

Financial Oversight Management Board for Puerto Rico

PRHTA Reporting July FY 2022

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1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - July 2022

Pre-Construction

Figures 1 & 2 summarize the bid plan and performance of HTA pre-construction program. Eighteen (18) projects with a total value of \$180.2 million have received NTP by June 30, 2022.

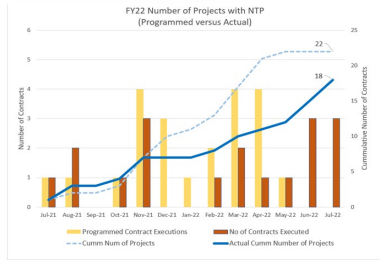


Figure 1

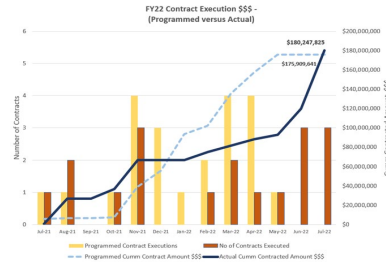


Figure 2

In terms of % Federal Obligations for the federal fiscal year ending Sept. 30, 2021, \$229.19 million were obligated, 144% if computed based on the \$158.8 million regular program and 104% if non regular allocations are included.

Construction (hard costs)

		Value of CapEx Hard Costs B2A by Category, including (\$ millions)																									
Program	Month	Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22		Feb-22		Mar-22		Apr-22		May-22		Jun-22		Total	
		Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Hard costs for regular federal highway construction	Work Performed	\$ 8.4	\$ 8.8	\$ 12.6	\$ 5.7	\$ 12.7	\$ 13.9	\$ 12.7	\$ 13.9	\$ 12.7	\$ 13.6	\$ 12.699	\$ 14.775	\$ 12.6	\$ 8.7	\$ 11.7	\$ 9.8	\$ 11.4	\$ 10.9	\$ 10.8	\$ 8.0	\$ 10.7	\$ 12.4	\$ 10.1	\$ 10.8	\$ 139.2	\$ 131.2
	Actual/Budget	5%		-55%		10%		10%		7%		16%		-31%		-17%		-4%		-26%		15%		6%		-6%	
Hard Costs for Abriendo Caminos Projects	Work Performed	\$ 3.4	\$ 2.5	\$ 2.9	\$ 1.2	\$ 2.9	\$ 1.0	\$ 2.9	\$ 6.7	\$ 2.9	\$ 2.4	\$ 4.507	\$ 1.386	\$ 4.9	\$ 2.2	\$ 3.0	\$ 0.6	\$ 3.0	\$ 1.0	\$ 4.1	\$ 0.0	\$ 2.8	\$ 1.6	\$ 2.8	\$ 0.4	\$ 43.9	\$ 20.9
	Actual/Budget	-28%		-60%		-66%		132%		-15%		-69%		-55%		-87%		-80%		-99%		-44%		-86%		-52%	
Hard costs for other non-federal highway construction projects	Work Performed	\$ 0.8	\$ 0.1	\$ 1.0	\$ 0.6	\$ 1.0	\$ 1.7	\$ 1.1	\$ 1.2	\$ 1.2	\$ 0.3	\$ 1.200	\$ 0.467	\$ 1.7	\$ 0.0	\$ 1.7	\$ 0.6	\$ 1.7	\$ 0.2	\$ 1.4	\$ 0.1	\$ 1.4	\$ 1.2	\$ 1.4	\$ 0.1	\$ 15.8	\$ 6.4
	Actual/Budget	-93%		-39%		63%		7%		-77%		-61%		-100%		-60%		-88%		-91%		-16%		-92%		-59%	
Local Construction Costs	Work Performed	\$ 0.8	\$ 0.4	\$ 0.5	\$ 0.2	\$ 0.5	\$ 0.9	\$ 0.6	\$ 1.9	\$ 0.7	\$ 0.4	\$ 0.741	\$ 0.820	\$ 0.9	\$ 0.0	\$ 0.9	\$ 0.3	\$ 0.9	\$ 0.5	\$ 1.0	\$ 0.3	\$ 1.0	\$ 0.5	\$ 1.0	\$ 0.7	\$ 9.5	\$ 7.0
	Actual/Budget	-48%		-51%		75%		219%		-42%		11%		-97%		-64%		-47%		-68%		-47%		-34%		-27%	
Emergency	Work Performed	\$ 1.5	\$ 1.6	\$ 3.6	\$ 0.5	\$ 3.8	\$ 2.6	\$ 3.8	\$ 3.8	\$ 4.0	\$ 2.4	\$ 4.092	\$ 1.793	\$ 5.1	\$ 1.4	\$ 5.6	\$ 2.4	\$ 5.5	\$ 1.7	\$ 5.6	\$ 3.3	\$ 5.5	\$ 6.8	\$ 4.8	\$ 3.1	\$ 52.9	\$ 31.4
	Actual/Budget	9%		-87%		-30%		1%		-40%		-56%		-72%		-56%		-70%		-41%		22%		-36%		-41%	
Totals	Work Performed	\$ 14.9	\$ 13.3	\$ 20.6	\$ 8.2	\$ 20.8	\$ 20.03	\$ 21.0	\$ 27.5	\$ 21.5	\$ 19.1	\$ 23.240	\$ 19.239	\$ 25.3	\$ 12.3	\$ 24.9	\$ 13.7	\$ 24.6	\$ 14.3	\$ 22.9	\$ 11.8	\$ 21.4	\$ 22.4	\$ 20.1	\$ 15.0	\$ 261.3	\$ 197.0
	Actual/Budget	-10%		-60%		-4%		31%		-11%		-17%		-51%		-45%		-42%		-48%		5%		-25%		-25%	
Check		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	

TABLE 1

Table #1 summarizes the projections and the actuals of the construction program as measured by the value of the work performed of certifications for payment that were processed in the financial system during June 2022. The total for the month was \$15.0 million of projection of \$20.1 million representing a variance of -25%. This performance varied significantly between the different programs, demonstrating the uncertainty at a more disaggregated level. The regular federal program performed at +6%, while the non-federal construction at -86%, mostly due to the transfer of the Abriendo Caminos Program to DTPW, Local construction had a -34% variance, and the Emergency Program at -36%.

		Cumulative Value of CapEx Hard Cost B2A by Category, including Variances (\$ millions)																							
Program	Month	Jul-21		Aug-21		Sep-21		Oct-21		Nov-21		Dec-21		Jan-22		Feb-22		Mar-22		Apr-22		May-22		Jun-22	
		Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Hard costs for regular federal highway construction	Work Performed	\$ 8.4	\$ 8.8	\$ 21.0	\$ 14.5	\$ 33.7	\$ 28.4	\$ 46.4	\$ 42.3	\$ 59.1	\$ 55.9	\$ 71.8	\$ 70.7	\$ 84.4	\$ 79.3	\$ 96.1	\$ 89.1	\$ 107.6	\$ 100.1	\$ 118.4	\$ 108.1	\$ 129.1	\$ 120.5	\$ 139.2	\$ 131.2
	Actual/Budget	5%		-31%		-16%		-9%		-5%		-2%		-6%		-7%		-7%		-9%		-7%		-6%	

1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - July 2022

	Work Performed	Q1		Q2		Q3		Q4		Q5		Q6		Q7		Q8		Q9		Q10		Q11		Q12	
		\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
Hard Costs for Abriendo Caminos Projects	Work Performed	\$ 3.4	\$ 2.5	\$ 6.3	\$ 3.6	\$ 9.1	\$ 4.6	\$ 12.0	\$ 13.7	\$ 14.9	\$ 13.7	\$ 19.4	\$ 15.1	\$ 24.2	\$ 17.3	\$ 29.2	\$ 17.9	\$ 34.2	\$ 18.9	\$ 38.3	\$ 18.9	\$ 41.1	\$ 20.5	\$ 43.9	\$ 20.9
	Actual/Budget	-28%		-42%		-50%		14%		-8%		-22%		-29%		-39%		-45%		-51%		-50%		-52%	
Hard costs for other non-federal highway construction projects	Work Performed	\$ 0.8	\$ 0.1	\$ 1.9	\$ 0.7	\$ 2.9	\$ 2.3	\$ 4.0	\$ 3.5	\$ 5.2	\$ 3.8	\$ 6.4	\$ 4.3	\$ 8.2	\$ 4.3	\$ 9.9	\$ 4.8	\$ 11.6	\$ 5.0	\$ 13.0	\$ 5.2	\$ 14.4	\$ 6.3	\$ 15.8	\$ 6.4
	Actual/Budget	-93%		-64%		-19%		-12%		-27%		-33%		-48%		-51%		-57%		-60%		-56%		-59%	
Local Construction Costs	Work Performed	\$ 0.8	\$ 0.4	\$ 1.3	\$ 0.7	\$ 1.8	\$ 1.5	\$ 2.4	\$ 3.4	\$ 3.1	\$ 3.4	\$ 3.8	\$ 4.2	\$ 4.7	\$ 4.2	\$ 5.6	\$ 4.6	\$ 6.5	\$ 5.1	\$ 7.5	\$ 5.4	\$ 8.5	\$ 5.9	\$ 9.5	\$ 6.6
	Actual/Budget	-49%		-49%		-15%		44%		11%		11%		10%		18%		22%		28%		31%		31%	
Emergency	Work Performed	\$ 1.5	\$ 1.6	\$ 5.1	\$ 2.1	\$ 8.9	\$ 4.7	\$ 12.7	\$ 8.5	\$ 16.7	\$ 10.9	\$ 20.8	\$ 12.7	\$ 25.9	\$ 14.2	\$ 31.5	\$ 16.6	\$ 37.0	\$ 18.3	\$ 42.6	\$ 21.6	\$ 48.1	\$ 28.3	\$ 52.9	\$ 31.4
	Actual/Budget	9%		-59%		-47%		-33%		-34%		-39%		-45%		-47%		-51%		-49%		-41%		-41%	
Totals	Work Performed	\$ 14.9	\$ 13.3	\$ 35.5	\$ 21.5	\$ 56.3	\$ 41.6	\$ 77.4	\$ 71.5	\$ 98.9	\$ 87.7	\$ 122.1	\$ 107.0	\$ 147.4	\$ 119.3	\$ 172.3	\$ 133.0	\$ 196.9	\$ 147.3	\$ 219.8	\$ 159.1	\$ 241.2	\$ 181.5	\$ 261.3	\$ 196.6
	Actual/Budget	-10%		-39%		-26%		-8%		-11%		-12%		-19%		-23%		-25%		-28%		-25%		-25%	

Table 2

Cumulative performance is presented in Table #2, with a cumulative variance of -25% based on disbursements of \$196.6 million of a \$261.3 million budget. Figures 3, 4 and 5 show Capex Performance in graphical form.

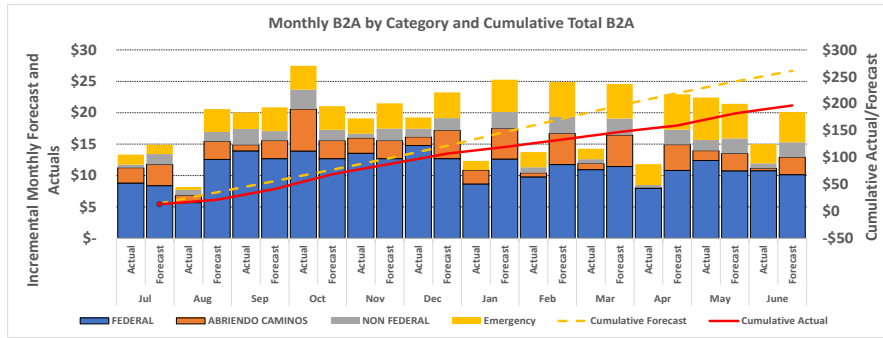


Figure 3

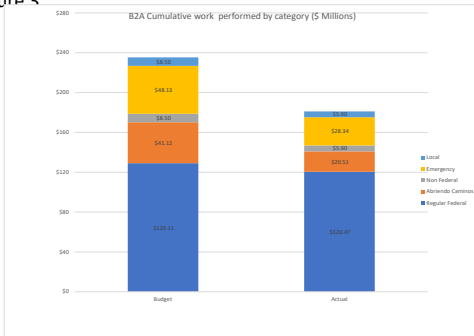


Figure 4

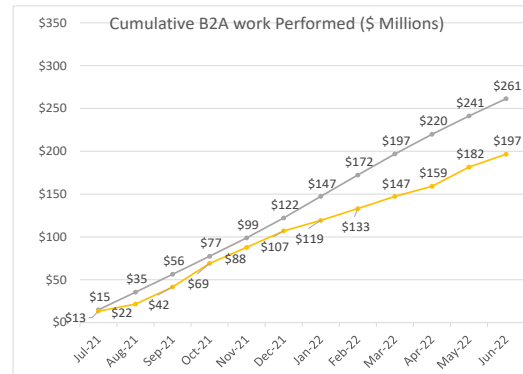




Figure 5

1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - July 2022

Figure 6 below shows the DTL daily gross revenues for the month of June 2022. Total gross revenues are \$711,742 based on 349,440 vehicles using the system, for an average toll of \$2.04. Twelve month totals are 4,065,226 vehicles with gross revenues of \$8,314,579 for an average toll of \$2.05.

APRIL's SUMMARY	
PR-52 & PR-18 DTL's Operations Report	
Reporting Period: June 1 to June 30, 2022	
Total Traffic 	
Caguas to San Juan (A.M. Configuration)	162,785
San Juan to Caguas (P.M. Configuration)	186,655
Total Traffic	349,440
Total Gross* Revenue 	
Caguas to San Juan (A.M. Configuration)	\$ 254,997.75
San Juan to Caguas (P.M. Configuration)	\$ 456,744.50
Total Gross Revenue	\$711,742.25

* DTL Gross Revenue does not consider the Caguas Norte general purpose lanes toll rate of \$1.50.

