption.

LITIGATION

On the date of delivery of the Bonds, NTTA will execute and deliver to the Underwriters a certificate to the effect that no litigation of any nature has been filed or is pending as of such date seeking to restrain or enjoin the issuance or delivery of the Bonds or which would affect the provisions made for their payment or security, or in any manner questions the validity of the Bonds.

As of the date of this Official Statement, NTTA is not a party to any litigation, claim or other proceeding pending or, to its knowledge, threatened, in any court, agency, or other administrative body (either state or federal) which, if decided adversely to NTTA, could have a material adverse effect on the financial condition or operations of NTTA or the NTTA System.

TAX MATTERS

Opinion

On the date of initial delivery of the Bonds, co-bond counsel will each render an opinion with respect to the Bonds that, in accordance with statutes, regulations, published rulings, and court decisions existing on the date thereof (“Existing Law”), (1) interest on the Bonds for federal income tax purposes will be excludable from the “gross income” of the holders thereof and (2) the Bonds will not be treated as “specified private activity bonds” the interest on which would be included as an alternative minimum tax preference item under section 57(a)(5) of the Internal Revenue Code of 1986 (the “Code”). Except as stated above, co-bond counsel will not express an opinion as to any other federal, state, or local tax consequences of the purchase, ownership, or disposition of the Bonds. See “**FORMS OF CO-BOND COUNSEL OPINIONS**” in **APPENDIX E**.

In rendering the opinions, co-bond counsel will rely upon (a) certain information and representations of NTTA, including information and representations contained in NTTA’s federal tax certificate, and (b) covenants of NTTA contained in the Trust Agreement relating to certain matters, including arbitrage and the use of the proceeds of the Bonds and the Defeased Bonds and the property financed or refinanced therewith. Failure by NTTA to observe the aforementioned representations or covenants could cause the interest on the Bonds to become includable in gross income retroactively to the date of issuance of the Bonds.

The Code and the regulations promulgated thereunder contain a number of requirements that must be satisfied subsequent to the issuance of the Bonds in order for interest on the Bonds to be, and to remain, excludable from gross income for federal income tax purposes. Failure to comply with such requirements may cause interest on the Bonds to be included in gross income retroactively to the date of issuance of the Bonds. The opinion of co-bond counsel is conditioned on compliance by NTTA with such requirements and the representations and covenants described in the previous paragraph, and co-bond counsel has not been retained to monitor compliance with these requirements subsequent to the issuance of the Bonds.

Co-bond counsel’s opinion represents their legal judgment based upon their review of Existing Law and reliance on the aforementioned information, representations, and covenants. Co-bond counsel’s opinion is not a guarantee of a result. Existing Law is subject to change by the Congress and to subsequent judicial and administrative interpretation by the courts and the United States Department of the Treasury. There can be no assurance that Existing Law or the interpretation thereof will not be changed in a manner which would adversely affect the tax treatment of the purchase, ownership, or disposition of the Bonds.

A ruling was not sought from the Internal Revenue Service by NTTA with respect to the Bonds or property financed or refinanced with the proceeds of the Bonds or the Defeased Bonds. No assurances can be given as to whether or not the Internal Revenue Service will commence an audit of the Bonds, or as to whether the Internal Revenue Service would agree with the opinions of co-bond counsel. If an audit is commenced, under current procedures the Internal Revenue Service is likely to treat NTTA as the taxpayer and the Bondholders may have no right to participate in such procedure. No additional interest will be paid upon any determination of taxability.

Federal Income Tax Accounting Treatment of Original Issue Discount

The initial public offering price to be paid for one or more maturities of the Bonds may be less than the principal amount thereof or one or more periods for the payment of interest on the Bonds may not be equal to the accrual period or be in excess of one year (the “Original Issue Discount Bonds”). In such event, the difference between (i) the “stated redemption price at maturity” of each Original Issue Discount Bond, and (ii) the initial offering price to the public of such Original Issue Discount Bond would constitute original issue discount. The “stated redemption price at maturity” means the sum of all payments to be made on the Bonds less the amount of all periodic interest payments. Periodic interest payments are payments which are made during equal accrual periods (or during any unequal period if it is the initial or final period) and which are made during accrual periods which do not exceed one year.

Under Existing Law, any owner who has purchased such Original Issue Discount Bond in the initial public offering is entitled to exclude from gross income (as defined in section 61 of the Code) an amount of income with respect to such Original Issue Discount Bond equal to that portion of the amount of such original issue discount allocable to the accrual period. For a discussion of certain collateral federal tax consequences, see “—*Collateral Federal Income Tax Consequences*” set forth below. In the event of the redemption, sale, or other taxable disposition of such Original Issue Discount Bond prior to stated maturity, however, the amount realized by such owner in excess

of the basis of such Original Issue Discount Bond in the hands of such owner (adjusted upward by the portion of the original issue discount allocable to the period for which such Original Issue Discount Bond was held by such initial owner) is includable in gross income.

Under Existing Law, the original issue discount on each Original Issue Discount Bond is accrued daily to the stated maturity thereof (in amounts calculated as described below for each six-month period ending on the date before the semiannual anniversary dates of the date of the Bonds and ratably within each such six-month period) and the accrued amount is added to an initial owner's basis for such Original Issue Discount Bond for purposes of determining the amount of gain or loss recognized by such owner upon the redemption, sale or other disposition thereof. The amount to be added to basis for each accrual period is equal to (a) the sum of the issue price and the amount of original issue discount accrued in prior periods multiplied by the yield to stated maturity (determined on the basis of compounding at the close of each accrual period and properly adjusted for the length of the accrual period) less (b) the amounts payable as current interest during such accrual period on such Original Issue Discount Bond.

The federal income tax consequences of the purchase, ownership, redemption, sale, or other disposition of Original Issue Discount Bonds which are not purchased in the initial offering at the initial offering price may be determined according to rules which differ from those described above. All owners of Original Issue Discount Bonds should consult their own tax advisors with respect to the determination for federal, state, and local income tax purposes of the treatment of interest accrued upon redemption, sale, or other disposition of such Original Issue Discount Bonds and with respect to the federal, state, local, and foreign tax consequences of the purchase, ownership, redemption, sale, or other disposition of such Original Issue Discount Bonds.

Collateral Federal Income Tax Consequences

The following discussion is a summary of certain collateral federal income tax consequences resulting from the purchase, ownership, or disposition of the Bonds. This discussion is based on Existing Law, which is subject to change or modification, retroactively.

The following discussion is applicable to investors, other than those who are subject to special provisions of the Code, such as financial institutions, property and casualty insurance companies, life insurance companies, individual recipients of Social Security or Railroad Retirement benefits, individuals allowed an earned income credit, certain S corporations with Subchapter C earnings and profits, foreign corporations subject to the branch profits tax, taxpayers qualifying for the health insurance premium assistance credit, and taxpayers who may be deemed to have incurred or continued indebtedness to purchase tax-exempt obligations.

THE DISCUSSION CONTAINED HEREIN MAY NOT BE EXHAUSTIVE. INVESTORS, INCLUDING THOSE WHO ARE SUBJECT TO SPECIAL PROVISIONS OF THE CODE, SHOULD CONSULT THEIR OWN TAX ADVISORS AS TO THE TAX TREATMENT WHICH MAY BE ANTICIPATED TO RESULT FROM THE PURCHASE, OWNERSHIP, AND DISPOSITION OF TAX-EXEMPT BONDS BEFORE DETERMINING WHETHER TO PURCHASE THE BONDS.

Interest on the Bonds may be includable in certain corporation's "adjusted financial statement income" determined under section 56A of the Code to calculate the alternative minimum tax imposed by section 55 of the Code.

Under section 6012 of the Code, holders of tax-exempt obligations, such as the Bonds, may be required to disclose interest received or accrued during each taxable year on their returns of federal income taxation.

Section 1276 of the Code provides for ordinary income tax treatment of gain recognized upon the disposition of a tax-exempt obligation, such as the Bonds, if such obligation was acquired at a "market discount" and if the fixed maturity of such obligation is equal to, or exceeds, one year from the date of issue. Such treatment applies to "market discount bonds" to the extent such gain does not exceed the accrued market discount of such bonds, although for this purpose, a de minimis amount of market interest is ignored. A "market discount bond" is one which is acquired by the holder at a purchase price which is less than the stated redemption price at maturity or, in the case of a bond issued at an original issue discount, the "revised issue price" (*i.e.*, the issue price plus accrued original issue discount). The "accrued market discount" is the amount which bears the same ratio to the market discount as the number of days during which the holder holds the bond bears to the number of days between the acquisition date and the final maturity date.

State, Local, and Foreign Taxes

Investors should consult their own tax advisors concerning the tax implications of the purchase, ownership, or disposition of the Bonds under applicable state or local laws. Foreign investors should also consult their own tax advisors regarding the tax consequences unique to investors who are not United States persons.

Information Reporting and Backup Withholding

Subject to certain exceptions, information reports describing interest income, including original issue discount, with respect to the Bonds will be sent to each registered holder and to the Internal Revenue Service. Payments of interest and principal may be subject to backup withholding under section 3406 of the Code if a recipient of the payments fails to furnish to the payor such owner's social security number or other taxpayer identification number ("TIN"), furnishes an incorrect TIN, or otherwise fails to establish an exemption from the backup withholding tax. Any amounts so withheld would be allowed as a credit against the recipient's federal income tax. Special rules apply to partnerships, estates, and trusts, and in certain circumstances, and in respect of Non-U.S. Holders, certifications as to foreign status and other matters may be required to be provided by partners and beneficiaries thereof.

Future and Proposed Legislation

Tax legislation, administrative actions taken by tax authorities, or court decisions, whether at the Federal or state level, may adversely affect the tax-exempt status of interest on the Bonds under Federal or state law and could affect the market price or marketability of the Bonds. Any such proposal could limit the value of certain deductions and exclusions, including the exclusion for tax-exempt interest. The likelihood of any such proposal being enacted cannot be predicted. Prospective purchasers of the Bonds should consult their own tax advisors regarding the foregoing matters.

UNDERWRITING

The Underwriters have agreed, subject to certain customary conditions to delivery, to purchase the Series 2023A Bonds from NTTA at the price of \$453,687,562.17, reflecting the par amount of \$439,795,000, plus an original issue premium of \$15,584,962.15, and less an underwriter's discount of \$1,692,399.98. The Underwriters will be obligated to purchase all of the Series 2023A Bonds if any Series 2023A Bonds are purchased. The right of the Underwriters to receive compensation in connection with the Series 2023A Bonds is contingent upon the actual sale and delivery of the Series 2023A Bonds.

The Underwriters have agreed, subject to certain customary conditions to delivery, to purchase the Series 2023B Bonds from NTTA at the price of \$145,833,866.64, reflecting the par amount of \$137,440,000, plus an original issue premium of \$8,969,364.90, and less an underwriter's discount of \$575,498.26. The Underwriters will be obligated to purchase all of the Series 2023B Bonds if any of the Series 2023B Bonds are purchased. The right of the Underwriters to receive compensation in connection with the Series 2023B Bonds is contingent upon the actual sale and delivery of the Series 2023B Bonds.

The Purchased Bonds are being tendered under the terms of the Invitation to Tender through Barclays Capital Inc. ("*Barclays*"), who, in addition to acting as the book-running senior manager of the Bonds, is also acting as sole Dealer Manager in connection with the tender offer described in "PLAN OF FINANCE." For its services as Dealer Manager, the Dealer Manager will be compensated (the "*Dealer Manager Fee*") in an amount equal to a percentage of the aggregate principal amount of the Purchased Bonds and will be reimbursed for its reasonable expenses relating to the Invitation to Tender. The Dealer Manager Fee is expected to be paid from proceeds of the Series 2023A Bonds.

The Underwriters and their respective affiliates are full service financial institutions engaged in various activities, which may include sales and trading, commercial, and investment banking, advisory, investment management, investment research, principal investment, hedging, market making, brokerage, and other financial and non-financial activities and services. Under certain circumstances, the Underwriters and their affiliates may have certain creditor and/or other rights against NTTA in connection with such activities. In the various course of their various business activities, the Underwriters and their respective affiliates, officers, directors, and employees may purchase, sell, or hold a broad array of investments and actively trade securities, derivatives, loans, commodities, currencies, credit default swaps, and other financial instruments for their own account and for the accounts of their customers, and such investment and trading activities may involve or relate to assets, securities, and/or instruments of NTTA (directly, as collateral securing other obligations or otherwise) and/or persons and entities with relationships

with NTTA. The Underwriters and their respective affiliates may also communicate independent investment recommendations, market color, or trading ideas and/or publish or express independent research views in respect of such assets, securities, or instruments and may at any time hold, or recommend to clients that they should acquire, long and/or short positions in such assets, securities, and instruments.

One of the Underwriters of the Bonds is BOK Financial Securities, Inc., which is not a bank, and the Bonds are not deposits of any bank and are not insured by the Federal Deposit Insurance Corporation.

PNC Capital Markets LLC and PNC Bank, National Association are both wholly owned subsidiaries of PNC Financial Services Group, Inc. PNC Capital Markets LLC is not a bank, and is a distinct legal entity from PNC Bank, National Association. PNC Bank, National Association may have banking and financial relationships with NTTA. PNC Capital Markets LLC may offer to sell to its affiliate, PNC Investments, LLC (“PNCI”), securities in PNC Capital Markets LLC’s inventory for resale to PNCI’s customers.

Wells Fargo Securities is the trade name for certain securities-related capital markets and investment banking services of Wells Fargo & Company and its subsidiaries, including Wells Fargo Bank, National Association, which conducts its municipal securities sales, trading and underwriting operations through the Wells Fargo Bank, NA Municipal Finance Group, a separately identifiable department of Wells Fargo Bank, National Association, registered with the Securities and Exchange Commission as a municipal securities dealer pursuant to Section 15B(a) of the Securities Exchange Act of 1934.

Wells Fargo Bank, National Association, acting through its Municipal Finance Group (“WFBNA”), one of the underwriters of the Bonds, has entered into an agreement (the “WFA Distribution Agreement”) with its affiliate, Wells Fargo Clearing Services, LLC (which uses the trade name “Wells Fargo Advisors”) (“WFA”), for the distribution of certain municipal securities offerings, including the Bonds. Pursuant to the WFA Distribution Agreement, WFBNA will share a portion of its underwriting or remarketing agent compensation, as applicable, with respect to the Bonds with WFA. WFBNA has also entered into an agreement (the “WFSLLC Distribution Agreement”) with its affiliate Wells Fargo Securities, LLC (“WFSLLC”), for the distribution of municipal securities offerings, including the Bonds. Pursuant to the WFSLLC Distribution Agreement, WFBNA pays a portion of WFSLLC’s expenses based on its municipal securities transactions. WFBNA, WFSLLC, and WFA are each wholly-owned subsidiaries of Wells Fargo & Company.

RATINGS

The Series 2023A Bonds received ratings of “Aa3” by Moody’s with a stable outlook and “AA-” by S&P with a stable outlook. The Series 2023B Bonds received ratings of “A1” by Moody’s with a stable outlook and “A+” by S&P with a stable outlook. An explanation of the significance of each rating may be obtained from the company furnishing the rating. The ratings reflect only the views of such companies at the time such ratings are given, and NTTA makes no representation as to the appropriateness of the ratings. There is no assurance that such ratings will continue for any given period of time or that they will not be revised downward or withdrawn entirely by such companies, if in the judgment of such companies, circumstances so warrant. Any such downward revision or withdrawal of any rating may have an adverse effect on the market price of the Bonds. A securities rating is not a recommendation to buy, sell, or hold securities.

LEGAL MATTERS

Legal matters incident to the authorization, issuance, and sale of the Bonds are subject to approval of legality by the Attorney General of the State, and certain legal matters will be passed upon by McCall, Parkhurst & Horton L.L.P., Dallas, Texas, and Locke Lord LLP, Dallas, Texas, co-bond counsel to NTTA. Attached hereto as **APPENDIX E** are the forms of opinion that co-bond counsel will each render in connection with the issuance of the Series 2023A Bonds and the Series 2023B Bonds. The legal opinions will accompany the Bonds deposited with DTC or will be printed on the Bonds in the event of the discontinuance of the Book-Entry-Only System. While co-bond counsel is not passing upon and does not assume any responsibility for the accuracy, completeness, or fairness of the statements contained in the Official Statement, and has not undertaken independently to verify any of the information contained herein, in its capacity as co-bond counsel, such firms have reviewed the information in this Official Statement appearing under the captions and subcaptions “**INTRODUCTION**” (excluding the information in the first, seventh, and eighth paragraphs under such caption as to which no opinion will be expressed), “**PLAN OF FINANCE – General**” and “**– The Refunding**,” “**THE BONDS**,” “**GENERAL INFORMATION REGARDING THE BONDS**” (excluding the information under the subcaption “**Book-Entry-Only System**,” as to which no opinion will

be expressed), “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS**” (excluding the information regarding outstanding obligations under the subcaptions “**Outstanding Obligations**,” “**The Commercial Paper Program**,” “**The Revolving Note Program**,” and “**The Subordinate Lien Bonds**” as to which no opinion will be expressed, and excluding, in particular, the current balances in various funds and accounts, as to which no opinion will be expressed), “**TAX MATTERS**,” “**LEGAL MATTERS**” (excluding the second, third, fourth, and fifth paragraphs under such caption as to which no opinion will be expressed), “**REGISTRATION AND QUALIFICATION OF BONDS FOR SALE**,” “**LEGAL INVESTMENTS IN TEXAS**,” “**CONTINUING DISCLOSURE OF INFORMATION**” (excluding the information under the subcaption “**Compliance with Prior Undertakings**,” as to which no opinion will be expressed), and **APPENDIX D** and such firms are of the opinion that the information contained under such captions and subcaptions is an accurate and fair description of the laws and legal issues addressed therein and, with respect to the Bonds, such information conforms to the Resolution and the Trust Agreement.

CDM Smith, the Traffic Engineers, has reviewed the information contained in “**APPENDIX A — OPERATION OF THE NTTA SYSTEM — Operations — Revenue Recovery Assumptions in Traffic and Revenue Study**” and “**—TRAFFIC AND REVENUE STUDY**” and has found that such statements therein are true, correct, and complete in all material respects and do not omit any material fact, which in their opinion should be included or referred to therein so as to make the information or statements made therein not misleading. CDM Smith has reviewed the 2023 T&R Study incorporated by reference herein and found that nothing has come to their attention that would cause them to believe the 2023 T&R Study is or was inaccurate in any material respect.

VRX, Inc., the Consulting Engineers, has reviewed the information contained in “**ESTIMATED TOLL REVENUES, EXPENSES, OTHER INCOME, AND ESTIMATED DEBT SERVICE COVERAGE**,” and in “**APPENDIX A — THE NTTA SYSTEM**,” and “**— OTHER POTENTIAL PROJECTS (ON SYSTEM AND OFF SYSTEM)**,” and has found that such statements therein are true, correct, and complete in all material respects and do not omit any material fact, which in their opinion should be included or referred to therein so as to make the information or statements made therein not misleading.

Locke Lord LLP, counsel to NTTA, has reviewed the information contained in “**NORTH TEXAS TOLLWAY AUTHORITY**,” “**RISK FACTORS — Clean Air Non-Attainment and Conformity Risk; NEPA Environmental Litigation Risk**,” “**LITIGATION**,” “**APPENDIX A — INTRODUCTION AND OVERSIGHT**,” “**— GOVERNANCE AND MANAGEMENT**,” “**— THE NTTA SYSTEM**,” “**— OTHER POTENTIAL PROJECTS (ON-SYSTEM AND OFF-SYSTEM) — Local Primacy**,” and “**— TOLLING SERVICES AGREEMENTS**” (other than any financial or statistical data or biographies contained therein) and has found that such statements made therein are a fair and accurate summary of the matters set forth therein and are true and correct in all material respects.

The payment of certain legal fees to co-bond counsel in connection with the issuance of the Bonds is contingent on the sale and delivery of the Bonds. Certain legal matters will be passed upon for NTTA by Locke Lord LLP, Dallas, Texas, counsel to NTTA. Certain legal matters will be passed upon for NTTA by McCall, Parkhurst & Horton L.L.P., Dallas, Texas and Locke Lord LLP, Dallas, Texas, as co-disclosure counsel to NTTA. The payment of certain legal fees to co-disclosure counsel in connection with the issuance of the Bonds is contingent on the sale and delivery of the Bonds. Certain legal matters will be passed upon for the Underwriters by Bracewell LLP and West & Associates, L.L.P., co-counsel for the Underwriters. The payment of legal fees to co-counsel for the Underwriters in connection with the issuance of the Bonds is contingent on the sale and delivery of the Bonds. In connection with the issuance of the Bonds, co-bond counsel has been engaged by, and only represents, NTTA.

VERIFICATION OF MATHEMATICAL COMPUTATIONS

Samuel Klein and Company, Certified Public Accountants, independent certified public accountants, in conjunction with Public Finance Partners LLC, will deliver to NTTA, on or before the settlement date of the Bonds, its verification report indicating that it has verified the mathematical accuracy of (i) the mathematical computations of the adequacy of the cash and the maturing principal of and interest on the Federal Securities, to pay, when due, the maturing principal of, interest on and related call premium requirements, if any, of the Defeased Bonds and (ii) the purchase price of the Purchased Bonds and the sufficiency of cash deposited with the Trustee to pay the purchase price of the Purchased Bonds.

Samuel Klein and Company, Certified Public Accountants and Public Finance Partners LLC relied on the accuracy, completeness, and reliability of all information provided by, and on all decisions and approvals of, NTTA.

In addition, Samuel Klein and Company, Certified Public Accountants and Public Finance Partners LLC have relied on any information provided by NTTA's retained advisors, consultants or legal counsel.

The verification report or reports will be relied upon by co-bond counsel in rendering their opinions with respect to the tax-exemption of interest on the Bonds and with respect to the defeasance of the Defeased Bonds.

FINANCIAL STATEMENTS AND INDEPENDENT AUDITOR

The financial statements of NTTA's North Texas Tollway Authority System, an Enterprise Fund of the North Texas Tollway Authority, as of December 31, 2022, and for the Fiscal Year then ended included in **APPENDIX B-1** (the "*NTTA System Audited Report*") have been audited by Crowe LLP, independent auditors. Crowe LLP has not been engaged to perform and has not performed, since the date of the NTTA System Audited Report, any procedures on the financial statements addressed in such NTTA System Audited Report.

The unaudited financial statements of the NTTA's North Texas Tollway Authority System, an Enterprise Fund of the North Texas Tollway Authority, as of June 30, 2023, and for the six months then ended, are included in **APPENDIX B-2** to this Official Statement. Crowe LLP has not been engaged to perform and has not performed any procedures on these unaudited financial statements.

PROFESSIONAL ENGINEERS

CDM Smith, the traffic engineers for the NTTA System, prepared the 2023 T&R Study to estimate traffic and toll revenues for the NTTA System. The 2023 T&R Study is incorporated by reference herein in reliance on CDM Smith's expertise as professional consultants and CDM Smith has consented to its inclusion in this Official Statement.

CO-FINANCIAL ADVISORS

Hilltop Securities Inc., Estrada Hinojosa & Co., Inc., and RSI Group, LLC are acting as co-financial advisors to NTTA (the "Co-Financial Advisors"). Hilltop Securities Inc., Estrada Hinojosa & Co., Inc., and RSI Group, LLC in their respective capacities, have not verified and do not assume any responsibility for the information, covenants, and representations contained in this Official Statement or any of the legal documents with respect to the federal income tax status of the Bonds, or the possible impact of any present, pending, or future actions taken by any legislative or judicial bodies.

REGISTRATION AND QUALIFICATION OF BONDS FOR SALE

The sale of the Bonds has not been registered under the Federal Securities Act of 1933, as amended, in reliance upon the exemption provided thereunder by Section 3(a)(2); and the Bonds have not been qualified under the Securities Act of Texas in reliance upon various exemptions contained therein; nor have the Bonds been qualified under the securities acts of any jurisdiction. NTTA assumes no responsibility for qualification of the Bonds under the securities laws of any jurisdiction in which the Bonds may be sold, assigned, pledged, hypothecated, or otherwise transferred. This disclaimer of responsibility for qualification for sale or other disposition of the Bonds shall not be construed as an interpretation of any kind with regard to the availability of any exemption from securities registration provisions.

LEGAL INVESTMENTS IN TEXAS

Section 1201.041 of the Public Security Procedures Act (Chapter 1201, Texas Government Code) provides that the Bonds are negotiable instruments, investment securities governed by Chapter 8, Texas Business and Commerce Code, and legal and authorized investments for insurance companies, fiduciaries, and trustees, and for the sinking funds of municipalities or other political subdivisions or public agencies of the State. With respect to investment in the Bonds by municipalities or other political subdivisions or public agencies of the State, the Public Funds Investment Act, Chapter 2256, Texas Government Code, requires that the Bonds be assigned a rating of at least "A" or its equivalent as to investment quality by a national rating agency. In addition, various provisions of the Texas Finance Code provide that, subject to a prudent investor standard, the Bonds are legal investments for state banks, savings banks, trust companies with at least \$1 million of capital, and savings and loan associations. The Bonds are eligible to secure deposits of any public funds of the State, its agencies, and its political subdivisions, and are legal security for those deposits to the extent of their market value. No review by NTTA has been made of the laws in other states to determine whether the Bonds are legal investments for various institutions in those states.

NTTA makes no representation that the Bonds will be acceptable to banks, savings, and loan associations or public entities for investment purposes or to secure deposits of public funds. NTTA has made no investigation of other laws, regulations, or investment criteria that might apply to or otherwise limit the availability of the Bonds for investment or collateral purposes. Prospective purchasers are urged to carefully evaluate the investment quality of the Bonds and as to the acceptability of the Bonds for investment or collateral purposes.

CONTINUING DISCLOSURE OF INFORMATION

In the Trust Agreement, NTTA has made the following agreement for the benefit of the holders and beneficial owners of the Bonds. NTTA is required to observe the agreement for so long as it remains obligated to advance funds to pay the Bonds. Under the agreement, NTTA will be obligated to provide certain updated financial information and operating data annually, and timely notice of specified events, to the MSRB.

Annual Reports

NTTA will provide certain updated financial information and operating data to the MSRB. The information to be updated includes (i) either as part of its annual comprehensive financial reports, or by notice referencing a recently released official statement or other offering document of NTTA, all quantitative financial information and operating data with respect to NTTA and the NTTA System of the general type included in this Official Statement under the captions or subcaptions “**SOURCES OF PAYMENT AND SECURITY FOR THE BONDS — Outstanding Obligations,**” “**PRO FORMA DEBT SERVICE REQUIREMENTS,**” “**ESTIMATED TOLL REVENUES, EXPENSES, OTHER INCOME, AND ESTIMATED DEBT SERVICE COVERAGE,**” “**OPERATION OF THE NTTA SYSTEM — Operations — General,**” and “**— Toll Collection Variance**” in **APPENDIX A**, and “**OTHER FINANCIAL INFORMATION — Historical Traffic and Net Revenues**” and “**— Historical Debt Service Coverage**” in **APPENDIX A**, and updates to the NTTA System toll rate schedules in **APPENDIX C “NTTA SYSTEM TOLL RATE SCHEDULES,”** (ii) a copy of the progress reports required under the Trust Agreement, and (iii) the annual financial statements in **APPENDIX B-1 “ANNUAL COMPREHENSIVE FINANCIAL REPORT, NORTH TEXAS TOLLWAY AUTHORITY SYSTEM, AN ENTERPRISE FUND OF THE NORTH TEXAS TOLLWAY AUTHORITY, FOR THE FISCAL YEAR ENDED DECEMBER 31, 2022.”** NTTA will update and provide this information within six months after the end of each Fiscal Year for the NTTA System.

NTTA may provide updated information in full text or may incorporate by reference certain other publicly available documents, as permitted by SEC Rule 15c2-12 (the “*Rule*”). Any financial statements to be provided will be audited, if NTTA commissions an audit and it is complete by the required time. If audited financial statements are not available by the required time, NTTA will provide unaudited financial information by the required time and will provide audited financial statements when and if the audited financial statements become available. Any such financial statements will be prepared in accordance with generally accepted accounting principles or such other accounting principles as NTTA may be required to employ from time to time pursuant to state law or regulation.

The current Fiscal Year end for the NTTA System is December 31. Accordingly, NTTA must provide updated information by June 30 of each year, unless NTTA changes the Fiscal Year for the NTTA System. If NTTA changes the Fiscal Year for the NTTA System, it will notify the MSRB of the change (and of the date of the new Fiscal Year end) prior to the next date by which NTTA would otherwise be required to provide financial information and operating data as described above.

Event Notices

NTTA will also provide timely notices of certain events to the MSRB. NTTA will provide notice of any of the following events with respect to the Bonds in a timely manner (but not in excess of ten business days after the occurrence of the event): (1) principal and interest payment delinquencies; (2) non-payment related defaults, if material; (3) unscheduled draws on debt service reserves reflecting financial difficulties; (4) unscheduled draws on credit enhancements reflecting financial difficulties; (5) substitution of credit or liquidity providers, or their failure to perform; (6) adverse tax opinions, the issuance by the Internal Revenue Service of proposed or final determinations of taxability, Notices of Proposed Issue (IRS Form 5701-TEB), or other material notices or determinations with respect to the tax status of the Bonds, or other material events affecting the tax status of the Bonds; (7) modifications to rights of holders of the Bonds, if material; (8) Bond calls, if material, and tender offers; (9) defeasances; (10) release, substitution, or sale of property securing repayment of the Bonds, if material; (11) rating changes; (12) bankruptcy, insolvency, receivership, or similar event of NTTA; (13) the consummation of a merger, consolidation, or acquisition

involving NTTA or the sale of all or substantially all of the assets of NTTA, other than in the ordinary course of business, the entry into a definitive agreement to undertake such an action, or the termination of a definitive agreement relating to any such actions, other than pursuant to its terms, if material; (14) the appointment of a successor or additional trustee or the change of the name of a trustee, if material; (15) incurrence of a Financial Obligation (as defined below) of NTTA, if material, or agreement to covenants, events of default, remedies, priority rights, or other similar terms of a Financial Obligation of NTTA, any of which affect security holders, if material; and (16) default, event of acceleration, termination event, modification of terms, or similar events under the terms of a Financial Obligation of NTTA, any of which reflect financial difficulties. In addition, NTTA will provide timely notice of any failure by NTTA to provide information, data or financial statements in accordance with its agreement described above under “— *Annual Reports.*”

For these purposes, (A) any event described in (12) in the immediately preceding paragraph is considered to occur when any of the following occur: the appointment of a receiver, fiscal agent, or similar officer for NTTA in a proceeding under the United States Bankruptcy Code or in any other proceeding under state or federal law in which a court or governmental authority has assumed jurisdiction over substantially all of the assets or business of NTTA, or if such jurisdiction has been assumed by leaving the existing governing body and officials or officers in possession but subject to the supervision and orders of a court or governmental authority, or the entry of an order confirming a plan of reorganization, arrangement, or liquidation by a court or governmental authority having supervision or jurisdiction over substantially all of the assets or business of NTTA; and (B) the term “Financial Obligation” means a: (1) debt obligation; (2) derivative instrument entered into in connection with, or pledged as security or a source of payment for, an existing or planned debt obligation; or (3) guarantee of (1) or (2). Additionally, the term “Financial Obligation” shall not include municipal securities as to which a final official statement has been provided to the MSRB consistent with the Rule.

Availability of Information from the MSRB

NTTA has agreed to provide the foregoing information only to the MSRB. The information will be provided to the MSRB, in an electronic format as prescribed by the MSRB, and will be available to Bondholders through the MSRB’s internet website at www.emma.msrb.org.

Limitations and Amendments

NTTA has agreed to update information and to provide notices of certain events only as described above. NTTA has not agreed to provide other information that may be relevant or material to a complete presentation of its financial results of operations, condition, or prospects or agreed to update any information that is provided, except as described above. NTTA makes no representation or warranty concerning such information or concerning its usefulness to a decision to invest in or sell the Bonds at any future date. NTTA disclaims any contractual or tort liability for damages resulting in whole or in part from any breach of its continuing disclosure agreement or from any statement made pursuant to its agreement, although holders of Bonds may seek a writ of mandamus to compel NTTA to comply with its agreement.

NTTA may amend, supplement, or repeal its continuing disclosure agreement to adapt to changed circumstances that arise from a change in legal requirements, a change in law, or a change in the identity, nature, status, or type of operations of NTTA, but only if (i) the agreement, as amended, would have permitted an underwriter to purchase or sell Bonds in the primary offering of the Bonds in compliance with the Rule, taking into account any amendments or interpretations of the Rule to the date of such amendment, as well as such changed circumstances and (ii) either (a) the holders of a majority in aggregate principal amount of the outstanding Bonds consent to the amendment, or (b) any person unaffiliated with NTTA (such as nationally recognized bond counsel) determines that the amendment will not materially impair the interest of the holders and beneficial owners of the Bonds. NTTA may also amend or repeal its continuing disclosure agreement if the SEC amends or repeals the applicable provisions of the Rule or a court of final jurisdiction enters judgment that such provisions of the Rule are invalid, but only if and to the extent that the provisions of this sentence would not prevent an underwriter from lawfully purchasing or selling the Bonds in the primary offering of the Bonds. If NTTA so amends its continuing disclosure agreement, it will include with any amended financial information or operating data next provided in accordance with such agreement an explanation, in narrative form, of the reasons for the amendment and of the impact of any change in the type of financial information or operating data so provided.

Compliance with Prior Undertakings

During the last five years, NTTA has to its knowledge and belief complied materially with all continuing disclosure agreements made by it in accordance with the Rule. However, NTTA has had instances of noncompliance under certain continuing disclosure agreements during the last five years. Bonds associated with certain CUSIPs were inadvertently omitted from particular continuing disclosure filings made by NTTA. NTTA has corrected these clerical errors. NTTA did not file notices of certain rating changes occurring during the last five years for various credit enhancement providers supporting previously issued obligations.

Most of the operating data required to be disclosed under NTTA's continuing disclosure undertakings may be found in NTTA's annual comprehensive financial reports filed on an annual basis.

OTHER MATTERS

The financial data and other information contained herein have been obtained from NTTA's records, financial statements, and other sources that are believed to be reliable. There is no guarantee that any of the assumptions or estimates contained herein will be realized. All of the summaries do not purport to be complete statements of such provisions and reference is made to such documents for further information. Reference is made to original documents in all respects. Copies may be obtained from NTTA.

SCHEDULE I
SCHEDULE OF REFUNDED OBLIGATIONS

First Tier Revenue Refunding Bonds, Series 2016A

<u>Final Stated Maturity</u>	<u>Interest Rate</u>	<u>Principal Amount Outstanding (\$)</u>	<u>Principal Amount Refunded (\$)</u>	<u>Redemption Price</u>	<u>Redemption Date</u>	<u>CUSIP⁽¹⁾</u>
1/1/2026	5.000%	167,710,000	167,710,000	100%	1/1/2024	66285WSE7
1/1/2027	5.000%	173,085,000	173,085,000	100%	1/1/2024	66285WSF4

First Tier and Revenue Refunding Bonds, Series 2017A

<u>Final Stated Maturity</u>	<u>Interest Rate</u>	<u>Principal Amount Outstanding (\$)</u>	<u>Principal Amount Refunded (\$)</u>	<u>Redemption Price</u>	<u>Redemption Date</u>	<u>CUSIP⁽¹⁾</u>
1/1/2038	5.000%	5,570,000	5,570,000	100%	11/21/2023	66285WL79

Second Tier Revenue Refunding Bonds, Series 2014B

<u>Final Stated Maturity</u>	<u>Interest Rate</u>	<u>Principal Amount Outstanding (\$)</u>	<u>Principal Amount Refunded (\$)</u>	<u>Redemption Price</u>	<u>Redemption Date</u>	<u>CUSIP⁽¹⁾</u>
1/1/2029	5.000%	1,000,000	1,000,000	100%	1/1/2024	66285WLU8
1/1/2030	5.000%	26,130,000	26,130,000	100%	1/1/2024	66285WLS3
1/1/2031	5.000%	119,290,000	119,290,000	100%	1/1/2024	66285WLT1

(1) CUSIP® is a registered trademark of the American Bankers Association. CUSIP data herein is provided by CUSIP Global Services (“CGS”), operated on behalf of the American Bankers Association by FactSet Research Systems Inc. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP numbers listed above have been assigned by an independent company not affiliated with NTTA or the Underwriters. None of NTTA, the Co-Financial Advisors, or the Underwriters make any representation with respect to such numbers or undertake any responsibility for their accuracy now or at any time in the future. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors applicable to all or a portion of certain maturities of the Bonds.

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SCHEDULE II
SCHEDULE OF TARGET BONDS

First Tier Taxable Revenue Refunding Bonds, Series 2020B

<u>Final Stated Maturity</u>	<u>Interest Rate</u>	<u>Principal Amount Outstanding (\$)</u>	<u>Principal Amount To Be Refunded by Series 2023A Bonds (\$)</u>	<u>CUSIP⁽¹⁾</u>
1/1/27	1.464%	20,050,000	9,930,000	66285WB70
1/1/28	1.727%	27,520,000	11,450,000	66285WB88
1/1/29	1.827%	28,050,000	12,360,000	66285WB96
1/1/30	1.877%	19,055,000	8,360,000	66285WC20
1/1/31	2.047%	19,415,000	10,900,000	66285WC38
1/1/32	2.227%	19,815,000	8,585,000	66285WA55
1/1/33	2.327%	20,265,000	10,605,000	66285WA63
1/1/34	2.427%	20,575,000	10,000,000	66285WA71
1/1/35	2.527%	21,080,000	10,000,000	66285WA89
1/1/40	3.029%	73,030,000	21,440,000	66285WA97
1/1/42	3.079%	197,480,000	26,790,000	66285WB21

⁽¹⁾ CUSIP® is a registered trademark of the American Bankers Association. CUSIP data herein are provided by CUSIP Global Services (“CGS”), operated on behalf of the American Bankers Association by FactSet Research Systems Inc. This data is not intended to create a database and does not serve in any way as a substitute for the CGS database. CUSIP numbers listed above have been assigned by an independent company not affiliated with NTTA or the Underwriters. None of NTTA, the Co-Financial Advisors, or the Underwriters make any representation with respect to such numbers or undertake any responsibility for their accuracy now or at any time in the future. The CUSIP number for a specific maturity is subject to being changed after the issuance of the Bonds as a result of various subsequent actions including, but not limited to, a refunding in whole or in part of such maturity or as a result of the procurement of secondary market portfolio insurance or other similar enhancement by investors applicable to all or a portion of certain maturities of the Bonds.

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APPENDIX A
THE NORTH TEXAS TOLLWAY AUTHORITY

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THE NORTH TEXAS TOLLWAY AUTHORITY

INTRODUCTION AND OVERSIGHT

Introduction

The North Texas Tollway Authority (“*NTTA*”) is a regional tollway authority governed by Chapter 366 of the Texas Transportation Code (the “*NTTA Act*”) and a political subdivision of the State of Texas (the “*State*”). The *NTTA Act* authorizes *NTTA* to acquire, construct, maintain, repair, and operate turnpike projects at locations within its jurisdiction and to issue bonds and other obligations for the purpose of paying all or any part of the cost of a turnpike project. *NTTA* serves Collin, Dallas, Denton, and Tarrant Counties (the “*Member Counties*”), and Ellis and Johnson Counties (together with the Member Counties, the “*Project Counties*”).

NTTA’s Board of Directors (the “*Board*”) adopted a mission statement for *NTTA* “to provide a safe and reliable toll road system, increase value and mobility options for our customers, operate *NTTA* in a businesslike manner, protect our bondholders and partner to meet our region’s growing need for transportation infrastructure.”

NTTA came into existence on September 1, 1997, as the successor to the Texas Turnpike Authority (the “*TTA*”), an agency of the State that was created in 1953. At the time of *NTTA*’s creation, *NTTA* assumed all obligations of the *TTA* related to the system of toll roads then owned and operated by the *TTA* and *NTTA* took ownership of such system of toll roads. *NTTA* currently owns and operates the Dallas North Tollway (the “*DNT*”), the President George Bush Turnpike, including the eastern and western extensions (the “*PGBT*”), the Sam Rayburn Tollway, which will revert to TxDOT on September 1, 2058 (the “*SRT*”), the Chisholm Trail Parkway (the “*CTP*”), the *NTTA* State Highway 360 turnpike project (the “*360 Tollway*”), the Mountain Creek Lake Bridge (the “*MCLB*”), the Addison Airport Toll Tunnel (the “*AATT*”), and the Lewisville Lake Toll Bridge (the “*LLTB*” and, collectively with the foregoing toll roads, bridges, tunnels, and associated non-tolled service roads, the “*NTTA System*”).

Oversight by Member Counties

Under the *NTTA Act*, *NTTA* is required to issue, in each even-numbered year, a strategic plan for its operations covering the next five fiscal years. The strategic plan must contain information specified by the commissioners courts of the Member Counties.

By June 30 of each year, *NTTA* must file with the commissioners courts of the Member Counties a report describing all turnpike revenue bond issuances anticipated by *NTTA* during the coming year, the financial condition of *NTTA*, project schedules for all *NTTA* projects and the status of *NTTA*’s performance under its most recent strategic plan. If requested by the commissioners court of a Member County, *NTTA* is required to present the report to the commissioners, answer questions, and take comments from the commissioners.

NTTA is required to notify each Member County’s commissioners court by the 90th day before the date of issuance of revenue bonds.

NTTA is in compliance with the foregoing requirements.

GOVERNANCE AND MANAGEMENT

The Board of Directors

NTTA is governed by a nine-member Board of Directors. One of the directors is appointed by the Governor of Texas. Such director must be from a county outside of, but adjacent to, one of the Member Counties. The commissioners court of each Member County appoints two directors to the Board. See “**NTTA BOARD, ADMINISTRATION, CONSULTANTS, AND ADVISORS**” in the forepart to this Official Statement for information regarding the current Board membership. Directors serve staggered two-year terms, may be reappointed to the Board and remain in office until a successor has been appointed and assumes the office.

If the Board approves a petition by a county adjacent to a Member County to join *NTTA*, the Board will be enlarged by one seat. Such seat is to be filled by appointment of the county commissioners of the new county.

If a non-Member County has an *NTTA* turnpike project within its borders, that county automatically joins *NTTA* on the date that (i) electronic toll collections within that county account for at least 4% of all of *NTTA*’s electronic toll collections and (ii) the population of that county is at least 4% of the aggregate population of the Member Counties. If such a county joins *NTTA*, the Board will be enlarged by one seat, to be filled by appointment of the county commissioners of such county.

The Board appoints an Executive Director who is responsible for day-to-day operations of NTTA, including general management, hiring, and termination of employees and other duties described in NTTA’s bylaws.

Key Staff Members

Name	Position	Current Position Since	At NTTA Since
James Hofmann	Chief Executive Officer/Executive Director	March 2019	May 2013
Horatio Porter	Chief Financial Officer/Assistant Executive Director of Finance	May 2013	May 2013
Dena DeNooyer Stroh	General Counsel/Assistant Executive Director of Legal Services	March 2015	March 2015
Elizabeth Tovarnak-Mow	Assistant Executive Director of Infrastructure	June 2012	May 2008
Jeff Dailey	Assistant Executive Director of Operations	August 2021	August 2021
Linh Truong	Senior Director of Internal Audit and Enterprise Risk	January 2022	January 2022
Lorelei Griffith	Secretary of the Board	June 2013	November 2001

Set forth below are biographies of certain key staff members of NTTA:

JAMES HOFMANN, Chief Executive Officer/Executive Director. As Chief Executive Officer/Executive Director, Mr. Hofmann oversees the operations of the NTTA. He previously served as the Assistant Executive Director of Operations for NTTA from May 2013 until December 2018, overseeing NTTA’s customer service, information technology, and human resources departments. In July 2018, Mr. Hofmann was appointed Deputy Executive Director and, in January 2019, he became interim Chief Executive Officer/Executive Director.

Mr. Hofmann first joined NTTA in 2005 as director of information technology. In October 2006, he was named NTTA’s director of business solutions. Mr. Hofmann also worked with NTTA in consulting and interim roles, including as interim assistant director of information technology and as a software project manager.

Mr. Hofmann left NTTA in August 2007 to return to the private sector, serving as a consultant and project manager for HNTB on various ventures related to the tolling and highway industry. His experience includes work with public-private partnerships, intergovernmental negotiations, and business process improvements. Mr. Hofmann served as associate vice president for HNTB, overseeing programs and projects for many of the firm’s largest clients. Mr. Hofmann returned to NTTA in 2013.

Mr. Hofmann earned a Bachelor of Science degree in science from Texas A&M University and a Master of Science Degree from the University of Utah.

HORATIO PORTER, Chief Financial Officer/Assistant Executive Director of Finance. Mr. Porter joined NTTA as Chief Financial Officer/Assistant Executive Director of Finance in May 2013 and has over 25 years of financial management experience. He oversees NTTA’s accounting, business diversity, procurement, and treasury management departments. His responsibilities include assessing and mitigating financial risks to NTTA, planning financial strategies, and ensuring compliance with federal, state, and local regulatory laws. Mr. Porter also serves as NTTA’s Treasurer.

Prior to joining NTTA, Mr. Porter oversaw an annual operating budget of more than \$1.4 billion as the City of Fort Worth’s Chief Financial Officer. He also managed Fort Worth’s \$1.8 billion debt portfolio. He previously served as Fort Worth’s budget officer and developed the city’s five-year financial forecast.

Before moving into governmental finance, Mr. Porter spent almost 15 years in various financial and accounting roles in the private sector, including serving as assistant vice president/officer for AmeriCredit (now GM Financial), as a manager of financial planning and analysis for FedEx, and as an auditor for Coopers & Lybrand.

Mr. Porter is a licensed Certified Public Accountant and holds a bachelor’s degree in accounting and a Master of Business Administration degree in finance, each from Texas Christian University. Mr. Porter is a member of the Board of Directors of the Municipal Securities Rulemaking Board with a term expiring September 30, 2026.

DENA DENOYER STROH, General Counsel/Assistant Executive Director of Legal Services. As General Counsel, Ms. Stroh is responsible for a wide variety of legal work related to NTTA, including reviewing and negotiating contracts, litigation management, real estate matters, data security, procurement, intellectual property, collections, and employment law issues. Additionally, Ms. Stroh provides legal advice to the Board, creates and reviews internal NTTA policies and procedures, and reviews NTTA’s legal financing documents. She also serves as NTTA’s Ethics Officer.

Ms. Stroh has more than 20 years of legal experience. Prior to joining NTTA, she served as General Counsel and Corporate Secretary of Murchison Oil and Gas, Inc. for three years and was responsible for all legal issues

affecting the company including contracts, regulatory, land, structuring, corporate governance, human resources, compliance, insurance, and other matters. Previously, Ms. Stroh was a partner at Gruber Hurst Johansen Hail Shank, LLP where she handled a wide range of commercial litigation matters and appeals. Ms. Stroh also worked at Carrington, Coleman, Sloman, & Blumenthal, LLP, where she became a partner and handled complex civil litigation in both state and federal court.

Ms. Stroh earned a Bachelor of Arts degree in psychology from Yale University and a Juris Doctor degree from Southern Methodist University, Dedman School of Law, where she graduated cum laude.

ELIZABETH TOVARNAK-MOW, P.E., Assistant Executive Director of Infrastructure. Ms. Mow leads the project delivery, maintenance, and traffic and incident management departments, all in support of the planning, design, construction, maintenance, and operation of NTTA's approximately 1,190 lane miles of roads.

Ms. Mow joined NTTA in 2008 as the director of project delivery. In this role, she was responsible for directing the day-to-day activities of the \$4 billion Corridor Expansion and Capital Improvement Program from the planning stage through construction on all new turnpike and capital improvement projects.

Ms. Mow has more than 20 years of professional experience in the field of engineering and management. She is experienced in all phases of program delivery, including the development of long- and short-range planning, project development and the National Environmental Policy Act approval process, project management, design, right-of-way acquisition, environmental permitting, utility coordination, construction contract administration, and construction inspection.

Ms. Mow graduated from the University of Toledo with a Bachelor of Science degree in civil engineering and is a licensed Professional Engineer in the State.

JEFF DAILEY, P.E., Assistant Executive Director of Operations. Mr. Dailey joined NTTA in 2021 as the Assistant Executive Director of Operations. He leads the Contact Center and Collections, Information Technology, Customer Care, and Human Resources departments to provide services to NTTA's customers and staff. Mr. Dailey has more than 35 years of public and private sector executive management experience. This includes transportation and other infrastructure, such as, toll highway/managed lanes, public/private partnerships, toll and facility operations/maintenance, information technology, toll collection, and innovation/emerging mobility technologies.

Before joining NTTA, Mr. Dailey served on several Texas Department of Transportation statewide task forces and was focused on emerging technology and innovation in transportation. He currently serves as a director on the governing Board of the International Bridge, Tunnel, and Turnpike Association (IBTTA). He also serves as Chairman of IBTTA's Innovation Sub-Committee.

Over the course of his career, Mr. Dailey has delivered more than \$20 billion in infrastructure improvements. He is a licensed professional engineer in eight states and is the recipient of numerous industry awards. Mr. Dailey earned a bachelor's degree in Science in Civil Engineering from Ohio State University.

LINH TRUONG, CPA, CIA, CISA, MBA, Senior Director of Internal Audit and Enterprise Risk. Ms. Truong joined NTTA in January 2022 as the Senior Director responsible for NTTA's Internal Audit/Enterprise Risk functions.

Ms. Truong started her career at KPMG but transitioned into a career in internal audit with over 25 years of experience in audit, risk management, and corporate governance in the bio-medical, oil/gas, retail, and financial services industries. As the former Chief Audit Executive (CAE) at Orthofix Medical, Kosmos Energy, and Alon USA, she launched each of the organization's respective audit functions and led their inaugural enterprise risk management initiatives.

Prior to joining NTTA, Ms. Truong was an executive consultant for a variety of clients and transformed their audit functions by implementing agile auditing as well as providing training for audit leaders and professionals. She is a published author with multiple professional articles on topics ranging from adopting an agile mindset to assessing corporate culture.

LORELEI GRIFFITH, Secretary to the Board. Ms. Griffith previously served as Assistant Secretary to the Board from September 2007 to May 2013 after initially serving as Executive Assistant to the Executive Director for six years.

THE NTTA SYSTEM

General

NTTA operates and maintains the NTTA System, which consists of the DNT, the PGBT, the SRT (which will revert to TxDOT on September 1, 2058), the CTP, the 360 Tollway, the MCLB, the AATT, and the LLTB. The NTTA System also includes such other additional extensions, expansions, improvements, and enlargements to the NTTA System as may be designated by the Board in the future.

The 360 Tollway was incorporated into the NTTA System on May 25, 2021. Prior to the incorporation, NTTA owned and operated the 360 Tollway as a stand-alone toll project.

The aggregate average daily revenue vehicle transactions on the NTTA System were approximately 2,219,406 in Fiscal Year 2021, 2,403,442 in Fiscal Year 2022, and 2,533,528 in the six-month period ending June 30, 2023.

The NTTA System has approximately 1,194 lane miles of roads. Presented below are descriptions of the eight components of the NTTA System including Fiscal Year 2021, Fiscal Year 2022 and the six-month period ending June 30, 2023 average revenue vehicle transactions per day for each component of the NTTA System.

Dallas North Tollway

The DNT is a limited access tollway providing a connection for motorists between downtown Dallas and cities in northern Dallas and southern Collin and Denton Counties. It is a six- to eight-lane limited access expressway passing through or along the cities of Dallas, Highland Park, University Park, Addison, Farmers Branch, Plano, Frisco, and Prosper, and is approximately 31 miles in length with approximately 195 lane miles of toll roads. The first section of the DNT opened to traffic in June 1968. The DNT connects with major traffic arteries in the areas it serves: IH 35E (Stemmons Freeway), Loop 12, IH 635, Belt Line Road, Frankford Road, the PGBT, Park Boulevard, Legacy Drive, the SRT, FM 2934 (Eldorado Parkway), and US 380. The DNT's average revenue vehicle transactions per day were approximately 715,608 in Fiscal Year 2021, 757,102 in Fiscal Year 2022, and 789,781 in the six-month period ending June 30, 2023.

In September 2008, the Board approved the schematic and environmental assessment for the 6-mile, six main lane extension of the DNT from US 380 in Collin County north to FM 428 (the "*DNT Extension Phase 4A*"). Collin County's existing two-lane road opened to traffic in October 2008 and will serve as the northbound service road for the DNT Extension Phase 4A. Collin County completed construction on the southbound service road, which opened to traffic in January 2020. The construction of the main lanes by NTTA is expected to start in 2024. Also part of DNT Extension Phase 4A are main lane overpasses over US 380. Construction is underway on the overpasses and estimated to be complete in early 2023.

An 8-mile extension of the DNT northward from FM 428 to the Collin/Grayson county line (the "*DNT Extension Phase 4B*") has also been approved by the Board. The DNT Extension Phase 4B is for a limited access toll road with six main lanes and four service road lanes. NTTA has completed the environmental documentation and schematic development stage for DNT Extension Phase 4B. Denton County funded the southbound frontage road for DNT Extension Phase 4B and NTTA designed and opened the project to traffic in October 2022.

NTTA intends to add a fourth lane in each direction to the DNT between the SRT and US 380. Environmental and design work has been completed and construction has begun.

President George Bush Turnpike

The PGBT extends approximately 51 miles from IH 20 in Grand Prairie, Texas making a northern outer loop around the Dallas Metropolitan Area to IH 30 in Garland, Texas, with approximately 387 lane miles of toll roads and 57 lane miles of non-tolled service roads. It passes through 10 cities and five counties, connects with US 75 (Central Expressway), the DNT, IH 35E, IH 635, IH 30 (twice), IH 20, SH 78, SH 183, and SH 114 and includes a 1-mile bridge over Dallas' Lake Ray Hubbard. It also provides an alternative route to the Dallas-Fort Worth International Airport. The PGBT was built in three phases. The first section of PGBT opened in its entirety to traffic in September 2005 and runs from West Belt Line Road in Irving to SH 78 in Garland, a distance of approximately 30 miles. The eastern extension of PGBT (the "*PGBT EE*") opened in its entirety to traffic in December 2011 and runs from SH 78 east and south to IH 30, a distance of approximately 10 miles. The western extension of PGBT (the "*PGBT WE*") opened in its entirety to traffic in October 2012 and runs from SH 183 south to IH 20 in Dallas County, a distance of approximately 11 miles. TxDOT owns an approximately three-mile section of non-tolled SH 161 that bridges the gap in the PGBT between West Belt Line Road and SH 183. Average revenue vehicle transactions per day on PGBT were

approximately 889,924 in Fiscal Year 2021, 949,585 in Fiscal Year 2022, and 1,002,985 in the six-month period ending June 30, 2023.

NTTA recently completed a fourth lane to the main lanes in each direction from West Belt Line Road in Irving to SH 78 in Garland to increase capacity and improve the flow of traffic.

NTTA has included in its long-range plan an 11.2-mile extension of PGBT from the south terminus of PGBT EE at I-30 to I-20 (the “*PGBT East Branch*”). NTTA has assumed the environmental and planning from TxDOT. No construction dates have been determined.

NTTA intends to connect the south terminus of PGBT WE with the north terminus of the 360 Tollway (the “*PGBT/360 Tollway Connector*”). NTTA plans to start environmental planning for the project in 2024. No construction dates have been determined.

PGBT EE Project Agreement

General. The PGBT EE was developed, financed, and constructed and is operated by NTTA under a Construction, Operation, and Maintenance Agreement dated December 5, 2007 (as amended, the “*PGBT EE Project Agreement*”), between NTTA and TxDOT. The PGBT EE Project Agreement contains the representations, commitments, and obligations of NTTA and TxDOT related to the development, financing, design, construction, operation, and maintenance of the PGBT EE. TxDOT acknowledges its approval of and support for the financing, design, construction, operation, and maintenance by NTTA of the PGBT EE in perpetuity as a turnpike project pursuant to the NTTA Act.

Operations and Maintenance. NTTA operates and maintains the main lanes on the PGBT EE and associated right-of-way in accordance with prescribed standards. TxDOT is responsible, at NTTA’s expense, for operating and maintaining the 29 lane miles of non-tolled service roads on the PGBT EE.

Revenue Sharing. NTTA shares revenue with TxDOT as set forth in the PGBT EE Project Agreement through a supplemental toll collected by NTTA and held in trust for TxDOT. The supplemental toll is equal to 20% of the publicly announced toll at the TollTag transaction rate. **Revenues from the supplemental toll are not Pledged Revenues of the NTTA System and are not pledged to the payment of the Bonds.** See “**NTTA SYSTEM TOLL RATE SCHEDULES**” in **APPENDIX C**.

Toll Rates. The PGBT EE Project Agreement sets forth projected toll rates for the PGBT EE for the years 2009 through 2061. The toll rate schedule for the PGBT EE set forth in **APPENDIX C** hereto complies with the PGBT EE Project Agreement.

PGBT WE Project Agreement

General. The PGBT WE was developed, financed, and constructed, and is operated by NTTA under a Project Agreement dated July 30, 2009 (as amended, the “*PGBT WE Project Agreement*”), between NTTA and TxDOT. The PGBT WE Project Agreement contains the representations, commitments, and obligations of NTTA and TxDOT related to the development, financing, design, construction, operation, and maintenance of the PGBT WE and provides that NTTA will own the PGBT WE in perpetuity. TxDOT acknowledges its approval of and support for the financing, design, construction, operation, and maintenance by NTTA of the PGBT WE as a turnpike project pursuant to the NTTA Act.

Operations and Maintenance. NTTA operates and maintains the PGBT WE main lanes, service roads, and associated right-of-way in accordance with prescribed standards. Notwithstanding the foregoing, TxDOT is responsible for handling requests and permitting for adjacent property access to the service roads and utility placement within the service roads, and for the repair, maintenance, and operation of the traffic signal systems on the service roads.

Net Revenue and Capital Improvement Sharing. Commencing on July 30, 2061, NTTA is required to pay to TxDOT 50% of the net revenue from PGBT WE (the “*PGBT WE Net Revenue Share Amount*”), and TxDOT and NTTA will equally share (50%/50%) all capital improvement costs pertaining to PGBT WE. Net revenue means all toll revenue received from PGBT WE, less all operating expenses for PGBT WE. The PGBT WE Net Revenue Share Amount and capital improvement costs will be determined on a calendar-year basis and any required payments must be paid within fifteen (15) days after the end of each calendar year. **The PGBT WE Net Revenue Share Amount is not Pledged Revenues of the NTTA System and is not pledged to the payment of the Bonds.**

Toll Rates. NTTA has covenanted to charge toll rates on the PGBT WE that do not exceed the maximum rates for each user classification as set forth in the PGBT WE Project Agreement, unless NTTA determines that it is

necessary to (a) preserve the financial condition of the NTTA System, (b) comply with the provisions of any bonds, notes, trust agreements, or other financial instruments or agreements secured by the revenues of the NTTA System, or (c) comply with law. The toll rate schedule for the PGBT WE set forth in **APPENDIX C** hereto complies with these requirements. The PGBT WE Project Agreement provides that maximum rates on the PGBT WE will escalate at a rate of 2.75% per annum, adjusted every two years on July 1 of odd-numbered years.

Sam Rayburn Tollway

The SRT is a toll road in Collin, Dallas, and Denton Counties extending northeasterly from SH 121 Business in Denton County to US 75 in Collin County, and is approximately 26 miles in length with approximately 207 lane miles of toll roads and 154 lane miles of non-tolled service roads. The SRT serves as a northeast-southwest traffic artery between IH 35E and US 75 and is an artery to the Dallas-Fort Worth International Airport. The SRT opened in its entirety to traffic in November 2011. The SRT's average vehicle transactions per day were approximately 428,701 in Fiscal Year 2021, 472,285 in Fiscal Year 2022, and 504,019 in the six-month period ending June 30, 2023. The SRT was developed, financed, and constructed and is operated by NTTA under a Project Agreement dated October 18, 2007 (as amended, the "*SRT Project Agreement*"), between NTTA and TxDOT.

On September 1, 2058, NTTA's interests in the SRT will revert to TxDOT.

SRT Project Agreement

General. The SRT Project Agreement contains the representations, commitments, and obligations of NTTA and TxDOT related to the development, financing, design, construction, operation, maintenance, and reversion to TxDOT of the SRT. TxDOT acknowledges its approval of and support for the financing, design, construction, operation, and maintenance by NTTA of the SRT as a turnpike project pursuant to the NTTA Act.

Operations and Maintenance. NTTA operates and maintains the SRT main lanes, service roads, and associated right-of-way in accordance with prescribed standards. Notwithstanding the foregoing, TxDOT is responsible for handling requests and permitting for adjacent property access to the service roads and utility placement within the service roads, and for the repair, maintenance, and operation of the traffic signal systems on the service roads.

Term and Handback. The SRT Project Agreement has a term ending on September 1, 2058. On the scheduled termination date, all of NTTA's rights under the SRT Project Agreement will automatically terminate and title to the SRT, including all improvements, will revert and transfer to TxDOT, at no charge to TxDOT.

Banded Revenue Sharing. NTTA is required to pay TxDOT a specified portion of toll revenues on the SRT that exceed a minimum threshold (the "*SRT Revenue Share Amount*"). The minimum threshold revenues and the specified portion of revenues to be paid to TxDOT are set forth in the SRT Project Agreement. The SRT Revenue Share Amount is determined on a calendar-year basis and is required to be paid within fifteen days after the end of each calendar year. To date there has been no SRT Revenue Share Amount. **The SRT Revenue Share Amount is not Pledged Revenues of the NTTA System and is not pledged to the payment of the Bonds.**

Toll Rates. NTTA has covenanted to charge toll rates on the SRT that do not exceed the maximum rates for each user classification as set forth in the SRT Project Agreement, unless NTTA determines that it is necessary to (a) preserve the financial condition of the NTTA System, (b) comply with the provisions of any bonds, notes, trust agreements, or other financial instruments or agreements secured by the revenues of the NTTA System, or (c) comply with law. Prior to establishing rates in excess of those set forth in the SRT Project Agreement, NTTA must increase the toll rate schedule for the remainder of the NTTA System (other than those portions for which a lower toll rate is projected to produce higher revenues) to a level substantially equivalent to the toll rate schedule for the SRT. The toll rate schedule for the SRT set forth in **APPENDIX C** hereto complies with these requirements. The SRT Project Agreement provides that maximum rates on the SRT will escalate at a rate of 2.75% per annum, adjusted every two years on July 1 of odd-numbered years.

Chisholm Trail Parkway

The CTP extends 27.6 miles from IH 30 near the central business district of Fort Worth to FM 1187 in Tarrant County, and continuing south to US 67 in Johnson County, with approximately 99 lane miles of toll roads. It traverses a large portion of the City of Fort Worth with major interchanges at IH 30 and IH 20 at SH 183, and continuing into Johnson County to the City of Cleburne, Texas. The CTP consists of two to six controlled-access main lanes with discontinuous two-to three-lane service roads in limited segments. The CTP was opened to traffic on May 11, 2014. The CTP's average revenue vehicle transactions per day were approximately 113,407 in Fiscal Year 2021, 121,334 in Fiscal Year 2022, and 128,312 in the six-month period ending June 30, 2023.

A planned expansion of the CTP will add two additional lanes along the southern 13 miles of the CTP in Johnson County (the “*CTP Super 2 Buildout*”). Environmental planning and schematic design are underway with construction anticipated to begin in 2026.

CTP Project Agreement

General. The CTP was developed, financed, and constructed and is operated by NTTA under a Project Agreement dated October 27, 2010 (as amended, the “*CTP Project Agreement*”), between NTTA and TxDOT. The CTP Project Agreement contains the representations, commitments, and obligations of NTTA and TxDOT related to the development, financing, design, construction, operation, and maintenance of the CTP and provides that NTTA will own the CTP in perpetuity. TxDOT acknowledges its approval of and support for the financing, design, construction, operation, and maintenance by NTTA of the CTP as a turnpike project pursuant to the NTTA Act.

Operations and Maintenance. NTTA operates and maintains the CTP main lanes and associated right-of-way in accordance with prescribed standards. The City of Fort Worth will operate, maintain, police, and regulate all of the service roads within its corporate limits.

Toll Rates. Until October 27, 2062, NTTA has covenanted to charge toll rates on the CTP that do not exceed the maximum rates for each user classification as set forth in the CTP Project Agreement, unless NTTA determines that it is necessary to (a) preserve the financial condition of the NTTA System, (b) comply with the provisions of any bonds, notes, trust agreements, or other financial instruments or agreements secured by the revenues of the NTTA System, or (c) comply with law. The toll rate schedule for the CTP set forth in **APPENDIX C** hereto complies with these requirements. The CTP Project Agreement provides that maximum rates on the CTP will escalate at a rate of 2.75% per annum, adjusted every two years on July 1 of odd-numbered years.

360 Tollway

The 360 Tollway is a 9.7-mile toll road located in Ellis, Johnson, and Tarrant Counties, Texas, extending generally from Green Oaks Boulevard in Tarrant County south to US 287 in Ellis County with approximately 37 lane miles of toll roads and 41 lane miles of non-tolled service roads. The 360 Tollway facility consists of four limited access main lanes, with continuous service roads along the entire corridor. The 360 Tollway opened to traffic in May 2018. The 360 Tollway’s average revenue vehicle transactions per day were approximately 62,173 in Fiscal Year 2021, 68,817 in Fiscal Year 2022, and 72,220 in the six-month period ending June 30, 2023.

360 Tollway Project Agreement

General. The 360 Tollway was developed, financed, and constructed, and is operated by NTTA under a Project Agreement dated February 28, 2014 (as amended, the “*360 Tollway Project Agreement*”), between NTTA and TxDOT. The 360 Tollway Project Agreement contains the representations, commitments, and obligations of NTTA and TxDOT related to the development, financing, design, construction, operation, and maintenance of the 360 Tollway and provides that NTTA will own the 360 Tollway in perpetuity. TxDOT acknowledges its approval of and support for the financing, design, construction, operation, and maintenance by NTTA of the 360 Tollway as a turnpike project pursuant to the NTTA Act.

Operations and Maintenance. NTTA operates and maintains the 360 Tollway main lanes, service roads, and associated rights-of-way. Notwithstanding the foregoing, TxDOT is responsible for handling requests and permitting for adjacent property access to the service roads and utility placement within the service roads, and for the repair, maintenance, and operation of the traffic signal systems on the service roads.

Net Revenue Sharing. Commencing on January 1, 2053, or January 1, 2050 if certain capacity improvements to the 360 Tollway are not completed by such date, NTTA is required to pay to TxDOT 50% of the net revenue from the 360 Tollway (the “*360 Net Revenue Share Amount*”). Net revenue means all toll revenue received from the 360 Tollway, less all operating expenses for the 360 Tollway. The 360 Net Revenue Share Amount will be determined on a calendar-year basis and any required payments must be paid within 15 days after the end of each calendar year. **The 360 Net Revenue Share Amount is not Pledged Revenues of the NTTA System and is not pledged to the payment of the Bonds.**

Mountain Creek Lake Bridge

The MCLB, located in southwestern Dallas County, opened in April 1979. The MCLB provides a direct east-west crossing of Mountain Creek Lake between the Oak Cliff section of Dallas and the City of Grand Prairie as well as convenient access to attractions like Six Flags Over Texas, AT&T Stadium, and Globe Life Field in Arlington. The MCLB extends eastward from the intersection of Spur 303 and Southeast 14th Street in Grand Prairie, across the

Mountain Creek Lake, to the intersection of Spur 303 and Mountain Creek Parkway in Dallas. The MCLB is approximately 2 miles in length, with approximately 4 lane miles of toll roads with a two-lane bridge structure that is 7,425 feet long. The MCLB's average revenue vehicle transactions per day were approximately 6,582 in Fiscal Year 2021, 6,373 in Fiscal Year 2022, and 6,406 in the six-month period ending June 30, 2023.

Addison Airport Toll Tunnel

The AATT opened to traffic in February 1999, and was the first toll tunnel in Texas. The AATT is approximately 3,700 feet in length, with approximately 1 lane mile of toll roads with a two-lane tunnel crossing under the Addison Airport that is 1,600 feet long.

The AATT expands traffic capacity and eases congestion in the northern sector of Dallas and Addison by providing an alternate east-west route between the DNT and IH 35E. The tunnel allows motorists to continue on Keller Springs Road, which once ended on either side of Addison Airport, paralleling Belt Line Road and Trinity Mills Road, both congested city streets. The AATT's average revenue vehicle transactions per day were approximately 4,271 in Fiscal Year 2021, 4,565 in Fiscal Year 2022, and 4,741 in the six-month period ending June 30, 2023.

Lewisville Lake Toll Bridge

The LLTB, a 2-mile four-lane bridge with approximately 8 lane miles of toll roads, opened to traffic in August 2009 and provides an east-west route over Lewisville Lake in southern Denton County and is part of a 13.8-mile corridor. The LLTB's average revenue vehicle transactions per day were approximately 21,580 in Fiscal Year 2021, 23,381 in Fiscal Year 2022, and 25,064 in the six-month period ending June 30, 2023.

Multi-Year NTTA System Capital Plan

NTTA's Capital Improvement Program (the "CIP") for the NTTA System for Fiscal Years 2023-2027 (inclusive) includes all major maintenance, rehabilitation, corridor expansion, corridor extension, and new projects. Current corridor expansion and extension projects include:

- (i) DNT main lane bridges over US 380 opened to traffic in early 2023;
- (ii) DNT widening from SRT to US 380 by adding an additional lane in each direction with environmental and design work complete and construction underway; and
- (iii) DNT Extension Phase 4A southbound service road was completed by Collin County in late 2020. The construction of the main lanes by NTTA is expected to start in 2024.

The CIP also includes planned expenditures for technology enhancements, such as the lane system upgrade, disaster recovery, and continued improvements to the toll collection system, roadway safety improvements, repair, and reconstruction of retaining walls and office facility improvements. The estimated costs for the NTTA System in the CIP over the period 2023-2027 (inclusive) are approximately \$1.8 billion. While some projects were put on hold in 2020 due to the COVID-19 pandemic, the 2023-2027 CIP includes resumption of previously paused projects. The balance in the Capital Improvement Fund as of June 30, 2023 was approximately \$739,874,756. Of such amount, approximately \$8,634,808 is restricted for Capital Improvement Fund bond payments, approximately \$646,096,657 is not restricted in use, and \$85,143,291 is reserved as a "rainy-day" fund. NTTA anticipates funding the CIP from the amounts in, and future anticipated deposits to, the above-mentioned funds. NTTA may issue commercial paper notes under its commercial paper program, revolving notes under its revolving note program, or additional bonds, as needed, to finance the CIP or any new project it deems advisable or necessary, including if cash flow from the NTTA System is not sufficient to fund the CIP or any new project.

OPERATION OF THE NTTA SYSTEM

Introduction

Set forth below is certain information relating to the operation of the NTTA System, including information relating to NTTA's electronic tolling system and toll collections process.

Electronic Tolling

NTTA uses the Transactional Revenue Integrated Processing System ("*TRIPS*"), an integrated software, hardware, and management system for toll collection that enables NTTA to manage its roadways and operations through automated revenue audit and reconciliation processes, consolidated reporting, transaction processing, customer account management, and system and operation management and maintenance.

TRIPS became operational on January 11, 2021. The new system handles all functions that were provided by the old Regional Integrated Toll Enhancements System and also provides (i) enhanced and more efficient tools for customer service representatives, (ii) more robust self-service tools and payment options for customers, and (iii) a technology platform built on best practices in software and architecture, which allows NTTA to more quickly implement new features and reduce overall system lifecycle costs.

All of the roadways use an all-electronic toll collection system (“*All-ETC*”), including automatic vehicle identification (“*AVP*”) and video tolling (“*ZipCash*”), to maximize traffic flow.

NTTA’s primary electronic toll collection method is AVI, where vehicles are recognized through communications with vehicle-mounted transponders issued by NTTA (“*TollTags*”) or other transponders that are interoperable with NTTA’s AVI system, such as those issued by NTTA’s Central US HUB Partner agencies, and tolls are collected from the customers’ accounts maintained with NTTA or the issuers of such other transponders.

The ZipCash toll collection method is used for vehicles without a TollTag or interoperable transponder (or with a transponder that is inoperative or malfunctioning), where an image of the vehicle’s license plate is captured in the lane and used to identify the vehicle’s owner for invoicing. See “— **Operations** — *Toll Collection*” below for information regarding collection of TollTag and ZipCash transactions.

Operations

General

NTTA and its predecessor, TTA, have operated toll roads in the North Texas region for more than 65 years. The number of active TollTags was approximately 6,689,000 million as of June 30, 2023. The NTTA System currently utilizes main lane gantries (“*MLGs*”) for the toll collection equipment that captures vehicle information in both directions; NTTA also installs equipment at ramp toll gantries to prohibit toll-free entrance or exit. Under the current toll schedule, the weighted average two-axle TollTag toll rate for the NTTA System (excluding AATT, MCLB, LLTB, and CTP) is approximately \$0.212 per mile.

The DNT has four MLGs that span three or four lanes in each direction and 20 pairs of ramp toll gantries. The PGBT (including the PGBT EE and the PGBT WE) has eight MLGs with three or four lanes in each direction and 30 pairs of ramp toll gantries. The SRT has three MLGs with four lanes in each direction and 20 pairs of ramp toll gantries. The CTP has three MLGs with one, two or three lanes in each direction, and 12 pairs of ramp toll gantries. The 360 Tollway has two MLGs with two or three lanes in each direction and three pairs of ramp toll gantries. There is one MLG at each of the AATT, the LLTB, and the MCLB.

The use of All-ETC at highway speeds allows NTTA to maximize vehicle throughput, improve safety, and realize environmental benefits.

Employees

To administer the NTTA System and Tolling Services (as defined below) for non-NTTA toll projects in NTTA’s service area, NTTA has budgeted for 855¹ full-time employees in Fiscal Year 2023 for maintenance, customer service, collections, and toll enforcement, administration, project delivery, finance, human resources, government affairs, information technology, legal, communications, and marketing, traffic and incident management, internal audit, and business diversity.

Toll Collection

The entire NTTA System has operated on an All-ETC basis since January 2011. With All-ETC, NTTA collects tolls in two ways -- through its AVI system and through its ZipCash video tolling system. With the AVI system, a transaction is classified as a TollTag transaction if the AVI system detects a TollTag or other transponder in the vehicle as it passes through the toll gantry, and a customer account linked to the TollTag or other transponder account contains funds to pay the toll. All other toll transactions are initially recorded as ZipCash transactions. A transaction initially recorded as a ZipCash transaction may be reclassified as a TollTag transaction (“*VToll*” transaction) for a number of reasons, including if an insufficient balance existed in the TollTag account at the time of the transaction but the account subsequently was replenished to cover the transaction, AVI equipment failed to identify

¹ The FY 2023 budget only includes funding for 831 employees due to a hiring freeze on 24 positions.

the TollTag initially but the vehicle is later linked to a valid account, or the TollTag is defective or not properly installed but the vehicle is later linked to a valid account.

An interoperability agreement is an agreement between NTTA and one or more other governmental toll entities that issue non-TollTag transponders. The parties to the interoperability agreement agree that if a vehicle identified by a transponder issued by one party travels on roads of another party, the transponder issuer will (subject to conditions in the interoperability agreement) pay the tolls incurred by the vehicle on the other party's roads. Funds to pay those tolls are debited by the transponder issuer from its customer's account associated with the transponder. The transponder issuer retains a portion of the toll as a processing fee (the "*interoperability fee*"). This process is referred to as "*interoperability*." Interoperability agreements to which NTTA is a party are discussed below.

A normal TollTag transaction is collected by debiting the TollTag account of the user or through an interoperability agreement with the issuer of a non-TollTag transponder. A VToll transaction is collected upon identification of the transaction as a VToll by debiting the TollTag account of the user or through an interoperability agreement with the issuer of a non-TollTag transponder. ZipCash transactions are collected through invoices generated by NTTA and mailed or emailed to the owner of the vehicle using the tollway, or through posting to a credit card backed fleet agreement account with a recurring payment interval.

