

Financial Oversight Management Board for Puerto Rico

PRHTA Reporting April FY 2022

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

Pre-Construction

Figures 1 & 2 summarize the bid plan and performance of HTA pre-construction program. Ten (10) projects with a total value of \$81.5 million have received NTP by March 31, 2022.

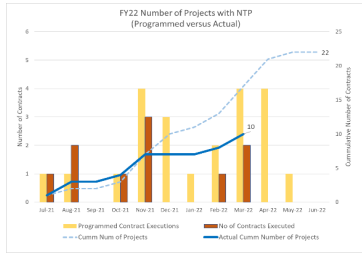


Figure 1

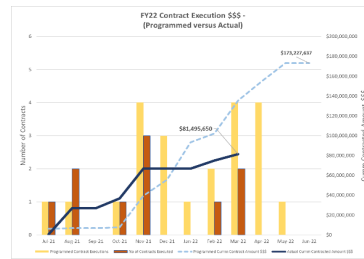


Figure 2

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)

Program	Month	Value of CapEx Hard Costs B2A by Category, including (\$ millions)																									
		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	\$ -	\$ 10.7	\$ -	\$ 10.1	\$ -	\$ 139.2	
	Actual/Budget	5%		-55%		10%		10%		7%		16%		-31%		-17%		-4%									
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	\$ 5.0	\$ 0.6	\$ 5.0	\$ 1.0	\$ 4.1	\$ -	\$ 2.8	\$ -	\$ 2.8	\$ -	\$ 43.9	
	Actual/Budget	-28%		-60%		-66%		133%		-15%		-69%		-55%		-87%		-80%									
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	\$ -	\$ 1.4	\$ -	\$ 1.4	\$ -	\$ 15.8	
	Actual/Budget	-93%		-39%		63%		7%		-77%		-61%		-100%		-68%		-88%									
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	\$ -	\$ 1.0	\$ -	\$ 1.0	\$ -	\$ 1.0	\$ -	\$ 9.5	
	Actual/Budget	-48%		-51%		75%		219%		-42%		11%		-91%		-44%		-100%									
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	\$ -	\$ 5.5	\$ -	\$ 4.8	\$ -	\$ 52.9	
	Actual/Budget	9%		-87%		-30%		1%		-40%		-56%		-72%		-56%		-70%									
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	\$ 13.8	\$ 22.9	\$ -	\$ 21.4	\$ -	\$ 20.1	\$ -	\$ 261.3	
	Actual/Budget	-10%		-60%		-4%		31%		-11%		-17%		-51%		-45%		-44%									

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 March 2022. The total for the month was \$13.8 million of projection of \$24.6 million representing a variance of -44%. This performance varied significantly between the different programs, demonstrating the uncertainty at a more disaggregated level. The regular federal program performed at -4%, while the Abriendo Caminos program performed at -80%, mostly due to the transfer of the Abriendo Caminos Program to DTPW. Local construction had a -100% variance. Other Non-Federal resulted in -88% and the Emergency Program at -70%.

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	\$ 129.1	\$ 129.1	\$ 139.2
Actual/Budget	5%			-31%		-16%		-9%		-5%		-2%		-6%		-7%		-7%							
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	\$ 41.1	\$ 43.9			
	Actual/Budget	-28%		-42%		-50%		14%		-8%		-22%		-29%		-39%		-45%							

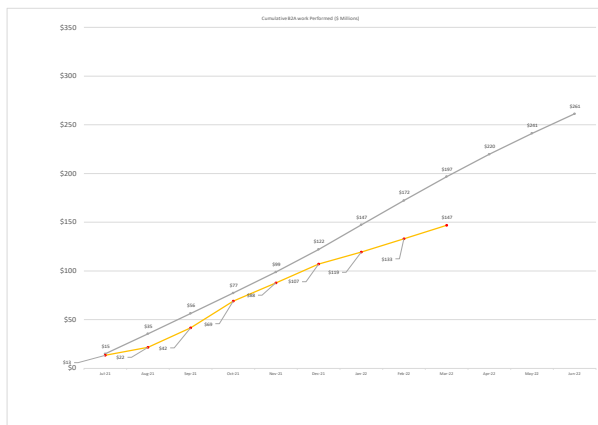
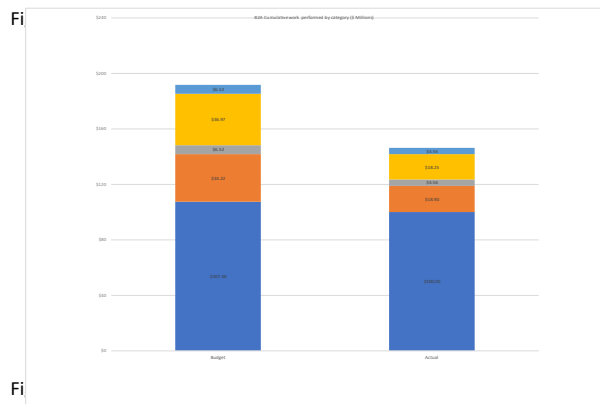
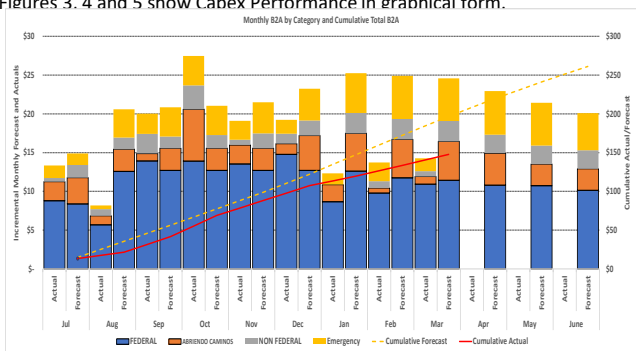
1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - April 2022

Hard costs for other non-federal highway construction projects	Work Performed	\$ 0.0	\$ 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	\$ 14.4	\$ 15.8
	Actual/Budget			-83%	-64%	-19%	-12%	-27%	-33%	-48%	-51%	-57%										
Local Construction Costs	Work Performed	\$ 0.0	\$ 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	\$ 4.6	\$ 7.5	\$ 8.5	\$ 9.5
	Actual/Budget			-48%	-49%	-15%	-44%	11%	11%	-10%	-18%	-30%										
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	\$ 25.8	\$ 14.2	\$ 31.5	\$ 16.6	\$ 37.0	\$ 18.3	\$ 42.6	\$ 48.1	\$ 52.9
	Actual/Budget			9%	-59%	-47%	-33%	-34%	-39%	-45%	-47%	-51%										
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	\$ 146.8	\$ 219.8	\$ -	\$ 261.3
	Actual/Budget			-10%	-39%	-26%	-8%	-11%	-12%	-19%	-23%	-25%										

Table 2

Cumulative performance is presented in Table #2, with a cumulative variance of -25% based on disbursements of \$147 million of a \$197 million budget.

Figures 3. 4 and 5 show Capex Performance in graphical form.