Figur



1.1 Main B2A report												
In \$ Thousands	FY22 Budget	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
Toll fare revenue	\$ 148,804	\$ 148,804	\$ 151,530	\$ 2,726	2%	\$ 13,186	\$ 11,728	\$ (1,458)	-11%	Increase in traffic. A review of the accounting entries was made and the tolls income was adjusted.		
Toll fine revenues	\$ 36,432	\$ 33,870	\$ 38,530	\$ 4,660	14%	\$ 1,387	\$ -	\$ (1,387)	-100%	Monthly data is not yet available due to reconciliations being performed by PAM related to the Cyber Incident. Data expected by early July.		
Transit Revenue	\$ 4,973	\$ 4,973	\$ 3,532	\$ (1,441)	-29%	\$ 649	\$ 309	\$ (340)	-52%	Decrease in the use of transportation due to COVID-19	Effective Concessions Plan, Promote Use of Mass Transportation System: Billboards, New Route SI-CG, Intercity: Potential New Route: Ceiba-CG/SJ, Upgrade Point of Sales: AFC, Permanent Repairs, TU Resiliency Transportation System, Transportation Analysis promotion campaign	PRITA
Other operating income	\$ 10,270	\$ 10,270	\$ 7,208	\$ (3,062)	-30%	\$ 714	\$ 884	\$ 170	24%	Delays in the sale of Property	The Property Management Office is verifying and adjusting the estimated sales dates.	Administracion de Propiedad
Operating FTA funds	\$ 20,000	\$ 20,000	\$ 20,000	\$ -	0%	\$ 1,722	\$ 3,971	\$ 2,249	131%			
Operating Commonwealth Transfer	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Operating Revenues	\$ 220,479	\$ 217,917	\$ 220,800	\$ 2,883	1%	\$ 17,658	\$ 16,892	\$ (766)	-4%			
Commonwealth CapEx funds	\$ 144,224	\$ 144,224	\$ 129,866	\$ (14,358)	-10%	\$ 4,484	\$ 4,628	\$ 144	3%	This variance is tied to how the program disbursements are made.		Construction & Finance Area
Non-ER FHWA funds	\$ 157,044	\$ 157,044	\$ 166,244	\$ 9,200	6%	\$ 11,242	\$ 13,419	\$ 2,177	19%	This variance is tied to how the program disbursements are made.		Construction & Finance Area
Federal Emergency Funds	\$ 35,292	\$ 35,292	\$ 32,514	\$ (2,778)	-8%	\$ 3,356	\$ 2,323	\$ (1,033)	-31%	This variance is tied to how the program disbursements are made.		Construction & Finance Area
Transit Federal Funds (FTA)	\$ 53,106	\$ 53,106	\$ 9,203	\$ (43,903)	-83%	\$ 14,126	\$ 3,010	\$ (11,116)	-79%	This variance is tied to how the program disbursements are made.		PRITA & Finance Area
Total Capital Revenues	\$ 389,666	\$ 389,666	\$ 337,827	\$ (51,839)	-13%	\$ 33,208	\$ 23,380	\$ (9,828)	-30%			
Commonwealth Transfer for Emergency Reserve	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Commonwealth Reserve Transfer	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Consolidated revenues	\$ 610,145	\$ 607,583	\$ 558,627	\$ (48,956)	-8%	\$ 50,866	\$ 40,272	\$ (10,594)	-21%			
Construction salaries & related benefits	\$ 27,613	\$ 27,613	\$ 26,518	\$ (1,095)	-4%	\$ 3,054	\$ 3,057	\$ 3	0%			PRITA
Transit Construction Hard Costs	\$ 53,506	\$ 53,506	\$ 10,495	\$ (43,011)	-80%	\$ 14,268	\$ 1,557	\$ (12,711)	-89%	We have signed recently soft cost contracts, repair and improvements of TU communication system and CUBIC.		
Transit Construction Soft Costs	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Emergency Repair Construction Program costs	\$ 36,496	\$ 36,496	\$ 37,007	\$ 510	1%	\$ 3,422	\$ 7,130	\$ 3,708	108%			Construction Design and Finance Area/ OMB Office
Non-Federal Highway Construction Hard Costs	\$ 40,235	\$ 40,235	\$ 34,569	\$ (5,666)	-14%	\$ 3,333	\$ 2,173	\$ (1,160)	-35%	The last week of December and the month of January Puerto Rico enjoyed many holidays, and an increase in COVID cases that directly affected the flow of invoices and payments, We hope to return to regular numbers in February and later made a Catch-Up.		Construction Design and Finance Area/ OMB Office
Non-Federal Highway Construction Soft Costs	\$ 32,442	\$ 32,442	\$ 33,352	\$ 910	3%	\$ 2,694	\$ 7,092	\$ 4,398	163%	The last week of December and the month of January Puerto Rico enjoyed many holidays, and an increase in COVID cases that directly affected the flow of invoices and payments, We hope to return to regular numbers in February and later made a Catch-Up.		Construction Design and Finance Area/ OMB Office
Federal Highway Construction Hard Costs	\$ 132,291	\$ 132,291	\$ 149,285	\$ 16,994	13%	\$ 8,394	\$ 27,786	\$ 19,392	231%	The last week of December and the month of January Puerto Rico enjoyed many holidays, and an increase in COVID cases that directly affected the flow of invoices and payments, We hope to return to regular numbers in February and later made a Catch-Up.		Construction Design and Finance Area/ OMB Office
Federal Highway Construction Soft Costs	\$ 24,752	\$ 24,752	\$ 17,583	\$ (7,169)	-29%	\$ 2,847	\$ 3,627	\$ 780	27%	Puerto Rico enjoyed many holidays, and an increase in COVID cases that directly affected the flow of invoices and payments, We hope to return to regular numbers in February and later made a Catch-Up.		HTA/ Traffic Area
Other capital costs	\$ 22,080	\$ 22,080	\$ 5,216	\$ (16,864)	-76%	\$ 5,359	\$ 1,132	\$ (4,227)	-79%			
Total Capital Expenditures	\$ 369,415	\$ 369,415	\$ 314,025	\$ (55,391)	-15%	\$ 43,371	\$ 53,554	\$ 10,183	23%			
Non-Construction salaries & related benefits	\$ 22,108	\$ 22,108	\$ 21,067	\$ (1,041)	-5%	\$ 2,262	\$ 2,311	\$ 49	2%			
Pension costs	\$ 35,759	\$ 35,759	\$ 35,217	\$ (542)	-2%	\$ 3,183	\$ 2,882	\$ (301)	-9%			
Operational Right of Way payments	\$ 7,905	\$ 7,905	\$ 3,763	\$ (4,143)	-52%	\$ 1,050	\$ -	\$ (1,050)	-100%	Delay in the administrative process of making payments / Delays in signing the agreements due to the delay in the courts	Work Purchase Orders / follow up lawyers on signing agreements	ROW Office/Legal Office/Finance Office
Toll highways administration and maintenance costs	\$ 45,235	\$ 45,235	\$ 41,955	\$ (3,280)	-7%	\$ 3,686	\$ 4,024	\$ 338	9%	Guardrails maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, also has been a setback with several auctions for plumbing, electricians and equipment acquisitions since the auctions have been without bids. The invoices of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tolls lines and the increase in traffic, at some point in the next quarter will be to adjust the budget.	Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify the reason why no bidders arrive in the auctions.	Highway's Area/ Bids and estimate office/Purchase Office
Tren Urbano costs	\$ 71,020	\$ 71,604	\$ 69,346	\$ (2,258)	-3%	\$ 5,378	\$ 6,855	\$ 1,477	27%			
Feeder Bus costs	\$ 11,976	\$ 11,976	\$ 12,069	\$ 93	1%	\$ 790	\$ 1,121	\$ 331	42%	Bus rapid transit begin in December estimate \$650,000 savings		PRITA
Other operating expenses	\$ 43,343	\$ 43,343	\$ 19,723	\$ (23,620)	-54%	\$ 4,080	\$ 6,682	\$ 2,602	64%			
Total Operating Expenses	\$ 237,346	\$ 237,930	\$ 205,139	\$ (34,791)	-15%	\$ 20,429	\$ 23,875	\$ 3,446	17%			
Reserve deposits for unforeseen non-Title III litigation costs	\$ 6,000	\$ 6,000	\$ -	\$ (6,000)	-100%	\$ 500	\$ -	\$ (500)	-100%			
Total Reserve Deposits	\$ 6,000	\$ 6,000	\$ -	\$ (6,000)	-100%	\$ 500	\$ -	\$ (500)	-100%			
Total Expenditures	\$ 612,761	\$ 613,345	\$ 517,164	\$ (96,182)	-16%	\$ 64,300	\$ 77,429	\$ 13,129	20%			
Balance	\$ (2,616)	\$ (5,762)	\$ 41,463	\$ 47,225	-820%	\$ (13,435)	\$ (37,157)	\$ (23,722)	177%			
Toll fare revenue deep dive												
Toll fare revenue from current toll fare rates	\$ 138,554	\$ 138,554	\$ 140,461	\$ 1,907	1%	\$ 11,958	\$ 10,409	\$ (1,549)	-13%			
Toll fare revenues from increase in toll rates	\$ 4,584	\$ 4,584	\$ -	\$ (4,584)	-100%	\$ 703	\$ -	\$ (703)	-100%			
Toll fare revenue from Dynamic Toll Lanes (DTL)	\$ 5,500	\$ 5,500	\$ 11,069	\$ 5,569	101%	\$ 483	\$ 1,319	\$ 836	173%			

1.1 Main BZA report												
In \$ Thousands	FY22 Budget	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
Toll fare revenues from bi-directional tolling	\$ 166	\$ 166	\$ -	\$ (166)	-100%	\$ 42	\$ -	\$ (42)	-100%			
Total toll fare revenue	\$ 148,804	\$ 148,804	\$ 151,530	\$ 2,726	2%	\$ 13,186	\$ 11,728	\$ (1,458)	-11%			
Toll fine revenue deep dive												
Toll fine revenue from existing fine rates	\$ 33,870	\$ 33,870	\$ 38,530	\$ 4,660	14%	\$ 1,387	\$ -	\$ (1,387)	-100%			
Toll fine revenue from tiered fine rates	\$ 2,562	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total toll fine revenue	\$ 36,432	\$ 33,870	\$ 38,530	\$ 4,660	14%	\$ 1,387	\$ -	\$ (1,387)	-100%			
Transit revenue deep dive												
Tren Urbano fare revenue	\$ 4,297	\$ 4,297	\$ 3,133	\$ (1,164)	-27%	\$ 602	\$ 276	\$ (326)	-54%			
feeder bus fare revenue	\$ 676	\$ 676	\$ 399	\$ (277)	-41%	\$ 87	\$ 33	\$ (54)	-62%			
Total transit revenue	\$ 4,973	\$ 4,973	\$ 3,532	\$ (1,441)	-29%	\$ 649	\$ 309	\$ (340)	-52%			
FHWA funds deep dive												
Regular FHWA funds	\$ 157,044	\$ 157,044	\$ 166,244	\$ 9,200	6%	\$ 11,242	\$ 13,419	\$ 2,177	19%			
Total FHWA funds	\$ 157,044	\$ 157,044	\$ 166,244	\$ 9,200	6%	\$ 11,242	\$ 13,419	\$ 2,177	19%			
Capital FTA funds deep dive												
Regular capital FTA funds	\$ 53,106	\$ 53,106	\$ 9,203	\$ (43,903)	-83%	\$ 14,126	\$ 3,010	\$ (11,116)	-79%			
Total capital FTA funds	\$ 53,106	\$ 53,106	\$ 9,203	\$ (43,903)	-83%	\$ 14,126	\$ 3,010	\$ (11,116)	-79%			
Federal Emergency Revenues deep dive												
FHWA emergency funds	\$ 33,673	\$ 33,673	\$ 30,844	\$ (2,829)	-8%	\$ 3,340	\$ 2,323	\$ (1,016)	-31%			
FEMA emergency funds	\$ 1,630	\$ 1,619	\$ 1,670	\$ 51	3%	\$ 7	\$ -	\$ (7)	-100%			
CARES Emergency Funds	\$ 17,607	\$ 17,607	\$ 5,872	\$ (11,735)	-67%	\$ 17,607	\$ -	\$ (17,607)	-100%			
Total Federal Emergency Revenues	\$ 35,292	\$ 35,292	\$ 32,514	\$ (2,778)	-8%	\$ 3,356	\$ 2,323	\$ (1,033)	-31%			
Commonwealth CapEx funds deep dive												
Commonwealth CapEx appropriation	\$ 53,020	\$ 53,020	\$ 39,866	\$ (13,154)	-25%	\$ 4,418	\$ 4,628	\$ 210	5%			
Abriendo Caminos - Phase IV funds	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Rollover state capex	\$ 90,000	\$ 90,000	\$ 90,000	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Local emergency funds	\$ 1,204	\$ 1,204	\$ -	\$ (1,204)	-100%	\$ 66	\$ -	\$ (66)	-100%			
Capital Commonwealth Transfer	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Commonwealth CapEx funds	\$ 144,224	\$ 144,224	\$ 129,866	\$ (14,358)	-10%	\$ 4,484	\$ 4,628	\$ 144	3%			
Construction salaries & related benefits deep dive												
Main salaries - Construction	\$ 17,869	\$ 17,869	\$ 17,632	\$ (237)	-1%	\$ 1,374	\$ 1,350	\$ (24)	-2%			
Healthcare costs - Construction	\$ 5,125	\$ 5,125	\$ 5,125	\$ -	0%	\$ 698	\$ 695	\$ (3)	0%			
Christmas bonus - Construction	\$ 349	\$ 349	\$ -	\$ (349)	0%	\$ -	\$ -	\$ -	#DIV/0!			
Early retirement costs - Construction	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Other labor costs - Construction	\$ 4,270	\$ 4,270	\$ 3,412	\$ (858)	-20%	\$ 982	\$ 1,012	\$ 30	3%			