To pursue collection of a ZipCash transaction through the invoicing process, there are two requirements: (i) the video system must capture a readable license plate image and (ii) the license plate information must be matched to the vehicle owner information, including the owner's mailing address. If these two requirements are not met for a ZipCash transaction, NTTA is unable to pursue collection of that transaction. Through agreements directly with the State, other direct state-to-state agreements and contracts with various third parties, NTTA is able to obtain vehicle ownership information from 45 states and the District of Columbia within the United States.

In 2023, NTTA, TxDOT, the Central Texas Regional Mobility Authority, the Harris County Toll Road Authority (which is a department of Harris County, Texas), the Fort Bend Grand Parkway Toll Road Authority, the Kansas Turnpike Authority, and the Oklahoma Turnpike Authority (collectively, the "*Central Agencies*") are parties to an interoperability agreement (as amended, the "*CUSIOP Agreement*"), which implements interoperability among the Central Agencies.

In 2023, NTTA and the other Central Agencies are parties to a regional hub-to-hub interoperability agreement (the "*SESIOP Agreement*") with (i) Florida Turnpike Enterprise ("*FTE*"), an enterprise fund of the Florida Department of Transportation. FTE, in turn, has entered into interoperability agreements with other Florida turnpike operators that accept FTE's transponders on their facilities, including CFX Orlando, Greater Miami Expressway, Tampa Hillsborough Expressway, and Lee County Florida, (ii) the North Carolina Department of Transportation, (iii) North Carolina Turnpike Authority, (iv) State Road and Toll Authority of the State of Georgia, (v) Connector 2000 Association, Inc., a South Carolina non-profit benefit corporation, and (vi) the South Carolina Department of Transportation (collectively, with FTE, the "*Southeast Agencies*").⁽¹⁾ Under the SESIOP Agreement, FTE, as the owner and operator of software and hardware through which interoperable transactions generated on Southeast Agencies' facilities are processed, and the Central Agencies agree to implement interoperability with respect to transactions of their respective transponder account holders generated on each other's toll facilities.

Under both the CUSIOP Agreement and the SESIOP Agreement, the interoperability fee payable by a toll-facility owner/operator to the transponder-issuing agency is currently set at \$0.05 plus 3% of the revenue for each interoperable transaction, with an \$0.08 minimum. **Fee revenue generated by NTTA under the CUSIOP Agreement and the SESIOP Agreement are not Pledged Revenues of the NTTA System and are not pledged to the payment of the Bonds.**

Unaudited net toll revenue for interoperability transactions on the NTTA System represented approximately 9.02% and 8.73% of toll revenue in calendar years 2021 and 2022, respectively.

If a ZipCash transaction is pursuable, NTTA will determine if the transaction meets its business rules regarding the invoicing of transactions. The business rules establish the minimum value of tolls that need to be included in an invoice in order to make delivery and collection of the invoice cost effective. Once an invoice is mailed to the vehicle owner, NTTA has processes and procedures in place to collect the invoice, such as delivery of notices

⁽¹⁾ Of the Southeast Agencies listed, only FTE, Greater Miami Expressway, Tampa Hillsborough Expressway and Lee County Florida are currently actively participating in the exchange of data, beginning in February 2023. The remaining Southeast Agencies continue to work toward active participation.

of non-payment, the charging of late fees, use of third-party collection agencies and referral to justice of the peace court for proceedings. In addition, NTTA may take advantage of certain statutory remedies, including publishing a user’s name and amount of unpaid tolls, and for habitual violators who amass a large balance of unpaid tolls, placing a block on a user’s vehicle registration, banning a user from further use of NTTA’s roadways, and impounding a user’s vehicle. See “— *Enforcement.*”

NTTA focuses on three key areas relating to the development and maintenance of a successful All-ETC program: (i) TollTag penetration (*i.e.*, the percentage of total transactions constituting TollTag transactions), (ii) pursuable ZipCash transactions, and (iii) revenue collection processes.

The most effective and efficient way to collect a toll is through the AVI system, so increasing the TollTag penetration has a direct, positive effect on net revenues. Having better quality license plate images and current license plate and vehicle owner address information increases the number of pursuable ZipCash transactions, which also has a direct, positive effect on net revenues. The revenue collection process includes collection of payment from TollTag users, the use of business rules for creation and delivery of invoices to ZipCash users and the subsequent processes and procedures for collection of those invoices. The revenue collection process has a direct impact on revenues and expenses. The Board is advised by staff each month on key metrics that describe NTTA’s TollTag penetration, pursuable ZipCash transactions, and revenue collection. NTTA’s staff provides the Board with a biannual review and tracking of projects and initiatives that impact these key areas and identifies needed improvements to these key areas in order to optimize toll operations and net revenues.

NTTA continually monitors the TollTag penetration rates and trends on its roadways. TollTag penetration percentages are adjusted upward for VToll transactions (*i.e.*, ZipCash transactions reclassified to TollTag transactions). Most adjustments for VToll transactions occur within six months of the transaction. VToll transactions are 100% collectible because they become associated with a TollTag account with a sufficient balance to pay the toll. NTTA does, however, incur additional costs in connection with certain types of VToll transactions as compared to normal TollTag transactions because NTTA has to match the license plate of the vehicle to a valid TollTag account.

On July 1, 2023, NTTA increased the video toll premium on ZipCash transactions from 50% of the toll for TollTag transactions to 100% of the toll for TollTag transactions. See “**CURRENT AND HISTORICAL INFORMATION – NTTA System Toll Rate Schedule.**”

The TollTag penetration rates as of January 2019, 2020, 2021, 2022, and 2023 are set out in the table below. These calculations use aggregate transaction information from the NTTA System (which did not include the 360 Tollway until May 25, 2021). The calculations are based on unaudited financial information. The percentage of transactions initially recorded as TollTag transactions and the percentage of VToll transactions shown in the table reflect all transactions on a rolling twelve-month basis as of the reporting month with a two-month lag.

	January 2019	January 2020	January 2021	January 2022	January 2023
Percent of transactions initially recorded as TollTag transactions as of reporting month:	67.3%	67.5%	65.3%	63.1%	64.2%
Percentage of ZipCash transactions reclassified to VToll transactions as of reporting month ⁽¹⁾ :	<u>14.7%</u>	<u>15.7%</u>	<u>15.4%</u>	<u>16.3%</u>	<u>16.3%</u>
<u>Total TollTag penetration rate:</u>	82.0%	83.1%	80.7%	79.4%	80.5%

⁽¹⁾ As a percentage of total transactions for the month.

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NTTA continues to seek to improve TollTag penetration, the number of pursuable ZipCash transactions, and the revenue collection process. Over the last several years, NTTA has added an entry-level, lower balance TollTag account type, increased the video toll premium on ZipCash transactions, and targeted corridor campaigns to increase TollTag penetration. NTTA has also implemented improvements to the image review quality of its video system used for ZipCash transactions to improve billing accuracy, standardized payment plans for ZipCash customers, restructured its administrative fees for nonpayment of ZipCash invoices to encourage early payment, reducing the emphasis on escalating fees, and discouraging late payment, and instituted monthly and consolidated ZipCash invoices to provide predictability to customers and eliminate confusion of multiple invoices in varying amounts and dates.

Enforcement

NTTA has statutory remedies to enforce the collection of tolls. NTTA may publish the names of registered owners (or lessees) of nonpaying vehicles who are liable for past due and unpaid tolls and administrative fees. NTTA may also enter into agreements providing for toll violation payment plans and file suit in district court to enforce these agreements. NTTA may block the vehicle registration of toll scofflaws who are identified as “habitual violators” and ban certain “habitual violators” from operating their motor vehicles on NTTA tollways.

Repeat violations of a vehicle ban allow law enforcement on the tollways to impound the habitual violator’s vehicle after the habitual violator has been notified in person of such intent if found on the tollway. NTTA has negotiated agreements with the Tax Collector/Assessors from each of the Member Counties, six other nearby counties and the Texas Department of Motor Vehicles to implement the vehicle registration block remedy. NTTA also requires habitual violators entering into a payment plan to obtain a TollTag.

Toll Collection Variance

NTTA evaluates the correlation between traffic on the tollways and actual tolls collected by calculating the uncollected and uninvoiced amounts as compared to the total value of tollway transactions. The toll collection variance calculation (the “*All-ETC Methodology*”) is as follows:

$$\frac{\text{(value of invoiced ZipCash transactions for the reporting period uncollected as of end of reporting period + value of uninvoiced ZipCash transactions for the reporting period as of end of reporting period)}}{\text{value of all AVI and ZipCash transactions that have occurred during the reporting period as adjusted for VToll transactions}}$$

An AVI transaction is valued at the TollTag toll rate. A ZipCash transaction is valued at the ZipCash toll rate, which includes the premium above the TollTag rate but not any administrative fees or fines. See “**APPENDIX C — NTTA SYSTEM TOLL RATE SCHEDULES**” for TollTag and ZipCash toll rates for each portion of the NTTA System. Upon identification, the value of a VToll transaction may be adjusted downward from the ZipCash rate to the TollTag rate.

The toll collection variance for the NTTA System (which did not include the 360 Tollway until May 25, 2021) based on the All-ETC methodology for calendar years 2018 through 2022 is set forth in the table below. The calculations are based on unaudited financial information.

	<u>Calendar Year 2018</u>	<u>Calendar Year 2019</u>	<u>Calendar Year 2020</u>	<u>Calendar Year 2021</u>	<u>Calendar Year 2022</u>
Value of invoiced ZipCash transactions uncollected as of period-end:	\$ 115,432,293	\$ 119,792,083	\$ 99,853,082	\$ 146,603,737	\$ 160,767,116
Value of uninvoiced ZipCash transactions as of period-end:	\$ 70,619,752	\$ 69,223,428	\$ 52,313,319	\$ 65,849,367	\$ 62,695,571
TOTAL:	\$ 186,052,045	\$ 189,015,511	\$ 152,366,401	\$ 212,453,103	\$ 223,462,687
Value of all AVI and ZipCash transactions during the reporting period as adjusted for VToll transactions:	\$ 1,067,934,551	\$ 1,116,552,191	\$ 907,943,247	\$ 1,181,296,614	\$ 1,307,834,770
Toll collection variance:	17.42%	16.93%	16.78%	17.98%	17.09%

The table below sets forth the following information for calendar years 2018 through 2022: (i) the percentage, by value, of ZipCash transactions out of all the NTTA System (which did not include the 360 Tollway until May 25, 2021) transactions for the reporting period, (ii) the percentage, by value, of all NTTA System ZipCash transactions that occurred during the reporting period that were invoiced prior to the end of the reporting period, and (iii) the percentage, by value, of the NTTA System ZipCash transactions that were invoiced during the reporting period and were collected by the end of the reporting period. The calculations are based on unaudited financial information.

	<u>Calendar Year 2018</u>	<u>Calendar Year 2019</u>	<u>Calendar Year 2020</u>	<u>Calendar Year 2021</u>	<u>Calendar Year 2022</u>
Percentage of ZipCash transactions (by value) out of all NTTA transactions during period:	25.28%	24.13%	26.22%	27.03%	25.80%
Percentage of ZipCash transactions (by value) that were invoiced during period:	71.94%	72.40%	67.19%	68.38%	70.50%
Percentage of invoiced ZipCash transactions (by value) that were collected as of period end:	36.57%	34.17%	33.19%	34.28%	33.88%

Uninvoiced ZipCash transactions that are paid in the reporting period are deemed to be invoiced and are reflected in the percentages in the preceding table. ZipCash transactions that are invoiced in a reporting period subsequent to their occurrence are not reflected in the percentages of ZipCash transactions that were invoiced or invoiced ZipCash transactions that were collected in the preceding table. Invoiced ZipCash transactions that are collected in a reporting period subsequent to their invoicing are not reflected in the percentages of invoiced ZipCash transactions that were collected in the preceding table. Furthermore, the percentages in the table do not take into account adjustments for VToll transactions and unassigned ZipCash invoices occurring after such reporting period. ZipCash transactions are not invoiced if the transaction (i) does not meet NTTA's business rules regarding invoicing or (ii) is not pursuable because a readable license plate image was not captured or because the license plate information could not be matched to the vehicle owner information.

The All-ETC methodology does not include ZipCash transactions collected after the end of the calendar year in which the transaction occurred, therefore NTTA also reports total ZipCash collections, including invoiced and uninvoiced payments, for the calendar year. This amount includes all ZipCash transactions collected regardless of the

date the transactions occurred. Total unaudited ZipCash collections were approximately \$92.3 million for 2018, \$93.6 million for 2019, \$78.4 million for 2020, \$113.9 million for 2021, and \$131.0 million for 2022 for the NTTA System.

Revenue Recovery Assumptions in Traffic and Revenue Study

The current traffic and toll revenue analysis for the NTTA System (defined below under “**TRAFFIC AND REVENUE STUDY**” as the “*2023 T&R Study*”) reflects the most current ZipCash base revenue recovery assumptions and distribution of TollTag/ZipCash transactions. For all transactions within the forecast period, the 2023 T&R Study uses a revenue recovery rate of 33% for all ZipCash transactions (includes invoiced and uninvoiced transactions and excludes all VToll transactions) at one year after the transaction, with the rate increasing to 40% at two years after the transaction. It is anticipated that some degradation of the recovery may occur as a result of the ZipCash surcharge increase in July 2023. The 2023 T&R Study assumes the average NTTA System TollTag penetration rate (including all VToll transactions with a three-month lag) to be 82.4% in 2024 with a ramp up based on a logistic function to an average of 83.1% in 2050. Projected annual toll revenues in the 2023 T&R Study are revenues projected to be collected in each year (*i.e.*, cash basis) after applying the above-described assumptions to the projected toll transactions for the year. Historical toll revenues and historical debt service coverage are based on revenues determined on an accrual basis in accordance with generally accepted accounting principles (“*GAAP*”). See “— *Reporting of Toll Accounts Receivable*” below and “**OTHER FINANCIAL INFORMATION.**” Inevitably, some underlying assumptions and projections used to develop these financial forecasts will not be realized, and unanticipated events and circumstances may occur. Therefore, the actual results achieved during the forecast periods will vary from the forecasts, and such differences may be material. See “**RISK FACTORS – Forward-Looking Statements**” in the forepart of this Official Statement.

Reporting of Toll Accounts Receivable

In its annual audited and monthly unaudited financial statements, NTTA reports revenues in its statement of net assets and statement of revenues, expenses, and changes in net assets on an accrual basis in accordance with GAAP. ZipCash transactions are recorded as receivables in accordance with GAAP. NTTA’s unaudited net billed toll receivables for the NTTA System (which did not include the 360 Tollway until May 25, 2021) as of December 31, 2018, 2019, 2020, 2021, and 2022 are as follows:

	December 31, 2018	December 31, 2019	December 31, 2020	December 31, 2021	December 31, 2022
Toll accounts receivables:	\$225,054,946	\$244,851,067	\$230,034,195	\$281,390,174	\$322,217,618
Allowance for uncollectible receivables:	\$(177,447,473)	\$(195,505,948)	\$(185,345,878)	\$(223,686,411)	\$(254,910,918)
Net toll receivables:	<u>\$47,607,473</u>	<u>\$49,345,119</u>	<u>\$44,688,317</u>	<u>\$57,703,763</u>	<u>\$67,306,700</u>

See “**APPENDIX B-1 ANNUAL COMPREHENSIVE FINANCIAL REPORT OF THE NORTH TEXAS TOLLWAY AUTHORITY SYSTEM, AN ENTERPRISE FUND OF THE NORTH TEXAS TOLLWAY AUTHORITY, FOR THE FISCAL YEAR ENDED DECEMBER 31, 2022**” — **Note 9, Page 50** for additional information regarding NTTA’s accounts receivables including information regarding recorded unbilled toll receivables and unrecorded unbilled toll receivables.

Currently, NTTA maintains an allowance for uncollectible receivables in its financial statements with respect to a toll receivable, with the amount of the allowance based upon historical monthly collections patterns from 2011 to present. Based upon the payment history for each 30-day bucket of aged toll receivables, an allowance is calculated for the expected percentage that will remain unpaid based upon these historical trends. The allowance for uncollectible receivables currently ranges from a minimum of 20% on invoices that are current (age of 0-30 days) to a maximum

of 100% for invoices that have met the business rules for write-off with an overall weighted average of 79.1% reserved for all invoices.

Toll Receivables Write-Off

NTTA has a toll receivable write-off policy. The policy states in part that, on a monthly basis, all receivables that have aged through the collections process will be written off. Toll receivables are written-off from an accounting and financial reporting perspective only. They will continue to be legal obligations of the customers and collection efforts will continue.

For the NTTA System (which did not include the 360 Tollway until May 25, 2021), NTTA wrote off toll receivables of \$89,402,219 in 2018, \$72,526,509 in 2019, \$85,402,368 in 2020, \$76,416,262 in 2021, and \$69,045,710 in 2022. All of the above figures are unaudited.

OTHER POTENTIAL PROJECTS (ON-SYSTEM AND OFF-SYSTEM)

General

Future turnpike projects of NTTA may be financed as part of the NTTA System or independently of the NTTA System. See “**RISK FACTORS – Additional Obligations**” in the forepart of this Official Statement. NTTA is in the preliminary review stage for a number of projects and has begun the multi-staged review process for some of these projects. The review process entails performing various environmental studies, which may need to be approved by State and federal agencies, feasibility studies, the development of traffic and revenue studies, an analysis of financing structures (such as stand-alone or system), and development options (e.g., Comprehensive Development Agreement (“*CDA*”), design-build and construction manager at risk).

A key factor in determining whether to undertake a project is the impact on NTTA’s credit profile (including expected revenue contribution and ability to service the related debt). NTTA’s objective in determining whether to undertake projects is to maintain or enhance the overall NTTA credit profile and preserve or enhance debt capacity for future projects. If NTTA determines to pursue any of these projects, NTTA anticipates this process to be gradual. Funding agreements and cost estimates are preliminary and therefore subject to change, which changes may be material.

Local Primacy

Chapter 373 of the Texas Transportation Code (“*Chapter 373*”) establishes the framework for giving each local toll entity the primary responsibility for toll road development within its boundaries. Under Chapter 373, NTTA has the first option to develop, finance, construct, and operate a toll project within its boundaries, but must exercise its option not later than:

- (a) 180 days after NTTA or TxDOT notifies the other of its intent to initiate the primacy process; or
- (b) 120 days after the U.S. Department of Transportation Federal Highway Administration (the “*FHWA*”) issues a decision (“*Decision*”) on an environmental impact statement for the project, if the FHWA issued its Decision more than 60 days after TxDOT issued its notice of intent to initiate the primacy process to NTTA.

The option period may be extended for 90 days if agreed upon by NTTA and TxDOT. NTTA and TxDOT may enter into an agreement waiving the primacy terms in Chapter 373 and providing instead for alternative terms that are mutually agreeable to the parties.

TOLLING SERVICES AGREEMENTS

General

The NTTA Act provides that NTTA shall provide, for reasonable compensation, tolling services normally provided through its customer service center, including customer service, customer account maintenance, transponder supply, and toll collection and enforcement (collectively, “*Tolling Services*”) for toll projects in NTTA’s service area of its Member Counties. Furthermore, the NTTA Act permits NTTA to provide Tolling Services for any toll project located in the State, whether inside or outside of NTTA’s service area. NTTA provides these Tolling Services for third parties, along with its services under the Interoperability Agreements, under its Non-Major Enterprise Fund, which is separate and apart from the NTTA System.

Pursuant to the requirements of the NTTA Act, NTTA has entered into (i) a Tolling Services Agreement dated September 4, 2009 (as amended, the “*IH 635 TSA*”) with LBJ Infrastructure Group LLC (the “*IH 635 Developer*”) for the IH 635 Managed Lanes Project in Dallas County, Texas, (ii) a Tolling Services Agreement dated June 23, 2009 (as amended, the “*NTE Segment 1/2W TSA*”) with NTE Mobility Partners LLC (the “*NTE Segment 1/2W Developer*”) for Segments 1 and 2W of the North Tarrant Express Project in Tarrant County, Texas, (iii) a Tolling Services Agreement dated September 19, 2013 (as amended, the “*NTE Segment 3A/3B/3C TSA*”) with TxDOT, as TxDOT’s subcontractor, to provide Tolling Services to NTE Mobility Partners Segments 3 LLC (the “*NTE Segment 3A/3B/3C Developer*”) for Segments 3A, 3B, and 3C of the North Tarrant Express Project in Tarrant County, Texas, and (iv) a Tolling Services Agreement dated September 1, 2014 (as amended, the “*Regional TSA*”) with TxDOT for certain existing and planned TxDOT managed toll lane projects in the NTTA’s service area (the “*Regional Projects*”), under which NTTA currently performs Tolling Services for the DFW Connector, IH 35E, IH-30, LBJ East, and Midtown Express projects in Dallas, Denton, and Tarrant Counties, Texas. There is no assurance that any other Regional Projects will go forward. **Revenues generated by NTTA under these or future tolling services agreements (“TSAs”) are not Pledged Revenues of the NTTA System and are not pledged to the payment of the Bonds.**

As described below, the IH 635 TSA and the NTE Segment 1/2W TSA place most of the toll collection risk on NTTA. Both the IH 635 TSA and the NTE Segment 1/2W TSA require NTTA to pay to the developer a portion of the toll for each transaction, subject to certain exceptions, regardless of whether NTTA actually collects the toll. See the discussion regarding collection of ZipCash video transactions under “**OPERATION OF THE NTTA SYSTEM — Operations — Toll Collection.**” NTTA expects to have sufficient funds in the Non-Major Enterprise Fund to cover required payments under the TSAs. To the extent funds in the Non-Major Enterprise Fund are insufficient to cover such required payments, NTTA may use funds in the Capital Improvement Fund for the NTTA System to cover such payments.

IH 635 Tolling Services Agreement

The IH 635 TSA expires on September 4, 2061.

Subject to certain exceptions, NTTA is required to pay the IH 635 Developer an amount equal to the transponder toll for each transaction, less its fee, within two business days after the date the transaction has been properly transmitted to NTTA.

NTTA is entitled to a fee for each transaction and may impose, collect, and retain as additional compensation, incidental charges consistent with NTTA’s practices concerning customers of its own facilities, including, with respect to video transactions, a video toll premium.

NTE Segment 1/2W Tolling Services Agreement

The NTE Segment 1/2W TSA expires on June 23, 2061.

Subject to certain exceptions, NTTA is required to pay the NTE Segment 1/2W Developer an amount equal to the transponder toll for each transaction, less its fee, within two business days after the date the transaction has been properly transmitted to NTTA.

NTTA is entitled to a fee for each transaction and may impose, collect, and retain as additional compensation, incidental charges consistent with NTTA’s practices concerning customers of its own facilities, including, with respect to video transactions, a video toll premium.

NTE Segment 3A/3B/3C Tolling Services Agreement

The NTE Segment 3A/3B/3C TSA expires on July 21, 2027, but will renew automatically for successive five-year periods until June 23, 2061.

Subject to certain exceptions, NTTA is required to pay the NTE Segment 3A/3B/3C Developer and/or TxDOT an amount equal to the toll for each transaction, including any video transaction toll premium, less NTTA’s fee, within two business days after the date NTTA collects such toll. NTTA does not bear any collection risk under the NTE Segment 3A/3B/3C TSA.

NTTA is entitled to a fee for each transaction and may impose, collect, and retain as additional compensation, incidental charges consistent with NTTA’s practices concerning customers of its own facilities. Incidental charges do not include any video transaction toll premiums.

Regional Tolling Services Agreement

The Regional TSA expires on September 1, 2024, but will automatically renew for additional five-year periods, unless NTTA or TxDOT elects not to extend.

NTTA must pay TxDOT an amount equal to the payment received for each transaction within two business days after receipt. NTTA does not bear any collection risk under the Regional TSA.

TxDOT must reimburse NTTA for its costs and expenses to perform tolling services under the Regional TSA, including an allocated portion of NTTA's overhead and shared services under generally accepted government accounting principles. The Regional TSA is intended to be cost neutral to NTTA.

Other Tolling Services Agreement

NTTA has also entered into a Tolling Services Agreement dated September 24, 2021 (the "*NET RMA TSA*") with North East Texas Regional Mobility Authority ("*NET RMA*") for all tolled lanes in NET RMA's service area, which currently consists of Toll 49 in Smith County, Texas. The NET RMA TSA expires on September 24, 2026, but will renew automatically for successive five-year periods unless, among other things, NTTA or NET RMA elects not to extend. NTTA is required to pay NET RMA an amount equal to the toll for each transaction and NET RMA's share of late fees, less NTTA's fee, within two business days after the date NTTA collects such toll, NTTA does not bear any collection risk under the NET RMA TSA.

**MANAGEMENT'S DISCUSSION
AND ANALYSIS OF RESULTS OF OPERATIONS**

General

The entire audited financial statements of NTTA's North Texas Tollway Authority System Enterprise Fund as of and for the Fiscal Year ended December 31, 2022, are attached hereto as **APPENDIX B-1** and include a narrative discussion and analysis by management of the results of operations for the NTTA System. The unaudited financial statements of NTTA's North Texas Tollway Authority System Enterprise Fund as of and for the six months ending June 30, 2023 are attached hereto as **APPENDIX B-2**. All 2022 and 2023 financial information in this section is unaudited.

Highlights of the NTTA System as of and for the Six-Month Period Ending June 30, 2023.

- Revenue Vehicle Transactions for the six-month period ending June 30, 2023 were 458,568,620, an increase of 31,864,464 or 7.5% over the six-month period ending June 30, 2022.
- Approximately 6.7 million and 6.2 million TollTags were active as of June 30, 2023 and June 30, 2022, respectively.
- As of June 30, 2023, the NTTA System's total net position increased by \$332,042,475 from the total net position as of June 30, 2022. The change was primarily due to higher operating income from the 7.5% increase in transactions and reduction in debt.
- For the six-month period ending June 30, 2023, toll revenues, net of bad debt expense, were \$535,499,744, an increase of \$24,885,208 or 4.9% over the six-month period ending June 30, 2022. The increase was primarily a result of the 7.5% increase in transactions.
- The operating and administration expenses for the Operations and Maintenance Fund for the six-month period ending June 30, 2023 were \$104,274,654, an increase of 8.74% compared to the operating and administration expenses for the Operations and Maintenance Fund for the six-month period ending June 30, 2022. The increase was primarily the result of the 7.5% increase in transactions.

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Net Position

Set forth below is an analysis of the NTTA System's financial position as of June 30, 2023 and June 30, 2022.

Table A-1

Net Position

	Unaudited As of June 30, 2023	Unaudited As of June 30, 2022
Current unrestricted assets	\$ 764,823,895	\$ 719,182,078
Current restricted assets	444,622,287	359,710,398
Noncurrent assets		
Restricted investments	766,835,362	743,285,686
Other assets	25,304,911	1,140,938
Intangible assets	2,269,444,921	2,333,901,122
Deferred costs	64,724	-
Capital assets:		
Nondepreciable	6,354,023,620	6,302,349,711
Depreciable (net)	101,561,817	105,981,588
Total assets	<u>10,726,681,537</u>	<u>10,565,551,521</u>
Deferred outflow of resources	<u>389,779,606</u>	<u>478,876,178</u>
Current unrestricted liabilities	166,000,471	158,037,161
Current liabilities payable from restricted assets	478,249,779	441,414,702
Noncurrent liabilities	27,269,035	103,750,305
Long-term debt	<u>9,533,003,637</u>	<u>9,775,334,249</u>
Total liabilities	<u>10,204,522,922</u>	<u>10,478,536,417</u>
Deferred inflow of resources	<u>45,851,635</u>	<u>31,847,171</u>
Net position:		
Investment in capital assets	(2,984,521,870)	(3,222,734,433)
Restricted for debt service	1,670,843,611	1,510,482,096
Restricted for SCA Intangible	2,269,444,921	2,333,901,122
Unrestricted	(89,680,076)	(87,604,674)
Total net position	<u>\$ 866,086,586</u>	<u>\$ 534,044,111</u>

The NTTA System net position indicates an unrestricted current ratio of 4.61 and 4.55 as of June 30, 2023, and June 30, 2022, respectively. Working capital was \$598,823,424 and \$561,144,917 as of June 30, 2023, and June 30, 2022, respectively. Total unrestricted current assets were \$764,823,895 as of June 30, 2023, compared to \$719,182,078 as of June 30, 2022 (see Table A-1). Total unrestricted and restricted current assets were \$1,209,446,182 and \$1,078,892,476 as of June 30, 2023, and June 30, 2022, respectively. Cash and Investments of \$1,083,848,732 represents the largest component of current assets as of June 30, 2023. The remaining \$125,597,450 is comprised of accrued interest receivable of \$4,215,398, accounts receivable of \$93,745,907 and interproject/interagency receivables of \$27,636,145.

Total unrestricted current liabilities for the NTTA System were \$166,000,471 as of June 30, 2023, consisting of \$5,760,308 of accounts payable, \$113,421,541 of deferred revenue, \$17,001,737 of accrued liabilities, and interfund payables of \$29,816,885.

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Summary of Operations

Set forth below is a summary of the operations of the NTTA System for the six months ending June 30, 2023 and June 30, 2022.

Table A-2
Change in Net Positions
Six Month Ending

	Unaudited June 30, 2023	Unaudited June 30, 2022
Revenues		
Tolls	\$ 535,499,744	\$ 510,614,536
Other revenues	41,748,279	23,299,430
Operating revenues	577,248,023	533,913,966
Operating expenses	137,491,181	126,093,917
Income from operation before amortization and Depreciation	439,756,842	407,820,049
Amortization of intangible (Sam Raybum Tollway)	36,618,311	36,445,330
Depreciation	2,880,109	2,314,860
Operating income	400,258,422	369,059,859
Nonoperating revenue (expenses):		
Net increase (decrease) in fair value of investments	6,430,890	(39,275,507)
Interest expense	(225,050,969)	(229,919,444)
Other	11,791,777	3,226,482
Net nonoperating revenue (expenses)	(206,828,302)	(265,968,469)
Income before subsidies, and transfers	193,430,120	103,091,390
Subsidies		
Build America Bond's interest subsidy	9,824,302	9,840,193
Change in net position	203,254,422	112,931,583
Net position - beginning	662,832,164	421,112,528
Net position - ending	\$ 866,086,586	\$ 534,044,111

Total operating revenues for the NTTA System were \$577,248,023 for the six months ending June 30, 2023, and \$533,913,966 for the six months ending June 30, 2022 (see Table A-2). Toll revenues for the six months ending June 30, 2023, were \$535,499,744 (net of bad debt expense of \$57,139,689), a 4.9% increase over the toll revenues of \$510,614,536 (net of bad debt expense of \$48,000,763) for the six-month ending June 30, 2022. Traffic on the NTTA System increased with average daily revenue transactions of 2,533,528 and 2,357,482 for the six months ending June 30, 2023 and 2022, respectively.

Total operating expenses for the NTTA System before amortization and depreciation for the six-month period ending June 30, 2023 were \$137,491,181 compared to the six-month period ending June 30, 2022 of \$126,093,917, a 9.0% increase (see Table A-2). Of these amounts, \$104,274,654 and \$95,896,786 for the respective six-month periods were attributable to expenses for the Operations and Maintenance Fund as provided in the Trust Agreement. Interest expense, inclusive of capitalized interest, for the six-month period ending June 30, 2023 was \$225,050,969, a 2.1% decrease from the interest expense of \$229,919,444 for the six-month period ending June 30, 2022. Debt service coverage for the six-month period ending June 30, 2023 and June 30, 2022 for First Tier Bonds and Second Tier Bonds were 1.48 and 1.49 times, respectively. The Trust Agreement and NTTA's Debt Policy both require bond

principal and interest coverage of at least 1.20 times (calculated on an annual basis) for First Tier Bonds and Second Tier Bonds.

Investments

The NTTA System's total investments as of June 30, 2023, and June 30, 2022, were \$1,827,762,415 and \$1,686,898,059, respectively.

Revenues by Type

Total gross operating revenues for the NTTA System were \$634,387,712 for the six-month period ending June 30, 2023. Toll revenues of \$535,499,744 (net of bad debt expense of \$57,139,689) account for 92.8% of total net operating revenues. Interest income (excluding Construction Fund interest) was \$23,478,614 or 4.1% of total net operating revenues and included in other revenue. The balance of other revenue, mostly administrative and statement fees for collection of tolls from violators, was \$18,269,665, representing 3.1% of total net operating revenues.

Revenues Compared to Estimates

The NTTA System actual toll revenue for the six-month period ending June 30, 2023 was 5.9% over the toll revenue estimated for such period by NTTA's Traffic Engineers. It should be noted that the projected toll revenues were revenues projected to be collected in each year (*i.e.*, cash basis) after applying the appropriate ZipCash revenue recovery rates. Actual toll revenue reported by NTTA in its financial statements is based on revenues determined on an accrual basis in accordance with GAAP.

Toll revenue exceeding budget was attributed to the continued growth of population and employment in the Member Counties.

Capital Assets

The NTTA System's investment in capital assets includes land, buildings, rights-of-way, roadways, bridges, equipment, and computer systems. Capital assets (excluding NTTA's investments and capital lease for SRT of \$2,269,444,921 as of June 30, 2023) were \$6,455,585,437 increasing from June 30, 2022 by \$47,254,138.

NTTA utilizes the Government Accounting Standards Board (GASB) No. 34, Modified Approach of reporting infrastructure assets. Each year a comprehensive assessment is conducted on all NTTA infrastructure assets which affect the following year's maintenance budget. For the six-month period ending June 30, 2022, NTTA estimated it would spend \$31,686,635 for infrastructure maintenance and preservation for the NTTA System but spent \$11,487,190. For the six-month period ending June 30, 2023, NTTA estimated it would spend \$38,772,251 for infrastructure maintenance and preservation for the NTTA System but spent \$13,397,328. Fluctuations between the amount spent to preserve and maintain NTTA's infrastructure assets and the estimated amount result primarily from the timing of work activities. The NTTA System's Condition Index for 2021 was 8.9 on a ten-point scale with a score of ten meaning "like new" and for 2022 was 8.9, which was above the 8.0 goal established by NTTA.

The SRT will revert to TxDOT after the expiration of the 50-year period commencing on the date NTTA began collecting tolls on the project on its own behalf (September 2008). NTTA is amortizing the cost of the acquisition and the construction costs of the SRT over the 50-year period utilizing the straight-line basis. The effect of amortizing the cost of the acquisition and the construction costs of the SRT reduces NTTA's net revenues as reported on a GAAP basis. Since the amortization is a non-cash item, it does not impact NTTA's calculation of net revenues available per the Trust Agreement.

Long-Term Debt

As of June 30, 2023, NTTA had bonded long-term debt outstanding of approximately \$9.29 billion (including accrued and accreted interest on capital appreciation bonds and convertible capital appreciation bonds) compared to approximately \$9.39 billion (including accrued and accreted interest on capital appreciation bonds and convertible capital appreciation bonds) as of June 30, 2022. The bonded debt is secured solely by toll revenue of the NTTA System.

CURRENT AND HISTORICAL INFORMATION

NTTA System Toll Rate Schedule

Set forth in **APPENDIX C** is the toll rate schedule currently in effect for the NTTA System. Under this toll rate schedule, rates on the NTTA System increase by approximately 2.75% per annum, and are adjusted on July 1 of every odd-numbered year. Under NTTA’s toll rate structure, there is a differential in tolls, with those not using TollTags or other transponders being charged a higher toll than those using TollTags or other transponders. While the Board may at any time in the future adopt a different toll rate schedule or alter any of the scheduled increases, absent Board action the scheduled rate increases will automatically go into effect. Before any change in the current NTTA System toll rate schedule can become effective, the Trust Agreement requires that an opinion of the Traffic Engineers be delivered to the Trustee and NTTA stating either (a) that if such proposed toll rate schedule had been in effect during the preceding Fiscal Year, it would not have caused a decrease in the Net Revenues for said preceding Fiscal Year, or (b) the adoption of such proposed toll rate schedule will not adversely affect the ability of NTTA to comply with its rate covenant under the Trust Agreement. A future increase in rates could result in reduced usage of the NTTA System, resulting in decreased revenues. See “**TRAFFIC AND REVENUE STUDY**” herein and the 2023 T&R Study incorporated by reference herein for assumptions relating to toll rates for the NTTA System. See “**INCORPORATION BY REFERENCE.**”

Increase in Video Toll Premium

On July 1, 2023, NTTA increased the video toll premium on ZipCash transactions from 50% of the toll for TollTag transactions to 100% of the toll for TollTag transactions. This increase in the video toll premium is expected to result in fewer ZipCash transactions and a higher percentage of uncollectible ZipCash transactions, which could result in decreased toll revenues for the NTTA System.

OTHER FINANCIAL INFORMATION

Historical Traffic and Net Revenues

The table set forth below shows the net revenues available for debt service of the NTTA System for the calendar years 2018 through 2022.

Year	Revenue Vehicle Transactions ⁽¹⁾	Toll Revenue ⁽¹⁾⁽²⁾	Investment and Other Earnings ⁽¹⁾	Current Expenses ⁽¹⁾	Net Revenues	Change in Net Revenues
2018	827,610,415	\$841,491,016	\$67,692,654	\$165,549,908	\$743,633,762	8%
2019 ⁽³⁾	847,392,583	\$886,843,140	\$72,188,818	\$174,227,341	\$784,804,617	6%
2020 ⁽⁴⁾	650,219,349	\$714,035,883	\$34,543,571	\$167,312,413	\$581,267,041	-26%
2021 ⁽⁵⁾	810,083,028	\$898,653,592	\$26,629,436	\$179,108,106	\$746,174,922	28%
2022 ⁽⁶⁾	877,256,430	\$1,034,979,719	\$45,512,657	\$199,065,743	\$881,426,633	18%

⁽¹⁾Unaudited financial information of NTTA.

⁽²⁾Toll Revenue is net of allowance for uncollectible receivables.

⁽³⁾A system-wide increase of toll rates was implemented on July 1, 2019.

⁽⁴⁾Revenue vehicle transactions and toll revenue decreased in 2020 due to the COVID-19 pandemic.

⁽⁵⁾A system-wide increase of toll rates was implemented on July 1, 2021. The 360 Tollway was added to the NTTA System on May 25, 2021.

⁽⁶⁾Revenue vehicle transactions and toll revenue have increased beyond pre-COVID-19 pandemic levels. On March 5, 2023, the World Health Organization declared COVID-19 no longer constitutes a public health emergency of international concern. Effective May 11, 2023, the President of the United States ended the COVID-19 public health emergency.

Historical Debt Service Coverage

The table below sets forth the debt service coverage for all outstanding debt (including First Tier Bonds, Second Tier Bonds, Third Tier Bonds, the ISTEAL Loan with TxDOT (refunded in 2022), and the Subordinate Lien Bonds) of NTTA secured by revenues of the NTTA System for Fiscal Years 2018 through 2022 as calculated pursuant

to the Trust Agreement and in accordance with GAAP. The debt service coverage for a large portion of Fiscal Year 2017 did not include the revenue, expenses, or debt associated with the PGBT WE or the CTP, as they were operated as a stand-alone system, separate from the then existing NTTA System. The debt service coverage for Fiscal Years 2018 through 2020 and a portion of 2021 did not include the revenue, expenses, or debt associated with the 360 Tollway, as it was operated as a stand-alone toll project, separate from the then existing NTTA System. Beginning in May 2021, the debt service coverage includes the 360 Tollway.

Fiscal Year	Actual Coverage
2018	1.37x
2019	1.42x
2020	1.28x ⁽¹⁾
2021	1.43x
2022	1.49x

⁽¹⁾ In response to the decline in transactions and revenue due to the pandemic in 2020, NTTA developed and implemented a COVID-19 financial response plan. The plan included (i) implementing expense reductions; (ii) delaying the start of certain capital projects; (iii) securing liquidity facilities; and (iv) transferring funds from the Capital Improvement Fund to the Bond Interest Accounts to pay interest on outstanding First Tier Bonds and Second Tier Bonds payable in Fiscal Year 2020. These measures enabled NTTA to meet its required debt service coverage ratio in Fiscal Year 2020. In 2021, NTTA refunded and paid off the liquidity facilities and was able to meet required debt coverage ratios without transfers from the Capital Improvement Fund.

Pension Plans and Other Post-Employment Benefits

Upon its creation, NTTA became a participant in the Texas County and District Retirement System (the “TCDRS”), a non-profit public trust fund that provides pension, disability, and death benefits to eligible employees of its participants. NTTA’s employees are required to become members at the time of their employment, unless the individual is ineligible for one of the reasons specified by the TCDRS such as part-time or temporary employees. TCDRS covers eligible employees of Texas counties, districts, and political subdivisions who elect to participate and are approved by the TCDRS Board.

NTTA has also adopted the North Texas Tollway Authority 401(k) Plan (the “NTTA Plan”) as a successor qualified cash or deferred arrangement to the TexaSaver 401(k) Plan in which the TTA was a participant. A favorable determination letter has been issued by the Internal Revenue Service with respect to the NTTA Plan. Each NTTA employee is eligible to participate in the NTTA Plan.

NTTA requires mandatory participation in both the TCDRS and the NTTA Plan by all eligible employees. For more detailed information concerning the TCDRS and the NTTA Plan, see Note (6) of the financial statements in **APPENDIX B-1**.

NTTA’s annual other post-employment benefit (“OPEB”) liability and annual expense are calculated in accordance with the parameters of GASB Statement No. 75. NTTA has recorded a total OPEB liability related to Public Employees Benefits Cooperative (“PEBC”) of \$23,353,291 and a net OPEB liability related to Employees Retirement System of Texas (“ERS”) of \$3,915,744 for Fiscal Year 2022. The annual OPEB expense for Fiscal Year 2022 as actuarially determined by GASB Statement No. 75 was \$1,855,053 and \$(47,775) for PEBC and ERS, respectively. See Note (8) of the financial statements in **APPENDIX B-1** for additional information on OPEB.

TRAFFIC AND REVENUE STUDY

In August 2022, CDM Smith, the traffic engineers for the NTTA System, prepared the Comprehensive Traffic and Toll Revenue Study (the “2022 T&R Study”) to estimate traffic and toll revenues for the NTTA System. The 2022 T&R Study involved a detailed evaluation of a new metropolitan transportation plan adopted by the North Central Texas Council of Governments (“NCTCOG”) in June 2022 called Mobility 2045 – 2022 Update. The updated travel demand networks of Mobility 2045 – 2022 Update were incorporated into the 2022 T&R Study. This study included an assessment of current economic conditions and other key factors influencing forecasted traffic and revenue on all NTTA System toll facilities. This effort included an independent economic review of the Mobility 2045 – 2022 Update demographics along the NTTA System corridors as well as comprehensive traffic count and travel time data collection. As part of the development of the 2022 T&R Study, CDM Smith evaluated the most recent traffic,

transaction, TollTag penetration and ZipCash revenue recovery trends. In addition, CDM Smith updated the underlying assumptions upon which the previous long-range T&R forecasts were developed. This review included the valuation of potential traffic and revenue impacts associated with changes to any of the underlying assumptions. The COVID-19 world-wide pandemic has had a severe and unprecedented impact on the daily lives of nearly all North Texas residents. CDM Smith has been monitoring the traffic impacts across the country including most of the nation's toll roads, and specifically, the NTTA System. Traffic volumes and patterns have changed during the pandemic and the unprecedented impact to the economy. As a result, there is a higher than normal degree of uncertainty in projecting traffic and the associated toll revenue. In August 2023, CDM Smith prepared the NTTA System Traffic and Revenue Letter Update (the "*August 2023 T&R Letter Update*") to revise the 2022 T&R Study, including updates to the traffic and revenue forecast based on the most recent available data. The 2022 T&R Study and the August 2023 T&R Letter Update are collectively referred to herein as the "*2023 T&R Study*".

The 2023 T&R Study involved the following key elements:

- **NTTA System Traffic Trends and Characteristics** – CDM Smith evaluated historical and recent traffic and toll revenue trends on all NTTA System toll facilities, as detailed in Section 2 of the 2022 T&R Study. This included an analysis of annual and monthly transaction trends on NTTA System toll facilities, and AVI and ZipCash transaction shares. In addition, traffic counts and travel time data, collected in 2022, were analyzed and incorporated into the traffic and revenue forecasting models.
- **Regional Demographic and Economic Trends** – Beginning with the NCTCOG's official regional demographics included in Mobility 2045 – 2022 Update, CDM Smith evaluated the socioeconomic conditions along the NTTA System corridors as described in Section 4 of the 2022 T&R Study. This included a review of the historical population and employment growth trends, as well as the future growth projections of these two major socioeconomic characteristics along the NTTA System corridors. A demographic consultant performed an independent economic review of the official demographic datasets and identified necessary modifications to the regional growth projections along and near NTTA System corridors. A summary of the independent economic review performed for the study area is also presented in Section 4 of the 2022 T&R Study.
- **NTTA System Traffic and Toll Revenue Forecasts** – CDM Smith developed traffic and toll revenue forecasts for the NTTA System as detailed in Section 6 of the 2022 T&R Study. The traffic and toll revenue forecasts were made using trip tables developed based on findings of the NTTA System independent economic review, with additional adjustments that were done as part of the model validation process.

The results of toll sensitivity analyses for the NTTA System, as described in Section 6 of the 2022 T&R Study, indicate that the planned toll rates are below the revenue maximization points, demonstrating that, if needed, there is potential for revenue enhancement through toll increases above those assumed for traffic and revenue forecasting purposes.

Since the completion of the 2022 T&R Study, the following new information has become available, which has warranted changes to the NTTA System traffic and revenue forecasts: (i) the anticipated completion dates for several NTTA capital improvement projects and other regional projects have changed, (ii) refinements to the traffic and revenue forecasting models were made by CDM Smith to reflect recent growth trends on the NTTA System, (iii) TollTag penetration and ZipCash revenue recovery assumptions have been updated to reflect the most recently available data, and (iv) toll rates on the NTTA System have been updated to reflect the ZipCash surcharge increase that went into effect on July 1, 2023. The August 2023 T&R Letter Update incorporates this information.

Based on the traffic forecast at each toll gantry location, annual forecasts for each toll facility of the NTTA System were prepared through 2070. The projections extend from 2024 through 2070 and include the revenue forecasts for DNT, PGBT, SRT, PGBT EE, PGBT WE, CTP, 360 Tollway, AATT, MCLB and LLTB. In each case, forecasts for each of the facilities are based on modeled traffic estimates at each toll collection location through the year 2045. Estimates beyond year 2045 are based on nominal assumptions regarding future traffic growth. These modeled estimates were refined using post-model adjustments and validation factors used to match observed traffic data at each toll gantry location.

The average toll at each location was based on the current mix of passenger car and commercial vehicle traffic, and the current average tolls, modified in future years to reflect changing assumptions in the proportion of AVI and ZipCash transaction shares. Toll rates for ZipCash transactions are 100 percent higher than the rates for AVI transactions (with a minimum differential of \$0.29 in 2023 dollars for passenger cars) at each toll gantry location.

As shown in the 2023 T&R Study, the estimated annual revenue on the DNT is expected to increase from \$348.3 million in 2024 to \$444.3 million by 2030 and \$645.2 million by 2040. Revenue on the PGBT (excluding PGBT WE and PGBT EE) is expected to be \$298.0 million in 2024, increasing to \$383.7 million by 2030 and \$560.2 million by 2040. PGBT WE is anticipated to generate \$79.9 million in toll revenue in 2024, increasing to \$110.5 million and \$165.9 million by 2030 and 2040, respectively. The PGBT EE toll revenue included in the 2023 T&R Study is the NTTA's share of the toll revenue. Under the PGBT EE Project Agreement, NTTA retains 80 percent of the AVI transaction revenue generated by the PGBT EE, and the remaining 20 percent of the AVI transaction revenue is paid to TxDOT. NTTA retains 80 percent of the revenue collected from the ZipCash transactions at the AVI rate, but NTTA retains 100 percent of the toll surcharge collected on ZipCash transactions. NTTA's share of the revenue on the PGBT EE is expected to be \$53.9 million in 2024, increasing to \$73.2 million by 2030 and \$124.5 million by 2040. Revenue on the SRT is expected to be \$257.0 million in 2024, increasing to \$334.2 million by 2030 and \$513.1 million by 2040. As fiscal year 2058 is the end of the fifty-year operational agreement of the SRT between NTTA and TxDOT, revenue from SRT is estimated through August 31, 2058, while the other facilities are assumed to generate revenue for NTTA in perpetuity. CTP is anticipated to generate \$95.9 million in toll revenue in 2024, increasing to \$129.5 million and \$206.5 million by 2030 and 2040, respectively. The 360 Tollway is expected to generate \$28.2 million in toll revenue in 2024, increasing to \$41.7 million and \$76.3 million by 2030 and 2040, respectively. Revenue from the AATT, MCLB and LLTB combined is expected to be about \$17.4 million in 2024. By 2030, this is estimated to reach a combined \$21.8 million and increase in 2040 to \$32.2 million, still a very small share of total NTTA System revenue.

As shown in the following table captioned "NTTA System – Annual Transactions and Revenue," total revenue on the NTTA System is expected to increase from about \$1.18 billion in 2024 to \$1.54 billion in 2030 and \$2.32 billion in 2040. Driven by nominal traffic growth and continued assumed modest inflationary adjustments in toll rates, annual revenue on the NTTA System is expected to reach more than \$3 billion per year by 2047.

Several sensitivity test results were included as part of the 2023 T&R Study to provide the traffic and revenue impacts of changes to some key variables. While the state of the North Texas economy, population and employment growth, specifically along NTTA System corridors, are critical to the transactions and revenue on the NTTA System, the following are other critical parameters that will continue to have a material impact on the NTTA System traffic and revenue:

- AVI transaction shares and ZipCash revenue recovery rates
- Growth in the NTTA System toll rates and toll rates on the several non-NTTA managed lane facilities, including those that will open in the next few years
- Growth in the perceived NTTA customers' values of time
- Gasoline prices
- Truck traffic shares on the NTTA System facilities
- Regional air quality requirements and the regional metropolitan transportation plan
- Future growth and performance of the regional economy
- The timing of capital improvements to the NTTA System; impacts that the associated construction activities will have on the flow of NTTA System traffic during construction
- Improvements or openings of complementary and competing transportation facilities along the NTTA System corridors; impacts that the associated construction activities will have on the NTTA System's traffic and revenue. The critical non-NTTA roadway facilities/improvements that could materially impact the NTTA System's traffic and toll revenue include the expansion of IH 635 Project, IH 35E Project, and SH 183 Project.

The 2023 T&R Study is incorporated by reference herein. See "**INCORPORATION BY REFERENCE.**"

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NTTA System – Annual Transactions and Revenue

Year	Annual Transactions			Annual Toll Revenue		
	Total	AVI	ZipCash	Total	AVI	ZipCash
2024	959,961,200	791,242,700	168,718,500	\$1,178,505,800	\$1,052,446,900	\$126,058,900
2025	979,254,000	807,362,900	171,891,100	\$1,233,089,100	\$1,101,961,000	\$131,128,100
2026	998,932,200	823,838,800	175,093,400	\$1,290,970,900	\$1,152,488,300	\$138,482,600
2027	1,018,369,300	840,095,100	178,274,200	\$1,348,140,500	\$1,204,538,600	\$143,601,900
2028	1,033,483,900	852,624,400	180,859,500	\$1,406,294,300	\$1,254,926,000	\$151,368,300
2029	1,052,796,700	868,802,900	183,993,800	\$1,470,725,200	\$1,314,126,500	\$156,598,700
2030	1,072,043,800	884,948,200	187,095,600	\$1,538,901,800	\$1,373,626,200	\$165,275,600
2031	1,091,868,900	901,578,900	190,290,000	\$1,610,500,300	\$1,439,044,400	\$171,455,900
2032	1,108,151,900	915,342,200	192,809,700	\$1,679,972,500	\$1,499,380,700	\$180,591,800
2033	1,124,826,500	929,441,700	195,384,800	\$1,751,708,700	\$1,565,252,100	\$186,456,600
2034	1,144,045,500	945,618,500	198,427,000	\$1,832,841,900	\$1,636,170,700	\$196,671,200
2035	1,160,733,800	959,755,800	200,978,000	\$1,911,159,100	\$1,708,188,200	\$202,970,900
2036	1,174,748,400	971,769,400	202,979,000	\$1,989,016,200	\$1,776,045,900	\$212,970,300
2037	1,191,308,000	985,862,300	205,445,700	\$2,070,098,400	\$1,850,562,500	\$219,535,900
2038	1,206,281,700	998,631,300	207,650,400	\$2,151,485,400	\$1,921,144,600	\$230,340,800
2039	1,221,440,000	1,011,566,000	209,874,000	\$2,235,783,100	\$1,998,451,700	\$237,331,400
2040	1,236,487,200	1,024,421,800	212,065,400	\$2,323,928,700	\$2,075,330,000	\$248,598,700
2041	1,251,645,100	1,037,383,300	214,261,800	\$2,413,363,800	\$2,157,518,000	\$255,845,800
2042	1,266,723,200	1,050,296,400	216,426,800	\$2,506,944,000	\$2,239,158,500	\$267,785,500
2043	1,282,060,900	1,063,438,500	218,622,400	\$2,607,324,800	\$2,331,735,900	\$275,588,900
2044	1,297,484,200	1,076,660,500	220,823,700	\$2,713,054,000	\$2,424,003,200	\$289,050,800
2045	1,319,262,500	1,095,057,300	224,205,200	\$2,822,263,200	\$2,524,796,600	\$297,466,600
2046	1,327,154,200	1,101,850,800	225,303,400	\$2,916,763,300	\$2,605,455,500	\$311,307,800
2047	1,334,988,300	1,108,584,300	226,404,000	\$3,013,831,900	\$2,694,936,500	\$318,895,400
2048	1,342,731,400	1,115,231,900	227,499,500	\$3,115,151,200	\$2,782,738,300	\$332,412,900
2049	1,350,944,000	1,122,258,500	228,685,500	\$3,215,497,100	\$2,875,499,900	\$339,997,200
2050	1,359,142,000	1,129,263,700	229,878,300	\$3,256,155,400	\$2,910,459,500	\$345,695,900
2051	1,363,234,400	1,132,843,500	230,390,900	\$3,353,139,700	\$2,999,929,300	\$353,210,400
2052	1,366,974,100	1,136,121,500	230,852,600	\$3,453,743,800	\$3,086,928,600	\$366,815,200
2053	1,371,130,000	1,139,736,100	231,393,900	\$3,556,812,100	\$3,182,521,800	\$374,290,300
2054	1,375,317,200	1,143,367,800	231,949,400	\$3,665,041,200	\$3,275,926,800	\$389,114,400
2055	1,379,541,500	1,147,022,600	232,518,900	\$3,775,515,200	\$3,378,225,700	\$397,289,500
2056	1,383,835,500	1,150,727,600	233,107,900	\$3,891,352,100	\$3,478,315,800	\$413,036,300
2057	1,387,945,900	1,154,273,800	233,672,100	\$4,006,029,600	\$3,584,999,600	\$421,030,000
2058	1,295,654,400	1,076,755,100	218,899,300	\$3,806,273,500	\$3,402,784,700	\$403,488,800
2059	1,108,567,700	919,502,000	189,065,700	\$3,267,261,200	\$2,921,877,100	\$345,384,100
2060	1,111,731,000	922,230,900	189,500,100	\$3,367,186,900	\$3,008,159,700	\$359,027,200
2061	1,115,149,100	925,165,200	189,983,900	\$3,466,580,800	\$3,100,212,200	\$366,368,600
2062	1,118,384,100	927,943,000	190,441,100	\$3,570,726,900	\$3,190,273,300	\$380,453,600
2063	1,121,519,200	930,633,100	190,886,100	\$3,675,652,300	\$3,287,459,100	\$388,193,200
2064	1,124,522,700	933,210,200	191,312,500	\$3,786,554,900	\$3,382,768,800	\$403,786,100
2065	1,127,887,700	936,082,200	191,805,500	\$3,898,843,200	\$3,486,936,600	\$411,906,600
2066	1,131,204,400	938,910,200	192,294,200	\$4,017,286,200	\$3,589,059,500	\$428,226,700
2067	1,134,605,700	941,804,600	192,801,100	\$4,137,054,900	\$3,699,585,600	\$437,469,300
2068	1,137,843,700	944,560,500	193,283,200	\$4,261,933,300	\$3,807,778,100	\$454,155,200
2069	1,141,057,500	947,292,700	193,764,800	\$4,388,214,700	\$3,924,460,000	\$463,754,700
2070	1,144,319,500	950,061,900	194,257,600	\$4,521,226,300	\$4,039,206,500	\$482,019,800
Total	56,347,294,100	46,711,172,600	9,636,121,500	\$133,469,899,400	\$119,297,395,000	\$14,172,504,400

Key assumptions for the foregoing table are as follows:

1. NTTA System systemwide toll rate increases on July 1 of every odd year by applying an annual toll increase of 2.75% in accordance with NTTA's adopted toll rate policy.
2. The SRT Project Agreement permits NTTA to implement congestion pricing if certain capacity improvement triggers are met. However, NTTA anticipates amending the SRT Project Agreement with the approval of TxDOT to remove the congestion pricing provisions. The 2023 T&R Study assumes that congestion pricing will not be put in place on the SRT at any time.
3. Under the PGBT EE Project Agreement, NTTA retains 80% of the AVI transaction revenue generated from the PGBT EE, and the remaining 20% of the AVI transaction revenue is paid to TxDOT. NTTA retains 80% of the revenue collected from the ZipCash transactions at the AVI toll rate, but NTTA retains 100% of the toll premium collected on ZipCash transactions.
4. Revenue forecasts for PGBT WE represent gross toll revenues and do not account for net revenue sharing with TxDOT commencing in 2061 as prescribed in the PGBT WE Project Agreement.
5. Under the 360 Tollway Project Agreement, a 50%/50% net revenue split between NTTA and TxDOT is assumed beginning on January 1, 2050 through the end of the forecast period.
6. The DNT Extension Phase 4A between First Street US 380 and FM 428 will open by December 31, 2027.
7. The DNT Extension Phase 4B between FM 428 and the Grayson County line is assumed to open by December 31, 2033.
8. SH 190/East Branch from IH 30/PGBT EE to IH 20/Loop 9 opens by December 31, 2033.
9. AVI/ZipCash toll transactions splits are applied on a plaza-by-plaza basis. AVI (TollTag) shares assumed for traffic and revenue forecasting purposes include AVI shares at the lane and all types of VToll transaction shares with a three-month lag. Based on the actual data and recent trends, the average NTTA System AVI shares are assumed to be 80.4% in 2023. The average AVI transaction shares on all NTTA facilities are assumed to ramp up based on a logistic function from 82.4% in 2024 to an average of 83.1% in 2050.
10. The base NTTA System ZipCash effective revenue recovery rate is assumed to be 33% at one year after the transaction occurred (includes invoiced and un-invoiced transactions and excludes all VToll transactions) and 40% at two years after the transaction occurred. It is anticipated that some degradation of the ZipCash recovery may occur as a result of the ZipCash surcharge increase in July 2023. The effective revenue recovery from TollTag transactions is assumed to be 99.5% in all forecast years, based on historical observations.
11. Projected annual toll revenues are revenues projected to be collected in each year (i.e., cash basis) after applying the above-described revenue recovery assumptions to the projected toll transactions for the year.
12. 2058 is the fiftieth year of operation of SRT as part of the NTTA System. SRT is expected to be returned to TxDOT at the end of August 2058.
13. Background network for travel demand modeling is based on Mobility 2045 – 2022 Update.
14. Trip tables used to generate traffic and revenues projections are based on the Mobility 2045 – 2022 Update demographics, updated to reflect independent economic review by Research and Demographic Solutions in 2022 for the 2022 T&R Study.
15. NTTA will employ business rules to encourage increases in AVI shares on its facilities and to increase the ZipCash toll revenue recovery.
16. In accordance with the existing practice of NTTA, all NTTA System facilities will be well-maintained, efficiently operated and effectively signed to encourage maximum usage.
17. Growth in vehicle operating costs (which include fuel, maintenance and tires) will not significantly deviate from the assumed inflation rate in the 2023 T&R Study.
18. Growth in traveler values of time will not significantly deviate from the assumed annual escalation rates in the 2023 T&R Study.

19. No local, regional or national emergency or pandemic will arise which would abnormally restrict the use of motor vehicles.

INCORPORATION BY REFERENCE

For additional information, the 2022 T&R Study has been filed with the Electronic Municipal Market Access System (“EMMA”) maintained by the Municipal Securities Rulemaking Board (the “MSRB”) and is incorporated by reference herein. In addition, NTTA’s monthly financial statements filed with EMMA are incorporated by reference herein. The documents incorporated by reference are also available upon request made to NTTA and the 2023 T&R Study may be accessed on NTTA’s website by accessing the following link:

https://www.ntta.org/whatwedo/fin_invest_info/NTTASystem/Documents/2022/NTTASystemTRReport_Aug2022.pdf

[NTTA System Traffic and Revenue Letter Update - 2023](#)

THE FOREGOING LINKS ARE NOT INCLUDED TO INCORPORATE BY REFERENCE, EITHER EXPRESSLY OR BY IMPLICATION, INTO THIS OFFICIAL STATEMENT ANY OTHER INFORMATION OR MATERIALS ON NTTA’S WEBSITE. THE INFORMATION CONTAINED AT EACH LINK’S LOCATION IS DATED AS OF THE DATE OF THE DOCUMENT, AND THERE CAN BE NO ASSURANCE THAT SUCH INFORMATION WILL BE UPDATED IN THE FUTURE. NTTA, ITS FINANCIAL ADVISORS, AND THE UNDERWRITERS DISCLAIM ANY RESPONSIBILITY TO UPDATE SUCH INFORMATION. NTTA, ITS FINANCIAL ADVISORS, AND THE UNDERWRITERS DISCLAIM ANY RESPONSIBILITY AS TO THE ACCURACY OR COMPLETENESS OF THE CONTENT OF ANY MATERIAL CONTAINED ON ANY LINK TO OR CONTENT OR MATERIAL ON OTHER INTERNET SITES OR HYPERLINKS/URL REFERENCES ACCESSED THROUGH NTTA’S WEBSITE.

ENGINEERING REPORTS

NTTA has received multiple engineering reports with respect to various components of the NTTA System. Copies of all engineering reports are available upon request at the offices of NTTA. Such reports reflect the facts, conditions, and estimates existing or made at the time of the report. Each such report speaks only as of its date and no effort has been made to update such reports.

INVESTMENTS

Investment of NTTA’s money is governed by State law (including the Texas Public Funds Investment Act), and the comprehensive investment policy and strategy statement adopted by the Board (the “*Investment Policy*”).

NTTA is required by the Public Funds Investment Act to invest its money under written investment policies that (i) primarily emphasize safety of principal and liquidity, (ii) address investment diversification, yield, maturity, and the quality and capability of investment management, and (iii) include a list of authorized investments, maximum allowable stated maturity of any individual investment for pooled funds, the maximum dollar-weighted average maturity, methods to monitor the market price of investments, and a requirement for settlement of all transactions, except investment pool funds and mutual funds, on a delivery versus payment basis. For a discussion of the investments of NTTA, see “**APPENDIX B.**”

The Chief Financial Officer has been appointed by the Board as the “Investment Officer” as required by the Public Funds Investment Act. No person may invest NTTA funds without express written authority from the Board. NTTA’s investments must be made “with judgment and care under circumstances then prevailing that persons of prudence, discretion and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived.” At least quarterly, the Investment Officer of NTTA must submit an investment report detailing: (i) the book value and market value of each investment at the beginning and end of the reporting period, (ii) if funds are pooled for investment purposes, the beginning market value of the pool portfolio, changes in the market value during the reporting period, the ending market value of the portfolio, and fully accrued interest for the reporting period, and (iii) compliance with the investment portfolio as it relates to the adopted investment strategy.

Additionally, the Board must (i) review annually its adopted policies and strategies, (ii) adopt a rule, order, ordinance, or resolution stating that it has reviewed its investment, policy, investment strategies, and records, and

include any changes made to either its investment policy or investment strategy in the respective rule, order, ordinance, or resolution, (iii) require any investment officers with personal business relationships or relatives with firms seeking to sell securities to NTTA to disclose the relationship and file a statement with the Texas Ethics Commission and NTTA, (iv) require the qualified representative of firms offering to engage in an investment transaction with NTTA to: (a) receive and review NTTA's investment policy, (b) acknowledge that reasonable controls and procedures have been implemented to preclude investment transactions conducted between NTTA and the business organization that are not authorized by the Board's investment policy (except to the extent that this authorization is dependent on an analysis of the makeup of NTTA's entire portfolio or requires an interpretation of subjective investment standards), and (c) deliver a written statement in a form acceptable to NTTA and the business organization attesting to these requirements, (v) perform an annual audit of the management controls on investments and adherence to NTTA's investment policy, (vi) provide specific investment training for the treasurer, chief financial officer, and investment officers, (vii) restrict reverse repurchase agreements to not more than 90 days and restrict the investment of reverse repurchase agreement funds to no greater than the term of the reverse purchase agreement, (viii) restrict the investment in no-load mutual funds in the aggregate to no more than 15% of NTTA's monthly average fund balance, excluding bond proceeds and reserves and other funds held for debt service, (ix) require local government investment pools to conform to certain disclosure, rating, net asset value, yield calculation and advisory board requirements, and (x) at least annually review, revise and adopt a list of qualified brokers that are authorized to engage in investment transactions with NTTA.

NTTA generally invests in direct obligations of the United States or its agencies and instrumentalities or repurchase agreements fully collateralized by obligations of the United States or its agencies or instrumentalities.

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APPENDIX B-1

**ANNUAL COMPREHENSIVE FINANCIAL REPORT, NORTH TEXAS TOLLWAY AUTHORITY
SYSTEM, AN ENTERPRISE FUND OF THE NORTH TEXAS TOLLWAY AUTHORITY, FOR FISCAL
YEAR ENDED DECEMBER 31, 2022**

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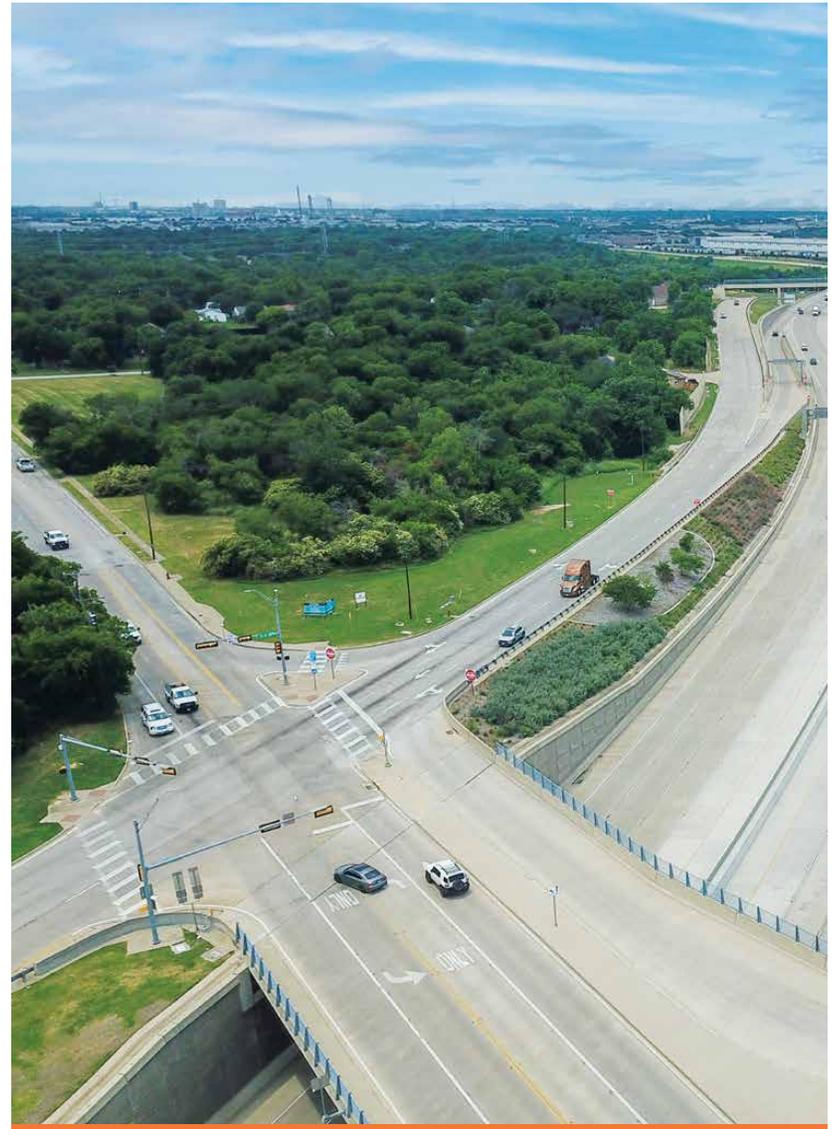
2022 Annual Comprehensive Financial Report

**NORTH TEXAS
TOLLWAY SYSTEM**
An Enterprise Fund of the
North Texas Tollway Authority

Fiscal Year Ended
December 31, 2022



NORTH TEXAS TOLLWAY AUTHORITY



S-2

INTRODUCTION

25 Years of Serving Our Region

Twenty-five years ago, visionary leaders in Dallas-Fort Worth foresaw a wave of both people and businesses headed to the region. With this anticipated (and unprecedented) growth in sight, leaders in the region searched for ways to meet the inevitable demand for infrastructure.

Born out of this need, the North Texas Tollway Authority, an organization dedicated to providing a safe, clean and convenient toll road system, was created in 1997. As the region continued to grow, so too has NTTA, constructing and maintaining 1,188 lane miles through the issuance of turnpike revenue bonds. Throughout its history, NTTA established itself as an industry innovator and leader through its conversion to all-electronic tolling, safety programs and TollTag.[®]

NTTA continues as an important instrument in the region's transportation financing tool box and trusted partner with our four member counties: Collin, Dallas, Denton and Tarrant. We are committed to providing a safe and reliable toll road system, increasing value and mobility options for our customers, operating the Authority in a businesslike manner, protecting our bondholders, and partnering to meet our region's growing need for transportation infrastructure.

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FINANCIAL SECTION

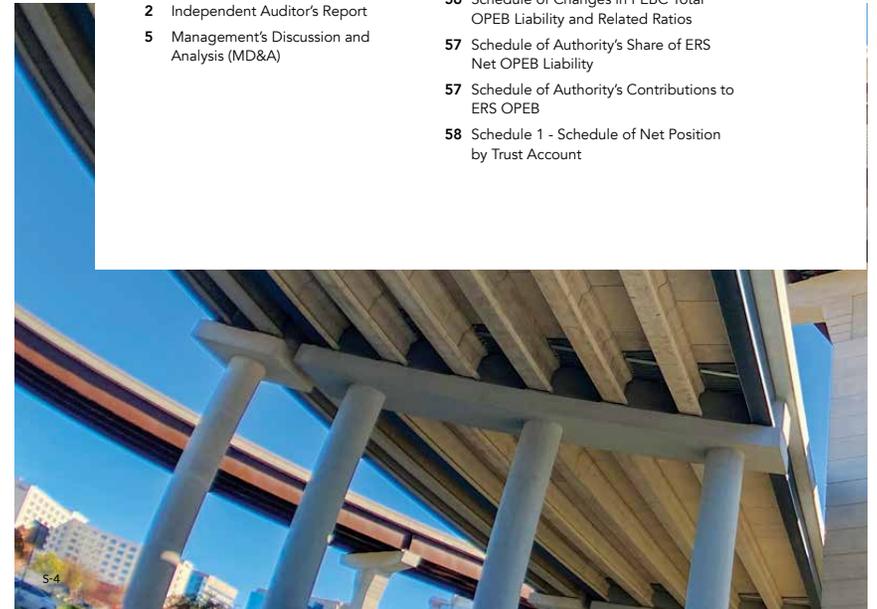
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Letter to Chairman Marcus Knight and the Board of Directors

The North Texas Tollway Authority (the Authority or NTTA) is pleased to submit the Annual Comprehensive Financial Report (ACFR or Report) for the year ended December 31, 2022, in compliance with Section 711 of the Amended and Restated Trust Agreement. The Report is intended to provide detailed information on the financial condition of the North Texas Tollway System (the System), an enterprise fund of the Authority, at December 31, 2022, including the System and the Non-Major Enterprise Fund.

The operations of the System are accounted for as an enterprise fund in accordance with United States Generally Accepted Accounting Principles (GAAP). Management confirms that the financial statements are presented fairly and, in all material respects, represent the financial position of the System as of December 31, 2022. Management assumes full responsibility for the completeness and reliability of the information contained in this report, based upon a comprehensive framework of internal controls that it has established for this purpose. Because the cost of internal controls 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. In keeping with that responsibility, these statements are presented on a consolidated basis and include the NTTA System and the Non-Major Enterprise Fund for Tolling Services Agreements (TSAs). Crowe LLP, an independent audit firm, has issued an unmodified ("clean") opinion on the North Texas Tollway System's financial statements for the year ended December 31, 2022. This independent auditors' report is located at the front of the financial section of this report.

Management's Discussion and Analysis (MD&A) (pages 5-14) provides an introduction to analysis of the financial statements. The MD&A complements this letter of transmittal and should be read in conjunction with it.

PROFILE OF THE NORTH TEXAS TOLLWAY AUTHORITY

In 1997, the Texas Legislature created the North Texas Tollway Authority and charged NTTA with improving mobility in the North Texas region. The Authority is committed to being a careful steward of all resources placed in its care – financial, physical, and environmental.

The NTTA System consists of the Dallas North Tollway (DNT), President George Bush Turnpike (PGBT), Sam Rayburn Tollway (SRT), previously known as State Highway 121, Mountain Creek Lake Bridge (MCLB), Addison Airport Toll Tunnel (AATT), Lewisville Lake Toll Bridge (LLTB), Chisholm Trail Parkway (CTP) and the 360 Tollway (360T).

The Non-Major Enterprise Fund is a Tolling Services Agreements (TSAs) fund. The following represents the three types of TSAs: (1) Developer TSAs where NTTA remits amounts for each transaction, has collection exposure, and is paid a fee to process the transactions (2) Developer TSAs where NTTA remits only amounts collected and is paid a fee to process each transaction and (3) Regional TSAs facilities where NTTA remits only amounts collected and is reimbursed for operating expenses from the Texas Department of Transportation (TxDOT).

Developer TSA (type1) facilities presently consist of Interstate Highway 635 (LBJ) and North Tarrant Express 1&2W (NTE 1&2W). Developer TSA (type 2) facilities presently consist of North Tarrant Express 3A/3B (NTE 3A/3B) and Toll 49, Dallas/Fort Worth International Airport, Dallas Love Field Airport and toll roads used by NTTA customers in Oklahoma, Kansas, Texas and most toll roads in Florida. Regional TSA (type 3) facilities presently consist of DFW Connector (DFWC), I-30, I-35E, I-635E (LBJ East) and Midtown Express (SH-114, Loop 12 and SH-183).

RELEVANT FINANCIAL POLICIES

Toll revenues, in 2022, net of bad debt expense were \$1,056,129,628 representing an increase of 15.2% over the 2021 toll revenues of \$916,944,616, net of bad debt expense. These revenues allow the Authority to maintain its commitment to preserve current assets, fund capital improvement projects, satisfy debt-service obligations and invest in safety and technology to provide our customers best-in-class service.

Section 501 of the Amended and Restated Trust Agreement mandates the Authority will keep in effect a Toll Rate Schedule, which will raise and produce Net Revenues (Gross Revenues less Operating and Maintenance Expenses) sufficient to satisfy the greater of (1), (2) or (3) below:



- (1) 1.35 times the scheduled debt service requirements on all outstanding First Tier Bonds for the fiscal year; or
- (2) 1.20 times the scheduled debt service requirements on all outstanding First Tier Bonds and all outstanding Second Tier Bonds for the fiscal year; or
- (3) 1.00 times the scheduled debt service requirements on all outstanding First Tier Bonds, all outstanding Second Tier Bonds, all outstanding Third Tier Bonds and all other outstanding obligations of the Authority secured by net revenues for the fiscal year.