DTL Revenues

Figure 6 below shows the DTL daily gross revenues for the month of March 2022. Total gross revenues are \$892,088 based on 441,789 vehicles using the system, for an average toll of \$2.02. Eleven month totals are 3,525,945 vehicles with gross revenues of \$7,234,153 for an average toll of \$2.05. A simple 12-month projection of these data would result in \$7.9 million in revenues, which is well

MARCH's SUMMARY

PR-52 & PR-18 DTL's Operations Report

Reporting Period: March 1 to March 31, 2022

Total Traffic

Caguas to San Juan (A.M. Configuration)	207,472
San Juan to Caguas (P.M. Configuration)	234,317
Total Traffic	441,789

Total Gross* Revenue

Caguas to San Juan (A.M. Configuration)	\$ 326,564.25
San Juan to Caguas (P.M. Configuration)	\$ 565,524.50
Total Gross Revenue	\$892,088.75

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

Total Traffic per Direction



DTL Gross Revenue per Direction



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	\$ 109,512	\$ 111,621	\$ 2,109	2%	\$ 13,091	\$ 14,507	\$ 1,416	11%	Increase in traffic. A review of the accounting entries was made and the tolls income was adjusted.		
Toll fine revenues	\$ 36,432	\$ 29,710	\$ 35,562	\$ 5,852	20%	\$ 1,387	\$ 7,239	\$ 5,852	422%			
Transit Revenue	\$ 4,973	\$ 3,026	\$ 2,528	\$ (498)	-16%	\$ 649	\$ 380	\$ (269)	-41%	Decrease in the use of transportation due to COVID-19	Effective Concessions Plan, Promote Use of Mass Transportation System; Billboards, New Route 31-CG, Intercity; Potential New Route; Ceiba-CG/PS; Upgrade Point of Sales; AFC, Permanent Repairs, TU Resiliency Transportation System, Transportation Analysis promotion campaign	PRITA
Other operating income	\$ 10,270	\$ 8,128	\$ 3,818	\$ (6,310)	-53%	\$ 714	\$ 245	\$ (469)	-66%	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	\$ 14,833	\$ 11,968	\$ (2,865)	-19%	\$ 1,722	\$ 2,395	\$ 673	39%	Delays in the Grant was availability to use the funds.		Finance Area and PRITA
Operating Commonwealth Transfer	\$ -	\$ -	\$ -	\$ -	NDIV/0%	\$ -	\$ -	\$ -	NDIV/0%			
Total Operating Revenues	\$ 220,479	\$ 165,208	\$ 165,497	\$ 289	0%	\$ 17,563	\$ 24,766	\$ 7,203	41%			
Commonwealth CapEx funds	\$ 144,224	\$ 130,066	\$ 119,934	\$ (10,132)	-8%	\$ 4,719	\$ 3,008	\$ (1,711)	-36%	This variance is tied to how the program disbursements are made.		Construction & Finance Area
Non-ER FHWA funds	\$ 157,044	\$ 128,641	\$ 132,293	\$ 3,652	3%	\$ 10,343	\$ 21,158	\$ 10,815	105%	This variance is tied to how the program disbursements are made.		Construction & Finance Area
Federal Emergency Funds	\$ 35,292	\$ 19,780	\$ 22,625	\$ 2,845	14%	\$ 4,842	\$ 2,012	\$ (2,830)	-58%	This variance is tied to how the program disbursements are made.		Construction & Finance Area
Transit Federal funds (FTA)	\$ 53,106	\$ 10,728	\$ 1,423	\$ (9,305)	-87%	\$ 4,602	\$ -	\$ (4,602)	-100%	This variance is tied to how the program disbursements are made.		PRITA & Finance Area
Total Capital Revenues	\$ 389,666	\$ 289,215	\$ 276,275	\$ (12,940)	-4%	\$ 24,506	\$ 26,178	\$ 1,672	7%			
Commonwealth Transfer for Emergency Reserve	\$ -	\$ -	\$ -	\$ -	NDIV/0%	\$ -	\$ -	\$ -	NDIV/0%			
Total Commonwealth Reserve Transfer	\$ -	\$ -	\$ -	\$ -	NDIV/0%	\$ -	\$ -	\$ -	NDIV/0%			
Total Consolidated revenues	\$ 610,145	\$ 454,423	\$ 441,772	\$ (12,651)	-3%	\$ 42,069	\$ 50,944	\$ 8,875	21%			
Construction salaries & related benefits	\$ 27,613	\$ 19,806	\$ 19,368	\$ (438)	-2%	\$ 2,376	\$ 2,041	\$ (335)	-14%			
Transit Construction Hard Costs	\$ 53,506	\$ 10,701	\$ 3,717	\$ (6,984)	-65%	\$ 4,269	\$ 1,010	\$ (3,259)	-76%	We have signed recently soft cost contracts, repair and improvements of TU communication system is and CUBIC contract expected to begin works during march 2022.		PRITA & FOMB
Transit Construction Soft Costs	\$ -	\$ -	\$ -	\$ -	NDIV/0%	\$ -	\$ -	\$ -	NDIV/0%			
Emergency Repair Construction Program costs	\$ 36,496	\$ 23,912	\$ 20,534	\$ (3,379)	-14%	\$ 5,349	\$ 1,970	\$ (3,379)	-63%			Construction Design and Finance Area/ OMB Office
Non-Federal Highway Construction Hard Costs	\$ 40,235	\$ 31,818	\$ 28,510	\$ (3,308)	-10%	\$ 3,671	\$ 1,692	\$ (1,979)	-54%	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 regulars numbers in February and later made a Catch-Up.		Construction Design and Finance Area/ OMB Office
Non-Federal Highway Construction Soft Costs	\$ 32,442	\$ 27,529	\$ 22,306	\$ (5,224)	-19%	\$ 1,249	\$ 2,170	\$ 921	74%	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 regulars numbers in February and later made a Catch-Up.		Construction Design and Finance Area/ OMB Office
Federal Highway Construction Hard Costs	\$ 132,291	\$ 105,818	\$ 101,084	\$ (4,734)	-4%	\$ 9,700	\$ 10,928	\$ 1,228	13%	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 regulars numbers in February and later made a Catch-Up.		Construction Design and Finance Area/ OMB Office
Federal Highway Construction Soft Costs	\$ 24,752	\$ 22,823	\$ 9,693	\$ (13,130)	-58%	\$ 643	\$ 1,662	\$ 1,019	158%	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 regulars numbers in February and later made a Catch-Up.		Office
Other capital costs	\$ 22,080	\$ 6,192	\$ 3,219	\$ (2,973)	-48%	\$ 2,107	\$ 328	\$ (1,779)	-84%			HTA/ Traffic Area
Total Capital Expenditures	\$ 369,415	\$ 248,600	\$ 208,431	\$ (40,169)	-16%	\$ 29,364	\$ 21,801	\$ (7,563)	-26%			
Non-Construction salaries & related benefits	\$ 22,108	\$ 16,090	\$ 15,574	\$ (516)	-3%	\$ 1,879	\$ 1,604	\$ (275)	-15%			
Pension costs	\$ 35,759	\$ 26,791	\$ 26,549	\$ (242)	-1%	\$ 2,913	\$ 2,897	\$ (16)	-1%			
Operational Right of Way payments	\$ 7,905	\$ 4,754	\$ 3,704	\$ (1,050)	-22%	\$ 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	\$ 34,214	\$ 31,939	\$ (2,275)	-7%	\$ 3,673	\$ 3,249	\$ (424)	-12%	Guardrails maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, also has been a setback with general 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 fines 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	\$ 55,471	\$ 52,835	\$ (2,636)	-5%	\$ 5,378	\$ 4,704	\$ (674)	-13%			
Feeder Bus costs	\$ 11,976	\$ 9,605	\$ 8,985	\$ (620)	-6%	\$ 790	\$ 1,014	\$ 224	28%	Bus rapid transit begin in December estimate \$650,000 savings		PRITA
Other operating expenses	\$ 43,343	\$ 31,788	\$ 11,141	\$ (20,647)	-65%	\$ 3,788	\$ 1,748	\$ (2,040)	-54%			
Total Operating Expenses	\$ 237,346	\$ 178,712	\$ 150,727	\$ (27,985)	-16%	\$ 19,472	\$ 15,216	\$ (4,256)	-22%			
Reserve deposits for unforeseen non-Title III litigation costs	\$ 6,000	\$ 4,500	\$ -	\$ (4,500)	-100%	\$ 500	\$ -	\$ (500)	-100%			
Total Reserve Deposits	\$ 6,000	\$ 4,500	\$ -	\$ (4,500)	-100%	\$ 500	\$ -	\$ (500)	-100%			
Total Expenditures	\$ 612,761	\$ 431,812	\$ 359,158	\$ (72,654)	-17%	\$ 49,335	\$ 37,017	\$ (12,318)	-25%			
Balance	\$ (2,616)	\$ 22,611	\$ 82,614	\$ 60,003	265%	\$ (7,267)	\$ 13,927	\$ 21,194	-292%			
Toll fare revenue deep dive												
Toll fare revenue from current toll fare rates	\$ 138,554	\$ 102,930	\$ 104,529	\$ 1,599	2%	\$ 11,874	\$ 13,473	\$ 1,599	13%			
Toll fare revenues from increase in toll rates	\$ 4,584	\$ 2,496	\$ -	\$ (2,496)	-100%	\$ 696	\$ -	\$ (696)	-100%			
Toll fare revenue from Dynamic Toll Lanes (DTL)	\$ 5,500	\$ 4,044	\$ 7,092	\$ 3,048	75%	\$ 479	\$ 1,034	\$ 555	116%			
Toll fare revenues from bi-directional tolling	\$ 166	\$ 42	\$ -	\$ (42)	-100%	\$ 42	\$ -	\$ (42)	-100%			