1.1 Main B2A report													
In \$ Thousands	FY22 Budget	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)	
Total construction payroll costs	\$ 27,613	\$ 27,613	\$ 26,518	\$ (1,095)	-4%	\$ 3,054	\$ 3,057	\$ 3	0%				
Non-Construction salaries & related benefits deep dive													
Main salaries - Non-Construction	\$ 10,670	\$ 10,670	\$ 10,431	\$ (239)	-2%	\$ 820	\$ 776	\$ (44)	-5%				
Healthcare costs - Non-Construction	\$ 3,086	\$ 3,086	\$ 3,086	\$ 0	0%	\$ 433	\$ 433	\$ 0	0%				
Christmas bonus - Non-Construction	\$ 181	\$ 181	\$ -	\$ (181)	-100%	\$ -	\$ -	\$ -	#DIV/0!				
Early retirement costs - Non-Construction	\$ 6,737	\$ 6,737	\$ 6,125	\$ (612)	-9%	\$ 542	\$ 457	\$ (85)	-16%				
Other labor costs - Non-Construction	\$ 1,434	\$ 1,434	\$ 1,435	\$ (9)	-1%	\$ 467	\$ 329	\$ (138)	-30%				
Total non-construction payroll costs	\$ 22,108	\$ 22,108	\$ 21,067	\$ (1,041)	-5%	\$ 2,262	\$ 2,311	\$ 49	2%				
Pension costs deep dive													
Pension contributions	\$ 35,759	\$ 35,759	\$ 35,217	\$ (542)	-2%	\$ 3,183	\$ 2,882	\$ (301)	-9%				
Administrative pension costs	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!	Invoice does not divide program costs and administrative costs			
Total pension costs	\$ 35,759	\$ 35,759	\$ 35,217	\$ (542)	-2%	\$ 3,183	\$ 2,882	\$ (301)	-9%				
Other Operating Expenses deep dive													
Non-Title III Professional Service Fees	\$ 7,276	\$ 7,276	\$ 6,422	\$ (854)	-12%	\$ 922	\$ 2,021	\$ 1,099	119%	Possible savings in this line item since we are maximizing resources			
Title III Professional Service Fees	\$ 12,508	\$ 12,508	\$ 6,731	\$ (6,277)	-50%	\$ 1,110	\$ 3,981	\$ 2,871	259%	Payments according to the Treasury reimbursement request		Treasury	
Discretionary fund management team	\$ 150	\$ 150	\$ -	\$ (150)	-100%	\$ 17	\$ -	\$ (17)	-100%	In the process of identifying the resources		HTA	
Auxiliary revenue management team	\$ 200	\$ 200	\$ -	\$ (200)	-100%	\$ 23	\$ -	\$ (23)	-100%	In the process of identifying the resources		HTA	
Electricity costs	\$ 918	\$ 918	\$ 720	\$ (198)	-22%	\$ 77	\$ 97	\$ 21	27%				
Water supply costs	\$ 500	\$ 500	\$ 466	\$ (34)	-7%	\$ 42	\$ 49	\$ 7	18%				
Other operating costs	\$ 21,791	\$ 21,791	\$ 5,884	\$ (15,907)	-73%	\$ 1,892	\$ 534	\$ (1,358)	-72%	We are in the process of evaluating the agreement with Metropistas on the construction of the optical fiber. As soon as the agreement is signed, HTA will disburse \$ 2.5 Million		HTA/Metropistas	
Total Other Operating Expenses	\$ 43,343	\$ 43,343	\$ 19,723	\$ (23,620)	-54%	\$ 4,080	\$ 6,682	\$ 2,602	64%				
Tren Urbano costs deep dive													
Base fee for Tren Urbano operating contract	\$ 48,603	\$ 48,603	\$ 48,228	\$ (375)	-1%	\$ 4,113	\$ 4,019	\$ (94)	-2%				
Other costs under Tren Urbano operating contract	\$ 3,620	\$ 3,620	\$ 2,908	\$ (712)	-20%	\$ 302	\$ 1,304	\$ 1,002	332%				
Tren Urbano insurance costs	\$ 9,084	\$ 9,084	\$ 9,084	\$ 0	0%	\$ -	\$ -	\$ -	#DIV/0!				
Tren Urbano electricity costs	\$ 9,129	\$ 9,129	\$ 8,225	\$ (904)	-10%	\$ 866	\$ 1,201	\$ 335	39%				
Other regular Tren Urbano costs	\$ 68	\$ 68	\$ -	\$ (68)	-100%	\$ 6	\$ -	\$ (6)	-100%				
COVID-19 special costs	\$ 1,100	\$ 1,100	\$ 901	\$ (199)	-18%	\$ 92	\$ 331	\$ 239	261%				
Total Tren Urbano costs	\$ 71,020	\$ 71,604	\$ 63,346	\$ (2,258)	-3%	\$ 5,378	\$ 6,855	\$ 1,477	27%				
Feeder Bus costs deep dive													
Base fee for Feeder Bus operating contract	\$ 8,847	\$ 8,847	\$ 10,332	\$ 1,485	17%	\$ 490	\$ 861	\$ 371	76%				
Other costs under Feeder Bus operating contract	\$ 1,357	\$ 1,357	\$ 216	\$ (1,141)	-84%	\$ 105	\$ -	\$ (105)	-100%				
Bus rapid transit costs	\$ 1,074	\$ 1,074	\$ 939	\$ (135)	-13%	\$ 51	\$ 141	\$ 90	177%				
COVID-19 special costs	\$ 698	\$ 698	\$ 582	\$ (116)	-17%	\$ 145	\$ 119	\$ (26)	-18%				
Total Feeder Bus costs	\$ 11,976	\$ 11,976	\$ 12,069	\$ 93	1%	\$ 790	\$ 1,121	\$ 331	42%				
Toll highway administration & maintenance costs deep dive													
Variable electronic toll collection fees	\$ 20,646	\$ 20,646	\$ 24,011	\$ 3,365	16%	\$ 2,077	\$ 1,601	\$ (476)	-23%	The invoices of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tolls fines and the increase in traffic, at some point in the next quarter will be to adjust the budget.	Budget Reapportion	HTA, FOMB	
Highway electricity costs	\$ 4,000	\$ 4,000	\$ 2,508	\$ (1,492)	-37%	\$ 333	\$ 367	\$ 34	10%				
Other toll highway administration & maintenance costs	\$ 20,589	\$ 20,589	\$ 15,436	\$ (5,153)	-25%	\$ 1,275	\$ 2,056	\$ 781	61%				
Total highway administration & maintenance costs	\$ 45,235	\$ 45,235	\$ 41,955	\$ (3,280)	-7%	\$ 3,686	\$ 4,024	\$ 338	9%				
Emergency Repair Construction Program Costs deep dive													
FHWA funded emergency repair costs	\$ 33,673	\$ 33,673	\$ 32,481	\$ (1,193)	-4%	\$ 3,349	\$ 6,709	\$ 3,360	100%				
FEMA funded emergency repair costs	\$ 1,619	\$ 1,619	\$ 1,934	\$ 315	19%	\$ 7	\$ 116	\$ 109	1620%				
Local emergency repair costs	\$ 1,204	\$ 1,204	\$ 2,592	\$ 1,388	115%	\$ 66	\$ 305	\$ 239	363%				
Total federal emergency repair costs	\$ 36,496	\$ 36,496	\$ 37,007	\$ 510	1%	\$ 3,422	\$ 7,130	\$ 3,708	108%				
Federal Highway Construction Hard Costs deep dive													
Hard costs for regular federal highway construction	\$ 132,291	\$ 132,291	\$ 149,285	\$ 16,994	13%	\$ 8,394	\$ 27,786	\$ 19,392	231%				
Total federal highway construction hard costs	\$ 132,291	\$ 132,291	\$ 149,285	\$ 16,994	13%	\$ 8,394	\$ 27,786	\$ 19,392	231%				
Federal Highway Construction Soft Costs deep dive													
Federal soft costs for planning & compliance	\$ 24,752	\$ 24,752	\$ 17,583	\$ (7,169)	-29%	\$ 2,847	\$ 3,627	\$ 780	27%				
Total federal highway construction soft costs	\$ 24,752	\$ 24,752	\$ 17,583	\$ (7,169)	-29%	\$ 2,847	\$ 3,627	\$ 780	27%				
Non-Federal Highway Construction Hard Costs deep dive													
Hard costs for Abriendo Caminos projects - Phase III & IV	\$ 26,511	\$ 26,511	\$ 21,367	\$ (5,144)	-19%	\$ 1,767	\$ 859	\$ (908)	-51%				
Hard costs for other non-federal highway construction projects	\$ 4,224	\$ 4,224	\$ 6,735	\$ 2,511	59%	\$ 567	\$ 748	\$ 181	32%				
Local construction costs	\$ 9,500	\$ 9,500	\$ 6,467	\$ (3,033)	-32%	\$ 999	\$ 566	\$ (433)	-43%				
Total non-federal highway construction hard costs	\$ 40,235	\$ 40,235	\$ 34,569	\$ (5,666)	-14%	\$ 3,333	\$ 2,173	\$ (1,160)	-35%				
Non-Federal Highway Construction Soft Costs deep dive													
Soft costs for Abriendo Caminos projects - Phase III & IV	\$ 3,030	\$ 3,030	\$ 2,849	\$ (181)	-6%	\$ 112	\$ 134	\$ 22	19%				
Non-federal funded project-linked soft costs	\$ 21,799	\$ 21,799	\$ 26,919	\$ 5,120	23%	\$ 1,851	\$ 6,237	\$ 4,386	237%				
CDBG-DR/MIT state soft costs	\$ 5,513	\$ 5,513	\$ 1,214	\$ (4,299)	-78%	\$ 726	\$ 100	\$ (626)	-86%				
Capital ROW payments	\$ 2,100	\$ 2,100	\$ 2,369	\$ 269	13%	\$ 5	\$ 621	\$ 616	12445%				
Total non-federal highway construction soft costs	\$ 32,442	\$ 32,442	\$ 33,322	\$ 910	3%	\$ 2,694	\$ 7,092	\$ 4,398	163%				
Other Capital Costs deep dive													
Toll optimization costs	\$ 18,047	\$ 18,047	\$ 3,050	\$ (14,997)	-83%	\$ 4,606	\$ 235	\$ (4,371)	-95%				
Other construction program costs	\$ 4,033	\$ 4,033	\$ 2,166	\$ (1,867)	-46%	\$ 753	\$ 897	\$ 144	19%	Delay in the hiring process of certain services	Finish hiring process	HTA	
Total other capital costs	\$ 22,080	\$ 22,080	\$ 5,216	\$ (16,864)	-76%	\$ 5,359	\$ 1,132	\$ (4,227)	-79%				

Footnotes:

1.2 Additional B2A info

In \$ Thousands	FY22 Budget	Budget YTD	YTD Actuals	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
PR-20 revenue	\$ 3,230	\$ 3,230	\$ 2,845	\$ (385)	-12%	\$ 324	\$ 214	\$ (110)	-34%
PR-52 revenue	\$ 77,565	\$ 77,565	\$ 68,456	\$ (9,109)	-12%	\$ 7,844	\$ 4,969	\$ (2,875)	-37%
PR-53 revenue	\$ 16,652	\$ 16,652	\$ 16,675	\$ 23	0%	\$ 1,328	\$ 1,154	\$ (174)	-13%
PR-66 revenue	\$ 32,095	\$ 32,095	\$ 33,823	\$ 1,728	5%	\$ 2,257	\$ 2,694	\$ 437	19%
Payments from concessionaires to HTA	\$ 1,885	\$ 1,885	\$ 2,386	\$ 501	27%	\$ 99	\$ 206	\$ 107	108%
Payments from HTA to concessionaires	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Off-period V-tolls	\$ 7,126	\$ 7,126	\$ 13,228	\$ 6,102	86%	\$ 106	\$ 1,961	\$ 1,855	1744%
Toll fare revenues from increase in toll rates	\$ 4,584	\$ 4,584	\$ -	\$ (4,584)	-100%	\$ 703	\$ -	\$ (703)	-100%
Toll fare revenue from Dynamic Toll Lanes (DTL)	\$ 5,500	\$ 5,500	\$ 9,637	\$ 4,137	75%	\$ 483	\$ 837	\$ 354	73%
Toll fare revenues from bi-directional tolling	\$ 166	\$ 166	\$ -	\$ (166)	-100%	\$ 42	\$ -	\$ (42)	-100%
Total Toll fare revenue	\$ 148,804	\$ 148,804	\$ 147,050	\$ (1,754)	-1%	\$ 13,186	\$ 12,035	\$ (1,151)	-9%
Metro Urbano	\$ 63	\$ 63	\$ 21	\$ (42)	-67%	\$ 4	\$ 2	\$ (2)	-54%
Metrobus	\$ 430	\$ 430	\$ 268	\$ (162)	-38%	\$ 30	\$ 22	\$ (8)	-26%
TU Conexion	\$ 183	\$ 183	\$ 110	\$ (73)	-40%	\$ 13	\$ 9	\$ (4)	-29%
Total Feeder Bus fare revenue	\$ 676	\$ 676	\$ 399	\$ (277)	-41%	\$ 47	\$ 33	\$ (14)	-30%
Rentals / leases (non-TU related)	\$ 1,165	\$ 1,165	\$ 1,291	\$ 126	11%	\$ 97	\$ 115	\$ 18	18%
Rentals / leases (TU related)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Real estate sales	\$ 2,810	\$ 2,810	\$ 3,735	\$ 925	33%	\$ -	\$ 550	\$ 550	0%
Other sources (TU related)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other sources (non-TU related)	\$ 6,295	\$ 6,295	\$ 2,182	\$ (4,113)	-65%	\$ 617	\$ 219	\$ (398)	-65%
Total Other operating income	\$ 10,270	\$ 10,270	\$ 7,208	\$ (3,062)	-30%	\$ 714	\$ 884	\$ 170	24%
PayGo contributions	\$ 35,759	\$ 35,759	\$ 35,217	\$ (542)	-2%	\$ 3,183	\$ 2,882	\$ (301)	-9%
Non PayGo contributions	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Total Pension contributions	\$ 35,759	\$ 35,759	\$ 35,217	\$ (542)	-2%	\$ 3,183	\$ 2,882	\$ (301)	-9%
Highway and transit program delivery	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Audit and financial services	\$ 1,244	\$ 1,244	\$ 1,152	\$ (92)	-7%	\$ 129	\$ 71	\$ (58)	-45%
Legal services	\$ 702	\$ 702	\$ 428	\$ (274)	-39%	\$ 72	\$ 69	\$ (3)	-4%
Toll optimization services	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other professional services	\$ 5,330	\$ 5,330	\$ 4,842	\$ (488)	-9%	\$ 721	\$ 1,881	\$ 1,160	161%
Total Non-Title III professional fees	\$ 7,276	\$ 7,276	\$ 6,422	\$ (854)	-12%	\$ 922	\$ 2,021	\$ 1,099	119%
Insurance	\$ 2,927	\$ 2,927	\$ 3,297	\$ 370	13%	\$ 181	\$ -	\$ (181)	-100%
Utility payments (excluding electricity)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Security costs	\$ 1,055	\$ 1,055	\$ 1,361	\$ 306	29%	\$ 65	\$ 127	\$ 62	94%
Repairs & maintenance	\$ 13,014	\$ 13,014	\$ 9,573	\$ (3,441)	-26%	\$ 806	\$ 897	\$ 91	11%
Other costs	\$ 3,592	\$ 3,592	\$ 1,205	\$ (2,387)	-66%	\$ 222	\$ 1,032	\$ 810	364%
Total Other toll highway administration & maintenance costs	\$ 20,589	\$ 20,589	\$ 15,436	\$ (5,153)	-25%	\$ 1,275	\$ 2,056	\$ 781	61%

1.2 Additional B2A info

In \$ Thousands	FY22 Budget	Budget YTD	YTD Actuals	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
Rents & leases	\$ 1,135	\$ 1,135	\$ 1,135	\$ 0	0%	\$ 99	\$ 123	\$ 24	24%
Insurance	\$ 1,820	\$ 1,820	\$ 1,837	\$ 17	1%	\$ 152	\$ -	\$ (152)	-100%
Utility payments (excluding electricity and water supply)	\$ 614	\$ 614	\$ 295	\$ (319)	-52%	\$ 53	\$ 47	\$ (6)	-12%
Security costs	\$ 1,025	\$ 1,025	\$ 589	\$ (436)	-43%	\$ 89	\$ 55	\$ (34)	-38%
Transportation expenses	\$ 460	\$ 460	\$ 443	\$ (17)	-4%	\$ 40	\$ 41	\$ 1	2%
Purchased goods & equipment	\$ 2,028	\$ 2,028	\$ 1,284	\$ (744)	-37%	\$ 177	\$ 229	\$ 52	30%
Other costs	\$ 14,709	\$ 14,709	\$ 301	\$ (14,408)	-98%	\$ 1,281	\$ 39	\$ (1,242)	-97%
Total Other expenses (within Other operating expenses)	\$ 21,791	\$ 21,791	\$ 5,884	\$ (15,907)	-73%	\$ 1,892	\$ 534	\$ (1,358)	-72%
Emergency relief projects	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other TU improvements	\$ -	\$ -	\$ 8,311	\$ 8,311	0%	\$ -	\$ 265	\$ 265	0%
Total federally funded transit Construction	\$ -	\$ -	\$ 8,311	\$ 8,311	0%	\$ -	\$ 265	\$ 265	0%
Design & Pre-construction	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Material Testing & Management	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Construction Engineering & Inspection	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Environmental soft costs	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other soft costs	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Total Local construction soft costs	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Pavement rehabilitation	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Safety improvements	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
New road construction	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Bridge repairs	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Congestion management (e.g. DTL)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other hard costs	\$ 9,500	\$ 9,500	\$ 6,467	\$ (3,033)	-32%	\$ 999	\$ 566	\$ (433)	-43%
Total Local construction hard costs	\$ 9,500	\$ 9,500	\$ 6,467	\$ (3,033)	-32%	\$ 999	\$ 566	\$ (433)	-43%
Total Local construction costs	\$ 9,500	\$ 9,500	\$ 6,467	\$ (3,033)	-32%	\$ 999	\$ 566	\$ (433)	-43%
Design & Pre-construction	\$ -	\$ -	\$ 3,020	\$ 3,020	0%	\$ -	\$ 774	\$ 774	0%
Material Testing & Management	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Construction Engineering & Inspection	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Environmental soft costs	\$ 1,803	\$ 1,803	\$ -	\$ (1,803)	-100%	\$ 164	\$ -	\$ (164)	-100%
Other soft costs	\$ 22,949	\$ 22,949	\$ 11,284	\$ (11,665)	-51%	\$ 2,683	\$ 2,921	\$ 238	9%
Total Federal highway construction soft costs	\$ 24,752	\$ 24,752	\$ 14,304	\$ (10,448)	-42%	\$ 2,847	\$ 3,695	\$ 848	30%
Pavement rehabilitation	\$ 27,788	\$ 27,788	\$ -	\$ (27,788)	-100%	\$ 1,789	\$ -	\$ (1,789)	-100%
Safety improvements	\$ 51,181	\$ 51,181	\$ -	\$ (51,181)	-100%	\$ 3,152	\$ -	\$ (3,152)	-100%
New road construction	\$ 6,288	\$ 6,288	\$ -	\$ (6,288)	-100%	\$ 276	\$ -	\$ (276)	-100%
Bridge repairs	\$ 17,886	\$ 17,886	\$ -	\$ (17,886)	-100%	\$ 1,244	\$ -	\$ (1,244)	-100%
Congestion management (e.g. DTL)	\$ 19,917	\$ 19,917	\$ -	\$ (19,917)	-100%	\$ 1,317	\$ -	\$ (1,317)	-100%
Other hard costs	\$ 9,230	\$ 9,230	\$ -	\$ (9,230)	-100%	\$ 616	\$ -	\$ (616)	-100%
Total Federal highway construction hard costs	\$ 132,291	\$ 132,291	\$ -	\$ (132,291)	-100%	\$ 8,394	\$ -	\$ (8,394)	-100%
Total Federal highway construction costs	\$ 157,043	\$ 157,043	\$ 14,304	\$ (142,739)	-91%	\$ 11,241	\$ 3,695	\$ (7,546)	-67%
Design & Pre-construction	\$ 18,689	\$ 18,689	\$ 13,891	\$ (4,798)	-26%	\$ 2,273	\$ 5,019	\$ 2,746	121%
Material Testing & Management	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Construction Engineering & Inspection	\$ 3,971	\$ 3,971	\$ -	\$ (3,971)	-100%	\$ 274	\$ -	\$ (274)	-100%
Environmental soft costs	\$ 1,809	\$ 1,809	\$ -	\$ (1,809)	-100%	\$ 165	\$ -	\$ (165)	-100%
Other soft costs	\$ 7,973	\$ 17,646	\$ 15,388	\$ (2,258)	-13%	\$ 1,471	\$ 1,332	\$ (139)	-9%
Total Non-Federal highway construction soft costs	\$ 32,442	\$ 42,115	\$ 29,279	\$ (12,836)	-30%	\$ 4,183	\$ 6,351	\$ 2,168	52%
Pavement rehabilitation	\$ 26,511	\$ 26,511	\$ -	\$ (26,511)	-100%	\$ 1,767	\$ -	\$ (1,767)	-100%
Safety improvements	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
New road construction	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Bridge repairs	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%