NTTA met all coverage requirements in 2022.

AWARDS AND ACKNOWLEDGMENTS

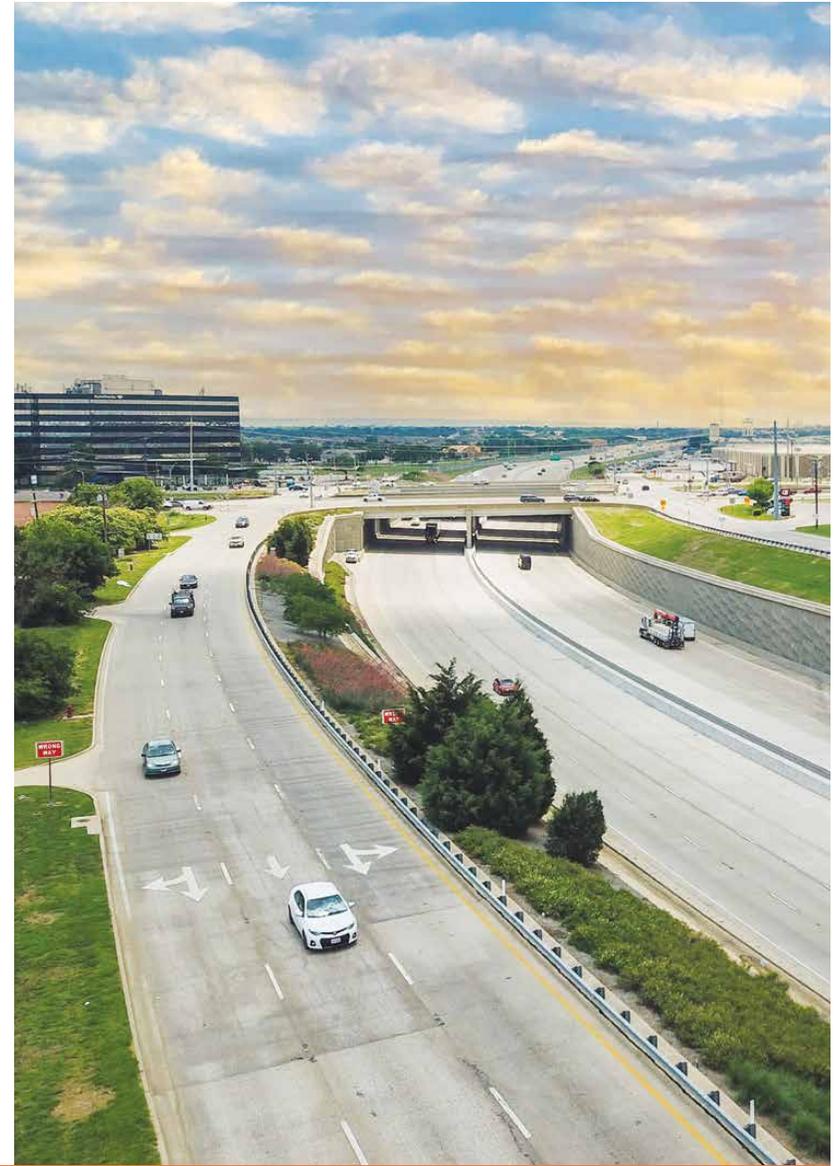
The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the North Texas Tollway Authority for its Annual Comprehensive

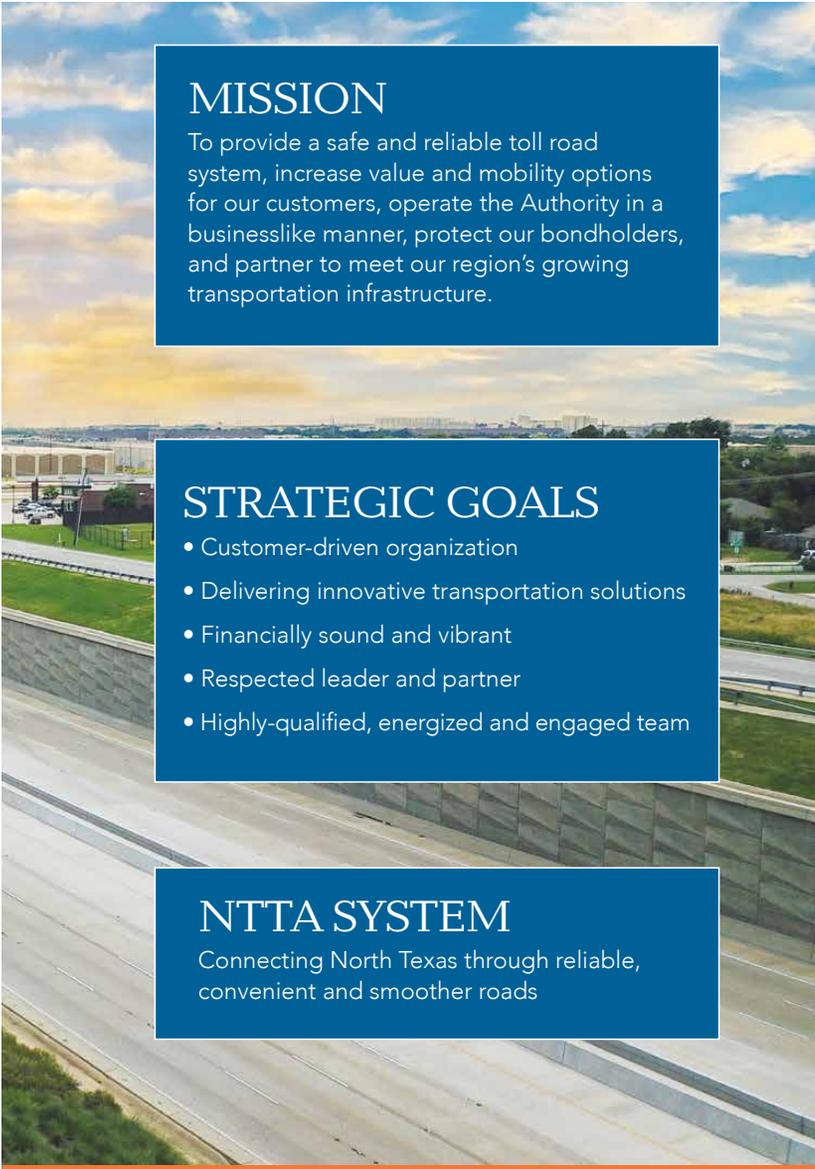
Financial Report for the fiscal year ended December 31, 2021.

We appreciate our Board of Directors for providing leadership as NTTA delivers transportation solutions for customers in the region. We also wish to thank NTTA staff and the Finance team for their contributions to the production of this report.

Respectfully submitted,

Horatio Porter
Chief Financial Officer





MISSION

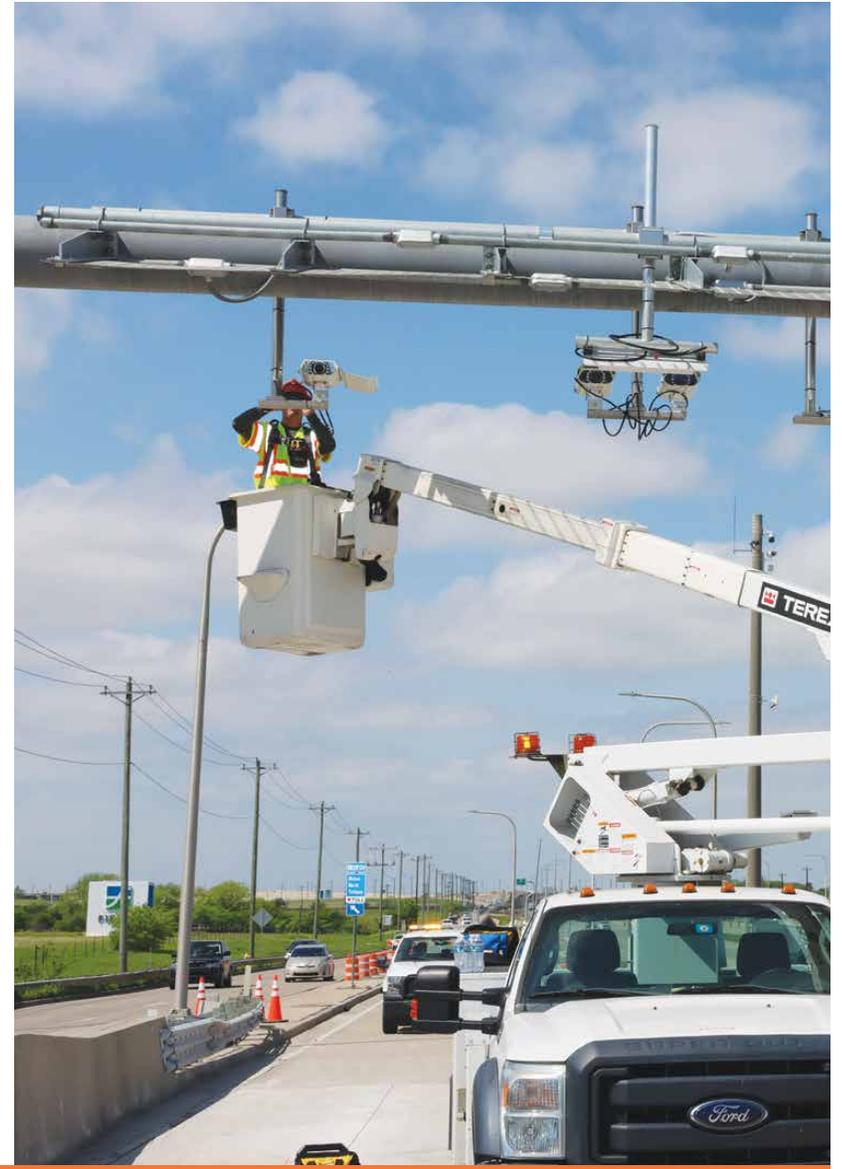
To provide a safe and reliable toll road system, increase value and mobility options for our customers, operate the Authority in a businesslike manner, protect our bondholders, and partner to meet our region's growing transportation infrastructure.

STRATEGIC GOALS

- Customer-driven organization
- Delivering innovative transportation solutions
- Financially sound and vibrant
- Respected leader and partner
- Highly-qualified, energized and engaged team

NTTA SYSTEM

Connecting North Texas through reliable, convenient and smoother roads



2022 BY THE NUMBERS

NTTA Manages **1,188** lane miles

6.5M
Active TollTags

14M
Unique Customers*

2.9M
Daily Transactions*

*Numbers for all transactions processed by NTTA (including Interoperable, TSAs)

Transactions paid with TollTag
NTTA roads only

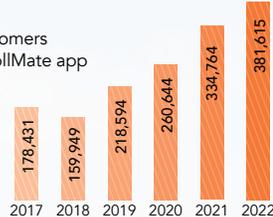


Customer Satisfaction Rating
Third-party verified



Tollmate

381,615 customers downloaded the Tollmate app



1.5M total downloads

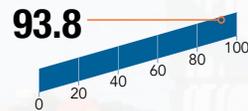
TollPerks

139,908 customers signed up for TollPerks



763,144 total members

Maintenance Program Rating



Traffic Incident Management

Roadside Safety Services team assisted

49,372 customers

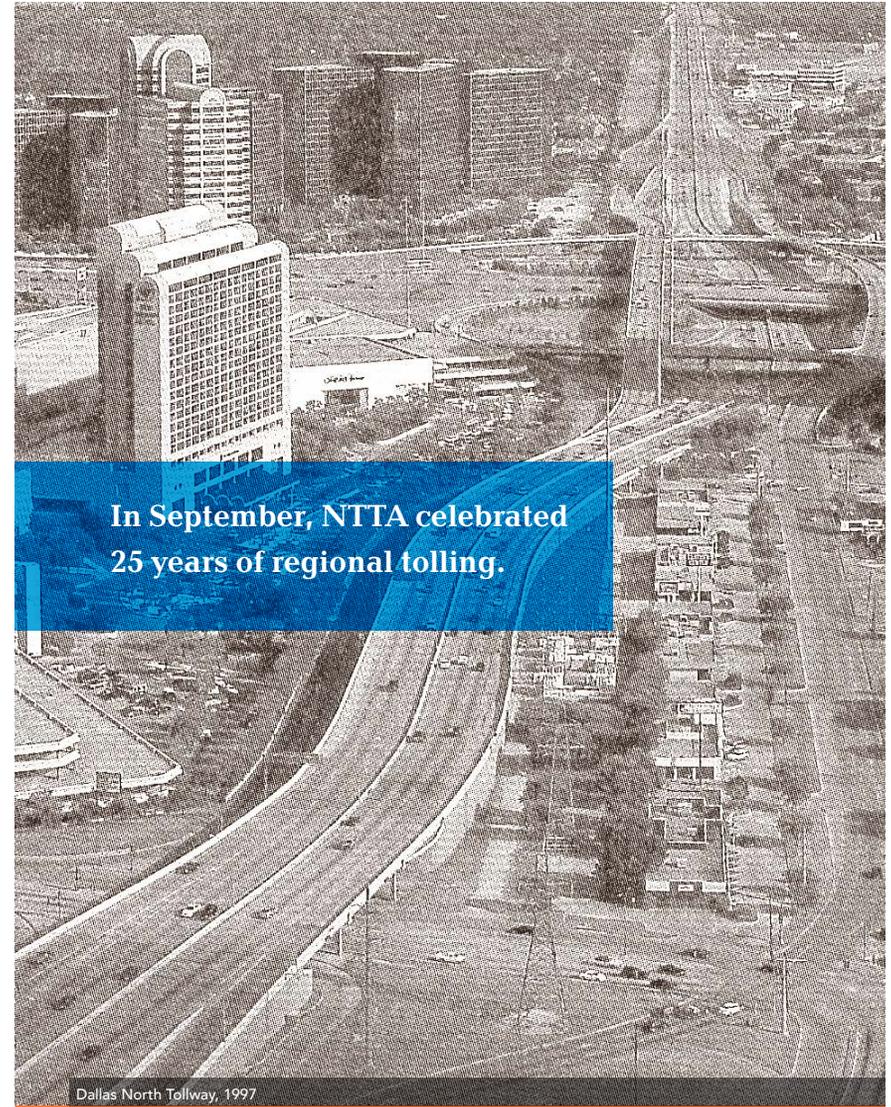


Average response time:
16 minutes **20** seconds

NTTA's Roadside Safety Services team cleared

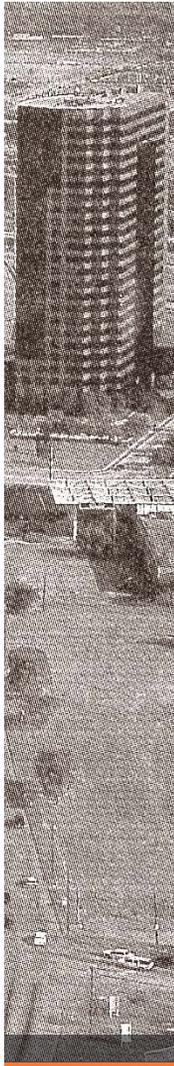
10,479

pieces of debris from NTTA roads



In September, NTTA celebrated 25 years of regional tolling.

Dallas North Tollway, 1997



25-YEAR ANNIVERSARY

Through visionary foresight, North Texas began creating an actual “road map” to the future of mobility in 1997, paving a path to address the critical need to expand its transportation system in anticipation of booming growth by keeping toll dollars in the region.

Today, NTTA's system delivers travel options to millions of customers daily, keeping North Texas moving in one of the fastest growing regions in the nation. We've weathered recessions, global and local challenges, and most recently, a pandemic.

Transportation leaders, Board members, elected officials and NTTA executives representing our 25-year history gathered to commemorate the organization's silver anniversary.

For more than two decades, NTTA has helmed several tolling innovations including, being among the first tolling organizations to complete the conversion to all-electronic tolling – something many toll agencies are just beginning. The near flawless implementation of our tolling back-office system has set us on a course of continued success in serving North Texas. We are proud of internationally recognized programs to keep our roads safe and our efforts to improve and grow participation by disadvantaged, minority-and-woman-owned businesses in heavy highway construction, and the transparency of our finances.

As much as things have changed, some of what was true at the time of NTTA's beginning remains true today. North Texas toll dollars remain here at home, reinvested to create an even stronger transportation system.



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Dallas North Tollway

Dallas North Tollway (DNT)

Work continued along the Dallas North Tollway to improve and maintain existing facilities, while meeting the needs of one of the fastest growing areas in the US. The 2022 updates for expansion-related projects are as follows:

- **DNT extension over US 380:** Extension of the DNT is being built over US 380. On schedule; construction started late 2019; anticipate opening to travel in 2023.
- **Sam Rayburn Tollway to US 380:** DNT fourth lane expansion work in progress. On schedule; construction started late 2022; anticipate opening to travel in 2025.
- **Phase 4A:** Extension of DNT from US 380 to FM 428. Three lanes in each direction from US 380 to FM 428 in Celina. On schedule; design work underway; anticipate construction to start in 2024.
- **Phase 4B Frontage Road:** Frontage road extension from FM 428 to the Grayson County line. Opened to travel in October 2022.

President George Bush Turnpike (PGBT)

PGBT Widening: Additional lanes added along the turnpike to expand capacity and keep pace with increasing traffic demand. The 2022 progress for the remaining segment:

- **SH 183 to I-20:** Construction began in December 2019. Opened to travel in April 2022.

East Branch: Extension of the PGBT south from I-30 to I-20, approximately 11 miles. In planning; NTTA is continuing environmental study to select a route alignment and seek environmental clearance.

BUSINESS DIVERSITY AND VENDOR OUTREACH

Driving Diversity

The NTTA Business Diversity Department (BDD) transitioned back to post-COVID, in-person events in 2022 to expand vendor outreach efforts. We used best practices learned from virtual events and maintained an attendance average of 80 participants per month. During the year, BDD hosted 24 outreach events for disadvantaged, minority-and woman-owned business enterprises (D/M/WBE) and participated in more than 80 pre-proposal conferences for competitive procurements. Our efforts resulted in the registration of more than 450 new vendors seeking business with NTTA.

Our Relationships and Opportunities Advancing Diversity (ROAD) program networking events also returned to an in-person format, improving comradery, information-sharing and personal connections. The ROAD program has paved the way for business collaboration in pursuit of local, national and global projects for more than 13 years.

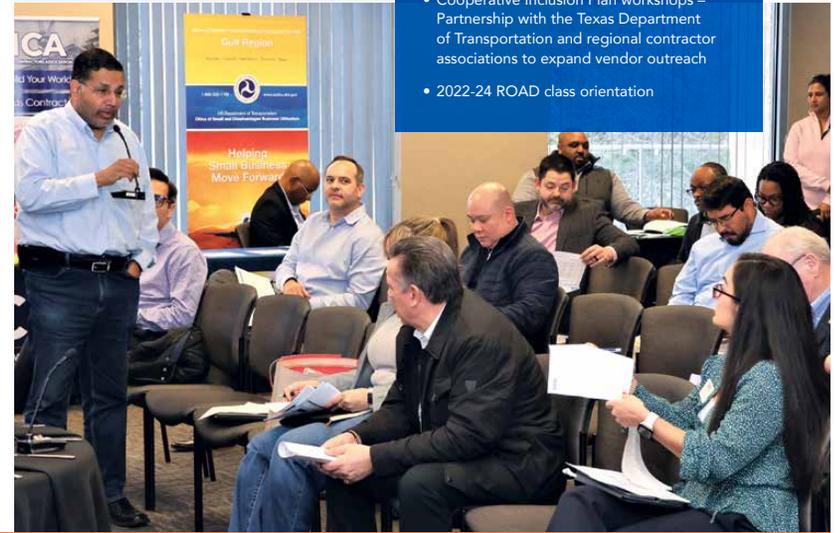
Road Program Events

- In-person graduation of 30 high-achieving contractors and consultants who completed the 2020-2022 ROAD program
- Board introduction of 30 qualified contractors and consultants into the 2022-24 ROAD program class – the seventh of the program

Vendor Outreach Events

Hosted 24 virtual vendor outreach events, including:

- Second-Wednesday Business Chat sessions – D/M/WBEs promote their businesses to NTTA staff, contractors, and contractor associations
- Cooperative Inclusion Plan workshops – Partnership with the Texas Department of Transportation and regional contractor associations to expand vendor outreach
- 2022-24 ROAD class orientation





Advocacy Trade Association Participation

- Staff participated in 75 in-person and virtual external outreach events hosted by advocacy groups and trade partners

Industry-Specific Procurement and Diversity Events

- Focus group and community engagement events with the cities of Lewisville and Duncanville, on business diversity programming, and RHCA heavy highway and transportation forum in collaboration with NITA and TxDOT

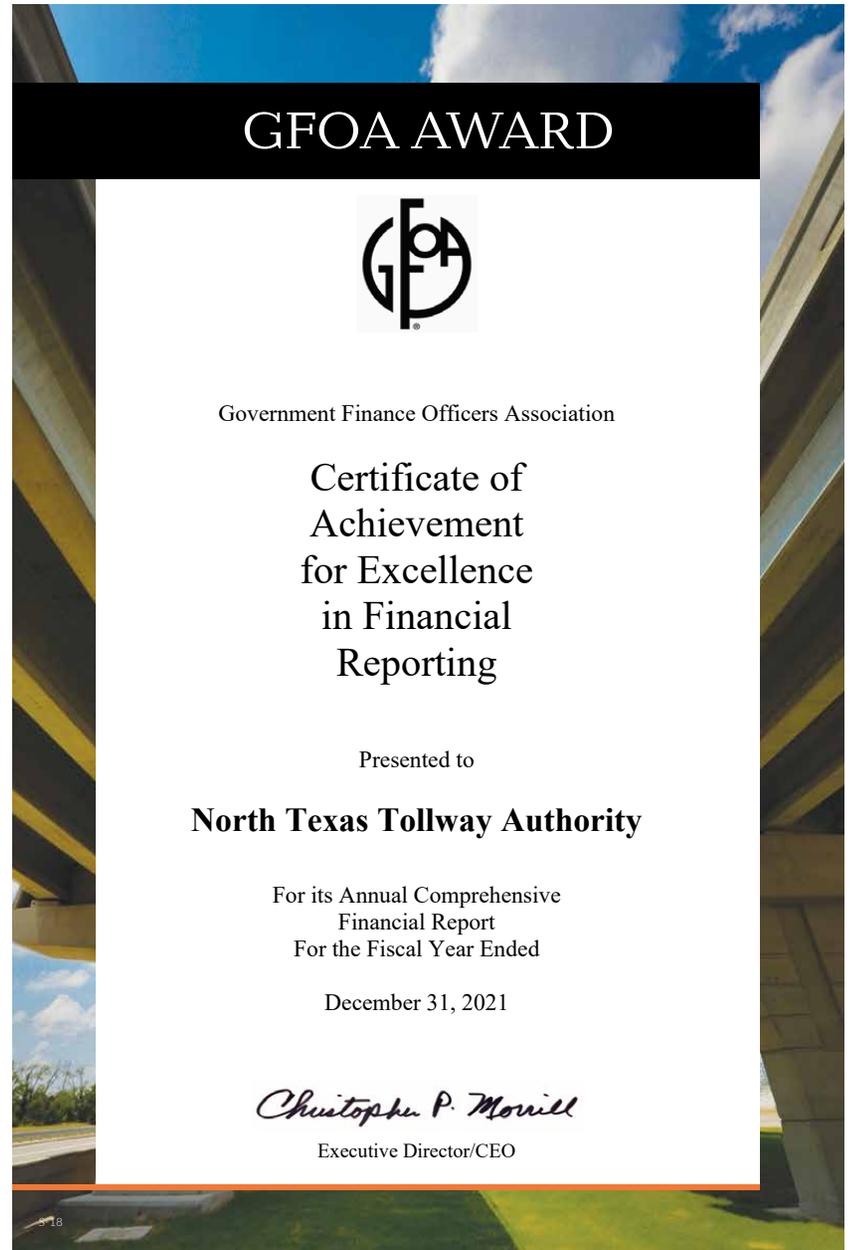


Awards and Recognition

- Arab American Association of Engineers and Architects – 2022 Agency/Owner of the Year Advancement Award
- Asian American Contractors and Professionals Association – 2022 Outstanding Partner of the Year Award

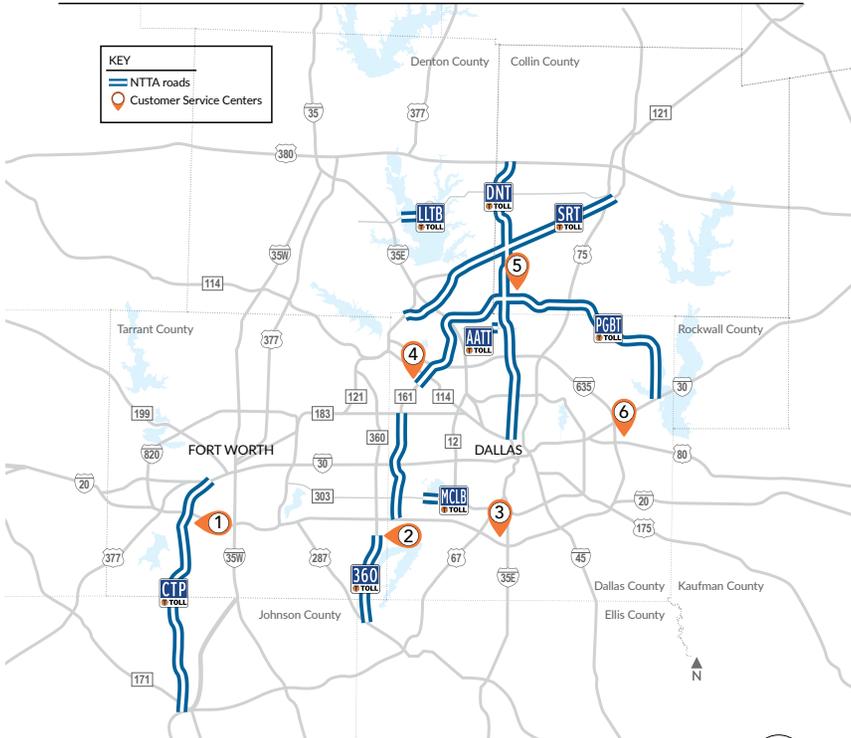
Diversity Contracts

*In 2021, 38% or 38 cents per dollar was spent with D/M/WBEs
 *2022 data available September 2023



NTTA ROADS

- 360 Tollway
- Addison Airport Toll Tunnel (AATT)
- Chisholm Trail Parkway (CTP)
- Dallas North Tollway (DNT)
- Lewisville Lake Toll Bridge (LLTB)
- Mountain Creek Lake Bridge
- President George Bush Turnpike (PGBT)
- Sam Rayburn Tollway (SRT)



Customer Service Centers



- | | |
|---|---|
| <ul style="list-style-type: none"> 1 4825 Overton Ridge Blvd., Suite 304
Fort Worth, 76132 2 5244 S State Highway 360, Suite 384
Grand Prairie, 75052 3 39025 LBJ Service Road
Dallas, 75232 | <ul style="list-style-type: none"> 4 5555 President George Bush Turnpike
Irving, 75038 5 5900 W Plano Pkwy.
Plano, 75093 (NTTA Headquarters) 6 2110 N Galloway Ave., Suite 120
Mesquite, 75150 |
|---|---|

BOARD OF DIRECTORS

as of December 31, 2022



Marcus Knight
Chairman
Dallas County



Mojoy Haddad
Vice Chairman
Tarrant County



Tim Carter
Tarrant County



Lynn Gravley
Gubernatorial Appointee



Pete Kamp
Denton County



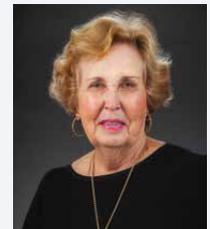
Scott Levine
Collin County



John Mahalik
Denton County



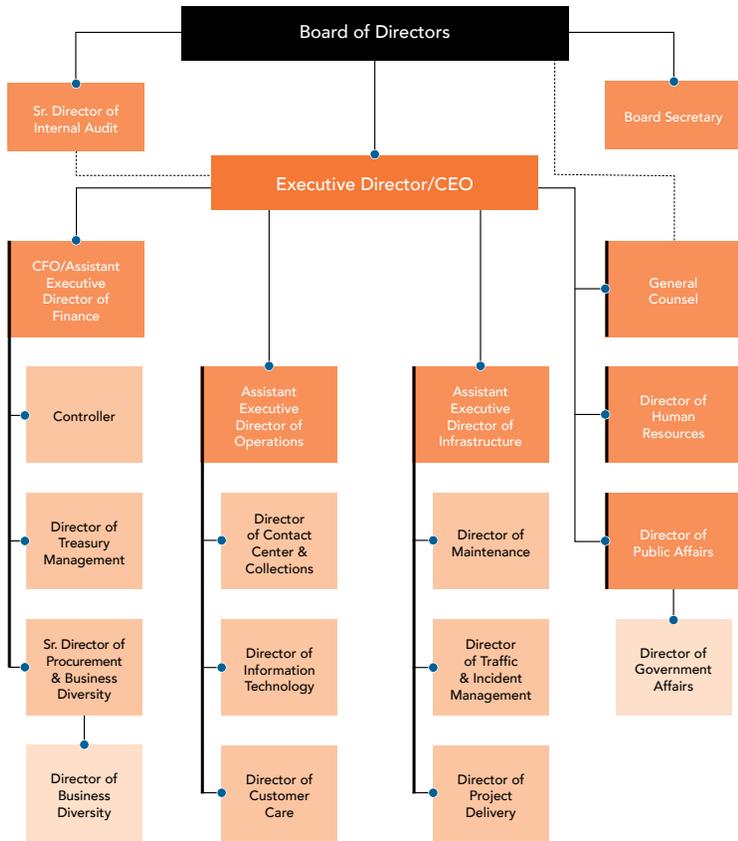
George "Tex" Quesada
Dallas County



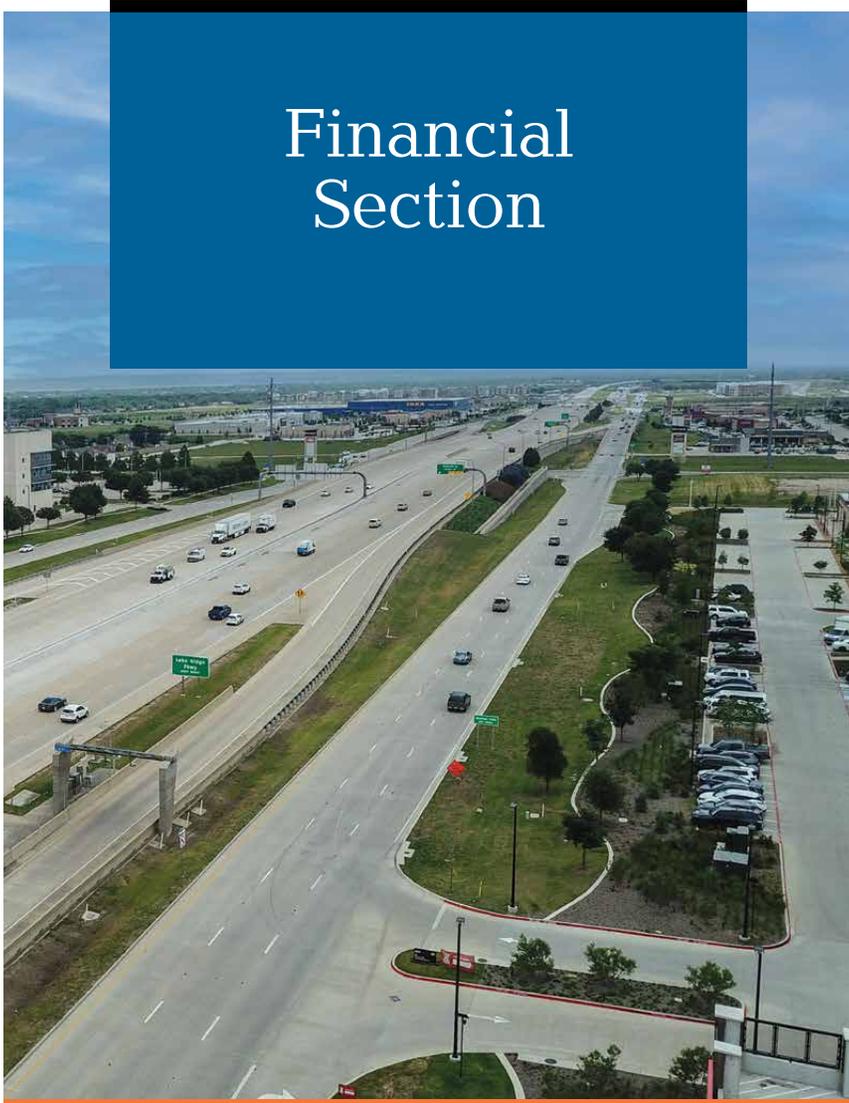
Jane Willard
Collin County

James Hofmann, Executive Director/CEO | **Horatio Porter**, Chief Financial Officer

NTTA ORGANIZATION



Financial Section



Crowe LLP
Independent Member Crowe Global

INDEPENDENT AUDITOR'S REPORT

To the Board of Directors
North Texas Tollway Authority

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the major fund and the aggregate remaining fund information of the North Texas Tollway System (the System), an enterprise fund of the North Texas Tollway Authority (the Authority), as of and for the year ended December 31, 2022, and the related notes to the financial statements, which collectively comprise the System's 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 major fund and the aggregate remaining fund information of the System, as of December 31, 2022, and changes in its 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 Opinions

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 (Government Auditing Standards)*, issued by the Comptroller General of the United States. 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 System, 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 opinions.

Emphasis of Matter

As discussed in note 1(a), the financial statements present only the System, an enterprise fund of the Authority and do not purport to, and do not, present fairly the financial position of the Authority as of December 31, 2022, and the changes in its financial position and its cash flows for the year then ended, in accordance with accounting principles generally accepted in the United States of America. Our opinions are not modified with respect to this matter.

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 System's ability to continue as a going concern for twelve 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 opinions. 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 System'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 System'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 on pages 5-14, Modified Approach – Infrastructure Assets on pages 52-53, Schedule of Changes in Net Pension Liability/(Asset) and Related Ratios on page 54, Schedule of Employer Pension Contributions, on page 55, Schedule of Changes in PEBC Total OPEB Liability and Related Ratios on page 56, Schedule of Authority's Share in ERS Net OPEB Liability, on page 57, and Schedule of Authority's Contributions to ERS OPEB on page 57, be presented to supplement the financial statements. Such information is the responsibility of management and, although not a part of the financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, 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 financial statements, and other knowledge we obtained during our audit of the 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.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the System's financial statements. The Schedule 1 is presented for purposes of additional analysis and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Schedule 1 is fairly stated, in all material respects, in relation to the financial statements as a whole.

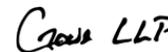
Other Information

Management is responsible for the other information included in the annual report. The other information comprises the introductory section, the supplementary schedules 2 through 7, and statistical section but does not include the financial statements and our auditor's report thereon. Our opinions on the financial statements do 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 financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the 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 June 9, 2023 on our consideration of the System'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 System'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 System's internal control over financial reporting and compliance.



Crowe LLP

Dallas, Texas
June 9, 2023

Management's Discussion and Analysis

December 31, 2022

As Management of North Texas Tollway Authority (Authority), we offer readers the financial statements for the System, which consists of DNT, PGBT, CTP, SRT, MCLB, AATT, LLTB, and the 360T. These toll roads make up the major enterprise fund of the System. The Non-Major Enterprise Fund is a fund for TSAs. The following represent the three types of TSAs: (1) Developer TSAs where NTTA remits amounts for each transaction, has collection exposure, and is paid a fee to process the transactions (2) Developer TSAs where NTTA remits only amounts collected and is paid a fee to process each transaction and (3) Regional TSAs facilities where NTTA remits only amounts collected and is reimbursed for operating expenses from TxDOT. Developer TSA (type1) facilities presently consist of Interstate Highway 635 (LBJ) and North Tarrant Express 1&2 (NTE 1&2). Developer TSA (type 2) facilities presently consist of North Tarrant Express 3A/3B (NTE 3A/3B) and Toll 49. Regional TSA (type 3) facilities presently consist of DFW Connector (DFWC), I-30, I-35E, I-635E (LBJ East) and Midtown Express (SH-114, Loop 12 and SH-183).

We have included an overview and analysis of the financial activities of the System for the year ended December 31, 2022. This discussion and analysis is designed to assist the reader in focusing on the financial issues and activities and to identify any significant changes in financial position. Please read it in conjunction with the financial statements, which immediately follow this section.

Using This Annual Report

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the System financial statements, notes to the financial statements, and required supplementary information. The financial statements of the System report information using accounting methods consistent with reporting for an enterprise activity similar to those used by private sector companies.

Statement of Net Position: This statement presents information on the System and the Non-Major Enterprise fund assets and liabilities. The difference between the assets and liabilities is reported as net position. Over time, changes in the net position are useful indicators of how the System is performing.

Statement of Revenues, Expenses and Changes in Net Position: This statement presents information showing the System and the Non-Major Enterprise fund revenues, expenses, and how the net position changed during the year.

Statement of Cash Flows: This statement presents information about the System and the Non-Major Enterprise fund cash receipts and cash payments, or, the sources and uses of the System and the Non-Major Enterprise fund cash. It also presents the change in cash balance during the fiscal year.

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 financial statements.

Other: Certain required supplementary information is presented to disclose trend data on the System infrastructure condition. Additionally, certain financial schedules are presented by Trust Account and in accordance with the Authority's Trust Agreement.

Management's Discussion and Analysis

December 31, 2022

Financial Results and Analysis

2022 Highlights

- The total net position increased by \$254,871,000 over fiscal year 2021, mainly due to a 18.3% increase in total operating revenues.
- The System's total traffic transactions (excluding non-revenue transactions) for fiscal year 2022 were 877,256,430 an increase of 67,173,402 or 8.3% over fiscal year 2021 transactions.
- The Non-Major Enterprise Fund total traffic transactions for fiscal year 2022 were 166,703,394, an increase of 11,927,226 or 7.7% over fiscal year 2021 transactions.
- Approximately 6,520,065 toll tags were active at the end of fiscal year 2022, an increase of 421,093 or 6.9% over fiscal year 2021 active toll tags.
- In 2007, the System received a toll equity grant in the amount of \$160,270,000 from TxDOT for Right of Way acquisition and other costs related to the PGBT Eastern Extension (PGBT EE). In return for the grant, the Authority agreed to share 20% of the tolls received on the PGBT EE with TxDOT over the life of PGBT EE. The extension opened in late December 2011. In fiscal year 2022 TxDOT received \$10,267,938 on 40,388,888 transactions in comparison to \$9,899,162 on 38,943,153 transactions in 2021.
- The System's toll revenues of \$1,034,979,719, net of bad debt expense, increased by \$136,326,127 or 15.2% over fiscal year 2021, due to a 8.3% increase in traffic transactions.
- The Non-Major Enterprise Fund total operating revenues of \$78,602,347 increased by \$24,265,753 or 44.7% over fiscal year 2021, due to a 7.7% increase in overall TSA transactions, a 19.4% increase in the average developer TSA transaction value, and inclusion of \$8.1 million in Regional TSA fees which were previously offset against Regional TSA operating expenses.
- The System's Administration and Operations expenses of \$199,065,743 increased by \$19,957,637 or 11.1% over fiscal year 2021. (See Budget to Actual Schedule – page 83)
- The Non-Major Enterprise Fund administration and operations expenses of \$65,450,983 increased by \$18,399,569 or 39% over fiscal year 2021, due to the increase in overall TSA transactions and transaction value, and inclusion of \$8.1 million in Regional TSA operating expenses which were previously offset by Regional TSA fees.

Management's Discussion and Analysis

December 31, 2022

Summary of Operations

**Table A-1
Net Position**

	2022	2021
Current unrestricted assets	\$ 847,548,182	\$ 789,994,612
Current restricted assets	512,735,580	377,522,945
Noncurrent assets		
Investments	347,761,417	266,956,640
Restricted investments	332,574,171	420,290,147
Other assets	25,369,635	1,140,938
Intangible assets	2,301,673,021	2,366,129,222
Capital assets:		
Nondepreciable	6,336,526,714	6,285,472,707
Depreciable (net)	108,592,618	112,173,630
Total assets	<u>10,812,781,338</u>	<u>10,619,680,841</u>
Deferred outflow of resources	467,740,916	541,704,827
Current unrestricted liabilities	181,493,884	159,858,991
Current liabilities payable from restricted assets	419,399,181	344,256,604
Noncurrent liabilities	27,269,035	23,948,556
Long-term debt	9,811,016,548	10,088,432,351
Total liabilities	<u>10,439,178,648</u>	<u>10,616,496,502</u>
Deferred inflow of resources	99,207,839	57,624,399
Net position:		
Investment in capital assets	(3,191,388,701)	(3,339,239,957)
Restricted for debt service	1,655,824,885	1,479,740,796
Restricted for SCA intangible	2,301,673,021	2,366,129,222
Unrestricted	(23,973,438)	(19,365,294)
Total net position	<u>\$ 742,135,767</u>	<u>\$ 487,264,767</u>

The net position indicates an unrestricted current ratio of 4.67 and 4.94 for fiscal year 2022 and fiscal year 2021, respectively. Working capital was \$666,054,298 and \$630,135,621 in fiscal year 2022 and fiscal year 2021, respectively. Total unrestricted current assets were \$847,548,182 in fiscal year 2022, compared to \$789,994,612 in fiscal year 2021. Total unrestricted and restricted current assets were \$1,360,283,762 at the end of fiscal year 2022. Cash and investments of \$1,202,708,632 represent the largest component of current assets. The remaining \$157,575,130 is comprised of accrued interest receivable of \$4,916,075, accounts receivable of \$125,181,711, inter-project/interagency receivables of \$27,450,624, and prepaid expenses of \$26,720.

Total unrestricted current liabilities were \$181,493,884 at the end of fiscal year 2022, consisting of \$115,717 of accounts payable, \$109,801,009 of deferred revenue, \$48,516,534 of accrued liabilities and interagency payables of \$23,060,624.

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Management's Discussion and Analysis

December 31, 2022

Summary of Operations

**Table A-2
Changes in Net Position**

	2022	2021
Revenues		
Tolls	\$ 1,056,129,628	\$ 916,944,616
Other revenues	102,965,095	62,675,006
Operating revenues	<u>1,159,094,723</u>	<u>979,619,622</u>
Operating expenses before depreciation	<u>319,328,857</u>	<u>277,565,495</u>
Income from operations before depreciation	839,765,866	702,054,127
Amortization of intangibles	(73,294,282)	(66,194,256)
Depreciation	<u>(13,172,002)</u>	<u>(7,177,019)</u>
Operating income	753,299,582	628,682,852
Nonoperating revenue (expenses):		
Decrease in fair value of investments	(57,892,197)	(9,933,865)
Interest expense	(460,067,137)	(462,722,391)
Other	<u>(149,634)</u>	<u>(4,104,250)</u>
Net nonoperating revenue (expenses):	(518,108,968)	(476,760,506)
Capital contributions		
Contributed Capital - 360 Tollway	-	18,462,580
BAB's subsidy	<u>19,680,386</u>	<u>19,680,386</u>
Change in net position	254,871,000	190,065,312
Net position - beginning	<u>487,264,767</u>	<u>297,199,455</u>
Net position - ending	<u>\$ 742,135,767</u>	<u>\$ 487,264,767</u>

Total operating revenues were \$1,159,094,723 for fiscal year 2022 and \$979,619,622 for fiscal year 2021. Toll revenues in fiscal year 2022 were \$1,056,129,628 (net of bad debt expense of \$125,710,825), a 15.2% increase in comparison to fiscal year 2021 toll revenues of \$916,944,616 (net of bad debt expense of \$132,096,722). Traffic on the System and the Non-Major Enterprise Fund increased with average daily transactions of 2,403,442 and 456,722 in fiscal year 2022 as compared to 2,219,406 and 424,044 in fiscal year 2021, respectively.

Total operating expenses, including the Operation and Maintenance Fund, Reserve Maintenance Fund, Capital Improvement Fund, and Construction Improvement expenses before depreciation for fiscal year 2022 were \$319,328,857 representing a 15.0% increase over fiscal year 2021 operating expenses of \$277,565,495. Interest expense, inclusive of capitalized interest, for fiscal year 2022 was \$460,067,137 a 0.6% decrease from fiscal year 2021 interest expense of \$462,722,391. The System's debt service coverage for all debt for fiscal year 2022 and fiscal year 2021 were 1.49 and 1.43 times, respectively. The Trust Agreement and the Authority's Debt Policy both require bond principal and interest coverage of 1.35 for first tier debt. For fiscal year 2022, the debt service coverage for first tier debt was 2.28. Please see Footnote 2 on page 26 and 27.

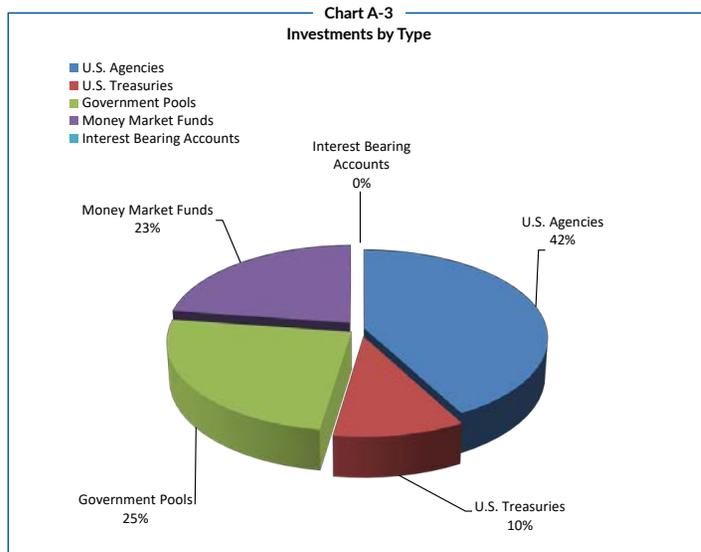
The overall financial position in fiscal year 2022 increased by \$254,871,000 from fiscal year 2021.

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Management's Discussion and Analysis

December 31, 2022

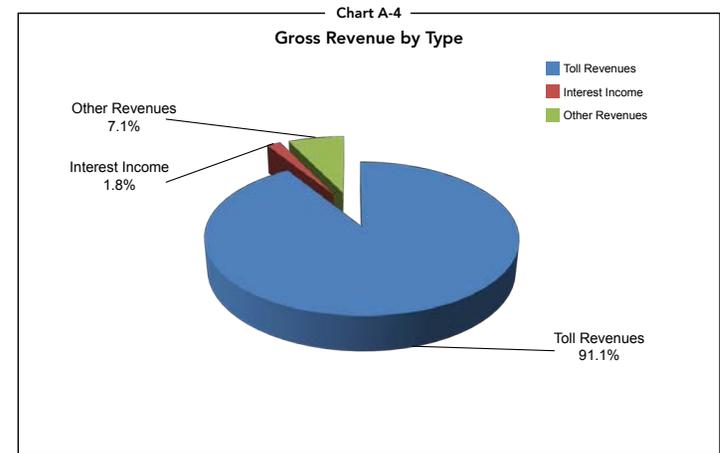
Investments: Investments at December 31, 2022 and 2021 were approximately \$1,841,289,468 and \$1,681,046,658 respectively. Chart A-3 below shows the types of authorized investments in the December 31, 2022 portfolio.



Management's Discussion and Analysis

December 31, 2022

Chart A-4 below shows revenue in fiscal year 2022 by revenue source type.

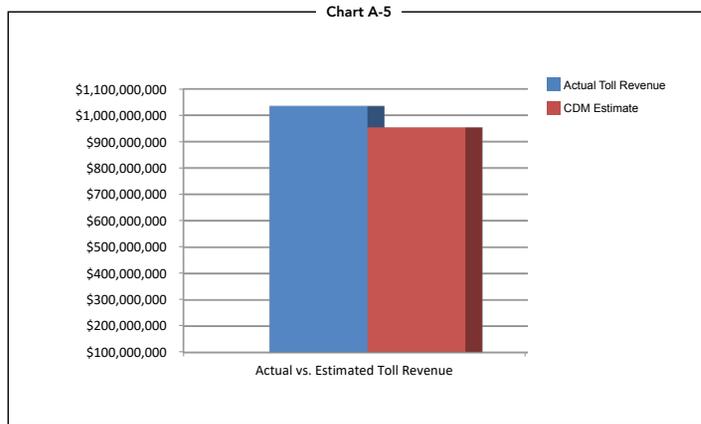


Net revenues for fiscal year 2022 were \$1,159,094,723, an 18.3% increase from fiscal year 2021 net revenues of \$979,619,622. Toll revenues of \$1,056,129,628 (net of bad debt expenses of \$125,710,825) account for 91.1% of total revenue. The remaining 8.9% of total revenue consisted of: Interest income (excluding Construction Fund interest) of \$20,580,847 or 1.8%, and Other Revenues of \$82,384,248 or 7.1% (which was mostly administrative and statement fees for collection of tolls from violators and interoperability fees).

Management's Discussion and Analysis

December 31, 2022

Chart A-5 below shows the System's actual toll revenue for fiscal year 2022 compared to the estimated toll revenue of the Authority's traffic and toll revenue engineer, CDM Smith Inc. (CDM). Toll revenue is more than CDM's estimates by 8.5%.



Traffic on the System increased to approximately 2,403,442 average daily transactions in fiscal year 2022, up 8.3% from the 2,219,406 daily averages in fiscal year 2021.

Management's Discussion and Analysis

December 31, 2022

Engineering Estimates

The annual estimates by CDM for the System are displayed in comparison to the actual revenue of the System for the years of 2013 through 2022 in Table A-6 below:

Table A-6
Actual vs Estimated Revenue

Year	Actual	Estimate	Variance
2022	\$ 1,034,979,719	\$ 954,195,800	\$ 80,783,919
2021	898,653,592	786,903,700	111,749,892
2020	714,035,883	928,342,600	(214,306,717)
2019	886,843,141	886,656,101	187,040
2018	841,491,016	843,189,300	(1,698,284)
2017	712,551,456	721,068,400	(8,516,945)
2016	665,212,316	636,987,300	28,225,016
2015	617,488,044	588,534,400	28,953,644
2014	580,045,215	520,318,600	59,726,615
2013	525,458,723	483,799,800	41,658,923

The System's fiscal year 2022 toll revenues of \$1,034,979,719 (net of bad debt expense of \$105,030,966) increased by 15.2% from fiscal year 2021 toll revenue of \$898,653,592 (net of bad debt expense of \$114,359,122). The System's total revenues produced a debt coverage ratio of 1.49 for all debt. Please see the Historical Debt Coverage Table (A-8) on page 14.

Capital Assets – The System's investment in capital assets includes land, buildings, right-of-way, roadway, bridges, equipment, and computer systems. Capital assets at December 31, 2022 were \$6,445,119,332 increasing from December 31, 2021 by \$47,472,995. For additional information on capital assets see Note (1) (f) and Note (4).

The Authority utilizes GASB No. 34, Modified Approach of reporting infrastructure assets. Each year a comprehensive assessment is conducted on all the Authority's infrastructure assets which affect the following fiscal year's maintenance budget. For fiscal year 2022, the Authority estimated it would need to spend \$63,373,270 for infrastructure maintenance and preservation, but actually expended \$28,350,231. Fluctuations from year to year between the amount spent to preserve and maintain the Authority's infrastructure assets and the estimated amount result from the timing of work activities. For additional information and results of the 2022 assessment, please see the Required Supplementary Information on pages 52 and 53 of this report. The Authority's Condition Index for 2022 is 8.9 versus the 8.0 goal.

The Sam Rayburn Tollway (SRT) is projected to revert to TxDOT in 2058 according to the project agreement.

Management's Discussion and Analysis

December 31, 2022

The Authority uses the straight-line to amortize the cost of the acquisition and the construction costs of the SRT over the term of the project. The effect of such amortization reduces the Authority's net revenues as reported on the Generally Accepted Accounting Principles (GAAP) basis. Since the amortization is a non-cash item, it does not impact the Authority's calculation of net revenues available per the Trust Agreement.

Long-Term Debt – At the end of fiscal year 2022, the Authority's total bonded debt outstanding was \$9,466,478,834 compared to \$9,482,104,129 in fiscal year 2021 (See Table A-7). This debt represents bonds secured solely by toll revenue. For detailed information see Note (5) and the schedule of revenue bonds outstanding as of December 31, 2022, on page 33.

Table A-7
 Revenue Bonds Outstanding

Series	2022	2021
Series 2008D	\$ 948,478,834	\$ 894,534,129
Series 2009B	825,000,000	825,000,000
Series 2010B *	50,000,000	50,000,000
Series 2014A	137,320,000	137,320,000
Series 2014B	146,420,000	146,420,000
Series 2015A	811,925,000	820,555,000
Series 2015B	375,655,000	736,595,000
Series 2016A	883,605,000	922,620,000
Series 2017A	1,420,625,000	1,631,875,000
Series 2017B	624,190,000	750,165,000
Series 2018A	356,085,000	356,085,000
Series 2019A	395,620,000	405,815,000
Series 2019B	219,780,000	222,510,000
Series 2020A	192,105,000	192,105,000
Series 2020B	517,145,000	517,145,000
Series 2020C	25,205,000	25,205,000
Series 2021A	402,110,000	402,110,000
Series 2021B	446,045,000	446,045,000
Series 2022A	501,515,000	-
Series 2022B	187,650,000	-
Revenue Bonds Outstanding	<u>\$ 9,466,478,834</u>	<u>\$ 9,482,104,129</u>

* Issued out of the Capital Improvement Fund (CIF). This debt is supported solely out of excess revenues flowing into the CIF.

Management's Discussion and Analysis

December 31, 2022

Table A-8 sets forth debt service coverage for all debt outstanding for the years 2013 through 2022.

Table A-8
 Historical Debt Coverage

Year	Coverage
2022	1.49x
2021	1.43x
2020	1.28x
2019	1.42x
2018	1.37x
2017	1.49x
2016	1.48x
2015	1.48x
2014	1.41x
2013	1.26x

Additionally, the Authority funded, in part, costs of the construction of the PGBT with proceeds from a loan, which totaled \$135,000,000, made by TxDOT in 1995 pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Interest at the rate of 4.2% began to accrue on October 1, 2000, compounding annually on January 1, with the first payment made in October 2004, and annual payments on January 1 thereafter until final payment in 2029, which resulted in a new loan amount on October 1, 2004 of \$154,338,133. Repayment of the loan to TxDOT is made from amounts on deposit in the Capital Improvement Fund with payments subordinate to bonds or other obligations of the Authority issued or entered into and secured by the tolls and revenues of the Authority. As part of the System Series 2022B Revenue Bond Refunding, the ISTEA loan was refunded in October 2022.

Short-Term Debt - The Authority maintains a \$200,000,000 Revolving Note Program. The Authority has not made any draw downs on the Program. See Note (5) page 36.

Contacting the NTTA's Financial Management

This financial report is designed to provide overview information to our bondholders, customers, and other interested parties. Should you have questions about this report, please contact the North Texas Tollway Authority's Chief Financial Officer, 5900 W. Plano Parkway, Suite 100, Plano, Texas 75093.

Statement of Net Position
December 31, 2022

Assets	North Texas Tollway System	Non-Major Enterprise Fund	Total
Current assets:			
Cash and cash equivalents (note 3)	\$ 28,500,100	\$ 8,288,909	\$ 36,789,009
Investments (note 3)	634,542,255	32,666,145	667,208,400
Accounts receivable (net of allowance for uncollectibles) (note 9)	82,248,139	31,269,178	113,517,317
Other assets	22,145,996	7,887,460	30,033,456
Total current unrestricted assets	767,436,490	80,111,692	847,548,182
Current restricted assets:			
Restricted for construction:			
Cash and cash equivalents (notes 3 and 5)	4,965,743	-	4,965,743
Investments (notes 3 and 10)	5,867,899	-	5,867,899
Restricted for debt service:			
Investments (notes 3 and 5)	486,873,036	-	486,873,036
Accrued interest receivable	2,359,963	-	2,359,963
Accounts receivable	11,664,394	-	11,664,394
Restricted for NTE 3A/3B:			
Investments (notes 3 and 10)	-	1,004,545	1,004,545
Total current restricted assets	511,731,035	1,004,545	512,735,580
Total current assets	1,279,167,525	81,116,237	1,360,283,762
Noncurrent assets:			
Investments (note 3)	347,761,417	-	347,761,417
Investments restricted for debt service (notes 3 and 5)	332,574,171	-	332,574,171
Net pension asset (note 6)	25,304,911	-	25,304,911
Deferred costs	64,724	-	64,724
Service Concession Arrangement - Intangible asset (note 1(o)) (net of accumulated amortization)	2,301,673,021	-	2,301,673,021
Capital assets:			
Nondepreciable (note 4)	6,336,526,714	-	6,336,526,714
Depreciable (net) (note 4)	108,592,618	-	108,592,618
Total noncurrent assets	9,452,497,576	-	9,452,497,576
Total assets	10,731,665,101	81,116,237	10,812,781,338
Deferred outflow of resources			
Loss on refunding	447,710,236	-	447,710,236
ERS OPEB contributions after measurement date	299,468	-	299,468
Changes in actuarial assumptions used to determine PEBC OPEB liability	6,584,982	-	6,584,982
PEBC OPEB contributions after measurement date	180,936	-	180,936
Changes in actuarial assumptions used to determine ERS OPEB liability	268,087	-	268,087
Changes in actuarial assumptions used to determine pension liability	5,453,245	-	5,453,245
Difference in projected and actual earnings on ERS OPEB liability	693	-	693
Pension contributions after measurement date	7,168,889	-	7,168,889
Difference in expected and actual pension experience	74,380	-	74,380
Total deferred outflow of resources	467,740,916	-	467,740,916

See accompanying notes to financial statements.

Statement of Net Position
December 31, 2022

Liabilities	North Texas Tollway System	Non-Major Enterprise Fund	Total
Current liabilities:			
Accounts payable	\$ 115,717	\$ -	\$ 115,717
Accrued liabilities	48,516,534	-	48,516,534
Unearned revenue	109,801,009	-	109,801,009
Other liabilities	22,252,535	808,089	23,060,624
Total current unrestricted liabilities	180,685,795	808,089	181,493,884
Payable from restricted assets:			
Construction-related payables:			
Accounts Payable	6,000,928	-	6,000,928
Retainage payable	11,660,241	-	11,660,241
Debt service-related payables:			
Accrued interest payable	192,483,467	-	192,483,467
Revenue bonds payable, current portion (note 5)	208,250,000	-	208,250,000
Other liabilities-NTE 3A/3B	-	1,004,545	1,004,545
Total current liabilities payable from restricted assets	418,394,636	1,004,545	419,399,181
Total current liabilities	599,080,431	1,812,634	600,893,065
Noncurrent liabilities:			
Total other post-employment benefits liability - PEBC plan (note 8)	23,353,291	-	23,353,291
Net other post-employment benefit liability - ERS plan (note 8)	3,915,744	-	3,915,744
Dallas North Tollway System revenue bonds payable, net of bond discount (premium) costs of \$552,787,714 (note 5)	9,811,016,548	-	9,811,016,548
Total noncurrent liabilities	9,838,285,583	-	9,838,285,583
Total liabilities	10,437,366,014	1,812,634	10,439,178,648
Deferred inflow of resources			
Gain on refunding	53,356,204	-	53,356,204
Difference in expected and actual ERS OPEB experience	96,049	-	96,049
Change in actuarial assumptions used to determine ERS OPEB liability	436,126	-	436,126
Change in proportionate share on ERS OPEB liability	3,974,459	-	3,974,459
Change in actuarial assumptions used to determine PEBC OPEB liability	3,078,541	-	3,078,541
Difference in expected and actual PEBC OPEB experience	14,428,814	-	14,428,814
Difference in projected and actual earnings on pension assets	21,834,767	-	21,834,767
Difference in expected and actual pension experience	2,002,879	-	2,002,879
Total deferred inflow of resources	99,207,839	-	99,207,839
Net Position			
Net investment in capital assets	(3,191,388,701)	-	(3,191,388,701)
Restricted for:			
Debt service	1,655,824,885	-	1,655,824,885
SCA Intangible	2,301,673,021	-	2,301,673,021
Unrestricted	(103,277,041)	79,303,603	(23,973,438)
Total net position	\$ 662,832,164	\$ 79,303,603	\$ 742,135,767

See accompanying notes to financial statements.

Statement of Revenues, Expenses and Changes in Net Position

December 31, 2022

	North Texas Tollway System	Non-Major Enterprise Fund	Total
Operating revenues:			
Tolls	\$ 1,034,979,719	\$ 21,149,909	\$ 1,056,129,628
Other	45,512,657	57,452,438	102,965,095
Total operating revenues	1,080,492,376	78,602,347	1,159,094,723
Operating expenses:			
General			
Administration	21,776,699	-	21,776,699
Operations	201,380,314	41,359,713	242,740,027
Allocated Expenses	(24,091,270)	24,091,270	-
Preservation			
Reserve maintenance	28,350,231	-	28,350,231
Capital improvement	21,672,418	-	21,672,418
Construction improvement	4,789,482	-	4,789,482
Amortization of intangibles	73,294,282	-	73,294,282
Depreciation	13,172,002	-	13,172,002
Operating expenses	340,344,158	65,450,983	405,795,141
Operating income	740,148,218	13,151,364	753,299,582
Nonoperating revenues (expenses):			
Net increase (decrease) in fair value of investments	(57,892,197)	-	(57,892,197)
Interest expense	(460,067,137)	-	(460,067,137)
Other	(149,634)	-	(149,634)
Net nonoperating expenses	(518,108,968)	-	(518,108,968)
Income before capital contributions, subsidies, and transfers	222,039,250	13,151,364	235,190,614
Build America Bonds Subsidy (BAB's)	19,680,386	-	19,680,386
Change in net position	241,719,636	13,151,364	254,871,000
Beginning net position	421,112,528	66,152,239	487,264,767
Ending net position	\$ 662,832,164	\$ 79,303,603	\$ 742,135,767

See accompanying notes to financial statements.

Statement of Cash Flows

December 31, 2022

	North Texas Tollway System	Non-Major Enterprise Fund	Total
Cash flows from operating activities:			
Receipts from customers and users	\$ 1,069,252,960	\$ 68,874,549	\$ 1,138,127,509
Receipts from other sources	1,896,155	-	1,896,155
Payments to contractors and suppliers	(195,165,137)	(65,736,338)	(260,901,475)
Payments to employees	(55,261,701)	-	(55,261,701)
Net cash provided by operating activities	820,722,277	3,138,211	823,860,488
Cash flows from capital and related financing activities:			
Acquisition and construction of capital assets	(75,107,535)	-	(75,107,535)
Refunding of revenue bonds	(41,564,967)	-	(41,564,967)
Principal paid on revenue bonds	(119,295,000)	-	(119,295,000)
Capital contributions - BAB's Subsidy	17,856,186	-	17,856,186
Deferred financing costs	29,336,412	-	29,336,412
Interest paid on ISTEAL loan	(2,982,138)	-	(2,982,138)
Interest paid on revenue bonds	(419,352,443)	-	(419,352,443)
Net cash used by capital and related financing activities	(611,109,485)	-	(611,109,485)
Cash flows from investing activities:			
Purchase of investments	(8,704,632,338)	(567,716)	(8,705,200,054)
Proceeds from sales and maturities of investments	8,487,553,188	-	8,487,553,188
Net cash used by investing activities	(217,079,150)	(567,716)	(217,646,866)
Net increase (decrease) in cash and cash equivalents	(7,465,355)	2,570,495	(4,894,860)
Cash and cash equivalents, beginning of the year	40,932,201	5,718,414	46,650,615
Cash and cash equivalents, end of the year	33,466,846	8,288,909	41,755,755
Classified as:			
Current assets	28,500,100	8,288,909	36,789,009
Restricted assets	4,966,743	-	4,966,743
Total	33,466,846	8,288,909	41,755,755
Noncash financing, capital, and investing activities:			
Reconciliation of operating income to net cash provided by operating activities:			
Operating income	740,148,218	13,151,364	753,299,582
Adjustments to reconcile operating income to net cash provided by operating activities:			
Depreciation	13,172,002	-	13,172,002
Amortization of intangible assets	73,294,282	-	73,294,282
Bad debt expense	105,030,967	20,679,858	125,710,825
Miscellaneous nonoperating income	1,896,155	-	1,896,155
Changes in assets and liabilities:			
Increase in accounts receivable	(121,206,747)	(30,407,658)	(151,614,405)
Increase (decrease) in accounts and retainage payable	3,252,619	(285,353)	2,967,266
Increase in net pension asset	(24,163,973)	-	(24,163,973)
Decrease in OPEB related deferred outflows	418,560	-	418,560
Increase in other post-employment benefits liability	3,320,479	-	3,320,479
Increase in pension related deferred outflows	(1,589,013)	-	(1,589,013)
Increase in pension related deferred inflows	18,442,513	-	18,442,513
Increase in accrued liabilities	7,419,816	-	7,419,816
Decrease in prepaid expenses	788,083	-	788,083
Increase in accrued interest receivable	(3,568,361)	-	(3,568,361)
Decrease in OPEB related deferred inflows	(4,438,050)	-	(4,438,050)
Increase in unearned revenue	8,504,727	-	8,504,727
Total adjustments	90,574,059	(10,013,153)	70,560,906
Net cash provided by operating activities	\$ 820,722,277	\$ 3,138,211	\$ 823,860,488
Noncash financing activities:			
Decrease in the fair value of investments	(57,892,197)	-	(57,892,197)
Interest accretion on CABS	(53,944,706)	-	(53,944,706)

On October 11, 2022, the Authority issued \$501,515,000 of North Texas Tollway Authority First Tier Revenue Refunding Bonds, Series 2022A, for the purpose of refunding \$354,880,000 Series 2015B Refunded Bonds and \$166,545,000 of Series 2017A Refunded Bonds

On October 11, 2022, the Authority issued \$187,650,000 of North Texas Tollway Authority Second Tier Revenue Refunding Bonds, Series 2022B, for the purpose of refunding \$91,289,967 ISTEAL loan and \$116,015,000 of Series 2017B Refunded Bonds

See accompanying notes to financial statements.

Notes to Financial Statements

December 31, 2022

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Notes to Financial Statements

December 31, 2022

(1) Nature of the Organization and Summary of Significant Accounting Policies

(a) Reporting Entity

In June 1997, the Texas Legislature approved a bill to create the North Texas Tollway Authority (the Authority), a regional tollway authority under Chapter 366, Transportation Code. Effective September 1, 1997, the Authority became the successor entity to the Texas Turnpike Authority (TTA) and assumed ownership of the system of toll roads then owned and operated by the TTA and all obligations of the TTA related to such system of toll roads.

The Authority is a political subdivision of the State of Texas, authorized and empowered by the Regional Tollway Authority Act (the Act) to construct, maintain, repair, and operate turnpike projects at such locations within Collin, Dallas, Denton, and Tarrant Counties (the "Member Counties") and Ellis and Johnson Counties (together with the Member Counties, the "Project Counties"), as may be determined by the Authority. The Authority is further authorized to issue turnpike revenue bonds, payable solely from tolls and other revenue of the Authority, for the purpose of paying all or any part of the cost of a turnpike project. Under the provisions of the Act, these revenue bonds shall not be deemed to constitute a debt or a pledge of the faith and credit of the State of Texas or of any other political subdivision thereof or the Project Counties.

The North Texas Tollway System is an enterprise fund and does not purport to be the entire activity of the Authority. The DNT, AATT, PGBT, MCLB, SRT, LLTB, CTP, and 360T currently constitute and are collectively referred to as the System. The Non-Major Enterprise Fund is a fund for TSAs. The following represent the three types of TSAs: (1) Developer TSAs where NTTA remits amounts for each transaction, has collection exposure, and is paid a fee to process the transactions (2) Developer TSAs where NTTA remits only amounts collected and is paid a fee to process each transaction and (3) Regional TSAs facilities where NTTA remits only amounts collected and is reimbursed for operating expenses from the Texas Department of Transportation (TxDOT).

Developer TSA (type 1) facilities presently consist of Interstate Highway 635 (LBJ) and North Tarrant Express 1&2 (NTE 1&2). Developer TSA (type 2) facilities presently consist of North Tarrant Express 3A/3B (NTE 3A/3B) and Toll 49. Regional TSA (type 3) facilities presently consist of DFW Connector (DFWC), I-30, I-35E, I-635E (LBJ East) and Midtown Express (SH-114, Loop 12 and SH-183).

(b) Basis of Accounting

The operations of the System are accounted for as enterprise funds on an accrual basis in order to recognize the flow of economic resources.

Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, and all assets and liabilities associated with the operation of the System are included in the Statement of Net Position. The assets of the System are stated at cost with the exception of certain investments, which are stated at fair value.

The principal revenues of the System are toll revenues received from customers. Operating expenses for the System include the costs of operating and maintaining the Authority and administrative expenses. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The principal revenues of the Non-Major Enterprise Fund are fees from processing of interoperability payments, and fees charged for billing services on managed lanes for the Tolling Services Agreements. Operating expenses for the Non-Major Enterprise Fund include the costs of billing and collections of managed lane transactions.

The Trust Agreement also requires that certain funds and accounts be established and maintained. The System consolidates these funds and accounts for the purpose of enterprise fund presentation in its external financial statements.

In accordance with House Bill 749, an act of the 72nd Legislature of Texas, the Authority may transfer an amount from a surplus fund (currently Capital Improvement Fund) established for a turnpike project to North Texas Tollway Feasibility Study Fund (Feasibility Study Fund), each a sub-fund included in the System. However, the Authority may not transfer an amount that results in a balance in the surplus fund that is less than the minimum balance required in the Trust Agreement for that project, if any. When the feasibility of a project is determined, pursued project costs are capitalized, and the related study costs are reimbursed to the sub-fund Feasibility Study Fund from the proceeds of the project's bond issue. Unfeasible projects are written off to expense when approved by the Executive Director.

Notes to Financial Statements

December 31, 2022

(c) Budget

Operating budgets are established in accordance with the practices set forth in the provisions of the Trust Agreement for the North Texas Tollway Authority System Revenue Bonds, as interpreted by the Authority. These practices follow the Generally Accepted Accounting Principles (GAAP) for an enterprise fund on an accrual basis. Exceptions are:

- Depreciation and amortization of certain non-infrastructure capital assets and related acquisition and revenue bond issuance costs that are not included as an operating expense or otherwise provided.
- Capitalized interest accrued on certain bond issues as allowed by the Trust Agreement and bond resolutions.

Revenues are recognized when they are earned, expenses are recognized in the period in which they are incurred, and all assets and liabilities associated with the operation of the System are included in the Statement of Net Position in accordance with the Trust Agreement as described above.

Each year the Authority completes a review of its financial condition for the purpose of estimating whether the net revenues of the System for the year will meet its debt covenants. See additional information regarding legal compliance for budgets in Note (2).

(d) Restricted Assets

Certain proceeds of the Revenue Bonds are restricted by applicable bond covenants for construction or restricted as reserves to ensure repayment of the bonds. Also, certain other assets are accumulated and restricted on a monthly basis in accordance with the Trust Agreement for the purpose of paying interest and principal payments that are due on a semiannual and annual basis, respectively, and for the purpose of maintaining the reserve funds at the required levels. Payments from these restricted accounts are strictly governed by the Trust Agreement and can only be made in compliance with the Trust Agreement. When both restricted and unrestricted amounts are available for use, the Authority's policy is to use restricted amounts first, with unrestricted resources utilized as needed.

Limited types of expenses may be funded from these accounts. Expenses that do not meet these requirements are funded from unrestricted accounts. The sub-funds and accounts that have been established in accordance with the Trust Agreement are as follows:

- **Construction and Property Fund** – The Construction and Property Fund was created to account for that portion of the proceeds from the sale of the Authority Revenue Bonds, which is required to be deposited with the trustee in order to pay all costs of construction. There also may be deposited in the Construction and Property Fund any monies received from any other source for paying the cost of the Authority.
- **Revenue Fund** – The Revenue Fund was created to account for all revenues (all tolls, other revenues, and income) arising or derived by the Authority from the operation and ownership of the System. All revenues of this fund are distributed to other funds in accordance with the Trust Agreement.
- **Operation and Maintenance Fund** – The Operation and Maintenance Fund was created to account for and pay current operating expenses of the System.
- **Reserve Maintenance Fund** – The Reserve Maintenance Fund was created to account for those expenses of maintaining the Authority that do not recur on an annual or shorter basis. As defined in the Trust Agreement, such items include repairs, painting, renewals, and replacements necessary for safe or efficient operation of the Authority or to prevent loss of revenues, engineering expenses relating to the functions of the Authority, equipment, maintenance expenses, and operating expenses not occurring at annual or shorter periods.
- **Capital Improvement Fund** – The Capital Improvement Fund (CIF) was created to account for the cost of repairs, enlargements, extensions, resurfacing, additions, renewals, improvements, reconstruction and replacements, capital expenditures, engineering, and other expenses relating to the System, or for any other purpose now or hereafter authorized by law.

Notes to Financial Statements

December 31, 2022

- **Bond Interest Accounts** – The Bond Interest Accounts were created to account for the payment of the semiannual interest requirements of the revenue bonds.
- **Reserve Accounts** – The Reserve Accounts were created for the purpose of paying interest and principal of the bonds whenever and to the extent that the monies held for the credit of the Bond Interest Account and the Redemption Account shall be insufficient for such purpose. The required reserve is an amount equal to the average annual debt service requirements of all bonds outstanding. At December 31, 2022, according to staff calculations the Authority was in compliance with this requirement.
- **Redemption Accounts** – The Redemption Accounts were created to account for the payment of the annual principal requirements of the revenue bonds.

(e) Cash, Cash Equivalents and Investments

Cash includes amounts in demand deposits. Cash equivalents are amounts included in any overnight sweep from the demand deposit accounts. These deposits are fully collateralized or covered by federal deposit insurance.

The Authority considers other money market funds along with State & Local Government Investment Pools ("Pool") to be investments. The carrying amount of the investments is fair value. The carrying amount of the Pool is amortized cost. The net change in fair value of investments is recorded on the Statement of Revenues, Expenses and Changes in Net Position and includes the unrealized and realized gains and losses on investments.

(f) Capital Assets

All capital assets are stated at historical cost, except for donated assets, which are valued at the estimated acquisition cost at the date of donation. This includes costs for infrastructure assets (rights-of-way, highways, bridges, and highway and bridge substructures), toll equipment, buildings, land, toll facilities and other related costs, including property and equipment with a value greater than \$5,000 and software with a value greater than \$1,000,000. Highway and bridge substructure includes road sub-base, grading, land clearing, embankments, and other related costs. Also included in capital assets are the costs of certain real estate for right-of-way requirements and administrative and legal expenses incurred during the construction period.

The costs to acquire additional capital assets, which replace existing assets or improve the efficiency of the Authority, are capitalized. Under the Authority's policy of accounting for infrastructure assets pursuant to the "preservation method of accounting" or "modified approach," property costs represent an historical accumulation of costs expended to acquire rights-of-way and to construct, improve, and place in operation the various projects and related facilities. These infrastructure assets are considered to be "indefinite lived assets," that is, the assets themselves will last indefinitely and are, therefore, not depreciated.

Costs related to renewing and maintaining these assets are not capitalized, but instead are considered to be period costs and are included in preservation expense classified as part of reserve maintenance and capital improvement expenses.

Additional charges to preservation expense occur whenever the condition of the infrastructure assets is determined to be at a level that is below the standards adopted by the Board of Directors of the Authority. Depreciation and amortization are computed using a straight-line method over the following estimated useful lives:

Machinery and Equipment	3 - 10 years
Buildings	20 - 50 years
Intangibles	5- 15 years

(g) Compensated Absences

Vested or accumulated vacation leave is recorded as an expense and liability as the benefits accrue to employees. No liability is recorded for non-vesting accumulating rights to receive sick pay benefits.