1.1 Main B2A report												Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)	
In \$ Thousands	FY22 Budget	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)						
Total toll fare revenue	\$ 148,804	\$ 109,512	\$ 111,621	\$ 2,109	2%	\$ 13,091	\$ 14,507	\$ 1,416	11%						
Toll fine revenue deep dive															
Toll fine revenue from existing fine rates	\$ 33,870	\$ 29,710	\$ 35,561	\$ 5,852	20%	\$ 1,387	\$ 7,239	\$ 5,852	422%						
Toll fine revenue from tiered fine rates	\$ 2,562	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!						
Total toll fine revenue	\$ 36,432	\$ 29,710	\$ 35,562	\$ 5,852	20%	\$ 1,387	\$ 7,239	\$ 5,852	422%						
Transit revenue deep dive															
Tren Urbano fare revenue	\$ 4,207	\$ 2,490	\$ 2,231	\$ (259)	-10%	\$ 602	\$ 343	\$ (259)	-43%						
Feeder bus fare revenue	\$ 476	\$ 436	\$ 297	\$ (239)	-45%	\$ 47	\$ 37	\$ (10)	-21%						
Total transit revenue	\$ 4,683	\$ 2,926	\$ 2,528	\$ (498)	-16%	\$ 649	\$ 380	\$ (269)	-41%						
FHWA funds deep dive															
Regular FHWA funds	\$ 157,044	\$ 128,641	\$ 132,293	\$ 3,652	3%	\$ 10,343	\$ 21,158	\$ 10,815	105%						
Total FHWA funds	\$ 157,044	\$ 128,641	\$ 132,293	\$ 3,652	3%	\$ 10,343	\$ 21,158	\$ 10,815	105%						
Capital FTA funds deep dive															
Regular capital FTA funds	\$ 53,106	\$ 10,728	\$ 1,423	\$ (9,305)	-87%	\$ 4,602	\$ -	\$ (4,602)	-100%						
Total capital FTA funds	\$ 53,106	\$ 10,728	\$ 1,423	\$ (9,305)	-87%	\$ 4,602	\$ -	\$ (4,602)	-100%						
Federal Emergency Revenues deep dive															
FHWA emergency funds	\$ 33,673	\$ 19,280	\$ 21,054	\$ 1,774	9%	\$ 4,798	\$ 2,012	\$ (2,786)	-58%						
FEMA emergency funds	\$ 1,613	\$ 499	\$ 1,571	\$ 1,072	215%	\$ 48	\$ -	\$ (48)	-100%						
Total Federal Emergency Revenues	\$ 35,286	\$ 19,779	\$ 22,625	\$ 2,846	14%	\$ 4,846	\$ 2,012	\$ (2,834)	-58%						
Commonwealth CapEx funds deep dive															
Commonwealth CapEx appropriation	\$ 93,020	\$ 39,765	\$ 29,934	\$ (9,831)	-25%	\$ 4,418	\$ 3,008	\$ (1,410)	-32%						
Abriendo Caminos - Phase IV funds	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!						
Nollover state capex	\$ 90,000	\$ 90,000	\$ 90,000	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!						
Local emergency funds	\$ 1,204	\$ 301	\$ -	\$ (301)	-100%	\$ 301	\$ -	\$ (301)	-100%						
Capital Commonwealth Transfer	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!						
Total Commonwealth CapEx funds	\$ 144,224	\$ 130,066	\$ 119,934	\$ (10,132)	-8%	\$ 4,719	\$ 3,008	\$ (1,711)	-36%						
Construction salaries & related benefits deep dive															
Main salaries - Construction	\$ 17,869	\$ 13,747	\$ 13,485	\$ (262)	-2%	\$ 1,374	\$ 1,360	\$ (14)	-1%						
Healthcare costs - Construction	\$ 5,125	\$ 3,030	\$ 3,595	\$ 565	19%	\$ 698	\$ 424	\$ (274)	-39%						
Christmas bonus - Construction	\$ 349	\$ 349	\$ 349	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!						
Early retirement costs - Construction	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!						
Other labor costs - Construction	\$ 4,270	\$ 2,680	\$ 1,939	\$ (741)	-28%	\$ 304	\$ 257	\$ (47)	-15%						