1.2 Additional B2A info

In \$ Thousands	FY22 Budget	Budget YTD	YTD Actuals	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
Congestion management (e.g. DTL)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other hard costs	\$ 13,724	\$ 13,724	\$ -	\$ (13,724)	-100%	\$ 1,567	\$ -	\$ (1,567)	-100%
Total Non-Federal highway construction hard costs	\$ 40,235	\$ 40,235	\$ -	\$ (40,235)	-100%	\$ 3,333	\$ -	\$ (3,333)	-100%
Total Non-Federal highway construction costs	\$ 72,677	\$ 82,350	\$ 29,279	\$ (53,071)	-64%	\$ 7,517	\$ 6,351	\$ (1,166)	-16%

Footnotes:

- A
- B

COMMONWEALTH OF PUERTO RICO
Puerto Rico Highways and Transportation Authority
13-Week Rolling Cash Flow Forecast

Actual (Act.) / Projected (Fst.): (\$000's)	2.1 Liquidity Data																																	
	Week #:					Week #:					Week #:					Week #:					Week #:					Week #:								
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
	7/2	7/9	7/16	7/23	7/30	8/6	8/13	8/20	8/27	9/3	9/10	9/17	9/24	10/1	10/8	10/15	10/22	10/29	11/5	11/12	11/19	11/26	12/3	12/10	12/17	12/24	12/31	1/7	1/14	1/21	1/28	2/4	2/11	2/18
Operating Receipts:																																		
1 Toll Fares	3,144	5,113	2,331	3,375	2,099	826	7,166	-	5,050	533	4,636	2,549	3,049	2,076	4,157	1,886	3,009	2,375	-	6,123	547	2,469	1,357	4,718	2,505	2,329	1,921	485	5,671	2,422	1,893	588	4,744	2,163
2 Merchant Fees	-	-	-	(267)	-	-	-	-	(309)	-	-	-	-	(318)	-	-	(322)	-	-	-	-	(301)	-	-	-	-	(297)	-	-	(313)	-	-	-	-
3 Transit Revenues (A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4 Electronic Toll Fines	-	-	-	-	-	-	727	854	210	652	545	635	653	1,360	994	1,081	562	657	1,726	617	755	1,022	2,179	1,016	854	1,346	2,019	1,035	804	788	841	1,349	1,014	985
5 Other Income	68	14	64	66	10	15	301	41	28	24	21	28	51	161	12	183	15	65	20	134	20	1	1,316	61	102	2	33	0	296	241	55	119	118	26
6 Total Operating Receipts	3,212	5,127	2,395	3,174	2,109	841	8,194	894	4,979	1,209	5,202	3,212	3,753	3,279	5,163	3,150	3,264	3,097	1,746	6,874	1,322	3,191	4,852	5,795	3,461	3,677	3,675	1,520	6,771	3,138	2,789	2,056	5,876	3,174
Intra-Government Receipts:																																		
7 Operating Commonwealth Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8 Commonwealth Transfer for Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9 Total Intra-Government Receipts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Receipts [Separate Federal Transfers by Program]:																																		
10 Operating Federal Transit Administration (F)	-	4,608	-	40	-	-	-	-	34	2,304	150	777	-	2,689	-	-	-	-	1	-	-	-	-	-	-	32	-	-	-	-	536	-	-	6,315
11 CARES ACT Funding (For Transit)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12 Total Other Receipts	-	4,608	-	40	-	-	-	-	34	2,304	150	777	-	2,689	-	-	-	-	1	-	-	-	-	-	-	32	-	-	-	-	536	-	-	6,315
13 Total Operating Receipts	3,212	9,736	2,395	3,214	2,109	841	8,194	894	5,013	3,513	5,352	3,989	3,753	5,968	5,163	3,150	3,264	3,097	1,747	6,874	1,322	3,191	4,852	5,795	3,461	3,709	3,675	1,520	6,771	3,138	3,325	2,056	5,876	9,489
Operating Disbursements:																																		
14 Payroll and Related Costs	(1,142)	(79)	(1,599)	(103)	(1,750)	(116)	(1,637)	(152)	(1,000)	(302)	(1,348)	(293)	(990)	(188)	(1,269)	(489)	(1,003)	(283)	(1,176)	(154)	(1,386)	(48)	(1,260)	(515)	(1,186)	(148)	(1,324)	(215)	(1,488)	(95)	(1,154)	(300)	(1,236)	(274)
15 Health Plan Payment	(563)	-	-	-	-	-	-	-	-	(742)	-	-	-	(693)	-	-	-	(760)	-	-	-	(574)	-	-	-	(673)	-	-	-	-	(785)	-	-	-
16 Christmas Bonus	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(456)	(1)	-	-	-	-	-	-	-	-	-	-
17 Retirement Contributions (PayGo)	-	-	-	-	(2,818)	-	-	-	-	(3,015)	-	-	-	(2,938)	-	-	-	(2,886)	-	-	-	(2,961)	-	-	-	(2,875)	-	-	-	-	(3,190)	-	-	-
18 PREPA Payments	-	-	-	-	-	-	-	-	-	(646)	-	-	-	-	-	(754)	-	-	-	-	(1,225)	-	-	(654)	(654)	-	-	-	-	-	(1,140)	-	-	-
19 PRASA Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(29)	-	-	-	-	-	-	-	-	(59)	-	-	-	-	-	-	-	-
20 Toll Highway Administration Cost	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(13)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
21 Tren Urbano Operating Contract Cost	-	-	-	(40)	-	-	-	-	(95)	-	-	-	-	(3,796)	-	-	-	-	(4,001)	-	(33)	(4,322)	-	-	-	-	-	-	-	(3,785)	(3,770)	-	-	-
22 Other Tren Urbano Costs (Excluding Electric)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
23 Feeder Buses Costs	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(846)	-	(886)	(1,588)	-	-	-	-
24 Legal Cases Payments Plan	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
25 Professional Services	-	-	-	-	(9)	-	(228)	-	(9)	-	(486)	(51)	(67)	(70)	(88)	(749)	-	(70)	(68)	(372)	(122)	(76)	(11)	(745)	(17)	(13)	(13)	-	(609)	(47)	(179)	(802)	(41)	(71)
26 Other Operating Expenses	(97)	(53)	-	(136)	(6)	(281)	(52)	(121)	(37)	(280)	(120)	(170)	(15)	(62)	(595)	(206)	(436)	(1,001)	(475)	(350)	(32)	(513)	(590)	(236)	(8,539)	(755)	(76)	(57)	(572)	(374)	(3,137)	(816)	(1,082)	(784)
27 Operating Disbursements Corresponding to	-	(129)	(314)	(1,521)	-	(5,297)	(776)	(980)	(438)	(6,842)	(3,018)	(14)	(272)	(217)	(7)	(10)	(327)	(1,325)	(68)	(66)	(1,084)	(5)	-	-	(2,218)	-	-	-	(6)	-	(10)	(4)	(113)	-
28 Legal & Other Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29 Total Operating Disbursements	(1,802)	(262)	(1,913)	(1,800)	(4,574)	(5,693)	(2,694)	(1,253)	(1,580)	(11,827)	(4,972)	(528)	(1,344)	(7,894)	(1,960)	(2,221)	(1,795)	(6,325)	(5,788)	(942)	(3,882)	(8,499)	(2,317)	(1,497)	(12,614)	(5,176)	(2,258)	(272)	(3,554)	(4,307)	(11,173)	(5,698)	(2,363)	(1,242)
30 Operating Net Cash Flow	1,410	9,474	482	1,414	(2,465)	(4,853)	5,500	(359)	3,434	(8,314)	380	3,461	2,409	(1,925)	3,203	929	1,470	(3,228)	(4,041)	5,932	(2,560)	(5,308)	2,535	4,298	(9,153)	(1,467)	1,417	1,249	3,216	(1,169)	(7,848)	(3,642)	3,513	8,247
Unrestricted Bank Cash Balance Roll-Forward (Operating)																																		
31 Beginning Cash Balance	\$101,729	\$103,282	\$112,408	\$111,079	\$114,043	\$115,450	\$111,008	\$122,587	\$122,137	\$125,077	\$121,196	\$121,558	\$124,263	\$126,371	\$123,544	\$125,279	\$126,139	\$128,309	\$124,025	\$118,798	\$118,940	\$123,746	\$119,805	\$120,791	\$115,720	\$116,277	\$112,945	\$113,156	\$114,924	\$117,905	\$116,476	\$113,317	\$107,027	\$116,351
32 Net Cash Flow	1,410	9,474	482	1,414	(2,465)	(4,853)	5,500	(359)	3,434	(8,314)	380	3,461	2,409	(1,925)	3,203	929	1,470	(3,228)	(4,041)	5,932	(2,560)	(5,308)	2,535	4,298	(9,153)	(1,467)	1,417	1,249	3,216	(1,169)	(7,848)	(3,642)	3,513	8,247
33 Transfer Between Accounts (Capex to Opex)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
34 Transfer Between Accounts (Reserve to Opex)	-	-	-	(3,935)	3,935	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(5,000)	5,000	-	-	(6,000)	6,000	-	-	-	-	-	-	-	-	-
35 Return of Funds / Reconciliation Item (D)	57	(334)	(1,830)	5,479	(8)	410	6,066	(83)	(316)	4,456	(17)	(567)	(1,488)	200	(1,468)	16	701	(1,067)	(1,185)	(820)	2,344	1,369	(1,567)	(3,349)	3,749	(1,865)	(1,213)	520	(239)	(304)	4,476	(2,290)	5,706	1,691
36 Other Inflows (C)	101	-	23	8	20	1	21	15	267	2	4	2	1,189	100	6	6	6	14	10	132	23	-	19	-	5	6	7	-	33	74	2,620	18	-	594
37 Other Outflows (C)	(15)	(14)	(4)	(3)	(75)	-	(8)	(24)	(445)	(25)	(5)	(191)	(2)	(1,202)	(6)	(91)	(7)	(3)	(11)	(102)	-	(2)	(0)	(21)	(43)	(7)	-	-	(29)	(30)	(2,407)	(255)	(15)	(3)
38 Ending Operating Bank Cash Balance	\$103,282	\$112,408	\$111,079	\$114,043	\$115,450	\$111,008	\$122,587	\$122,137	\$125,077	\$121,196	\$121,558	\$124,263	\$126,371	\$123,544	\$125,279	\$126,139	\$128,309	\$124,025	\$118,798	\$118,940	\$123,746	\$119,805	\$120,791	\$115,720	\$116,277	\$112,945	\$113,156	\$114,924	\$117,905	\$116,476	\$113,317	\$107,027	\$116,351	\$126,880
39 Actual Operating Bank Cash Balance	\$103,220	\$112,356	\$111,021	\$113,984	\$115,377	\$110,930	\$122,510	\$122,059	\$124,998	\$121,125	\$121,487	\$124,192	\$126,316	\$123,495	\$125,231	\$126,091	\$128,260	\$123,981	\$118,755	\$118,900	\$123,707	\$119,765	\$120,759	\$115,632	\$116,173	\$112,842	\$113,059	\$114,828	\$117,808	\$116,450	\$113,294	\$107,012	\$116,334	\$126,844