Notes to Financial Statements

December 31, 2022

(h) Pension

For purposes of measuring the net pension liability (asset), deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Texas County and District Retirement System (TCDRS) and additions to/deductions from TCDCRS's fiduciary net position have been determined on the same basis as they are reported by TCDCRS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

(i) Other Post-Employment Benefits (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the Authority's Postemployment Benefit Fund (ERS OPEB Plan) and additions to/deductions from ERS OPEB Plan fiduciary net position have been determined on the same basis as they are reported by ERS OPEB Plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.

(j) Retainage Payable

Retainage payable represents amounts billed to the Authority by contractors for which payment is not due pursuant to retained percentage provision in construction contracts until substantial completion of performance by contractor and acceptance by the Authority.

(k) Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources "represents a consumption of net assets that applies to future periods" and so will not be recognized as an outflow of resources (expenses) until then. The Authority has the following five items that qualify for reporting in this category in the statement of net position.

- Loss on refunding – The loss 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.
- Pension/OPEB contributions after measurement date – These contributions are deferred and recognized in the following fiscal year.
- Difference in projected and actual earnings on pension or OPEB assets – This difference is deferred and amortized over a closed five year period.
- Difference in expected and actual pension or OPEB experience – This difference is deferred and recognized over the estimated average remaining lives of all members determined as of the measurement date.
- Changes in actuarial assumptions used to determine pension or OPEB liability – This difference is deferred and amortized over the estimated average remaining lives of all members determined as of the measurement date.

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 future periods" and so will not be recognized as an inflow of resources (revenue) until that time. The Authority has the following five items that qualify for reporting in this category.

- Gain on refunding – A gain 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.
- Difference in expected and actual pension or OPEB experience – This difference is deferred and recognized over the estimated average remaining lives of all members determined as of the measurement date.
- Difference in projected and actual earnings on pension or OPEB assets – This difference is deferred and amortized over a closed five year period.

Notes to Financial Statements

December 31, 2022

- Changes in actuarial assumptions used to determine OPEB liability – This difference is deferred and amortized over the estimated average remaining lives of all members determined as of the measurement date.
- Change in proportionate share used to determine ERS OPEB liability – This difference is deferred and amortized over the estimated average remaining lives of all members determined as of the measurement date.

(l) Bond Discounts and Premiums

Revenue bonds payable are reported net of unamortized bond discount or premium.

(m) Arbitrage Rebate Payable

The Tax Reform Act of 1986 imposed additional restrictive regulations, reporting requirements, and arbitrage rebate liability on issuers of tax-exempt debt. This represents interest earnings on bond proceeds in excess of amounts allowed under the Act. This Act requires the remittance to the Internal Revenue Service (IRS) of 90% of the cumulative arbitrage rebate within 60 days of the end of each five-year reporting period following the issuance of governmental bonds. The System's cumulative arbitrage rebate liabilities for the year ended December 31, 2022 is \$0.00.

(n) Estimates

The preparation of financial statements in accordance with GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

(o) Service Concession Arrangement for Sam Rayburn Tollway (SRT)

In October 2007, the Authority entered in an agreement with the Texas Department of Transportation (TxDOT) to construct a continuous main lane and service roads within the State Highway 121 corridor extending between Business SH 121 in Denton County to US 75 in Collin County consisting of 26 miles. Under the agreement, the Authority provided an upfront payment to TxDOT in the amount of \$3.2 billion. An intangible asset has been recorded and is being amortized over 50 years. At the end of the intangible asset's life, the roadway will be returned to TxDOT subject to the handback requirements in the agreement. The revenue generated from the operation of the toll road will be shared between TxDOT and the Authority in accordance with the limits and calculations in the agreement. In the current year, the amount of revenue given to TxDOT was \$0.

	January 1, 2022	Additions	Disposal	Amortization	December 31, 2022
Roadway	\$ 3,222,810,215	-	-	-	\$ 3,222,810,215
Less accumulated amortization	(856,680,993)	-	-	(64,456,201)	(921,137,194)
Total	\$ 2,366,129,222	-	-	(64,456,201)	\$ 2,301,673,021

Notes to Financial Statements

December 31, 2022

(p) New Accounting Pronouncements

The System has implemented the following new accounting pronouncements:

GASB Statement No. 87, *Leases* is now effective for periods beginning after June 15, 2021. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, however, upon implementation, the System determined the lessee and lessor lease agreements are immaterial to the financial statements.

GASB Statement No. 92, *Omnibus* paragraphs 6, 7, 8, and 12 is now effective for periods beginning after June 15, 2021. The primary objective is to address implementation issues which have been identified related to GASB 87, *Leases*, reporting of intra-entity transfers of assets between a primary government employer and a component unit defined benefit pension plan or defined benefit other postemployment benefit (OPEB) plan; the applicability of Statements No. 73, *Accounting and Financial Reporting for Pensions and Related Assets That Are Not within the Scope of GASB Statement 68, and Amendments to Certain Provisions of GASB Statements 67 and 68, as amended, and No. 74, Financial Reporting for Postemployment Benefit Plans Other Than Pension Plans, as amended*, to reporting assets accumulated for postemployment benefits; the applicability of certain requirements of Statement No. 84, *Fiduciary Activities*, to postemployment benefit arrangements; measurement of liabilities (and assets, if any) related to asset retirement obligations (AROs); reporting by public entity risk pools for amounts that are recoverable from reinsurers or excess insurers; reference to nonrecurring fair value measurements of assets or liabilities in authoritative literature; and terminology used to refer to derivative instruments. There was no material impact on the System's financial statements as a result of implementation.

GASB Statement No. 93, *Replacement of Interbank Offered Rates*. The objective of this statement is to address accounting and financial reporting implications that result from the replacement of an IBOR. Paragraphs 13 and 14 were implemented in the current year with no material impact to the financial statements. The requirement in paragraph 11b is effective for reporting periods ending after December 31, 2021.

GASB Statement No. 97, *Certain Component Unit Criteria, and Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans—an amendment of GASB Statements No. 14 and No. 84, and a supersession of GASB Statement No. 32*. The primary objectives of this statement are to (1) increase consistency and comparability related to the reporting of fiduciary component units in circumstances in which a potential component unit does not have a governing board and the primary government performs the duties that a governing board typically would perform; (2) mitigate costs associated with the reporting of certain defined contribution pension plans, defined contribution other postemployment benefit (OPEB) plans, and employee benefit plans other than pension plans or OPEB plans (other employee benefit plans) as fiduciary component units in fiduciary fund financial statements; and (3) enhance the relevance, consistency, and comparability of the accounting and financial reporting for Internal Revenue Code (IRC) Section 457 deferred compensation plans (Section 457 plans) that meet the definition of a pension plan and for benefits provided through those plans. There was no material impact on the System's financial statements as a result of implementation.

The GASB has issued the following statements which will be effective in future years as described below. The impact on the System's financial statements of implementation has not yet been determined for the following:

GASB Statement No. 94, *Public-Private and Public-Public Partnerships and Availability Payment Arrangements*. The primary objective of this Statement is to improve financial reporting by addressing issues related to public-private and public-public partnership arrangements (PPPs). As used in this Statement, a PPP is an arrangement in which a government (the transferor) contracts with an operator (a governmental or nongovernmental entity) to provide public services by conveying control of the right to operate or use a nonfinancial asset, such as infrastructure or other capital asset (the underlying PPP asset), for a period of time in an exchange or exchange-like transaction. This statement is effective for fiscal years beginning after June 15, 2022.

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Notes to Financial Statements

December 31, 2022

GASB Statement No. 96, *Subscription-Based Information Technology Arrangements*. This Statement provides guidance on the accounting and financial reporting for subscription-based information technology arrangements (SBITAs) for government end users (governments). This statement is effective for fiscal years beginning after June 15, 2022.

GASB Statement No. 99, *Omnibus 2022* – The requirements of this Statement are effective as follows:

- The requirements related to extension of the use of LIBOR, accounting for SNAP distributions, disclosures of nonmonetary transactions, pledges of future revenues by pledging governments, clarification of certain provisions in Statement 34, as amended, and terminology updates related to Statement 53 and Statement 63 are effective upon issuance. This portion of the Statement had no material effect on the financial statements of the System.
- The requirements related to leases, PPPs, and SBITAs are effective for fiscal years beginning after June 15, 2022, and all reporting periods thereafter.
- The requirements related to financial guarantees and the classification and reporting of derivative instruments within the scope of Statement 53 are effective for fiscal years beginning after June 15, 2023, and all reporting periods thereafter.

GASB issued Statement No. 100, *Accounting Changes and Error Corrections*, effective for periods beginning after June 15, 2023. The standard is intended to improve the clarity of accounting and financial reporting for accounting changes and error corrections in order to provide greater consistency of application in practice with more understandable and relevant information.

GASB issued Statement No. 101, *Compensated Absences*, effective for periods beginning after December 15, 2023 (for the City's fiscal year ending June 30, 2025). The standard aligns the recognition and measurement guidance for compensated absences under a unified model and amending certain previously required disclosures.

(2) Legal Compliance - Budgets

The Authority is required to prepare a preliminary budget of current expenses, deposits to the Reserve Maintenance Fund, and the purposes for which the monies held in the Reserve Maintenance Fund will be expended for the ensuing year.

Copies of the preliminary budget must be filed with the bond trustee, and mailed to the consulting engineers, traffic engineers, principal underwriters, and all bondholders who have filed their names and addresses with the secretary and treasurer of the Authority 60 days prior to year-end. The Authority is required by the Trust Agreement to adopt a final budget for the Authority on or before December 31 prior to the beginning of the year. The budget is prepared at the Department level and is based upon the Trust Agreement. The Authority may not expend any amount or incur any obligations for maintenance, repairs, and operations in excess of the total amount of the budgeted expenses in the Annual Budget unless the funding source is other than revenues received from the Authority.

The Authority may expend additional monies from the Reserve Maintenance Fund in excess of the annual deposits. Budget amendments must be approved by the Board Members of the Authority in a manner similar to the adoption of the annual budget. There were no occurrences of budget noncompliance in 2022.

Pursuant to the Trust Agreement, the Authority has agreed that it will at all times keep in effect a plan for toll collecting facilities and a schedule of rates of tolls, which will raise and produce net revenues during each fiscal year sufficient to satisfy the greatest of (1), (2), or (3) below:

- 1.35 times the scheduled debt service requirements on all outstanding First Tier Bonds for the fiscal year; or
- 1.20 times the scheduled debt service requirements on all outstanding First Tier Bonds and Second Tier Bonds for the fiscal year; or
- 1.00 times the scheduled debt service requirements on all outstanding First Tier Bonds, Second Tier Bonds, Third Tier Bonds and all other obligations secured by net revenues for the fiscal year.

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Notes to Financial Statements

December 31, 2022

The Authority was in compliance in 2022.

		2022 (unaudited)
GAAP basis operating income		\$ 740,148,218
	Gross Income	740,148,218
Add:		
	Depreciation	13,172,002
	Amortization of intangible	73,294,282
	Capital and construction improvement funds expenses	26,461,900
	Reserve maintenance fund expenses	28,350,231
	Net revenues available for debt service	881,426,633
Bond interest expense		381,893,908
Scheduled principal amount due		208,250,000
	Calculated debt service requirement	\$ 590,143,908 (*)
	Coverage ratio (for 1st tier debt)	2.28
	Coverage ratio (for 1st and 2nd tier debt)	1.50
	Coverage ratio (for all debt)	1.49

(*) Debt service requirement for 1st tier-\$385,814,802 2nd tier-\$201,512,287 and other-\$2,816,817

(3) Deposits and Investments

The Authority's investment policy conforms with the laws of the State of Texas. The Authority may purchase investments as authorized by the Trust Agreement and as further authorized by the investment policy and strategy approved by the Board of Directors in March 2022. These investments include:

- Government Obligations - shall mean (i) direct obligations of the United States of America, including obligations that are unconditionally guaranteed by the United States of America, (ii) obligations of an agency or instrumentality of the United States of America, including obligations that are unconditionally guaranteed or insured by the agency or instrumentality and that, on the date of the purchase thereof, are rated as to investment quality by two nationally recognized credit rating agencies not less than "A" or its equivalent, and (iii) obligations of a state, agency, county, municipality, or other political subdivision of a state that have been refunded and that, on the date purchased, are rated as to investment quality by two nationally recognized credit rating agencies not less than "A" or its equivalent, with a stated maturity not to exceed 5 years.
- Certificates of deposit, including certificates of deposit of the Trustee, where the certificates are collateralized by Government Obligations and held by a third party as escrow agent or custodian, of a fair value not less than the amount of the certificates of deposit so secured, including interest, but this collateral is not required to the extent the certificates of deposit are insured by an agency of the United States with a stated maturity not to exceed one year.
- Direct and reverse repurchase agreements as defined by the Public Funds Investment Act (PFIA) under the terms of a Securities Industry and Financial Markets Association Master Repurchase Agreement and collateralized in accordance with this investment policy.
- Banker's acceptances with a stated maturity of 180 days or less and whose endorsing banks are constantly monitored as to financial solvency by the Investment Officers.
- Commercial paper rated not less than "A1"/"P1" (or an equivalent rating) by at least two nationally recognized credit rating agencies with a stated maturity of 180 days or less.
- Money market funds, including money market funds affiliated with the Trustee, that invest solely in obligations of the United States, its agencies and instrumentalities, and have an S&P rating of AAAM-G or AAA-m, or a Moody's rating of Aaa.

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Notes to Financial Statements

December 31, 2022

- AAA-rated, SEC registered, no-load mutual funds with an average weighted maturity of less than two years and invested exclusively in obligations authorized in the Authority's investment policy, continuously rated as to investment quality by at least one nationally recognized credit rating agency. Such no-load mutual funds are not authorized for bond proceeds, reserves and funds held for debt service in accordance with the PFIA.
- Investments may be made in Permitted Investments through an eligible investment pool as permitted by Texas Government Code, Chapter 2256, as amended. An eligible investment pool is a constant dollar, Texas local government investment pool as described by the PFIA and authorized by the Board.
- Collateralized guaranteed investment contracts (GICs), with a defined termination date and secured by direct obligations of the United States or its agencies and instrumentalities and pledged to the Authority. GICs are restricted to use for investment of bond proceeds.
- Interest bearing bank savings deposits issued by state and national banks, a savings bank, or a state or federal credit union (having their main or branch office in Texas) that are guaranteed or insured by the Federal Deposit Insurance Corporation or the National Credit Union Share Insurance Fund (or their successor organizations). Also included are collateralized interest bearing savings deposits that have secured the uninsured portion of deposits with obligations of the United States Treasury and/or federal agencies and instrumentalities.

The Authority does not invest in financial instruments other than those authorized by the Authority's Trust Agreement and the investment policy. The Authority reports all securities and debt instruments with readily determinable fair values to be carried at fair value, with changes in fair value reflected in the Statements of Revenues, Expenses and Changes in Net Position.

(a) Deposits

The Authority's deposits were fully insured or collateralized at December 31, 2022. The carrying amount of the Authority's deposits was \$41,741,552 (which does not include \$13,200 of petty cash) and the respective bank balances totaled \$37,118,555. As of December 31, 2022, Federal Depository Insurance Corporation (FDIC) provided \$250,000 of coverage for deposits. All balances in excess of the \$250,000 were fully collateralized in accordance with the Authority's investment policy and the Public Funds Investment Act.

(b) Investments

As of December 31, 2022 the maturity values are as follows:

Description	2022			WAM (*)
	Fair Value	Maturity Value (in Yrs)		
		Less Than 1 Yr	1 Yr or More	
Government Sponsored Entities (GSE):				
Federal Home Loan Bank	\$ 395,812,660	\$ 24,799,373	371,013,287	
Federal National Mortgage Association	107,052,244	29,499,479	77,552,765	
Federal Farm Credit Bank	106,955,854	18,257,100	88,698,754	
Federal Home Loan Mortgage Corporation	164,072,772	43,783,270	120,289,502	
Total GSE	773,893,530	116,339,222	657,554,308	846
Money Market Funds	394,960,306	394,960,306	-	1
U.S. Treasuries	190,747,135	167,965,855	22,781,280	168
Government Pool	457,769,006	457,769,006	-	1
Cash(**)	23,919,491	23,919,491	-	-
Total Investments	\$ 1,841,289,468	\$ 1,160,953,880	\$ 680,335,588	389

*WAM = Weighted Average Maturity (in days)

**Cash held in Trust Accounts for next business day transfers.

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Notes to Financial Statements

December 31, 2022

Investments are as follows:

Construction and Property Account	\$	5,927,724
Revenue Account		123,772,094
Operations and Maintenance Account		49,932,367
Reserve Maintenance Account		34,376,258
Consolidated Capital Improvement Account		775,308,451
Bond Interest Account		190,731,384
Bond Reserve Account		419,639,250
Bond Redemption Account		207,931,250
Enterprise Account		32,666,145
NTE 3A/3B Account		1,004,545
Total Investments	\$	<u>1,841,289,468</u>

(c) Interest Rate Risk

Investment portfolios are designed with the objective of attaining the best possible rate of return commensurate with the Authority's investment risk constraints and the cash flow characteristics of the portfolio. Return on investments, although important, is subordinate to the safety and liquidity objectives. The weighted average yield-to-maturity of the portfolio for December 31, 2022 was 2.55% in comparison to 0.43% in 2021. The weighted average maturity in days was 389 days for 2022, compared to 530 days for 2021. Approximately 63% of the investments are maturing within one year and 37% are maturing one year or greater. The Authority does not have a formal policy on interest rate risk.

(d) Credit Risk

Per the investment policy, on the date of the purchase of any Government Obligation purchased by the Authority, the obligation must have a rating as to investment quality by a nationally recognized investment firm of not less than "AAA" or its equivalent.

As of December 31, 2022, the Authority invested 23% in AAA rated money market funds, 25% in AAA rated State and Local Government Pools, 42% in Government Sponsored Entities (GSE) and 10% in U.S. Treasuries backed by the full faith and credit of the U.S. Government. U.S. Treasuries and GSE are Aaa rated by Moody's.

The Authority participates in three local government investment pools, each of which carry investments at amortized cost: TexPool Prime, TexasCLASS and LOGIC. The State Comptroller oversees TexPool Prime, with Federated Hermes, Inc. managing the daily operations of the pool under a contract with the State Comptroller. Public Trust Advisors, LLC serve as administrators for TexasCLASS, with UMB Bank, N.A. as Custodian, under an agreement with the TexasCLASS board of directors. Hilltop Securities, Inc. serve as administrators for LOGIC, with JPMorgan Investment Management, Inc. as Investment Manager and Custodian, under an agreement with the LOGIC Board of Directors.

TexPool Prime and LOGIC were established in conformity with the Interlocal Cooperation Act, Chapter 791 of the Texas Government Code and pursuant to Section 2256 of the Public Funds Investment Act, Texas Government Code (PFIA). Texas CLASS was created as an LGIP pursuant to Section 2256 of the PFIA. These pools allow shareholders the ability to deposit or withdraw funds on a daily basis. Interest rates are also adjusted on a daily basis. These pools seek to maintain a constant net asset value of \$1.00, although this cannot be fully guaranteed. TexPool Prime, TexasCLASS and LOGIC are rated AAAM and must maintain a dollar weighted average maturity not to exceed a 60-day limit.

(e) Concentration of Credit Risk

The Authority policy is to diversify its investment portfolios. Assets held in the particular funds shall be diversified to minimize the risk of loss resulting from over concentration of assets in a specific maturity, a specific issuer or a specific class of securities. As of December 31, 2022, investments in U.S. Bank Government Money Market Fund and TexPoolPrime exceeded 5% of the total portfolio.

Notes to Financial Statements

December 31, 2022

More than 5% of the Authority's investments are invested in each of the following institutions: Federal Farm Credit Bank (FFCB), Federal Home Loan Bank (FHLB), Federal National Mortgage Association (FNMA), Federal Home Loan Mortgage Corporation (FHLMC) and US Treasury.

The Authority categorizes its fair value measurements within the fair value hierarchy established by GAAP. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. 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. The Authority has the following recurring fair value measurements as of December 31, 2022 using a matrix pricing model:

	Fair Value Measurements Using			
	December 31, 2022	Level 1	Level 2	Level 3
Investments by fair value level:				
Debt securities				
Federal Home Loan Bank	\$ 395,812,660	\$ -	\$ 395,812,660	\$ -
Federal National Mortgage Assn.	107,052,244	-	107,052,244	-
Federal Farm Credit Bank	106,955,854	-	106,955,854	-
Federal Home Loan Mortgage Corp.	164,072,772	-	164,072,772	-
US Treasury Note	190,747,135	-	190,747,135	-
Total debt securities	<u>964,640,665</u>	<u>-</u>	<u>964,640,665</u>	<u>-</u>
Total investments measured at fair value level:	<u>\$ 964,640,665</u>	<u>\$ -</u>	<u>\$ 964,640,665</u>	<u>\$ -</u>

Notes to Financial Statements

December 31, 2022

(4) Capital Assets

Capital assets are summarized as follows:

	January 1, 2022	Additions	Retirements / Adjustments	December 31, 2022
Business-Type Activities				
Capital Assets not being depreciated:				
Land	\$ 7,293,755	\$ -	\$ -	\$ 7,293,755
Right-of-way	301,433,701	-	(197,974)	301,235,727
Construction in Progress	513,001,306	43,634,378	(442,062,464)	114,573,220
Roadway	4,905,919,719	7,617,603	442,062,464	5,355,599,786
Infrastructure - Other	557,824,226	-	-	557,824,226
Total Capital Assets not being depreciated	6,285,472,707	51,251,981	(197,974)	6,336,526,714
Capital Assets being depreciated				
Buildings	30,376,159	-	-	30,376,159
Machinery and Equipment	53,504,072	20,559,770	(22,320,808)	51,743,034
Intangibles	88,926,518	3,459,612	-	92,386,130
Total Capital Assets being depreciated	172,806,749	24,019,382	(22,320,808)	174,505,323
Less accumulated depreciation for:				
Buildings	(13,250,592)	(1,044,279)	-	(14,294,871)
Machinery and Equipment	(41,394,864)	(12,127,723)	16,730,497	(36,792,090)
Intangibles	(5,987,663)	(8,838,081)	-	(14,825,744)
Total accumulated depreciation	(60,633,119)	(22,010,083)	16,730,497	(65,912,705)
Total Capital Assets being depreciated, net	112,173,630	2,009,299	(5,590,311)	108,592,618
Business-Type Activities Capital Assets, net	\$ 6,397,646,337	\$ 53,261,280	\$ (5,788,285)	\$ 6,445,119,332

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Notes to Financial Statements

December 31, 2022

(5) Revenue Bonds , Loans Payable, and Revolving Note Program

Revenue Bonds

Upon the happening of any event of default as specified in the Amended and Restated NTTA System Trust Agreement dated April 1, 2008, Section 802, the Trustee may take actions and upon the written request of the holders of not less than twenty percent (20%) in principal amount of the bonds then outstanding shall proceed to:

- (i) protect and enforce its rights and the rights of the bondholders under the Turnpike Act and under the Trust Agreement by such suits actions or special proceedings in equity or at law or by proceedings in the office of any board or officer having jurisdiction, either for mandamus or the specific performance, of any covenant or agreement contained in the Trust Agreement or in aid or execution of any power herein granted or for the enforcement of any proper legal or equitable remedy, as the Trustee, being advised by counsel, shall deem most effectual to protect and enforce such rights.
- (ii) In the enforcement of any remedy under the Trust Agreement, the Trustee shall be entitled to sue for, enforce payment of and receive any and all amounts then or during any default becoming, and at any time remaining, due from the Authority for principal, interest or otherwise under any of the provisions of the Trust Agreement or of the bonds.

The full Amended and Restated NTTA System Trust Agreement can be found at:
https://www.ntta.org/whatwedo/fin_invest_info/NTTASystem/Documents/NTTAAmdRestdTrustagtwthFirstSupplement.pdf

The Authority has issued and refunded various Revenue Bond Series to construct the North Texas Tollway System and to fund reserves and expenses associated with the bond issues. The Authority follows the provisions of GASB No. 23, Accounting and Financial Reporting for Refunding of Debt Reported by Proprietary Activities (Statement No. 23). Under the provisions of Statement No. 23, the difference between the reacquisition price and the net carrying amount of the old debt is recorded as a deferred outflow and amortized over the life of the new debt or the life of the old debt (had it not been refunded), whichever is shorter, as an adjustment to the bond interest expense.

Revenue bonds are used to finance the acquisition and construction of major capital improvements for the North Texas Tollway System toll roads and related facilities. These revenue bonds constitute special obligations of the Authority solely secured by a lien on and pledge of the net revenues of the toll road system. The revenue bonds are collateralized by the revenue of the toll roads and the various special funds established by the bond ordinances. The ordinances provide that the revenue of the System is to be used, first, to pay operating and maintenance expenses of the system, and second, to establish and maintain the revenue bond funds. Remaining revenues may then be used for any lawful purpose.

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Notes to Financial Statements

December 31, 2022

The following schedule summarizes the revenue bonds outstanding as of December 31, 2022:

Description of Issue	Beginning Balance	Additions	Matured or Retired	Ending Balance	Due within one year
Series 2008D	\$ 894,534,129	\$ 53,944,705	\$ -	\$ 948,478,834	\$ -
Series 2009B	825,000,000	-	-	825,000,000	-
Series 2010B	50,000,000	-	-	50,000,000	-
Series 2014A	137,320,000	-	-	137,320,000	30,405,000
Series 2014B	146,420,000	-	-	146,420,000	-
Series 2015A	820,555,000	-	(8,630,000)	811,925,000	9,065,000
Series 2015B	736,595,000	-	(360,940,000)	375,655,000	6,365,000
Series 2016A	922,620,000	-	(39,015,000)	883,605,000	40,975,000
Series 2017A	1,631,875,000	-	(211,250,000)	1,420,625,000	38,850,000
Series 2017B	750,165,000	-	(125,975,000)	624,190,000	36,350,000
Series 2018	356,085,000	-	-	356,085,000	-
Series 2019A	405,815,000	-	(10,195,000)	395,620,000	19,130,000
Series 2019B	222,510,000	-	(2,730,000)	219,780,000	27,110,000
Series 2020A	192,105,000	-	-	192,105,000	-
Series 2020B	517,145,000	-	-	517,145,000	-
Series 2020C	25,205,000	-	-	25,205,000	-
Series 2021A	402,110,000	-	-	402,110,000	-
Series 2021B	446,045,000	-	-	446,045,000	-
Series 2022A	-	501,515,000	-	501,515,000	-
Series 2022B	-	187,650,000	-	187,650,000	-
Total Bond Principal	9,482,104,129	743,109,705	(758,735,000)	9,466,478,834	208,250,000
Unamortized Premium	(634,333,255)	139,363	81,406,178	(552,787,714)	-
Total Bonds Payable	\$ 10,116,437,384	\$ 743,249,068	\$ (677,328,822)	\$ 10,019,266,548	\$ 208,250,000

Amortization of Premium/Discounts

Premiums and discounts related to the issuance of the bonds and other loans are being amortized using the bonds outstanding method, which is materially consistent with the effective interest method. The unamortized premium cost for the year ended on December 31, 2022 was \$552,787,714.

Notes to Financial Statements

December 31, 2022

Outstanding Bonded Debt – Pertinent Information by Issue

Issue	Original Issue Amount	Interest Rate Range %	Term Issue	Maturity Range	Outstanding Balance December 31, 2022
Series 2008D	\$ 399,999,394	5.90 - 5.97	2008	2028-2038	\$ 948,478,834
Series 2009B	825,000,000	6.718	2009	2049	825,000,000
Series 2010B	310,000,000	8.41	2010	2030	50,000,000
Series 2014A	310,415,000	5.00	2014	2020-2025	137,320,000
Series 2014B	146,420,000	5.00	2014	2029-2031	146,420,000
Series 2015A	862,920,000	2.00 - 5.00	2015	2016-2038	811,925,000
Series 2015B	764,090,000	4.00 - 5.00	2015	2040-2045	375,655,000
Series 2016A	987,790,000	4.00 - 5.00	2016	2017-2039	883,605,000
Series 2017A	1,743,320,000	2.00 - 5.00	2017	2019-2048	1,420,625,000
Series 2017B	765,995,000	2.00 - 5.00	2017	2019-2048	624,190,000
Series 2018	356,085,000	4.00 - 5.00	2018	2030-2050	356,085,000
Series 2019A	429,870,000	4.00 - 5.00	2019	2020-2044	395,620,000
Series 2019B	222,510,000	4.00 - 5.00	2019	2022-2029	219,780,000
Series 2020A	192,105,000	3.00 - 5.00	2020	2025-2038	192,105,000
Series 2020B	517,145,000	.92 - 3.33	2020	2024-2052	517,145,000
Series 2020C	52,705,000	5.00	2020	2021-2027	25,205,000
Series 2021A	402,110,000	1.83 - 3.01	2021	2029-2043	402,110,000
Series 2021B	446,045,000	2.25 - 5.00	2021	2025-2051	446,045,000
Series 2022A	501,515,000	4.125 - 5.25	2022	2024-2040	501,515,000
Series 2022B	187,650,000	5.00	2022	2024-2029	187,650,000
Total Principal Revenue Bonds					9,466,478,834
Unamortized Premiums and Discounts					(552,787,714)
					\$ 10,019,266,548

Notes to Financial Statements

December 31, 2022

The revenue bond debt service requirements below are prepared as of December 31, 2022:

Year	Total Revenue Bonds		BAB Subsidy*	Total
	Principal amount	Interest amount		
Due January 1				
2023	\$ 209,395,000	\$ 389,695,780	\$ (19,664,495)	\$ 579,426,285
2024	275,805,000	387,092,247	(19,566,998)	643,330,249
2025	332,085,000	372,280,154	(19,399,206)	684,965,948
2026	348,280,000	355,493,447	(19,221,907)	684,551,540
2027	367,950,000	337,924,695	(19,034,476)	686,840,219
2028-2032	1,638,299,912	1,963,616,335	(92,454,812)	3,509,461,435
2033-2037	1,791,837,474	1,814,078,429	(91,462,631)	3,514,453,272
2038-2042	2,163,727,009	851,491,649	(84,555,318)	2,930,663,340
2043-2047	1,314,790,000	281,199,730	(45,559,255)	1,550,430,475
2048-2052	475,830,000	27,334,687	(4,354,009)	498,810,678
Interest Accretion	548,479,439	(548,479,439)	-	-
	<u>\$ 9,466,478,834</u>	<u>\$ 6,231,727,714</u>	<u>\$ (415,273,107)</u>	<u>\$ 15,282,933,441</u>

(*) Note: Due to Sequestration, BAB's Subsidy is reduced by 5.7%.

The Interest and Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balances as of December 31, 2022 were:

	Cash and Investment Balance	Trust Requirement
Bond Interest Account	\$ 191,425,314	\$ 190,731,384
Debt Service Reserve Account (*)	419,639,250	449,935,067
Redemption Account (**)	207,931,250	208,250,000
Total	<u>\$ 818,995,814</u>	<u>\$ 848,916,451</u>

(*) The Debt Service Reserve account per the trust agreement is not valued at market price but amortized value. The amortized value at December 31, 2022 was \$458,839,655.

(**) The Redemption account had an investment that matured on December 31, 2022. The proceeds including \$318,750 of interest were deposited the next business day, January 3, 2023.

Defeasance of Debt

The Authority has defeased various revenue bonds issues by placing funds and securities in irrevocable trusts with external financial institutions to provide for all future debt service payments on the bonds through the earlier of the maturity date or the first call date. As of December 31, 2022, the amounts of defeased bonds, at par, that remain outstanding was \$1,159,550,000.

Notes to Financial Statements

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Debt Issuances

On October 11, 2022, the Authority issued \$501,515,000 of North Texas Tollway Authority First Tier Revenue Refunding Bonds, Series 2022A, for the purpose of refunding \$354,880,000 of Series 2015B and \$168,545,000 of Series 2017A Bonds. The Series 2022A Bonds were issued as serial bonds maturing January 1, 2024 through January 1, 2040. The bonds have an interest rate of 1.25%-5.00%.

The refunding results for 2015B and 2017A resulted in a decrease the aggregate debt service between the refunding debt and refunded debt. The difference between the reacquisition price and the net carrying amount of the 2015B and 2017A Bonds refunded by 2022A Revenue Refunding Bonds of \$24,754,758 was deferred and is being amortized over the stated term of the Series 2015B Bonds. Amortization of the deferred inflow in resources on the refunding was (\$301,887) for the year ended December 31, 2022. The deferred inflow in resources ending balance for the year ended December 31, 2022 was \$24,452,870. The refunding reduced total debt service payments over the next 18 years by nearly \$37.5 million. This results in an economic gain (difference between the present values of the debt service payments on the old and new debt) of nearly \$30.4 million.

On October 11, 2022, the Authority issued \$187,650,000 of North Texas Tollway Authority Second Tier Revenue Refunding Bonds, Series 2022B, for the purpose of refunding \$116,015,000 of Series 2017B and all of the ISTE A Loan. The Series 2022B Bonds were issued as serial bonds and term bonds maturing January 1, 2024 through January 1, 2029. The bonds have an interest rate of 5.00%.

The refunding results for 2017B resulted in a decrease the aggregate debt service between the refunding debt and refunded debt. The difference between the reacquisition price and the net carrying amount of the 2017B Bonds refunded by 2022B Revenue Refunding Bonds of \$8,547,298 was deferred and is being amortized over the stated term of the Series 2022B Bonds. Amortization of the deferred inflow in resources on the refunding was (\$449,858) for the year ended December 31, 2022. The deferred inflow in resources ending balance for the year ended December 31, 2022 was \$8,097,440. The refunding reduced total debt service payments over the next 7 years by nearly \$6 million. This results in an economic gain (difference between the present values of the debt service payments on the old and new debt) of nearly \$6.8 million.

Loans Payable

Additionally, the Authority funded, in part, costs of the construction of the PGBT with proceeds from a loan, which totaled \$135,000,000, made by TxDOT in 1995 pursuant to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Interest at the rate of 4.2% began to accrue on October 1, 2000, compounding annually on January 1, with the first payment made in October 2004, and annual payments on January 1 thereafter until final payment in 2029, which resulted in a new loan amount at October 1, 2004 of \$154,338,133. Repayment of the loan to TxDOT is to be made from amounts on deposit in the Capital Improvement Fund with payments subordinate to bonds or other obligations of the Authority issued or entered into and secured by the tolls and revenues of the Authority. The loan was refunded on October 11, 2022 as part of the Second Tier Revenue Refunding Bonds, Series 2022B.

Revolving Note Program

In order to maintain short-term liquidity options, the Authority contacted the underwriter pool for proposals to support \$200,000,000 in liquidity for the next three years whether through CP or other financing facilities. The Authority secured a Credit Facility with RBC Capital Markets with an issuance of up to \$200,000,000 aggregate principal amount of revolving notes (*Revolving Notes*). The *Revolving Notes* are secured as Second Tier Bonds. Pursuant to the Note Purchase Agreement executed under the program, RBC Capital Markets is obligated to purchase *Revolving Notes* upon request by the Authority that allow periodic draws and repayments in an amount up to \$200,000,000. This agreement expires on December 14, 2024. The Authority has not made any withdrawals on the Program.

Notes to Financial Statements

December 31, 2022

(6) Employees' Retirement Plan

Defined Benefit Pension Plan

As discussed in Note 1, effective September 1, 1997, the Authority, a regional tollway authority under Chapter 366, Transportation Code, became the successor agency to the Texas Turnpike Authority. In connection with this transition, the Authority changed from being a participant in the plans administered by the Employees Retirement System of Texas (ERS), which are considered single employer defined benefit pension plans, to being a participant in the Texas County and District Retirement System (TCDRS), which is a nonprofit public trust fund that provides pension, disability and death benefits to eligible employees of the counties and districts that participate in TCDRS. Information related to the TCDRS, the Authority's 401(k) plan and its refrain from participation in Social Security is included herein.

Plan Description

The Authority participates as one of more than 830 plans in the joint contributory, defined benefit plan administered by TCDRS. TCDRS acts as an agent multiple-employer retirement system for county and district employees in the State of Texas. The TCDRS Act is the basis for administration of the pension system. The pension system is governed by a nine-member Board of Trustees and is managed by an administrative staff in Austin.

Although the Governor, with the advice and consent of the Senate, appoints the Board, TCDRS is not fiscally dependent on the State of Texas. TCDRS's defined benefit pension plan is a tax-qualified plan under Section 401(a) of the Internal Revenue Code. TCDRS issues a publicly available annual comprehensive financial report (ACFR) that can be obtained at www.tcdrs.org.

All eligible employees of the Authority are required to participate in TCDRS.

Benefits Provided

TCDRS provides retirement, disability and death benefits. Benefit provisions are adopted by the governing body of the Authority, within the options available in the state statutes governing TCDRS.

At retirement, the benefit is calculated as if the sum of the employee's contributions, with interest, and the Authority-financed monetary credits, with interest, were used to purchase an annuity. Members may choose to receive their retirement benefit in one of three actuarially equivalent payments options. A summary of plan provisions for the Authority are as follows:

Employee deposit rate	6% of Earnings
Authority matching rate	250%
Vesting period	10 Years
Retirement years (age/years of service)	60/10, Any/30, Rule of 75, age+service
Prior Service Credit	0%
Annuity Increase to retirees:	0%

Employees covered by benefit terms

At the December 31, 2021 valuation and measurement date, the following employees were covered by the benefit terms:

inactive employees or beneficiaries currently receiving benefits	259
inactive employees entitled to but not yet receiving benefits	1,124
Active employees	643
Total	<u>2,026</u>

Notes to Financial Statements

December 31, 2022

Contributions

Under the state law governing TCDRS, the contribution rate is determined annually by the consulting actuary, using the Replacement Life Entry Age (RLEA) cost method, a conservative cost method and an industry standard.

Employees for the Authority contributed 6% of their annual gross earnings during each fiscal year. The contribution rates for the Authority were 7.96% and 10.71% in fiscal years 2021 and 2022, respectively. The Authority's contributions to TCDRS for the year ended December 31, 2022, was \$7,168,889 and were equal to the required contributions.

Net Pension Asset

The Authority's Net Pension Asset (NPA) was measured as of December 31, 2021, and the Total Pension Liability (TPL) used to calculate the Net Pension Asset was determined by an actuarial valuation as of that date.

Actuarial assumptions

The Total Pension Liability in the December 31, 2021 actuarial valuation was determined using the following assumptions:

Inflation	2.50%
Overall Payroll Growth	2.00%
Investment Rate of Return	7.60%, long-term rate of return 7.50%, plus 0.10% administrative expenses

Salary increases were based on a service-related table. Mortality rates for active members were based on 135% of the Pub-2010 General Employees Amount-Weighted Mortality Table for males and 120% of the Pub-2010 General Employees Amount-Weighted Mortality Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.

Mortality rates for retirees, beneficiaries and non-depositing members were based on 135% of the Pub-2010 General Retirees Table for males and 120% of the Pub-2010 General Retirees Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.

Mortality rates for disabled retirees were based on 160% of the Pub-2010 General Disabled Retirees Amount-Weighted Mortality Table for males and 125% of the Pub-2010 General Disabled Retirees Amount-Weighted Mortality Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.

The long-term expected rate of return on TCDRS assets is determined by adding expected inflation to expected long-term real returns, and reflecting expected volatility and correlation. The capital market assumptions and information shown below are provided by TCDRS' investment consultant, Cliffwater LLC. The numbers shown are based on January 2022 information for a 10-year time horizon.

Note that the valuation assumption for long-term expected return is re-assessed at a minimum of every four years, and is set based on a long-term time horizon. The TCDRS Board of Trustee adopted the current assumption at their March 2021 meeting. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

Notes to Financial Statements
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Asset Class	Target Allocation ⁽¹⁾	Geometric Real Rate of Return ⁽²⁾ (Expected minus Inflation)
US Equities	11.50%	3.80%
Private Equity	25.00%	6.80%
Global Equities	2.50%	4.10%
International Equities - Developed Markets	5.00%	3.80%
International Equities - Emerging Markets	6.00%	4.30%
Investment-Grade Bonds	3.00%	-0.85%
Strategic Credit	9.00%	1.77%
Direct Lending	16.00%	6.25%
Distressed Debt	4.00%	4.50%
REIT Equities	2.00%	3.10%
Master Limited Partnerships (MLPs)	2.00%	3.85%
Private Real Estate Partnerships	6.00%	5.10%
Hedge Funds	6.00%	1.55%
Cash Equivalents	2.00%	-1.05%
Total	100.00%	

⁽¹⁾ Target asset allocation adopted at the March 2022 TCDRS Board meeting.

⁽²⁾ Geometric real rates of return equal the expected return minus the assumed inflation rate of 2.6%, per Cliffwater's 2022 capital market assumptions.

Discount Rate

The discount rate used to measure the Total Pension Liability was 7.60%. The projection of cash flows used to determine the discount rate assumed that employee contributions will remain at the current 6% and employer contributions will be made at the rates specified in statute. Based on that assumption, the pension plan's Fiduciary Net Position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the Total Pension Liability.

Notes to Financial Statements
 December 31, 2022

Changes in the Net Pension Liability / (Asset)

	Total Pension Liability (a)	Fiduciary Net Position (b)	Net Pension Liability / (Asset) (a)-(b)
Balances as of January 01, 2021	\$158,710,158	\$159,851,097	(\$1,140,939)
Changes for the year:			
Service cost	6,763,752	-	6,763,752
Interest	12,402,575	-	12,402,575
Effect of plan changes	-	-	-
Effect of economic/demographic gains or losses	(2,833,660)	-	(2,833,660)
Effect of assumptions changes or inputs	756,247	-	756,247
Refund of contributions	(617,783)	(617,783)	-
Benefit payments	(4,031,629)	(4,031,629)	-
Administrative expenses	-	(106,284)	106,284
Member contributions	-	2,582,638	(2,582,638)
Net investment income	-	35,267,693	(35,267,693)
Employer contributions	-	3,426,300	(3,426,300)
Other changes	-	82,538	(82,538)
Balances as of December 31, 2021	\$171,149,660	\$196,454,571	(\$25,304,911)

Sensitivity Analysis

The following presents the net pension liability of the Authority, calculated using the discount rate of 7.60%, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower (6.60%) or 1 percentage point higher (8.60%) than the current rate.

	1% Decrease 6.60%	Current Discount Rate 7.60%	1% Increase 8.60%
Total pension liability	\$196,865,507	\$171,149,660	\$149,839,645
Fiduciary net position	196,454,571	196,454,571	196,454,571
Net pension liability / (asset)	\$410,936	(\$25,304,911)	(\$46,614,926)

Pension Plan Fiduciary Net Position

Detailed information about the pension plan's Fiduciary Net Position is available in a separately issued TCDRS financial report. That report may be obtained on the Internet at www.tcdrs.org.

Notes to Financial Statements

December 31, 2022

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources:

For the year ended December 31, 2022, the Authority recognized pension income of \$(172,404).

At December 31, 2022, the Authority reported deferred outflows and inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Contributions made subsequent to the measurement date	\$ 7,168,889	\$ -
Net difference between projected and actual earnings	-	21,834,767
Differences between expected and actual experience	74,380	2,002,879
Changes of assumptions	5,453,245	-
Total	\$ 12,696,514	\$ 23,837,646

\$7,168,889 reported as deferred outflows of resources related to pensions resulting from contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2023. The remainder of the total deferred outflows/inflows, \$(18,310,021) related to pensions will be recognized in pension expense as follows:

Year ended December 31:	
2023	\$ (3,005,364)
2024	(5,458,921)
2025	(5,231,900)
2026	(4,613,836)
Thereafter ⁽¹⁾	-
Total	\$ (18,310,021)

⁽¹⁾ Total remaining balance to be recognized in future years, if any. Note that additional future deferred inflows and outflows of resources may impact these numbers.

401(k) Plan

As a state agency of the State of Texas, the Texas Turnpike Authority was a participating employer in the State of Texas TexaSaver 401(k) Profit Sharing Plan sponsored by the Employees Retirement System of Texas. The Texas Turnpike Authority, as a state agency, was permitted to participate in the Employees Retirement System of Texas under Section 812.003 of the Texas Government Code.

Because the Act established the Authority as a political subdivision of the State of Texas instead of a state agency, it is no longer eligible to participate in the TexaSaver 401(k) Plan maintained by the Employees Retirement System of Texas. As a successor of the Texas Turnpike Authority, however, the Authority is eligible under current IRS rules and regulations to adopt the North Texas Tollway Authority 401(k) Plan as a successor qualified cash or deferred arrangement to the TexaSaver 401(k) Plan.

Prior to 1986, the IRC of 1986 permitted state or local governments and tax-exempt organizations to maintain qualified cash or deferred arrangement. The Tax Reform Act (TRA) of 1986 amended IRC to provide that a cash or deferred arrangement shall not be treated as a "qualified cash or deferred arrangement" if it is part of a retirement plan maintained by a governmental unit. However, TRA 1986 provides specific exception for cash or deferred arrangements adopted by a governmental unit prior to 1986 "Grandfather Employer". The Authority, a government entity is eligible to adopt the 401(k) plan because it is a successor entity to the Texas Turnpike Authority, a

Notes to Financial Statements

December 31, 2022

Grandfathered Employer, and is adopting a cash or deferred arrangement substantially similar to the Texas Turnpike Authority's cash or deferred arrangement.

Effective September 1, 1997, each Authority employee became eligible to participate in the North Texas Tollway Authority 401(k) plan, a defined contribution plan. The plan requires that each employee be required to make a mandatory employee contribution, deposited by the Authority towards the cost of the 401(k) plan, in an amount equal to 4% of total wages. All mandatory employee contributions to the 401(k) plan for payroll periods following September 1, 1997 shall be made on a pretax basis, provided they are subject to the Hospital Insurance portion of the Federal Insurance Contributions Act and the Federal Unemployment Tax Act and the withholding of those Acts. Employee contributions and plan earnings are vested at all times and a terminating employee shall be paid all mandatory contributions and plan earnings pursuant to the plan's terms. The Authority is authorized to make discretionary employer matching contributions in such amounts as may be determined by the board, and Authority employees are vested in employer contributions at 100% after five years services. Former Texas Turnpike Authority employees employed by the Authority on or before October 31, 1997 shall receive past service credit for service with the Texas Turnpike Authority for purposes of determining the vested percentage and the Authority's Board of Directors is allowed to further amend or terminate the plan at any time.

Total 401(k) contributions allocated to the System by the Authority for the year ended December 31, 2022 were \$1,684,683 based on a covered payroll of \$48,949,531.

Social Security

Effective September 1, 1997, the Authority elected to refrain from participation in Social Security and instead participated in both the TCDRS and the Authority 401(k) plan. The Authority requires mandatory employee participation in both of these plans.

(7) Risk Management

The Texas Municipal League (TML) Intergovernmental Risk Pool insures the Authority for workers' compensation. The Authority purchases insurance policies for all major areas of operation including buildings and contents, bridges, general liability, commercial umbrella, crime, directors and officers liability, and boiler and machinery coverage. There have not been any settlements exceeding insurance coverage in the years 2012-2022. There has not been any significant reduction of coverage.

The Authority self-insures health benefits utilizing a third-party benefit administrator. The Authority pays claims based on actual claims reported. Funds are available to pay claims and administrative costs associated with the program. Reserves for these liabilities are included in current liabilities in the Statement of Net Position.

Fiscal Year	Beginning Balance	Current year claims and changes in estimates	Claim Payments	Ending Balance
2016	\$ -	\$ 12,393,455	\$ 11,354,397	\$ 1,039,058
2017	1,039,058	12,294,775	10,587,347	2,746,486
2018	2,746,486	11,331,252	10,937,466	3,140,272
2019	3,140,272	12,846,380	11,303,573	4,683,079
2020	4,683,079	14,059,984	11,456,537	7,286,526
2021	7,286,526	12,902,542	11,343,430	8,845,638
2022	8,845,638	7,497,453	10,130,121	6,212,970

(8) Post-Employment Benefits Other Than Pensions (OPEB)

General Information PEBC OPEB Plan

Plan description. The Authority's group medical plans ("Plan") are administered through the Public Employees Benefits Cooperative (PEBC). The plan is a single-employer defined healthcare plan funded on a pay-as-you-go basis. Other post-employment benefits (OPEB) include health insurance and Medicare supplements.

Benefits provided. The Authority annually adopts a premium structure for retirees and their eligible dependents who participate in the various plans offered. An employee must be eligible for retirement with the Authority for insurance eligibility. The Authority currently supplements premiums between 60% to 71% for employees eligible for retirement with the Authority with 10 years or more service credit with the Authority.

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Those eligible for retirement with less than 10 years service credit with the Authority contribute 100% of the total premium.

The Authority does not maintain a trust to pay for future OPEB expenses. The Authority is not required by Texas law or by contractual agreement to provide funding for OPEB other than the pay-as-you-go amount necessary to provide current budget year benefits to retirees and their eligible dependents. Contributions, adjustment or elimination of the contributions, and adjustments to eligibility are subject to the Board of Directors annual budgetary discretion.

Employees covered by benefit terms. At December 31, 2021, the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefit payments	28
Inactive employees entitled to but not yet receiving benefit payments	-
Active employees	<u>695</u>
Total	<u>723</u>

Total OPEB Liability

The Authority's Total OPEB liability of \$23,353,291 was measured as of December 31, 2021, and was determined by an actuarial valuation as of that date.

Actuarial assumptions and other inputs. The Total OPEB liability in the December 31, 2021 actuarial valuation was determined using the following actuarial assumptions and other inputs, applied to all periods including the measurement, unless otherwise indicated:

Actuarial Cost Method	Entry Age Normal based on level percentage of projected salary
Salary increases	3.50%
Discount Rate	2.06%
Healthcare cost trend rates	7.00% for 2022 decreasing 0.25% per year to an ultimate rate of 4.0% for later years. (pre-65retirees) 7.25% for 2022 decreasing .25% per year to an ultimate rate of 4.0% for later years. (post-65 retirees)
Retirees' share of benefit related costs	45.00% of projected health insurance premiums for pre and post-65 retirees

The discount rate for post-retirement welfare cost purposes is a single rate reflecting the yield or index rate for 20-year, tax exempt general obligation bonds with an average rating of AA/Aa or higher (or equivalent quality on another rating scale). This rate was obtained based on the Bond Buyer 20-Bond GO Index as reported in the Bond Buyer.

Mortality rates were based on the PUB-2010 generational table scaled using MP-20 and applied on a gender-specific basis.

The actuarial assumptions employed in the development of the other post-retirement benefit cost and other financial reporting have been selected by NTTA and in accordance with the Actuarial Standards of Practice. The Actuarial Standards of Practice require that each significant assumption is appropriate for the purpose of the measurement, takes into account historical and current economic data that is relevant as of the measurement date; reflects expected future experience and has no significant bias (i.e., it is not significantly optimistic or pessimistic).

Notes to Financial Statements

December 31, 2022

Changes in the Total OPEB Liability

	Total OPEB Liability
Balance at December 31, 2020	\$ 20,078,303
Changes for the year:	
Service cost	2,658,532
Interest	480,466
Differences between expected and actual experience	-
Change of assumptions	282,695
Employer contributions	-
Benefit payments	<u>(146,705)</u>
Net changes	<u>3,274,988</u>
Balance at December 31, 2021	<u>\$ 23,353,291</u>
Covered employee payroll	<u>\$ 39,332,632</u>
Total OPEB liability as a percentage of covered-employee payroll	<u>59%</u>

Changes of assumptions: Changes of assumptions and other inputs reflect the effects of changes in the discount rate each period:

The following are the discount rates used in each period:

2021	2.06%
2020	2.12%
2019	2.74%
2018	4.09%
2017	3.44%

The discount rate was based on 20-year tax exempt general obligation bonds with an average rating of AA/Aa or higher or equivalent quality on another rating scale. This rate was obtained on the Bond Buyer 20-Bond GO Index as reported in the Bond Buyer.

Sensitivity of the total OPEB liability to changes in the discount rate. The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (1.06%) or 1-percentage-point higher (3.06%) than the current rate:

1% Decrease	Discount Rate	1% Increase
1.06%	2.06%	3.06%
<u>\$ 28,803,000</u>	<u>\$ 23,353,000</u>	<u>\$ 19,186,000</u>

Total OPEB liability

Sensitivity of the total OPEB liability to changes in the healthcare cost trend rate. The following presents the total OPEB liability of the Authority, as well as what the Authority's total OPEB liability would be if it were calculated using the healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

1% Decrease	Healthcare Cost Trend Rates	1% Increase
<u>\$ 18,392,000</u>	<u>\$ 23,353,000</u>	<u>\$ 30,121,000</u>

Total OPEB liability

Notes to Financial Statements

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OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2021, the Authority recognized OPEB expense of \$1,855,053.

OPEB Expense

Service cost	\$ 2,658,532
Interest cost	480,466
Difference between expected and actual experience	(1,629,182)
Changes of assumptions ¹	345,237
	<u>\$ 1,855,053</u>

¹Changes of assumptions and other inputs reflect a change in the discount rate of 2.12% in 2020 to 2.06% in 2021.

At December 31, 2022, the Authority recognized deferred outflows and inflows of resources related to OPEB from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Contributions after measurement date	\$ 180,936	\$ -
Differences between expected and actual experience	-	(14,428,814)
Changes of assumptions/inputs	6,584,982	(3,078,541)
Total	<u>\$ 6,765,918</u>	<u>\$ (17,507,355)</u>

Amounts reported as deferred outflows of resources related to OPEB will be recognized in OPEB expense as follows:

Fiscal year ended December 31,		
2023		\$ (1,283,945)
2024		(1,283,945)
2025		(1,283,945)
2026		(1,283,945)
2027		(1,283,945)
Thereafter		<u>(4,502,648)</u>
Total		<u>(10,922,373)</u>

Deferred outflows of resources totaling \$180,936 related to OPEB contributions after the measurement date will be recognized as a reduction of the Total OPEB liability in the year ended December 31, 2023.

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December 31, 2022

Authority's ERS OPEB Plan

Plan description. The Authority's Other Post-Employment Benefits under the Texas Employees Group Benefits Program (GBP) are administered by the Employees Retirement System of Texas (ERS). This plan is a cost sharing multiple-employer plan with a special funding situation (which applies to certain other employers, but does not apply to the Authority). The Authority reports its allocated proportional share of the GBP in the Authority's annual financial report. The GBP plan covers retired employees of the state, and other entities (including the prior Texas Turnpike Authority, now the North Texas Tollway Authority) as specified by the State Legislature. The benefit and contribution provisions of the GBP are authorized by state law and may be amended by the Legislature.

Benefits provided. The GBP provides self-funded group health (medical and prescription drug) benefits for eligible retirees under HealthSelect. The GBP also provides a fully insured medical benefit option for Medicare-primary participants under the HealthSelect Medicare Advantage Plan. An eligible retiree who has retired from full-time employment does not contribute toward the cost of coverage for himself/herself, but he/she pays a portion of the cost if he/she covers an eligible spouse or dependent child. An eligible retiree who has retired from part-time employment contributes toward the cost of coverage for himself/herself, as well as paying a portion of the cost if he/she covers an eligible spouse or dependent child. The GBP also provides life insurance benefits to eligible retirees via a premium funding arrangement. The authority under which the obligations of the Plan Members and Employer are established and/or may be amended is Chapter 1551, Texas Insurance Code. The Authority's GBP plan is closed to new entrants. The plan does not provide automatic cost of living adjustments (COLAs).

The Employer and member contribution rates are determined annually by the ERS Board Trustees based on the recommendations of the ERS staff and consulting actuary. The contribution rates are determined based on (i) the benefit and administrative costs expected to be incurred, (ii) the funds appropriated and (iii) the funding policy established by the Texas Legislature in connection with benefits provided through the GBP. The Trustees revise benefits when necessary to match expected benefit and administrative costs with the revenue expected to be generated by the appropriated funds.

During the measurement period of 2021 for fiscal year 2022 reporting, the amount of the Authority's contributions recognized by the ERS OPEB plan was \$299,468. The following table summarizes the monthly employer and plan member contributions toward eligible retiree's health and basic life premium.

	Employer	Plan Member
Retiree Only	\$ 624.82	\$ -
Retiree and Spouse	\$ 982.82	\$ 358.00
Retiree and Children	\$ 864.52	\$ 239.70
Retiree and Family	\$ 1,222.52	\$ 597.70

Employees covered by benefit terms. At December 31, 2021 the following employees were covered by the benefit terms:

Inactive employees or beneficiaries currently receiving benefits	36
Inactive employees entitled but not yet receiving benefits	0
Active employees	0
Total members	<u>36</u>

Detailed information about the GBP's fiduciary net position is available in a separately issued ERS Annual Comprehensive Financial Report (ACFR) that includes financial statements, notes to the financial statements, and required supplementary information. That report may be obtained on the internet at <https://www.ers.texas.gov/About-ERS/GASB-Requirements>; or by writing to ERS at: 200 East 18th Street, Austin Texas 78701.

Net ERS OPEB Liability

The Authority's Net ERS OPEB Liability of \$3,915,744 was measured as of August 31, 2021, and was determined by an actuarial valuation as of August 31, 2021. No actuarial valuation is available for December 31, 2021 and the Authority's management deems any difference in the net ERS OPEB liability between these two dates are too immaterial to be consider.

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December 31, 2022

Actuarial assumptions and other inputs. The total OPEB liability in the August 31, 2021 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Inflation	2.30%
Salary increases	2.30% to 9.05% (including inflation)
Discount rate	2.14%
Healthcare cost trend rates	5.25% for FY2023, 5.15% for FY2024, 5.00% for FY2025, 4.75% for FY2026, 4.60% for FY2027, decreasing 10 basis points per year to an ultimate rate of 4.30% for FY2030 and later years

The discount rate used to measure the total ERS OPEB liability was the municipal bond rate of 2.14%. The source of the municipal bond rate is the Bond Buyer Index of general obligation bonds with 20 years to maturity and mixed credit quality. In describing their index, the Bond Buyer notes that the bonds' average credit quality is roughly equivalent to Moody's Investors Service's Aa2 rating and Standard & Poor's Corp.'s AA.

Mortality rates for service retirees, survivors and other inactive members were based on the 2020 State Retirees of Texas mortality table with a 1 year set forward for male CPO/CO members and Ultimate MP Projection Scale projected from year 2020.

Mortality rates for disabled retirees were based on the 2020 State Retirees of Texas mortality table with a 3 year set forward for males and females with Ultimate MP Projection Scale projected from year 2020.

Mortality rates for active members were based on the PUB-2010 General Employees Active Member Mortality table for non-CPO/CO members with Ultimate MP Projection Scale from the year 2010.

The actuarial assumptions used in this valuation were based on the results of actuarial experience studies performed by the ERS retirement plan actuary as of August 31, 2019 and the TRS retirement plan actuary as of August 31, 2017.

At December 31 2022, the Authority reported a liability of \$3,915,744 for its proportionate share of the collective ERS net OPEB liability. The collective OPEB liability was measured as of August 31, 2021, and the total OPEB liability used to calculate the net liability was determined by an actuarial valuation as of that date. At August 31, 2021, the Authority's proportional percentage was 0.01091481% which was an decrease of 0.00079739% from its proportional percentage measured as of August 31, 2020. The Authority's proportion of the collective ERS net OPEB liability was based on its contributions to the OPEB plan relative to the contributions of all the employers and non-employer contributing entities to the plan for the period September 1, 2020 through August 31, 2021.

Change of Assumptions. Changes of assumptions and other inputs reflect the effects of changes in the discount rate each period. The following are the discount rates used in each period.

2017	3.51%
2018	3.96%
2019	2.97%
2020	2.20%
2021	2.14%

Sensitivity of the Authority's Proportionate Share of the ERS Net OPEB Liability to Changes in the Discount Rate. The following presents the ERS Net OPEB liability of the Authority, as well as what the Authority's ERS Net OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (1.14%) or 1-percentage-point higher (3.14%) than the current rate:

1% Decrease	Current Discount Rate	1% Increase
1.14%	2.14%	3.14%
\$ 4,663,799	\$ 3,915,744	\$ 3,330,502

ERS Net OPEB Liability

Notes to Financial Statements

December 31, 2022

Sensitivity of the Authority's Proportionate Share of the ERS Net OPEB Liability to Changes in the Healthcare Cost Trend Rates. The following presents the ERS Net OPEB liability of the Authority, as well as what the Authority's ERS Net OPEB liability would be if it were calculated using the healthcare cost trend rates that are 1-percentage-point lower (4.25 percent decreasing to 3.30 percent) or 1-percentage-point higher (6.25 percent decreasing to 5.30 percent) than the current healthcare cost trend rates:

1% Decrease (4.25% decreasing to 3.30%)	Current Healthcare Cost Trend Rates (5.25% decreasing to 4.30%)	1% Increase (6.25% decreasing to 5.30%)
\$ 3,278,974	\$ 3,915,744	\$ 4,750,024

ERS Net OPEB Liability

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended December 31, 2022, the Authority recognized ERS OPEB expense of \$(47,775).

Service cost	\$	170,808
Interest cost		82,441
Amortization of differences between expected and actual experience		(46,736)
Amortization of changes of assumptions		(255,578)
Employee contributions		(21,003)
Other		(11,579)
Benefit payments		32,576
Projected earnings		(288)
Amortization of differences between projected and actual earnings		646
Administrative expense		939
	\$	<u>(47,775)</u>

ERS OPEB Expense

At December 31, 2022, the Authority reported deferred outflows and inflows of resources related to ERS OPEB from the following sources:

Outstanding Deferred Outflows and Deferred Inflows Related to ERS OPEB at December 31, 2022		
	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 96,049
Changes in assumptions	268,087	436,126
Change in proportionate share on ERS OPEB liability	-	3,974,459
Net difference between projected and actual earnings on ERS OPEB plan investments	693	-
Contributions subsequent to the measurement date	299,468	-
Total	\$ 568,248	\$ 4,506,634

Notes to Financial Statements

December 31, 2022

The \$299,468 reported as deferred outflows of resources resulting from contributions subsequent to the measurement date will be recognized as a reduction in the net OPEB liability for the year ending December 31, 2023.

Amounts reported as deferred outflows of resources related to ERS OPEB will be recognized in OPEB expense as follows:

Fiscal Year ending:

2023	\$	(2,490,484)
2024		(1,496,331)
2025		(144,145)
2026		(87,887)
2027		(19,007)
Thereafter		-
Total	\$	<u>(4,237,854)</u>

Transactions and aggregate amounts for all plans for the year ended December 31, 2022 are summarized below:

	Balance January 1	Additions	Reductions	Balance December 31	Due within one year
Other Postemployment Benefits Liability - PEBC	\$20,078,303	\$ 4,145,711	\$ (870,723)	\$ 23,353,291	\$ -
Other Postemployment Benefits Liability - ERS	3,870,253	532,666	(487,175)	3,915,744	-
Total	<u>\$23,948,556</u>	<u>\$ 4,678,377</u>	<u>\$ (1,357,898)</u>	<u>\$ 27,269,035</u>	<u>\$ -</u>

Plans	Liability	Deferred Outflows	Deferred Inflows	Expense
ERS	\$ 3,915,744	\$ 568,248	\$ 4,506,634	\$ (47,775)
PEBC	23,353,291	6,765,918	17,507,355	1,855,053
Aggregate Total	<u>\$ 27,269,035</u>	<u>\$ 7,334,166</u>	<u>\$ 22,013,989</u>	<u>\$ 1,807,278</u>

Notes to Financial Statements

December 31, 2022

(9) Disaggregation of Receivable Balances

The unrestricted accounts receivable balance is \$113,517,317, and the restricted accounts receivable balance is \$11,664,394. The unrestricted balance consists of \$92,682,889 for billed video tolls (net of the allowance for doubtful accounts of \$350,575,822), and \$20,834,428 for unbilled video tolls (net of the allowance for doubtful accounts of \$37,226,273). The restricted balance consists of BAB's subsidy receivable of \$9,146,263 and intra-governmental transfer of \$2,518,131.

Based upon the payment history for each 30 day bucket of aged billed toll receivables, an allowance is calculated for the expected percentage that will remain unpaid based upon these historical trends. The allowance for uncollectible receivables currently ranges from a minimum of 20% on invoices that are current (age of 0-30 days) to a maximum of 100% for invoices that have met the business rules for write-off with an overall average of 79.1% reserved for all invoices.

NTTA books as an account receivable the value of uninvoiced Zip Cash transactions that are matched with the Department of Motor Vehicles (DMV) with an overall historical average of 56.1% reserved.

NTTA books as an accounts receivable the value of unidentified ZipCash transactions that are not yet matched with DMV with a 100% reservation.

Video Toll Transactions	Allowance Method	North Texas Tollway System	Non-Major Enterprise Fund	Total
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Recorded Billed Video Tolls:

Gross Billed Video Tolls		\$ 322,217,618	\$ 121,041,093	\$ 443,258,711
Allowance for Uncollectible	age based	<u>(254,910,918)</u>	<u>(95,664,904)</u>	<u>(350,575,822)</u>
Net Billed Video Tolls		<u>\$ 67,306,700</u>	<u>\$ 25,376,189</u>	<u>\$ 92,682,889</u>

Recorded Unbilled Video Tolls:

Matched with DMV	historical avg	\$ 33,135,344	\$ 13,287,940	\$ 46,423,284
Unmatched with DMV	100%	1,440,647	10,196,770	11,637,417
Total Gross Unbilled Video Tolls		<u>34,575,991</u>	<u>23,484,710</u>	<u>58,060,701</u>
Allowance for Uncollectible		<u>(19,634,552)</u>	<u>(17,591,721)</u>	<u>(37,226,273)</u>
Net Recorded Unbilled Video Tolls		<u>\$ 14,941,439</u>	<u>\$ 5,892,989</u>	<u>\$ 20,834,428</u>

Notes to Financial Statements

December 31, 2022

(10) Commitments and Contingencies

At the end of fiscal year 2022, there was \$1,883,044,220 in cash and investments with \$819,447,207 restricted for debt service, \$10,833,462 restricted for construction, \$1,004,545 restricted for NTE 3A/3B and \$1,051,758,826 available for operation. The System has \$17,776,886 in account and retainage payable that are comprised primarily of construction-related payables at December 31, 2022. Additionally, the System has contract and purchase order commitments at December 31, 2022 aggregating \$6,116,646.

Required Supplementary Information

December 31, 2022

Modified Approach - Infrastructure

The Authority has elected to use the Modified Approach to account for maintenance of the Authority's infrastructure assets. As required by the Trust Agreement, an annual inspection of the Authority's roadways has occurred, conducted by the Authority's General Engineering Consultant, VRX, Inc. This inspection was supplemented with specialized inspections by VRX, Inc., and Texas Department of Transportation. The results of the various inspections are utilized to calculate an overall rating, indicating the average condition of the Authority's infrastructure assets (roadways and bridges). The assessment of conditions is made by visual and mechanical tests designed to reveal any condition that would reduce user benefits below the maximum level of service. The Authority's goal is to maintain the Authority's infrastructure assets at a rating of 8 or better (1 to 10 scale) and has established a minimum level for GASB No. 34 purposes of a condition level of 6 or greater. These condition levels were adopted by the Board of Directors for the North Texas Tollway Authority (NTTA) by Resolution No. 02-31 on June 19, 2002 and further clarified by Resolution No. 07-169 on December 19, 2007. In accordance with GASB 34, the Capital Assessment and Inspection Report is due every three years. The last Capital Assessment and Inspection Report for the North Texas Tollway Authority was completed in 2022.

The infrastructure assets include PGBT, DNT, AATT, MCLB, SRT, LLTB, CTP and 360T main lane plazas, ramp plazas, maintenance shops, administration buildings, and IT lane equipment. The roadways are a major transportation network consisting of 149 centerline miles of high-speed roadways, 15 major interchanges, 44 main lane toll plazas/gantries, 162 ramp toll plazas/gantries, 603 bridges, one tunnel, and other structures and appurtenances. All assets combined totaled approximately \$5.13 billion in current replacement value for FYE 2022.

Condition Index

A Condition Index is a measure of the "intrinsic value" of the asset as opposed to the book value. A Condition Index with a value of 10.0 is considered "like new"; conversely, a Condition Index with a value of 0.0 is considered "unusable." Evaluations were performed on all of the infrastructure assets under Authority jurisdiction. The evaluation resulted in an average Condition Index of 8.9 for all of the assets combined. The following table shows the Condition Index for the years 2013 through 2022.

Condition Index Table		
Condition Index		
Fiscal Year	Current	Goal
2022	8.9	8.0
2021	8.9	8.0
2020	8.9	8.0
2019	8.8	8.0
2018	8.8	8.0
2017	8.9	8.0
2016	8.7	8.0
2015	8.8	8.0
2014	8.9	8.0
2013	8.9	8.0

Condition Assessment and Inventory

A comprehensive condition assessment on all the Authority's infrastructure assets was conducted in July 2022. The Authority's Maintenance Management Consultant performed condition assessments of the Authority's roadway pavement and the Texas Department of Transportation provided condition assessments for bridges as part of the National Bridge Inspection Program. Assessment procedures and representative work samples were reviewed by NTTA's General Engineering Consultants, VRX, Inc.

Required Supplementary Information

December 31, 2022

BRIDGES

A condition assessment was performed on the Authority's bridges using the *Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges*, published by the Federal Highway Administration (FHWA). A Sufficiency Rating was determined using the Sufficiency Rating Formula, a method of evaluating highway bridge data by calculating the four factors to obtain a numeric value, which is indicative of bridge sufficiency.

The four factors are structural adequacy and safety (55% of the total rating), serviceability and functional obsolescence (30% of the total rating), essentiality for public use (15% of the total rating), and special reductions (total can be reduced by up to 13%).

Roadways

The Authority's Maintenance Management Consultant assessed pavement conditions on all of the Authority's roadways using the Condition Rating System (CRS) developed by Applied Research Associates (ARA). The CRS methodology assessed conditions based on both surface distress (e.g., cracking) and ride quality. The CRS data was utilized to update models that project future pavement conditions and repair needs based on roadway type, age, current condition, and level of traffic.

Additionally, a monthly condition assessment, consisting of visual inspection of the Authority's roadways, appurtenances, and edge conditions, was performed on sections of the Authority's roadways. This assessment is based on methodology from the Highway Maintenance Condition Assessment Program (HMCAP), as developed by Roy Jorgensen Associates, Inc. A Maintenance Rating Program (MRP) Index was determined from the monthly assessment. It would have been impractical to perform a MRP evaluation over the entire length; therefore, 10% of the Authority's total roadways were randomly selected for MRP evaluation. These values were then weighted and totaled to determine an overall MRP Index. Of this total MRP Index, travel lanes and shoulders account for 70%, roadside components accounted for 15%, and other items account for 15%.

Currently, the 149 centerline miles (approximately 1,188 main lane miles) of main lane roadways have a Roadway Index of 8.9.

The budget-to-actual expenditures for preservation and other infrastructure maintenance costs were as follows for the years 2013 through 2022.

Fiscal Year	Budget	Actual
2022	\$ 63,373,270	\$ 28,350,231
2021	51,147,702	23,576,241
2020	61,391,775	28,906,955
2019	58,126,144	20,627,996
2018	48,128,568	22,311,736
2017	52,299,280	23,308,416
2016	38,511,676	19,890,127
2015	22,572,948	12,041,778
2014	27,394,112	11,144,585
2013	21,231,300	15,568,942

Required Supplementary Information

December 31, 2022

Schedule of Changes in Net Pension Liability / (Asset) and Related Ratios

	Last Ten Fiscal Years (Unaudited)							
	2022	2021	2020	2019	2018	2017	2016	2015
Total Pension Liability:								
Service cost	\$ 6,763,752	\$ 6,255,644	\$ 5,731,204	\$ 5,797,476	\$ 6,013,434	\$ 6,194,580	\$ 5,982,873	\$ 5,624,416
Interest on total pension liability	12,402,575	11,329,198	10,201,243	9,342,784	8,456,928	7,402,223	6,720,140	6,043,983
Effect of plan changes	-	-	1,118,722	-	-	-	(1,136,084)	-
Effect of assumption changes or inputs	756,247	9,898,160	-	-	390,009	-	907,438	-
Effect of economic/demographic (gains) or losses	(2,833,660)	(227,544)	297,520	(935,269)	(633,015)	(1,073,578)	(1,956,006)	(1,153,799)
Benefit payments/refunds of contributions	(4,649,412)	(4,230,224)	(3,676,093)	(3,410,005)	(2,752,605)	(2,215,107)	(2,408,086)	(2,059,927)
Net change in total pension liability	12,439,502	23,025,233	13,672,596	10,794,986	11,474,751	10,308,118	8,110,275	8,454,673
Total pension liability, beginning	158,710,158	135,684,925	122,012,329	111,217,343	99,742,592	89,434,474	81,324,199	72,869,526
Total pension liability, ending (a)	171,149,660	158,710,158	135,684,925	122,012,329	111,217,343	99,742,592	89,434,474	81,324,199
Plan Fiduciary Net Position:								
Employer contributions	3,426,300	3,835,196	4,792,134	3,586,802	3,416,686	3,148,616	3,304,846	3,197,933
Member contributions	2,582,638	2,869,224	2,736,148	2,582,872	2,534,007	2,475,976	2,491,090	2,320,145
Investment income net of investment expenses	35,267,693	14,743,140	19,570,700	(2,178,710)	14,749,679	6,711,695	(2,151,146)	5,330,438
Benefit payments/refunds of contributions	(4,649,412)	(4,230,224)	(3,676,093)	(3,410,005)	(2,752,605)	(2,215,107)	(2,408,086)	(2,059,927)
Administrative expenses	(106,284)	(116,966)	(108,715)	(95,740)	(78,878)	(72,943)	(64,794)	(65,461)
Other	82,538	87,352	151,653	94,381	42,116	267,541	78,087	(32,293)
Net change in fiduciary net position	36,603,474	17,187,721	23,465,827	589,599	17,911,005	10,315,778	1,249,997	8,690,835
Fiduciary net position, beginning	159,851,097	142,663,375	119,197,549	118,607,949	100,696,945	90,381,167	89,131,170	80,440,335
Fiduciary net position, ending (b)	196,454,571	159,851,097	142,663,375	119,197,549	118,607,949	100,696,945	90,381,167	89,131,170
Net pension liability / (asset), ending = (a) - (b)	\$ (25,304,911)	\$ (1,140,938)	\$ (6,978,451)	\$ 2,814,780	\$ (7,390,607)	\$ (954,353)	\$ (946,693)	\$ (7,806,971)
Fiduciary net position as a % of total pension liability	114.79%	100.72%	105.14%	97.69%	106.65%	100.96%	101.06%	109.60%
Pensionable covered payroll	\$ 43,043,971	\$ 47,820,383	\$ 45,602,463	\$ 43,214,528	\$ 42,233,445	\$ 41,266,268	\$ 41,518,172	\$ 38,669,085
Net pension liability / (asset) as % of covered payroll	-58.79%	-2.39%	-15.30%	6.51%	-17.50%	-2.31%	-2.28%	-20.19%

*FNP may be off a dollar due to rounding

Note: This schedule is presented to illustrate the requirement to show information for 10 years. However, recalculations of prior years are not required, and if prior years are not reported in accordance with the standards of GASB 68, they should not be shown here. The Authority implemented GASB 68 in fiscal year 2015, therefore the required information for this schedule will be built over the next two years. The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

Required Supplementary Information

December 31, 2022

Schedule of Employer Pension Contributions

Last Ten Fiscal Years
(Unaudited)

Year Ending December 31	Actuarially Determined Contribution ⁽¹⁾	Actual Employer Contribution ⁽¹⁾	Contribution Deficiency (Excess) ^(3,4)	Pensionable Covered Payroll ⁽²⁾	Actual Contribution as a % of Covered Payroll
2013	\$ 3,060,429	\$ 3,060,429	\$ -	\$ 36,917,119	8.3%
2014	3,197,933	3,197,933	-	38,669,085	8.3%
2015	3,304,846	3,304,846	-	41,518,172	8.0%
2016	3,148,616	3,148,616	-	41,266,265	7.6%
2017	3,416,686	3,416,686	-	42,233,445	8.1%
2018	3,586,802	3,586,802	-	43,214,528	8.3%
2019	3,525,070	4,792,134	(1,267,064)	45,602,463	10.5%
2020	3,711,877	3,711,877	-	47,340,902	7.8%
2021	3,457,120	3,457,120	-	44,334,264	7.8%
2022	4,839,657	7,168,889	(2,329,232)	52,036,989	13.8%

⁽¹⁾ TCDRS calculates actuarially determined contributions on a calendar year basis. GASB Statement No. 68 indicates the employer should report employer contribution amounts on a fiscal year basis.