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	\$ 19,806	\$ 19,368	\$ (638)	-2%	\$ 2,376	\$ 2,041	\$ (335)	-14%				
Non-Construction salaries & related benefits deep dive													
Main salaries - Non-Construction	\$ 10,670	\$ 8,210	\$ 8,030	\$ (180)	-2%	\$ 820	\$ 802	\$ (17)	-2%				
Healthcare costs - Non-Construction	\$ 3,086	\$ 1,788	\$ 1,887	\$ 99	6%	\$ 433	\$ 238	\$ (195)	-47%				
Christmas bonus - Non-Construction	\$ 181	\$ 181	\$ -	\$ (181)	-100%	\$ -	\$ -	\$ -					
Early retirement costs - Non-Construction	\$ 6,737	\$ 5,105	\$ 4,738	\$ (367)	-7%	\$ 545	\$ 475	\$ (70)	-13%				
Other labor costs - Non-Construction	\$ 1,434	\$ 806	\$ 919	\$ 113	14%	\$ 81	\$ 98	\$ 17	21%				
Total non-construction payroll costs	\$ 22,108	\$ 16,090	\$ 15,574	\$ (516)	-3%	\$ 1,879	\$ 1,604	\$ (275)	-15%				
Pension costs deep dive													
Pension contributions	\$ 35,759	\$ 26,791	\$ 26,549	\$ (242)	-1%	\$ 2,913	\$ 2,897	\$ (16)	-1%				
Administrative pension costs	\$ -	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -				Invoice does not divide program costs and administrative costs	
Total pension costs	\$ 35,759	\$ 26,791	\$ 26,549	\$ (242)	-1%	\$ 2,913	\$ 2,897	\$ (16)	-1%				
Other Operating Expenses deep dive													
Non-Title III Professional Service Fees	\$ 7,276	\$ 5,196	\$ 3,614	\$ (1,582)	-30%	\$ 630	\$ 633	\$ 3	0%	Possible savings in this line item since we are maximizing resources			
Title III Professional Service Fees	\$ 12,508	\$ 9,179	\$ 2,111	\$ (7,068)	-77%	\$ 1,110	\$ 587	\$ (523)	-47%	Payments according to the Treasury reimbursements request		Treasury	
Discretionary fund management team	\$ 150	\$ 100	\$ -	\$ (100)	-100%	\$ 17	\$ -	\$ (17)	-100%	In the process of identifying the resources		HTA	
Auxiliary revenue management team	\$ 200	\$ 133	\$ -	\$ (133)	-100%	\$ 33	\$ -	\$ (33)	-100%	In the process of identifying the resources		HTA	
Electricity costs	\$ 918	\$ 689	\$ 464	\$ (225)	-33%	\$ 77	\$ 65	\$ (12)	-15%				
Water supply costs	\$ 500	\$ 375	\$ 344	\$ (31)	-8%	\$ 42	\$ 37	\$ (5)	-11%				
Other operating costs	\$ 21,791	\$ 16,116	\$ 4,608	\$ (11,508)	-71%	\$ 1,892	\$ 426	\$ (1,466)	-77%	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	\$ 31,788	\$ 11,141	\$ (20,647)	-65%	\$ 3,788	\$ 1,748	\$ (2,040)	-54%				
Tren Urbano costs deep dive													
Base fee for Tren Urbano operating contract	\$ 48,603	\$ 36,263	\$ 36,171	\$ (92)	0%	\$ 4,113	\$ 4,019	\$ (94)	-2%				
Other costs under Tren Urbano operating contract	\$ 3,620	\$ 2,719	\$ 1,503	\$ (1,212)	-65%	\$ 302	\$ 244	\$ (58)	-19%				
Tren Urbano insurance costs	\$ 8,500	\$ 9,084	\$ 9,084	\$ -	0%	\$ -	\$ -	\$ -					
Tren Urbano electricity costs	\$ 9,139	\$ 6,532	\$ 6,628	\$ (904)	-14%	\$ 866	\$ 415	\$ (451)	-52%				
Other regular Tren Urbano costs	\$ 68	\$ 51	\$ -	\$ (51)	-100%	\$ 6	\$ -	\$ (6)	-100%				
COVID-19 special costs	\$ 1,100	\$ 825	\$ 449	\$ (376)	-46%	\$ 92	\$ 26	\$ (66)	-72%				
Total Tren Urbano costs	\$ 71,020	\$ 55,471	\$ 52,835	\$ (2,636)	-5%	\$ 5,378	\$ 4,704	\$ (674)	-13%				
Feeder Bus costs deep dive													
Base fee for Feeder Bus operating contract	\$ 8,847	\$ 7,376	\$ 7,749	\$ 373	5%	\$ 490	\$ 861	\$ 371	76%				
Other costs under Feeder Bus operating contract	\$ 1,357	\$ 1,043	\$ 216	\$ (827)	-79%	\$ 105	\$ -	\$ (105)	-100%				
Bus rapid transit costs	\$ 1,074	\$ 921	\$ 557	\$ (364)	-40%	\$ 51	\$ 153	\$ 102	201%				
COVID-19 special costs	\$ 658	\$ 764	\$ 463	\$ (199)	-76%	\$ 145	\$ -	\$ (145)	-100%				
Total Feeder Bus costs	\$ 11,976	\$ 9,605	\$ 8,985	\$ (620)	-6%	\$ 790	\$ 1,014	\$ 224	28%				
Toll highway administration & maintenance costs deep dive													
Variable electronic toll collection fees	\$ 20,646	\$ 14,450	\$ 18,387	\$ 3,937	27%	\$ 2,064	\$ 1,937	\$ (127)	-6%	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	\$ 3,000	\$ 1,737	\$ (1,283)	-43%	\$ 333	\$ 172	\$ (161)	-48%				
Other toll highway administration & maintenance costs	\$ 20,589	\$ 16,763	\$ 11,835	\$ (4,928)	-29%	\$ 1,275	\$ 1,140	\$ (135)	-11%				
Total highway administration & maintenance costs	\$ 45,235	\$ 34,214	\$ 31,939	\$ (2,275)	-7%	\$ 3,673	\$ 3,249	\$ (424)	-12%				
Emergency Repair Construction Program Costs deep dive													
FHWA funded emergency repair costs	\$ 33,673	\$ 19,280	\$ 16,453	\$ (2,828)	-15%	\$ 4,738	\$ 1,970	\$ (2,828)	-59%				
FEMA funded emergency repair costs	\$ 1,619	\$ 2,018	\$ 1,794	\$ (224)	-11%	\$ 224	\$ -	\$ (224)	-100%				
Local emergency repair costs	\$ 1,204	\$ 2,614	\$ 2,287	\$ (327)	-13%	\$ 327	\$ -	\$ (327)	-100%				
Total federal emergency repair costs	\$ 36,496	\$ 23,912	\$ 20,534	\$ (3,379)	-14%	\$ 5,349	\$ 1,970	\$ (3,379)	-63%				
Federal Highway Construction Hard Costs deep dive													
Hard costs for regular federal highway construction	\$ 132,291	\$ 105,818	\$ 101,084	\$ (4,734)	-4%	\$ 9,700	\$ 10,928	\$ 1,228	13%				
Total federal highway construction hard costs	\$ 132,291	\$ 105,818	\$ 101,084	\$ (4,734)	-4%	\$ 9,700	\$ 10,928	\$ 1,228	13%				
Federal Highway Construction Soft Costs deep dive													
Federal soft costs for planning & compliance	\$ 24,752	\$ 22,823	\$ 9,693	\$ (13,130)	-58%	\$ 643	\$ 1,662	\$ 1,019	158%				
Total federal highway construction soft costs	\$ 24,752	\$ 22,823	\$ 9,693	\$ (13,130)	-58%	\$ 643	\$ 1,662	\$ 1,019	158%				
Non-Federal Highway Construction Hard Costs deep dive													
Hard costs for Abriendo Caminos projects - Phase III & IV	\$ 26,511	\$ 20,065	\$ 18,906	\$ (1,159)	-6%	\$ 2,149	\$ 990	\$ (1,159)	-54%				
Hard costs for other non-federal highway construction projects	\$ 4,224	\$ 5,235	\$ (387)	\$ (387)	-7%	\$ 582	\$ 195	\$ (387)	-66%				
Local construction costs	\$ 9,500	\$ 6,519	\$ 4,756	\$ (1,763)	-27%	\$ 941	\$ 507	\$ (434)	-46%				
Total non-federal highway construction hard costs	\$ 40,235	\$ 31,818	\$ 28,510	\$ (3,308)	-10%	\$ 3,671	\$ 1,692	\$ (1,979)	-54%				
Non-Federal Highway Construction Soft Costs deep dive													
Soft costs for Abriendo Caminos projects - Phase III & IV	\$ 3,030	\$ 2,455	\$ 2,520	\$ 66	3%	\$ 192	\$ 12	\$ (180)	-94%				
Non-federal funded project-linked soft costs	\$ 21,799	\$ 17,958	\$ 17,681	\$ (277)	-2%	\$ 891	\$ 1,896	\$ 1,005	113%				
CDBG-DR/MIT state soft costs	\$ 5,513	\$ 5,031	\$ 933	\$ (4,098)	-81%	\$ 161	\$ 173	\$ 12	8%				
Capital ROW payments	\$ 2,100	\$ 2,085	\$ 1,771	\$ (314)	-44%	\$ -	\$ 89	\$ 84	1698%				
Total non-federal highway construction soft costs	\$ 32,442	\$ 27,529	\$ 22,306	\$ (5,224)	-19%	\$ 1,249	\$ 2,170	\$ 921	74%				
Other Capital Costs deep dive													
Toll optimization costs	\$ 18,047	\$ 4,417	\$ 2,660	\$ (1,757)	-40%	\$ 1,355	\$ 204	\$ (1,151)	-85%				
Other construction program costs	\$ 4,033	\$ 1,775	\$ 559	\$ (1,216)	-69%	\$ 753	\$ 124	\$ (629)	-84%	Delay in the hiring process of certain services	Finish hiring process	HTA	
Total other capital costs	\$ 22,080	\$ 6,192	\$ 3,219	\$ (2,973)	-48%	\$ 2,107	\$ 328	\$ (1,779)	-84%				