40	Difference	\$62	\$52	\$58	\$58	\$73	\$78	\$78	\$78	\$79	\$71	\$71	\$71	\$56	\$49	\$48	\$48	\$49	\$44	\$43	\$40	\$39	\$40	\$33	\$88	\$104	\$104	\$96	\$96	\$97	\$25	\$23	\$16	\$17	\$35	
CAPEX CASH FLOW																																				
Intra-Government Receipts:																																				
41	Abriendo Caminos IV funds / Local emergen	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	Capital Commonwealth Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	Commonwealth CapEx appropriation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	351	-	-	-	3,410	1,558	3,409	3,665	1,806	7,640	-	-	-	5,616	-	-	6,054	2,601	
44	Total Intra-Government Receipts	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	351	-	-	-	3,410	1,558	3,409	3,665	1,806	7,640	-	-	-	5,616	-	-	6,054	2,601	
Capex Receipts [Separate Federal Transfers by Program]:																																				
45	Federal Aid - FHWA & Earmarked Projects	5,013	4,897	7,643	2,678	5,312	57	-	638	9,392	-	3,616	-	12,808	180	-	5,752	294	8,490	3,266	6,510	2,699	-	4,255	16,777	25	6,979	-	-	-	4,937	-	2,085	3,686	148	
46	Emergency Reconstruction Program - FHWA	139	-	194	-	-	-	782	890	-	266	-	-	715	309	-	19	1,161	208	735	1,358	-	-	245	-	926	-	-	-	-	308	-	1,705	649	783	
47	Emergency Reconstruction Program - FEMA	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-		
48	Emergency Reconstruction Program - FTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
49	Total Federal Receipts	5,151	4,897	7,837	2,678	5,312	65	782	1,529	9,392	266	3,616	-	13,523	489	-	5,771	1,455	8,698	4,001	7,873	2,699	-	4,499	16,777	952	6,979	-	-	-	5,245	-	3,790	4,335	931	
50	Total CAPEX Receipts	5,151	4,897	7,837	2,678	5,312	65	782	1,529	9,392	266	3,616	-	13,523	489	-	5,771	1,806	8,698	4,001	7,873	6,109	1,558	7,909	20,442	2,758	14,619	-	-	-	5,245	5,616	3,790	10,389	3,532	
Capex Disbursements:																																				
51	Capital Expenditures - Federal	-	(6,440)	(7,611)	(264)	(6,176)	(26)	-	(2,434)	(11,078)	(332)	(147)	(2,042)	(1,669)	(12,540)	(232)	(6,275)	(192)	(8,847)	(3,695)	(6,598)	-	(2,704)	(2,073)	(13,398)	(299)	(192)	(6,123)	(116)	(61)	(5,213)	(3,919)	(3,110)	(4,208)	(3,252)	
52	Capital Expenditures - State	(306)	(1,752)	(3,191)	(1,657)	-	(1,986)	(2,513)	(189)	(2,460)	(2,723)	(657)	(3,028)	(300)	(1,543)	(352)	(5,467)	(4)	(6,818)	(2,336)	(1,264)	(2,029)	(1,785)	(784)	(1,060)	(1,809)	(1,591)	(1,204)	(603)	(239)	(273)	(1,454)	(4,086)	(348)	(4,223)	
53	ER Transit Construction Program Costs - FT/	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(605)	-	(26)	-	-	-	-	-	-	-	-	-	-	-	(997)	
54	Toll Optimization Costs	-	-	-	-	-	-	-	-	-	-	-	-	(133)	-	(1,282)	-	-	-	-	(180)	-	-	-	-	-	-	(13)	-	-	(31)	(133)	-	-	-	
55	Emergency Reconstruction Program - FHWA	(340)	-	-	(309)	-	(45)	(1,021)	-	(86)	(352)	-	-	-	(1,104)	(245)	-	(720)	(23)	-	(134)	(1,520)	-	(120)	(226)	(995)	-	-	-	(459)	(312)	-	-	-	-	
56	Emergency Reconstruction Program - FEMA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
57	Transit Construction Program Costs - Local	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
58	Emergency Reconstruction Program - Local	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
59	Legal Cases Payments Plan (Capital ROW PA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
60	Total Capex Disbursements	(646)	(8,192)	(10,801)	(2,230)	(6,176)	(2,057)	(3,533)	(2,623)	(13,757)	(3,407)	(804)	(5,070)	(1,969)	(15,187)	(2,112)	(11,742)	(916)	(15,688)	(6,031)	(8,781)	(3,549)	(4,515)	(2,977)	(14,684)	(3,103)	(1,796)	(7,327)	(719)	(300)	(5,976)	(6,815)	(7,196)	(4,556)	(7,475)	
61	Capex Net Cash Flow	4,506	(3,294)	(2,964)	448	(863)	(1,993)	(2,751)	(1,094)	(4,365)	(3,141)	2,812	(5,070)	11,554	(14,698)	(2,112)	(5,971)	890	(6,990)	(2,030)	(908)	2,560	(2,957)	4,932	5,757	(346)	12,823	(7,327)	(719)	(300)	(731)	(1,199)	(3,406)	5,833	(3,943)	
Bank Cash Balance Roll-Forward (CAPEX)																																				
62	Beginning Cash Balance	\$68,652	\$73,101	\$70,140	\$69,006	\$63,974	\$63,118	\$60,716	\$51,899	\$50,888	\$46,839	\$39,242	\$42,071	\$37,568	\$49,422	\$35,712	\$35,068	\$29,081	\$29,270	\$23,347	\$22,502	\$22,414	\$22,631	\$18,305	\$24,804	\$33,910	\$29,816	\$44,503	\$38,394	\$37,155	\$37,095	\$36,663	\$30,988	\$29,872	\$30,000	
63	Net Cash Flow	4,506	(3,294)	(2,964)	448	(863)	(1,993)	(2,751)	(1,094)	(4,365)	(3,141)	2,812	(5,070)	11,554	(14,698)	(2,112)	(5,971)	890	(6,990)	(2,030)	(908)	2,560	(2,957)	4,932	5,757	(346)	12,823	(7,327)	(719)	(300)	(731)	(1,199)	(3,406)	5,833	(3,943)	
64	Transfer Between Accounts (Capex to Opex	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
65	Transfer Between Accounts (Reserve to Opex	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
66	Return of Funds / Reconciliation Item (D)	(57)	334	1,830	(5,479)	8	(410)	(6,066)	83	316	(4,456)	17	567	300	988	1,468	(16)	(701)	1,067	1,185	820	(2,344)	(1,369)	1,567	3,349	(3,749)	1,865	1,213	(520)	239	304	(4,476)	2,290	(5,706)	(1,691)	
67	Other Inflows (C)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
68	Other Outflows (C)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(5)	-	-	-	-	-	
69	Ending CAPEX Bank Cash Balance	\$73,101	\$70,140	\$69,006	\$63,974	\$63,118	\$60,716	\$51,899	\$50,888	\$46,839	\$39,242	\$42,071	\$37,568	\$49,422	\$35,712	\$35,068	\$29,081	\$29,270	\$23,347	\$22,502	\$22,414	\$22,631	\$18,305	\$24,804	\$33,910	\$29,816	\$44,503	\$38,394	\$37,155	\$37,095	\$36,663	\$30,988	\$29,872	\$30,000	\$24,366	
70	Actual CAPEX Bank Cash Balance	\$73,129	\$70,160	\$69,031	\$63,999	\$63,139	\$60,741	\$51,924	\$50,913	\$46,865	\$39,263	\$42,091	\$37,589	\$49,443	\$35,726	\$35,095	\$29,109	\$29,297	\$23,366	\$22,521	\$22,428	\$22,644	\$18,320	\$24,811	\$33,917	\$29,823	\$44,511	\$38,394	\$37,155	\$37,095	\$36,664	\$30,988	\$29,865	\$29,993	\$24,378	
71	Difference	(\$29)	(\$20)	(\$25)	(\$25)	(\$21)	(\$25)	(\$25)	(\$25)	(\$26)	(\$21)	(\$21)	(\$21)	(\$21)	(\$14)	(\$27)	(\$28)	(\$27)	(\$19)	(\$19)	(\$14)	(\$13)	(\$14)	(\$7)	(\$7)	(\$7)	(\$7)	(\$0)	\$0	(\$0)	(\$1)	\$0	\$7	\$7	(\$12)	
	Total Inflows	8,363	14,633	10,232	5,892	7,421	905	8,976	2,423	14,405	3,779	8,968	3,989	17,276	6,457	5,163	8,921	5,070	11,795	5,748	14,747	7,431	4,749	12,761	26,237	6,218	18,328	3,675	1,520	6,771	8,383	8,941	5,846	16,265	13,021	
	Total Outflows	(2,448)	(8,454)	(12,714)	(4,031)	(10,749)	(7,751)	(6,227)	(3,875)	(15,336)	(15,234)	(5,776)	(5,598)	(3,313)	(23,081)	(4,071)	(13,963)	(2,711)	(22,013)	(11,819)	(9,723)	(7,431)	(13,014)	(5,294)	(16,181)	(15,717)	(6,972)	(9,586)	(991)	(3,854)	(10,283)	(17,988)	(12,894)	(6,919)	(8,717)	
	Total Net CF	5,916	6,180	(2,482)	1,861	(3,328)	(6,846)	2,750	(1,453)	(931)	(11,455)	3,192	(1,609)	13,963	(16,623)	1,092	(5,042)	2,360	(10,218)	(6,071)	5,024	-	(8,265)	7,467	10,055	(9,499)	11,356	(5,910)	530	2,917	(1,900)	(9,047)	(7,048)	9,346	4,304	

Comments
A These revenues are used as a credit in Tren Urbano operating expenses invoice (ACI).
B Line used to register transfers between bank accounts.
C Line used to register passthrough funds.
D Comments strikethrough represents transactions already cleared whose effect is 0.

Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	13-Week Total	FY2022 Total	Original LP FY 2022	Variance to Total	
2/25	3/4	3/11	3/19	3/26	4/1	4/8	4/15	4/22	4/29	5/6	5/13	5/20	5/27	6/3	6/10	6/17	6/24	7/1					
3,016 (317)	2,497	4,499	2,240	3,176	2,335	6,324	2,158	-	1,843	-	2,876	-	1,087	4,420	308	3,583	1,015	2,296	-	136,982 (3,499)	143,364	6,382 3,499	
1,043 83	2,071	1,426	1,100	1,142	1,500	1,688	1,206	74	50	636	20	1,257	435	17	310	239	20	127	-	38,530 9,741	22,500 9,716	(16,030) (25)	
3,825	4,581	6,083	3,362	4,219	3,991	8,024	3,570	2,166	1,893	636	2,896	1,257	1,522	4,437	618	3,822	1,035	1,645	-	181,754	183,903	2,149	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	395	-	-	-	638	-	5,872	1,251	-	-	-	-	-	-	-	-	-	25,642	20,000	(5,642)
-	-	-	-	395	-	-	-	638	-	5,872	1,251	-	-	-	-	-	-	-	-	-	25,642	20,000	(5,642)
3,825	4,581	6,083	3,362	4,614	3,991	8,024	3,570	2,804	1,893	6,508	4,147	1,257	1,522	4,437	618	3,822	1,035	1,645	\$0	\$207,396	\$203,903	(\$3,493)	
(1,019) (609)	(583)	(1,227)	(348)	(1,023)	(274)	(1,053)	(565)	(1,075)	(781)	(1,180)	(484)	(1,018)	(278)	(1,170)	(139)	(1,341)	(158)	(1,142)	-	(40,559) (7,924)	40,542 3,711	(17) (4,213)	
(2,888) (833)	-	(213)	(414)	-	(2,897)	-	-	-	(2,902)	-	-	-	(2,886)	-	-	-	(2,882)	-	-	-	(35,137) (7,924)	36,417 13,418	1,280 5,494
-	-	-	(56)	-	-	(7,969)	-	(16)	-	(47)	-	-	-	-	-	(1,258)	-	-	-	(88) (9,359)	500 19,082	412 9,723	
(1,103)	(3,732)	-	-	-	(308)	-	-	-	(3,868)	-	(3,960)	-	(7)	-	-	-	-	(3,703)	-	(35,420) (1,103)	52,945 9,197	17,525 8,094	
-	(732)	-	-	-	-	-	(1,886)	-	-	-	-	-	(71)	-	(111)	-	-	-	-	(6,120) -	13,386 12,405	7,266 12,405	
(119) (450)	(79) (117)	(49) (431)	(793) (378)	(162) (144)	(163) (691)	(11) (191)	(279) (152)	(25) (143)	(166) (696)	(57) (167)	(130) (282)	(1,039) (370)	(291) (898)	(90) (34)	(1,772) (198)	(416) (264)	(90) (145)	(1,190) (33)	-	(11,856) (27,840)	20,284 45,233	8,428 17,393	
-	(2)	-	-	-	-	(114)	-	(6)	(10)	-	(21)	-	(8)	-	(1)	(8)	(7)	-	-	(25,268) (4,105)	- 4,000	(25,268) (105)	
(7,021)	(4,513)	(2,652)	(1,989)	(1,329)	(4,985)	(9,338)	(2,882)	(1,265)	(14,708)	(1,451)	(4,877)	(2,427)	(4,965)	(1,294)	(2,221)	(3,287)	(3,870)	(6,068)	\$0	(\$213,159)	\$271,120	\$57,961	
(3,196)	68	3,431	1,373	3,285	(994)	(1,314)	688	1,539	(12,815)	5,057	(730)	(1,170)	(3,443)	3,143	(1,603)	535	(2,835)	(4,423)	-	(5,764)	(67,217)	(72,981)	
\$126,880 (3,196)	\$126,652 68	\$126,645 3,431	\$129,712 1,373	\$131,129 3,285	\$115,054 (994)	\$114,493 (1,314)	\$115,602 688	\$114,453 1,539	\$115,869 (12,815)	\$97,499 5,057	\$102,434 (730)	\$101,277 (1,170)	\$104,261 (3,443)	\$96,198 3,143	\$99,524 (1,603)	\$101,303 535	\$107,204 (2,835)	\$107,916 (4,423)	\$101,729 (5,764)	\$101,729 (5,764)	\$101,729 (67,217)		
-	-	-	(186)	(14,814)	-	-	-	-	-	-	-	-	-	-	-	(72)	(634)	706	(15,000)	(15,000)	-	(15,000)	
2,970	(66)	(403)	262	(4,575)	(455)	2,024	(1,838)	(80)	(5,665)	(3)	(421)	4,148	(4,613)	(28)	3,387	5,182	4,184	8,283	29,521	29,521	29,521		
0	9	42	12	222	912	405	3	-	116	4	-	9	4	228	0	263	1	483	8,036	8,036	8,036		
(2)	(18)	(3)	(44)	(193)	(24)	(6)	(2)	(43)	(6)	(122)	(6)	(3)	(11)	(17)	(5)	(7)	(3)	(52)	(5,609)	(5,609)	(5,609)		
\$126,652	\$126,645	\$129,712	\$131,129	\$115,054	\$114,493	\$115,602	\$114,453	\$115,869	\$97,499	\$102,434	\$101,277	\$104,261	\$96,198	\$99,524	\$101,303	\$107,204	\$107,916	\$112,913	\$112,913	\$112,913	\$21,939		
\$126,616	\$126,599	\$129,665	\$131,267	\$115,194	\$114,444	\$115,552	\$114,403	\$115,820	\$97,454	\$102,391	\$101,235	\$104,219	\$96,156	\$99,487	\$101,266	\$107,183	\$107,897	\$112,901					

\$36	\$46	\$47	(\$138)	(\$140)	\$49	\$50	\$50	\$49	\$44	\$44	\$43	\$42	\$43	\$37	\$36	\$21	\$19	\$12					
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3,007	-	-	1,358	-	-	3,181	-	3,625	1,272	1,756	-	4,201	4,603	-	3,092	7,323	-	2,876	-	-	72,404	183,025	183,025
3,007	-	-	1,358	-	-	3,181	-	3,625	1,272	1,756	-	4,201	4,603	-	3,092	7,323	-	2,876	-	-	72,404	236,045	183,025
-	7,308	3,054	-	-	14,557	4,799	1,219	1,218	-	2,810	1,692	-	3,589	14,621	-	4,892	-	3	-	-	177,899	174,747	(3,152)
-	-	1,168	-	-	1,133	-	235	40	965	-	-	-	2,360	2,701	1,139	775	-	81	-	-	21,989	52,917	30,928
-	107	-	-	-	-	-	-	-	-	78	-	-	-	-	-	-	-	-	-	-	197	2,770	2,573
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40,062	40,062
-	7,415	4,222	-	-	15,690	4,799	1,454	1,258	965	2,888	1,692	-	5,949	17,322	1,139	5,667	-	84	-	-	200,085	270,496	70,411
3,007	7,415	4,222	1,358	-	15,690	7,980	1,454	4,883	2,237	4,644	1,692	4,201	10,552	17,322	4,231	12,990	-	2,960	-	-	272,489	506,541	253,436
-	(4,851)	(2,283)	-	(213)	(5,094)	(5,360)	(986)	(4,346)	(4,700)	(3,533)	(2,703)	(1,192)	(4,839)	(1,118)	(7,622)	(6,812)	-	-	-	-	(176,916)	174,748	(2,168)
(1,555)	(181)	(512)	(199)	(1,537)	(447)	(3,060)	(252)	(589)	(2,580)	(1,405)	(1,564)	(1,713)	(1,493)	(665)	(266)	(1,147)	(1,258)	(2,270)	-	-	-	106,203	23,478
-	-	-	(897)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	42,062	39,537
-	-	-	-	-	(194)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	21,047	19,080
-	-	(715)	-	-	(1,120)	-	(224)	-	(1,112)	(403)	-	(97)	(2,959)	(412)	(1,153)	(270)	-	-	-	-	-	52,917	36,441
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,826	3,826
-	-	-	-	-	-	-	-	-	(179)	-	-	-	-	-	-	-	-	-	-	-	(179)	-	(179)
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6,025	6,025
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,467	3,467
(1,555)	(5,032)	(3,510)	(1,096)	(1,750)	(6,855)	(8,420)	(1,462)	(4,935)	(8,570)	(5,341)	(4,267)	(3,002)	(9,291)	(2,195)	(9,041)	(8,229)	(1,258)	(2,270)	0	0	(\$280,788)	\$410,295	\$129,508
1,452	2,383	712	262	(1,750)	8,835	(440)	(8)	(52)	(6,333)	(697)	(2,575)	1,199	1,261	15,127	(4,810)	4,761	(1,258)	690	0	0	(\$8,299)	\$96,246	(\$104,545)
\$24,366	\$22,848	\$25,297	\$26,412	\$26,411	\$29,236	\$53,526	\$51,062	\$52,892	\$52,920	\$52,252	\$51,558	\$49,404	\$46,455	\$52,329	\$67,484	\$59,287	\$58,867	\$53,425	\$45,832	\$68,652	\$68,652	\$68,652	
1,452	2,383	712	262	(1,750)	8,835	(440)	(8)	(52)	(6,333)	(697)	(2,575)	1,199	1,261	15,127	(4,810)	4,761	(1,258)	690	0	(8,299)	(8,299)	96,246	
-	-	-	-	-	15,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
(2,970)	66	403	(262)	4,575	455	(2,024)	1,838	80	5,665	3	421	(4,148)	4,613	28	(3,387)	(5,182)	(4,184)	(8,283)	-	15,000	15,000	15,000	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(29,521)	(29,521)	(29,521)
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	5	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(5)	(5)	(5)	
\$22,848	\$25,297	\$26,412	\$26,411	\$29,236	\$53,526	\$51,062	\$52,892	\$52,920	\$52,252	\$51,558	\$49,404	\$46,455	\$52,329	\$67,484	\$59,287	\$58,867	\$53,425	\$45,832	\$45,832	\$45,832	\$45,832	\$150,377	
\$22,860	\$25,318	\$26,434	\$26,247	\$29,072	\$53,550	\$51,085	\$52,915	\$52,942	\$52,268	\$51,574	\$49,420	\$46,470	\$52,344	\$67,495	\$59,297	\$58,860	\$53,418	\$45,819					
(\$12)	(\$21)	(\$22)	\$164	\$164	(\$24)	(\$23)	(\$23)	(\$22)	(\$16)	(\$16)	(\$16)	(\$15)	(\$16)	(\$11)	(\$10)	\$6	\$7	\$13					
6,832	11,996	10,305	4,720	4,614	19,681	16,004	5,024	7,687	4,130	11,152	5,839	5,458	12,074	21,759	4,849	16,812	1,035	4,605					
(8,576)	(9,545)	(6,162)	(3,085)	(3,079)	(11,840)	(17,758)	(4,344)	(6,200)	(23,278)	(6,792)	(9,144)	(5,429)	(14,256)	(3,489)	(11,262)	(11,516)	(5,128)	(8,338)					
(1,744)	2,451	4,143	1,635	1,535	7,841	(1,754)	680	1,487	(19,148)	4,360	(3,305)	29	(2,182)	18,270	(6,413)	5,296	(4,093)	(3,733)					