⁽²⁾ Payroll is calculated based on contributions as reported to TCDRS

⁽³⁾ 2019 Contribution Excess relates to 2020 COLA retirees that was fully prepaid in 2019

⁽⁴⁾ 2022 Contribution Excess relates to 2023 COLA retirees that was fully prepaid in 2022

Notes to Schedule:

Valuation Date: Actuarially determined contribution rates are calculated each December 31, two years prior to the end of the fiscal year in which contributions are reported.

Methods and assumptions used to determine contribution rates:

Actuarial Cost Method	Entry Age (level percentage of pay)
Amortization Method	Level percentage of payroll, closed
Remaining Amortization Period	18.5 years (based on contribution rate calculated in 12/31/2021 valuation)
Asset Valuation Method	5-year smoothed market
Inflation	2.50%
Salary Increases	Varies by age and service. 4.7% avg. over career including inflation
Investment Rate of Return	7.50%, net of administrative and investment expenses, including inflation
Retirement Age	Members who are eligible for service retirement are assumed to commence receiving benefit payments based on age. The average age at service retirement for recent retirees is 61.
Mortality	135% of the PUB-2010 General Retirees Table for males and 120% of the Pub-2010 General Retirees Table for females, both projected with 100% of the MP-2021 Ultimate scale after 2010.
Changes in Assumptions and Methods Reflected in the Schedule of Employer Contributions*	2015: New inflation, mortality and other assumptions were reflected. 2017: New mortality assumptions were reflected. 2019: New inflation, mortality and other assumptions were reflected.
Changes in Plan Provisions Reflected in the Schedule of Employer Contributions*	2015: No changes in plan provisions. 2016: No changes in plan provisions. 2017: New Annuity Purchase Rates were reflected for benefits earned after 2017. 2018: No changes in plan provisions. 2019: No changes in plan provisions. 2020: Employer contributions reflect that a 50% CPI COLA was adopted. 2021: No changes in plan provisions.

* Only changes that affect the benefit amount and that are effective 2015 and later are shown in the Notes to Schedule.

Required Supplementary Information

December 31, 2022

Schedule of Changes in PEBC Total OPEB Liability and Related Ratios

Last 10 Calendar Years
(Unaudited)

	2018	2019	2020	2021	2022
Total PEBC OPEB Liability - Beginning	\$ 22,215,020	\$ 27,310,086	\$ 17,134,836	\$ 24,178,808	\$ 20,078,303
Changes for the year:					
Service cost	2,342,914	2,892,226	2,194,343	2,878,051	2,658,532
Interest	926,699	1,035,731	786,170	739,440	480,466
Differences between expected and actual experience	-	(9,321,849)	-	(9,902,635)	-
Changes of assumptions	1,909,633	(4,593,662)	4,278,289	2,324,617	282,695
Benefit payments	(84,180)	(187,696)	(214,830)	(139,978)	(146,705)
Net changes	5,095,066	(10,175,250)	7,043,972	(4,100,505)	3,274,988
Total PEBC OPEB Liability - Ending	\$ 27,310,086	\$ 17,134,836	\$ 24,178,808	\$ 20,078,303	\$ 23,353,291
Covered employee payroll	\$ 38,100,336	\$ 39,991,740	\$ 44,045,562	\$ 41,948,063	\$ 39,332,632
Total PEBC OPEB liability as a percentage of covered-employee payroll	71.68%	42.85%	55.00%	48.00%	59.00%

Note: This schedule is presented to illustrate the requirement to show information for ten years. However, recalculations of prior years are not required, and if prior years are not reported in accordance with the standards of GASB 75, they should not be shown here. The Authority implemented GASB 75 in fiscal year 2018, therefore the required information for this schedule will be built over the next five years. The amounts presented for each fiscal year were determined as of the year-end that occurred one year prior.

The Authority has no assets accumulated in a trust that meets the criteria of GASB codification P22.101 or P52.101 to pay related benefits for the pension/OPEB plan.

Required Supplementary Information

December 31, 2022

Schedule of Authority's Share of ERS Net OPEB Liability

Last 10 Calendar Years
(Unaudited)

Fiscal Year Ending December 31,	2018	2019	2020	2021	2022
Authority's proportional share of collective net ERS OPEB liability (%)	0.04181875%	0.01289561%	0.01248723%	0.01171220%	0.01091481%
Authority's proportional share of collective net ERS OPEB liability (\$)	<u>\$ 14,248,907</u>	<u>\$ 3,821,968</u>	<u>\$ 4,315,921</u>	<u>\$ 3,870,254</u>	<u>\$ 3,915,744</u>
Covered Payroll	\$ 4,911,742	\$ 1,553,556	\$ 1,538,430	\$ 1,482,208	\$ 1,373,781
ERS Net OPEB Liability as a Percentage of Covered Payroll	290.10%	246.01%	280.54%	261.11%	285.03%
ERS Plan Fiduciary Net Position as a Percentage of Total ERS OPEB Liability	2.04%	1.27%	0.17%	0.32%	0.38%

Schedule of Authority's Contributions to ERS OPEB

Last 10 Calendar Years
(Unaudited)

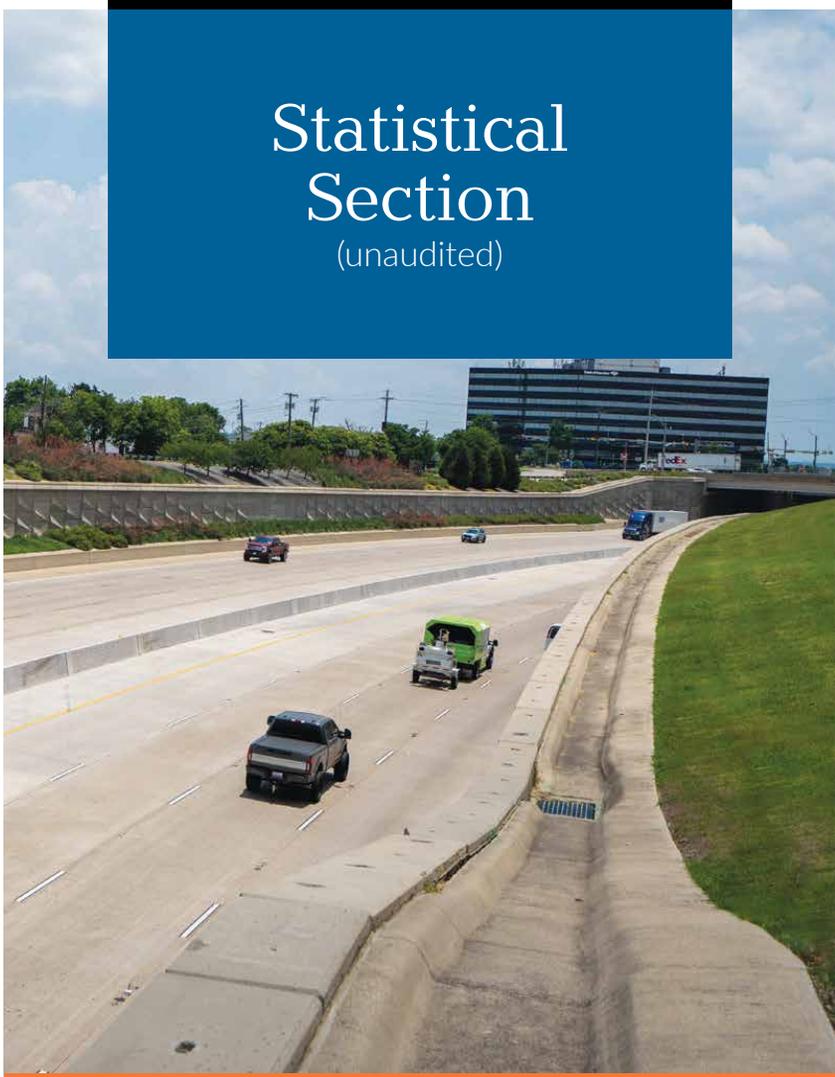
Fiscal Year Ending December 31,	2018	2019	2020	2021	2022
Actuarially determined contributions	N/A (*)	N/A (*)	N/A (*)	N/A (*)	N/A (*)
Actual contributions	<u>\$ 369,614</u>	<u>\$ 369,401</u>	<u>\$ 342,271</u>	<u>\$ 319,996</u>	<u>\$ 299,468</u>
Contribution deficiency (excess)	<u>N/A (*)</u>	<u>N/A (*)</u>	<u>N/A (*)</u>	<u>N/A (*)</u>	<u>N/A (*)</u>
Covered Payroll	\$ 4,911,742	\$ 1,553,556	\$ 1,538,430	\$ 1,482,208	\$ 1,373,781
Ratio of actual contributions/employer covered payroll amount	7.53%	23.78%	22.25%	21.59%	21.80%

(*) N/A – Not Available

Note: The above schedules are presented to illustrate the requirement to show information for ten years. However, recalculations of prior years are not required, and if prior years are not reported in accordance with the standards of GASB 75, they should not be shown here. The Authority implemented GASB 75 in fiscal year 2018, therefore the required information for this schedule will be built over the next five years. The amounts presented for each fiscal year in the top table were determined as of the year-end that occurred one year prior.

The Authority has no assets accumulated in a trust that meets the criteria of GASB codification P22.101 or P52.101 to pay related benefits for the pension/OPEB plan.

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Statistical Section

(unaudited)

Introduction to Statistical Section

(unaudited)

INTRODUCTION

Governmental Accounting Standards Board (GASB) Statement 44 "Economic Condition Reporting": The Statistical Section requires that certain detailed statistical information be presented in this section, typically in ten year trends, to assist users in utilizing the financial statements, notes to the financial statements and required supplementary information in order to assess the economic condition of the System.

FINANCIAL TRENDS

These tables contain information to help the reader understand how the Authority's financial performance and well being have changed over time.

REVENUE CAPACITY

These tables contain information to help the reader assess the Authority's most significant revenue sources.

DEBT CAPACITY

These tables present information to help the reader assess the affordability of the Authority's current current level of outstanding debt and the Authority's ability to issue additional debt in the future.

DEMOGRAPHIC AND ECONOMIC INFORMATION

These tables offer demographic and economic indicators to help the reader understand the environment within which the Authority's financial activities take place.

OPERATING INFORMATION

These tables contain service and infrastructure data to help the reader understand how the information in the Authority's financial report relates to the services the Authority provides and the activities it performs.

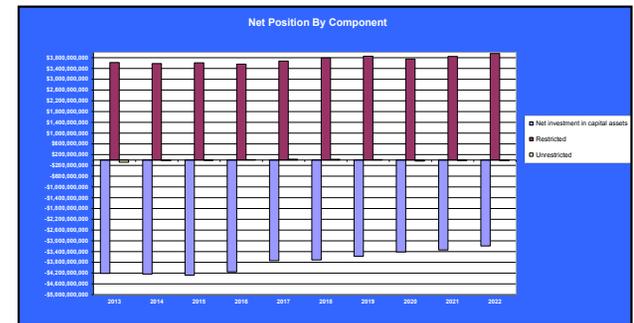
Sources: Unless other noted, the information in the following tables is derived from the annual financial reports for the relevant years.

Net Position by Component

Last Ten Fiscal Years
(unaudited)

Business-Type Activities

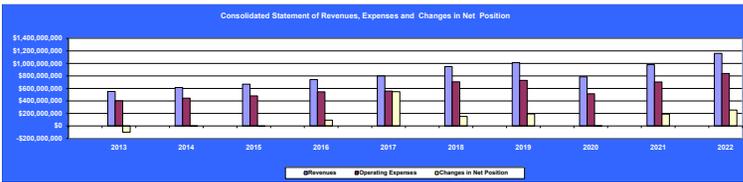
Component	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Net investment in capital assets	\$ (4,212,230,014)	\$ (4,234,262,561)	\$ (4,277,956,501)	\$ (4,154,462,248)	\$ (3,737,708,369)	\$ (3,710,464,076)	\$ (3,573,033,880)	\$ (3,412,862,754)	\$ (3,339,239,957)	\$ (3,191,388,701)
Restricted	3,621,400,342	3,580,531,255	3,612,159,144	3,561,843,338	3,674,470,077	3,790,162,536	3,894,779,424	3,748,252,884	3,848,970,018	3,957,499,368
Unrestricted	(83,847,212)	(23,192,391)	(7,176,649)	12,929,827	30,609,769	26,776,383	16,887,201	(38,942,645)	(19,369,294)	(23,872,438)
Total net position	\$ (674,676,884)	\$ (676,923,747)	\$ (672,974,007)	\$ (579,690,083)	\$ (32,628,523)	\$ 106,474,842	\$ 286,629,235	\$ 297,169,455	\$ 487,264,767	\$ 742,138,767



Statement of Revenues, Expenses and Changes in Net Position by Net Component Last Ten Fiscal Years (unaudited)

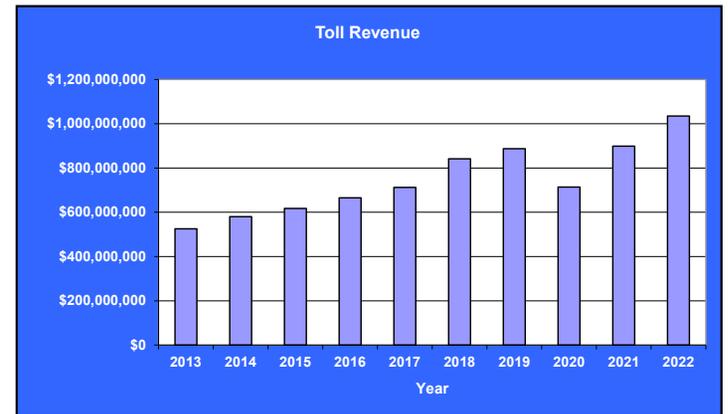
Business-Type Activities	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Revenues:										
Tolls	\$ 525,458,723	\$ 580,554,810	\$ 621,424,882	\$ 676,935,210	\$ 722,357,187	\$ 850,437,774	\$ 869,847,241	\$ 723,227,962	\$ 618,844,818	\$ 1,056,159,631
Other (1)	26,139,824	18,526,363	46,389,412	86,520,286	78,009,488	99,216,648	111,875,385	24,445,745	22,676,206	110,260,999
Total operating revenues	551,598,547	600,081,173	667,814,294	763,455,496	800,366,675	949,654,422	981,722,626	747,673,707	641,521,024	1,166,420,630
Operating expenses:										
Administration	23,298,130	22,206,400	21,738,431	24,293,402	26,451,640	30,702,404	30,327,124	27,666,875	25,201,531	21,776,699
Operations	88,489,879	87,871,442	120,146,394	129,448,852	146,225,384	172,403,868	186,146,321	174,151,196	200,897,989	242,760,023
Reserve maintenance	10,915,105	11,144,585	12,041,778	19,850,127	23,308,418	22,211,612	20,827,950	28,906,955	30,565,525	28,350,211
Capital improvement	27,841,887	38,848,485	78,127,787	29,152,859	18,178,658	20,818,366	43,927,275	41,298,136	25,840,406	28,481,023
Total operating expenses before depreciation	150,385,601	159,922,601	179,116,376	183,305,248	182,817,200	214,124,250	245,432,274	272,009,156	277,565,251	319,368,956
Operating income before amortization/depreciation	401,212,946	444,958,477	489,897,918	544,318,226	556,892,397	704,918,027	728,184,801	513,663,522	702,054,127	836,746,884
Amortization of intangibles (NET)	(83,843,500)	(64,423,243)	(69,385,114)	(84,216,188)	(84,841,872)	(84,788,513)	(84,788,513)	(66,194,256)	(73,284,252)	(73,284,252)
Depreciation	(8,203,734)	(8,189,420)	(8,889,850)	(8,218,328)	(10,412,948)	(10,659,970)	(9,272,351)	(8,703,470)	(7,177,819)	(13,172,022)
Operating income	311,165,712	372,345,814	411,622,954	451,883,710	461,637,577	609,469,544	634,123,937	438,765,796	621,592,056	750,290,610
Nonoperating revenues (expenses):										
Interest earned on investments	419,671	348,383	421,910	441,289	721,000	1,843,978	1,769,637	180,937	-	-
Gain (loss) on sale of investments	(133,910,000)	2,118,111	(987,545)	(707,009)	(489,358)	(161,717)	27,133	22,872	4,710	44
Net increase(decrease) in the fair value of investments	(8,273,172)	2,118,111	(987,545)	(2,263,450)	(725,342)	(1,681,015)	6,509,862	1,526,156	(9,333,865)	(57,802,103)
Loss on disposal of assets	-	-	-	(582,400)	(51,844,820)	(12,941,833)	(1,441,960)	(138,492)	(887,244)	(5,589,732)
Interest expense on revenue bonds	(436,811,504)	(432,866,781)	(417,878,847)	(411,602,552)	(420,979,364)	(454,707,827)	(462,385,738)	(473,081,155)	(454,425,158)	(457,084,698)
Interest expense on loan	(5,814,320)	(5,714,934)	(5,818,881)	(5,518,957)	(5,531,495)	(5,284,173)	(5,044,268)	(4,741,828)	(4,207,235)	(2,982,130)
Bond premium/discount amortization	1,622,052	4,243,844	14,914,700	32,758,459	47,207,780	71,640,296	74,231,023	78,216,458	80,113,544	81,458,178
Bond insurance cost amortization	(5,728,238)	(12,125,235)	(8,313,133)	(13,556,183)	(13,192,510)	(4,437,837)	(5,983,444)	(8,025,000)	(4,654,712)	-
Deferred amount on refunding amortization	(3,650,261)	(4,113,022)	(12,471,540)	(19,868,965)	(30,900,544)	(87,427,665)	(65,097,948)	(70,183,360)	(79,446,803)	(73,237,525)
Gain on refunding	-	-	-	-	-	-	900,900	-	-	-
SNAP reimbursement payment	-	-	-	-	-	(11,212,600)	-	-	-	-
Interest expense on other debt/CF fund	-	-	-	-	-	(32,996,000)	(24,244,400)	-	-	-
Capital contribution	-	-	-	-	63,201	512,742,812	-	-	-	18,482,580
Transfer to SPS & Enterprise	919,608	-	-	-	-	-	-	-	-	-
Payments from (to) other governments	8,389,180	1,790,774	5,074,087	379,842	83,912	(2,000,000)	-	-	-	-
BAB Subsidy	28,674,318	28,877,154	28,935,120	28,983,077	27,022,055	27,123,478	23,708,752	19,659,518	19,880,388	19,880,388
Arbitrage rebate	-	-	-	-	-	100,888	(46,278)	-	-	-
Other (reimbursement of damaged claims)	(18,183,752)	4,179,189	(19,890,635)	9,184,900	1,380,247	31,073,810	14,271,528	11,859,857	1,058,852	1,896,164
Net nonoperating revenues (expenses)	(29,222,277)	(78,878,873)	(41,407,083)	(27,403,131)	(4,423,782)	(8,760,703)	(61,895,548)	(44,107,132)	(43,817,541)	(58,819,552)
Changes in net position	\$ (9,056,565)	(2,246,863)	(8,819,288)	\$ 83,284,213	\$ 447,661,566	\$ 180,998,644	\$ 192,184,393	(1,428,780)	\$ 189,046,312	\$ 264,871,000

(1) Administrative fees, parking transaction fees, statement fees and miscellaneous charges



Traffic and Toll Revenue Last Ten Fiscal Years (unaudited)

Year	Annual Revenue Vehicle Transactions (*)	Annual Toll Revenue (*)	Average Toll Rate per Transaction
2013	610,129,737	\$ 525,458,723	0.86
2014	644,669,523	580,045,215	0.90
2015	676,484,779	617,488,044	0.91
2016	703,094,602	665,212,316	0.95
2017	723,247,591	712,551,456	0.99
2018	827,610,415	841,491,016	1.02
2019	847,392,583	886,843,140	1.05
2020	650,219,349	714,035,883	1.10
2021	810,083,028	898,653,592	1.11
2022	877,256,430	1,034,979,719	1.17



(*) System only, excludes Non-major Enterprise Fund

Toll Rates
 Last Ten Fiscal Years
 (unaudited)

Roadway	Years										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Two-axis passenger cars and trucks											
Dallas North Tollway											
Main Lane Plaza 1	ZipCash	\$2.10	\$2.10	\$2.22	\$2.22	\$2.34	\$2.34	\$2.48	\$2.61	\$2.61	\$2.61
	TollTag	1.40	1.40	1.48	1.48	1.56	1.56	1.65	1.74	1.74	1.74
Main Lane Plaza 2	ZipCash	1.52	1.52	1.59	1.59	1.68	1.68	1.77	1.77	1.88	1.88
	TollTag	1.01	1.01	1.06	1.06	1.12	1.12	1.18	1.18	1.25	1.25
Main Lane Plaza 3	ZipCash	1.35	1.35	1.43	1.43	1.50	1.50	1.58	1.58	1.67	1.67
	TollTag	0.90	0.90	0.95	0.95	1.00	1.00	1.05	1.05	1.11	1.11
Main Lane Plaza 4	ZipCash	2.37	2.37	2.49	2.49	2.64	2.64	2.78	2.94	2.94	2.94
	TollTag	1.58	1.58	1.66	1.66	1.76	1.76	1.85	1.85	1.96	1.96
Addison Airport Toll Tunnel:											
Mainlane Plaza	ZipCash	0.84	0.84	0.89	0.89	0.95	0.95	0.99	0.99	1.05	1.05
	TollTag	0.56	0.56	0.59	0.59	0.63	0.63	0.66	0.66	0.70	0.70
Chisholm Trail Parkway (1):											
Main Lane Plaza 1	ZipCash	-	-	-	-	2.15	2.15	2.27	2.27	2.39	2.39
	TollTag	-	-	-	-	1.43	1.43	1.51	1.51	1.59	1.59
Main Lane Plaza 2	ZipCash	-	-	-	-	3.48	3.48	3.68	3.68	3.87	3.87
	TollTag	-	-	-	-	2.32	2.32	2.45	2.45	2.58	2.58
Main Lane Plaza 3	ZipCash	-	-	-	-	2.60	2.60	2.75	2.75	2.90	2.90
	TollTag	-	-	-	-	1.73	1.73	1.83	1.83	1.93	1.93
President George Bush Turnpike:											
Main Lane Plaza 5	ZipCash	2.42	2.42	2.55	2.55	2.69	2.69	2.84	2.84	3.00	3.00
	TollTag	1.61	1.61	1.70	1.70	1.79	1.79	1.89	1.89	2.00	2.00
Main Lane Plaza 6	ZipCash	1.67	1.67	1.76	1.76	1.86	1.86	1.97	1.97	2.07	2.07
	TollTag	1.11	1.11	1.17	1.17	1.24	1.24	1.31	1.31	1.38	1.38
Main Lane Plaza 7	ZipCash	1.80	1.80	1.91	1.91	2.01	2.01	2.12	2.12	2.24	2.24
	TollTag	1.20	1.20	1.27	1.27	1.34	1.34	1.41	1.41	1.49	1.49
Main Lane Plaza 8	ZipCash	1.68	1.68	1.77	1.77	1.86	1.86	1.97	1.97	2.09	2.09
	TollTag	1.12	1.12	1.18	1.18	1.24	1.24	1.31	1.31	1.39	1.39
Main Lane Plaza 9	ZipCash	1.34	1.34	1.41	1.41	1.49	1.49	1.56	1.56	1.65	1.65
	TollTag	0.89	0.89	0.94	0.94	0.99	0.99	1.04	1.04	1.10	1.10
Main Lane Plaza 10	ZipCash	0.77	0.77	0.81	0.81	0.86	0.86	0.90	0.90	0.96	0.96
	TollTag	0.51	0.51	0.54	0.54	0.57	0.57	0.60	0.60	0.64	0.64
Main Lane Plaza 11 (2)	ZipCash	-	-	-	-	1.56	1.56	1.65	1.65	1.74	1.74
	TollTag	-	-	-	-	1.04	1.04	1.10	1.10	1.16	1.16
Main Lane Plaza 12 (2)	ZipCash	-	-	-	-	1.65	1.65	1.74	1.74	1.85	1.85
	TollTag	-	-	-	-	1.10	1.10	1.16	1.16	1.23	1.23
Mountain Creek Lake Bridge:											
Mainlane Plaza	ZipCash	0.84	0.84	0.89	0.89	0.95	0.95	0.99	0.99	1.05	1.05
	TollTag	0.56	0.56	0.59	0.59	0.63	0.63	0.66	0.66	0.70	0.70
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1	ZipCash	0.80	0.80	0.84	0.84	0.89	0.89	0.95	0.95	0.99	0.99
	TollTag	0.53	0.53	0.56	0.56	0.59	0.59	0.63	0.63	0.66	0.66
Main Lane Gantry 2	ZipCash	2.07	2.07	2.19	2.19	2.30	2.30	2.43	2.43	2.57	2.57
	TollTag	1.38	1.38	1.46	1.46	1.53	1.53	1.62	1.62	1.71	1.71
Main Lane Gantry 3	ZipCash	2.87	2.87	3.03	3.03	3.18	3.18	3.36	3.36	3.56	3.56
	TollTag	1.91	1.91	2.02	2.02	2.12	2.12	2.24	2.24	2.37	2.37
Lewisville Lake Toll Bridge:											
Mainlane Plaza	ZipCash	1.68	1.68	1.77	1.77	1.88	1.88	1.98	1.98	2.09	2.09
	TollTag	1.12	1.12	1.18	1.18	1.25	1.25	1.32	1.32	1.39	1.39
360 Tollway (3):											
Main Lane Gantry 14	ZipCash	-	-	-	-	-	-	-	-	1.85	1.85
	TollTag	-	-	-	-	-	-	-	-	1.23	1.23
Main Lane Gantry 15	ZipCash	-	-	-	-	-	-	-	-	0.86	0.86
	TollTag	-	-	-	-	-	-	-	-	0.57	0.57

(1) Chisholm Trail Parkway (CTP) joined the System in November 2017
 (2) President George Bush Western Extension (PGBT-WE) joined the System in November 2017
 (3) 360 Tollway joined the System in June 2021
 Toll rates are 20.08 cents per mile effective July 1, 2021

Toll Rates
 Last Ten Fiscal Years
 (unaudited)

Roadway	Years										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Three-axis vehicle and vehicle combination											
Dallas North Tollway											
Main Lane Plaza 1	ZipCash	\$4.20	\$4.20	\$4.44	\$4.44	\$4.68	\$4.68	\$4.96	\$4.96	\$5.22	\$5.22
	TollTag	2.80	2.80	2.96	2.96	3.12	3.12	3.30	3.30	3.48	3.48
Main Lane Plaza 2	ZipCash	3.04	3.04	3.18	3.18	3.36	3.36	3.54	3.54	3.76	3.76
	TollTag	2.02	2.02	2.12	2.12	2.24	2.24	2.36	2.36	2.50	2.50
Main Lane Plaza 3	ZipCash	2.70	2.70	2.86	2.86	3.00	3.00	3.16	3.16	3.34	3.34
	TollTag	1.80	1.80	1.90	1.90	2.00	2.00	2.10	2.10	2.22	2.22
Main Lane Plaza 4	ZipCash	4.74	4.74	4.98	4.98	5.28	5.28	5.56	5.56	5.88	5.88
	TollTag	3.16	3.16	3.32	3.32	3.52	3.52	3.70	3.70	3.92	3.92
Addison Airport Toll Tunnel:											
Mainlane Plaza	ZipCash	1.68	1.68	1.78	1.78	1.80	1.80	1.98	1.98	2.10	2.10
	TollTag	1.12	1.12	1.18	1.18	1.26	1.26	1.32	1.32	1.40	1.40
Chisholm Trail Parkway (1):											
Main Lane Plaza 1	ZipCash	-	-	-	-	4.30	4.30	4.54	4.54	4.78	4.78
	TollTag	-	-	-	-	2.86	2.86	3.02	3.02	3.18	3.18
Main Lane Plaza 2	ZipCash	-	-	-	-	6.96	6.96	7.36	7.36	7.74	7.74
	TollTag	-	-	-	-	4.64	4.64	4.90	4.90	5.16	5.16
Main Lane Plaza 3	ZipCash	-	-	-	-	5.20	5.20	5.50	5.50	5.80	5.80
	TollTag	-	-	-	-	3.46	3.46	3.66	3.66	3.86	3.86
President George Bush Turnpike:											
Main Lane Plaza 5	ZipCash	4.84	4.84	5.10	5.10	5.38	5.38	5.68	5.68	6.00	6.00
	TollTag	3.22	3.22	3.40	3.40	3.58	3.58	3.78	3.78	4.00	4.00
Main Lane Plaza 6	ZipCash	3.34	3.34	3.52	3.52	3.72	3.72	3.94	3.94	4.14	4.14
	TollTag	2.22	2.22	2.34	2.34	2.48	2.48	2.62	2.62	2.76	2.76
Main Lane Plaza 7	ZipCash	3.60	3.60	3.82	3.82	4.02	4.02	4.24	4.24	4.48	4.48
	TollTag	2.40	2.40	2.54	2.54	2.68	2.68	2.82	2.82	2.98	2.98
Main Lane Plaza 8	ZipCash	3.36	3.36	3.54	3.54	3.72	3.72	3.94	3.94	4.18	4.18
	TollTag	2.24	2.24	2.36	2.36	2.48	2.48	2.62	2.62	2.78	2.78
Main Lane Plaza 9	ZipCash	2.68	2.68	2.82	2.82	2.98	2.98	3.12	3.12	3.30	3.30
	TollTag	1.78	1.78	1.88	1.88	1.98	1.98	2.08	2.08	2.20	2.20
Main Lane Plaza 10	ZipCash	1.54	1.54	1.62	1.62	1.72	1.72	1.80	1.80	1.92	1.92
	TollTag	1.02	1.02	1.08	1.08	1.14	1.14	1.20	1.20	1.28	1.28
Main Lane Plaza 11 (2)	ZipCash	-	-	-	-	3.12	3.12	3.30	3.30	3.48	3.48
	TollTag	-	-	-	-	2.08	2.08	2.20	2.20	2.32	2.32
Main Lane Plaza 12 (2)	ZipCash	-	-	-	-	3.30	3.30	3.48	3.48	3.70	3.70
	TollTag	-	-	-	-	2.20	2.20	2.32	2.32	2.46	2.46
Mountain Creek Lake Bridge:											
Mainlane Plaza	ZipCash	1.68	1.68	1.78	1.78	1.80	1.80	1.98	1.98	2.10	2.10
	TollTag	1.12	1.12	1.18	1.18	1.26	1.26	1.32	1.32	1.40	1.40
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1	ZipCash	1.60	1.60	1.68	1.68	1.78	1.78	1.90	1.90	1.98	1.98
	TollTag	1.06	1.06	1.12	1.12	1.18	1.18	1.26	1.26	1.32	1.32
Main Lane Gantry 2	ZipCash	4.14	4.14	4.38	4.38	4.60	4.60	4.86	4.86	5.14	5.14
	TollTag	2.76	2.76	2.92	2.92	3.06	3.06	3.24	3.24	3.42	3.42
Main Lane Gantry 3	ZipCash	5.74	5.74	6.06	6.06	6.36	6.36	6.72	6.72	7.12	7.12
	TollTag	3.82	3.82	4.04	4.04	4.24	4.24	4.48	4.48	4.74	4.74
Lewisville Lake Toll Bridge:											
Mainlane Plaza	ZipCash	3.36	3.36	3.54	3.54	3.76	3.76	3.96	3.96	4.18	4.18
	TollTag	2.24	2.24	2.36	2.36	2.50	2.50	2.64	2.64	2.78	2.78
360 Tollway (3):											
Main Lane Gantry 14	ZipCash	-	-	-	-	-	-	-	-	3.70	3.70
	TollTag	-	-	-	-	-	-	-	-	2.46	2.46
Main Lane Gantry 15	ZipCash	-	-	-	-	-	-	-	-	1.72	1.72
	TollTag	-	-	-	-	-	-	-	-	1.14	1.14

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Toll Rates
 Last Ten Fiscal Years
 (unaudited)

Four-axle vehicle and vehicle combination Roadway	Years										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Dallas North Tollway:											
Main Lane Plaza 1	ZipCash	\$6.30	\$6.30	\$6.66	\$6.66	\$7.02	\$7.02	\$7.44	\$7.44	\$7.83	\$7.83
	TollTag	4.20	4.20	4.44	4.44	4.68	4.68	4.95	4.95	5.22	5.22
Main Lane Plaza 2	ZipCash	4.56	4.56	4.77	4.77	5.04	5.04	5.31	5.31	5.64	5.64
	TollTag	3.03	3.03	3.18	3.18	3.36	3.36	3.54	3.54	3.75	3.75
Main Lane Plaza 3	ZipCash	4.05	4.05	4.29	4.29	4.50	4.50	4.74	4.74	5.01	5.01
	TollTag	2.70	2.70	2.85	2.85	3.00	3.00	3.15	3.15	3.33	3.33
Main Lane Plaza 4	ZipCash	7.11	7.11	7.47	7.47	7.92	7.92	8.34	8.34	8.82	8.82
	TollTag	4.74	4.74	4.98	4.98	5.28	5.28	5.55	5.55	5.88	5.88
Addison Airport Toll Tunnel:											
Mainlane Plaza	ZipCash	2.52	2.52	2.67	2.67	2.85	2.85	2.97	2.97	3.15	3.15
	TollTag	1.68	1.68	1.77	1.77	1.89	1.89	1.98	1.98	2.10	2.10
Chisholm Trail Parkway (1):											
Main Lane Plaza 1	ZipCash	-	-	-	-	6.45	6.45	6.81	6.81	7.17	7.17
	TollTag	-	-	-	-	4.29	4.29	4.53	4.53	4.77	4.77
Main Lane Plaza 2	ZipCash	-	-	-	-	10.44	10.44	11.04	11.04	11.61	11.61
	TollTag	-	-	-	-	6.96	6.96	7.35	7.35	7.74	7.74
Main Lane Plaza 3	ZipCash	-	-	-	-	7.80	7.80	8.25	8.25	8.70	8.70
	TollTag	-	-	-	-	5.19	5.19	5.49	5.49	5.79	5.79
President George Bush Turnpike:											
Main Lane Plaza 5	ZipCash	7.26	7.26	7.65	7.65	8.07	8.07	8.52	8.52	9.00	9.00
	TollTag	4.83	4.83	5.10	5.10	5.37	5.37	5.67	5.67	6.00	6.00
Main Lane Plaza 6	ZipCash	5.01	5.01	5.28	5.28	5.58	5.58	5.91	5.91	6.21	6.21
	TollTag	3.33	3.33	3.51	3.51	3.72	3.72	3.93	3.93	4.14	4.14
Main Lane Plaza 7	ZipCash	5.40	5.40	5.73	5.73	6.03	6.03	6.36	6.36	6.72	6.72
	TollTag	3.60	3.60	3.81	3.81	4.02	4.02	4.23	4.23	4.47	4.47
Main Lane Plaza 8	ZipCash	5.04	5.04	5.31	5.31	5.58	5.58	5.91	5.91	6.27	6.27
	TollTag	3.36	3.36	3.54	3.54	3.72	3.72	3.93	3.93	4.17	4.17
Main Lane Plaza 9	ZipCash	4.02	4.02	4.23	4.23	4.47	4.47	4.68	4.68	4.95	4.95
	TollTag	2.67	2.67	2.82	2.82	2.97	2.97	3.12	3.12	3.30	3.30
Main Lane Plaza 10	ZipCash	2.31	2.31	2.43	2.43	2.58	2.58	2.70	2.70	2.88	2.88
	TollTag	1.53	1.53	1.62	1.62	1.71	1.71	1.80	1.80	1.92	1.92
Main Lane Plaza 11 (2)	ZipCash	-	-	-	-	4.68	4.68	4.95	4.95	5.22	5.22
	TollTag	-	-	-	-	3.12	3.12	3.30	3.30	3.48	3.48
Main Lane Plaza 12 (2)	ZipCash	-	-	-	-	4.95	4.95	5.22	5.22	5.55	5.55
	TollTag	-	-	-	-	3.30	3.30	3.48	3.48	3.69	3.69
Mountain Creek Lake Bridge:											
Mainlane Plaza	ZipCash	2.52	2.52	2.67	2.67	2.85	2.85	2.97	2.97	3.15	3.15
	TollTag	1.68	1.68	1.77	1.77	1.89	1.89	1.98	1.98	2.10	2.10
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1	ZipCash	2.40	2.40	2.52	2.52	2.67	2.67	2.85	2.85	2.97	2.97
	TollTag	1.59	1.29	1.68	1.68	1.77	1.77	1.89	1.89	1.98	1.98
Main Lane Gantry 2	ZipCash	6.21	6.21	6.57	6.57	6.90	6.90	7.29	7.29	7.71	7.71
	TollTag	4.14	4.14	4.38	4.38	4.59	4.59	4.86	4.86	5.13	5.13
Main Lane Gantry 3	ZipCash	8.61	8.61	9.09	9.09	9.54	9.54	10.08	10.08	10.68	10.68
	TollTag	5.73	5.73	6.06	6.06	6.36	6.36	6.72	6.72	7.11	7.11
Lewisville Lake Toll Bridge:											
Mainlane Plaza	ZipCash	5.04	5.04	5.31	5.31	5.64	5.64	5.94	5.94	6.27	6.27
	TollTag	3.36	3.36	3.54	3.54	3.75	3.75	3.96	3.96	4.17	4.17
360 Tollway (3):											
Main Lane Gantry 14	ZipCash	-	-	-	-	-	-	-	-	5.55	5.55
	TollTag	-	-	-	-	-	-	-	-	3.69	3.69
Main Lane Gantry 15	ZipCash	-	-	-	-	-	-	-	-	2.98	2.98
	TollTag	-	-	-	-	-	-	-	-	1.71	1.71

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 (3) 360 Tollway joined the System in June 2021
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Toll Rates
 Last Ten Fiscal Years
 (unaudited)

Five-axle vehicle and vehicle combination Roadway	Years										
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
Dallas North Tollway:											
Main Lane Plaza 1	ZipCash	\$8.40	\$8.40	\$8.88	\$8.88	\$9.36	\$9.36	\$9.92	\$9.92	\$10.44	\$10.44
	TollTag	5.60	5.60	5.92	5.92	6.24	6.24	6.60	6.60	6.96	6.96
Main Lane Plaza 2	ZipCash	6.08	6.08	6.36	6.36	6.72	6.72	7.08	7.08	7.52	7.52
	TollTag	4.04	4.04	4.24	4.24	4.48	4.48	4.72	4.72	5.00	5.00
Main Lane Plaza 3	ZipCash	5.40	5.40	5.72	5.72	6.00	6.00	6.32	6.32	6.68	6.68
	TollTag	3.60	3.60	3.80	3.80	4.00	4.00	4.20	4.20	4.44	4.44
Main Lane Plaza 4	ZipCash	9.48	9.48	9.96	9.96	10.56	10.56	11.12	11.12	11.76	11.76
	TollTag	6.32	6.32	6.64	6.64	7.04	7.04	7.40	7.40	7.84	7.84
Addison Airport Toll Tunnel:											
Mainlane Plaza	ZipCash	3.36	3.36	3.56	3.56	3.80	3.80	3.96	3.96	4.20	4.20
	TollTag	2.24	2.24	2.36	2.36	2.52	2.52	2.64	2.64	2.80	2.80
Chisholm Trail Parkway (1):											
Main Lane Plaza 1	ZipCash	0.00	0.00	0.00	0.00	8.60	8.60	9.08	9.08	9.56	9.56
	TollTag	0.00	0.00	0.00	0.00	5.72	5.72	6.04	6.04	6.36	6.36
Main Lane Plaza 2	ZipCash	0.00	0.00	0.00	0.00	13.92	13.92	14.72	14.72	15.48	15.48
	TollTag	0.00	0.00	0.00	0.00	9.28	9.28	9.80	9.80	10.32	10.32
Main Lane Plaza 3	ZipCash	0.00	0.00	0.00	0.00	10.40	10.40	11.00	11.00	11.60	11.60
	TollTag	0.00	0.00	0.00	0.00	6.92	6.92	7.32	7.32	7.72	7.72
President George Bush Turnpike:											
Main Lane Plaza 5	ZipCash	9.68	9.68	10.20	10.20	10.76	10.76	11.36	11.36	12.00	12.00
	TollTag	6.44	6.44	6.80	6.80	7.16	7.16	7.56	7.56	8.00	8.00
Main Lane Plaza 6	ZipCash	6.68	6.68	7.04	7.04	7.44	7.44	7.88	7.88	8.28	8.28
	TollTag	4.44	4.44	4.68	4.68	4.96	4.96	5.24	5.24	5.52	5.52
Main Lane Plaza 7	ZipCash	7.20	7.20	7.64	7.64	8.04	8.04	8.48	8.48	8.96	8.96
	TollTag	4.80	4.80	5.08	5.08	5.36	5.36	5.64	5.64	5.96	5.96
Main Lane Plaza 8	ZipCash	6.72	6.72	7.08	7.08	7.44	7.44	7.88	7.88	8.36	8.36
	TollTag	4.48	4.48	4.72	4.72	4.96	4.96	5.24	5.24	5.56	5.56
Main Lane Plaza 9	ZipCash	5.36	5.36	5.64	5.64	5.96	5.96	6.24	6.24	6.60	6.60
	TollTag	3.56	3.56	3.76	3.76	3.96	3.96	4.16	4.16	4.40	4.40
Main Lane Plaza 10	ZipCash	3.08	3.08	3.24	3.24	3.44	3.44	3.60	3.60	3.84	3.84
	TollTag	2.04	2.04	2.16	2.16	2.28	2.28	2.40	2.40	2.56	2.56
Main Lane Plaza 11 (2)	ZipCash	-	-	-	-	6.24	6.24	6.60	6.60	6.96	6.96
	TollTag	-	-	-	-	4.16	4.16	4.40	4.40	4.64	4.64
Main Lane Plaza 12 (2)	ZipCash	-	-	-	-	6.60	6.60	6.96	6.96	7.40	7.40
	TollTag	-	-	-	-	4.40	4.40	4.64	4.64	4.92	4.92
Mountain Creek Lake Bridge:											
Mainlane Plaza	ZipCash	3.36	3.36	3.56	3.56	3.80	3.80	3.96	3.96	4.20	4.20
	TollTag	2.24	2.24	2.36	2.36	2.52	2.52	2.64	2.64	2.80	2.80
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1	ZipCash	3.20	3.20	3.36	3.36	3.56	3.56	3.80	3.80	3.96	3.96
	TollTag	2.12	2.12	2.24	2.24	2.36	2.36	2.52	2.52	2.64	2.64
Main Lane Gantry 2	ZipCash	8.28	8.28	8.76	8.76	9.20	9.20	9.72	9.72	10.28	10.28
	TollTag	5.52	5.52	5.84	5.84	6.12	6.12	6.48	6.48	6.84	6.84
Main Lane Gantry 3	ZipCash	11.48	11.48	12.12	12.12	12.72	12.72	13.44	13.44	14.24	14.24
	TollTag	7.64	7.64	8.08	8.08	8.48	8.48	8.96	8.96	9.48	9.48
Lewisville Lake Toll Bridge:											
Mainlane Plaza	ZipCash	6.72	6.72	7.08	7.08	7.52	7.52	7.92	7.92	8.36	8.36
	TollTag	4.48	4.48	4.72	4.72	5.00	5.00	5.28	5.28	5.56	5.56
360 Tollway (3):											
Main Lane Gantry 14	ZipCash	-	-	-	-	-	-	-	-	7.40	7.40
	TollTag	-	-	-	-	-	-	-	-	4.92	4.92
Main Lane Gantry 15	ZipCash	-	-	-	-	-	-	-	-	3.44	3.44
	TollTag	-	-	-	-	-	-	-	-	2.28	2.28

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Toll Rates Last Ten Fiscal Years (unaudited)

Six or more-axle vehicle and vehicle combination roadway		2013	2014	2015	2016	Years					
						2017	2018	2019	2020	2021	2022
Dallas North Tollway:											
Main Lane Plaza 1	ZpcCash	\$10.50	\$10.50	\$11.10	\$11.10	\$11.70	\$11.70	\$12.40	\$12.40	\$13.05	\$13.05
	TollTag	7.00	7.40	7.40	7.40	7.80	7.80	8.25	8.25	8.70	8.70
Main Lane Plaza 2	ZpcCash	7.60	7.95	7.95	7.95	8.40	8.40	8.85	8.85	9.40	9.40
	TollTag	5.05	5.30	5.30	5.30	5.60	5.60	5.90	5.90	6.25	6.25
Main Lane Plaza 3	ZpcCash	6.75	7.15	7.15	7.15	7.50	7.50	7.90	7.90	8.35	8.35
	TollTag	4.50	4.75	4.75	4.75	5.00	5.00	5.25	5.25	5.55	5.55
Main Lane Plaza 4	ZpcCash	11.85	12.45	12.45	12.45	13.20	13.20	13.90	13.90	14.70	14.70
	TollTag	7.90	8.20	8.80	8.80	8.80	8.80	9.25	9.25	9.80	9.80
Addison Airport Toll Tunnel:											
Main Lane Plaza 1	ZpcCash	4.20	4.45	4.45	4.45	4.75	4.75	4.95	4.95	5.25	5.25
	TollTag	2.80	2.95	2.95	2.95	3.15	3.15	3.30	3.30	3.50	3.50
Chisholm Trail Parkway (1):											
Main Lane Plaza 1	ZpcCash	-	-	-	-	10.75	10.75	11.35	11.35	11.95	11.95
	TollTag	-	-	-	-	7.15	7.15	7.55	7.55	7.95	7.95
Main Lane Plaza 2	ZpcCash	-	-	-	-	17.40	17.40	18.40	18.40	19.35	19.35
	TollTag	-	-	-	-	11.60	11.60	12.25	12.25	12.90	12.90
Main Lane Plaza 3	ZpcCash	-	-	-	-	13.00	13.00	13.75	13.75	14.50	14.50
	TollTag	-	-	-	-	8.65	8.65	9.15	9.15	9.65	9.65
President George Bush Turnpike:											
Main Lane Plaza 5	ZpcCash	12.10	12.75	12.75	12.75	13.45	13.45	14.20	14.20	15.00	15.00
	TollTag	8.05	8.50	8.50	8.50	8.95	8.95	9.45	9.45	10.00	10.00
Main Lane Plaza 6	ZpcCash	8.35	8.80	8.80	8.80	9.30	9.30	9.85	9.85	10.35	10.35
	TollTag	5.55	5.85	5.85	5.85	6.20	6.20	6.55	6.55	6.90	6.90
Main Lane Plaza 7	ZpcCash	9.00	9.55	9.55	9.55	10.05	10.05	10.60	10.60	11.20	11.20
	TollTag	6.00	6.35	6.35	6.35	6.70	6.70	7.05	7.05	7.45	7.45
Main Lane Plaza 8	ZpcCash	8.40	8.85	8.85	8.85	9.30	9.30	9.85	9.85	10.45	10.45
	TollTag	5.60	5.90	5.90	5.90	6.20	6.20	6.55	6.55	6.95	6.95
Main Lane Plaza 9	ZpcCash	6.70	7.05	7.05	7.05	7.45	7.45	7.80	7.80	8.25	8.25
	TollTag	4.45	4.70	4.70	4.70	4.95	4.95	5.20	5.20	5.50	5.50
Main Lane Plaza 10	ZpcCash	3.85	4.05	4.05	4.05	4.30	4.30	4.50	4.50	4.80	4.80
	TollTag	2.55	2.70	2.70	2.70	2.85	2.85	3.00	3.00	3.20	3.20
Main Lane Plaza 11 (2)	ZpcCash	-	-	-	-	7.80	7.80	8.25	8.25	8.70	8.70
	TollTag	-	-	-	-	5.20	5.20	5.50	5.50	5.80	5.80
Main Lane Plaza 12 (2)	ZpcCash	-	-	-	-	8.25	8.25	8.70	8.70	9.25	9.25
	TollTag	-	-	-	-	5.50	5.50	5.80	5.80	6.15	6.15
Mountain Creek Lake Bridge:											
Mainlane Plaza	ZpcCash	4.20	4.45	4.45	4.45	4.75	4.75	4.95	4.95	5.25	5.25
	TollTag	2.80	2.95	2.95	2.95	3.15	3.15	3.30	3.30	3.50	3.50
Sam Rayburn Tollway (SRT):											
Main Lane Gantry 1	ZpcCash	4.00	4.20	4.20	4.20	4.45	4.45	4.75	4.75	4.95	4.95
	TollTag	2.65	2.80	2.80	2.80	2.95	2.95	3.15	3.15	3.30	3.30
Main Lane Gantry 2	ZpcCash	10.35	10.95	10.95	10.95	11.50	11.50	12.15	12.15	12.85	12.85
	TollTag	6.90	7.30	7.30	7.30	7.65	7.65	8.10	8.10	8.55	8.55
Main Lane Gantry 3	ZpcCash	14.35	15.15	15.15	15.15	15.90	15.90	16.80	16.80	17.80	17.80
	TollTag	9.55	10.10	10.10	10.10	10.60	10.60	11.20	11.20	11.85	11.85
Lewisville Lake Toll Bridge:											
Mainlane Plaza	ZpcCash	8.40	8.85	8.85	8.85	9.40	9.40	9.90	9.90	10.45	10.45
	TollTag	5.60	5.90	5.90	5.90	6.25	6.25	6.60	6.60	6.95	6.95
360 Tollway (3):											
Main Lane Gantry 14	ZpcCash	-	-	-	-	-	-	-	-	9.25	9.25
	TollTag	-	-	-	-	-	-	-	-	6.15	6.15
Main Lane Gantry 15	ZpcCash	-	-	-	-	-	-	-	-	4.30	4.30
	TollTag	-	-	-	-	-	-	-	-	2.85	2.85

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Ratio of Outstanding Debt by Type Business-Type Activities Last Ten Fiscal Years (unaudited)

Year	Revenue Bonds	Bond Discount / (Premium)	Commercial Paper Notes Payable	Revolving Loan Payable	Texas Department of Transportation ISTEAL Loan	Total Debt Amount	Total Revenue Vehicle Toll Transactions(1)	Debt Per Transactions	Debt Per Capita(2)
2013	\$ 7,572,942,084	\$ 15,787,159	\$ -	\$ -	\$ 136,069,850	\$ 7,724,699,093	\$10,129,737	\$12.66	\$ 1,322
2014	7,692,216,206	(34,028,024)	-	-	133,784,783	7,781,972,965	644,669,523	12.07	1,301
2015	7,930,785,355	(221,868,904)	-	-	131,403,745	7,840,320,196	676,484,779	11.59	1,286
2016	8,034,666,868	(396,461,074)	-	-	128,922,702	7,767,128,496	703,094,602	11.05	1,244
2017	10,123,709,102	(715,961,211)	-	-	125,337,455	9,533,055,346	723,247,591	13.18	1,490
2018	10,036,671,621	(661,405,281)	-	-	120,101,628	9,495,367,968	827,610,415	11.47	1,465
2019	9,897,258,875	(695,260,165)	-	-	112,895,896	9,314,894,606	847,332,583	10.99	1,413
2020	9,727,863,864	(628,362,399)	200,000,000	100,000,000	102,315,128	9,501,216,593	650,219,349	14.61	1,419
2021	10,116,437,384	(634,333,255)	-	-	91,289,967	9,573,394,096	810,083,028	11.82	1,415
2022	10,019,266,548	(552,787,714)	-	-	-	9,466,478,834	877,256,430	10.74	1,383

Note—Details on the System's outstanding debt can be found in the notes to the financial statements.
 (1) See Traffic and Toll Revenue Table on page 65.
 (2) See Demographic Data Table on page 75.

Ratio of Revenue-Backed Debt Outstanding Business-Type Activities Last Ten Fiscal Years (unaudited)

Year	Revenue Bonds	Bond (Discount) / Premium	Commercial Paper Notes Payable	Revolving Loan Payable	Texas Department of Transportation ISTEFA Loan	Total Debt Amount	Annual Toll Revenue ⁽¹⁾	Debt Per Annual Toll Revenue	Debt Per Capital ⁽²⁾
2013	\$ 7,572,842,084	\$ 15,787,159	\$ -	\$ -	\$ 136,069,850	\$ 7,724,699,093	\$ 525,458,723	\$ 15	\$ 1,322
2014	7,682,216,206	(34,028,024)	-	-	133,784,783	7,781,972,965	580,045,215	13	1,301
2015	7,930,785,355	(221,868,904)	-	-	131,403,745	7,840,320,196	617,488,044	13	1,286
2016	8,034,666,868	(396,461,074)	-	-	128,922,702	7,767,128,496	665,212,316	12	1,244
2017	10,123,709,102	(715,991,211)	-	-	125,337,455	9,533,055,346	712,551,456	13	1,490
2018	10,036,671,621	(661,405,281)	-	-	120,101,628	9,495,367,968	841,491,016	11	1,465
2019	9,897,258,875	(695,260,165)	-	-	112,895,896	9,314,894,606	886,843,140	11	1,413
2020	9,727,863,864	(628,962,399)	200,000,000	100,000,000	102,315,128	9,501,215,593	714,035,863	13	1,419
2021	10,116,437,384	(634,333,255)	-	-	91,289,967	9,573,394,096	898,653,592	11	1,415
2022	10,019,266,548	(552,787,714)	-	-	-	9,466,478,834	1,034,979,719	9	1,383

Note—Details on the System's outstanding debt can be found in the Notes to the Financial Statements.

- (1) See Traffic and Toll Revenue Table on page 65.
- (2) See Demographic Data Table on page 75.

Schedule of Pro Forma Debt Service Requirements For the years 2022-2051 (unaudited)

FYE (12/31) ⁽¹⁾⁽²⁾	Outstanding First Tier Net Debt Service ⁽³⁾⁽⁴⁾⁽⁵⁾⁽⁶⁾	Outstanding Second Tier Net Debt Service ⁽⁷⁾⁽⁸⁾	Outstanding Subordinate Lien Debt Service ⁽⁹⁾	Total Net Debt Service
2022	\$ 385,814,803	\$ 201,512,288	\$ 2,816,817	\$ 590,143,908
2023	414,862,799	226,384,763	8,631,332	649,878,892
2024	436,163,717	248,265,263	8,636,443	693,065,422
2025	466,964,881	217,465,263	8,641,552	693,071,696
2026	475,357,929	211,707,013	8,640,533	695,705,475
2027	478,678,397	208,385,013	8,642,541	695,705,950
2028	493,630,377	196,204,513	8,646,166	698,481,055
2029	472,203,054	238,244,513	-	710,447,566
2030	408,863,968	302,136,869	-	711,000,838
2031	405,020,091	305,989,763	-	711,009,854
2032	447,579,524	263,431,413	-	711,009,937
2033	462,633,337	248,371,713	-	711,005,049
2034	526,342,560	184,672,513	-	711,015,072
2035	547,323,775	161,049,463	-	708,373,238
2036	573,174,955	135,202,563	-	708,377,517
2037	623,089,541	85,292,370	-	708,381,911
2038	476,345,260	83,037,363	-	559,382,623
2039	477,277,644	82,100,413	-	559,378,057
2040	483,776,132	80,176,813	-	563,952,945
2041	485,820,852	64,553,463	-	550,374,315
2042	490,531,186	60,329,763	-	550,860,948
2043	199,192,145	48,346,513	-	247,538,657
2044	184,483,549	76,069,763	-	260,553,312
2045	142,446,854	118,147,863	-	260,594,716
2046	22,033,521	114,379,863	-	136,413,383
2047	-	115,371,563	-	115,371,563
2048	-	107,643,313	-	107,643,313
2049	-	4,927,342	-	4,927,342
2050	-	-	-	-
2051	-	-	-	-
	\$ 10,579,612,846	\$ 4,391,071,982	\$ 54,655,384	\$ 15,031,156,022

Notes:

- ⁽¹⁾Excludes any payments to be made into the Reserve Maintenance Fund ("RMF") under the Trust Agreement. Payments made into the RMF are made after debt service on the First, Second, and Third Tier Bonds but prior to debt service on the ISTEFA Loan and the Subordinate Lien Bonds.
- ⁽²⁾For all Bonds other than the Subordinate Lien Bonds, Fiscal Year debt service includes debt service on the following January 1 (i.e. Fiscal Year 2022 includes debt service on January 1, 2023). With respect to the Subordinate Lien Bonds, Fiscal Year debt service in each year includes the required deposit to the CIF Bond Payment Account on January 1 of the following year for the Subordinate Lien Bonds debt service due on August 1 of that year and February 1 of the next succeeding year (e.g. Fiscal Year 2022 includes debt service on August 1, 2023, and February 1, 2024).
- ⁽³⁾Net of direct federal subsidy related to the Series 2009B Bonds issued as Build America Bonds. The federal subsidy for each year through final maturity is assumed to be reduced by 5.7% due to automatic federal deficit reduction spending cuts known as "sequestration" which took effect on March 1, 2013. Sequestration affects certain federally funded programs, including the federal subsidy payable to NTTA with respect to the Series 2009B Bonds. It is assumed that this reduction in Federal Subsidy Payments continues at the same rate through the final maturity. Without Congressional action, however, under the current federal budget process the sequestration rate beginning in federal fiscal year 2022-2023 could increase to
- ⁽⁴⁾Excludes debt service on the First Tier Defeased Bonds after the date of defeasance.
- ⁽⁵⁾Debt service in Fiscal Years 2046-2051 is net of the cash balance in the First Tier Debt Service Reserve Fund, which is required by the terms of the Trust Agreement to be used to retire the last maturities of the outstanding First Tier bonds.
- ⁽⁶⁾Excludes debt service on the Second Tier Defeased Bonds after the date of defeasance.
- ⁽⁷⁾Debt service in Fiscal Year 2030 is net of cash balance in the 2014 Second Tier Debt Service Reserve Subaccount that is required by the terms of the Trust Agreement to be used to retire the last maturities of the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2014B. Debt Service in Fiscal Year 2037 is net of the cash balance in the 2015 Second Tier Debt Service Reserve Subaccount that is permitted by the terms of the Trust Agreement to be used to retire the last maturities of the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2015B.
- ⁽⁸⁾Debt service in Fiscal Years 2049-2051 is net of the cash balance in the Shared Second Tier Debt Service Reserve Fund that is required by the terms of the Trust Agreement to be used to retire the last maturities of the outstanding 2017 Shared Second Tier Reserve Subaccount Secured Bonds, which currently includes the North Texas Tollway Authority System Second Tier Revenue and Refunding Bonds, Series 2017B, the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2018, the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2019B, the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2020C, the North Texas Tollway Authority System Second Tier Revenue Refunding Bonds, Series 2021B Bonds and the Series 2022B Bonds.
- ⁽⁹⁾Net of direct federal subsidy related to the Series 2010B Subordinate Lien Bonds issued as Build America Bonds. The Federal Subsidy Payment is reduced by 5.7% due to automatic federal deficit reduction spending cuts known as "sequestration" which took effect on March 1, 2013. Sequestration affects certain federally funded programs, including the Federal Subsidy Payments payable to NTTA with respect to the Series 2010B Subordinate Lien Bonds. It is assumed that this reduction in Federal Subsidy Payments continues at the same rate through the final maturity. Without Congressional action, however, under the current federal budget process the sequestration rate beginning in federal fiscal year 2022-2023

Schedule of Estimated Toll Revenues, Expenses, Other Income and Estimated Debt Service Coverage Ratio

For the years 2022-2051 (unaudited)

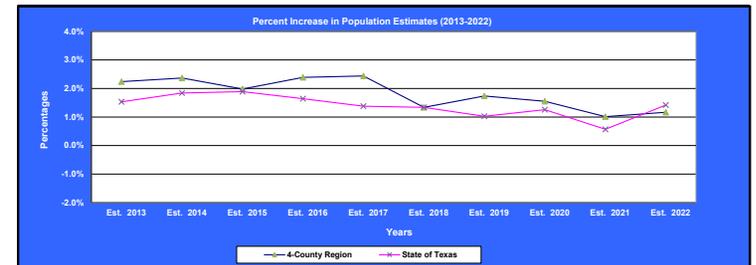
FYE (2021) ⁽¹⁾	Estimated Toll Revenues ⁽²⁾	Estimated Other Revenues ⁽³⁾	Estimated Expenses ⁽⁴⁾	Estimated Net Revenue	Estimated Deposit to RMF	Estimated Debt Service on all Debt	Estimated Coverage on 1st Tier Debt	Estimated Coverage on 1st & 2nd Tier Debt	Estimated Coverage on all Debt and RMF Deposits
2022	\$ 1,034,979,719	\$ 45,512,657	\$ 199,065,743	\$ 881,426,633	\$ 28,350,231	\$ 590,143,908	2.28x	1.50x	1.49x
2023	1,045,777,500	58,622,225	219,884,696	884,515,029	54,908,117	649,878,892	2.13x	1.38x	1.26x
2024	1,119,640,500	67,936,945	226,460,637	961,116,788	78,728,895	693,065,422	2.20x	1.40x	1.25x
2025	1,174,123,100	68,960,933	233,254,456	1,009,829,577	73,347,642	693,071,696	2.16x	1.48x	1.32x
2026	1,232,540,600	70,940,437	240,252,090	1,063,228,947	62,367,719	695,705,475	2.24x	1.55x	1.40x
2027	1,285,948,300	71,884,698	247,459,652	1,110,373,346	58,700,225	695,705,950	2.32x	1.62x	1.47x
2028	1,341,648,200	75,042,112	254,883,442	1,161,806,870	59,580,728	698,481,055	2.35x	1.68x	1.53x
2029	1,405,487,900	77,266,342	262,529,945	1,220,204,297	60,474,439	710,447,566	2.58x	1.72x	1.58x
2030	1,474,497,400	81,092,747	270,405,843	1,285,184,304	61,381,556	711,000,838	3.14x	1.81x	1.66x
2031	1,545,633,500	83,820,050	278,518,019	1,350,935,531	62,302,279	711,009,854	3.34x	1.90x	1.75x
2032	1,615,804,800	87,785,712	286,873,559	1,416,716,952	63,548,325	711,009,937	3.17x	1.99x	1.83x
2033	1,691,895,100	90,555,889	295,476,766	1,486,973,223	64,819,291	711,005,049	3.21x	2.09x	1.92x
2034	1,767,984,300	94,864,937	304,344,159	1,558,505,078	66,115,677	711,016,072	2.96x	2.19x	2.01x
2035	1,845,298,700	97,717,718	313,474,484	1,629,541,934	67,437,991	708,373,238	2.98x	2.30x	2.10x
2036	1,928,012,100	102,314,465	322,878,718	1,707,447,866	69,786,750	708,373,517	2.98x	2.41x	2.20x
2037	2,010,768,100	105,350,760	332,565,080	1,783,553,779	70,162,486	708,381,911	2.86x	2.52x	2.29x
2038	2,094,360,100	110,126,658	342,542,032	1,861,944,724	71,595,735	695,382,623	3.91x	3.33x	2.96x
2039	2,179,149,500	113,338,020	352,818,293	1,939,669,228	72,997,050	699,378,057	4.00x	3.47x	3.07x
2040	2,269,017,200	118,335,197	363,402,842	2,023,949,555	74,456,991	693,952,945	4.18x	3.59x	3.17x
2041	2,359,198,000	121,701,478	374,304,927	2,106,594,551	75,946,131	693,374,315	4.34x	3.73x	3.36x
2042	2,455,060,500	127,044,720	385,534,075	2,169,571,145	77,465,053	690,860,948	4.48x	3.99x	3.50x
2043	2,554,097,300	130,694,027	397,100,097	2,287,691,230	79,014,354	647,538,657	11.48x	9.24x	7.01x
2044	2,660,134,100	136,700,795	409,013,100	2,387,821,795	80,994,642	260,552,312	12.94x	9.16x	7.00x
2045	2,770,281,900	140,618,467	421,283,493	2,489,616,874	82,206,534	260,594,716	17.48x	9.55x	7.26x
2046	2,886,974,000	146,659,949	433,921,998	2,579,711,951	83,850,665	136,413,383	117.08x	18.91x	11.71x
2047	2,962,708,000	150,131,612	446,939,658	2,665,899,955	85,627,678	115,371,563	N/A	23.11x	13.27x
2048	3,064,464,900	156,081,960	460,347,848	2,760,199,012	87,238,232	107,643,313	N/A	25.64x	14.16x
2049	3,165,680,100	159,327,427	474,158,283	2,850,849,244	88,982,997	4,927,342	N/A	N/A	30.36x
2050	3,210,326,300	162,345,745	488,383,032	2,884,289,014	90,792,656	-	N/A	N/A	31.79x
2051	3,306,679,100	165,559,484	503,034,523	2,969,204,062	245,467,587	-	N/A	N/A	12.10x
	\$ 61,438,112,819	\$ 3,216,322,087	\$ 10,141,894,491	\$ 84,516,340,416	\$ 2,292,017,429	\$ 15,023,663,549			

Notes:
 (1) For all Bonds other than the Subordinate Lien Bonds, Fiscal Year debt service includes debt service on the following January 1 (i.e. Fiscal Year 2022 includes debt service on January 1, 2023). With respect to the Subordinate Lien Bonds, Fiscal Year debt service in each year for purposes of the table is assumed to be the required deposit to the CIF Bond Payment Account on January 1 of the following year for the Subordinate Lien Bonds debt service due on August 1 of that year and February 1 of the next succeeding year (e.g. Fiscal Year 2022 includes debt service on August 1, 2023, and February 1, 2024).
 (2) Estimated toll revenues are provided by CDM Smith, the Traffic Engineers for the NTTA System. Estimated revenues are projected at levels to be actually collected in each year (i.e. cash basis). Historical toll revenues and historical debt service coverage are reported by the Authority on accrual based revenues as recognized under Generally Accepted Accounting Principles.
 (3) Estimated other revenues are provided by NTTA and include interest earnings, video tolling administrative fees and other charges.
 (4) Estimated expenses are net of inter-fund transfers and are provided by VRX, INC., the Consulting Engineers for the NTTA System.
 (5) Deposits to the RMF are estimated by NTTA based on the current cash balance in the RMF and expenses to be paid out of the RMF as estimated by NTTA.

Demographic Data-Combined Four County Region and State of Texas Population Estimated Data

Last Ten Fiscal Years (unaudited)

Fiscal Year	COLLIN	DALLAS	DENTON	TARRANT	Estimated Four County Regional Totals	Estimated Texas Totals	Four County Texas Percentage Change (From Prior Years)
Est. 2013	834,642	2,453,843	694,050	1,858,921	5,841,456	26,489,464	2.24%
Est. 2014	854,778	2,480,331	713,200	1,931,335	5,979,644	26,977,142	2.37%
Est. 2015	885,241	2,518,638	734,940	1,959,449	6,098,268	27,486,814	1.98%
Est. 2016	914,127	2,553,385	784,840	1,991,639	6,243,991	27,937,492	2.39%
Est. 2017	939,585	2,618,148	814,560	2,023,985	6,396,278	28,322,717	2.44%
Est. 2018	969,603	2,618,148	836,210	2,057,926	6,481,887	28,701,845	1.34%
Est. 2019	1,005,146	2,637,772	859,064	2,092,419	6,594,401	28,995,881	1.74%
Est. 2020	1,034,730	2,635,516	915,673	2,110,640	6,696,559	29,360,759	1.55%
Est. 2021	1,064,465	2,613,539	941,647	2,144,653	6,764,304	29,527,941	1.01%
Est. 2022	1,109,462	2,586,050	976,720	2,170,962	6,843,194	29,947,238	1.17%
Increase Total from Year 2013 to Year 2022	274,820	132,207	282,670	312,041	1,001,738	3,457,774	

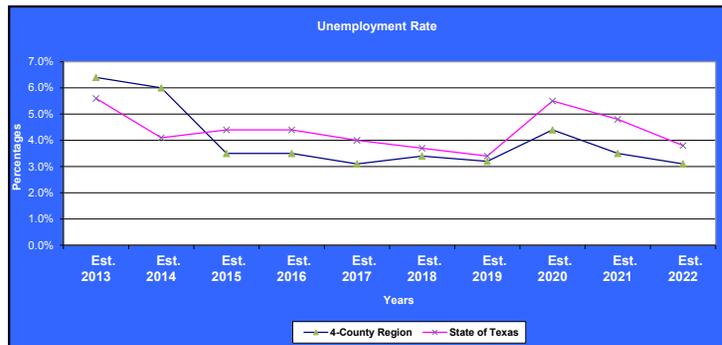


Demographic Data-Combined Four County Region and State of Texas Employment Status Estimates

Last Ten Fiscal Years (unaudited)

Year	Estimated Four County Regional Totals				Estimated Texas Totals		Unemployment Rate	
	COLLIN	DALLAS	DENTON	TARRANT	Four County	Texas	Four County	Texas
Est. 2013	330,300	1,509,000	195,500	812,600	2,847,400	11,091,900	6.4%	5.6%
Est. 2014	346,400	1,558,500	205,800	825,600	2,936,300	11,433,600	6.0%	4.1%
Est. 2015	366,900	1,616,800	221,400	844,900	3,050,000	11,681,000	3.5%	4.4%
Est. 2016	381,500	1,662,300	228,800	860,400	3,133,000	11,830,700	3.5%	4.4%
Est. 2017	398,000	1,691,100	239,600	877,800	3,206,500	12,008,941	3.1%	4.0%
Est. 2018	416,100	1,711,900	246,500	900,500	3,275,000	12,326,967	3.4%	3.7%
Est. 2019	431,973	1,750,722	260,926	926,263	3,369,884	12,603,200	3.2%	3.4%
Est. 2020	423,000	1,653,800	257,300	877,100	3,211,200	11,926,800	4.4%	5.5%
Est. 2021	462,900	1,747,400	277,100	922,700	3,410,100	12,613,100	3.5%	4.8%
Est. 2022	510,500	1,819,000	293,900	978,300	3,601,700	13,371,100	3.1%	3.8%
Increase Total from Year 2013 to Year 2022	180,200	310,000	98,400	165,700	754,300	2,279,200		

Source: U.S. Bureau of Labor Statistics

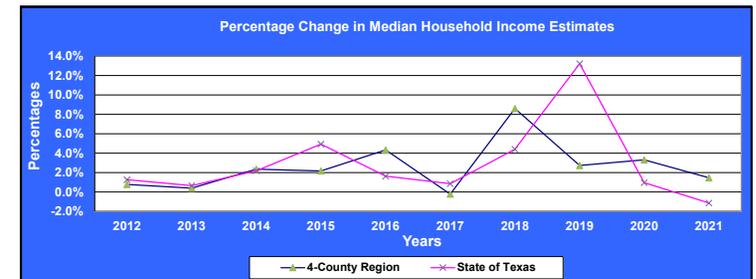


Demographic Data-Combined Four County Region and State of Texas Median Household Income Estimates

For the years 2012-2021 (unaudited)

Year	Four County Regional Totals				Texas		Percentage Change from Prior Years	
	COLLIN	DALLAS	DENTON	TARRANT	Four County	Texas	Four County	Texas
					Estimated Avg Median Income	Estimated Avg Median Income		
2012	\$83,238	\$ 49,159	\$ 72,939	\$ 56,859	\$ 65,549	\$ 51,563	0.77%	1.26%
2013	82,762	49,481	74,155	56,853	65,813	51,900	0.40%	0.65%
2014	86,634	50,118	74,569	58,127	67,362	53,035	2.35%	2.19%
2015	86,823	51,824	75,898	60,735	68,820	55,653	2.16%	4.94%
2016	90,382	54,429	80,841	61,553	71,801	56,665	4.33%	1.64%
2017	90,124	53,626	80,290	62,532	71,643	57,051	-0.22%	0.86%
2018	96,936	59,838	86,384	66,059	77,804	59,570	8.60%	4.42%
2019	96,847	61,807	90,910	70,130	79,924	67,444	2.72%	13.22%
2020	101,560	65,770	90,880	72,064	82,569	68,093	3.31%	0.96%
2021	102,119	63,549	98,027	71,399	83,774	67,321	1.46%	-1.13%
Averaged Yearly Totals	\$ 91,743	\$ 55,960	\$ 82,689	\$ 63,631	\$ 73,506	\$ 58,820		

Source: U.S. Census Bureau



North Texas Four County Region's Top Ten Employers

(unaudited)

2022			
COLLIN COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
STATE FARM INSURANCE CORPORATE OFFICE	10,000	1.64%	INSURANCE
J.P. MORGAN CHASE	8,108	1.33%	FINANCIAL SERVICES
FRISCO INDEPENDENT SCHOOL DISTRICT	8,088	1.33%	EDUCATION
CAPITAL ONE FINANCE	7,273	1.20%	FINANCIAL SERVICES
BANK OF AMERICA	4,500	0.74%	FINANCIAL SERVICES
RAYTHEON INTELLIGENCE & SPACE	4,347	0.71%	TECHNOLOGY
TOYOTA NORTH AMERICA HQ	4,018	0.66%	AUTOMOTIVE
UNIVERSITY OF TEXAS AT DALLAS	3,455	0.57%	EDUCATION
BLUE CROSS BLUE SHIELD OF TEXAS	3,100	0.51%	INSURANCE
MCKINNEY INDEPENDENT SCHOOL DISTRICT	2,749	0.45%	EDUCATION
Total	58,638	9.14%	
DALLAS COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
TEXAS HEALTH RESOURCES	27,000	1.03%	NONPROFIT HEALTH CARE
LOCKHEED MARTIN AERONAUTICS COMPANY	22,000	0.84%	MILITARY AIRCRAFT DESIGN & PRODUCTION
UT SOUTHWESTERN MEDICAL CENTER	21,539	0.82%	HEALTH CARE PROVIDER
MEDICAL CITY HEALTHCARE	17,000	0.65%	HEALTH CARE PROVIDER
BANK OF AMERICA	13,850	0.53%	FINANCIAL SERVICES
UNIVERSITY OF NORTH TEXAS SYSTEMS	13,275	0.51%	EDUCATION
PARKLAND HEALTH & HOSPITAL SYSTEMS	12,966	0.50%	HEALTH CARE PROVIDER
GENERAL MOTORS	10,512	0.40%	AUTOMOTIVE
STATE FARM	9,950	0.38%	INSURANCE
The UNIVERSITY OF TEXAS @ ARLINGTON	7,938	0.30%	EDUCATION
Total	156,030	5.96%	
DENTON COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
UNIVERSITY OF NORTH TEXAS	8,891	1.61%	EDUCATION
LEWISVILLE INDEPENDENT SCHOOL DISTRICT	7,500	1.36%	EDUCATION
SCHWAB	7,000	1.27%	FINANCIAL SERVICES
NEBRASKA FURNITURE MART	5,006	0.91%	RETAIL
DENTON ISD	4,331	0.78%	EDUCATION
ANDRETTI INDOOR CARTING & GAMES	3,000	0.54%	INDOOR GAMES
PETERBILT MOTORS	2,000	0.36%	MANUFACTURING
DENTON COUNTY	1,822	0.33%	MUNICIPALITY
WALMART (DISTRIBUTION CENTER & STORES)	1,734	0.31%	RETAIL
ADVENTHEALTH	1,633	0.30%	HEALTH CARE COMPANY
Total	42,917	7.77%	
TARRANT COUNTY TOP TEN EMPLOYERS			
EMPLOYER	NUMBER OF EMPLOYEES	PERCENTAGE OF TOTAL COUNTY EMPLOYMENT	INDUSTRY
AMR CORP./AMERICAN AIRLINES	40,600	3.08%	AIRLINE
LOCKHEED MARTIN AERONAUTICS COMPANY	18,200	1.38%	MANUFACTURING
TEXAS HEALTH RESOURCES	12,776	0.10%	HEALTH CARE PROVIDER
FORT WORTH INDEPENDENT SCHOOL DISTRICT	10,683	0.81%	EDUCATION
NAS- FORT WORTH JOINT RESERVE BASE	10,500	0.80%	MILITARY
COOK'S CHILDREN HEALTH CARE SYSTEM	8,777	0.67%	HEALTH CARE PROVIDER
ARLINGTON INDEPENDENT SCHOOL DISTRICT	8,344	0.63%	EDUCATION
UNIVERSITY OF TEXAS AT ARLINGTON	7,562	0.57%	EDUCATION
JPS HEALTH NETWORK	7,132	0.54%	HEALTH CARE PROVIDER
CITY OF FORTH WORTH	7,129	0.54%	MUNICIPALITY
Total	131,703	9.13%	

Source: Local Counties ACFR's (Collin, Dallas, Denton and Tarrant)

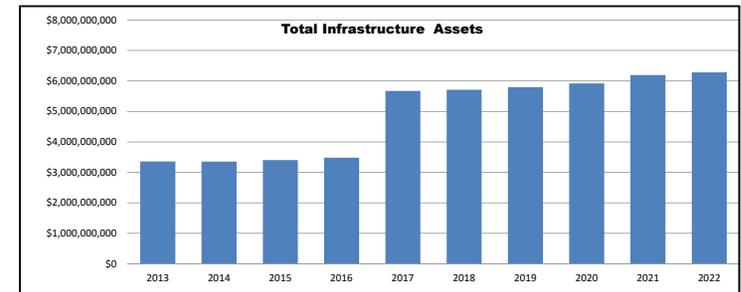
Contribution to Infrastructure Assets

Last Ten Fiscal Years
 (unaudited)

Year	Beginning Balance	Additions	Deletions/Depreciation	Adjustments	Ending Balance
2013	\$ 6,281,392,822	\$ 25,112,483	\$ (2,949,815,326) (1)	\$ -	\$ 3,356,689,979
2014	3,356,689,979	11,585,674	(6,159,420)	(8,597,539)	3,353,518,694
2015	3,353,518,694	53,581,166	(6,889,660)	136,897	3,400,347,097
2016	3,400,347,097	89,901,469	(8,903,986)	(394,739)	3,480,949,861
2017	3,480,949,861	132,744,330	(20,559,186)	2,078,500,474 (2)	5,671,635,479
2018	5,671,635,479	58,751,927	(16,987,728)	854,827	5,714,254,505
2019	5,714,254,505	98,705,222	(10,834,049)	(6,992,667)	5,795,133,011
2020	5,795,133,011	134,491,633	(12,442,509)	(71,323)	5,917,110,812
2021	5,917,110,812	92,634,275	(7,786,136)	312,748,531 (3)	6,314,707,482
2022	6,314,707,482	71,811,752	(18,762,313)	(197,974)	6,367,558,947

* does not include intangible assets and amortization of intangible assets

- (1) Includes reclass of Sam Rayburn Tollway to an intangible asset
- (2) Includes transfer of assets from Special Projects System to NTTA System
- (3) Includes transfer of assets from 360 Tollway to NTTA System



Toll Collection Variance Last Ten Fiscal Years (unaudited)

	Calendar Year 2013	Calendar Year 2014	Calendar Year 2015	Calendar Year 2016	Calendar Year 2017	Calendar Year 2018	Calendar Year 2019	Calendar Year 2020	Calendar Year 2021	Calendar Year 2022
Value of invoiced ZipCash transactions uncollected	\$ 81,701,089	\$ 81,508,283	\$ 102,767,093	\$ 113,455,688	\$ 112,820,414	\$ 115,432,293	\$ 119,792,083	\$ 99,853,082	\$ 146,603,737	\$ 160,767,116
Value of uninvolved ZipCash transactions	61,518,201	80,989,673	81,035,240	71,002,940	67,811,698	70,619,752	69,223,428	52,513,319	65,849,367	62,695,571
Total	\$ 143,219,290	\$ 162,497,956	\$ 183,802,333	\$ 184,458,628	\$ 180,632,111	\$ 186,052,045	\$ 189,015,511	\$ 152,366,401	\$ 212,453,104	\$ 223,462,687
Value of all AVI and ZipCash transactions adjusted for Vitol transactions	\$ 676,584,037	\$ 795,784,407	\$ 894,514,347	\$ 967,410,315	\$ 1,003,853,246	\$ 1,067,934,551	\$ 1,116,552,191	\$ 907,943,247	\$ 1,181,296,614	\$ 1,307,834,770
Toll collection variance	21.17%	20.42%	20.65%	19.07%	17.89%	17.42%	16.93%	18.78%	17.98%	17.09%

Notes:
 (1) These calculations use aggregate transaction information from the NTTA System and exclude the Non-Major Enterprise Fund.