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	\$ 2,250	\$ 2,188	\$ (62)	-3%	\$ 326	\$ 264	\$ (62)	-19%
PR-52 revenue	\$ 77,565	\$ 53,934	\$ 52,389	\$ (1,545)	-3%	\$ 7,799	\$ 6,254	\$ (1,545)	-20%
PR-53 revenue	\$ 16,652	\$ 12,603	\$ 12,836	\$ 233	2%	\$ 1,316	\$ 1,549	\$ 233	18%
PR-66 revenue	\$ 32,095	\$ 25,733	\$ 26,771	\$ 1,038	4%	\$ 2,232	\$ 3,270	\$ 1,038	47%
Payments from concessionaires to HTA	\$ 1,885	\$ 1,589	\$ 1,736	\$ 147	9%	\$ 99	\$ 246	\$ 147	149%
Payments from HTA to concessionaires	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Off-period V-tolls	\$ 7,126	\$ 6,821	\$ 8,609	\$ 1,788	26%	\$ 102	\$ 1,890	\$ 1,788	1756%
Toll fare revenues from increase in toll rates	\$ 4,584	\$ 2,496	\$ -	\$ (2,496)	-100%	\$ 696	\$ -	\$ (696)	-100%
Toll fare revenue from Dynamic Toll Lanes (DTL)	\$ 5,500	\$ 4,044	\$ 7,092	\$ 3,048	75%	\$ 479	\$ 1,034	\$ 555	116%
Toll fare revenues from bi-directional tolling	\$ 166	\$ 42	\$ -	\$ (42)	-100%	\$ 42	\$ -	\$ (42)	-100%
Total Toll fare revenue	\$ 148,804	\$ 109,512	\$ 111,621	\$ 2,109	2%	\$ 13,091	\$ 14,507	\$ 1,416	11%
Metro Urbano	\$ 63	\$ 50	\$ 16	\$ (34)	-68%	\$ 4	\$ 1	\$ (3)	-77%
Metrobus	\$ 430	\$ 340	\$ 199	\$ (141)	-42%	\$ 30	\$ 27	\$ (3)	-10%
TU Conexion	\$ 183	\$ 145	\$ 82	\$ (63)	-43%	\$ 13	\$ 9	\$ (4)	-29%
Total Feeder Bus fare revenue	\$ 676	\$ 536	\$ 297	\$ (239)	-45%	\$ 47	\$ 37	\$ (10)	-21%
Rentals / leases (non-TU related)	\$ 1,165	\$ 874	\$ 956	\$ 82	9%	\$ 97	\$ 106	\$ 9	9%
Rentals / leases (TU related)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Real estate sales	\$ 2,810	\$ 2,810	\$ 1,167	\$ (1,643)	-58%	\$ -	\$ -	\$ -	0%
Other sources (TU related)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other sources (non-TU related)	\$ 6,295	\$ 4,444	\$ 1,695	\$ (2,749)	-62%	\$ 617	\$ 139	\$ (478)	-77%
Total Other operating income	\$ 10,270	\$ 8,128	\$ 3,818	\$ (4,310)	-53%	\$ 714	\$ 245	\$ (469)	-66%
PayGo contributions	\$ 35,759	\$ 26,791	\$ 26,549	\$ (242)	-1%	\$ 2,913	\$ 2,897	\$ (16)	-1%
Non PayGo contributions	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Total Pension contributions	\$ 35,759	\$ 26,791	\$ 26,549	\$ (242)	-1%	\$ 2,913	\$ 2,897	\$ (16)	-1%
Highway and transit program delivery	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Audit and financial services	\$ 1,244	\$ 923	\$ 923	\$ 0	0%	\$ 90	\$ 192	\$ 102	114%
Legal services	\$ 702	\$ 494	\$ 268	\$ (226)	-46%	\$ 63	\$ 40	\$ (23)	-36%
Toll optimization services	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other professional services	\$ 5,330	\$ 3,779	\$ 2,423	\$ (1,356)	-36%	\$ 477	\$ 401	\$ (76)	-16%
Total Non-Title III professional fees	\$ 7,276	\$ 5,196	\$ 3,614	\$ (1,582)	-30%	\$ 630	\$ 633	\$ 3	0%
Insurance	\$ 2,927	\$ 2,383	\$ 3,297	\$ 914	38%	\$ 181	\$ 52	\$ (129)	-71%
Utility payments (excluding electricity)	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Security costs	\$ 1,055	\$ 859	\$ 1,020	\$ 161	19%	\$ 65	\$ 129	\$ 64	97%
Repairs & maintenance	\$ 13,014	\$ 10,596	\$ 7,362	\$ (3,234)	-31%	\$ 806	\$ 956	\$ 150	19%
Other costs	\$ 3,592	\$ 2,924	\$ 156	\$ (2,768)	-95%	\$ 222	\$ 3	\$ (219)	-99%
Total Other toll highway administration & maintenance costs	\$ 20,589	\$ 16,763	\$ 11,835	\$ (4,928)	-29%	\$ 1,275	\$ 1,140	\$ (135)	-11%