COMMONWEALTH OF PUERTO RICO
Puerto Rico Highways and Transportation Authority
13-Week Rolling Cash Flow Forecast

Actual (Act.) / Projected (Fct.):

	Actual (Act.) / Projected (Fct.):												FY2022 Total	
	Week #:	5	9	14	18	22	27	31	35	39	44	48		53
(\$000's)	Week Ended:	7/30	8/27	10/1	10/29	11/26	12/31	1/28	2/25	3/26	4/29	5/27	7/1	
Operating Receipts:														
1 Toll Fares	16,062	13,042	12,843	11,427	9,139	12,830	10,471	10,511	12,412	12,660	3,963	11,622		136,982
2 Merchant Fees	(267)	(309)	(318)	(322)	(301)	(297)	(313)	(317)	(278)	-	-	(778)		(3,499)
3 Transit Revenues (A)	-	-	-	-	-	-	-	-	-	-	-	-		-
4 Electronic Toll Fines	-	1,791	3,845	3,294	4,120	7,414	3,468	4,391	5,739	4,468	-	-		38,530
5 Other Income	222	385	285	275	175	1,513	592	346	372	2,516	2,348	713		9,741
6 Total Operating Receipts	16,018	14,908	16,655	14,674	13,133	21,460	14,218	14,931	18,245	19,644	6,311	11,557		181,754
Intra-Government Receipts:														
7 Operating Commonwealth Transfer	-	-	-	-	-	-	-	-	-	-	-	-		-
8 Commonwealth Transfer for Reserve	-	-	-	-	-	-	-	-	-	-	-	-		-
9 Total Intra-Government Receipts	-	-	-	-	-	-	-	-	-	-	-	-		-
Other Receipts [Separate Federal Transfers by Program]:														
10 Operating Federal Transit Administration (FTA) Funds	4,648	34	5,920	-	1	32	536	6,315	395	638	7,123	-		25,642
11 CARES ACT Funding (For Transit)	-	-	-	-	-	-	-	-	-	-	-	-		-
12 Total Other Receipts	4,648	34	5,920	-	1	32	536	6,315	395	638	7,123	-		25,642
13 Total Operating Receipts	20,666	14,942	22,575	14,674	13,134	21,492	14,754	21,246	18,640	20,282	13,434	11,557		\$207,396
Operating Disbursements:														
14 Payroll and Related Costs	(4,674)	(2,905)	(3,121)	(3,044)	(2,764)	(4,432)	(2,951)	(2,829)	(3,181)	(3,748)	(2,960)	(3,950)		(40,559)
15 Health Plan Payment	(563)	-	(1,435)	(760)	(574)	(673)	(785)	(609)	(1,441)	(496)	(588)	-		(7,924)
16 Christmas Bonus	-	-	-	-	-	(457)	-	-	-	-	-	-		(457)
17 Retirement Contributions (PayGo)	(2,818)	-	(5,953)	(2,886)	(2,961)	(2,875)	(3,190)	(2,888)	(5,799)	(2,886)	(2,882)	-		(35,137)
18 PREPA Payments	-	-	(646)	(754)	(1,225)	(1,308)	(1,140)	(833)	(627)	(1,391)	-	-		(7,924)
19 PRASA Payments	-	-	-	(29)	-	(59)	-	-	-	(59)	-	-		(88)
20 Toll Highway Administration Cost	-	-	-	(13)	-	-	-	-	(56)	(7,985)	(47)	(1,258)		(9,359)
21 Tren Urbano Operating Contract Cost	(40)	(95)	(3,796)	-	(8,356)	-	(3,785)	(3,770)	(3,732)	(4,176)	(3,967)	(3,703)		(35,420)
22 Other Tren Urbano Costs (Excluding Electricity)	-	-	-	-	-	-	-	(1,103)	-	-	-	-		(1,103)
23 Feeder Buses Costs	-	-	-	-	-	(846)	(2,474)	-	(732)	(1,886)	(71)	(111)		(6,120)
24 Legal Cases Payments Plan	-	-	-	-	-	-	-	-	-	-	-	-		-
25 Professional Services	-	(238)	(604)	(907)	(638)	(799)	(835)	(1,033)	(1,083)	(644)	(1,517)	(3,558)		(11,856)
26 Other Operating Expenses	(292)	(491)	(646)	(2,239)	(1,370)	(10,196)	(4,141)	(3,132)	(1,070)	(1,873)	(1,717)	(674)		(27,840)
27 Operating Disbursements Corresponding to FY20 Service	(1,964)	(7,491)	(10,363)	(1,669)	(1,223)	(2,218)	(6)	(127)	(2)	(130)	(59)	(16)		(25,268)
28 Legal & Other Reserve	-	-	-	-	-	-	-	-	-	(4,105)	-	-		(4,105)
29 Total Operating Disbursements	(10,351)	(11,219)	(26,564)	(12,300)	(19,111)	(23,862)	(19,306)	(16,324)	(10,483)	(33,178)	(13,720)	(16,740)		(213,159)
30 Operating Net Cash Flow	10,315	3,723	(3,989)	2,374	(5,977)	(2,370)	(4,552)	4,922	8,157	(12,896)	(286)	(5,183)		(5,764)
Unrestricted Bank Cash Balance Roll-Forward (Operating)														
31 Beginning Cash Balance	\$101,729	\$115,450	\$125,077	\$123,544	\$124,025	\$119,805	\$113,156	\$113,317	\$126,652	\$115,054	\$97,499	\$96,198		\$101,729
32 Net Cash Flow	10,315	3,723	(3,989)	2,374	(5,977)	(2,370)	(4,552)	4,922	8,157	(12,896)	(286)	(5,183)		(5,764)
33 Transfer Between Accounts (Capex to Opex) (B)	-	-	-	-	-	-	-	-	-	-	-	-		-
34 Transfer Between Accounts (Reserve to Opex) (B)	-	-	-	-	-	-	-	-	(15,000)	-	-	-		(15,000)
35 Return of Funds / Reconciliation Item (D)	3,365	6,077	2,584	(1,818)	1,707	(4,245)	4,452	8,076	(4,782)	(6,014)	(889)	21,007		29,521
36 Other Inflows (C)	151	303	1,297	32	165	37	2,727	612	285	1,435	17	975		8,036
37 Other Outflows (C)	(110)	(476)	(1,425)	(107)	(115)	(71)	(2,466)	(275)	(258)	(81)	(142)	(84)		(5,609)
38 Ending Operating Bank Cash Balance	\$115,450	\$125,077	\$123,544	\$124,025	\$119,805	\$113,156	\$113,317	\$126,652	\$115,054	\$97,499	\$96,198	\$112,913		\$112,913
39 Actual Operating Bank Cash Balance	\$115,377	\$124,998	\$123,495	\$123,981	\$119,765	\$113,059	\$113,294	\$126,616	\$115,194	\$97,454	\$96,156	\$112,901		

40	Difference	\$73	\$79	\$49	\$44	\$40	\$96	\$23	\$36	(\$140)	\$44	\$43	\$12				
CAPEX CASH FLOW																	
Intra-Government Receipts:																	
41	Abriendo Caminos IV funds / Local emergency funds	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
42	Capital Commonwealth Transfer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43	Commonwealth CapEx appropriation	-	-	-	351	4,968	16,520	5,616	11,662	1,358	8,078	10,560	13,291			72,404	
44	Total Intra-Government Receipts	-	-	-	351	4,968	16,520	5,616	11,662	1,358	8,078	10,560	13,291			72,404	
Capex Receipts [Separate Federal Transfers by Program]:																	
45	Federal Aid - FHWA & Earmarked Projects	25,543	10,087	16,604	14,536	12,475	28,035	4,937	5,919	10,362	21,793	8,091	19,516			177,899	
46	Emergency Reconstruction Program - FHWA	333	1,673	1,290	1,388	2,093	1,171	308	3,137	1,168	2,373	2,360	4,696			21,989	
47	Emergency Reconstruction Program - FEMA	-	7	-	-	5	-	-	-	107	-	78	-			197	
48	Emergency Reconstruction Program - FTA	-	-	-	-	-	-	-	-	-	-	-	-			-	
49	Total Federal Receipts	25,876	11,767	17,894	15,924	14,573	29,206	5,245	9,056	11,637	24,166	10,529	24,212			200,085	
50	Total CAPEX Receipts	25,876	11,767	17,894	16,275	19,541	45,726	10,861	20,718	12,995	32,244	21,089	37,503			272,489	
Capex Disbursements:																	
51	Capital Expenditures - Federal	(20,490)	(13,538)	(16,730)	(15,546)	(12,997)	(22,085)	(9,308)	(10,570)	(7,347)	(20,486)	(12,267)	(15,552)			(176,916)	
52	Capital Expenditures - State	(6,905)	(7,147)	(8,251)	(12,641)	(7,414)	(6,448)	(2,569)	(10,212)	(2,429)	(6,928)	(6,175)	(5,606)			(82,726)	
53	ER Transit Construction Program Costs - FTA	-	-	-	-	(631)	-	(997)	-	(897)	-	-	-			(2,525)	
54	Toll Optimization Costs	-	(133)	-	(1,282)	(180)	(13)	(164)	-	-	-	(194)	-			(1,967)	
55	Emergency Reconstruction Program - FHWA	(649)	(1,151)	(1,456)	(988)	(1,654)	(1,341)	(771)	-	(715)	(2,456)	(3,459)	(1,835)			(16,476)	
56	Emergency Reconstruction Program - FEMA	-	-	-	-	-	-	-	-	-	-	-	-			-	
57	Transit Construction Program Costs - Local	-	-	-	-	-	-	-	-	-	(179)	-	-			(179)	
58	Emergency Reconstruction Program - Local	-	-	-	-	-	-	-	-	-	-	-	-			-	
59	Legal Cases Payments Plan (Capital ROW PMT's)	-	-	-	-	-	-	-	-	-	-	-	-			-	
60	Total Capex Disbursements	(28,044)	(21,970)	(26,437)	(30,458)	(22,876)	(29,887)	(13,810)	(20,782)	(11,388)	(30,242)	(21,901)	(22,993)			(280,788)	
61	Capex Net Cash Flow	(2,169)	(10,202)	(8,543)	(14,183)	(3,335)	15,839	(2,949)	(64)	1,607	2,002	(812)	14,510			(8,299)	
Bank Cash Balance Roll-Forward (CAPEX)																	
62	Beginning Cash Balance	\$68,652	\$63,118	\$46,839	\$35,712	\$23,347	\$18,305	\$38,394	\$30,988	\$22,848	\$29,236	\$52,252	\$52,329			\$68,652	
63	Net Cash Flow	(2,169)	(10,202)	(8,543)	(14,183)	(3,335)	15,839	(2,949)	(64)	1,607	2,002	(812)	14,510			(8,299)	
64	Transfer Between Accounts (Capex to Opex) (B)	-	-	-	-	-	-	-	-	-	-	-	-			-	
65	Transfer Between Accounts (Reserve to Opex) (B)	-	-	-	-	-	-	-	-	-	15,000	-	-			15,000	
66	Return of Funds / Reconciliation Item (D)	(3,365)	(6,077)	(2,584)	1,818	(1,707)	4,245	(4,452)	(8,076)	4,782	6,014	889	(21,007)			(29,521)	
67	Other Inflows (C)	-	-	-	-	-	5	-	-	-	-	-	-			5	
68	Other Outflows (C)	-	-	-	-	-	-	(5)	-	-	-	-	-			(5)	
69	Ending CAPEX Bank Cash Balance	\$63,118	\$46,839	\$35,712	\$23,347	\$18,305	\$38,394	\$30,988	\$22,848	\$29,236	\$52,252	\$52,329	\$45,832			\$45,832	
70	Actual CAPEX Bank Cash Balance	\$63,139	\$46,865	\$35,726	\$23,366	\$18,320	\$38,394	\$30,988	\$22,860	\$29,072	\$52,268	\$52,344	\$45,819				
71	Difference	(\$21)	(\$26)	(\$14)	(\$19)	(\$14)	(\$0)	(\$0)	(\$12)	(\$16)	(\$16)	(\$16)	(\$13)				
	Total Inflows	46,541	26,709	40,469	30,949	32,675	67,219	25,615	41,964	31,635	52,526	34,523	49,060				
	Total Outflows	(38,395)	(33,189)	(53,001)	(42,758)	(41,987)	(53,749)	(33,116)	(37,106)	(21,871)	(63,420)	(35,621)	(39,733)				
	Total Net CF	8,146	(6,480)	(12,532)	(11,809)	(9,312)	13,469	(7,501)	4,858	9,763	(10,894)	(1,098)	9,327				

Comments
A These revenues are used as a credit in Tren Urbano operating expenses invoice (ACI).
B Line used to register transfers between bank accounts.
C Line used to register passthrough funds.
D Comments strikethrough represents transactions already cleared whose effect is 0.