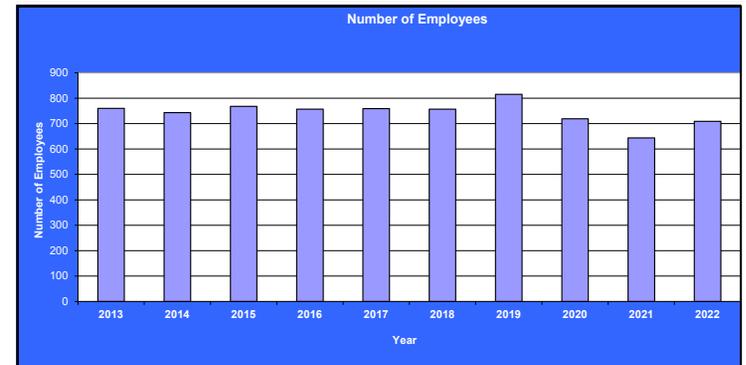
	Calendar Year 2013	Calendar Year 2014	Calendar Year 2015	Calendar Year 2016	Calendar Year 2017	Calendar Year 2018	Calendar Year 2019	Calendar Year 2020	Calendar Year 2021	Calendar Year 2022
Percentage of ZipCash transactions (by value) out of all NTTA transactions during period	28.83%	30.40%	30.42%	29.90%	26.79%	25.28%	24.13%	26.22%	27.03%	25.80%
Percentage of ZipCash transactions (by value) that were invoiced during period	61.92%	64.61%	68.26%	72.68%	72.93%	71.94%	72.40%	67.19%	68.38%	70.50%
Percentage of ZipCash transactions (by value) that were collected as of period end	48.76%	45.03%	41.40%	41.30%	39.64%	36.57%	34.17%	33.19%	34.28%	33.88%

Notes:
 (1) These calculations use aggregate transaction information from the NTTA System and exclude the Non-Major Enterprise Fund.
 (2) Uninvolved ZipCash transactions that are paid in the reporting period are deemed to be invoiced and are reflected in the percentages in the preceding table. Uninvolved ZipCash transactions that are invoiced in subsequent reporting periods, and uncollected invoiced ZipCash transactions that are collected in subsequent reporting periods, are not reflected in the percentages in the preceding table. Furthermore, the percentages in the table do not take into account adjustments for Vitol transactions and unassigned ZipCash invoices occurring after such reporting period. ZipCash transactions are not invoiced if the transaction (i) does not meet NTTA's business rules regarding invoicing, or (ii) is not pursueable because a readable license plate image was not captured or because the license plate information could not be matched to the vehicle owner information.
 (3) The calculation does not include ZipCash transactions collected after the end of the calendar year in which the transaction occurred, therefore NTTA reports total ZipCash collections, including invoiced and uninvolved payments, for the calendar year. This amount includes all ZipCash transactions collected regardless of the date the transactions occurred. Total uninvolved ZipCash collections for the NTTA System were approximately \$66.3 million for 2013, \$76.0 million for 2014, \$61.4 million for 2015, \$92.0 million for 2016, \$88.1 million for 2017, \$92.3 million for 2018, \$93.6 million for 2019, \$78.4 million for 2020, \$113.9 million for 2021 and \$131.0 million for 2022.

Total Lane Miles Operating and Number of Employees by Department Last Ten Fiscal Years (unaudited)

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Total Lane Miles	744	744	744	745	950	995	1,145	1,089	1,158	1,188

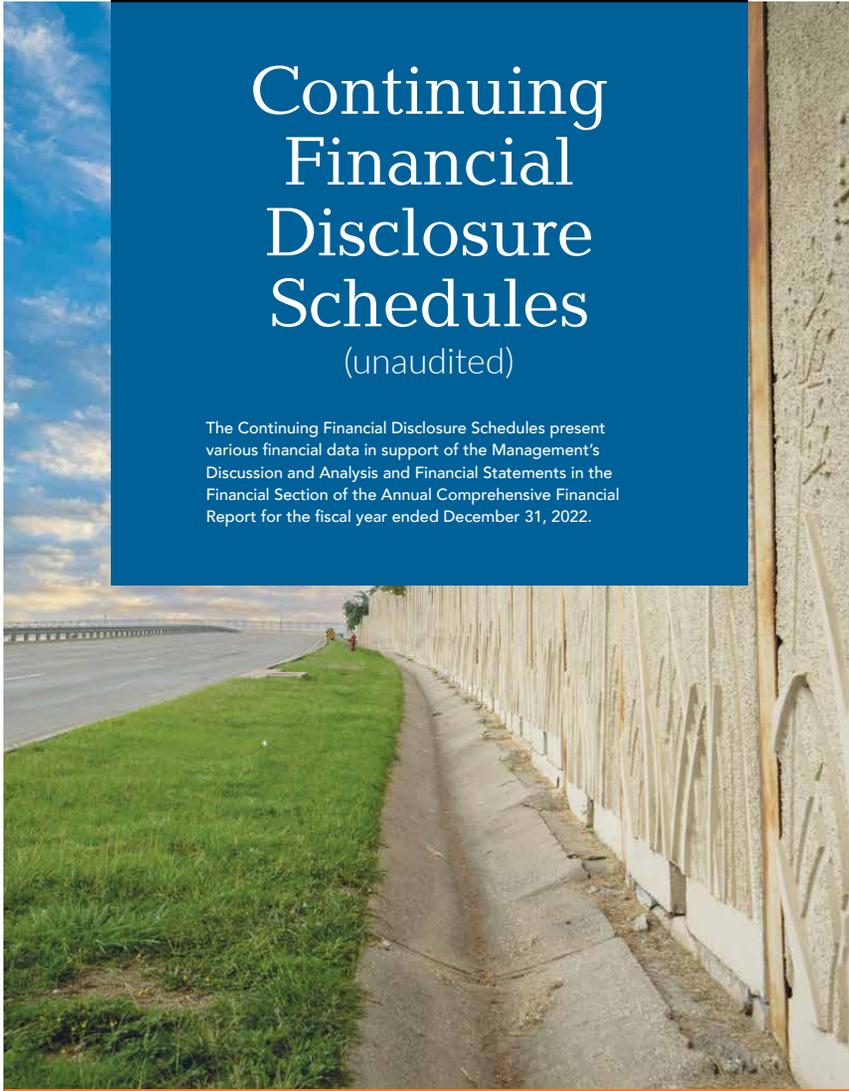
Function	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
Administration	3	2	2	2	2	3	2	2	2	2
Administration/Infrastructure	-	-	-	-	-	-	-	-	7	8
Board	1	1	1	1	1	1	1	1	1	1
Operations	3	5	5	6	7	5	8	8	8	12
Financial Planning and Analysis	-	-	-	6	6	-	-	-	-	-
Strategic & Innovative Solutions	9	6	3	-	-	-	-	-	-	-
Finance	25	19	23	18	18	15	14	14	14	14
Business Diversity	5	5	5	5	5	4	5	5	4	4
Communications/Public Affairs	15	14	15	15	12	12	14	11	10	10
Internal Audit	8	7	7	8	9	8	8	6	4	7
Human Resources	13	12	11	11	11	13	13	12	11	11
Legal Services	5	5	5	7	6	7	6	6	6	7
System & Incident Management	91	94	98	103	112	132	132	124	119	122
Information Technology	77	76	78	83	84	81	86	88	82	78
Procurement Services	11	9	10	10	11	10	11	11	6	10
Government Affairs	3	3	1	2	2	2	3	1	3	3
Maintenance	195	167	160	165	132	127	137	159	113	126
Customer Service Center	279	298	325	295	321	312	349	248	232	272
Project Delivery	13	16	16	16	17	16	17	15	15	14
Treasury Management	4	4	3	4	3	9	9	8	7	8
Total	760	743	768	757	759	757	815	719	644	709



Continuing Financial Disclosure Schedules

(unaudited)

The Continuing Financial Disclosure Schedules present various financial data in support of the Management's Discussion and Analysis and Financial Statements in the Financial Section of the Annual Comprehensive Financial Report for the fiscal year ended December 31, 2022.



Schedule of Budget and Actual Revenues and Expenses on Trust Agreement Basis

Year ended December 31, 2022 (unaudited)

Schedule 2

	Budget	Actual	Variance Over (Under)
Revenues:			
Toll revenues	\$ 954,195,800	\$ 1,034,979,719	\$ 80,783,919
Interest income	6,800,000	20,013,132	13,213,132
Other revenue	41,043,150	25,499,525	(15,543,625)
Gross revenues	1,002,038,950	1,080,492,376	78,453,426
Operating expenses:			
Administration:			
Accounting	1,782,637	1,667,194	(115,443)
Administration	712,167	659,319	(52,848)
Board	173,703	180,717	7,014
Human resources	1,805,695	1,536,549	(269,146)
Internal audit	1,153,140	911,019	(242,121)
Legal services	2,823,597	3,035,933	212,336
Procurement and business diversity	1,734,055	1,421,282	(312,773)
Public affairs	7,622,371	6,572,284	(1,050,107)
Shared services	1,999,403	3,779,213	1,779,810
Treasury management	2,408,029	2,013,209	(394,820)
Total administration	22,214,797	21,776,699	(438,098)
Operations:			
Contact center and collections	93,444,060	90,285,530	(3,158,530)
Information technology	30,672,011	31,175,526	503,515
Maintenance	49,602,266	49,807,951	205,685
Operations	1,400,114	1,807,988	407,874
Project delivery	2,626,506	2,196,751	(429,755)
Traffic & incident management	26,171,705	26,106,588	(65,117)
Total operations	203,916,662	201,380,314	(2,536,348)
Allocated Expenses:	(26,268,996)	(24,091,270)	2,177,726
Total operating expenses	199,862,463	199,065,743	(796,720)
Net revenues available for debt service	\$ 802,176,487	\$ 881,426,633	\$ 79,250,146

Schedule of Changes in Net Position by Trust Account
 December 31, 2022
 (unaudited)

	Total	Non-Major Enterprise Fund	North Texas Tollway System	Construction and Property Account	Revenue Account
Net positions, beginning of year	\$ 487,264,767	\$ 66,152,239	\$ 421,112,528	\$ (892,842,524)	\$ 91,239,300
Gross revenues	1,159,094,723	78,602,347	1,080,492,376	-	1,064,944,470
Net increase (decrease) in the fair value of investments	(57,892,197)	-	(57,892,197)	-	(2,108,417)
Gain (loss) on sale of investments	45	-	45	-	45
Administration and operations expenses	(264,516,726)	(65,450,983)	(199,065,743)	-	-
Depreciation on property and equipment	(13,172,002)	-	(13,172,002)	(13,172,002)	-
Bond interest expense	(457,084,998)	-	(457,084,998)	-	-
BAB's Subsidy	19,680,386	-	19,680,386	-	-
Other nonoperating expenses/ revenue	1,896,153	-	1,896,153	976,690	-
Bond discount/premium amortization	81,406,180	-	81,406,180	81,406,180	-
Bond issuance cost amortization	(4,654,713)	-	(4,654,713)	(4,550,136)	-
Loss on disposal of assets	(5,559,732)	-	(5,559,732)	-	-
Interest on loan	(2,982,139)	-	(2,982,139)	-	-
Amortization of deferred amount on refunding (note 5)	(73,237,567)	-	(73,237,567)	(73,237,567)	-
Amortization of intangibles	(73,294,282)	-	(73,294,282)	(73,294,282)	-
Reserve maintenance account expenses	(28,350,231)	-	(28,350,231)	-	-
Consolidated capital improvement fund expenses	(26,461,900)	-	(26,461,900)	70,451,304	-
Net revenues	254,871,000	13,151,364	241,719,636	(19,961,684)	1,062,836,098
Interfund transactions:					
Distribution from revenue fund	-	-	-	-	(1,035,855,078)
Operating transfers (other funds)	-	-	-	86,188,893	(13,791,611)
Net changes during the year	254,871,000	13,151,364	241,719,636	66,227,209	13,189,408
Net positions, end of year	\$ 742,135,767	\$ 79,303,603	\$ 662,832,164	\$ (826,615,315)	\$ 104,428,709

(continued)

Schedule of Changes in Net Position by Trust Account
 December 31, 2022
 (unaudited)

Schedule 3

	Operations and Maintenance Account	Reserve Maintenance Account	Capital Improvement Fund	Debt Service Accounts		
				Bond Interest Account	Reserve Account	Redemption Account
	\$ (5,266,260)	\$ 28,586,819	\$ 624,459,168	\$ 6,822,183	\$ 448,810,248	\$ 119,303,594
	328,507	638,234	6,673,870	1,821,084	3,679,110	2,407,101
	-	-	(22,907,131)	-	(32,876,649)	-
	-	-	-	-	-	-
	(199,065,743)	-	-	-	-	-
	-	-	-	-	-	-
	-	-	(4,205,000)	(452,879,998)	-	-
	-	-	-	-	19,680,386	-
	391,585	11	527,867	-	-	-
	-	-	-	-	-	-
	-	-	(104,577)	-	-	-
	-	-	-	-	-	-
	-	-	-	-	-	-
	-	(28,350,231)	-	-	-	-
	-	-	(96,913,204)	-	-	-
	(198,345,651)	(27,711,986)	(116,928,175)	(431,378,528)	(28,197,539)	2,407,101
	202,448,990	29,500,995	217,858,165	379,585,028	-	206,463,900
	8,412,996	(28,895)	(14,708,769)	52,410,674	826,226	(119,309,514)
	12,514,335	1,760,114	86,221,221	617,174	(28,371,313)	89,561,487
	\$ 7,248,075	\$ 30,346,933	\$ 710,680,389	\$ 7,439,357	\$ 420,438,935	\$ 208,865,081

(concluded)

Schedule of Toll Revenue and Traffic Analysis

Year ended December 31, 2022
 (unaudited)

Schedule 4

Toll revenue (*):	
AVI	\$ 868,741,149
ZipCash	271,269,536
Less bad debt expense	(105,030,966)
Total	\$ 1,034,979,719
Vehicle transactions (*):	
Two-axle vehicle transactions	846,687,602
Multiaxle vehicle transactions	30,568,828
Nonrevenue vehicle transactions	4,071,007
Total	881,327,437
Toll revenue – average per day (*):	
AVI	\$ 2,380,113
Zipcash	455,448
Average	\$ 2,835,561
Vehicle transactions – average per day (*):	
Two-axle vehicle transactions	2,319,692
Multiaxle vehicle transactions	69,750
Nonrevenue vehicle transactions	11,153
Average	2,414,595

(*) System only, excludes Non-Trust Agreement Enterprise Fund

Schedule of Toll Rates

As of December 31, 2022
 (unaudited)

Schedule 5

	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Dallas North Tollway										
Vycitt Main Lane Gantry (MLP1)	\$1.74	\$2.11	\$3.46	\$5.22	\$5.22	\$7.63	\$9.09	\$10.94	\$17.70	\$19.95
Mottingham Lane (MCLN)	\$1.27	\$1.91	\$2.54	\$3.82	\$3.81	\$5.73	\$6.08	\$7.64	\$8.35	\$9.95
Northwest Highway (NDRVY)	\$0.86	\$1.29	\$1.72	\$2.58	\$2.56	\$3.87	\$3.44	\$5.36	\$4.26	\$6.45
Royal Lane (ROYLN)	\$0.46	\$0.74	\$0.92	\$1.48	\$1.38	\$2.22	\$1.84	\$2.96	\$3.30	\$3.70
Spring Valley Road (SPVRD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Ball Lane Road (BLERD)	\$0.40	\$0.68	\$0.80	\$1.36	\$1.29	\$2.46	\$1.80	\$2.72	\$2.00	\$3.40
Keller Springs Road (KESRD)	\$0.80	\$0.90	\$1.20	\$1.80	\$1.80	\$2.70	\$2.40	\$3.60	\$3.00	\$4.50
Trinity Mills Main Lane Gantry (MLP2)	\$1.25	\$1.88	\$2.50	\$3.70	\$3.75	\$5.64	\$5.00	\$7.32	\$8.25	\$9.40
Frankford Road (FRARD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Frank Boulevard (FRABD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Palmer Main Lane Gantry (MLP3)	\$1.11	\$1.67	\$2.22	\$3.34	\$3.33	\$5.01	\$4.44	\$6.68	\$8.56	\$9.36
Parker Road (PARRD)	\$0.68	\$0.99	\$1.32	\$1.98	\$1.98	\$2.97	\$2.84	\$3.96	\$3.30	\$4.96
Windchase Parkway (WNPVY)	\$0.93	\$0.91	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00	\$1.00
Spring Creek Parkway (SPCPY)	\$0.37	\$0.65	\$0.74	\$1.30	\$1.11	\$1.95	\$1.48	\$2.60	\$1.85	\$3.25
Laguna Creek (LECRD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Headwaters Drive (HEADR)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Carroll Parkway (CARPY)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Lebanon Road (LEBRD)	\$0.45	\$0.73	\$0.90	\$1.46	\$1.35	\$2.19	\$1.80	\$2.92	\$2.25	\$3.65
Stone Brook Parkway (STOPY)	\$0.36	\$0.67	\$1.16	\$1.74	\$1.74	\$2.61	\$2.32	\$3.48	\$3.25	\$4.95
Main Street (MABST)	\$0.44	\$1.41	\$1.58	\$2.82	\$2.82	\$4.23	\$3.76	\$5.64	\$4.70	\$7.05
Edinwood Main Lane Gantry (MLP4)	\$1.96	\$2.94	\$3.92	\$5.88	\$5.88	\$8.82	\$7.84	\$11.76	\$8.80	\$14.70
Edinwood Parkway (ELPY)	\$0.70	\$1.05	\$1.40	\$2.10	\$2.10	\$3.15	\$2.80	\$4.20	\$3.50	\$5.25
President George Bush Turnpike Eastern Extension (PGBT-ER)										
Miller Road (MLERD)	\$0.50	\$0.78	\$1.00	\$1.50	\$1.50	\$2.24	\$2.00	\$3.12	\$2.50	\$3.90
Main Street (MABST)	\$0.99	\$1.32	\$1.88	\$2.82	\$2.82	\$4.23	\$3.96	\$5.94	\$7.05	\$10.58
Marble Road (MABRD)	\$1.06	\$1.59	\$2.12	\$3.18	\$3.18	\$4.77	\$4.24	\$6.36	\$5.30	\$7.95
Marble Main Lane Gantry (MLG5)	\$2.00	\$3.00	\$4.00	\$6.00	\$6.00	\$9.00	\$9.00	\$13.00	\$15.00	\$22.50
Milka Road (MLRD)	\$0.43	\$0.71	\$0.88	\$1.42	\$1.29	\$2.13	\$1.72	\$2.84	\$2.15	\$3.55
Frankford Parkway (FRPY)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Cros Road (CRARD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
President George Bush Turnpike										
North Carlton Avenue (CARAV)	\$1.26	\$1.93	\$2.79	\$4.18	\$4.18	\$6.27	\$8.36	\$12.54	\$15.00	\$22.50
Campbell Road (CAMRD)	\$0.87	\$0.86	\$1.14	\$1.72	\$1.71	\$2.58	\$2.28	\$3.44	\$2.85	\$4.30
East Renner Road (ERARD)	\$1.92	\$1.38	\$1.64	\$2.76	\$2.76	\$4.14	\$4.88	\$6.84	\$9.36	
Strain Main Lane Gantry (MLP6)	\$1.38	\$2.07	\$2.76	\$4.14	\$4.14	\$6.21	\$8.32	\$12.48	\$16.90	
Strain Road (STRRD)	\$0.71	\$1.07	\$1.42	\$2.14	\$2.13	\$3.24	\$2.84	\$4.26	\$5.30	
West Renner Road (WRARD)	\$0.46	\$0.74	\$0.92	\$1.48	\$1.38	\$2.22	\$1.84	\$2.96	\$3.30	
Independence Parkway (INDPY)	\$0.47	\$0.75	\$0.94	\$1.50	\$1.41	\$2.22	\$1.88	\$2.96	\$3.25	
Carl Road (CARRD)	\$0.71	\$1.07	\$1.42	\$2.14	\$2.13	\$3.24	\$2.84	\$4.26	\$5.30	
West Lane Lane Gantry (MLP7)	\$0.49	\$0.74	\$0.93	\$1.48	\$1.47	\$2.24	\$1.86	\$2.96	\$3.25	
Frederic Road (FRERD)	\$0.40	\$0.68	\$0.80	\$1.36	\$1.20	\$2.04	\$1.80	\$2.72	\$2.00	\$3.40
Minney Lane Lane Gantry (MLP8)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	\$2.96
Main Lane (MALRN)	\$0.40	\$0.68	\$0.80	\$1.36	\$1.20	\$2.04	\$1.80	\$2.72	\$2.00	\$3.40
Frankford Main Lane Gantry (MLP9)	\$1.39	\$2.09	\$2.79	\$4.18	\$4.17	\$6.27	\$8.36	\$12.54	\$15.00	
Kelly Boulevard (KELBD)	\$0.73	\$1.10	\$1.48	\$2.20	\$2.19	\$3.30	\$2.92	\$4.40	\$5.65	\$8.50
John Lane (JOHNL)	\$0.48	\$0.79	\$1.06	\$1.62	\$1.62	\$2.43	\$2.02	\$3.02	\$3.90	
Sandy Lake Main Lane Gantry (MLP9)	\$1.10	\$1.65	\$2.20	\$3.30	\$3.30	\$4.95	\$4.40	\$6.60	\$8.00	
Ball Lane - Lane Road (NBERD)	\$0.86	\$0.89	\$1.20	\$1.80	\$1.80	\$2.70	\$2.40	\$3.60	\$4.50	
Royal Lane (ROYLN)	\$0.33	\$0.61	\$0.66	\$1.22	\$0.99	\$1.83	\$1.32	\$2.44	\$1.65	\$3.05
Ball Lane Road (BLERD)	\$0.84	\$0.98	\$1.32	\$1.92	\$1.92	\$2.88	\$2.56	\$3.84	\$3.20	
Ball Lane Main Lane Gantry (MLP10)	\$0.84	\$0.98	\$1.32	\$1.92	\$1.92	\$2.88	\$2.56	\$3.84	\$3.20	
President George Bush Turnpike - Western Extension										
Condon Road (CONRD)	\$0.51	\$0.79	\$0.97	\$1.56	\$1.56	\$2.34	\$1.92	\$2.88	\$3.30	
Shady Grove Road (SHGRD)	\$0.52	\$0.80	\$1.04	\$1.60	\$1.58	\$2.40	\$2.08	\$3.20	\$2.80	
Lower Tarrant North (NLTNRD)	\$0.54	\$0.82	\$1.08	\$1.64	\$1.62	\$2.48	\$2.16	\$3.28	\$3.00	
Lower Tarrant Main Lane Gantry (MLG11)	\$1.16	\$1.74	\$2.32	\$3.48	\$3.48	\$5.22	\$4.84	\$6.56	\$8.80	
Lower Tarrant South (SLTNRD)	\$0.51	\$0.79	\$0.97	\$1.56	\$1.56	\$2.34	\$1.92	\$2.88	\$3.30	
Dalwin Street (DALST)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	
Marshall Drive (MARDR)	\$0.58	\$0.87	\$1.13	\$1.74	\$1.74	\$2.61	\$2.32	\$3.48	\$3.90	
Ponser Parkway (PPPY)	\$0.74	\$1.11	\$1.48	\$2.22	\$2.22	\$3.33	\$2.96	\$4.44	\$3.70	
Almanian Main Lane Gantry (MLG12)	\$1.23	\$1.85	\$2.63	\$3.70	\$3.69	\$5.55	\$4.92	\$7.40	\$8.25	
Almanian Lane (ALMNL)	\$0.43	\$0.71	\$0.88	\$1.42	\$1.29	\$2.13	\$1.72	\$2.84	\$2.15	
Marshall Road (MARRD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	
Chisholm Trail Parkway										
Clarity (1) (MURGLY) (MLG1)	\$1.59	\$2.39	\$3.18	\$4.70	\$4.71	\$7.07	\$6.36	\$9.56	\$11.90	
Edwards Ranch Rd (EDWARD)	\$0.67	\$1.01	\$1.34	\$2.02	\$2.01	\$3.03	\$2.68	\$4.04	\$3.95	
Adelbert Drive (ADEDR)	\$0.30	\$0.67	\$0.70	\$1.38	\$1.17	\$2.01	\$1.56	\$2.68	\$1.95	
Oakmont Blvd (OAKBD)	\$0.56	\$0.84	\$1.12	\$1.68	\$1.68	\$2.52	\$2.14	\$3.26	\$2.80	
Almanian Blvd (ALMBD)	\$0.88	\$1.32	\$1.76	\$2.64	\$2.64	\$3.96	\$3.52	\$5.28	\$4.40	
Dyckman School Rd (DYCRD)	\$0.91	\$1.37	\$1.82	\$2.74	\$2.73	\$4.11	\$3.64	\$5.48	\$4.55	
MLPonser Blvd (MLPDR)	\$1.23	\$1.85	\$2.46	\$3.70	\$3.69	\$5.55	\$4.92	\$7.40	\$8.25	
Clarity 2 (Shelby) (MLG2)	\$2.56	\$3.87	\$5.16	\$7.74	\$7.74	\$11.61	\$10.32	\$15.48	\$13.95	
Farm Market 1887 (F1887)	\$0.71	\$1.07	\$1.42	\$2.14	\$2.13	\$3.24	\$2.84	\$4.26	\$5.30	
County Rd 820 (CR820)	\$0.42	\$0.70	\$0.84	\$1.40	\$1.38	\$2.10	\$1.68	\$2.80	\$3.50	
County Rd 813 (CR813)	\$0.43	\$0.71	\$0.88	\$1.42	\$1.29	\$2.13	\$1.72	\$2.84	\$2.15	
Farm Market 877 (FM877)	\$0.78	\$1.17	\$1.56	\$2.34	\$2.34	\$3.51	\$3.12	\$4.68	\$3.90	
County Rd 804 (CR804)	\$1.17	\$1.76	\$2.34	\$3.52	\$3.51	\$5.28	\$4.68	\$7.04	\$8.85	
County 1 (CR804-Super Rd) (MLG3)	\$1.93	\$2.80	\$3.88	\$5.80	\$5.79	\$8.70	\$7.72	\$11.60	\$14.50	
Sparks Rd (SPARD)	\$0.34	\$0.62	\$0.68	\$1.24	\$1.02	\$1.86	\$1.36	\$2.48	\$1.70	
Sam Rayburn Tollway										
Condon Tap Main Lane Gantry (MLG1)	\$0.91	\$0.99	\$1.32	\$1.98	\$1.98	\$2.97	\$2.64	\$3.96	\$3.30	
MacArthur Blvd (MACRD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	
Carroll Parkway (CARPY)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	
Parker Road (PARRD)	\$0.43	\$0.71	\$0.88	\$1.42	\$1.29	\$2.13	\$1.72	\$2.84	\$2.15	
Old Denton Road (OLDRD)	\$0.60	\$0.78	\$1.00	\$1.56	\$1.50	\$2.34	\$2.00	\$3.12	\$2.90	
Stanhope Lane - South (SLSTRD)	\$0.75	\$1.13	\$1.50	\$2.25	\$2.25	\$3.38	\$3.00	\$4.50	\$3.75	
Josely Lane - South (JOLN)	\$0.91	\$1.37	\$1.82	\$2.74	\$2.73	\$4.11	\$3.64	\$5.48	\$4.85	
Josely Main Lane Gantry (MLG2)	\$1.71	\$2.57	\$3.42	\$5.14	\$5.13	\$7.71	\$6.84	\$10.26	\$11.68	
Standridge Drive - North (NSTDRD)	\$0.87	\$1.46	\$1.94	\$2.92	\$2.91	\$4.38	\$3.88	\$5.84	\$4.85	
Josely Lane - North (JOLN)	\$0.90	\$1.20	\$1.60	\$2.40	\$2.40	\$3.60	\$3.20	\$4.80	\$4.00	
Plano Parkway (PLAPPY)	\$0.63	\$0.95	\$1.26	\$1.90	\$1.89	\$2.83	\$2.52	\$3.80	\$3.15	
Spring Creek Parkway (SPCPY)	\$0.32	\$0.60	\$0.64	\$1.20	\$0.98	\$1.80	\$1.28	\$2.40	\$1.60	
Frederic Road (FRERD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	
Hillwood Road (HLRD)	\$0.31	\$0.59	\$0.62	\$1.18	\$0.93	\$1.77	\$1.24	\$2.36	\$1.55	
Carl Road (CARRD)	\$0.70	\$1.05	\$1.40	\$2.10	\$2.10	\$3.15	\$2.80	\$4.20	\$3.50	
Independence Parkway (INDPY)	\$0.92	\$1.38	\$1.84	\$2.76	\$2.76	\$4.14	\$3.68	\$5.52	\$4.60	
County Road - South (COSDRD)	\$1.15	\$1.73	\$2.30	\$3.45	\$3.45	\$5.18	\$4.60	\$6.92	\$5.75	
County Rd 813 (CR813)	\$0.27	\$0.56	\$0.74	\$1.12	\$1.11	\$1.68	\$1.48	\$2.24	\$1.85	
Exchange Parkway (EXAPY)	\$1.23	\$1.85	\$2.46	\$3.70	\$3.69	\$5.55	\$4.92	\$7.40	\$8.25	
Alma Drive (ALMDR)	\$0.90	\$1.35	\$1.80	\$2.70	\$2.70	\$4.				

Schedule of Historical Traffic, Toll Revenues and Net Revenues Year Ended December 31, 2022 (unaudited)

Schedule 6

Historical Traffic and Toll Revenue

The table below sets forth the annual revenue vehicle transactions and gross toll revenue with respect to the Dallas North Tollway System for the ten calendar years 2013 through 2022:

Year	Annual revenue vehicle transactions (unaudited)	Annual toll revenue
2013	610,129,737	525,458,723
2014	644,669,523	580,045,215
2015	676,484,779	617,488,044
2016	703,094,602	665,212,316
2017	723,247,591	712,551,456
2018	827,610,415	841,491,016
2019	847,392,583	886,843,140
2020	650,219,349	714,035,883
2021	810,083,028	898,653,592
2022	877,256,430	1,034,979,719

Historical Net Revenues

The table set forth below shows the Net Revenues for debt service (as defined by Trust Agreement) of the Dallas North Tollway System for the ten calendar years 2013 through 2022:

Year	Toll revenue	Current expenses	Investment and other earnings	Net revenues	Coverage
2013	525,458,723	109,240,378	21,721,506	437,939,851	1.26
2014	580,045,215	115,465,976	28,170,791	492,750,030	1.41
2015	617,488,044	128,107,355	33,019,683	522,400,372	1.48
2016	665,212,316	131,310,220	43,467,901	577,369,997	1.48
2017	712,551,456	145,516,809	49,612,968	616,647,615	1.49
2018	841,491,016	165,549,908	67,692,654	743,633,762	1.37
2019	886,843,140	174,227,341	72,188,818	784,804,617	1.42
2020	714,035,883	167,312,413	34,543,571	581,267,041	1.28
2021	898,653,592	179,108,106	26,629,436	746,174,922	1.43
2022	1,034,979,719	199,065,743	45,512,657	881,426,633	1.49

Schedule of Capitalized Costs by Project As of December 31, 2022 (unaudited)

Schedule 7

	Cumulative Total Through December 31, 2022
Dallas North Tollway - 3711	
Preliminary costs	\$ 17,379,879
Right-of-way	49,485,647
Engineering	21,439,097
Administration	2,953,499
Buildings	5,580,003
Land	1,714,934
Roadways	203,765,224
Equipment	771,382
Accumulated depreciation - equipment	(771,382)
Total capitalized costs - Dallas North Tollway	302,318,283
Dallas North Tollway Extension - 3712	
Preliminary costs	6,619,071
Right-of-way	8,557,830
Engineering	25,116,391
Administration	1,413,506
Roadways	231,085,280
Total capitalized costs - Dallas North Tollway Extension	272,792,078
Addison Airport Toll Tunnel - 3741	
Preliminary costs	1,244,082
Right-of-way	617,278
Engineering	4,895,697
Administration	295,203
Roadways	16,853,636
Total capitalized cost - Addison Airport Toll Tunnel	23,905,896
President George Bush Turnpike - Segments I - IV - 3721	
Preliminary costs	18,040,104
Right-of-way	73,261,704
Engineering	114,239,012
Construction in Progress	197,463
Administration	25,252,891
Buildings	24,796,157
Land	5,578,821
Roadways	1,101,859,503
Intangibles	77,560,384
Equipment	50,971,651
Accumulated depreciation for buildings	(14,294,870)
Accumulated depreciation - equipment	(36,020,706)
Total capitalized cost - President George Bush Turnpike - Segments I - IV	1,441,442,114
President George Bush Turnpike - Segment V - 3723	
Preliminary costs	1,596,208
Right-of-way	16,459
Engineering	8,981,476
Administration	235,829
Roadways	75,190,982
Total capitalized cost - President George Bush Turnpike - Segment V	86,020,954
Dallas North Tollway Phase 3 - 3713	
Preliminary costs	5,118,815
Infrastructure - Other	434
Right-of-way	569,830
Engineering	33,329,767
Administration	2,690,663
Construction in Progress	113,917,970
Roadways	364,027,971
Total capitalized cost - Dallas North Tollway Phase 3	519,655,450
Lewisville Lake Toll Bridge - 3761	
Preliminary costs	9,875
Right-of-way	13,177
Engineering	14,360,278
Administration	249,620
Roadways	99,475,304
Total capitalized cost - Lewisville Lake Toll Bridge	114,108,254

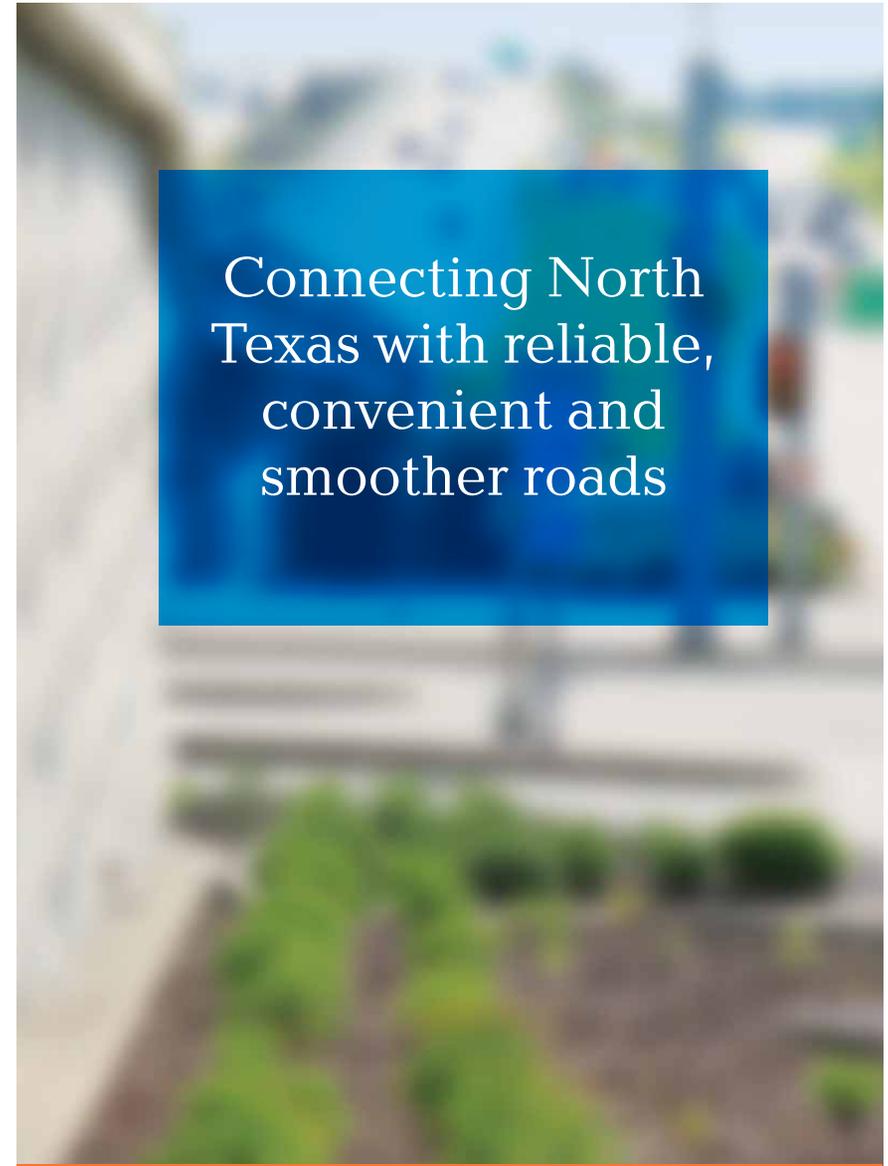
Schedule of Capitalized Costs by Project
 As of December 31, 2022
 (unaudited)

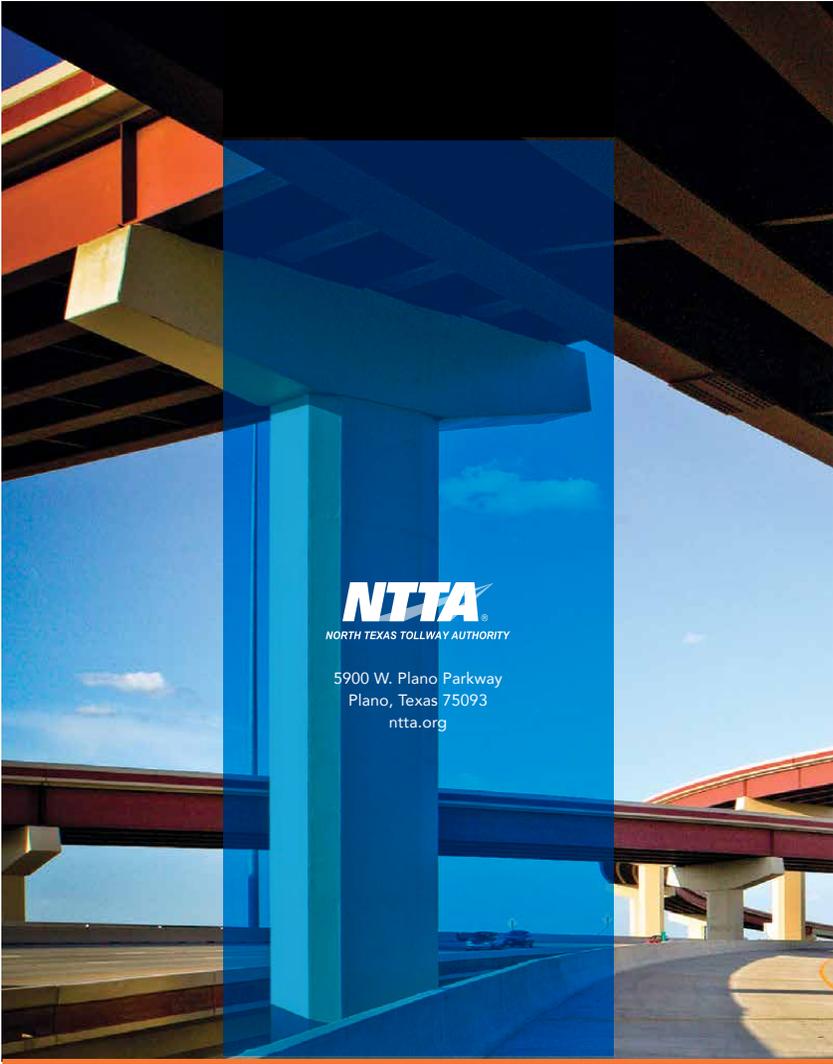
Schedule 7

	Cumulative Total Through December 31, 2022
Sam Rayburn Tollway (121 Tollway) - 3751	
Preliminary costs	\$ 1,142,464
Right-of-way	15,103,568
Engineering	106,732,877
Administration	21,194,398
Construction in Progress	-
Intangibles	2,301,873,020
Roadways	789,373,134
Total capitalized cost – Sam Rayburn Tollway (121 Tollway)	<u>3,235,219,461</u>
President George Bush Turnpike - Eastern Extension - 3722	
Infrastructure (Other)	30,190
Right-of-way	104,963,158
Engineering	73,198,510
Administration	4,861,209
Roadways	445,503,010
Total capitalized cost – President George Bush Turnpike - Eastern Extension	<u>628,556,077</u>
PGBT Western Ext Constr Fund - 3771	
Right-of-way	69,934
Engineering	11,751,580
Administration	868,289
Roadways	1,039,030,873
Total capitalized cost – PGBT Western Ext Constr Fund - 3771	<u>1,051,720,676</u>
CTP Construction Fund - 3781	
Right-of-way	48,526,366
Engineering	30,966,283
Administration	122,357
Construction in Progress	457,788
Roadways	982,061,889
Total capitalized cost – Chisholm Trail Parkway	<u>1,062,134,683</u>
MCLB 1977 Construction Fund - 3731	
Preliminary costs	483,969
Right-of-way	50,777
Engineering	616,968
Administration	379,131
Roadways	7,370,431
Total capitalized cost – MCLB 1977 Construction Fund	<u>8,901,276</u>
2009 A Revenue Bonds Fund - 3601	
Roadways	2,550
Administration	14,601
Total capitalized cost – 2009 A Revenue Bonds	<u>17,151</u>
Totals by Asset Type	
Infrastructure	30,627
Preliminary costs	51,634,469
Right-of-way	301,235,727
Engineering	445,627,934
Construction in Progress	114,573,221
Administration	60,531,196
Buildings	30,376,159
Land	7,293,755
Roadways	5,355,599,786
Intangibles	2,379,233,406
Machinery and Equipment	51,743,034
Accumulated depreciation - equipment	(14,294,871)
Accumulated depreciation - buildings	(36,792,090)
Total capitalized cost as of December 31, 2022	<u>\$ 8,746,792,353</u>

(1) Total capitalized cost includes bond discount/premiums, which have been capitalized in accordance with the Trust Agreement. These costs are netted against revenue bonds within the statement of net position.

(concluded)



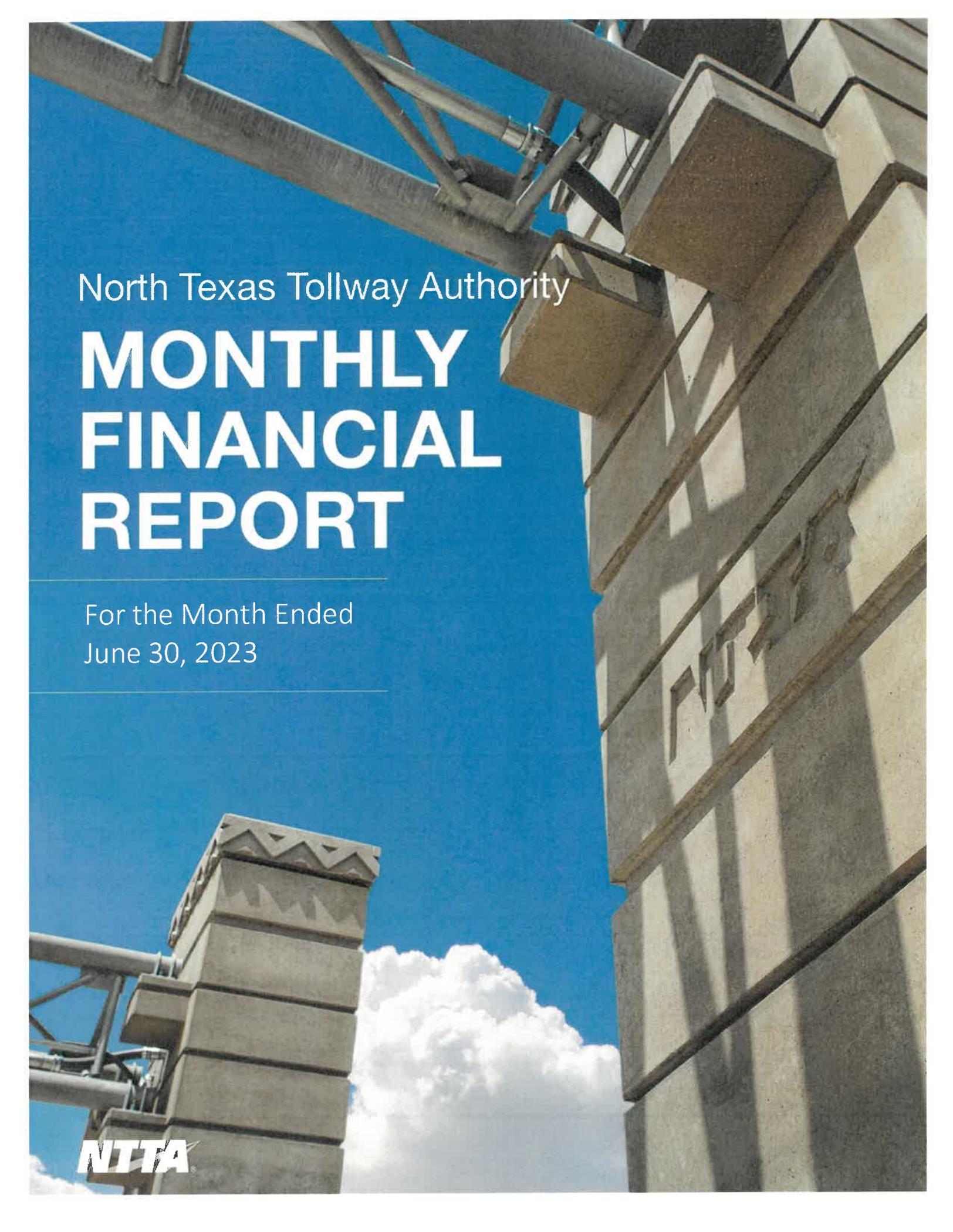


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APPENDIX B-2

**UNAUDITED FINANCIAL REPORT OF THE NORTH TEXAS TOLLWAY AUTHORITY SYSTEM,
AN ENTERPRISE FUND OF THE NORTH TEXAS TOLLWAY AUTHORITY,
FOR SIX-MONTH PERIOD ENDED JUNE 30, 2023**

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North Texas Tollway Authority

MONTHLY FINANCIAL REPORT

For the Month Ended
June 30, 2023

NTTA

NORTH TEXAS TOLLWAY AUTHORITY

5900 W. Plano Parkway, Suite 100, Plano, Texas 75093
P.O. Box 260729, Plano, Texas 75026

Marcus Knight, Chairman
Mojoy Haddad, Vice Chairman
Lynn Gravley, Director
Pete Kamp, Director
Scott D. Levine, Director
John Mahalik, Director
George "Tex" Quesada, Director
Glenn Whitley, Director
Jane Willard, Director

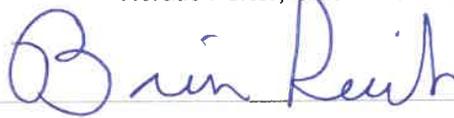
James Hofmann, Executive Director
Horatio Porter, Chief Financial Officer

MONTHLY FINANCIAL REPORT

June 30, 2023



Horatio Porter, Chief Financial Officer



Brian Reich, Controller



NORTH TEXAS TOLLWAY AUTHORITY
Monthly Financial Report

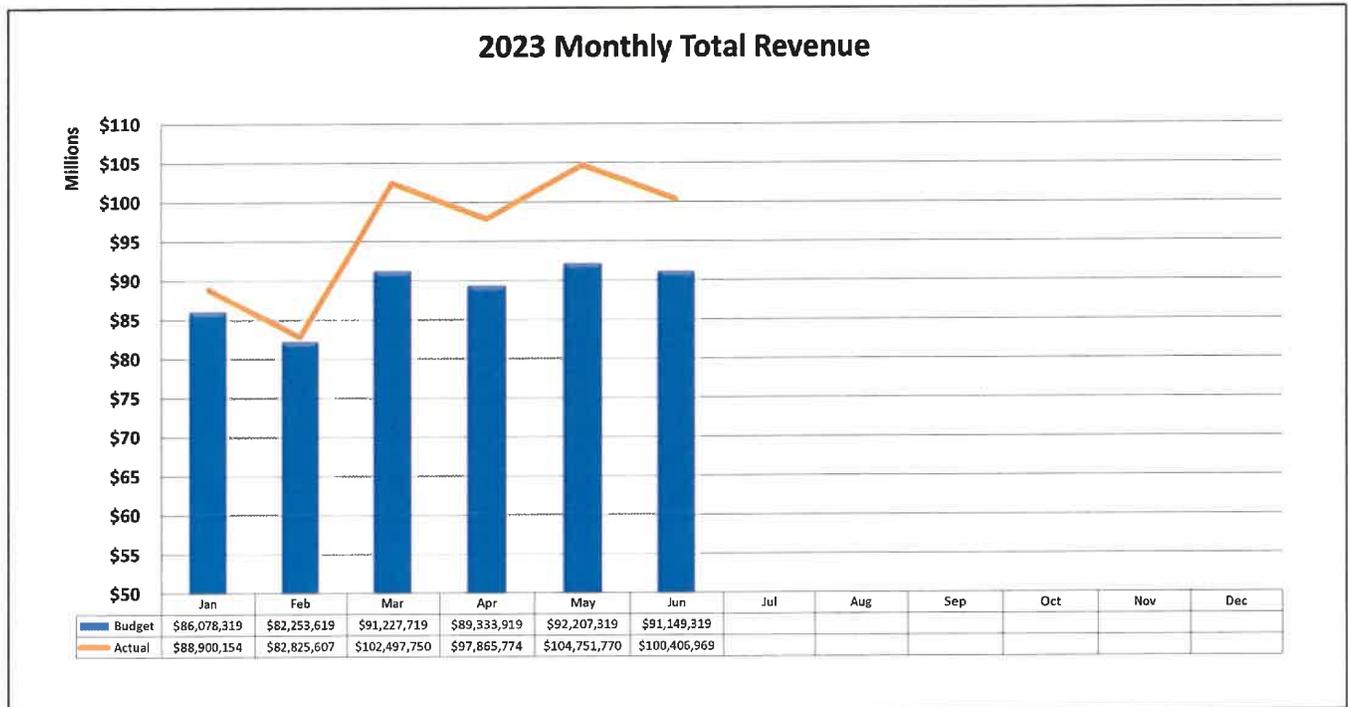
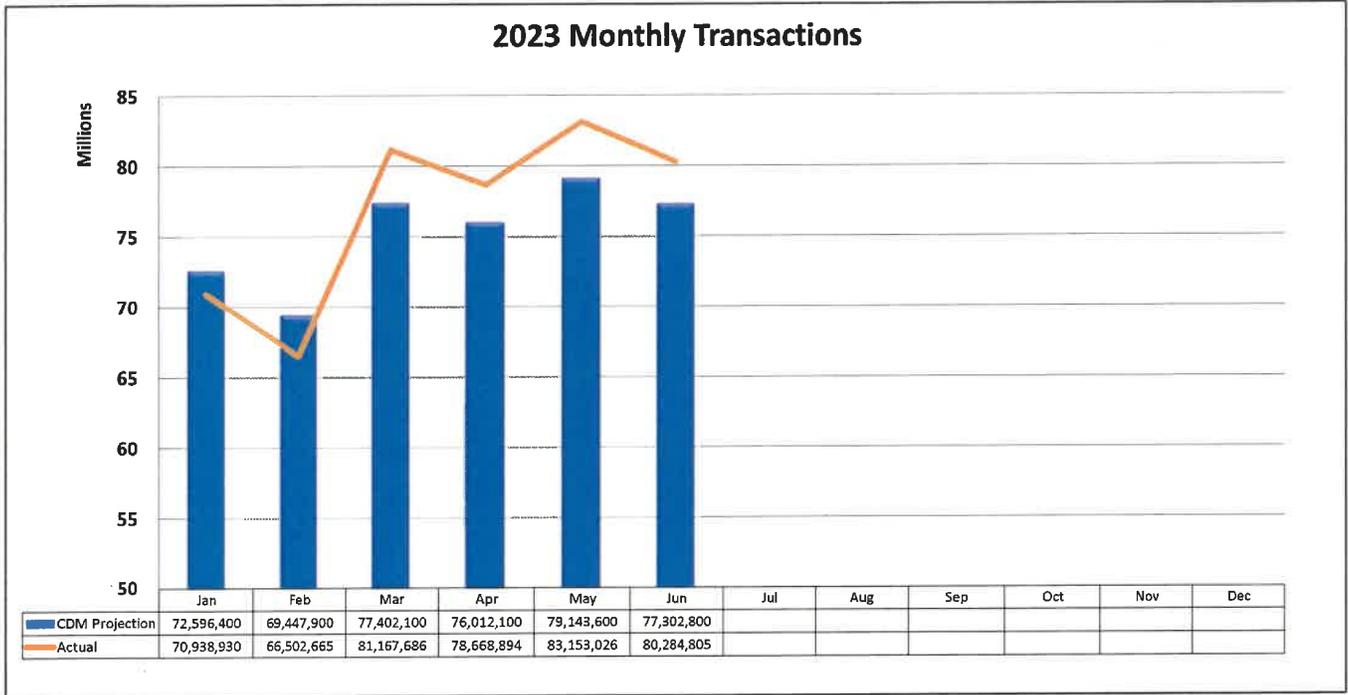
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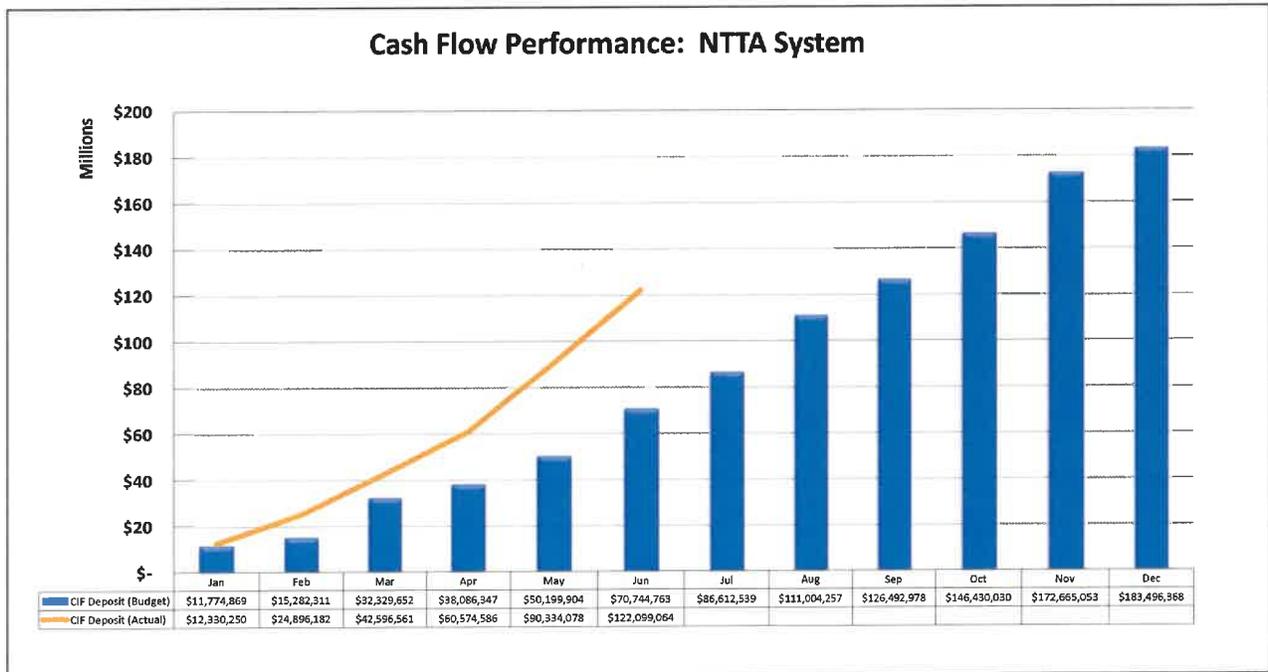
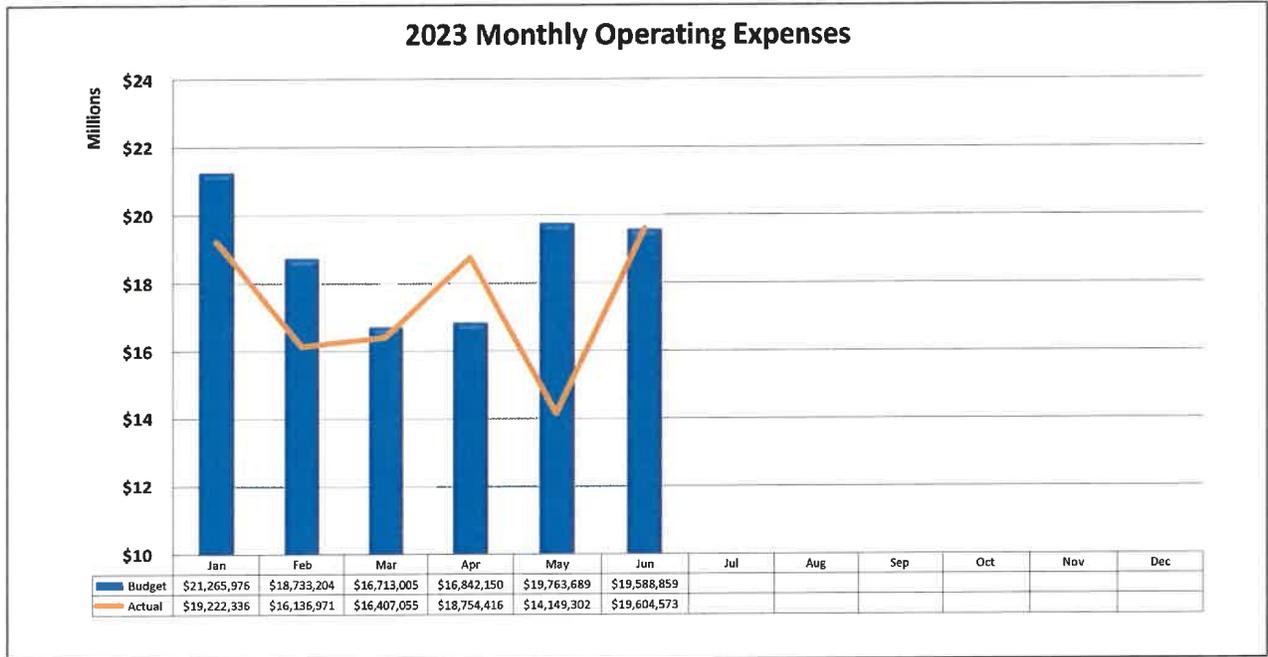
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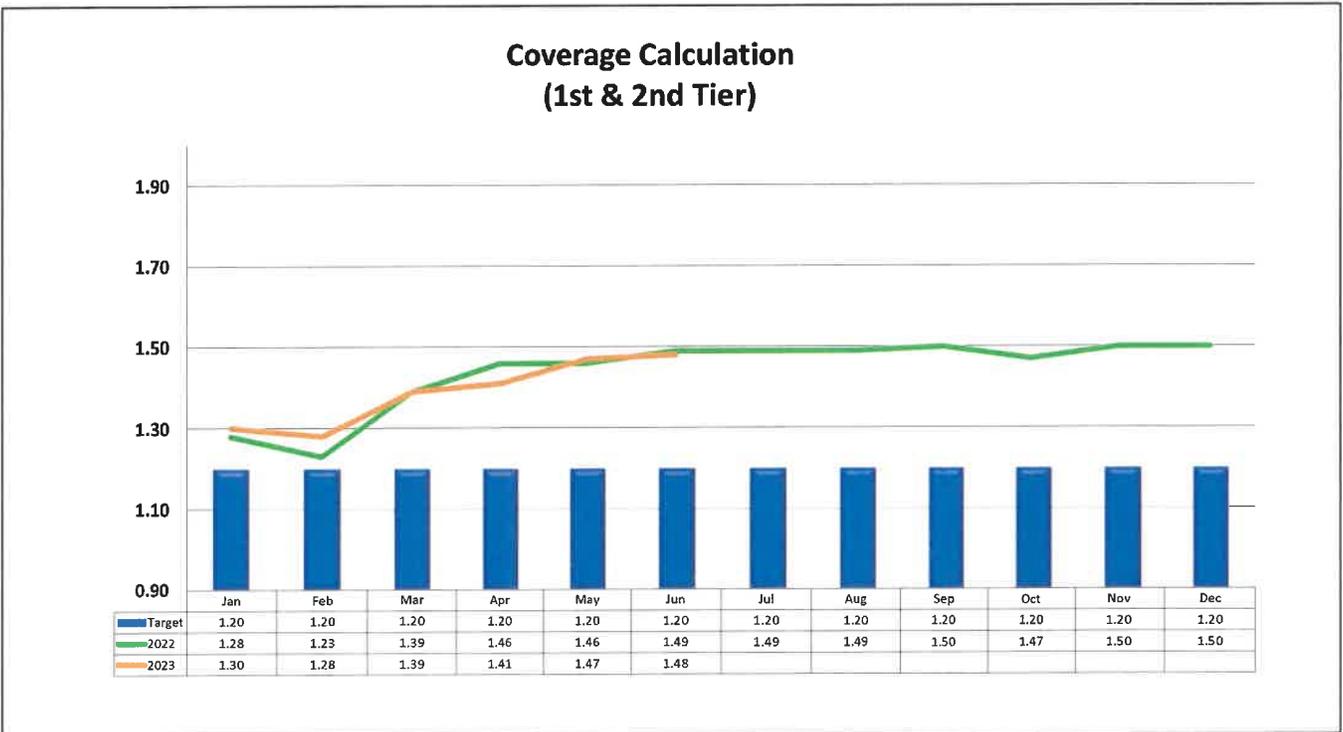
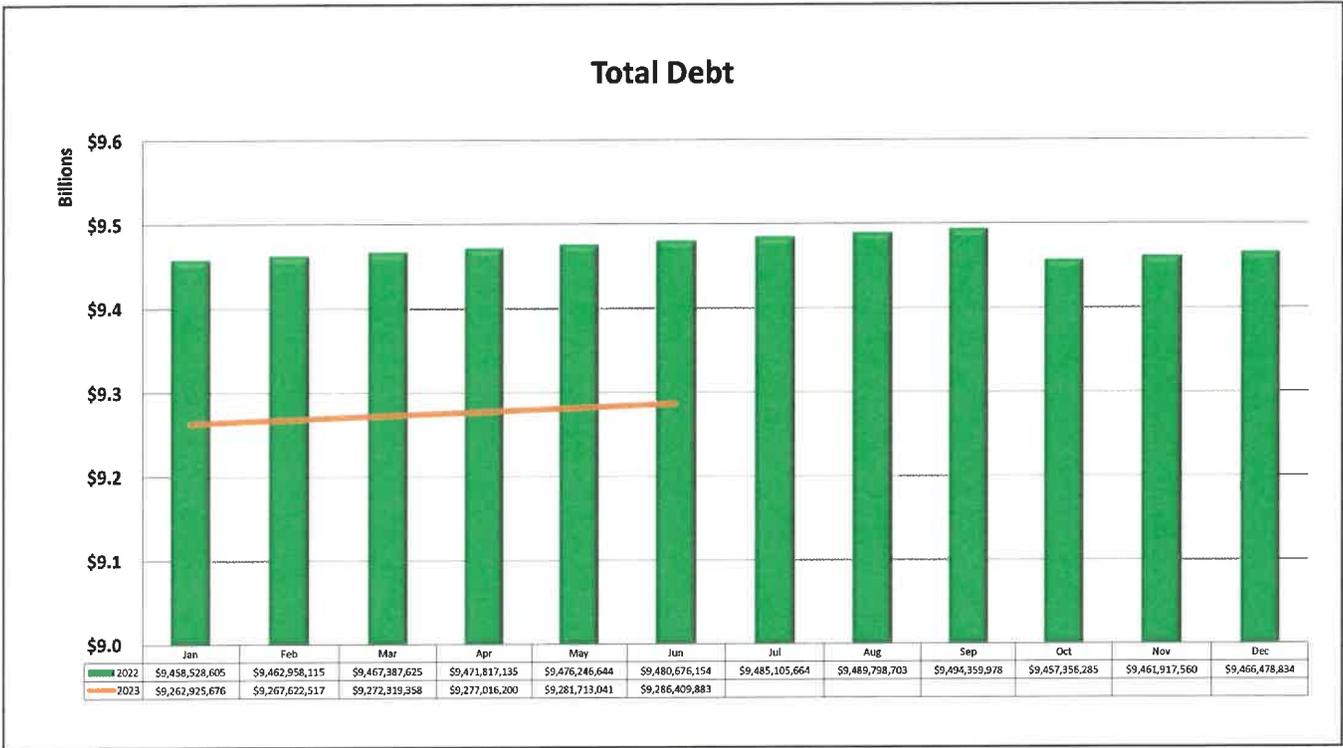
June 2023 At A Glance



**June
2023 At A Glance**



**June
2023 At A Glance**



NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Statement of Net Position
June 30, 2023
(Unaudited)

	Grand Total	Non-Major Enterprise Fund	North Texas Tollway System Total
Assets			
Current assets:			
Cash and cash equivalents	25,579,186	7,761,858	17,817,328
Investments	665,822,770	33,472,326	632,350,445
Accrued interest receivable	2,425,859	-	2,425,859
Interproject/agency receivables	38,385,822	10,749,677	27,636,145
Accounts receivable	473,739,315	135,694,227	338,045,088
Allowance for uncollectible receivables	(376,160,812)	(107,764,661)	(268,396,151)
Unbilled accounts receivable	57,266,536	25,031,158	32,235,378
Allowance for unbilled receivables	(34,836,687)	(17,546,490)	(17,290,197)
Total current unrestricted assets	852,221,990	87,398,095	764,823,895
Current restricted assets:			
Restricted for construction:			
Cash	5,104,351	-	5,104,351
Investments	5,197,177	-	5,197,177
Restricted for debt service:			
Investments	423,379,431	-	423,379,431
Accrued interest receivable	1,789,539	-	1,789,539
Accounts receivable	9,151,789	-	9,151,789
Restricted for NTE 3A/3B:			
Investments	43,998	43,998	-
Total current restricted assets	444,666,285	43,998	444,622,287
Total current assets	1,296,888,276	87,442,094	1,209,446,182
Noncurrent assets:			
Investments	431,262,573	-	431,262,573
Investments, restricted for debt service	335,572,789	-	335,572,789
Deferred study costs	64,724	-	64,724
Net pension asset	25,304,911	-	25,304,911
Service Concession Arrangement - Intangible asset (net of accumulated amortization)	2,269,444,921	-	2,269,444,921
Capital assets:			
Nondepreciable	6,354,023,620	-	6,354,023,620
Depreciable (net)	101,561,817	-	101,561,817
Total noncurrent assets	9,517,235,355	-	9,517,235,355
Total assets	10,814,123,631	87,442,094	10,726,681,537
Deferred outflow of resources			
Loss on refunding	369,748,926	-	369,748,926
ERS OPEB contributions after measurement date	299,468	-	299,468
PEBC OPEB contributions after measurement date	180,936	-	180,936
Deferred outflow in OPEB assumption ERS	268,087	-	268,087
Changes in actuarial assumptions used to determine PEBC OPEB liability	6,584,982	-	6,584,982
Difference in projected and actual earnings on ERS OPEB liability	693	-	693
Pension contributions after measurement date	7,168,889	-	7,168,889
Changes in actuarial assumptions used to determine pension liability	5,453,245	-	5,453,245
Difference in projected and actual earnings on pension assets	74,380	-	74,380
Total deferred outflow of resources	389,779,606	-	389,779,606
Liabilities			
Current liabilities:			
Accounts payable	5,760,308	-	5,760,308
Accrued liabilities	17,001,737	-	17,001,737
Intergovernmental payables	31,005,371	1,188,486	29,816,885
Deferred income	113,421,541	-	113,421,541
Total current unrestricted liabilities	167,188,958	1,188,486	166,000,471
Payable from restricted assets:			
Construction-related payables:			
Accounts payable	5,957,953	-	5,957,953
Retainage payable	6,992,321	-	6,992,321
Debt service-related payables:			
Accrued interest payable on bonded debt	195,374,504	-	195,374,504
Revenue bonds payable-current portion	269,925,000	-	269,925,000
Restricted for NTE 3A/3B:			
Intergovernmental payables	43,998	43,998	-
Total current liabilities payable from restricted assets	478,293,777	43,998	478,249,777
Total current liabilities	645,482,734	1,232,484	644,250,251
Noncurrent liabilities:			
Dallas North Tollway System revenue bonds payable net of bond discount (premium) costs of \$516,518,754	9,533,003,637	-	9,533,003,637
Other Post Employment Benefits - PEBC	23,353,291	-	23,353,291
Other Post Employment Benefits - ERS	3,915,744	-	3,915,744
Total non-current liabilities	9,560,272,671	-	9,560,272,671
Total liabilities	10,205,755,406	1,232,484	10,204,522,921
Deferred inflow of resources			
Difference in expected and actual ERS OPEB experience	96,049	-	96,049
Change in actuarial assumptions used to determine ERS OPEB liability	436,126	-	436,126
Difference in expected and actual pension experience	2,002,879	-	2,002,879
Change in proportionate share on ERS OPEB liability	3,974,459	-	3,974,459
Change in actuarial assumptions used to determine PEBC OPEB liability	3,078,541	-	3,078,541
Difference in projected and actual earnings on pension assets	21,834,767	-	21,834,767
Difference in expected and actual PEBC OPEB experience	14,428,814	-	14,428,814
Total deferred inflow of resources	45,851,635	-	45,851,635
Net Position			
Net investment in capital assets	(2,984,521,870)	-	(2,984,521,870)
Restricted for:			
Debt service	1,670,843,611	-	1,670,843,611
SCA Intangible	2,269,444,921	-	2,269,444,921
Unrestricted	(3,470,466)	86,209,609	(89,680,075)
Total net position	952,296,195	86,209,609	866,086,586

NORTH TEXAS TOLLWAY SYSTEM
(An Enterprise Fund of the North Texas Tollway Authority)
Statement of Revenues, Expenses and Changes in Net Position
June 30, 2023
(Unaudited)

	Grand Total	Non-Major Enterprise Fund	North Texas Tollway System Total
BEGINNING NET POSITION January 01, 2023	742,135,767	79,303,603	662,832,164
Revenues:			
Toll revenue	616,311,604	23,672,171	592,639,433
Interest revenue	24,284,795	806,181	23,478,614
Other revenue	50,651,376	32,381,711	18,269,665
Less: bad debt expense	(69,378,477)	(12,238,790)	(57,139,689)
Total operating revenues	621,869,298	44,621,274	577,248,023
Operating Expenses:			
Administration	(11,409,427)	-	(11,409,427)
Operations	(130,580,495)	(24,477,577)	(106,102,918)
Allocated Expenses	-	(13,237,691)	13,237,691
	(141,989,922)	(37,715,268)	(104,274,654)
Preservation of System Assets:			
Reserve Maintenance Fund expenses	(13,397,328)	-	(13,397,328)
Capital Improvement Fund expenses	(19,756,356)	-	(19,756,356)
Construction Fund expenses	(62,843)	-	(62,843)
Total operating expenses	(175,206,449)	(37,715,268)	(137,491,181)
Operating income (loss) before amortization and depreciation	446,662,848	6,906,006	439,756,842
Amortization and Depreciation			
Depreciation	(2,880,109)	-	(2,880,109)
Amortization of intangible asset	(36,618,311)	-	(36,618,311)
Operating income (loss)	407,164,429	6,906,006	400,258,423
Nonoperating Revenues (Expenses):			
Net increase (decrease) in the fair value of investments	6,430,890	-	6,430,890
BAB's subsidy	9,824,302	-	9,824,302
Interest expense on revenue bonds	(129,910,162)	-	(129,910,162)
Interest accretion on 2008D Bonds	(28,181,049)	-	(28,181,049)
Interest expense on 2nd Tier Bonds	(64,897,381)	-	(64,897,381)
Bond discount/premium amortization	36,268,960	-	36,268,960
Bond issuance cost amortization	(17,162)	-	(17,162)
Interest expense on Subsidy debt	(2,062,377)	-	(2,062,377)
Deferred amount on refunding amortization	(24,605,107)	-	(24,605,107)
Loss on disposal of assets	(83,990)	-	(83,990)
Other (damage claim, etc)	229,072	-	229,072
Total nonoperating revenues (expenses):	(197,004,003)	-	(197,004,003)
Income (loss) before transfers	210,160,428	6,906,006	203,254,422
Operating transfers (other funds)	-	-	-
Distribution from Revenue Fund	-	-	-
Change in net position year to date June 30, 2023	210,160,428	6,906,006	203,254,422
Ending Net Position June 30, 2023	952,296,195	86,209,609	866,086,586

North Texas Tollway System
(An Enterprise Fund of the North Texas Tollway Authority)
Statement of Cash Flows
Year Ended June 30, 2023

	North Texas Tollway System	Non-Trust Agreement Enterprise	Grand Total
Cash flows from operating activities:			
Receipts from customers and users	571,150,273	37,614,000	608,764,273
Receipts from other sources	229,072	-	229,072
Payments to contractors and suppliers	(130,406,782)	(37,334,871)	(167,741,653)
Payments to employees	(30,074,429)	-	(30,074,429)
Net cash provided by operating activities	410,898,134	279,129	411,177,263
Cash flows from capital and related financing activities:			
Acquisition and construction of capital assets	(17,820,413)	-	(17,820,413)
Capital contributions - BABS subsidy	12,336,907	-	12,336,907
Principal paid on revenue bonds	(208,250,000)	-	(208,250,000)
Interest paid on revenue bonds	(193,996,046)	-	(193,996,046)
Net cash used in capital and related financing activities	(407,729,553)	-	(407,729,553)
Cash flows from investing activities:			
Purchase of investments	(4,207,683,620)	(806,179)	(4,208,489,799)
Proceeds from sales and maturities of investments	4,193,970,874	-	4,193,970,874
Net cash provided by investing activities	(13,712,746)	(806,179)	(14,518,925)
Net increase in cash and cash equivalents	(10,544,164)	(527,050)	(11,071,215)
Cash and cash equivalents, beginning of the year	33,465,843	8,288,909	41,754,752
Cash and cash equivalents, end of the year	22,921,679	7,761,858	30,683,537
Classified as:			
Current assets	17,817,328	7,761,858	25,579,186
Restricted assets	5,104,351	-	5,104,351
Total	22,921,679	7,761,858	30,683,537
Noncash financing, capital, and investing activities:			
Reconciliation of operating income to net cash provided by operating activities:			
Operating income	400,258,423	6,906,006	407,164,429
Adjustments to reconcile operating income to net cash provided by operating activities:			
Depreciation	2,880,109	-	2,880,109
Amortization of intangible assets	36,618,311	-	36,618,311
Bad debt expense	57,139,688	12,238,790	69,378,477
Miscellaneous nonoperating income	229,072	-	229,072
Changes in assets and liabilities:			
Increase in accounts receivable	(67,558,647)	(19,246,063)	(86,804,710)
Increase in accounts and retainage payable	8,498,046	380,397	8,878,443
Decrease in accrued liabilities	(31,514,797)	-	(31,514,797)
Decrease in prepaid expenses	26,720	-	26,720
Increase in unearned revenue	3,620,532	-	3,620,532
Total adjustments	10,639,711	(6,626,876)	4,012,833
Net cash provided by operating activities	\$ 410,898,134	279,129	411,177,263
Noncash financing activities:			
Increase in fair value of investments	6,430,890	-	6,430,890
Interest accretion on 2008D Bonds	(28,181,049)	-	(28,181,049)

NORTH TEXAS TOLLWAY AUTHORITY
Budget and Actual Revenues and Expenses on Trust Agreement Basis
Month Ending
June 30, 2023

	Total 2023 Budget	Budget To Date	Actual To Date	Variance Over(Under) Budget
Revenues:				
Toll Revenues				
AVI	\$ 897,784,600	432,958,300	455,594,170	22,635,870
ZIP Cash	279,042,500	134,522,000	137,045,263	2,523,263
Less: Bad Debt Expense	(131,049,600)	(62,029,200)	(57,139,689)	4,889,511
Net Revenues	1,045,777,500	505,451,100	535,499,744	30,048,645
Interest Revenue	12,000,000	6,000,000	23,478,614	17,478,614
Other revenues	41,598,225	20,799,113	18,269,665	(2,529,448)
Gross revenues	1,099,375,725	532,250,213	577,248,023	44,997,811
Operating expenses:				
Salaries & Benefits	60,439,584	30,366,126	30,074,429	(291,698)
Consulting & Professional Services	49,095,793	22,406,701	21,067,848	(1,338,853)
Maintenance Services	55,498,211	29,556,006	22,994,631	(6,561,375)
Operational Services	67,453,049	33,188,061	35,000,623	1,812,561
Business & Marketing Services	4,707,353	2,086,967	1,751,389	(335,578)
Administrative Services	9,038,925	7,987,657	6,623,425	(1,364,232)
Total gross operating expenses	246,232,916	125,591,520	117,512,345	(8,079,175)
Allocated Expenses:	(26,509,237)	(12,684,637)	(13,237,691)	(553,054)
Total net operating expenses	219,723,679	112,906,883	104,274,653	(8,632,229)
Net revenues available for debt service	\$ 879,652,046	419,343,330	472,973,370	53,630,041
Net revenues available for debt service			472,973,370	
1st Tier Bond Interest Expense			129,910,162	
2nd Tier Bond Interest Expense			64,897,381	
Less: BABS Subsidy			(9,146,263)	
Total 1st & 2nd Tier Bond Interest Expense			185,661,280	
Allocated 1st Tier Principal Amount			86,667,498	
Allocated 2nd Tier Principal Amount			48,295,002	
Net Debt Service			320,623,780	
1st Tier Calculated Debt Service Coverage			2.28	
1st & 2nd Tier Calculated Debt Service Coverage			1.48	

**NORTH TEXAS TOLLWAY AUTHORITY
TOLL REVENUE AND TRAFFIC ANALYSIS
June 30, 2023**

	Month To Date		Year To Date	
	2023	2022	2023	2022
<u>TOLL REVENUE</u>				
AVI	\$ 79,625,272	74,242,432	\$ 455,594,170	\$ 423,289,170
ZipCash	12,912,831 (*)	12,940,144 (*)	79,905,574 (**)	87,325,366 (**)
TOTAL	\$ 92,538,103	\$ 87,182,576	\$ 535,499,744	\$ 510,614,536
Percent increase (decrease)	6.1%		4.9%	

	Month To Date		Year To Date	
	2023	2022	2023	2022
<u>VEHICLE TRANSACTIONS</u>				
Two-axle vehicles	76,990,296	71,732,855	442,804,140	411,764,625
Three or more axle vehicles	2,933,498	2,819,079	15,764,480	14,939,531
Non Revenue	361,011	338,637	2,147,386	1,961,406
TOTAL	80,284,805	74,890,571	460,716,006	428,665,562
Percent increase (decrease)	7.2%		7.5%	

<u>TOLL REVENUE</u>				
<u>AVERAGE PER DAY</u>				
	2023	2022	2023	2022
Total Revenue	\$ 3,084,603	2,906,086	2,958,562	2,821,075
AVERAGE	\$ 3,084,603	\$ 2,906,086	\$ 2,958,562	\$ 2,821,075
Percent increase (decrease)	6.1%		4.9%	

<u>VEHICLE TRANSACTIONS</u>				
<u>AVERAGE PER DAY</u>				
	2023	2022	2023	2022
Two-axle vehicles	2,566,343	2,391,095	2,446,432	2,274,943
Three or more axle vehicles	97,783	93,969	87,097	82,539
Non Revenue	12,034	11,288	11,864	10,836
AVERAGE	2,676,160	2,496,352	2,545,393	2,368,318
Percent increase (decrease)	7.2%		7.5%	

(*) 2023 MTD Zip Cash reported Net of Bad Debt Expense of \$ 10,387,447
 (*) 2022 MTD Zip Cash reported Net of Bad Debt Expense of \$ 9,427,104
 (***) 2023 YTD Zip Cash reported Net of Bad Debt Expense of \$ 57,139,689
 (***) 2022 YTD Zip Cash reported Net of Bad Debt Expense of \$ 48,000,763

**NORTH TEXAS TOLLWAY AUTHORITY
ZIPCASH TOLL RECEIVABLE ANALYSIS
June 30, 2023**

	<u>A/R Balance as of January 1st,</u>	<u>Month To Date June 30, 2023</u>	<u>Year To Date June 30, 2023</u>
TOLL RECEIVABLE			
Beginning A/R Balance, January 1st,	\$ 316,115,387	-	\$ 316,115,387
	316,115,387	-	316,115,387
System Invoiced:			
ZipCash	112,599,189	24,009,108	136,608,297
System Adjustments			
Excusals/Adjustments	(26,172,524)	(5,184,013)	(31,356,537)
A/R adjustments	2,642,876	444,247	3,087,123
Write Offs	(32,351,897)	(6,619,864)	(38,971,761)
Total adjustments	(55,881,545)	(11,359,630)	(67,241,175)
Invoice Payments:			
ZipCash	(46,007,318)	(8,715,550)	(54,722,868)
Ending Balance June 30, 2023	<u>326,825,714</u>	<u>3,933,927</u>	<u>330,759,641</u>
Allowance for uncollectible receivables	<u>(265,089,102)</u>	<u>(3,307,049)</u>	<u>(268,396,151)</u>
Net A/R balance as of June 30, 2023	<u>61,736,612</u>	<u>626,879</u>	<u>62,363,491</u>
Beginning Unbilled A/R as of Jan. 1st,	36,742,290 *	(438,261)	36,304,029
Allowance for uncollectible receivables	<u>(21,322,979)</u>	<u>(415,518)</u>	<u>(21,738,497)</u>
Net Unbilled A/R balance as of June30, 2023	<u>15,419,312</u>	<u>(853,779)</u>	<u>14,565,532</u>
A/R - Accounts receivable			
* Unbilled transactions matched with a current address.			