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	\$ 838	\$ 828	\$ (10)	-1%	\$ 99	\$ 92	\$ (7)	-7%
Insurance	\$ 1,820	\$ 1,365	\$ 1,837	\$ 472	35%	\$ 152	\$ 162	\$ 10	7%
Utility payments (excluding electricity and water supply)	\$ 614	\$ 453	\$ 185	\$ (268)	-59%	\$ 53	\$ 31	\$ (22)	-42%
Security costs	\$ 1,025	\$ 757	\$ 438	\$ (319)	-42%	\$ 89	\$ 48	\$ (41)	-46%
Transportation expenses	\$ 460	\$ 340	\$ 317	\$ (23)	-7%	\$ 40	\$ 30	\$ (10)	-25%
Purchased goods & equipment	\$ 2,028	\$ 1,498	\$ 848	\$ (650)	-43%	\$ 177	\$ 58	\$ (119)	-67%
Other costs	\$ 14,709	\$ 10,864	\$ 155	\$ (10,709)	-99%	\$ 1,281	\$ 5	\$ (1,276)	-100%
Total Other expenses (within Other operating expenses)	\$ 21,791	\$ 16,116	\$ 4,608	\$ (11,508)	-71%	\$ 1,892	\$ 426	\$ (1,466)	-77%
Emergency relief projects	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Other TU improvements	\$ -	\$ -	\$ 3,717	\$ 3,717	0%	\$ -	\$ 1,010	\$ 1,010	0%
Total federally funded transit Construction	\$ -	\$ -	\$ 3,717	\$ 3,717	0%	\$ -	\$ 1,010	\$ 1,010	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	\$ 6,519	\$ 4,756	\$ (1,763)	-27%	\$ 941	\$ 507	\$ (434)	-46%
Total Local construction hard costs	\$ 9,500	\$ 6,519	\$ 4,756	\$ (1,763)	-27%	\$ 941	\$ 507	\$ (434)	-46%
Total Local construction costs	\$ 9,500	\$ 6,519	\$ 4,756	\$ (1,763)	-27%	\$ 941	\$ 507	\$ (434)	-46%
Design & Pre-construction	\$ -	\$ -	\$ 1,099	\$ 1,099	0%	\$ -	\$ 754	\$ 754	0%
Material Testing & Management	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Construction Engineering & Inspection	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Environmental soft costs	\$ 1,803	\$ 1,311	\$ -	\$ (1,311)	-100%	\$ 164	\$ -	\$ (164)	-100%
Other soft costs	\$ 22,949	\$ 21,512	\$ 6,903	\$ (14,609)	-68%	\$ 479	\$ 1,296	\$ 817	170%
Total Federal highway construction soft costs	\$ 24,752	\$ 22,823	\$ 8,002	\$ (14,821)	-65%	\$ 643	\$ 2,050	\$ 1,407	219%
Pavement rehabilitation	\$ 27,788	\$ 22,371	\$ -	\$ (22,371)	-100%	\$ 1,839	\$ -	\$ (1,839)	-100%
Safety improvements	\$ 51,181	\$ 41,084	\$ -	\$ (41,084)	-100%	\$ 3,473	\$ -	\$ (3,473)	-100%
New road construction	\$ 6,288	\$ 5,460	\$ -	\$ (5,460)	-100%	\$ 610	\$ -	\$ (610)	-100%
Bridge repairs	\$ 17,886	\$ 14,129	\$ -	\$ (14,129)	-100%	\$ 1,466	\$ -	\$ (1,466)	-100%
Congestion management (e.g. DTL)	\$ 19,917	\$ 15,378	\$ -	\$ (15,378)	-100%	\$ 1,611	\$ -	\$ (1,611)	-100%
Other hard costs	\$ 9,230	\$ 7,395	\$ -	\$ (7,395)	-100%	\$ 700	\$ -	\$ (700)	-100%
Total Federal highway construction hard costs	\$ 132,291	\$ 105,818	\$ -	\$ (105,818)	-100%	\$ 9,700	\$ -	\$ (9,700)	-100%
Total Federal highway construction costs	\$ 157,043	\$ 128,641	\$ 8,002	\$ (120,639)	-94%	\$ 10,343	\$ 2,050	\$ (8,293)	-80%
Design & Pre-construction	\$ 18,689	\$ 13,529	\$ 7,068	\$ (6,461)	-48%	\$ 653	\$ 466	\$ (187)	-29%
Material Testing & Management	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Construction Engineering & Inspection	\$ 3,971	\$ 3,148	\$ -	\$ (3,148)	-100%	\$ 275	\$ -	\$ (275)	-100%
Environmental soft costs	\$ 1,809	\$ 1,417	\$ -	\$ (1,417)	-100%	\$ 45	\$ -	\$ (45)	-100%
Other soft costs	\$ 7,973	\$ 13,235	\$ 12,487	\$ (748)	-6%	\$ 1,471	\$ 723	\$ (748)	-51%
Total Non-Federal highway construction soft costs	\$ 32,442	\$ 31,328	\$ 19,555	\$ (11,773)	-38%	\$ 2,444	\$ 1,189	\$ (1,255)	-51%
Pavement rehabilitation	\$ 26,511	\$ 20,065	\$ -	\$ (20,065)	-100%	\$ 2,149	\$ -	\$ (2,149)	-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	\$ 11,754	\$ -	\$ (11,754)	-100%	\$ 1,523	\$ -	\$ (1,523)	-100%
Total Non-Federal highway construction hard costs	\$ 40,235	\$ 31,818	\$ -	\$ (31,818)	-100%	\$ 3,671	\$ -	\$ (3,671)	-100%
Total Non-Federal highway construction costs	\$ 72,677	\$ 63,146	\$ 19,555	\$ (43,591)	-69%	\$ 6,115	\$ 1,189	\$ (4,926)	-81%

Footnotes:

- A
- B

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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	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)	-	-	-	-	-	-	-	-	-	-	-	-	-	
54	Toll Optimization Costs	-	-	-	-	-	-	-	-	(133)	-	-	-	-	-	(1,282)	-	-	-	-	(180)	-	-	-	-	-	-	(13)	-	-	-	-	-	-	-	-	
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)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
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		