Bank Name	Account Name	Account Number	GL Account #	Account description (e.g., fund uses)	Account classification (Operating / Capital)	Cash balance at beginning of first week of month (\$000s)	Cash flow (\$000s)	Cash balance at end of last week of month (\$000s)
Oriental	Construction	1960269874	111001	Main operating account	Operating	3,418,023	6,153,197	9,571,220
Oriental	General	1960269574	111002	ZBA Account - Operation	Operating	-	-	-
Oriental	Deposit Law 30	3225252489	111155	Deposit Law 30 & 31	Operating	154,170	463,763	617,933
Oriental	FTA	1960046672	111005	Federal Transit Administ	Operating	-	55,742	55,742
Firstbank	Autoridad de Ca	3004992473	111156	FHGV	Capital	41,651,375	(12,840,968)	28,810,407
Firstbank	Autoridad de Ca	3004997726	111157	Abriendo Caminos - Vari	Capital	543	(41)	503
Firstbank	Autoridad de Ca	3005023768	111158	OPEX Reserve	Operating	81,108,916	(49,657)	81,059,259
BPPR	Dietas	020-835078	111013	Account related to payro	Operating	1,341,201	(321,753)	1,019,448
BPPR	Nominas	020-835353	111011	Payroll account	Operating	1,767,706	195,034	1,962,740
BPPR	Federal Highway	030-050510	111014	Federal Highway CMIA -	Capital	4,257,658	6,825,559	11,083,217
BPPR	PRHWA Backup	030-020220	111058	PRHWA Backup	Operating	(305,567)	305,567	0
BPPR	Fondos Restrict	030-055210	111108	Fondos Restrictos - BPPR	Capital	6,438,058	-	6,438,058
BPPR	Ingreso de Peaje	020-835116	111016	Relates to toll collections	Operating	3,482,486	(1,224,896)	2,257,590
BPPR	Multas Autoexp	020-011520	111020	Collections from fines us	Operating	4,132,579	201,238	4,333,817
BPPR	ACT FONDOS CD	030-250587	111109	ACT FONDOS CDBG	Operating	-	-	-
BPPR	FEMA Emergenc	030-086671	111110	Federal Fund FEMA	Operating	1,052,181	-	1,052,181
BPPR	Peaje electronic	020-010303	111018	Toll collection account	A	5,000	-	5,000
BPPR	Consolidated Es	030-826411	Not in GL	Distributes funds to Met	A	19,757,794	4,597,580	24,355,374
BPPR	ILR	030-826438	Not in GL	Toll collection account. B	A	5,000	-	5,000

A Represents restricted bank accounts not considered in our Cash Flow analysis therefore we decided subtract them in order to show a more accurate cash balance available for operation purposes. This restriction is imposed by the grantors and contributors, as well as the bondholders through debt covenants.

2.3a Capex Hard Costs

Capex modified accrual expenses - Budget
Construction Hard Costs

	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
FHWA Hard Cost	\$ 8,325,330	\$ 4,817,291	\$ 11,369,146	\$ 8,117,339	\$ 12,214,219	\$ 9,497,611	\$ 9,497,611	\$ 9,497,611	\$ 9,497,611	\$ 9,497,611	\$ 9,497,611	\$ 9,497,611
PEMOC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Hard Cost (OTHER)	\$ 56,731	\$ -	\$ 164,514	\$ 31,827	\$ -	\$ 567,276	\$ 567,276	\$ 567,276	\$ 567,276	\$ 567,276	\$ 567,276	\$ 567,276
Non Federal Hard Cost (Abriendo Caminos I)	\$ 29,664	\$ -	\$ -	\$ -	\$ 141,915	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Hard Cost (Abriendo Caminos II)	\$ 215,102	\$ 360,116	\$ 331,235	\$ 131,810	\$ -	\$ -	\$ 198,246	\$ -	\$ 108,632	\$ -	\$ -	\$ -
Non Federal Hard Cost (Abriendo Caminos III)	\$ 2,209,458	\$ 790,225	\$ 633,835	\$ 6,552,970	\$ 2,438,973	\$ 1,766,974	\$ 1,766,974	\$ 1,766,974	\$ 1,766,974	\$ 1,766,974	\$ 1,766,974	\$ 1,766,974
Non Federal Hard Cost (Abriendo Caminos IV)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ESTATAL	\$ -	\$ 184,270	\$ 7,070	\$ -	\$ 551,542	\$ 65,874	\$ 65,874	\$ 65,874	\$ 65,874	\$ 65,874	\$ 65,874	\$ 65,874
FHWA Emergencia	\$ 1,613,755	\$ 471,712	\$ 1,797,609	\$ 3,498,495	\$ 1,434,886	\$ 1,910,347	\$ 1,910,347	\$ 1,910,347	\$ 1,910,347	\$ 1,910,347	\$ 1,910,347	\$ 1,910,347
FEMA	\$ -	\$ -	\$ 826,667	\$ 302,767	\$ 442,371	\$ 6,742	\$ 6,742	\$ 6,742	\$ 6,742	\$ 6,742	\$ 6,742	\$ 6,742
LOCAL	\$ 415,360	\$ 241,501	\$ 856,754	\$ 1,882,368	\$ 401,132	\$ 814,698	\$ 814,698	\$ 814,698	\$ 814,698	\$ 814,698	\$ 814,698	\$ 814,698
CDBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DTL	\$ 471,541	\$ 410,376	\$ 2,560,137	\$ 5,790,848	\$ 1,336,751	\$ 1,484,964	\$ 1,484,964	\$ 1,484,964	\$ 1,484,964	\$ 1,484,964	\$ 1,484,964	\$ 1,484,964
Discretionary funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll optimization CIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	13,336,939	7,275,491	18,546,964	26,308,424	18,961,789	16,114,486	16,312,731	16,114,486	16,223,118	16,114,486	16,114,486	16,114,486

2.3a Capex Hard Costs

Capex modified accrual expenses - Actuals
Construction Hard Costs

	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
FHWA Hard Cost	\$ 8,325,330	\$ 4,817,291	\$ 11,369,146	\$ 8,117,339.47	\$ 12,214,219.34	\$ 13,764,407.88	\$ 8,666,920.22	\$ 9,794,438.88	\$ 10,928,259.60	\$ 8,015,230.94	\$ 12,400,438.67	\$ 10,760,002.11
PEMOC	\$ -	\$ 432,815	\$ 1,486,928	\$ 1,171,167.55	\$ 142,428.00	\$ 211,145.13	\$ -	\$ 187,225.35	\$ 46,764.42	\$ -	\$ 738,217.68	\$ -
Non Federal Hard Cost (OTHER)	\$ 56,731	\$ -	\$ 164,514	\$ 31,827.00	\$ -	\$ 255,388.00	\$ -	\$ 370,898.45	\$ 147,922.40	\$ 122,637.19	\$ 277,300.11	\$ 116,583.25
Non Federal Hard Cost (Abriendo Caminos I)	\$ 29,664	\$ -	\$ -	\$ -	\$ 141,914.50	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Hard Cost (Abriendo Caminos II)	\$ 215,102	\$ 360,116	\$ 331,235	\$ 131,809.92	\$ -	\$ -	\$ 198,245.54	\$ -	\$ 108,631.93	\$ 37,424.55	\$ 44,644.80	\$ 3,349.53
Non Federal Hard Cost (Abriendo Caminos III)	\$ 2,209,458	\$ 790,225	\$ 633,835	\$ 6,552,970.30	\$ 2,438,973.05	\$ 1,385,539.61	\$ 2,001,339.50	\$ 636,586.24	\$ 881,125.67	\$ -	\$ 1,520,060.29	\$ 399,955.95
Non Federal Hard Cost (Abriendo Caminos IV)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ESTATAL	\$ -	\$ 184,270	\$ 7,070	\$ -	\$ 551,541.68	\$ 65,874	\$ 140,935.72	\$ 80,008.80	\$ -	\$ -	\$ -	\$ -
FHWA Emergencia	\$ 1,613,755	\$ 471,712	\$ 1,797,609	\$ 3,498,494.55	\$ 1,434,886.43	\$ 1,688,820.23	\$ 1,208,632.17	\$ 2,207,588.79	\$ 1,658,644.70	\$ 3,211,271.35	\$ 6,766,345.59	\$ 3,006,922.82
FEMA	\$ -	\$ -	\$ 826,667	\$ 302,766.52	\$ 442,370.74	\$ 104,049.04	\$ 86,763.58	\$ 135,843.12	\$ -	\$ 114,910.64	\$ -	\$ 70,167.76
LOCAL	\$ 415,360	\$ 241,501	\$ 856,754	\$ 1,882,368.17	\$ 401,132.07	\$ 819,535.15	\$ 25,910.68	\$ 321,307.94	\$ 495,942.17	\$ 312,689.15	\$ 525,804.12	\$ 658,332.00
CDBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DTL	\$ 471,541	\$ 410,376	\$ 2,560,136.62	\$ 5,790,847.98	\$ 1,336,751.18	\$ 1,010,486.03	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Discretionary funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll optimization CIP	\$ -	\$ -	\$ -	\$ 1,282,222.65	\$ 203,365.00	\$ -	\$ 150,640.00	\$ 669,295.00	\$ 204,095.00	\$ -	\$ 155,112.50	\$ -
Total	13,336,939	7,708,305	20,033,892	28,761,814	19,307,582	19,239,371	12,479,387	14,403,193	14,471,386	11,814,164	22,427,924	15,015,313

2.3b Capex Soft Costs												
Capex modified accrual expenses - Budget												
Construction Soft Costs												
	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
FHWA Soft Cost	\$ 564,954	\$ 530,413	\$ 801,442	\$ 1,226,436	\$ 1,701,882	\$ 2,846,696	\$ 2,846,696	\$ 2,846,696	\$ 2,846,696	\$ 2,846,696	\$ 2,846,696	\$ 2,846,696
PEMOC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (OTHER)	\$ 1,234,602	\$ 1,592,846	\$ 1,830,851	\$ 1,698,303	\$ 2,487,117	\$ 1,850,754	\$ 1,850,754	\$ 1,850,754	\$ 1,850,754	\$ 1,850,754	\$ 1,850,754	\$ 1,850,754
Non Federal Soft Cost (Abriendo Caminos I)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (Abriendo Caminos II)	\$ 42,110	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (Abriendo Caminos III)	\$ 356,198	\$ 636,116	\$ 193,400	\$ 566,294	\$ 448,825	\$ 112,437	\$ 112,437	\$ 112,437	\$ 112,437	\$ 112,437	\$ 112,437	\$ 112,437
Non Federal Soft Cost (Abriendo Caminos IV)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
ESTATAL												
FHWA Emergencia	\$ 268,625	\$ 37,215	\$ 603,547	\$ 327,931	\$ 174,703	\$ 1,438,941	\$ 1,438,941	\$ 1,438,941	\$ 1,438,941	\$ 1,438,941	\$ 1,438,941	\$ 1,438,941
FEMA												
LOCAL												
CDBG	\$ -	\$ -	\$ -	\$ -	\$ 433,215	\$ 725,684	\$ 725,684	\$ 725,684	\$ 725,684	\$ 725,684	\$ 725,684	\$ 725,684
DTL	\$ -	\$ -	\$ -	\$ -	\$ -							
Discretionary funds												
Toll optimization CIP												
Total	2,466,488	2,796,590	3,429,240	3,818,964	5,245,742	6,974,512	6,974,512	6,974,512	6,974,512	6,974,512	6,974,512	6,974,512

2.3b Capex Soft Costs												
Capex modified accrual expenses - Actuals												
Construction Soft Costs												
	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
FHWA Soft Cost	\$ 564,954	\$ 530,413	\$ 801,442	\$ 1,226,436	\$ 1,701,882	\$ 1,040,725.28	\$ 718,424.47	\$ 1,448,298.24	\$ 1,161,722.38	\$ 1,384,110.57	\$ 594,168.71	\$ 1,346,991.08
PEMOC												
Non Federal Soft Cost (OTHER)	\$ 1,234,602	\$ 1,592,846	\$ 1,830,851	\$ 1,698,303	\$ 2,487,117	\$ 2,438,369.68	\$ 1,122,129.52	\$ 2,010,708.54	\$ 1,895,576.19	\$ 1,096,437.87	\$ 1,901,838.94	\$ 3,235,329.08
Non Federal Soft Cost (Abriendo Caminos I)												
Non Federal Soft Cost (Abriendo Caminos II)	\$ 42,110											
Non Federal Soft Cost (Abriendo Caminos III)	\$ 356,198	\$ 636,116	\$ 193,400	\$ 566,294	\$ 448,825	\$ 114,234.50	\$ 29,419.38	\$ 123,376.50	\$ 11,824.80	\$ 43,310.00	\$ 152,131.30	
Non Federal Soft Cost (Abriendo Caminos IV)												
ESTATAL												
FHWA Emergencia	\$ 268,625	\$ 37,215	\$ 603,547	\$ 327,931	\$ 174,703	\$ 30,155.31	\$ 85,672.53	\$ 93,323.16	\$ 310,991.92	\$ 457,876.17	\$ 710,888.98	\$ 445,032.87
FEMA												
LOCAL	\$ 98,264	\$ 20,104	\$ 807,066	\$ 255,414		\$ 316,121.35	\$ 406,863.88	\$ 277,147.50	\$ 100,357.45	\$ 406,542.94	\$ 480,609.91	\$ 592,359.65
CDBG					\$ 433,215		\$ 165,461.01		\$ 173,383.50	\$ 23,630.00	\$ 156,555.00	\$ 15,950.00
DTL												
Discretionary funds												
Toll optimization CIP												
Total	2,564,752	2,816,694	4,236,306	4,074,378	5,245,742	3,939,606	2,527,971	3,952,854	3,653,856	3,411,908	3,996,193	5,635,663

2.4 Discretionary funds tracker												
#	Grant Name	Grant Type	Project Description	Estimated Total Cost (Requested)	Soft / Hard Costs	Category	Date Applied	Expected Response Date	Actual Response Date	Granted or Rejected	Amount Granted	Status of Fund Receipt
1		CDBG	Build Project for Highwa	HTA initial estimate is aprox \$300M. Grant has not yet been submitted								
2												
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Notes:
Nothing to report yet.

3.1 Fiscal measure data

In \$ Thousands	FY22 Target A	YTD Target	YTD Actuals	Variance (\$)	Variance (%)	Monthly target	Monthly actuals	Variance (\$)	Variance (%)	Reasons for Variance	Additional Steps to Address Variance
Creating new Board	\$ (100)	\$ (100)	\$ -	\$ 100	-100%	\$ (8)	\$ -	\$ 8	-100%	HTA is in process of identifying and hiring recruitment firm.	Firm expected to be hired by end of FY.
<i>Hiring of an executive recruitment firm</i>	\$ (100)	\$ (100)	\$ -	\$ 100	-100%	\$ (8)	\$ -	\$ 8	-100%		
<i>Board Compensation</i>	\$ -	\$ -	\$ -			\$ -					
Adopting new KPIs							\$ -				
Increasing fare revenue	\$ 11,079	\$ 10,250	\$ 11,069	\$ 819	8%	\$ 1,227		\$ (1,227)	-100%		
<i>Toll fare increase</i>	\$ 5,579	\$ 4,584	\$ -	\$ (4,584)	-100%	\$ 703.1	\$ -	\$ (703)	-100%	This measure will be difficult to report against given system limitations	There are system limitations with providing actuals.
<i>Bi-directional tolling</i>	\$ -	\$ 166	\$ -	\$ (166)	-100%	\$ 41.5	\$ -	\$ (42)	-100%		
<i>Dynamic toll lanes (DTL)</i>	\$ 5,500	\$ 5,500	\$ 11,069	\$ 5,569	101%	\$ 483	\$ 1,319	\$ 836	173%		
Increasing fine revenue	\$ 4,158	\$ -	\$ -	\$ -	0%	\$ -		\$ -	0%		
<i>Toll fine increase</i>	\$ -	\$ -	\$ -	\$ -	0%	\$ -				This measure requires legislation, which is outside of HTA's control.	
<i>Tiered fines</i>	\$ 4,158	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%		This measure requires legislation, which is outside of HTA's control.
Improving ancillary revenue											
Expanding transit revenue											
Managing congestion											
Collecting discretionary funds											
Reducing pensions											
Reducing healthcare costs											
Eliminating Christmas bonus											
Reassessing TU contract											
Optimizing capital expenses											
Exploring concessions											
Total measures	\$ 15,137.0	\$ 10,150.1	\$ 11,069.0	\$ 918.9	9%	\$ 1,219.0	\$ -	\$ (1,219.0)	-100%		