**North Texas Tollway Authority
Investment Report
As of June, 2023**

Fund	Market Value
<u>Operations & Maintenance Fund 1001</u>	
Operations & Maintenance Fund	39,120,550.04
Total Operations & Maintenance Fund	<u>39,120,550.04</u>
<u>Revenue Fund 1101</u>	
Revenue Fund	119,494,795.94
Custody Holding	16,589,390.25
Custody Revenue Consolidation	3,070,383.42
Custody Prepaid Funds	106,632,812.81
Total Revenue Fund	<u>245,787,382.42</u>
<u>Reserve Maintenance Fund 1201</u>	
Reserve Maintenance Fund	47,465,137.08
Total Reserve Maintenance Fund	<u>47,465,137.08</u>
<u>Consolidated Capital Improvement Fund 1501</u>	
Capital Improvement Fund	646,096,656.71
CIF Rainy Day Fund	85,143,291.25
CIF Bond Payment Account	8,634,807.87
Total Consolidated Capital Improvement Fund	<u>739,874,755.83</u>
<u>Construction Fund 3751</u>	
2022 Construction COI	0.00
Total Construction Fund	<u>0.00</u>
<u>Debt Service Bond Interest 4211</u>	
1st Tier Bond Interest	129,910,162.26
2nd Tier Bond Interest	64,897,381.25
2009B BABs Direct Pay Account	678,039.12
Total Debt Service Bond Interest	<u>195,485,582.63</u>
<u>Debt Service Reserve 4221</u>	
1st Tier Debt Service Reserve	339,125,272.41
NTTA 2nd Tier Debt Service Reserve Sub 2014	38,476,752.87
NTTA 2015 2nd Tier Debt Service Reserve	8,182,903.20
NTTA 2017 Share 2nd Tier Debt Service Reserve	33,444,063.40
Total Debt Service Reserve	<u>419,228,991.88</u>
<u>Debt Service Bond Principal 4231</u>	
1st Tier Bond Redemption Fund	87,027,596.18
2nd Tier Bond Redemption Fund	48,575,241.33
Total Debt Service Bond Principal	<u>135,602,837.51</u>
<u>Enterprise Fund 7801</u>	
Enterprise Fund	33,472,325.80
Total Enterprise Funds	<u>33,472,325.80</u>
Total Investments	<u>1,856,037,563.19</u>
<u>Other Funds</u>	
DNT 4B Fund 3714	5,197,176.62
Total Other Funds	<u>5,197,176.62</u>
<u>Agency Funds</u>	
NTE 3A/3B Agency Fund 7805	41,787.60
Southern States Interoperability Fund 7807	2,210.62
Total Agency Funds	<u>43,998.22</u>
GrandTotal Investments incl. NTE 3A/3B, DNT 4B, SSIOP	<u>1,861,278,738.03</u>

NORTH TEXAS TOLLWAY AUTHORITY
Enterprise Fund - Budget and Actual Revenues and Expenses
Month Ending
June 30, 2023

	Total 2023 Budget	Budget To Date	Actual To Date	Variance Over(Under) Budget
Revenues:				
Late Fees	13,894,917	6,522,770	7,687,573	1,164,803
Interoperability Fees	9,070,605	4,535,303	6,136,771	1,601,468
TSA Fees	41,507,243	19,280,148	18,557,368	(722,780)
Toll Revenue	63,209,288	27,483,521	23,672,171	(3,811,349)
Interest Revenue	-	-	806,181	806,181
Other Revenue	-	-	-	-
Less: Bad Debt Expense	<u>(35,143,165)</u>	<u>(15,479,817)</u>	<u>(12,238,789)</u>	<u>3,241,028</u>
Gross revenues	<u>92,538,888</u>	<u>42,341,924</u>	<u>44,621,275</u>	<u>2,279,351</u>
Operating expenses:				
Bad Debt	70,286,329	30,959,633	24,477,577	(6,482,056)
Expense Allocations	<u>26,509,237</u>	<u>12,619,508</u>	<u>13,237,691</u>	<u>618,183</u>
Total Operating Expenses	<u>96,795,566</u>	<u>43,579,141</u>	<u>37,715,268</u>	<u>(5,863,873)</u>
Operating Income	<u><u>(4,256,678)</u></u>	<u><u>(1,237,217)</u></u>	<u><u>6,906,006</u></u>	<u><u>8,143,223</u></u>

NORTH TEXAS TOLLWAY AUTHORITY
Managed Lanes Financial Performance
YTD June 2023
(Unaudited)

	Developer TSA		Other TSA	Total	Budget	Variance	
LBJ	NTE 1/2W	NTE 3A/3B					
Payments to Developers	(\$87,290,801)	(\$131,192,753)	(\$81,497,945)	\$5,685,500	(\$294,295,999)	(\$278,783,970)	(\$15,512,029)
Total Collections	85,236,891	127,885,626	88,881,553	579,629	302,583,699	287,311,875	15,271,824
Net Collections	(\$2,053,910)	(\$3,307,127)	\$7,383,608	\$6,265,129	\$8,287,700	\$8,527,905	(\$240,206)
NTTA Expenses	(2,912,316)	(2,684,035)	(2,434,721)	(5,206,569)	(13,237,641)	(12,619,508)	(618,133)
Net Cash Flow	(\$4,966,226)	(\$5,991,162)	\$4,948,887	\$1,058,559	(\$4,949,941)	(\$4,091,603)	(\$858,339)

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APPENDIX C
NTTA SYSTEM TOLL RATE SCHEDULES

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Dallas North Tollway, President George Bush Turnpike (excluding Eastern Extension and Western Extension), Mountain Creek Lake Bridge, Addison Airport Toll Tunnel, and Lewisville Lake Toll Bridge

Toll Rates

- Toll rate for two-axle vehicles with TollTags is \$0.145 per mile (calculated on an “influence distance” based methodology) for the Dallas North Tollway (“DNT”) and President George Bush Turnpike, excluding Eastern Extension and Western Extension (“PGBT”) starting September 1, 2009. Toll rate is increased 2.75% per year thereafter, with toll adjustments made every two years commencing July 1, 2011. Influence distances are calculated for each toll gantry and the toll for a particular gantry is determined by applying the per-mile rate to the associated influence distance for such gantry. The “influence distance” for main lane and onramp gantries is generally the maximum distance a vehicle can travel on the applicable segment of the toll road without incurring another toll and for off ramp gantries is generally the distance a vehicle traveled on the applicable segment of the toll road before exiting such toll road. A minimum influence distance of 1.5 miles will be used if a gantry’s calculated influence distance falls below this distance.
- Toll rate for two-axle vehicles with TollTags is \$0.50 for the Mountain Creek Lake Toll Bridge (“MCLB”) and the Addison Airport Toll Tunnel (“AATT”) starting September 1, 2009, and \$1.00 for Lewisville Lake Toll Bridge (“LLTB”) starting August 1, 2009. Toll rate is increased 2.75% per year thereafter, with toll adjustments made every two years commencing July 1, 2011.
- The video toll for two-axle vehicles is equal to the sum of (i) the TollTag toll and (ii) the greater of (a) 100% of the TollTag toll or (b) 20 cents per transaction on September 1, 2009, increased 2.75% per year, with toll adjustments made every two years commencing July 1, 2011.
- Tolls charged to users at any tolling location are rounded to the next highest penny.
- Tolls for all vehicle classifications are calculated based on “N-1” weighting on the DNT, PGBT, MCLB, AATT and LLTB, where “N” denotes the number of axles. For example, the TollTag toll charged to a five-axle vehicle will be four times the TollTag toll charged to a two-axle vehicle and the video toll charged to a five-axle vehicle will be four times the video toll charged to a two-axle vehicle.

Based on the above toll rate schedules, toll rates for each tolling location on the DNT, PGBT, MCLB, AATT and LLTB are set forth in the following tables for the period indicated in the tables unless the Board adopts a different toll rate schedule or alters scheduled increases (see “**CURRENT AND HISTORICAL INFORMATION – NTTA System Toll Rate Schedule**” in **Appendix A**).

DNT, PGBT, AATT, MCLB AND LLTB TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025

Dallas North Tollway										
Toll Gantry	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Wycliff Main Lane Gantry (MLP1)	\$1.84	\$3.68	\$3.68	\$7.36	\$5.52	\$11.04	\$7.36	\$14.72	\$9.20	\$18.40
Mockingbird Lane (MOCLN)	\$1.34	\$2.68	\$2.68	\$5.36	\$4.02	\$8.04	\$5.36	\$10.72	\$6.70	\$13.40
Northwest Highway (NORHY)	\$0.91	\$1.82	\$1.82	\$3.64	\$2.73	\$5.46	\$3.64	\$7.28	\$4.55	\$9.10
Royal Lane (ROYLN)	\$0.48	\$0.96	\$0.96	\$1.92	\$1.44	\$2.88	\$1.92	\$3.84	\$2.40	\$4.80
Spring Valley Road (SPVRD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Belt Line Road (BELRD)	\$0.42	\$0.84	\$0.84	\$1.68	\$1.26	\$2.52	\$1.68	\$3.36	\$2.10	\$4.20
Keller Springs Road (KESRD)	\$0.64	\$1.28	\$1.28	\$2.56	\$1.92	\$3.84	\$2.56	\$5.12	\$3.20	\$6.40
Trinity Mills Main Lane Gantry (MLP2)	\$1.32	\$2.64	\$2.64	\$5.28	\$3.96	\$7.92	\$5.28	\$10.56	\$6.60	\$13.20
Frankford Road (FRARD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Park Boulevard (PARBD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Parker Main Lane Gantry (MLP3)	\$1.17	\$2.34	\$2.34	\$4.68	\$3.51	\$7.02	\$4.68	\$9.36	\$5.85	\$11.70
Parker Road (PARRD)	\$0.69	\$1.38	\$1.38	\$2.76	\$2.07	\$4.14	\$2.76	\$5.52	\$3.45	\$6.90
Windhaven Parkway (WINPY)	\$0.55	\$1.10	\$1.10	\$2.20	\$1.65	\$3.30	\$2.20	\$4.40	\$2.75	\$5.50
Spring Creek Parkway (SPCPY)	\$0.38	\$0.76	\$0.76	\$1.52	\$1.14	\$2.28	\$1.52	\$3.04	\$1.90	\$3.80
Legacy Drive (LEGDR)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Headquarters Drive (HEADR)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Gaylord Parkway (GAYPY)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Lebanon Road (LEBRD)	\$0.48	\$0.96	\$0.96	\$1.92	\$1.44	\$2.88	\$1.92	\$3.84	\$2.40	\$4.80
Stone Brook Parkway (STOPY)	\$0.60	\$1.20	\$1.20	\$2.40	\$1.80	\$3.60	\$2.40	\$4.80	\$3.00	\$6.00
Main Street (MAIST)	\$1.00	\$2.00	\$2.00	\$4.00	\$3.00	\$6.00	\$4.00	\$8.00	\$5.00	\$10.00
Eldorado Main Lane Gantry (MLP4)	\$2.07	\$4.14	\$4.14	\$8.28	\$6.21	\$12.42	\$8.28	\$16.56	\$10.35	\$20.70
Eldorado Parkway (ELDPY)	\$0.75	\$1.50	\$1.50	\$3.00	\$2.25	\$4.50	\$3.00	\$6.00	\$3.75	\$7.50
Fields Parkway (FLSPY)	\$0.42	\$0.84	\$0.84	\$1.68	\$1.26	\$2.52	\$1.68	\$3.36	\$2.10	\$4.20
First Street (FIRST)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20

President George Bush Turnpike										
Toll Gantry	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
North Garland Avenue (GARRD)	\$0.37	\$0.74	\$0.74	\$1.48	\$1.11	\$2.22	\$1.48	\$2.96	\$1.85	\$3.70
Campbell Road (CAMRD)	\$0.60	\$1.20	\$1.20	\$2.40	\$1.80	\$3.60	\$2.40	\$4.80	\$3.00	\$6.00
East Renner Road (ERERD)	\$0.97	\$1.94	\$1.94	\$3.88	\$2.91	\$5.82	\$3.88	\$7.76	\$4.85	\$9.70
Shiloh Main Lane Gantry (MLP6)	\$1.46	\$2.92	\$2.92	\$5.84	\$4.38	\$8.76	\$5.84	\$11.68	\$7.30	\$14.60
Shiloh Road (SHIRD)	\$0.75	\$1.50	\$1.50	\$3.00	\$2.25	\$4.50	\$3.00	\$6.00	\$3.75	\$7.50
West Renner Road (WRERD)	\$0.49	\$0.98	\$0.98	\$1.96	\$1.47	\$2.94	\$1.96	\$3.92	\$2.45	\$4.90
Independence Parkway (INDPY)	\$0.50	\$1.00	\$1.00	\$2.00	\$1.50	\$3.00	\$2.00	\$4.00	\$2.50	\$5.00
Coit Road (COIRD)	\$0.75	\$1.50	\$1.50	\$3.00	\$2.25	\$4.50	\$3.00	\$6.00	\$3.75	\$7.50
Coit Main Lane Gantry (MLP7)	\$1.56	\$3.12	\$3.12	\$6.24	\$4.68	\$9.36	\$6.24	\$12.48	\$7.80	\$15.60
Preston Road (PRERD)	\$0.42	\$0.84	\$0.84	\$1.68	\$1.26	\$2.52	\$1.68	\$3.36	\$2.10	\$4.20
Midway Road (MIDRD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Marsh Lane (MARLN)	\$0.43	\$0.86	\$0.86	\$1.72	\$1.29	\$2.58	\$1.72	\$3.44	\$2.15	\$4.30
Frankford Main Lane Gantry (MLP8)	\$1.46	\$2.92	\$2.92	\$5.84	\$4.38	\$8.76	\$5.84	\$11.68	\$7.30	\$14.60
Kelly Boulevard (KELBD)	\$0.77	\$1.54	\$1.54	\$3.08	\$2.31	\$4.62	\$3.08	\$6.16	\$3.85	\$7.70
Josey Lane (JOSLN)	\$0.50	\$1.00	\$1.00	\$2.00	\$1.50	\$3.00	\$2.00	\$4.00	\$2.50	\$5.00
Sandy Lake Main Lane Gantry (MLP9)	\$1.15	\$2.30	\$2.30	\$4.60	\$3.45	\$6.90	\$4.60	\$9.20	\$5.75	\$11.50
Belt Line - Luna Road (NBERD)	\$0.67	\$1.34	\$1.34	\$2.68	\$2.01	\$4.02	\$2.68	\$5.36	\$3.35	\$6.70
Royal Lane (ROYLN)	\$0.38	\$0.76	\$0.76	\$1.52	\$1.14	\$2.28	\$1.52	\$3.04	\$1.90	\$3.80
Belt Line Road (SBERD)	\$0.70	\$1.40	\$1.40	\$2.80	\$2.10	\$4.20	\$2.80	\$5.60	\$3.50	\$7.00
Belt Line Main Lane Gantry (MLP10)	\$0.70	\$1.40	\$1.40	\$2.80	\$2.10	\$4.20	\$2.80	\$5.60	\$3.50	\$7.00

Addison Airport Toll Tunnel										
Toll Gantry	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Addison Airport Toll Tunnel (AATT)	\$0.74	\$1.48	\$1.48	\$2.96	\$2.22	\$4.44	\$2.96	\$5.92	\$3.70	\$7.40

Mountain Creek Lake Bridge										
Toll Gantry	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Mountain Creek Lake Toll Bridge (MCLB)	\$0.74	\$1.48	\$1.48	\$2.96	\$2.22	\$4.44	\$2.96	\$5.92	\$3.70	\$7.40

Lewisville Lake Toll Bridge										
Toll Gantry	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Lewisville Lake Toll Bridge (LLTB)	\$1.47	\$2.94	\$2.94	\$5.88	\$4.41	\$8.82	\$5.88	\$11.76	\$7.35	\$14.70

360 Tollway

Toll Rates

- Toll rate for two-axle vehicles with TollTags is \$0.145 per mile (calculated on an “influence distance” based methodology) starting July 1, 2009. Toll rate is increased 2.75% per year thereafter, with toll adjustments made every two years commencing July 1, 2011. Influence distances are calculated for each toll gantry and the toll for a particular gantry is determined by applying the per-mile rate to the associated influence distance for such gantry. The “influence distance” for main lane and onramp gantries is generally the maximum distance a vehicle can travel on the applicable segment of the toll road without incurring another toll and for off ramp gantries is generally the distance a vehicle traveled on the applicable segment of the toll road before exiting such toll road. A minimum influence distance of 1.5 miles will be used if a gantry’s calculated influence distance falls below this distance.
- Video toll for two-axle vehicles is equal to the sum of (i) the TollTag toll and (ii) the greater of (a) 100% of the TollTag toll or (b) 20 cents per transaction on July 1, 2009, increased 2.75% per year adjusted on July 1 of every odd year thereafter.
- Tolls charged to users at any tolling location are rounded to the next highest penny.
- Tolls for all vehicle classifications are calculated based on “N-1” weighting, where “N” denotes the number of axles. For example, the TollTag toll charged to a five-axle vehicle will be four times the TollTag toll charged to a two-axle vehicle and the total video toll charged to a five-axle vehicle will be four times the total video toll charged to a two-axle vehicle.

Based on the above toll rate schedule, toll rates for each tolling location on the 360 Tollway are set forth in the following table for the period indicated in the table unless the Board adopts a different toll rate schedule or alters scheduled increases (see “**CURRENT AND HISTORICAL INFORMATION – NTA System Toll Rate Schedule**” in **Appendix A**).

360 TOLLWAY TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025

Toll Gantry	360 Tollway									
	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Webb Lynn Road (WEBRD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
New York Mainlane Gantry (MLG14)	\$1.31	\$2.62	\$2.62	\$5.24	\$3.93	\$7.86	\$5.24	\$10.48	\$6.55	\$13.10
New York Avenue (NYAVE)	\$0.87	\$1.74	\$1.74	\$3.48	\$2.61	\$5.22	\$3.48	\$6.96	\$4.35	\$8.70
Debbie Lane (DEBLN)	\$0.61	\$1.22	\$1.22	\$2.44	\$1.83	\$3.66	\$2.44	\$4.88	\$3.05	\$6.10
Lone Star Mainlane Gantry (MLG15)	\$0.61	\$1.22	\$1.22	\$2.44	\$1.83	\$3.66	\$2.44	\$4.88	\$3.05	\$6.10

Sam Rayburn Tollway

Toll Rates

- The toll rate for two-axle vehicles with TollTags is \$0.145 per mile (calculated on an “influence distance” based methodology) starting September 1, 2009, and thereafter toll rates shall be determined in accordance with Exhibit R of the Project Agreement SH 121 Toll Project dated October 18, 2007 between NTTA and the Texas Department of Transportation (“*TxDOT*”), as amended by the First Amendment to Project Agreement dated August 26, 2009 (the “*Amended SRT Project Agreement*”) and shall be the maximum rates allowed under the Amended SRT Project Agreement. Influence distances are calculated for each toll gantry and the toll for a particular gantry is determined by applying the per-mile rate to the associated influence distance for such gantry. The “influence distance” for main lane and onramp gantries is generally the maximum distance a vehicle can travel on the applicable segment of the toll road without incurring another toll and for off ramp gantries is generally the distance a vehicle traveled on the applicable segment of the toll road before exiting such toll road. A minimum influence distance of 1.5 miles will be used if a gantry’s calculated influence distance falls below this distance.
- The video toll for two-axle vehicles is equal to the sum of (i) the TollTag toll and (ii) the greater of (a) 100% of the TollTag toll or (b) 20 cents per transaction on September 1, 2009, increased 2.75% per year, with toll adjustments made every two years commencing July 1, 2011.
- Tolls charged to users at any tolling location are rounded to the next highest penny.
- Tolls for all vehicle classifications are calculated based on “N-1” weighting on the SRT, where “N” denotes the number of axles. For example, the TollTag toll charged to a five-axle vehicle will be four times the TollTag toll charged to a two-axle vehicle and the video toll charged to a five-axle vehicle will be four times the video toll charged to a two-axle vehicle.
- The Amended SRT Project Agreement permits NTTA to implement congestion pricing if certain capacity improvement triggers are met. However, NTTA anticipates amending the SRT Project Agreement with the approval of TxDOT to remove the congestion pricing provisions. The 2022 T&R Study assumes that congestion pricing will not be put in place on the SRT at any time.

Based on the above toll rate schedule, toll rates for each tolling location on the SRT are set forth in the following table for the period indicated in the table unless the Board adopts a different toll rate schedule or alters scheduled increases (see “**CURRENT AND HISTORICAL INFORMATION – NTTA System Toll Rate Schedule**” in **Appendix A**).

SRT TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025

Toll Gantry	Sam Rayburn Tollway									
	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Denton Tap Main Lane Gantry (MLG1)	\$0.70	\$1.40	\$1.40	\$2.80	\$2.10	\$4.20	\$2.80	\$5.60	\$3.50	\$7.00
MacArthur Boulevard (MACBD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Carrollton Parkway (CARPY)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Parker Road (PARRD)	\$0.45	\$0.90	\$0.90	\$1.80	\$1.35	\$2.70	\$1.80	\$3.60	\$2.25	\$4.50
Old Denton Road (OLDRD)	\$0.53	\$1.06	\$1.06	\$2.12	\$1.59	\$3.18	\$2.12	\$4.24	\$2.65	\$5.30
Standridge Drive - South (SSTDR)	\$0.79	\$1.58	\$1.58	\$3.16	\$2.37	\$4.74	\$3.16	\$6.32	\$3.95	\$7.90
Josey Lane - South (SJOLN)	\$0.96	\$1.92	\$1.92	\$3.84	\$2.88	\$5.76	\$3.84	\$7.68	\$4.80	\$9.60
Josey Main Lane Gantry (MLG2)	\$1.81	\$3.62	\$3.62	\$7.24	\$5.43	\$10.86	\$7.24	\$14.48	\$9.05	\$18.10
Standridge Drive - North (NSTDR)	\$1.02	\$2.04	\$2.04	\$4.08	\$3.06	\$6.12	\$4.08	\$8.16	\$5.10	\$10.20
Josey Lane - North (NJOLN)	\$0.85	\$1.70	\$1.70	\$3.40	\$2.55	\$5.10	\$3.40	\$6.80	\$4.25	\$8.50
Plano Parkway (PLAPY)	\$0.67	\$1.34	\$1.34	\$2.68	\$2.01	\$4.02	\$2.68	\$5.36	\$3.35	\$6.70
Spring Creek Parkway (SPCPY)	\$0.33	\$0.66	\$0.66	\$1.32	\$0.99	\$1.98	\$1.32	\$2.64	\$1.65	\$3.30
Preston Road (PRERD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Hillcrest Road (HILRD)	\$0.33	\$0.66	\$0.66	\$1.32	\$0.99	\$1.98	\$1.32	\$2.64	\$1.65	\$3.30
Coit Road (COIRD)	\$0.73	\$1.46	\$1.46	\$2.92	\$2.19	\$4.38	\$2.92	\$5.84	\$3.65	\$7.30
Independence Parkway (INDPY)	\$0.97	\$1.94	\$1.94	\$3.88	\$2.91	\$5.82	\$3.88	\$7.76	\$4.85	\$9.70
Custer Road - South (CUSRD)	\$1.21	\$2.42	\$2.42	\$4.84	\$3.63	\$7.26	\$4.84	\$9.68	\$6.05	\$12.10
Custer Main Lane Gantry (MLG3)	\$2.50	\$5.00	\$5.00	\$10.00	\$7.50	\$15.00	\$10.00	\$20.00	\$12.50	\$25.00
Exchange Parkway (SALDR)	\$1.30	\$2.60	\$2.60	\$5.20	\$3.90	\$7.80	\$5.20	\$10.40	\$6.50	\$13.00
Alma Drive (NALDR)	\$0.95	\$1.90	\$1.90	\$3.80	\$2.85	\$5.70	\$3.80	\$7.60	\$4.75	\$9.50
Stacy Road (STARD)	\$0.74	\$1.48	\$1.48	\$2.96	\$2.22	\$4.44	\$2.96	\$5.92	\$3.70	\$7.40
Lake Forest Drive (LAFDR)	\$0.58	\$1.16	\$1.16	\$2.32	\$1.74	\$3.48	\$2.32	\$4.64	\$2.90	\$5.80
Hardin Boulevard (HARBD)	\$0.37	\$0.74	\$0.74	\$1.48	\$1.11	\$2.22	\$1.48	\$2.96	\$1.85	\$3.70

Eastern Extension to President George Bush Turnpike

Toll Rates

- The Construction, Operation and Maintenance Agreement for the PGBT EE between NTTA and TxDOT dated December 5, 2007, as amended (the "*EE Project Agreement*") provides for a supplemental toll on the PGBT EE (the "*Regional Toll*") to be collected by NTTA and held in trust for TxDOT for the benefit of the North Central Texas region. ***The Regional Toll and the toll charged by the NTTA (the "NTTA Toll") together constitute the publicly announced toll (the "Unified Toll"), but the Regional Toll will not constitute or be considered as the property or revenues of the NTTA or the NTTA System.***
- The Unified Toll rate for two-axle vehicles with TollTags is \$0.145 per mile (calculated on an "influence distance" based methodology) as of July 1, 2009. The NTTA Toll is 80% of the Unified Toll. The Unified Toll rate for two-axle vehicles with TollTags is increased 2.75% per year thereafter, with toll adjustments made July 1, 2011 and every two years thereafter. Unified Tolls for two-axle vehicles with TollTags at any tolling location are rounded to the next highest penny. The ratio between the NTTA Toll and the Unified Toll remains constant at 80%. The ratio between the Regional Toll and the Unified Toll remains constant at 20%. Influence distances are calculated for each toll gantry and the toll for a particular gantry is determined by applying the per-mile rate to the associated influence distance for such gantry. The "influence distance" for main lane and onramp gantries is generally the maximum distance a vehicle can travel on the applicable segment of the toll road without incurring another toll and for off ramp gantries is generally the distance a vehicle traveled on the applicable segment of the toll road before exiting such toll road. A minimum influence distance of 1.5 miles will be used if a gantry's calculated influence distance falls below this distance.
- Toll rates shall be subject to the assumptions, qualifications and agreements set forth in Section 21 of the EE Project Agreement.
- The video toll for two-axle vehicles is equal to the sum of (i) the Unified Toll for two-axle vehicles with TollTags and (ii) the greater of (a) 100% of such Unified Toll or (b) 20 cents per transaction on July 1, 2009, increased 2.75% per year, with toll adjustments made every two years commencing July 1, 2011. The video toll for two-axle vehicles at any tolling location is rounded to the next highest penny. The portion of the video toll described in clause (ii) above is not part of the Unified Toll and constitutes the property and revenues of the NTTA only, and not of TxDOT.
- Tolls for all vehicle classifications are calculated based on "N-1" weighting on the PGBT EE, where "N" denotes the number of axles. For example, the TollTag toll charged to a five-axle vehicle will be four times the TollTag toll charged to a two-axle vehicle and the video toll charged to a five-axle vehicle will be four times the video toll charged to a two-axle vehicle.

Based on the above toll rate schedule, toll rates for each tolling location on the PGBT EE are set forth in the following tables for the period indicated in the tables unless the Board adopts a different toll rate schedule or alters scheduled increases (see "**CURRENT AND HISTORICAL INFORMATION – NTTA System Toll Rate Schedule**" in **Appendix A**).

TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025 (PGBT EE)										
Toll Gantry	PGBT EE (Unified Toll)									
	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Miller Road (MLRRD)	\$0.53	\$1.06	\$1.06	\$2.12	\$1.59	\$3.18	\$2.12	\$4.24	\$2.65	\$5.30
Lakeview Parkway (LAKPY)	\$0.70	\$1.40	\$1.40	\$2.80	\$2.10	\$4.20	\$2.80	\$5.60	\$3.50	\$7.00
Merritt Road (MERLG)	\$1.12	\$2.24	\$2.24	\$4.48	\$3.36	\$6.72	\$4.48	\$8.96	\$5.60	\$11.20
Merritt Main Lane Gantry (MLG5)	\$2.11	\$4.22	\$4.22	\$8.44	\$6.33	\$12.66	\$8.44	\$16.88	\$10.55	\$21.10
Miles Road (MLSRD)	\$0.45	\$0.90	\$0.90	\$1.80	\$1.35	\$2.70	\$1.80	\$3.60	\$2.25	\$4.50
Firewheel Parkway (FIRPY)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Crist Road (CRIRD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20

TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025 (PGBT EE)										
Toll Gantry	PGBT EE (NTTA Toll)**									
	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Miller Road (MLRRD)	\$0.424	\$0.954	\$0.848	\$1.908	\$1.272	\$2.862	\$1.696	\$3.816	\$2.120	\$4.770
Lakeview Parkway (LAKPY)	\$0.560	\$1.260	\$1.120	\$2.520	\$1.680	\$3.780	\$2.240	\$5.040	\$2.800	\$6.300
Merritt Road (MERRD)	\$0.896	\$2.016	\$1.792	\$4.032	\$2.688	\$6.048	\$3.584	\$8.064	\$4.480	\$10.080
Merritt Main Lane Gantry (MLG5)	\$1.688	\$3.798	\$3.376	\$7.596	\$5.064	\$11.394	\$6.752	\$15.192	\$8.440	\$18.990
Miles Road (MLSRD)	\$0.360	\$0.810	\$0.720	\$1.620	\$1.080	\$2.430	\$1.440	\$3.240	\$1.800	\$4.050
Firewheel Parkway (FIRPY)	\$0.256	\$0.576	\$0.512	\$1.152	\$0.768	\$1.728	\$1.024	\$2.304	\$1.280	\$2.880
Crist Road (CRIRD)	\$0.256	\$0.576	\$0.512	\$1.152	\$0.768	\$1.728	\$1.024	\$2.304	\$1.280	\$2.880

TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025 (PGBT EE)										
Toll Gantry	PGBT EE (Regional Toll)*									
	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Miller Road (MLRRD)	\$0.106	\$0.106	\$0.212	\$0.212	\$0.318	\$0.318	\$0.424	\$0.424	\$0.530	\$0.530
Lakeview Parkway (LAKPY)	\$0.140	\$0.140	\$0.280	\$0.280	\$0.420	\$0.420	\$0.560	\$0.560	\$0.700	\$0.700
Merritt Road (MERRD)	\$0.224	\$0.224	\$0.448	\$0.448	\$0.672	\$0.672	\$0.896	\$0.896	\$1.120	\$1.120
Merritt Main Lane Gantry (MLG5)	\$0.422	\$0.422	\$0.844	\$0.844	\$1.266	\$1.266	\$1.688	\$1.688	\$2.110	\$2.110
Miles Road (MLSRD)	\$0.090	\$0.090	\$0.180	\$0.180	\$0.270	\$0.270	\$0.360	\$0.360	\$0.450	\$0.450
Firewheel Parkway (FIRPY)	\$0.064	\$0.064	\$0.128	\$0.128	\$0.192	\$0.192	\$0.256	\$0.256	\$0.320	\$0.320
Crist Road (CRIRD)	\$0.064	\$0.064	\$0.128	\$0.128	\$0.192	\$0.192	\$0.256	\$0.256	\$0.320	\$0.320

* Regional toll (toll that is shared with the region/TxDOT) is 20 percent of the Unified TollTag toll. Regional ZipCash toll is same as the Regional TollTag toll.

** NTTA toll is the difference between Unified toll and Regional toll.

Western Extension to President George Bush Turnpike

Toll Rates

- Toll rate for two-axle vehicles with TollTags is \$0.145 per mile (calculated on an “influence distance” based methodology) starting July 1, 2009, and thereafter toll rates shall be determined in accordance with Exhibit J of the Project Agreement SH 161 Toll Project between NTTA and TxDOT dated July 30, 2009, as amended (the "*PGBT WE Project Agreement*"), and shall be the maximum rates allowed under the PGBT WE Project Agreement. Influence distances are calculated for each toll gantry and the toll for a particular gantry is determined by applying the per-mile rate to the associated influence distance for such gantry. The “influence distance” for main lane and onramp gantries is generally the maximum distance a vehicle can travel on the applicable segment of the toll road without incurring another toll and for off ramp gantries is generally the distance a vehicle traveled on the applicable segment of the toll road before exiting such toll road. A minimum influence distance of 1.5 miles will be used if a gantry’s calculated influence distance falls below this distance.
- ZipCash toll for two-axle vehicles is equal to the sum of (i) the TollTag toll and (ii) the greater of (a) 100% of TollTag toll or (b) 20 cents per transaction on July 1, 2009, increased 2.75% per year adjusted on July 1 of every odd year thereafter.
- Tolls charged to users at any tolling location are rounded to the next highest penny.
- Tolls for all vehicle classifications are calculated based on "N-1" weighting on the PGBT WE, where "N" denotes the number of axles. For example, the TollTag toll charged to a five-axle vehicle will be four times the TollTag toll charged to a two-axle vehicle and the total ZipCash toll charged to a five-axle vehicle will be four times the total ZipCash toll charged to a two-axle vehicle.

Based on the above toll rate schedule, toll rates for each tolling location on the PGBT WE are set forth in the following tables for the period indicated in the tables unless the Board adopts a different toll rate schedule or alters scheduled increases (see “**CURRENT AND HISTORICAL INFORMATION – NTTA System Toll Rate Schedule**” in **Appendix A**).

PGBT WE TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025

Toll Gantry	President George Bush Turnpike - Western Extension									
	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Conflans Road (CONRD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Shady Grove Road (SHGRD)	\$0.54	\$1.08	\$1.08	\$2.16	\$1.62	\$3.24	\$2.16	\$4.32	\$2.70	\$5.40
Lower Tarrant - North (NLTRD)	\$0.56	\$1.12	\$1.12	\$2.24	\$1.68	\$3.36	\$2.24	\$4.48	\$2.80	\$5.60
Lower Tarrant Mainlane Gantry (MLG11)	\$1.22	\$2.44	\$2.44	\$4.88	\$3.66	\$7.32	\$4.88	\$9.76	\$6.10	\$12.20
Lower Tarrant - South (SLTRD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Dalworth Street (DALST)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20
Marshall Drive (MARDR)	\$0.61	\$1.22	\$1.22	\$2.44	\$1.83	\$3.66	\$2.44	\$4.88	\$3.05	\$6.10
Pioneer Parkway (PIOPY)	\$0.78	\$1.56	\$1.56	\$3.12	\$2.34	\$4.68	\$3.12	\$6.24	\$3.90	\$7.80
Arkansas Mainlane Gantry (MLG12)	\$1.28	\$2.56	\$2.56	\$5.12	\$3.84	\$7.68	\$5.12	\$10.24	\$6.40	\$12.80
Arkansas Lane (ARKLN)	\$0.43	\$0.86	\$0.86	\$1.72	\$1.29	\$2.58	\$1.72	\$3.44	\$2.15	\$4.30
Mayfield Road (MAYRD)	\$0.32	\$0.64	\$0.64	\$1.28	\$0.96	\$1.92	\$1.28	\$2.56	\$1.60	\$3.20

Chisholm Trail Parkway

Toll Rates

- Toll rate for two-axle vehicles with TollTags is \$0.185 per mile (calculated on an “influence distance” based methodology) for the section from IH 30 to Altamesa Boulevard and \$0.145 per mile (calculated on an “influence distance” based methodology) for the section from Altamesa Boulevard to US 67 starting July 1, 2009, and thereafter toll rates shall be determined in accordance with Exhibit L of the Project Agreement Southwest Parkway/Chisholm Trail Project between NTTA and TxDOT dated October 27, 2010 (the "*CTP Project Agreement*"), and shall be the maximum rates allowed under the CTP Project Agreement. Influence distances are calculated for each toll gantry and the toll for a particular gantry is determined by applying the per-mile rate to the associated influence distance for such gantry. The “influence distance” for main lane and onramp gantries is generally the maximum distance a vehicle can travel on the applicable segment of the toll road without incurring another toll and for off ramp gantries is generally the distance a vehicle traveled on the applicable segment of the toll road before exiting such toll road. A minimum influence distance of 1.5 miles will be used if a gantry’s calculated influence distance falls below this distance.
- ZipCash toll for two-axle vehicles is equal to the sum of (i) the TollTag toll and (ii) the greater of (a) 100% of TollTag toll or (b) 20 cents per transaction on July 1, 2009, increased 2.75% per year adjusted on July 1 of every odd year thereafter.
- Tolls charged to users at any tolling location are rounded to the next highest penny.
- Tolls for all vehicle classifications are calculated based on "N-1" weighting on the CTP, where "N" denotes the number of axles. For example, the TollTag toll charged to a five-axle vehicle will be four times the TollTag toll charged to a two-axle vehicle and the total ZipCash toll charged to a five-axle vehicle will be four times the total ZipCash toll charged to a two-axle vehicle.

Based on the above toll rate schedule, toll rates for each tolling location on the PGBT WE are set forth in the following table for the period indicated in the table unless the Board adopts a different toll rate schedule or alters scheduled increases (see “**CURRENT AND HISTORICAL INFORMATION – NTTA System Toll Rate Schedule**” in **Appendix A**).

CTP TOLL RATES EFFECTIVE JULY 1, 2023 THROUGH JUNE 30, 2025

Toll Gantry	Chisholm Trail Parkway									
	Two-Axle Passenger Cars and Trucks		Three-Axle Vehicles and Vehicle Combinations		Four-Axle Vehicles and Vehicle Combinations		Five-Axle Vehicles and Vehicle Combinations		Six or More Axle Vehicles and Special Permits	
	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash	TollTag	ZipCash
Gantry 1 (Montgomery) (MLG1)	\$1.68	\$3.36	\$3.36	\$6.72	\$5.04	\$10.08	\$6.72	\$13.44	\$8.40	\$16.80
Edwards Ranch Rd (EDWRD)	\$0.71	\$1.42	\$1.42	\$2.84	\$2.13	\$4.26	\$2.84	\$5.68	\$3.55	\$7.10
Arborlawn Drive (ARBDR)	\$0.40	\$0.80	\$0.80	\$1.60	\$1.20	\$2.40	\$1.60	\$3.20	\$2.00	\$4.00
Oakmont Blvd (OAKBD)	\$0.59	\$1.18	\$1.18	\$2.36	\$1.77	\$3.54	\$2.36	\$4.72	\$2.95	\$5.90
Altamesa Blvd (ALTBD)	\$0.93	\$1.86	\$1.86	\$3.72	\$2.79	\$5.58	\$3.72	\$7.44	\$4.65	\$9.30
Sycamore School Rd (SYCRD)	\$0.96	\$1.92	\$1.92	\$3.84	\$2.88	\$5.76	\$3.84	\$7.68	\$4.80	\$9.60
McPherson Blvd (MCPBD)	\$1.30	\$2.60	\$2.60	\$5.20	\$3.90	\$7.80	\$5.20	\$10.40	\$6.50	\$13.00
Gantry 2 (Stewart Feltz) (MLG2)	\$2.73	\$5.46	\$5.46	\$10.92	\$8.19	\$16.38	\$10.92	\$21.84	\$13.65	\$27.30
Farm Market 1187 (F1187)	\$0.75	\$1.50	\$1.50	\$3.00	\$2.25	\$4.50	\$3.00	\$6.00	\$3.75	\$7.50
County Rd 920 (CR920)	\$0.44	\$0.88	\$0.88	\$1.76	\$1.32	\$2.64	\$1.76	\$3.52	\$2.20	\$4.40
County Rd 913 (CR913)	\$0.45	\$0.90	\$0.90	\$1.80	\$1.35	\$2.70	\$1.80	\$3.60	\$2.25	\$4.50
Farm Market 917 (FM917)	\$0.82	\$1.64	\$1.64	\$3.28	\$2.46	\$4.92	\$3.28	\$6.56	\$4.10	\$8.20
County Rd 904 (CR904)	\$1.24	\$2.48	\$2.48	\$4.96	\$3.72	\$7.44	\$4.96	\$9.92	\$6.20	\$12.40
Gantry 3 (CR 904-Sparks Rd) (MLG3)	\$2.03	\$4.06	\$4.06	\$8.12	\$6.09	\$12.18	\$8.12	\$16.24	\$10.15	\$20.30
Sparks Rd (SPARD)	\$0.36	\$0.72	\$0.72	\$1.44	\$1.08	\$2.16	\$1.44	\$2.88	\$1.80	\$3.60

APPENDIX D

SUMMARY OF CERTAIN PROVISIONS OF THE RESOLUTION AND THE TRUST AGREEMENT

The following constitutes a summary of certain provisions of the Resolution and the Amended and Restated Trust Agreement as amended and supplemented to date (the “*Trust Agreement*”). This summary does not purport to be comprehensive or definitive and is qualified in its entirety by reference to the Resolution and the Trust Agreement. Copies of the Resolution and the Trust Agreement are available for examination at the offices of NTTA.

Definitions

“*Account Receivable*” – any right to receive tolls, fees, charges, or other amounts for or relating to the use or operation of the Tollway, as well as fines, penalties, interest thereon, or other additional charges as a result of a failure to pay any such tolls, fees, charges, or other amounts or otherwise related thereto, whether in the form of an account receivable, general intangible, contract right, or other right.

“*Additional Bond Security*” – any credit enhancement for specified bonds and any funds received or obligations payable to NTTA, other than Net Revenues, which NTTA chooses to include as security for specified First Tier Bonds, Second Tier Bonds, and/or Third Tier Bonds pursuant to a Supplemental Agreement.

“*Additional Bonds*” – Additional First Tier Bonds, Additional Second Tier Bonds, and Additional Third Tier Bonds;

“*Additional First Tier Bonds*” – those obligations, including bonds and First Tier Credit Agreements, which NTTA reserves the right to issue, enter into, or incur under the Trust Agreement, which are on a parity with the First Tier Bonds insofar as the lien on Net Revenues is concerned;

“*Additional Second Tier Bonds*” – those obligations, including bonds and Second Tier Credit Agreements, which NTTA reserves the right to issue, enter into, or incur under the Trust Agreement, which are on a parity with the Second Tier Bonds insofar as the lien on Net Revenues is concerned;

“*Additional Third Tier Bonds*” – those obligations, including bonds and Third Tier Credit Agreements, which NTTA reserves the right to issue, enter into, or incur under the Trust Agreement, which are on a parity with the Third Tier Bonds insofar as the lien on Net Revenues is concerned;

“*Annual Budget*” – the budget adopted or in effect for each Fiscal Year as provided in the Trust Agreement;

“*Assumed Variable Rate*” – in the case of:

(a) bonds bearing interest at a Variable Rate, the greater of:

(1) the average interest rate on such bonds for the most recently completed sixty (60) month period or the period such bonds have been Outstanding if it is less than sixty (60) months, or

(2) the rate to be determined pursuant to *clause (b)* below assuming the Outstanding bonds bearing interest at a Variable Rate were being issued on the date of calculation; and

(b) proposed Additional Bonds to be issued at a Variable Rate:

(1) on the basis that, in the opinion of Bond Counsel to be delivered at the time of the issuance thereof, interest on such Additional Bonds would be excluded from gross income for federal income tax purposes, the greater of (i) the average of the Security Industry and Financial Markets Association Municipal Swap Index (“*SIFMA Index*”) for the twelve (12) month period ending seven (7) days preceding the date of calculation plus 100 basis points, or (ii) the average of the SIFMA Index for the sixty (60) month period ending seven (7) days preceding the date of calculation plus 100 basis points; and

(2) on a basis other than as described in *clause (1)*, the greater of (i) the average of the London Interbank Offered Rate (“*LIBOR*”) for the time period most closely resembling the reset period for the Additional Bonds for the twelve (12) month period ending seven (7) days preceding

the date of calculation plus 100 basis points, or (ii) the average of LIBOR for the time period most closely resembling the reset period for the Additional Bonds for the sixty (60) month period ending seven (7) days preceding the date of calculation plus 100 basis points; and provided that if the SIFMA Index or LIBOR ceases to be published, the index to be used in its place will be the index which NTTA, in consultation with the Financial Consultant, determines most closely replicates such index, as set forth in a certificate of the Chief Financial Officer filed with the Trustee. Notwithstanding the foregoing, in no event may the Assumed Variable Rate be in excess of the maximum interest rate allowed by law on obligations of NTTA;

“Authorized Investments” –

(a) any bonds or other obligations which as to principal and interest constitute direct obligations of, or are unconditionally guaranteed by, the United States of America, including Treasury Receipts evidencing ownership of future interest and principal payments due on direct obligations of the United States of America;

(b) bonds, participation certificates, or other obligations of any agency or instrumentality of the United States of America, including obligations of the Federal National Mortgage Association, the Government National Mortgage Association, the Federal Financing Bank, the Federal Intermediate Credit Banks, Federal Farm Credit System, Federal Home Loan Banks, Federal Home Loan Mortgage Corporation, Farmers Home Administration, and Federal Housing Administration;

(c) new housing authority bonds issued by public agencies of a state or of municipalities and fully secured as to the payment of both principal and interest by a pledge of annual contributions under an annual contributions contract or contracts with the United States of America;

(d) direct and general obligations of any state of the United States of America, any municipality or school district of the State of Texas, or any other political subdivision or agency of the State of Texas to the payment of the principal of and interest on which the full faith and credit of such entity, as the case may be, is pledged, provided that such obligations are rated, at the time of purchase, in either of the two highest rating categories, without regard to rating sub-categories, by a nationally recognized municipal or corporate rating agency;

(e) certificates of deposit, whether negotiable or non-negotiable, issued by any bank or trust company organized under the laws of any state of the United States of America or any national banking association, provided that such certificates of deposit are purchased directly from such bank, trust company, or national banking association and are either (1) continuously and fully insured by the Federal Deposit Insurance Corporation or (2) continuously and fully secured by such securities as are described above in **clauses (a) through (d)**, inclusive, which have a market value (exclusive of accrued interest) at all times at least equal to the principal amount of such certificates of deposit and are lodged with or as directed by the Board, or the bank, trust company, or national banking association issuing such certificates of deposit;

(f) uncollateralized certificates of deposit of financial institutions which certificates of deposit are rated, at the time of purchase, in one of the two highest rating categories, without regard to rating sub-categories, by any nationally recognized municipal or corporate rating agency;

(g) repurchase agreements collateralized by obligations described above in **clauses (a) or (b)** with any registered broker/dealer subject to the Securities Investor Protection Corporation jurisdiction, which has an uninsured, unsecured and unguaranteed obligation rated “Prime-1” or “A3” or better by Moody’s and “A-1” or “A” or better by S&P, or any commercial bank with the above ratings, provided:

(1) a master repurchase agreement or specific written repurchase agreement governs the transaction,

(2) the securities are held free and clear of any lien by the bond trustee or an independent third party acting solely as agent for the bond trustee, and such third party is (1) a

Federal Reserve Bank, (2) a bank which is a member of the Federal Deposit Insurance Corporation and which has combined capital, surplus, and undivided profits of not less than \$25 million, or (3) a bank approved in writing for such purpose by each Bond Insurer, and the Trustee has received written confirmation from such third party that it holds such securities, free and clear of any lien, as agent for the Trustee,

(3) a perfected first security interest under the Uniform Commercial Code, or book entry procedures prescribed at 31 CFR 306.1 et seq., in such securities is created for the benefit of the Trustee,

(4) the repurchase agreement has a term of six months or less, or NTTA will value the collateral securities no less frequently than monthly and will liquidate the collateral securities if any deficiency in the required collateral percentage is not restored within two Business Days of such valuation,

(5) the repurchase agreement matures on or before a debt service payment date (or other appropriate liquidation period), and

(6) the fair market value of the securities in relation to the amount of the repurchase obligation is equal to at least 100%;

(h) banker's acceptances, Eurodollar deposits, and certificates of deposit (in addition to the certificates of deposit provided for by **clauses (e) and (f)** above) of the domestic branches of foreign banks having a capital and surplus of \$1,000,000 or more, or any bank or trust company organized under the laws of the United States of America or Canada, or any state or province thereof, having capital and surplus, if located in the State of Texas, in the amount of \$200,000,000, and, if located outside of the State of Texas, in the amount of \$1,000,000,000; provided that the aggregate maturity value of all such banker's acceptances and certificates of deposit held at any time as investments of funds under the Trust Agreement with respect to any particular bank, trust company, or national association located in the State of Texas may not exceed 10% of the amount of its capital and surplus and with respect to any particular bank, trust company, or national association located outside of the State of Texas may not exceed 5% of its capital and surplus; and provided further that any such bank, trust company, or national association is required to be rated in one of the two highest rating categories, without regard to rating sub-categories, by any nationally recognized municipal or corporate rating agency;

(i) municipal or corporate commercial paper rated, at the time of purchase, either "A-1" or "P-1" or higher, or municipal or corporate bonds or notes rated, at the time of purchase, in one of the two highest rating categories, without regard to rating sub-categories, by any nationally recognized municipal or corporate rating agency;

(j) other unsubordinated securities or obligations issued or guaranteed (including a guarantee in the form of a bank standby letter of credit) by any domestic corporation (including a bank, national banking association, or trust company) which has outstanding, at the time of investment, debt securities rated in one of the two highest rating categories, without regard to rating sub-categories, by any nationally recognized municipal or corporate rating agency;

(k) investments of any type described and permitted by any law of the State of Texas applicable to NTTA; and

(l) money market funds which invest solely in any of the above listed obligations;

"Balloon Indebtedness" – a series of bonds of which 25% or more of the original principal matures in the same annual period and is not required by the documents pursuant to which such bonds were issued to be amortized by payment or redemption prior to that annual period (excluding any contingent mandatory redemptions), provided that such bonds will not constitute Balloon Indebtedness and will be assumed to amortize in accordance with its stated

terms if the Trustee is provided a certificate of the Chief Financial Officer certifying that such bonds are not to be treated as Balloon Indebtedness;

“*bank*” – any bank, trust company, or national banking association organized or operating under the laws of any state of the United States of America or of the United States of America;

“*Board*” – the Board of Directors of NTTA;

“*Board Representative*” – the Executive Director, the Deputy Executive Director, the Chief Financial Officer, the Treasurer, and the Director of Finance, or such other individuals so designated by NTTA to perform the duties of the Board Representative for the specific purpose under the Trust Agreement;

“*Board Representative’s Certificate*” – the certificate of the Board Representative to be executed and delivered in connection with the initial issuance of each series of bonds and each certificate of the Board Representative to be executed and delivered in connection with the exercise of the right of NTTA to effect a conversion;

“*bond,*” “*bonds,*” or “*Turnpike Revenue Bond*” – unless otherwise specifically stated, all currently Outstanding First Tier Bonds, Second Tier Bonds, and Third Tier Bonds, and the Additional Bonds;

“*Bondholder,*” or “*holder,*” or “*owner,*” or “*registered owner*” – the registered owner of any bond as shown on the Trustee’s Bond Registration records and books;

“*Bond Insurance Policy*” – an insurance policy issued by a Bond Insurer insuring or guaranteeing the payment of principal of and interest on any bonds;

“*Bond Insurer*” – an entity that insures or guarantees the payment of principal of and/or interest on any of the bonds;

“*Business Day*” – any day other than a Saturday or a Sunday or a day on which banking institutions are required or authorized by law or executive order to remain closed in the State or the City of New York or in the city in which the designated office of the Trustee or the Securities Depository is located;

“*Chief Financial Officer*” – the Chief Financial Officer, the Treasurer, or such other individuals designated by the Board to perform the duties of the Chief Financial Officer under the Trust Agreement;

“*Consulting Engineers*” – the consulting civil engineer or engineering firm or corporation employed by NTTA pursuant to the Trust Agreement to carry out the duties imposed thereby;

“*Cost*” – all obligations and expenses and all items of cost authorized to be incurred or paid under the Turnpike Act and when used with respect to any facility will mean and include all costs related to such facility, and, without intending thereby to limit or restrict any such definition, including the following:

(a) obligations incurred for labor and to contractors, builders, and materialmen in connection with the construction of a facility or any part thereof, and obligations incurred for machinery and equipment;

(b) payments to owners and others, for real property, or interests therein, or for options or other property or contractual rights;

(c) all expenses of every kind or character incurred in the acquisition of real property, including all costs and expenses of whatever kind in connection with the exercise of the power of condemnation, and including the cost of title searches and reports, abstracts of title, title certificates and opinions, title guarantees, title insurance policies, appraisals, negotiations, and surveys;

(d) the amount of any damages or claimed damages incident to or consequent upon the construction of a facility; also the cost of any litigation and amounts paid by court order or upon settlement of any litigation or of any claim (although not litigated) of any kind during construction or of any claim arising during or out of or related to construction of a facility;

(e) as to toll collection equipment, it is recognized that some manufacturers of such equipment will not sell such equipment outright, and that some manufacturers will sell it; but that it will not be known, until bids are received by NTTA for the acquisition of such equipment, which manufacturer will offer the

most advantageous terms to NTTA. The acquisition of toll collection equipment has been determined and declared to be a capital expenditure, and a proper “cost.” It is specially provided, however, that if, in the discretion of NTTA, it will be to the advantage of NTTA to do so, and upon the written recommendation of the Consulting Engineers, NTTA may enter into lease-purchase or lease-rental agreements for the acquisition of such equipment with a term not to exceed three years from the date of acceptance of such equipment by NTTA. In such event NTTA is required to so advise the Trustee, and the Trustee is required to set aside and retain the amounts required for the payments under such agreements in the Construction Fund, and is required to make such payments as so required, upon requisitions from the Construction Fund. Any such payments will constitute proper items of “cost” for all purposes;

(f) the cost of any necessary indemnity and surety bonds, the cost of all fidelity bonds, the fees and expenses of the Trustee and the Paying Agent, and premiums on all insurance deemed necessary and advisable by NTTA, until one year after the completion of construction thereof;

(g) the cost of borings and other preliminary investigations to determine foundation or other conditions, all fees, costs, and expenses necessary or incident to determining the feasibility and practicability of constructing a facility, and all fees, costs, and expenses of engineers and others for making traffic studies, surveys, and estimates, and all fees, costs, and expenses of engineering services, plans, specifications, surveys, and estimates of cost and revenues, and all costs of supervising construction, as well as for the performance of all other duties of engineers in relation to the construction of a facility or the issuance of bonds therefor;

(h) the cost of preparing and issuing bonds, including refunding bonds, and all legal, accounting and other professional expenses and fees and financing charges in connection with any bonds and/or any facility, and expenses of administration properly chargeable to the construction of a facility, including salaries and all payments and deductions as provided by law pertaining to the State Retirement System;

(i) the cost of restoring, repairing, and placing in its original condition, as nearly as practicable, all public or private property damaged or destroyed in the construction of a facility, or the amount paid by NTTA as compensation for such damage or destruction, and all costs lawfully incurred or damages lawfully payable, with respect to the restoration, relocation, removal, reconstruction, or duplication of property or facilities in connection with or made necessary or caused by the construction of a facility, and the cost of building facilities to connect land severed by a facility or severance damages paid in lieu of such facilities;

(j) any obligation or expense heretofore or hereafter incurred by NTTA in connection with any of the foregoing items of cost, and the reimbursement of any obligations or expenses incurred in connection with any of the foregoing items of cost;

(k) utility relocations, buildings and other structures, fencing, landscaping, illumination, communication systems, and safety devices; and

(l) all other items of cost and expense not elsewhere in this definition specified, incident to the construction and equipment of a facility, the financing thereof and the costs of placing a facility in operation, including all costs as defined under the term “*Cost*” in the Turnpike Act;

“*Credit Agreement*” – a First Tier Credit Agreement, a Second Tier Credit Agreement, or a Third Tier Credit Agreement, as applicable;

“*Credit Provider*” – any bank, financial institution, insurance company, surety bond provider, or other entity which provides, executes, issues, or otherwise is a party to or provider of a Credit Agreement;

“*Current Expenses*” – NTTA’s reasonable and necessary accrued current expenses of maintaining, repairing and operating the Tollway including, without limiting the generality of the foregoing, all ordinary and usual expenses of maintenance and repair, insurance, bridge painting, all operating, policing, administrative and engineering

expenses, all fees and expenses of third parties for the provision of Tolling Services or other management services (to the extent not netted from payments received from such third parties), all payments and deductions as provided in the laws pertaining to the State Retirement System, fees and expenses of the Trustee, legal and accounting expenses, and any other expenses or obligations required to be paid by NTTA under the Trust Agreement or by law, excluding any deposits or transfers to the credit of the Sinking Funds, Reserve Maintenance Fund, and Capital Improvement Fund;

“*Debt Service Requirements*” – for any annual period (any Fiscal Year, or any other consecutive twelve calendar month period), the aggregate amount of interest on and principal of Outstanding bonds specified for the purposes for which Debt Service Requirements is to be calculated, other than any Credit Agreement, and, with respect to any Credit Agreement, the Payment Obligations relating thereto due in such period, as limited and calculated in the following manner:

(a) Except as modified below, (i) for any Fiscal Year while the NTTA System’s Fiscal Year is the same as the calendar year, the aggregate amount of interest on and principal of the bonds, including Payment Obligations, which was paid or redeemed or is scheduled to accrue and be paid or redeemed after January 1 of such Fiscal Year and on the next following January 1; it being understood and intended that for the NTTA System’s currently established Fiscal Year each such January 1 will be in the next following Fiscal Year; and (ii) for any consecutive twelve calendar month period other than the calendar year, whether or not such period constitutes any future NTTA System Fiscal Year, the aggregate amount of interest on and principal of the bonds, including Payment Obligations, which was paid or redeemed or is scheduled to accrue and be paid or redeemed during such consecutive twelve month period;

(b) As to any annual period prior to the date of any calculation, such requirements are required to be calculated solely on the basis of bonds which were Outstanding as of the first day of such period; and as to any future year such requirements are required to be calculated solely on the basis of bonds Outstanding as of the date of calculation plus any bonds then proposed to be issued as Additional Bonds;

(c) Notwithstanding the foregoing, all amounts which are deposited to the credit of the Bond Interest Accounts from original proceeds from the sale of any First Tier Bonds, Second Tier Bonds, or Third Tier Bonds, as applicable, or from any other lawfully available source (other than the Revenue Fund and the investment income from the Operation and Maintenance Fund, the Sinking Funds, and the Reserve Maintenance Fund), and which are used or scheduled to be used to pay interest on such bonds during any annual period, are required to be deemed to reduce the Debt Service Requirements for any such annual period to the extent of such deposits; and the amount of such deposits are required to be excluded from and will not constitute Debt Service Requirements for any such annual period;

(d) If any of the bonds or proposed Additional Bonds bear interest at a Variable Rate the interest rate on such bonds or Additional Bonds for all periods for which the interest rate is not known, is required to be assumed and deemed to be the Assumed Variable Rate;

(e) If any of the bonds or proposed Additional Bonds constitute Balloon Indebtedness or Short-Term Indebtedness, then such amounts thereof as constitute Balloon Indebtedness or Short-Term Indebtedness are required to be treated as if such bonds are to be amortized in substantially equal annual installments of principal and interest over the useful life of the improvements financed with the proceeds of such Balloon Indebtedness or Short-Term Indebtedness as calculated by, and set forth in, a certificate of the Chief Financial Officer. Anything to the contrary notwithstanding, during the annual period preceding the final maturity date of such Balloon Indebtedness or, in the case of Short-Term Indebtedness, in each annual period, all of the principal thereof is required to be considered to be due on the Stated Maturity or due date of such Balloon Indebtedness or Short-Term Indebtedness unless NTTA provides to the Trustee, prior to the beginning of such annual period, a certificate of a Financial Consultant certifying that, in its judgment, NTTA will be able to refund such Balloon Indebtedness or Short-Term Indebtedness through the issuance of Additional Bonds, in which event the Balloon Indebtedness or Short-Term Indebtedness is required to be amortized over the term of such proposed refunding Additional Bonds and is required to be deemed to bear the interest rate specified in the certificate of the Financial Consultant;

(f) Notwithstanding anything to the contrary in **clause (e)** above, with respect to Short-Term Indebtedness that is part of a commercial paper or similar program of NTTA, the amount of debt service of

such Short-Term Indebtedness taken into account during any annual period is required to be equal to the principal component of debt service calculated using the outstanding principal amount of such Short-Term Indebtedness on the date of calculation amortized over the period ending on the date of the maximum maturity date under such program on a level debt service basis at an interest rate deemed to be the Assumed Variable Rate determined as if such Short-Term Indebtedness were Variable Rate Indebtedness; and

(g) Notwithstanding anything to the contrary contained in (a) through (e) above, the Debt Service Requirements for each annual period for a series of Additional Bonds issued (i) in conjunction with one or more Qualified Credit Agreements will be deemed to be the total net payments which the Board Representative certifies NTTA expects to pay in such annual period with respect to such series of Additional Bonds after taking into account the principal and interest payments and the Payment Obligations under such Qualified Credit Agreements made or to be made in such annual period and the amounts received or to be received from the Qualified Credit Provider under such Qualified Credit Agreement in such annual period or (ii) as a series of Variable Rate bonds, or one or more maturities within a series, of equal par amounts, issued simultaneously with inverse floating interest rates providing a composite fixed interest rate for such bonds taken as a whole, such composite fixed rate is required to be used in determining the Debt Service Requirement with respect to such bonds;

“Event of Default” – as defined under the caption “Events of Default and Remedies”;

“Financial Consultant” – a nationally recognized firm of independent professional financial consultants knowledgeable in the financial operation of toll roads and having a favorable reputation for skill and experience in the field of financial consultation relating to toll roads;

“First Tier Bonds” – unless otherwise specifically stated, all Outstanding bonds issued under the Trust Agreement designated as First Tier Bonds, including the related Credit Agreements, and any bond, bonds, note, notes, other obligation or obligations, including any First Tier Credit Agreement, issued, incurred or entered into pursuant to the Trust Agreement as Additional First Tier Bonds, or all of the foregoing, as the case may be, authorized by law and issued under and secured by the Trust Agreement and any supplement thereto;

“First Tier Credit Agreement” – collectively, an obligation entered into on a parity with the Outstanding First Tier Bonds in the form of a loan agreement, revolving credit agreement, agreement establishing a line of credit, letter of credit, reimbursement agreement, insurance contract, commitments to purchase bonds, purchase or sale agreement, interest rate swap, cap and floor agreement or commitment, or other contract or agreement authorized, recognized, and approved by NTTA as a First Tier Credit Agreement, whether authorized or approved in anticipation of, simultaneously with, or subsequent to, the authorization of the First Tier Bonds in connection with which it is executed;

“First Tier Payment Obligations” – unless otherwise specifically stated, all amounts payable by NTTA under a First Tier Credit Agreement less any amounts of principal or interest payable with respect to any Additional First Tier Bonds pledged under a First Tier Credit Agreement as collateral for the amounts due thereunder; and all such First Tier Payment Obligation payments are required to be deemed to constitute principal payments of First Tier Bonds, and are required to be paid from the First Tier Redemption Account as provided in the Trust Agreement; provided, however, that, if provided in a First Tier Credit Agreement or in the proceedings approved by NTTA in connection therewith, some or all of the amounts payable under a First Tier Credit Agreement may be designated as Second Tier Payment Obligations or Third Tier Payment Obligations;

“First Tier Required Reserve” – as of any date an amount equal to the average annual Debt Service Requirements of all First Tier Bonds Outstanding or to be Outstanding as of such date;

“First Tier Reserve Surety Agreement” – any substitute for cash and Authorized Investments in the First Tier Reserve Account as provided for in the Trust Agreement;

“Fiscal Year” – presently, the same as the calendar year; or any other period hereafter designated by NTTA as the Fiscal Year for the NTTA System in accordance with law;

“Net Revenues” – with respect to any consecutive 12-month period or Fiscal Year, the aggregate revenues or estimated aggregate revenues derived or estimated to be derived from the ownership and operation of the Tollway in any such period or year, including (i) all investment income from the Revenue Fund, the Operation and Maintenance Fund, the Bond Interest Accounts, the Redemption Accounts, the Reserve Accounts, the Reserve Maintenance Fund,

and the Capital Improvement Fund, and the investment income from the Construction Fund which is deposited or estimated to be deposited to the credit of the Bond Interest Accounts, and (ii) *all proceeds from the sale, conveyance, pledge or other disposition of Accounts Receivable*, less the Current Expenses for any such period or year; provided, however, any toll revenues collected by NTTA that must be paid to TxDOT as revenue sharing payments pursuant to a project agreement between NTTA and TxDOT will not constitute revenues of the Tollway for purposes of the Trust Agreement;

“*Outstanding*” – with respect to the bonds, at any date of which the amount of the Outstanding bonds is to be determined, the aggregate of all bonds secured by the Trust Agreement, except:

- (a) bonds cancelled or delivered to the Paying Agent for cancellation at or prior to such date;
- (b) bonds for the full payment of the principal of, premium, if any, and interest on which cash has been theretofore deposited with the Paying Agent and which (i) have matured by their terms, or otherwise have become payable, but have not been surrendered for payment or (ii) have been purchased by the Trustee but have not been presented for payment;
- (c) bonds deemed paid as described in *clause (b)* under the caption “*Defeasance*”; and
- (d) bonds in exchange or in lieu of which other bonds have been delivered under the Trust Agreement;

“*Paying Agent*” – the Trustee;

“*Payment Obligations*” – First Tier Payment Obligations, Second Tier Payment Obligations, and Third Tier Payment Obligations;

“*Qualified Credit Agreement*” – a First Tier Credit Agreement, a Second Tier Credit Agreement, or a Third Tier Credit Agreement, as applicable, entered into with a Qualified Credit Provider;

“*Qualified Credit Provider*” – a Credit Provider (or its corporate parent as guarantor of its obligations under a Credit Agreement) whose long term debt is rated or whose credit rating is, at the time the Qualified Credit Agreement is entered into, in one of the three highest rating categories by Moody’s, S&P, or Fitch, without regard to rating sub-categories;

“*Registered Bonds*” – bonds registered in the name of the owner;

“*Registrar*” – the Trustee;

“*Required Reserve*” – the First Tier Required Reserve, the Second Tier Required Reserve, or the Third Tier Required Reserve, as applicable;

“*Reserve Surety Agreement*” – a First Tier Reserve Surety Agreement, a Second Tier Reserve Surety Agreement, or a Third Tier Reserve Surety Agreement, as applicable;

“*Second Tier Bonds*” – unless otherwise specifically stated, all Outstanding bonds issued under the Trust Agreement designated as Second Tier Bonds, including the related Credit Agreements, and any bond, bonds, note, notes, other obligation or obligations, including any Second Tier Credit Agreement, issued, incurred or entered into pursuant to the Trust Agreement as Additional Second Tier Bonds, or all of the foregoing, as the case may be, authorized by law and issued under and secured by the Trust Agreement and any supplement thereto;

“*Second Tier Credit Agreement*” – collectively, an obligation entered into on a parity with the Outstanding Second Tier Bonds in the form of a loan agreement, revolving credit agreement, agreement establishing a line of credit, letter of credit, reimbursement agreement, insurance contract, commitments to purchase bonds, purchase or sale agreement, interest rate swap, cap and floor agreement or commitment, or other contract or agreement authorized, recognized and approved by NTTA as a Second Tier Credit Agreement, whether authorized or approved in anticipation of, simultaneously with, or subsequent to, the authorization of the bonds in connection with which it is executed;

“*Second Tier Payment Obligations*” – unless otherwise specifically stated, all amounts payable by NTTA under a Second Tier Credit Agreement less any amounts of principal or interest payable with respect to any Additional Second Tier Bonds pledged under a Second Tier Credit Agreement as collateral for the amounts due thereunder; and

all such Second Tier Payment Obligation payments will be deemed to constitute principal payments of Second Tier Bonds, and will be paid from the Second Tier Redemption Account as provided in the Trust Agreement; *provided, however,* that, if so provided in a Second Tier Credit Agreement or in the proceedings approved by NTTA in connection therewith, some or all of the amounts payable under a Second Tier Credit Agreement may be designated to be Third Tier Payment Obligations; and *provided further,* that, all payment obligations under a First Tier Credit Agreement which are designated to be Second Tier Payment Obligations will be treated as and constitute Second Tier Payment Obligations for all purposes under the Trust Agreement;

“*Second Tier Required Reserve*” – as of any date the amount set forth in a Supplemental Agreement authorizing Second Tier Bonds Outstanding or to be Outstanding as of such date;

“*Second Tier Reserve Surety Agreement*” – any substitute for cash and Authorized Investments in the Second Tier Reserve Account as provided for in a Supplemental Agreement;

“*Short-Term Indebtedness*” – all bonds that mature in less than 365 days and are issued as Short-Term Indebtedness pursuant to the Trust Agreement. In the event a Credit Provider has extended a line of credit or NTTA has undertaken a commercial paper or similar program, only amounts actually borrowed under such line of credit or program and repayable in less than 365 days will be considered Short-Term Indebtedness and the full amount of such commitment or program will not be treated as Short-Term Indebtedness to the extent that such facility remains available but undrawn;

“*SIFMA*” – the Securities Industry and Financial Markets Association, or any successor thereto;

“*SIFMA Municipal Swap Index*” – the “Securities Industry and Financial Markets Association Municipal Swap Index” announced weekly by Municipal Market Data and based upon the weekly interest rate resets of tax-exempt variable rate issues included in a database maintained by Municipal Market Data which meet specified criteria established by SIFMA. The SIFMA Municipal Swap Index is required to be based upon current yields of high-quality, weekly adjustable variable rate demand bonds which are subject to tender upon seven days’ notice, the interest on which is tax-exempt and not subject to any personal “alternative minimum tax” or similar tax under the Internal Revenue Code of 1986, as amended, unless all tax-exempt securities are subject to such tax;

“*Stated Maturity*” – for any bond, the scheduled maturity date or final mandatory sinking fund redemption date of such bond;

“*Supplemental Agreement*” – any supplement to the Trust Agreement, now or hereafter duly authorized and entered into in accordance with the Trust Agreement;

“*Third Tier Bonds*” – unless otherwise specifically stated, any bond, bonds, note, notes, other obligation or obligations, including any Third Tier Credit Agreement, issued, incurred or entered into pursuant to the Trust Agreement as Third Tier Bonds, or all of the foregoing, as the case may be, authorized by law and issued under and secured by the Trust Agreement and any supplement thereto;

“*Third Tier Credit Agreement*” – collectively, an obligation entered into on a parity with the Outstanding Third Tier Bonds in the form of a loan agreement, revolving credit agreement, agreement establishing a line of credit, letter of credit, reimbursement agreement, insurance contract, commitments to purchase bonds, purchase or sale agreement, interest rate swap, cap and floor agreement or commitment, or other contract or agreement authorized, recognized and approved by NTTA as a Third Tier Credit Agreement, whether authorized or approved in anticipation of, simultaneously with, or subsequent to, the authorization of the bonds in connection with which it is executed;

“*Third Tier Payment Obligations*” – unless otherwise specifically stated, all amounts payable by NTTA under a Third Tier Credit Agreement less any amounts of principal or interest payable with respect to any Additional Third Tier Bonds pledged under a Third Tier Credit Agreement as collateral for the amounts due thereunder; and all such Third Tier Payment Obligation payments will be deemed to constitute principal payments of Third Tier Bonds, and will be paid from the Third Tier Redemption Account or subaccount therein as provided in the Trust Agreement and specified in a Supplemental Agreement; and all payment obligations under a First Tier Credit Agreement or a Second Tier Credit Agreement which are designated to be Third Tier Payment Obligations will be treated as and constitute Third Tier Payment Obligations for all purposes under the Trust Agreement;

“*Third Tier Required Reserve*” – as of any date the amount set forth in the Supplemental Agreements authorizing Third Tier Bonds Outstanding or to be Outstanding as of such date;

“*Third Tier Reserve Surety Agreement*” – any substitute for cash and Authorized Investments in the Third Tier Reserve Account as provided for in a Supplemental Agreement;

“*Toll Rate Schedule*” – the schedule of tolls to be collected by NTTA established by the Board under the Trust Agreement, including future increases or decreases approved by the Board;

“*Tollway*” or “*NTTA System*” – the presently existing turnpike system, as defined in the Trust Agreement (including all bridges, tunnels, overpasses, underpasses, interchanges, toll plazas, and administration, storage, and other buildings, facilities, and improvements which NTTA has deemed necessary for the operation of the presently existing Tollway), together with all property rights, easements, and interests acquired by NTTA for the construction or the operation of the presently existing Tollway, and together with all future improvements, extensions, and enlargements or additions of the presently existing Tollway, and together with any other turnpike project or facilities added to, grouped with, or otherwise constituted and declared to be a part of the Tollway by NTTA in accordance with law and pursuant to resolutions adopted by the Board;

“*Traffic Engineers*” – the traffic engineer or engineering firm or corporation employed by NTTA pursuant to the Trust Agreement to carry out the duties imposed thereby;

“*Turnpike Act*” – Chapter 366 of the Texas Transportation Code, as amended;

“*Value of Authorized Investments*” – the amortized value of any Authorized Investments, *provided, however*, that all United States of America, United States Treasury Obligations – State and Local Government Series will be valued at par and those obligations which are redeemable at the option of the holder will be valued at the price at which such obligations are then redeemable. Computations of such definition include accrued interest on the investment securities paid as a part of the purchase price thereof and not collected. “Amortized value,” when used with respect to a security purchased at par means the purchase price of such security and when used with respect to a security purchased at a premium above or discount below par, means as of any subsequent date of valuation, the value obtained by dividing the total premium or discount by the number of interest payment dates remaining to maturity on any such security after such purchase and by multiplying the amount as calculated by the number of interest payment dates having passed since the date of purchase and (a) in the case of a security purchased at a premium, by deducting the product thus obtained from the purchase price, and (b) in the case of a security purchased at a discount, by adding the product thus obtained to the purchase price;

“*Variable Rate*” – interest on a bond which does not have a predetermined fixed rate or rates to maturity.