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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.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	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	2,497	4,499	2,240	3,176	2,335	2,855	3,195	2,672	1,322	2,855	3,195	2,672	3,288	2,855	3,195	2,215	672	2,808	35,135	143,204	143,364	160	
(317)	-	-	-	(278)	-	-	-	-	(213)	-	-	-	(213)	-	-	-	-	(213)	(639)	(3,295)	-	3,295	
1,043	2,071	1,426	1,100	1,142	1,500	464	512	348	552	464	512	348	552	464	512	348	464	549	6,178	36,837	22,500	(14,337)	
83	13	158	22	179	156	68	74	119	63	47	91	125	60	121	20	100	22	14	977	5,046	9,716	4,670	
3,825	4,581	6,083	3,362	4,219	3,991	3,386	3,780	3,138	1,723	3,366	3,797	3,144	3,688	3,439	3,726	2,662	1,157	3,158	41,650	181,791	183,903	2,112	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	395	-	-	2,000	-	-	-	-	2,000	-	-	-	-	2,000	-	6,000	25,486	20,000	(5,486)	
-	-	-	-	395	-	-	2,000	-	-	-	-	2,000	-	-	-	-	2,000	-	6,000	25,486	20,000	(5,486)	
3,825	4,581	6,083	3,362	4,614	3,991	3,386	5,780	3,138	1,723	3,366	3,797	5,144	3,688	3,439	3,726	2,662	3,157	3,158	\$47,650	\$207,277	\$203,903	(\$3,374)	
(1,019)	(583)	(1,227)	(348)	(1,023)	(274)	(1,230)	(963)	(411)	(1,468)	(115)	(1,629)	(349)	(853)	(711)	(1,767)	(262)	(423)	(895)	(10,337)	(41,114)	40,542	(572)	
(609)	-	-	-	-	(652)	-	-	-	(309)	-	-	-	(309)	-	-	-	-	(309)	(928)	(6,636)	3,711	(2,925)	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(457)	(457)	
(2,888)	-	-	-	-	(2,897)	-	-	-	(3,008)	-	-	-	(3,008)	-	-	-	-	(3,008)	(9,024)	(35,602)	36,417	815	
(833)	-	(213)	(414)	-	-	(358)	(169)	-	(365)	-	(467)	(399)	(630)	-	(213)	(581)	-	(163)	(4,000)	(10,863)	13,418	2,555	
-	-	-	-	-	-	-	(42)	-	-	-	-	(42)	-	-	-	(42)	-	-	(125)	(254)	500	246	
-	-	-	(56)	-	-	-	(1,590)	-	-	-	(1,590)	-	-	-	(1,590)	-	-	-	(4,771)	(6,374)	19,082	12,708	
(1,103)	(3,732)	-	-	-	(308)	-	(4,412)	-	-	-	(4,412)	-	-	-	(4,412)	-	-	-	(13,236)	(37,491)	52,945	15,454	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(1,103)	9,197	8,094	
-	-	(732)	-	-	-	-	(1,116)	-	-	-	(1,116)	-	-	-	(1,116)	-	-	-	(3,347)	(7,782)	13,386	5,604	
-	-	-	-	-	-	-	(1,034)	-	-	-	(1,034)	-	-	-	(1,034)	-	-	-	(3,101)	(4,135)	12,405	8,270	
(119)	(79)	(49)	(793)	(162)	(163)	(280)	(288)	(169)	(325)	(316)	(900)	(336)	(351)	(448)	(568)	(239)	-	(233)	(4,706)	(11,248)	20,284	9,036	
(450)	(117)	(431)	(378)	(144)	(691)	(855)	(656)	(1,247)	(426)	(1,123)	(589)	(770)	(723)	(767)	(806)	(765)	-	(725)	(10,647)	(36,217)	45,233	9,016	
-	(2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(25,061)	-	(25,061)	
-	-	-	-	-	-	-	(333)	-	-	-	-	(333)	-	-	-	(333)	-	-	-	(1,000)	(1,333)	4,000	2,667
(7,021)	(4,513)	(2,652)	(1,989)	(1,329)	(4,985)	(2,723)	(10,602)	(1,827)	(5,901)	(1,555)	(3,585)	(10,380)	(5,874)	(1,926)	(3,354)	(10,373)	(423)	(5,333)	(\$65,221)	(\$225,669)	\$271,120	\$45,451	
(3,196)	68	3,431	1,373	3,285	(994)	663	(4,822)	1,311	(4,178)	1,811	213	(5,236)	(2,187)	1,514	372	(7,711)	2,734	(2,176)	(17,571)	(18,392)	(67,217)	(85,609)	
\$126,880	\$126,652	\$126,645	\$129,712	\$131,129	\$115,054	\$114,493	\$115,156	\$110,334	\$111,645	\$107,467	\$109,279	\$109,491	\$104,255	\$102,068	\$103,582	\$103,954	\$96,243	\$98,977	\$96,802	\$101,729	\$101,729	\$101,729	
(3,196)	68	3,431	1,373	3,285	(994)	663	(4,822)	1,311	(4,178)	1,811	213	(5,236)	(2,187)	1,514	372	(7,711)	2,734	(2,176)	(18,392)	(18,392)	(67,217)		
-	-	-	(186)	(14,814)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2,970	(66)	(403)	262	(4,575)	(455)	-	-	-	-	-	-	-	-	-	-	-	-	-	20,198	20,198	-	-	
0	9	42	12	222	912	-	-	-	-	-	-	-	-	-	-	-	-	-	5,324	5,324	5,324		
(2)	(18)	(3)	(44)	(193)	(24)	-	-	-	-	-	-	-	-	-	-	-	-	-	(5,044)	(5,044)	(5,044)		
\$126,652	\$126,645	\$129,712	\$131,129	\$115,054	\$114,493	\$115,156	\$110,334	\$111,645	\$107,467	\$109,279	\$109,491	\$104,255	\$102,068	\$103,582	\$103,954	\$96,243	\$98,977	\$96,802	\$103,814	\$103,814	\$34,792		
\$126,616	\$126,599	\$129,665	\$131,267	\$115,194	\$114,444	\$115,156	\$110,334	\$111,645	\$107,467	\$109,279	\$109,491	\$104,255	\$102,068	\$103,582	\$103,954	\$96,243	\$98,977	\$96,802					