3.2 Traffic report data

Traffic volume overview ('000s)	July actuals	July target	August actuals	August target	September actuals	September target	October actuals	October target	November actuals	November target	December actuals	December target	January actuals	January target	February actuals	February target	March actuals	March target	April actuals	April target	May actuals	May target	June actuals	June target
PR-5	1,565,249	1,411,775	1,566,781	1,394,120	1,512,904	1,408,252	1,313,803	1,478,600	1,365,918	1,365,918	1,473,292	1,473,292	1,384,311	1,424,424	1,383,527	1,414,571	1,602,153	1,599,971	1,487,142	1,506,494	1,547,147	1,627,888	1,489,030	1,604,555
PR-17	673,649	381,636	636,183	360,063	567,148	376,531	611,666	421,063	382,310	382,310	490,278	490,278	519,581	483,163	537,635	476,031	646,304	594,259	604,494	565,432	709,108	649,745	633,586	685,768
PR-22	14,983,796	13,091,546	14,748,936	12,539,913	14,111,604	12,876,098	14,744,846	13,700,309	12,587,358	12,587,358	13,554,080	13,554,080	13,034,765	13,535,215	12,759,700	13,285,723	14,754,478	15,216,788	13,858,956	14,212,538	14,535,698	15,384,087	14,095,409	15,253,079
PR-199 / CLF	213,525	174,459	251,904	180,017	262,886	177,722	275,454	188,252	174,169	174,169	203,754	203,754	215,964	185,387	258,699	191,967	298,941	228,870	252,394	213,654	263,648	234,198	248,683	245,282
Total concessionaire roads	17,436,219	15,059,416	17,203,804	14,474,113	16,454,542	14,838,602	16,945,769	15,788,224	14,509,756	14,509,756	15,721,405	15,721,405	15,154,621	15,628,188	14,939,561	15,368,291	17,301,876	17,639,888	16,202,986	16,498,118	17,055,601	17,895,918	16,466,708	17,788,684
PR-20	326,554	319,685	327,402	312,540	324,565	310,317	330,208	326,174	297,493	297,493	319,794	319,794	279,697	303,661	290,579	309,810	337,259	358,551	302,939	334,838	315,023	346,919	323,375	340,983
PR-52	6,828,223	5,511,259	6,670,594	5,363,307	6,420,391	5,479,520	6,701,322	5,799,680	5,308,911	5,308,911	5,636,265	5,636,265	5,680,735	5,794,948	5,650,241	5,670,219	6,461,503	6,516,962	6,133,519	6,092,115	6,377,071	6,592,971	6,189,831	6,503,594
PR-53	1,849,478	1,630,569	1,811,933	1,555,485	1,778,374	1,596,677	1,820,196	1,677,128	1,517,488	1,517,488	1,612,571	1,612,571	1,802,184	1,656,289	1,620,526	1,644,303	1,868,655	1,874,159	1,751,973	1,772,550	1,803,237	1,906,574	1,704,035	1,857,498
PR-66	2,764,699	2,117,160	2,617,289	1,942,535	2,467,504	2,049,836	2,489,641	2,155,133	2,039,139	2,039,139	2,082,513	2,082,513	2,140,542	2,150,819	2,238,199	2,188,127	2,661,624	2,541,237	1,760,908	2,534,576	2,359,197	2,678,843	2,501,403	2,710,772
Total HTA roads	11,768,954	9,578,672	11,427,218	9,173,866	10,990,834	9,436,350	11,341,367	9,958,116	9,163,032	9,163,032	9,651,144	9,651,144	9,903,158	9,905,717	9,799,545	9,812,458	11,329,041	11,290,909	9,949,339	10,734,079	10,854,528	11,525,306	10,718,644	11,412,847
Total PR toll roads	29,205,173	24,638,088	28,631,022	23,647,979	27,445,376	24,274,952	28,287,136	25,746,340	23,672,788	23,672,788	25,372,549	25,372,549	25,057,779	25,533,905	24,739,106	25,180,749	28,630,917	28,930,797	26,152,325	27,232,198	27,910,129	29,421,224	27,185,352	29,201,530

5.1 FHWA MOU data										
MOU Areas & Initiatives	Initiative Description	Expected launch date	Actual launch date	Original expected completion date	Projected completion date	Actual completion date	Length of delay (days, if any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)
Federal Billing Procedures										
Ensure Prompt Payment to Contractor	PRHTA shall ensure paying all contractors by Electronic Funds Transfer (EFT) within 40 days of receipt of invoices*. The payment should be performed on the first business day after funds are received from FHWA. *On May 9, 2019 PRHTA issued a Directive which established that the lead time for payment to contractors begins when the Designated Person by Regional Director receives the Certification for Payment for review.	Phase 2 - Q1-FY2023		Phase 2 - Q3-FY2021		Phase 1 -Q4-FY2016.	365	This effort is considered completed in terms of compliance with the Section I of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 - Completed. Currently the Contractors are being paid within 40 days period and through Electronic Funds Transfer since Q4-2016. Phase 2- The Consultant worked on the additional scope in the Integrated Contract Management Module (ICMM). Also the consultants worked on the modifications of the following interfaces:	Phase 2 -Complete the review of the Certification/Invoices and Payment Information Interfaces, perform the Integration tests of the revised interfaces (Contract Amendments and Certifications) and deploy them.	Cost code structure modification to add program code and additional modifications to comply with FHWA requirements and ICMM Deployment. Definition and implementation of the system's integration modifications.
Tracking the status of payments using an electronic method **	PRHTA should track the status of payments using an electronic method that is acceptable and accessible to FHWA. **The agreed method for monitoring the status of payments while completing the implementation of the systems was using Excel worksheets.	Phase 2 - Q1-FY2023		Phase 2- Q3-FY2021		Phase 1 -Q4-FY2016.	365	This effort is considered completed in terms of compliance with the Section I of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 -Completed. The agreed method for monitoring the status of payments while completing the implementation of the systems was using Excel worksheets.	Once the interfaces were completed, perform the final review of the tracking status report in Oracle Unifier to incorporate the additional information requested by FHWA and begin monitoring the payments status of the certifications of the pilot projects processed through the systems.	Cost code structure modification to add program code and additional modifications to comply with FHWA requirements and ICMM Deployment. Definition and implementation of the system's integration modifications.
PRHTA's billing to FHWA on a cost-incurred basis	PRHTA's billing to FHWA on a cost-incurred basis in lieu of a reimbursement basis.					Q1-FY2017	0	Completed		
Federal-Aid Billing SOP revision	PRHTA will revised the Federal Aid-Billing SOP approved on April 11, 2016 to include the certification for payments and invoices processes through Unifier and the Billing Process to FHWA using the Integrated Contract Management Module (ICMM).			Phase 2- Q3-FY2021		Phase 1 - Q4-FY2016Phas	210	Completed		
Toll Credits										
SOP for Use of Toll Credits	The PRHTA shall promptly implement all modifications to its processes for approving, tracking and reconciling toll credits as identified by the FHWA and submit a report and certification to the FHWA demonstrating that it has implemented these modifications.			Phase 2: Q3-FY2021		Phase 1 -Q2-FY2017 Phase 2-Q2-FY2022	180	Completed		The evaluation and discussion of developed business processes vs the recommendations made by the Internal Audit Office.
Tracking, reconciling and reporting the toll credit use	PRHTA shall report the toll credit usage and balance using the approved tracking system.	Phase 2 - Q1-FY2023		Phase 2: Q1-FY2022		Phase 1 -Q2-FY2017	360	This effort is considered completed in terms of compliance with theSection II of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 -On Q2-FY2017, PRHTA started to implement the tracking and reconciling toll credits according to the approved SOP. Phase 2 - The long-term action is to report the toll credit usage and balance using Oracle Unifier. It will be started with a pilot program and then will continue while the projects are incorporated into the system. However, during transition process the tracking will be only for the projects registered into the system.	Phase 2 -. The final revision of the report will be performed after the systems integration configuration adjustments have been completed.	Approval of the revised SOP and systems adjustments.
Organizational Capacity										
Organizational Structure - Classification and Compensation Plan Development	PRHTA is working on a new classification and compensation plan according to a new organizational structure, since the current one is dated 2003.	Q1-FY2023		Q2-FY2021			690	Meetings to discuss the next steps of the Classification and Compensation plan were held with the trade unionson April 22, 2022. PRHTA's employees completed the Job Description Form for the Classification and Compensation Plan, and Human Resources Staff evaluated them. Also, Human Resources Staff revised and commented the New Job Specifications submitted by the Consultants. Working sessions were performed with consultants and Human Resources Staff to discuss the outcome of the forms' evaluation and the	Obtain the approval to the Organizational Chart from the Board of Directors and the Office of Management and Budget Office. Complete the review of the Classification and Compensation Plan and obtain the approval of Executive Director and FOMB.	Classification and Compensation Plan Approval.
Organizational Structure - Classification and Compensation Plan Implementation	Notifications to the employees of the new job titles, job descriptions and compensation scales to put into effect their new functions.	Q3-FY2023		Q4 -FY2021			540	Once the Classification and Compensation Plan is completed and approved, the employee's information (new classification and salary) must be updated in the system, to proceed with the implementation.	Complete the Plan and Start the implementation.	Pending the FOMB approval for the Classification and Compensation Plan.

5.1 FHWA MOU data

MOU Areas & Initiatives	Initiative Description	Expected launch date	Actual launch date	Original expected completion date	Projected completion date	Actual completion date	Length of delay (days, if any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)
Reviewing, Updating or Creating SOP	PRHTA will be reviewing, updating or creating SOP related to project delivery processes.	Q1-FY2023					0	PRHTA continues with the update, revision or creation of PRHTA's SOPs. Also, PRHTA and FHWA continue a joint effort to streamline the process and create the SOP to obtain FHWA's approval for Change Order and Extra Work documents.	This is a continuous effort which will be related to the new organizational structure to support the project delivery processes.	
Standard Documentation Revisions	Revision of Construction Contracts Documents in order to create boilerplate. Update the Professional Services Boilerplate, if needed. Review of the RFP Boilerplate.	Q1 FY2023		Q4-FY2021			360	Working sessions were performed to discuss the articles to be incorporated in the construction boilerplate. A draft of the construction contract boilerplate was developed according to working sessions' outcome.	Discuss the construction contract boilerplate with representatives of the Legal Office, Construction Area and Estimate and Bids Office to get their feedback for the final version.	These initiatives require the involvement of employees from several offices, which are lack of personnel, and such employees are currently also working with other initiatives.
Other Initiatives	OCD Recommendation/Schedule for Implementation	Phase 2: Q4-2024		Q4-FY2023		Phase 1: Q3-2019		Phase 1: Completed- PRHTA submitted to FHWA the required Schedule for Implementation Report on March 25, 2019. Phase 2 - Implementation of the OCD Recommendations as per Schedule Report submitted. During this period PRHTA continues working on some OCD recommendations to improve project development processes and others are subject to the new organizational structure. The ongoing OCD recommendations are: 4.1 Develop Asset Data Management, 4.2 Develop Project Selection Criteria, 4.4 Enhance STIP Preparation, 4.4 Improve RFQ/RFP Process, 4.7 Improve CHO/EWO Process, 4.8 Improve Handover Process.	Update the Schedule for Implementation, discuss it with Executive Team and submit to FHWA. Present status of each initiative to FHWA on August.	Events, such as earthquakes and pandemic situation which occurred after the submission of the Schedule for Implementation, impacted the OCD's recommendations initiatives. Also the delay in the approval of the Classification and Compensation Plan.
	Audit Office: This includes initiatives to optimize operations of the Internal Audits Office and its Processes	Q1-FY2023						The Auditors continue with project visits, audit documents, and guide project staff on how to avoid improper payments. Also, they follow up on compliance of procedures and regulations.	It is a continuous effort.	

5.1 FHWA MOU data

MOU Areas & Initiatives	Initiative Description	Expected launch date	Actual launch date	Original expected completion date	Projected completion date	Actual completion date	Length of delay (days, if any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)
Project Delivery										
Improvement of email communication	Microsoft Exchange migration to Microsoft Office 365 "Cloud/SaaS"					Q1-FY2018	0	Completed		
Oracle EBS Upgrade and Implementation	This initiative includes the upgrade to the existing financial system Oracle E-Business Suite and the implementation of the Human Capital Management Module (which consists of the Resources Management System and Payroll). Also includes the implementation of new financial modules such as: Grant, Cash Management, Inventory, Treasury Management and Project Labor and the Integrated Contract Management Module.	Q1-FY2023		Q3-FY 2021			480	<p>During this period, employees continued the use the financial modules and receive support in some specific topics issues from the Consultants. The upgrade of Oracle EBS modules and the new modules implementation such as Human Capital Management Module, Grant, Cash Management, Inventory, Treasury Management, Project Labor and Integrated Contract Management Module were completed. Consultant continued with the additional scope of the ICMM included in Amendment E.</p> <p>Kronos Implementation: continue the pilot project of Kronos implementation. Employees of the following offices are using the system for request time off, extra hours (overtime) and timecard approval: Finance, Budget, Treasury, Accounting, Administration, Internal Audit, Human Resources, and Executive Director. As part of the Pilot Project, users identified some situations that were addressed and required modifications.</p>	Continue working with the additional scope of ICMM and complete the systems integration modifications. Perform the ICMM's and PMIS Integration through the Pilot Program. Continue with the Travel and Expense Management Module and Kronos implementation.	Some comments came up after ICMM integration deployment and its integration with PMIS will be performed during the PMIS Pilot Program.
Project Management Information System (PMIS) - Deployment	This initiative consists of the implementation of Oracle-Unifier as a PMIS. It includes the development and deployment of business processes to expedite the project delivery. The business processes developed include planning, pre-construction, construction and project close-out phases.	Q1-FY2023		Q3-FY2022			180	<p>Business processes related to Civil Rights and Labor Compliance were deployed in production environment. The User Acceptance Tests of ROW business processes were performed. However, PRHTA and Consultant are discussing ROW Funds and new BP for ROW's payments.</p> <p>The Consultant continued the development and revision of the BI reports and working on the Learning Tools Video Scripts.</p>	Complete the ROW business processes, and BI reports. Continue the development of learning tool videos.	During the User Acceptance Test, PRHTA's staff requested additional business processes that are under evaluation.
e-Bidding System - Deployment	This initiative consists of the implementation of an Electronic Bidding system that will allow PRHTA to manage all registry procedures and documentation in a digital manner, streamlining the process.	Q3-FY2023					180	<p>During the pre-bid meeting of the second pilot project, some contractors faced disconnection problems. The bid process was put on hold to proceed with some test and adjustments in the web portal. A third party tested and certified the connection solutions applied in the system. The pilot project will resume from July 6, 2022.</p> <p>The Consultant continues to work on the RFQ/RFP business processes and is expected to be deployed by March 2023.</p>	Continue with the Construction e-Bidding Pilot Program and the development and implementation of the RFQ / RFP processes.	Connectivity and network infrastructure's situations; and changes in processes due to administrative orders impacted the electronic bidding implementation and the development of the RFQ/RFP business processes, respectively.
Long-term systems implementation and adoption	This initiative include the efforts or tasks required for a successful adoption & implementation of the systems across the agency. The efforts considered are: pilot programs, development of SOPs (related to the system implementation), review of the Bid Regulation, additional systems interfaces with FMIS and LIMIS, training to the end users, among others.	Q1-FY2023						<p>Continued the following Pilot Programs:</p> <p>Planning: Continued support to the Programming and Planning Area staff in the Creation of Projects and the Oracle Numbers. Projects included in the STIP were identify to be created in the system.</p> <p>Pre-Engineering: PRHTA Staff continues the use of the following business process: contracts, drawings, drawings packages, creation of project deliverables, invoices and upload documentation of the pilot projects in Document Management.</p> <p>PMO was coordinating with the Director of the Design Area the training sessions for the personnel of consultants who are supporting the Pre-Construction activities in PRHTA.</p> <p>Construction: The Administrators, Supervisors and Regional Directors of construction Pilot Projects continue the use the following business processes: Document Manager, Daily Inspection Report, Daily Activities Report, Construction Payment Certifications, Change request, Material Certificate, Meeting Minutes, Submittal, Material on Site Reception, Material On-Site Use, Material Test, Material</p>	<p>Continue with the pilot programs in order to identify possible adjustments for long-term implementation.</p> <p>Work on the follow-up action items of the System Review Process held on May 2022 with FHWA. Implement training program to introduce the employees into the system.</p>	