Certain Covenants of NTTA

Payment of Principal, Interest, and Premium. NTTA has covenanted that it will promptly pay the principal of and the interest on every bond, including Payment Obligations, at the places, on the dates, and in the manner provided in the Trust Agreement and in said bonds, and any premium required for the retirement of said bonds by redemption, according to the true intent and meaning thereof. The principal, interest (except interest paid from proceeds of the bonds), and premiums are payable solely in the priorities and from the sources described in the Trust Agreement, including the tolls and other revenues derived from the ownership and operation of the Tollway.

Progress Reports; Audits during Construction; Certificate as to Date of Opening for Traffic. NTTA has covenanted that, at least once in every six-month period during the construction of any portion of the Tollway which it finances in whole or in part with bonds, it will cause the Consulting Engineers to prepare a progress report in connection with the acquisition of real property for any project, and a progress report in connection with such construction, including their then current estimates of the:

- (a) date on which such project will be opened for traffic, unless such project has been opened for traffic prior to the date of such report,
- (b) date on which the construction of such project will be completed,
- (c) cost of the project but excluding any bond discount and the interest during construction and for one year after completion of construction, and
- (d) amount of funds required each six (6) months during the remaining estimated period of construction to meet the aforesaid cost of such project exclusive of funds provided for construction contingencies, 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. Copies of such progress reports are required to be filed with the Trustee and NTTA and mailed by NTTA to each bondholder who has filed his name with the Board Representative.

At least once in every twelve-month period during the construction of such project NTTA is required to cause an audit to be made by an independent certified public accountant of recognized ability and standing covering all receipts and money of NTTA then on deposit with or in the name of the Trustee, all Depositories, and NTTA, and any security specifically pledged therefor, any investments thereof, and all disbursements made from the Construction Fund. Reports of each such audit are required to be filed with the Trustee and NTTA and mailed by NTTA to the Consulting Engineers and each bondholder who has filed his name with the Board Representative.

Consulting Engineers. NTTA covenants that it will cause the Consulting Engineers employed by it to make an inspection of the Tollway on or before the 90th day prior to the end of each Fiscal Year and to submit to NTTA a report setting forth (a) their findings whether the Tollway has been maintained in good repair, working order, and condition, (b) their advice and recommendations as to the proper maintenance, repair, and operation of the Tollway during the ensuing Fiscal Year and an estimate of the amount of money necessary for such purposes, including their recommendations as to the total amounts and classifications of items and amounts that should be provided for Current Expenses and the Reserve Maintenance Fund in the Annual Budget for the next ensuing Fiscal Year, and (c) their advice and recommendations as to the amounts and types of insurance which should be carried during the ensuing Fiscal Year with respect to the Tollway described below under the caption "*Insurance.*" Copies of such reports are required to be filed with the Trustee and NTTA and mailed by NTTA to each bondholder who has filed his name and address with the Board Representative.

Budgets, Hearings Thereon, Payments into Reserve Maintenance Fund, and Payments for Maintenance, Repair, and Operation. NTTA has covenanted that on or before the 60th day prior to the end of each Fiscal Year it will adopt a preliminary budget of Current Expenses and payments into the Reserve Maintenance Fund for the ensuing Fiscal Year. Copies are required to be filed with the Trustee and NTTA and mailed by NTTA to the Consulting Engineers and each bondholder who has filed his name and address with the Board Representative.

If the holders of at least five percent (5%) in aggregate principal amount of the bonds then Outstanding request in writing on or before the 60th day prior to the end of any Fiscal Year, NTTA is required to hold a public hearing on or before the 30th day prior to the end of such Fiscal Year at which any bondholder may appear in person or by agent or attorney and present any objections he may have to the final adoption of such budget. Notice of the time and place of such hearing is required to be mailed, at least ten (10) days before the date fixed by NTTA for the hearing by NTTA, to the Trustee, the Consulting Engineers, and each bondholder who has filed his name and address with the Board Representative. NTTA has further covenanted that on or before the first day of each Fiscal Year it will finally adopt the budget of Current Expenses and payments into the Reserve Maintenance Fund for such Fiscal Year (hereinafter sometimes called the "*Annual Budget*"). Copies of the Annual Budget are required to be filed with the Trustee and mailed by NTTA to the Consulting Engineers and each bondholder who has filed his name and address with the Board Representative.

If for any reason NTTA has not adopted the Annual Budget before the first day of any Fiscal Year, the preliminary budget for such Fiscal Year or, if there is none prepared, the budget for the preceding Fiscal Year, will, until the adoption of the Annual Budget, be deemed to be in force and will be treated as the Annual Budget as herein described.

NTTA may at any time adopt an amended or supplemental Annual Budget for the remainder of the then current Fiscal Year, and when so adopted the Annual Budget as so amended or supplemented will be treated as the Annual Budget under the Trust Agreement; *provided, however*, that before the adoption of any such amended or supplemental Annual Budget, NTTA is required to have obtained and filed with the Trustee the recommendations of the Consulting Engineers in connection therewith. Copies of any such amended or supplemental Annual Budget are required to be filed with the Trustee and mailed by NTTA to the Consulting Engineers and each bondholder who has filed his name and address with the Board Representative.

NTTA has covenanted that all payments for maintenance, repair, and operation in any Fiscal Year will not exceed the reasonable and necessary amount required therefor, and that it will not expend any amount or incur any obligations for maintenance, repair, and operation in excess of the amounts provided for Current Expenses in the Annual Budget, or amended or supplemental Annual Budget, except as provided in the Trust Agreement and except amounts payable from the Reserve Maintenance Fund and Capital Improvement Fund. Nothing described herein

limits the amount which NTTA may expend for Current Expenses in any Fiscal Year provided any amounts expended therefor in excess of the Annual Budget are received by NTTA from some source other than the Net Revenues of the Tollway for such Fiscal Year.

Compliance with Requirements; No Liens or Charges upon Tollway, Tolls, or Other Revenues; Payment of Charges. NTTA has covenanted that it will duly observe and comply with all valid requirements of any governmental authority relative to the Tollway or any part thereof, that it will not create or suffer to be created any lien or charge upon the Tollway or any part thereof or upon the tolls or other revenue therefrom except the lien and charge of the bonds secured by the Trust Agreement upon such tolls and revenue, unless any such lien or charge is junior and subordinate in all respects to the lien and charge of the bonds secured by the Trust Agreement, it being understood that NTTA may issue bonds, notes, or other obligations payable from, or secured by, money in the Capital Improvement Fund to the extent now or hereafter permitted by law without violating the foregoing covenant. NTTA has further covenanted that, from such revenues or other available funds, it will pay or cause to be discharged, or will make adequate provision to satisfy and discharge, within sixty (60) days after the same accrue, all lawful claims and demands for labor, materials, supplies or other objects which, if unpaid, might by law become a lien upon the Tollway or any part thereof or the tolls or other revenue therefrom; *provided, however*, that nothing will require NTTA to pay or cause to be discharged, or make provision for, any such lien or charge so long as the validity thereof is contested in good faith and by appropriate legal proceedings.

Accurate Records; Monthly Reports; Annual Audits; Additional Reports or Audits, Annual Report. NTTA has covenanted that it will keep an accurate record of the daily tolls and other revenues collected, of the number and class of vehicles using the Tollway and of the application of such tolls. Such record will be open to the inspection of the bondholders and their agents and representatives.

NTTA has further covenanted that once each month it will cause to be filed with the Trustee and mailed to the Consulting Engineers, the Traffic Engineers and each bondholder who has filed his name with the Board Representative, copies of any revision of the Toll Rate Schedule during the preceding calendar month and a report setting forth in respect of the preceding calendar month:

- (a) the income and expense accounts of the Tollway,
- (b) the number of vehicles in each class using the Tollway,
- (c) all payments, deposits, and credits to and any payments, transfers, and withdrawals from each Fund and Account created under the Trust Agreement,
- (d) all bonds issued, paid, purchased, or redeemed,
- (e) the amounts at the end of such month to the credit of each Fund and Account, showing the respective amounts to the credit of each such Fund and Account, and any security held therefor, and showing the details of any investments thereof, and
- (f) the amounts of the proceeds received from any sales of property described herein under the caption "*Covenant Against Sale or Encumbrance; Exception.*"

NTTA has further covenanted that during the month following the end of each Fiscal Year it will cause an audit to be made of its books and accounts relating to the Tollway for the previous Fiscal Year by an independent certified public accountant of recognized ability and standing. Promptly thereafter reports of each audit are required to be filed with NTTA and the Trustee, and copies of such report are required to be mailed by NTTA to the Consulting Engineers, the Traffic Engineers, and each bondholder who has filed his name with the Board Representative. Each such audit is required to set forth in respect to the preceding Fiscal Year the same matters as are hereinabove required for the monthly reports, and also the findings of such certified public accountants whether the money received by NTTA under the Trust Agreement have been applied in accordance therewith. Such monthly reports and annual audit reports are required to be open to the inspection of the bondholders and their agents and representatives.

NTTA has further covenanted to furnish to the Trustee such other information concerning the Tollway or the operation thereof as the Trustee may reasonably request.

Covenant Against Sale or Encumbrance; Exception.

(a) NTTA has covenanted that, until the bonds and interest thereon have been paid or provision for such payment has been made, and except as otherwise permitted in the Trust Agreement, it will not sell, lease, or otherwise dispose of or encumber the Tollway or any part thereof and will not create or permit to be created any charge or lien on the revenues derived therefrom unless such charge or lien is made junior and subordinate in all respects to the charge and lien of the Trust Agreement made for the benefit of the bonds; provided that NTTA may lease or contract with respect to the operation of service stations or other facilities referred to in section 12 of the Turnpike Act. NTTA may, however, from time to time, sell, exchange, or otherwise dispose of any machinery, fixtures, apparatus, tools, instruments, or other movable property acquired by it from the proceeds of bonds issued on account of the Tollway or from the revenues thereof or otherwise, if NTTA determines that such articles are no longer needed or are no longer useful in connection with the construction or operation and maintenance of the Tollway, and the proceeds thereof are applied to the replacement of the properties so sold or disposed of or are paid to the Trustee to be held for the credit of the Construction Fund, the Reserve Maintenance Fund, the Capital Improvement Fund, or the Sinking Funds, as NTTA directs. NTTA may from time to time sell, exchange or otherwise dispose of any real property or release, relinquish or extinguish any interest therein as NTTA by resolution declares is not needed or serves no useful purpose in connection with the maintenance and operation of the Tollway, and the proceeds thereof, if any, are required to be applied as provided above for the proceeds of the sale or disposal of movable property. Notwithstanding the foregoing, it is acknowledged and agreed that nothing in the Trust Agreement will prevent NTTA from re-conveying or allowing the reversion of property leased or otherwise acquired upon the termination of the lease or agreement pursuant to which such property was originally acquired.

(b) Notwithstanding anything to the contrary in the Trust Agreement, NTTA may sell, convey, pledge or otherwise dispose of Accounts Receivable if:

(1) Such sale, conveyance, pledge, or disposition is, in the judgment of NTTA, on commercially reasonable terms; or

(2) After giving effect to such sale, conveyance, pledge or disposition either (i) NTTA would be permitted to issue at least \$1.00 of Additional First Tier Bonds pursuant to Section 208 of this Agreement, or (ii) NTTA will, in the judgment of NTTA, be able to comply with its covenants in Section 501(d) of the Trust Agreement.

Any amounts received by NTTA in connection with the sale, conveyance, pledge, or disposition of Accounts Receivable shall constitute tolls or other revenue derived from the ownership and operation of the Tollway for purposes of the Trust Agreement. Upon the written request of a Board Representative delivered to the Trustee, the rights, title, liens, security interests, pledge, and assignments herein granted in or on Accounts Receivable sold, conveyed, pledged, or otherwise disposed of in accordance with this subsection (b) shall cease, determine and be void as to such Accounts Receivable and the lien of the Trust Agreement shall be released by the Trustee as to such Accounts Receivable in due form. In the written request to the Trustee, the Board Representative shall confirm that such Accounts Receivable have been sold, conveyed, pledged, or otherwise disposed of in accordance with this subsection (b). Proceeds of or receipts with respect to Accounts Receivable sold, conveyed, pledged, or otherwise disposed of in accordance with this subsection (b) shall not, after the date of such sale, conveyance, pledge, or other disposition, constitute tolls or other revenue of or derived from the ownership and operation of the Tollway for purposes of the Trust Agreement.

(c) Upon any disposition of property as described herein, NTTA is required to notify the Trustee thereof and the amount and disposition of the proceeds thereof.

Insurance

Recommendations. NTTA has covenanted that, during each Fiscal Year while any bonds are Outstanding, it will obtain from the Consulting Engineers, on or before the 90th day prior to the end of each Fiscal Year, the report of the Consulting Engineers containing their advice and recommendations concerning the amounts and types of insurance which should be carried with respect to the Tollway during the ensuing Fiscal Year or years. NTTA covenants that it will follow the recommendations of the Consulting Engineers with respect to insurance, and will

carry with a qualified and responsible insurance company or companies such insurance with respect to the Tollway as is then required by law and otherwise as is recommended by the Consulting Engineers in accordance with the Trust Agreement.

Self-Insurance. NTTA may, upon the recommendation of the Consulting Engineers, establish programs for self-insurance against various risks and losses, to the extent and in the manner as may be deemed advisable.

Schedule of Insurance Policies; Settlement of Insurance Claims. Within the first three (3) months of each Fiscal Year NTTA is required to mail to the Consulting Engineers and the Trustee a schedule of all insurance policies or self-insurance plans which are then in effect, stating with respect to each policy the name of the insurer, the amount, number and expiration date, and the hazards and risks covered thereby, and also stating the details of each self-insurance program established by NTTA. All such insurance policies are required to be open to the inspection of the bondholders and their representatives at all reasonable times. The Trustee is authorized, but is not obligated, in its own name to demand, collect, sue, and receipt for any insurance money which may become due and payable under any policies payable to it. Any appraisal or adjustment of any loss or damage under any policy payable to the Trustee and any settlement or payment of indemnity under such policy which may be agreed upon between NTTA and any insurer is required to be evidenced to the Trustee by a certificate, signed by the Chairman or Vice Chairman and a Board Representative, which certificate may be relied upon by the Trustee as conclusive. The Trustee will in no way be liable or responsible for the collection of insurance money in case of any loss or damage.

All insurance policies will be for the benefit of the Trustee and NTTA, and the insurance policies will be made payable to the Trustee, and will be held by the Trustee. The Trustee will have the sole right to receive the proceeds of such insurance. The proceeds of any insurance will be held by the Trustee as security for the bonds until the bonds are paid out in accordance with the Resolution.

NTTA agrees that, immediately after any damage to or destruction of the NTTA System or any part thereof, competent engineers will prepare plans and specifications for repairing, replacing or reconstructing the damaged or destroyed property (either in accordance with the original or a different design) and an estimate of the cost thereof. Copies of such estimate will be mailed by NTTA to the Trustee and to the Consulting Engineers unless such engineers are the Consulting Engineers.

The proceeds of all insurance will be available for, and to the extent necessary be applied to, the repair, replacement, or reconstruction of the damaged or destroyed property, and will be disbursed by the Trustee. If the proceeds are more than sufficient for such purpose, the balance remaining will be placed in the Revenue Fund. If the insurance proceeds are insufficient for such purpose, the deficiency will be supplied by NTTA from any surplus unpledged, uncommitted, and available moneys in the Capital Improvement Fund and the Reserve Maintenance Fund, in that order, to the extent required or available.

NTTA agrees that, if the cost of repairing, replacing, or reconstructing the damaged or destroyed property as estimated does not exceed the proceeds of insurance and other moneys available for such purpose, it will commence with the repair, replacement, or reconstruction of the damaged or destroyed property according to plans and specifications prepared or approved by the Consulting Engineers.

The proceeds of any insurance not applied within 18 months after their receipt to repairing, replacing, or reconstructing the damaged or destroyed property must be deposited to the credit of the Reserve Maintenance Fund, unless NTTA advises the Trustee that it has been prevented from so repairing, replacing, or reconstructing because of conditions beyond its control, or unless NTTA, with the consent of the holders of a majority in principal amount of all the bonds then outstanding, shall otherwise direct.

Covenants Regarding Tax Exemption

Except with respect to Bonds issued as "taxable bonds," NTTA agrees to refrain from taking any action which would adversely affect, and to take any action required to ensure, the treatment of the Bonds as obligations described in section 103 of the Code, the interest on which is not includable in the "gross income" of the holder for purposes of federal income taxation (other than with respect to the taxable Bonds).

Investments

Investment of Money in Funds and Accounts. All money held for the credit of the Construction Fund will, as nearly as may be practicable, be invested and reinvested by the Trustee, as directed by NTTA, in Authorized Investments which will mature, or which will be subject to redemption by the holder thereof at the option of such

holder, in such amounts and at such times as will be required to provide money when needed to pay the Costs payable from the Construction Fund. Money held for the credit of the Reserve Accounts will, as nearly as may be practicable, be invested and reinvested by the Trustee, as directed by NTTA, in Authorized Investments which will mature, or will be subject to redemption by the holder thereof at the option of such holder, not later than five years after the date of such investment. Money held for the credit of the Reserve Maintenance Fund may be invested and reinvested by NTTA in Authorized Investments which will mature, or which will be subject to redemption by the holder thereof at the option of such holder, not later than five years after the date of such investment. Money held for the credit of the Capital Improvement Fund may be invested in any of the Authorized Investments or in any other manner authorized by the Board. Money held for the credit of the Operation and Maintenance Fund will be invested and reinvested by NTTA, and the Revenue Fund, the Bond Interest Accounts, and the Redemption Accounts will be invested and reinvested by the Trustee, as directed by NTTA, in Authorized Investments which will mature, or which will be subject to redemption by the holder thereof at the option of such holder, not later than the respective dates which will allow money to be available in each of said Funds and Accounts for use at the appropriate times and for the purposes for which they were created.

In lieu of the investments as provided above, and at the option of NTTA, and in any other case where NTTA deems it advisable, NTTA may make interest bearing time deposits, invest in certificates of deposit, or make other similar arrangements with the Trustee or any other depository in connection with money in any Fund or Account created by the Trust Agreement, as may be permitted by law, and which will allow money to be available in each of the Funds and Accounts created by the Trust Agreement for use at the appropriate times and for the purposes for which they were created, provided that all such time deposits, certificates of deposit, and other similar agreements will be secured in the manner provided in the Trust Agreement.

Other Investment Matters. Obligations purchased as an investment of money in any Fund or Account created under the Trust Agreement and all time deposits or similar arrangements made in connection therewith, will be deemed at all times to be a part of such Fund or Account, and the interest accruing thereon and any profit realized from any investment will be credited to such Fund or Account, and any loss resulting from any investment will be charged to such Fund or Account; *provided, however*, that the provisions described under the caption “*Sinking Funds; Bond Interest Accounts, Reserve Accounts, and Redemption Accounts*” will be applicable at all times to the Reserve Accounts and the excess investment earnings from the Reserve Accounts.

At the option of NTTA, during the period of construction or completion of construction of any project, NTTA may direct the Trustee to transfer from the Construction Fund and deposit to the credit of the applicable Bond Interest Account, from the investment earnings deposited in the Construction Fund and/or the Reserve Maintenance Fund all or any part of an amount, which, together with the amount then available in the applicable Bond Interest Account, will be sufficient to pay the interest coming due on the bonds on each interest payment date, respectively. The Trustee is required to account for all amounts at any time on hand in the Construction Fund attributable to all investment earnings, regardless of their source, and to make the deposits required above to the extent of such investment earnings on hand at the time each such deposit is required to be made. In the event that such investment earnings are not sufficient to supplement the applicable Bond Interest Account in an amount required to enable the Trustee to pay from the applicable Bond Interest Account the interest coming due on the bonds on any interest payment date, then the Trustee, without further authorization or requisition, is required to use the corpus of the Construction Fund (original bond proceeds) to the extent necessary to provide the required supplement to the applicable Bond Interest Account.

The Trustee, any other depositories, and NTTA, as the case may be, are required to sell at the best price obtainable in the exercise of reasonable diligence, or present for payment or redemption, any obligations so purchased, whenever and to the extent it is necessary so to do, in order to provide money required to meet any payment or transfer from any Fund or Account. The Trustee, any other depositories, and NTTA, as the case may be, are required to present for payment all such obligations when they mature or when they are called for redemption and the proceeds thereof are required to be reinvested promptly, unless needed to meet any such payment or transfer. Neither the Trustee, any other depositories, nor NTTA will be liable or responsible for making any such investment or for any loss resulting from any such investment, but any resulting deficiency in any Fund or Account is required to be restored from the first money available therefor in accordance with the Trust Agreement. The Trustee and any other depositories are required to advise NTTA in writing, on or before the fifth day of each month, of the details of all money and investments held by them for the credit of any such Fund or Account.

The provisions of the Trust Agreement which relate to the deposit and to the investment of money are subject to any applicable laws of the State of Texas.

All Authorized Investments purchased as an investment of any Fund or Account are required to be valued at the Value of Authorized Investments. Reserve Accounts are required to be valued by NTTA as of the last Business Day of the current Fiscal Year, and semiannually thereafter as of the last Business Day of the sixth and twelfth months, respectively, of each Fiscal Year.

Notwithstanding any other provisions of the Trust Agreement, if investment income derived from any Fund or Account maintained pursuant hereto is required to be rebated to the United States of America, as required by the tax covenants of NTTA in order to prevent any bonds from being “arbitrage bonds,” such investment income will be so rebated from the appropriate Fund or Account, and the amount of such rebate will not be considered to be revenues of the Tollway. The Trustee is required, upon the request and direction of NTTA, to transmit any such rebate amounts held by it to the United States of America.

Events of Default and Remedies

Events of Default. Each of the following events is hereby declared an “*Event of Default*,” that is to say: if

(a) NTTA defaults in the payment of the principal of or premium, if any, on any of the bonds when the same become due and payable, either at maturity or by proceedings for redemption; or

(b) NTTA defaults in the payment of any installment of interest on any bond when the same becomes due and payable; or

(c) any part of the Tollway is destroyed or damaged to the extent of impairing its efficient operation and adversely affecting its gross or net revenues and is not promptly repaired, replaced, or reconstructed (whether such failure to repair, replace, or reconstruct the same be due to the impracticability of such repair, replacement, or reconstruction or to lack of funds therefor or for any other reason); or

(d) judgment for the payment of money is rendered against NTTA if such judgment is under any circumstances payable from the revenues of the Tollway and any such judgment is not discharged within ninety (90) days from the entry thereof or an appeal is not taken therefrom or from the order, decree, or process upon which or pursuant to which such judgment has been granted or entered, in such manner as to set aside or stay the execution of or levy under such judgment, decree, or process or the enforcement thereof; or

(e) an order or decree is entered, with the consent or acquiescence of NTTA, appointing a receiver or receivers of the Tollway or any part thereof or of the tolls or other revenues thereof, or if such order or decree, having been entered without the consent or acquiescence of NTTA, is not vacated or discharged or stayed within ninety (90) days after the entry thereof; or

(f) any proceeding is instituted, with the consent or acquiescence of NTTA, for the purpose of effecting a composition between NTTA and its creditors or for the purpose of adjusting the claims of such creditors, pursuant to any federal or state statute now or hereafter enacted, if the claims of such creditors are under any circumstances payable from the revenues of the Tollway; or

(g) NTTA defaults in the due and punctual performance of any other of the covenants, conditions, agreements, and provisions contained in the bonds or in the Trust Agreement on the part of NTTA to be performed, and such default continues for sixty (60) days after written notice specifying such default and requiring it to be remedied has been given to NTTA by the Trustee, which may give such notice in its discretion and is required to give such notice at the written request of the holders of not less than ten percent (10%) in principal amount of the bonds then Outstanding; and the Trustee is required to investigate and consider any allegation of such default or Event of Default of which any Bond Insurer of record notifies the Trustee in writing; or

(h) the occurrence and continuance of an event of default by NTTA under a Credit Agreement or Reserve Surety Agreement.

A payment default under paragraphs (a) or (b) above with respect to a Second Tier Bond or Third Tier Bond will not constitute an Event of Default with respect to First Tier Bonds. A payment default under paragraphs (a) or (b) above with respect to a Third Tier Bond will not constitute an Event of Default with respect to Second Tier Bonds.

Enforcement of Remedies. Upon the happening and continuance of any Event of Default specified under the caption “*Events of Default*,” then and in every such case the Trustee may proceed, and upon the written request of the holders of not less than twenty percent (20%) in principal amount of the bonds then Outstanding is required to proceed (subject to receiving adequate indemnity), to protect and enforce its rights and the rights of the bondholders under the Turnpike Act and under the Trust Agreement by such suits, actions, or special proceedings in equity or at law, or by proceedings in the office of any board or officer having jurisdiction, either for mandamus or the specific performance of any covenant or agreement contained in the Trust Agreement or in aid or execution of any power therein granted or for the enforcement of any proper legal or equitable remedy, as the Trustee, being advised by counsel, deems most effectual to protect and enforce such rights. Acceleration of the principal of or interest on the bonds upon the occurrence of an Event of Default is not a remedy available under the Trust Agreement and in no event may the Trustee, the owners or other parties have the ability, upon the occurrence of an Event of Default, to declare the principal of or interest on the bonds immediately due and payable.

In enforcing any remedy under the Trust Agreement the Trustee is entitled to sue for, enforce payment of, and receive any and all amounts then or during any default becoming, and at any time remaining, due from NTTA for principal, interest or otherwise under the Trust Agreement or of the bonds and unpaid, with interest on overdue payments at the rate or rates of interest borne by such bonds, together with any and all costs and expenses of collection and of all proceedings under the Trust Agreement and under such bonds, without prejudice, to any other right or remedy of the Trustee or of the bondholders, and to recover and enforce judgment or decree against NTTA, but solely as provided in the Trust Agreement and in such bonds, for any portion of such amounts remaining unpaid, with interest, costs and expenses, and to collect (but solely from money in the applicable Sinking Fund and any other money available for such purposes) in any manner provided by law, the money adjudged or decreed to be payable.

Pro Rata Application of Funds. If at any time the money in the First Tier Sinking Fund, the Second Tier Sinking Fund, the Third Tier Sinking Fund, the Reserve Maintenance Fund, or any other sinking funds established under the Trust Agreement is not sufficient to pay the principal of or the interest on the bonds as the same become due and payable, such money, together with any money then available or thereafter becoming available for such purpose, whether through the exercise of the remedies set forth in the Trust Agreement or otherwise, are required to be applied (subject to the right of the Trustee to compensation and indemnification) as follows (*provided, however*, amounts on deposit in a fund or account (i) dedicated to the payment or security of the First Tier Bonds, the Second Tier Bonds, or Third Tier Bonds or (ii) constituting Additional Bond Security for the benefit of one or more specific series of bonds will not be applied as provided below but will be used only for the purpose for which such deposits were made):

(a) Unless the principal of all the First Tier Bonds is then due and payable, all such money is required to be applied first: to the payment to the persons entitled thereto of all installments of interest then due on the First Tier Bonds, in the order of the maturity of the installments of such interest, and, if the amount available is not sufficient to pay in full any particular installment, then to the payment ratably, according to the amounts due on such installment, to the persons entitled thereto, without any discrimination or preference except as to any difference in the respective rates of interest specified in the First Tier Bonds; and second: to the payment of the principal of any First Tier Bonds which have matured, and, if the amount available is not sufficient to pay all of such matured First Tier Bonds, then to the payment thereof ratably, according to the amount due; or if no First Tier Bonds have matured, to the retirement of First Tier Bonds in accordance with the Trust Agreement.

(b) If the principal of all the First Tier Bonds is then due and payable, all such money is required to be applied to the payment of the principal and interest then due and unpaid upon the First Tier Bonds, without preference or priority of principal over interest or of interest over principal, or of any installment of interest over any other installment of interest, or of any First Tier Bond over any other First Tier Bond, ratably, according to the amounts due respectively for principal and interest, to the persons entitled thereto without any discrimination or preference except as to any difference in the respective rates of interest specified in the First Tier Bonds.

(c) If there is no default existing in the payment of the principal of, premium, if any, or interest on the First Tier Bonds but the principal of, premium, if any, or interest on Second Tier Bonds has not been

paid when due, unless the principal of all the Second Tier Bonds is then due and payable, all such money is required to be applied first: to the payment to the persons entitled thereto of all installments of interest then due on the Second Tier Bonds, in the order of the maturity of the installments of such interest, and, if the amount available is not sufficient to pay in full any particular installment, then to the payment ratably, according to the amounts due on such installment, to the persons entitled thereto, without any discrimination or preference except as to any difference in the respective rates of interest specified in the Second Tier Bonds; and second: to the payment of the principal of any Second Tier Bonds which have matured, and, if the amount available is not sufficient to pay all of such matured Second Tier Bonds, then to the payment thereof ratably, according to the amount due; or if no Second Tier Bonds have matured, to the retirement of Second Tier Bonds in accordance with the Trust Agreement.

(d) If there is no default existing in the payment of the principal of, premium, if any, or interest on the First Tier Bonds, but the principal of all the Second Tier Bonds is then due and payable, all such money is required to be applied to the payment of the principal and interest then due and unpaid upon the Second Tier Bonds, without preference or priority of principal over interest or of interest over principal, or of any installment of interest over any other installment of interest, or of any Second Tier Bond over any other Second Tier Bond, ratably, according to the amounts due respectively for principal and interest, to the persons entitled thereto without any discrimination or preference except as to any difference in the respective rates of interest specified in the Second Tier Bonds.

(e) If there is no default existing in the payment of the principal of, premium, if any, or interest on the First Tier Bonds and Second Tier Bonds but the principal of, premium, if any, or interest on Third Tier Bonds has not been paid when due, unless the principal of all the Third Tier Bonds is then due and payable, all such money is required to be applied first: to the payment to the persons entitled thereto of all installments of interest then due on the Third Tier Bonds, in the order of priority established in the Supplemental Agreement entered into in conjunction with the issuance of such Third Tier Bonds, and within a class of Third Tier Bonds, in the order of the maturity of the installments of such interest, and, if the amount available is not sufficient to pay in full any particular installment, then to the payment ratably, according to the amounts due on such installment, to the persons entitled thereto, without any discrimination or preference within a class of Third Tier Bonds except as to any difference in the respective rates of interest specified in the Third Tier Bonds; and second: to the payment of the principal of any Third Tier Bonds, in the order of priority established in the Supplemental Agreement entered into in conjunction with the issuance of such Third Tier Bonds, which have matured, and, if the amount available is not sufficient to pay all of such matured Third Tier Bonds within such class, then to the payment thereof ratably, according to the amount due; or if no Third Tier Bonds have matured, to the retirement of Third Tier Bonds in accordance with the Supplemental Agreement executed and delivered in conjunction with the issuance of such Third Tier Bonds.

(f) If there is no default existing in the payment of the principal of, premium, if any, or interest on the First Tier Bonds and Second Tier Bonds, but the principal of all the Third Tier Bonds is then due and payable, all such money is required to be applied to the payment of the principal and interest then due and unpaid upon the Third Tier Bonds of each class, in the order of priority established in the Supplemental Agreement entered into in conjunction with the issuance of such Third Tier Bonds, without preference or priority of principal over interest or of interest over principal, or of any installment of interest over any other installment of interest, or of any Third Tier Bond over any other Third Tier Bond within the same class, ratably, according to the amounts due respectively for principal and interest, to the persons entitled thereto without any discrimination or preference except as to any difference in the respective rates of interest specified in the Third Tier Bonds.

Whenever money is to be applied by the Trustee as described herein, such money is required to be applied by the Trustee at such times as the Trustee in its sole discretion determines, having due regard to the amount of such money available for application and the likelihood of additional money becoming available for such application in the future; the deposit of such money with the Paying Agent, or otherwise setting aside such money, in trust for the proper purpose will constitute proper application by the Trustee; and the Trustee will incur no liability whatsoever to NTTA, to any bondholder or to any other person for any delay in applying any such money, so long as the Trustee acts with reasonable diligence, having due regard to the circumstances, and ultimately applies the same in accordance with the Trust Agreement as may be applicable at the time of application by the Trustee. Whenever the Trustee exercises such

discretion in applying such money, it is required to fix the date (which will be an interest payment date unless the Trustee deems another date more suitable) upon which such application is to be made and upon such date interest on the amounts of principal to be paid on such date will cease to accrue. The Trustee is required to give such notice as it deems appropriate of the fixing of any such date, and is not required to make payment to the holder of any unpaid bond or the interest thereon unless such bond is presented to the Trustee for appropriate endorsement or for cancellation if fully paid.

Effect of Discontinuance of Proceedings. In case any action taken by the Trustee on account of any default is discontinued or abandoned for any reason, then NTTA, the Trustee, any Bond Insurer of record, and the bondholders will be restored to their former positions and rights under the Trust Agreement, and all rights, remedies, powers, and duties of the Trustee will continue as if no action had been taken.

Majority of Bondholders May Control Proceedings. Anything in the Trust Agreement to the contrary notwithstanding, the holders of not less than a majority in principal amount of the First Tier Bonds then Outstanding hereunder (or, if no First Tier Bonds are then Outstanding, then the holders of not less than a majority in principal amount of the Second Tier Bonds then Outstanding, or, if no First Tier Bonds or Second Tier Bonds are then Outstanding, then the holders of not less than a majority in principal amount of the Third Tier Bonds then Outstanding) have the right (subject to the Trustee's right to indemnity), by an instrument or concurrent instruments in writing executed and delivered to the Trustee, to direct the method and place of conducting all remedial actions to be taken by the Trustee, provided that such direction is not in contradiction of law or the Trust Agreement. The Trustee has the right to decline to follow any such direction which in the opinion of the Trustee would be unjustly prejudicial to bondholders not parties to such direction.

Restrictions upon Action by Individual Bondholder. No holder of any of the Outstanding bonds has any right to institute any suit, action, mandamus, or other proceeding in equity or at law for the execution of any trust under the Trust Agreement or the protection or enforcement of any right under the Trust Agreement or any resolution of NTTA authorizing the issuance of bonds, or any right under the Turnpike Act or the laws of Texas, excepting only an action for the recovery of overdue and unpaid principal, interest or redemption premium, unless such holder has previously given to the Trustee written notice of the Event of Default or breach of trust or duty on account of which such suit or action is to be taken, and unless the holders of not less than twenty percent (20%) in principal amount of the bonds then Outstanding have made written request of the Trustee after the right to exercise such powers or right of action, as the case may be, have accrued, and have afforded the Trustee a reasonable opportunity either to proceed to exercise the powers granted under the Trust Agreement, granted by the Turnpike Act or by the laws of Texas, or to institute such action, suit or proceeding in its or their name, and unless, also, there has been offered to the Trustee reasonable security and indemnity satisfactory to it against the costs, expenses, and liabilities to be incurred therein or thereby, and the Trustee has refused or neglected to comply with such request within a reasonable time; and such notification, request and offer of indemnity are hereby declared in every such case, at the option of the Trustee, to be conditions precedent to the execution of the powers and trusts of the Trust Agreement or for any other remedy thereunder or under the Turnpike Act or the laws of Texas. It is understood and intended that no one or more holders of the bonds secured by the Trust Agreement will have any right in any manner whatsoever by his or their action to affect, disturb, or prejudice the security of the Trust Agreement, or to enforce any right thereunder or under the Turnpike Act or the laws of Texas with respect to the bonds or the Trust Agreement, except in the manner therein provided, and that all proceedings at law or in equity will be instituted, had and maintained in the manner therein provided and for the benefit of all holders of the Outstanding bonds, except as otherwise permitted therein with reference to over-due and unpaid principal, interest or redemption premium.

Actions by Trustee. All rights of action under the Trust Agreement or under any of the bonds, enforceable by the Trustee, may be enforced by it without the possession of any of the bonds or the production thereof on the trial or other proceeding relative thereto, and any such suit, action or proceeding instituted by the Trustee is required to be brought in its name for the benefit of all the holders of such bonds, subject to the Trust Agreement.

No Remedy Exclusive. No remedy under the Trust Agreement conferred upon or reserved to the Trustee, any Bond Insurer, or to the holders of the bonds is intended to be exclusive of any other remedy or remedies, and each and every such remedy will be cumulative and will be in addition to every other remedy given thereunder or now or hereafter existing at law or in equity or by statute.

Delay or Omission Not Waiver; Repeated Exercise of Powers; Waiver of Default. No delay or omission of the Trustee or of any holder of the bonds to exercise any right or power accruing upon any default will impair any such right or power or will be construed to be a waiver of any such default or any acquiescence therein; and every

power and remedy given by the Trust Agreement to the Trustee and the holders of the bonds, respectively, may be exercised from time to time and as often as may be deemed expedient.

The Trustee may, and upon written request of the holders of not less than a majority in principal amount of the bonds then Outstanding is required to, waive any default which in its opinion has been remedied before the completion of the enforcement of any remedy under the Trust Agreement, but no such waiver will extend to or affect any other existing or any subsequent default or defaults or impair any rights or remedies consequent thereon.

Notice of Default. The Trustee is required to mail to each Bond Insurer of record, and each bondholder of record written notice of the occurrence of any Event of Default, within thirty (30) days after the Trustee has knowledge of such Event of Default. If in any Fiscal Year the total amount of deposits to the Sinking Funds is less than the amounts required to be deposited under the Trust Agreement, the Trustee, on or before the first day of the second month of the next succeeding Fiscal Year, is required to mail to each Bond Insurer of record, and all bondholders of record written notice of the failure to make such deposits. The Trustee will not be subject to any liability to any bondholder by reason of its failure to mail any such notice.

Bond Insurer's Rights. Notwithstanding any other provisions described under the caption "*Events of Default and Remedies*," if there has been filed with the Trustee a Bond Insurance Policy, or a certified copy thereof, with respect to any bond, all enforcement remedies and rights to waive defaults with respect to such bond may be exercised by the registered bondholders only with the written consent of such Bond Insurer, and, in the alternative, at the option of the Bond Insurer, such Bond Insurer may enforce any such remedies or waive any default with respect to such bond without the consent of the registered bondholder, and in such event such Bond Insurer will be deemed to be the bondholder for such purpose. Any Bond Insurer under a Bond Insurance Policy, or certified copy thereof, which has been filed with the Trustee and is then in effect will, for all purposes of the Trust Agreement, constitute and may be called a Bond Insurer of record.

Certain Matters Regarding the Trustee

General. The Trustee has accepted and agreed to execute the trusts imposed upon it by the Trust Agreement. The Trustee is entitled to the benefit of certain protections under the Trust Agreement, including the right to rely on certificates required or permitted to be filed with it, to buy, sell, own, hold, and deal in any of the bonds issued under and secured by the Trust Agreement, to rely on the opinion of certain experts such as attorneys, engineers, or accountants, and to indemnification against any liabilities except for those liabilities resulting from the negligence or willful misconduct of the Trustee.

NTTA is required to pay the Trustee reasonable compensation for all services performed by it under the Trust Agreement and all its reasonable expenses, charges, and other disbursements and those of its attorneys, agents, and employees incurred in and about the administration and execution of the trusts thereby created and the performance of their powers and duties under the Trust Agreement. If NTTA fails to make any payment to the Trustee pursuant to the Trust Agreement, the Trustee may make such payments from any money in its possession under the Trust Agreement and will be entitled to a preference therefor over any of the bonds Outstanding.

The Trustee is under no obligation to institute any suit, or to take any remedial proceeding under the Trust Agreement, or to enter any appearance or in any way defend in any suit in which it may be made defendant, or to take any steps in the execution of the trusts thereby created or in the enforcement of any rights and powers thereunder, until it is indemnified to its satisfaction against any and all costs and expenses, outlays and counsel fees, and other reasonable disbursements, and against all liability; the Trustee may, nevertheless, begin suit, or appear in and defend suit, or do anything else in its judgment proper to be done by it, without indemnity, and in any such case NTTA is required to reimburse the Trustee for all costs and expenses, outlays and counsel fees, and other reasonable disbursements properly incurred in connection therewith. If NTTA fails to make such reimbursement, the Trustee may reimburse itself from any money in its possession under the Trust Agreement and is entitled to a preference therefor over any of the bonds Outstanding.

Except as otherwise provided in the Trust Agreement, the Trustee will not be obliged to take notice or be deemed to have notice of any Event of Default hereunder, unless specifically notified in writing of such Event of Default by the holders of not less than twenty percent (20%) in principal amount of the bonds then Outstanding or by any Bond Insurer of record.

Resignation of Trustee. The Trustee may resign and be discharged from the trusts created pursuant to the Trust Agreement, by notice in writing to NTTA and mailed to each bondholder of record not less than sixty (60) days

before the resignation is to take effect, but such resignation will take effect immediately upon the appointment of a new Trustee, if such new Trustee is appointed before the time limited by such notice and accepts such trusts; *provided, however,* such resignation will not become effective until and unless a successor trustee is appointed and accepts such trusts. If no successor trustee has been appointed and accepted such trusts within ninety (90) days after the date the resignation is to take effect, the schedule of fees and charges of the Trustee then in effect will terminate, and the Trustee may establish such fees and charges for its services as it deems necessary to reasonably compensate it for such services under the circumstances then existing.

Removal of Trustee. The Trustee may be removed at any time by an instrument or instruments in writing, signed by the holders of not less than a majority in principal amount of the bonds secured under the Trust Agreement and Outstanding and filed with NTTA. No removal of a Trustee will be effective until and unless a qualified successor trustee has been appointed and accepted the trusts under the Trust Agreement. The Trustee may also be removed at any time, for any reason, in the sole discretion of NTTA, by a resolution duly adopted by NTTA; *provided* that such resolution names a successor Trustee as described below, and directs the successor Trustee to mail written notice of such change in Trustee to each registered bondholder on or before the next interest payment date or redemption date, whichever is first.

Appointment of Successor Trustee. If at any time the Trustee resigns, or is removed, dissolved, or otherwise becomes incapable of acting, or the bank or trust company acting as Trustee is taken over by any governmental official, agency, department, or board, the position of Trustee will thereupon become vacant. If the position of Trustee becomes vacant for any reason, NTTA is required to appoint a Trustee to fill such vacancy. NTTA is required to publish notice of any such appointment once in each week for four successive weeks in a financial journal of general circulation published in the Borough of Manhattan, City and State of New York or mail notice to each bondholder of record.

At any time within one year after any such vacancy has occurred, the owners of a majority in principal amount of the bonds then Outstanding, by an instrument or instruments in writing, signed by such bondholders or their attorneys in fact, may appoint a successor Trustee, which will supersede any Trustee theretofore appointed by NTTA. If no appointment of a successor Trustee is made, the owner of any bond Outstanding under the Trust Agreement or any retiring Trustee may apply to any court of competent jurisdiction to appoint a successor Trustee. Such court may thereupon, after such notice, if any, as such court may deem proper, appoint a successor Trustee.

Any Trustee appointed is required to be a bank or trust company duly organized and doing business under the laws of the United States of America and located in the State of Texas, authorized under such laws to exercise corporate trust powers and subject to examination by federal or state authority, of good standing, and having, at the time of its appointment, a combined capital and surplus aggregating not less than \$100,000,000.00.

Any Trustee which is replaced by a successor Trustee is required to promptly turn over to such successor Trustee all funds, books, and records pertaining to the Trust Agreement.

Modification of the Trust Agreement

Supplemental Agreements by NTTA and Trustee. NTTA and the Trustee may, from time to time and at any time, without the consent of the owners of the bonds, enter into such agreements supplemental to the Trust Agreement as will not be in conflict with the terms and provisions thereof (which supplemental agreements will thereafter form a part thereof),

(a) to cure any ambiguity or formal defect or omission in the Trust Agreement or in any Supplemental Agreement, or

(b) to grant to or confer upon the Trustee for the benefit of the bondholders any additional rights, remedies, powers, authority or security that may lawfully be granted to or conferred upon the bondholders or the Trustee, or

(c) to close the Trust Agreement against or provide limitations and restrictions, in addition to the limitations and restrictions contained in the Trust Agreement, with respect to the future issuance of Additional Bonds, or

(d) to set forth additional covenants and provisions with respect to any improvements, extensions, enlargements, or projects in connection with the Tollway, and any bonds issued in connection therewith, or

(e) to set forth additional provisions, if deemed necessary or advisable, with respect to the issuance of the Additional Bonds, including provisions for the use and functioning of a Construction Fund for additional projects, and the addition of certain other funds and accounts necessary or convenient for effecting the payment of principal of or interest on such bonds or creation and maintenance of a reserve fund for such bonds, or

(f) to comply with additional requirements to the extent necessary in the opinion of Bond Counsel to preserve the exemption from federal income taxation of interest on the bonds under Section 103 of the Code, or

(g) to make any changes or amendments requested by S&P, Fitch, or Moody's, as a condition to the issuance or maintenance of a rating, which changes or amendments do not, in the judgment of NTTA, materially adversely affect the interests of the owners of the Outstanding bonds or any Bond Insurer of record, or

(h) to the extent permitted by law, to permit NTTA to enter into Qualified Credit Agreements or to issue Additional Bonds in foreign denominated currencies; provided, however, no such amendment may be made unless NTTA has received a letter from S&P, Fitch, and Moody's to the effect that such amendment will not result in any of such rating agencies lowering the assigned rating on the then Outstanding bonds, or

(i) upon direction of NTTA, provided that the Trustee receives a written confirmation from each rating agency then maintaining a rating on the First Tier Bonds and the Second Tier Bonds to the effect that the execution and delivery of such Supplemental Agreement will not in and of itself cause such rating agency to reduce or withdraw the then current rating on the First Tier Bonds and the Second Tier Bonds, together with the prior written consent of each Bond Insurer and other Credit Provider then providing credit support for any series of bonds, *provided, however*, that no such amendment will have the effect of amending a provision of the Trust Agreement that would otherwise require the consent of the holders of not less than 51% in aggregate principal amount of bonds Outstanding.

Modification of Agreements with Consent of Holders of 51% of Bonds; Restrictions on Modification; Notices.

Except as set forth below and except as set forth above under the caption "Supplemental Agreements by NTTA and Trustee," the holders of not less than 51% in aggregate principal amount of the bonds then Outstanding, or if less than all of the bonds then Outstanding are affected by the modification or amendment, the holders of not less than 51% in aggregate principal amount of the bonds so affected and Outstanding, will have the right, from time to time, notwithstanding anything contained in the Trust Agreement to the contrary, to consent to and approve the execution by NTTA and the Trustee of such agreement or agreements supplemental to the Trust Agreement as is deemed necessary or desirable by NTTA for the purpose of modifying, altering, amending, adding to, or rescinding, in any particular, any of the terms or provisions contained in the Trust Agreement or any Supplemental Agreement; provided, however, that nothing therein contained will permit (a) an extension of the principal of or the interest on any bond, or (b) a reduction in the principal amount of any bond or the redemption premium or the rate of interest thereon, or (c) the creation of a lien upon or a pledge of revenues ranking prior to or on a parity with (to the extent not permitted thereunder) the lien or pledge created by the Trust Agreement, or (d) a preference or priority of any First Tier Bonds, Second Tier Bonds or Third Tier Bonds, as the case may be, over any other First Tier Bonds, Second Tier Bonds, or Third Tier Bonds (except, in the case of Third Tier Bonds, as is set forth in the Supplemental Agreement pursuant to which a series of Third Tier Bonds are issued), or (e) a reduction in the aggregate principal amount of the bonds required for consent to such Supplemental Agreement.

If at any time NTTA requests that the Trustee to enter into a Supplemental Agreement for the purposes described herein, the Trustee is required, at the expense of NTTA, to cause notice of the proposed execution of such Supplemental Agreement to be published once in each week for four successive weeks in a financial journal of general circulation published in the Borough of Manhattan, City and State of New York or to cause such notice to be mailed, postage prepaid, to all registered owners of bonds then Outstanding at their addresses as they appear on the registration

books. Said notice is required to briefly set forth the nature of the proposed Supplemental Agreement and to state that a copy thereof is on file at the office of the Trustee for inspection by all bondholders. The Trustee will not be subject to any liability to any bondholder by reason of its failure to mail the notice described herein, and any such failure will not affect the validity of such Supplemental Agreement when consented to and approved as provided for herein.

Whenever, at any time within one year after the date of the first publication of such notice or the date of mailing of such notice, as applicable, NTTA is required to deliver to the Trustee an instrument or instruments purporting to be executed by the holders of not less than 51% in aggregate principal amount of the bonds then Outstanding (or, in the case that less than all of the bonds then Outstanding are affected by the modification or amendment, the holders of not less than 51% in aggregate principal amount of the bonds so affected and Outstanding at the time of the execution), which instrument or instruments are required to refer to the proposed Supplemental Agreement described in such notice and to specifically consent to and approve the execution thereof in substantially the form of the copy thereof referred to in such notice as on file with the Trustee, thereupon, but not otherwise, the Trustee may execute such Supplemental Agreement in substantially such form, without liability or responsibility to any holder of any bond, whether or not such holder has consented thereto.

If the holders of not less than 51% in aggregate principal amount of the bonds Outstanding at the time of the execution (or, in the case that less than all of the bonds then Outstanding are affected by the modification or amendment, the holders of not less than 51% in aggregate principal amount of the bonds so affected and Outstanding at the time of the execution) of such Supplemental Agreement have consented to and approved the execution thereof, no holder of any bond will have any right to object to the execution of such Supplemental Agreement or to object to any of the terms and provisions contained therein or the operation thereof, or in any manner to question the propriety of the execution thereof, or to enjoin or restrain the Trustee or NTTA from executing the same or from taking any action pursuant to the provisions thereof.

Upon the execution of any Supplemental Agreement as described herein, the Trust Agreement will be modified and amended in accordance therewith, and the respective rights, duties, and obligations under the Trust Agreement of NTTA and the Trustee and all holders of bonds then Outstanding will thereafter be determined, exercised and enforced thereunder, subject in all respects to such modifications and amendments.

Modification of Trust Agreement with Consent of all Holders. Notwithstanding anything contained in the Trust Agreement, the rights and obligations of NTTA and of the holders of the bonds and the terms and provisions of the bonds and the Trust Agreement or any Supplemental Agreement, may be modified or altered in any respect with the consent of NTTA and the consent of the holders of all of the bonds then Outstanding.

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APPENDIX E

FORMS OF CO-BOND COUNSEL OPINIONS

Proposed Form of Opinions of Co-Bond Counsel for Series 2023A Bonds

*Opinions in substantially the following form will be delivered by McCall,
Parkhurst & Horton L.L.P. and by Locke Lord LLP, co-bond counsel, upon the delivery of the
Bonds, assuming no material changes in facts or law.*

_____, 2023

\$439,795,000

NORTH TEXAS TOLLWAY AUTHORITY SYSTEM FIRST TIER REVENUE REFUNDING BONDS, SERIES
2023A

DATED _____, 2023

AS CO-BOND COUNSEL for the North Texas Tollway Authority (“NTTA”), we have examined the legality and validity of the issue of bonds described above (the “Bonds”), which bear interest from the dates and mature on the dates specified on the face of the Bonds, all in accordance with the resolution (the “Bond Resolution”) of the Board of Directors of NTTA (the “Board”) authorizing the issuance of such Bonds. Terms used herein and not otherwise defined shall have the meaning given in the Bond Resolution or the Trust Agreement (as defined herein).

WE HAVE EXAMINED the applicable and pertinent provisions of the Constitution and laws of the State of Texas, a transcript of certified proceedings of NTTA, and other pertinent instruments relating to the authorization, issuance, and delivery of the Bonds; and we have examined various certificates and documents executed by officers and officials of NTTA upon which certificates and documents we rely as to certain matters stated below. We have also examined one executed Bond which we found to be in proper form and duly executed.

BASED ON SAID EXAMINATION, IT IS OUR OPINION that NTTA is a body corporate and politic and a political subdivision of the State of Texas, created by Senate Bill 370 enacted by the 75th Legislative Session of the Texas Legislature and functioning under Chapter 366, Texas Transportation Code, as amended (the “Act”); that the Bonds have been duly authorized; and that the Bonds have been duly issued and delivered, all in accordance with law, and that, except as may be limited by laws relating to bankruptcy, reorganization, and other similar matters affecting creditors’ rights or by general principles of equity which permit the exercise of judicial discretion, (i) the Bonds constitute valid and legally binding obligations of NTTA which are payable as to principal and interest from the sources provided in the Bond Resolution and the Amended and Restated Trust Agreement between NTTA and U.S. Bank Trust Company, National Association, as trustee, dated as of April 1, 2008, as supplemented through the date hereof (as supplemented, the “Trust Agreement”), (ii) the covenants and agreements in the Trust Agreement constitute valid and binding obligations of NTTA, (iii) the Bonds constitute valid and legally binding obligations of NTTA secured as First Tier Bonds, on a parity with other Outstanding First Tier Bonds, under the Trust Agreement, (iv) the Bonds are payable in accordance with the priorities established in the Trust Agreement from the sources provided therein, and (v) the Trust Agreement is authorized by law, has been duly executed and delivered, and is valid and legally binding upon and enforceable by the parties thereto in accordance with its terms and provisions.

NTTA has reserved the right, subject to the restrictions stated in the Trust Agreement, to issue Additional Bonds which also may be secured by the Trust Agreement on the terms and conditions described therein.

NTTA also has reserved the right to amend the Trust Agreement in the manner provided therein; and under some (but not all) circumstances amendments thereto must be approved by the registered owners of fifty-one percent of all outstanding bonds affected by such amendment and secured by the Trust Agreement.

THE REGISTERED OWNERS of the Bonds shall never have the right to demand payment of the principal thereof or interest thereon out of any funds raised or to be raised by taxation, or from any source whatsoever other than as described in the Trust Agreement.

IT IS FURTHER OUR OPINION THAT, except as discussed below, the interest on the Bonds is excludable from the gross income of the owners thereof for federal income tax purposes under the statutes, regulations, published rulings, and court decisions existing on the date of this opinion. We are further of the opinion that the Bonds are not “specified private activity bonds” and that, accordingly, interest on the Bonds will not be included as an individual alternative minimum tax preference item under Section 57(a)(5) of the Internal Revenue Code of 1986 (the “Code”). In expressing the aforementioned opinions, we have relied on, and assume compliance by NTTA with, certain covenants regarding the use and investment of the proceeds of the Bonds and the use of the property financed or refinanced therewith. We call your attention to the fact that failure by NTTA to comply with such representations and covenants may cause the interest on the Bonds to become includable in gross income retroactively to the date of issuance of the Bonds.

EXCEPT AS STATED ABOVE, we express no opinion as to any other federal, state, or local income tax consequences of acquiring, carrying, owning, or disposing of the Bonds including the amount, accrual, or receipt of interest on, the Bonds. Owners of the Bonds should consult their tax advisors regarding applicability of any collateral tax consequences of owning the Bonds.

WE CALL YOUR ATTENTION TO THE FACT that the interest on tax-exempt obligations, such as the Bonds, may be includable in a corporation's adjusted financial statement income for purposes of determining the alternative minimum tax imposed on certain corporations by section 55 of the Code.

WE EXPRESS NO OPINION as to any insurance policies or credit facilities issued with respect to the payments due for the principal of and interest on the Bonds, nor as to any such insurance policies or credit facilities issued in the future.

OUR OPINIONS ARE BASED ON EXISTING LAW, which is subject to change. Such opinions are further based on our knowledge of facts as of the date hereof. We assume no duty to update or supplement our opinions to reflect any facts or circumstances that may thereafter come to our attention or to reflect any changes in any law that may thereafter occur or become effective. Moreover, our opinions are not a guarantee of result and are not binding on the Internal Revenue Service (the “Service”); rather, such opinions represent our legal judgment based upon our review of existing law and in reliance upon the representations and covenants referenced above that we deem relevant to such opinions. The Service has an ongoing audit program to determine compliance with rules that relate to whether interest on state or local obligations is includable in gross income for federal income tax purposes. No assurance can be given whether or not the Service will commence an audit of the Bonds. If an audit is commenced, in accordance with its current published procedures the Service is likely to treat NTTA as the taxpayer. We observe that NTTA has covenanted not to take any action, or omit to take any action within its control, that if taken or omitted, respectively, may result in the treatment of interest on the Bonds as includable in gross income for federal income tax purposes.

WE HAVE ACTED AS CO-BOND COUNSEL for NTTA for the purpose of rendering an opinion with respect to the legality and validity of the Bonds under the Constitution and laws of the State of Texas and with respect to the exclusion from gross income of the interest on the Bonds for federal income tax purposes. We have not been requested to investigate or verify, and have not investigated or verified, any records, data, or other material relating to the financial condition or capabilities of NTTA and have not assumed any responsibility with respect thereto. We express no opinion and make no comment with respect to the marketability of the Bonds.

The foregoing opinions represent our legal judgment based upon a review of existing legal authorities that we deem relevant to render such opinions and are not a guarantee of a result.

Respectfully,

Proposed Form of Opinions of Co-Bond Counsel for Series 2023B Bonds

*Opinions in substantially the following form will be delivered by McCall,
Parkhurst & Horton L.L.P. and by Locke Lord LLP, co-bond counsel, upon the delivery of the
Bonds, assuming no material changes in facts or law.*

_____, 2023

\$137,440,000

NORTH TEXAS TOLLWAY AUTHORITY SYSTEM SECOND TIER REVENUE REFUNDING BONDS,
SERIES 2023B

DATED _____, 2023

AS CO-BOND COUNSEL for the North Texas Tollway Authority (“NTTA”), we have examined the legality and validity of the issue of bonds described above (the “Bonds”), which bear interest from the dates and mature on the dates specified on the face of the Bonds, all in accordance with the resolution (the “Bond Resolution”) of the Board of Directors of NTTA (the “Board”) authorizing the issuance of such Bonds. Terms used herein and not otherwise defined shall have the meaning given in the Bond Resolution or the Trust Agreement (as defined herein).

WE HAVE EXAMINED the applicable and pertinent provisions of the Constitution and laws of the State of Texas, a transcript of certified proceedings of NTTA, and other pertinent instruments relating to the authorization, issuance, and delivery of the Bonds; and we have examined various certificates and documents executed by officers and officials of NTTA upon which certificates and documents we rely as to certain matters stated below. We have also examined one executed Bond which we found to be in proper form and duly executed.

BASED ON SAID EXAMINATION, IT IS OUR OPINION that NTTA is a body corporate and politic and a political subdivision of the State of Texas, created by Senate Bill 370 enacted by the 75th Legislative Session of the Texas Legislature and functioning under Chapter 366, Texas Transportation Code, as amended (the “Act”); that the Bonds have been duly authorized; and that the Bonds have been duly issued and delivered, all in accordance with law, and that, except as may be limited by laws relating to bankruptcy, reorganization, and other similar matters affecting creditors’ rights or by general principles of equity which permit the exercise of judicial discretion, (i) the Bonds constitute valid and legally binding obligations of NTTA which are payable as to principal and interest from the sources provided in the Bond Resolution and the Amended and Restated Trust Agreement between NTTA and U.S. Bank Trust Company, National Association, as trustee, dated as of April 1, 2008, as supplemented through the date hereof (as supplemented, the “Trust Agreement”), (ii) the covenants and agreements in the Trust Agreement constitute valid and binding obligations of NTTA, (iii) the Bonds constitute valid and legally binding obligations of NTTA secured as Second Tier Bonds, on a parity with other Outstanding Second Tier Bonds, under the Trust Agreement, (iv) the Bonds are payable in accordance with the priorities established in the Trust Agreement from the sources provided therein, and (v) the Trust Agreement is authorized by law, has been duly executed and delivered, and is valid and legally binding upon and enforceable by the parties thereto in accordance with its terms and provisions.

NTTA has reserved the right, subject to the restrictions stated in the Trust Agreement, to issue Additional Bonds which also may be secured by the Trust Agreement on the terms and conditions described therein.

NTTA also has reserved the right to amend the Trust Agreement in the manner provided therein; and under some (but not all) circumstances amendments thereto must be approved by the registered owners of fifty-one percent of all outstanding bonds affected by such amendment and secured by the Trust Agreement.

THE REGISTERED OWNERS of the Bonds shall never have the right to demand payment of the principal thereof or interest thereon out of any funds raised or to be raised by taxation, or from any source whatsoever other than as described in the Trust Agreement.

IT IS FURTHER OUR OPINION THAT, except as discussed below, the interest on the Bonds is excludable from the gross income of the owners thereof for federal income tax purposes under the statutes, regulations, published rulings and court decisions existing on the date of this opinion. We are further of the opinion that the Bonds are not “specified private activity bonds” and that, accordingly, interest on the Bonds will not be included as an individual alternative minimum tax preference item under Section 57(a)(5) of the Internal Revenue Code of 1986 (the “Code”). In expressing the aforementioned opinions, we have relied on, and assume compliance by NTTA with, certain

covenants regarding the use and investment of the proceeds of the Bonds and the use of the property financed or refinanced therewith. We call your attention to the fact that failure by NTTA to comply with such representations and covenants may cause the interest on the Bonds to become includable in gross income retroactively to the date of issuance of the Bonds.

EXCEPT AS STATED ABOVE, we express no opinion as to any other federal, state, or local income tax consequences of acquiring, carrying, owning, or disposing of the Bonds including the amount, accrual, or receipt of interest on, the Bonds. Owners of the Bonds should consult their tax advisors regarding applicability of any collateral tax consequences of owning the Bonds.

WE CALL YOUR ATTENTION TO THE FACT that the interest on tax-exempt obligations, such as the Bonds, may be includable in a corporation's adjusted financial statement income for purposes of determining the alternative minimum tax imposed on certain corporations by section 55 of the Code.

WE EXPRESS NO OPINION as to any insurance policies or credit facilities issued with respect to the payments due for the principal of and interest on the Bonds, nor as to any such insurance policies or credit facilities issued in the future.

OUR OPINIONS ARE BASED ON EXISTING LAW, which is subject to change. Such opinions are further based on our knowledge of facts as of the date hereof. We assume no duty to update or supplement our opinions to reflect any facts or circumstances that may thereafter come to our attention or to reflect any changes in any law that may thereafter occur or become effective. Moreover, our opinions are not a guarantee of result and are not binding on the Internal Revenue Service (the "Service"); rather, such opinions represent our legal judgment based upon our review of existing law and in reliance upon the representations and covenants referenced above that we deem relevant to such opinions. The Service has an ongoing audit program to determine compliance with rules that relate to whether interest on state or local obligations is includable in gross income for federal income tax purposes. No assurance can be given whether or not the Service will commence an audit of the Bonds. If an audit is commenced, in accordance with its current published procedures the Service is likely to treat NTTA as the taxpayer. We observe that NTTA has covenanted not to take any action, or omit to take any action within its control, that if taken or omitted, respectively, may result in the treatment of interest on the Bonds as includable in gross income for federal income tax purposes.

WE HAVE ACTED AS CO-BOND COUNSEL for NTTA for the purpose of rendering an opinion with respect to the legality and validity of the Bonds under the Constitution and laws of the State of Texas and with respect to the exclusion from gross income of the interest on the Bonds for federal income tax purposes. We have not been requested to investigate or verify, and have not investigated or verified, any records, data, or other material relating to the financial condition or capabilities of NTTA and have not assumed any responsibility with respect thereto. We express no opinion and make no comment with respect to the marketability of the Bonds.

The foregoing opinions represent our legal judgment based upon a review of existing legal authorities that we deem relevant to render such opinions and are not a guarantee of a result.

Respectfully,

APPENDIX F
BOOK-ENTRY ONLY SYSTEM

The information in this section concerning DTC and DTC's book-entry-only system has been provided by DTC for use in disclosure documents such as this Official Statement. DTC will act as the initial securities depository for the Bonds.

The information set forth in this APPENDIX F is subject to any change in or reinterpretation of the rules, regulations and procedures of DTC currently in effect. The information in this APPENDIX F concerning DTC has been obtained from sources believed to be reliable, but NTTA does not take any responsibility for the accuracy, completeness or adequacy of the information in this APPENDIX F. Investors wishing to use the facilities of any of the DTC are advised to confirm the continued applicability of the rules, regulations and procedures of the relevant Clearing System. NTTA will not have any responsibility or liability for any aspect of the records relating to, or payments made on account of beneficial ownership interests in the Bonds held through the facilities of any Clearing System or for maintaining, supervising or reviewing any records relating to such beneficial ownership interests.

So long as Cede & Co. is the registered owner of the Bonds, as nominee for DTC, references herein and in the Trust Agreement to the Bondholders, registered owners, or owners (or similar terms) of the Bonds shall mean Cede & Co., as aforesaid, and shall not mean the Beneficial Owners of the Bonds.

DTC Book-Entry-Only System

DTC will act as securities depository for the Bonds. The Bonds will be issued as fully-registered securities registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered Bond will be issued for each maturity of each series of the Bonds, in the aggregate principal amount of such maturity, and will be deposited with DTC.

DTC, the world's largest depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 3.5 million issues of U.S. and non-U.S. equity issues, corporate and municipal debt issues, and money market instruments (from over 100 countries) that DTC's participants ("Direct Participants") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC is the holding company for DTC, National Securities Clearing Corporation and Fixed Income Clearing Corporation, all of which are registered clearing agencies. DTCC is owned by the users of its regulated subsidiaries. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has a S&P Global Ratings' rating of AA+. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com.

Purchases of the Bonds under the DTC system must be made by or through Direct Participants, which will receive a credit for the Bonds on DTC's records. The ownership interest of each actual purchaser of each Bond ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Bonds are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners. Beneficial Owners will not receive certificates representing their ownership interest in the Bonds, except in the event that use of the book-entry system for the Bonds is discontinued.

To facilitate subsequent transfers, all Bonds deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Bonds with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Bonds; DTC's records reflect only the identity of the Direct Participants to whose accounts such Bonds are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time. Beneficial Owners of the Bonds may wish to take certain steps to augment transmission to them of notices of significant events with respect to the Bonds, such as redemptions, tenders, defaults, and proposed amendments to the security documents. For example, Beneficial Owners of Bonds may wish to ascertain that the nominee holding the Bonds for their benefit has agreed to obtain and transmit notices to Beneficial Owners. In the alternative, Beneficial Owners may wish to provide their names and addresses to the registrar and request that copies of the notices be provided directly to them.

Redemption notices shall be sent to DTC. If less than all of the Bonds within a maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Bonds unless authorized by a Direct Participant in accordance with DTC's Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to NTTA as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Bonds are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal and interest payments on the Bonds will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participant's accounts upon DTC's receipt of funds and corresponding detail information from NTTA or Trustee, on the payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, the Trustee, or NTTA, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal and interest to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the Trustee, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Bonds at any time by giving reasonable notice to NTTA or the Trustee. Under such circumstances, in the event that a successor securities depository is not obtained, Bond certificates are required to be printed and delivered.

NTTA may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, Bond certificates will be printed and delivered.

NEITHER NTTA NOR THE TRUSTEE WILL HAVE ANY RESPONSIBILITY OR OBLIGATION TO DTC PARTICIPANTS, INDIRECT PARTICIPANTS OR THE PERSONS FOR WHICH THEY ACT AS NOMINEES WITH RESPECT TO THE BONDS, OR FOR ANY PRINCIPAL OF OR INTEREST PAYMENT THEREON.

NTTA and the Trustee may treat DTC (or its nominee) as the sole and exclusive registered owner of the Bonds registered in its name for the purposes of payment of the principal of, or interest on, the Bonds, giving any notice permitted or required to be given to registered owners under the Trust Agreement, registering the transfer of the Bonds,

or other action to be taken by registered owners and for all other purposes whatsoever. NTTA and the Trustee shall not have any responsibility or obligation to any Direct or Indirect Participant, any person claiming a beneficial ownership interest in the Bonds under or through DTC or any Direct or Indirect Participant, or any other person which is not shown on the registration books of NTTA (kept by the Trustee) as being a registered owner, with respect to the accuracy of any records maintained by DTC or any Direct or Indirect Participant; the payment by DTC or any Direct or Indirect Participant of any amount in respect of the principal of or interest on the Bonds; any notice which is permitted or required to be given to registered owners thereunder or under the conditions to transfers or exchanges adopted by NTTA; or other action taken by DTC as registered owner.

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