\$36	\$46	\$47	(\$138)	(\$140)	\$49	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0			
-	-	-	-	-	-	-	-	-	502	-	-	-	-	502	-	-	-	502	1,506	2,510	183,025	180,515
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3,007	-	-	1,358	-	-	-	-	-	4,417	-	-	-	4,417	-	-	-	4,417	-	20,583	64,117	53,020	(11,097)
3,007	-	-	1,358	-	-	-	-	-	4,919	-	-	-	4,417	502	-	-	4,417	502	22,090	66,627	236,045	180,515
-	7,308	3,054	-	-	14,557	-	6,742	-	6,742	-	-	6,742	-	6,742	-	6,742	-	6,742	40,449	178,811	174,747	(4,064)
-	-	1,168	-	-	1,133	2,283	-	2,283	-	-	2,283	-	2,283	-	2,283	-	2,283	-	13,697	29,655	52,917	23,262
-	107	-	-	-	-	-	-	-	231	-	-	-	-	231	-	-	-	231	692	1,166	2,770	1,604
-	-	-	-	-	-	-	3,339	-	-	-	-	3,339	-	-	-	3,339	-	-	10,016	13,354	40,062	26,708
-	7,415	4,222	-	-	15,690	2,283	10,080	2,283	6,972	-	2,283	10,080	2,283	6,972	2,283	10,080	2,283	6,972	64,855	222,986	270,496	47,510
3,007	7,415	4,222	1,358	-	15,690	2,283	10,080	2,283	11,891	-	2,283	10,080	6,700	7,474	2,283	10,080	6,700	7,474	86,944	289,613	506,541	228,024
-	(4,851)	(2,283)	-	(213)	(5,094)	-	(6,988)	-	(6,988)	-	(6,988)	-	(6,988)	-	(6,988)	-	(6,988)	-	(41,929)	(176,875)	174,748	(2,127)
(1,555)	(181)	(512)	(199)	(1,537)	(447)	(1,465)	(2,119)	(2,114)	(1,221)	(2,644)	(1,465)	(2,119)	(2,114)	(1,221)	(2,644)	(1,465)	(2,118)	(2,114)	(26,246)	(97,395)	106,203	8,808
-	-	-	(897)	-	-	-	-	-	(3,505)	-	-	-	-	(3,505)	-	-	-	(3,505)	(10,516)	(15,649)	42,062	26,413
-	-	-	-	-	(194)	-	-	-	(1,754)	-	-	-	-	(1,754)	-	-	-	(1,754)	(5,262)	(8,789)	21,047	12,258
-	-	(715)	-	-	(1,120)	(2,362)	-	(2,362)	-	(2,362)	-	(2,362)	-	(2,362)	-	(2,675)	-	(2,675)	(14,169)	(27,217)	52,917	25,700
-	-	-	-	-	-	-	-	-	(319)	-	-	-	-	(319)	-	-	-	(319)	(956)	(1,275)	3,826	2,551
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	-	-	-	(502)	-	-	-	(502)	-	-	-	-	(502)	(1,506)	(2,008)	6,025	4,017
-	-	-	-	-	-	-	-	-	(289)	-	-	-	(289)	-	-	-	-	(289)	(867)	(1,156)	3,467	2,311
(1,555)	(5,032)	(3,510)	(1,096)	(1,750)	(6,855)	(3,827)	(9,107)	(4,475)	(14,578)	(5,006)	(8,453)	(4,480)	(15,471)	(3,583)	(2,644)	(8,453)	(4,793)	(15,176)	(\$101,451)	(\$330,363)	\$410,295	\$79,932
1,452	2,383	712	262	(1,750)	8,835	(1,544)	973	(2,192)	(2,687)	(5,006)	(6,170)	5,600	(8,771)	3,892	(361)	1,627	1,907	(7,702)	(\$14,507)	(\$40,750)	\$96,246	(\$136,996)
\$24,366	\$22,848	\$25,297	\$26,412	\$26,411	\$29,236	\$53,526	\$51,982	\$52,956	\$50,763	\$48,076	\$43,071	\$36,900	\$42,500	\$33,729	\$37,620	\$37,259	\$38,886	\$40,793	\$68,652	\$68,652	\$68,652	
1,452	2,383	712	262	(1,750)	8,835	(1,544)	973	(2,192)	(2,687)	(5,006)	(6,170)	5,600	(8,771)	3,892	(361)	1,627	1,907	(7,702)	(40,750)	(40,750)	96,246	
-	-	-	-	-	15,000	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
(2,970)	66	403	(262)	4,575	455	-	-	-	-	-	-	-	-	-	-	-	-	-	(20,198)	(20,198)	(20,198)	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	5	5	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(5)	(5)	(5)	
\$22,848	\$25,297	\$26,412	\$26,411	\$29,236	\$53,526	\$51,982	\$52,956	\$50,763	\$48,076	\$43,071	\$36,900	\$42,500	\$33,729	\$37,620	\$37,259	\$38,886	\$40,793	\$33,091	\$7,704	\$7,704	\$144,700	
\$22,860	\$25,318	\$26,434	\$26,247	\$29,072	\$53,550	\$51,982	\$52,956	\$50,763	\$48,076	\$43,071	\$36,900	\$42,500	\$33,729	\$37,620	\$37,259	\$38,886	\$40,793	\$33,091				
(\$12)	(\$21)	(\$22)	\$164	\$164	(\$24)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
6,832	11,996	10,305	4,720	4,614	19,681	5,669	15,861	5,421	13,614	3,366	6,080	15,224	10,387	10,914	6,009	12,742	9,857	10,632				
(8,576)	(9,545)	(6,162)	(3,085)	(3,079)	(11,840)	(6,550)	(19,709)	(6,303)	(20,479)	(6,560)	(12,038)	(14,860)	(21,345)	(5,508)	(5,998)	(18,827)	(5,216)	(20,510)				
(1,744)	2,451	4,143	1,635	1,535	7,841	(881)	(3,848)	(882)	(6,865)	(3,194)	(5,958)	364	(10,958)	5,405	11	(6,085)	4,641	(9,877)				

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)	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	12,378	12,010	11,744	144,869
2 Merchant Fees	(267)	(309)	(318)	(322)	(301)	(297)	(313)	(317)	(278)	(213)	(213)	(213)	(3,360)
3 Transit Revenues (A)	-	-	-	-	-	-	-	-	-	-	-	-	-
4 Electronic Toll Fines	-	1,791	3,845	3,294	4,120	7,414	3,468	4,391	5,739	3,375	1,875	2,336	41,649
5 Other Income	222	385	285	275	175	1,513	592	346	372	479	323	276	5,242
6 Total Operating Receipts	16,018	14,908	16,655	14,674	13,133	21,460	14,218	14,931	18,245	16,019	13,995	14,143	188,399
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	2,000	2,000	2,000	23,881
11 CARES ACT Funding (For Transit)	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Receipts	4,648	34	5,920	-	1	32	536	6,315	395	2,000	2,000	2,000	23,881
13 Total Operating Receipts	20,666	14,942	22,575	14,674	13,134	21,492	14,754	21,246	18,640	18,019	15,995	16,143	\$212,280
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)	(4,346)	(2,946)	(4,058)	(41,250)
15 Health Plan Payment	(563)	-	(1,435)	(760)	(574)	(673)	(785)	(609)	-	(961)	(309)	(309)	(6,978)
16 Christmas Bonus	-	-	-	-	-	(457)	-	-	-	-	-	-	(457)
17 Retirement Contributions (PayGo)	(2,818)	-	(5,953)	(2,886)	(2,961)	(2,875)	(3,190)	(2,888)	-	(5,905)	(3,008)	(3,008)	(35,491)
18 PREPA Payments	-	-	(646)	(754)	(1,225)	(1,308)	(1,140)	(833)	(627)	(892)	(1,496)	(957)	(9,878)
19 PRASA Payments	-	-	-	(29)	-	(59)	-	(42)	-	(42)	(42)	(42)	(213)
20 Toll Highway Administration Cost	-	-	-	(13)	-	-	-	-	(56)	(1,590)	(1,590)	(1,590)	(4,840)
21 Tren Urbano Operating Contract Cost	(40)	(95)	(3,796)	-	(8,356)	-	(3,785)	(3,770)	(3,732)	(4,720)	(4,412)	(4,412)	(37,119)
22 Other Tren Urbano Costs (Excluding Electricity)	-	-	-	-	-	-	-	(1,103)	-	-	-	-	(1,103)
23 Feeder Buses Costs	-	-	-	-	-	(846)	(2,474)	-	(732)	(1,116)	(1,116)	(1,116)	(7,398)
24 Legal Cases Payments Plan	-	-	-	-	-	-	-	-	-	(1,034)	(1,034)	(1,034)	(3,101)
25 Professional Services	-	(238)	(604)	(907)	(638)	(799)	(835)	(1,033)	(1,083)	(1,225)	(1,904)	(1,488)	(10,754)
26 Other Operating Expenses	(292)	(491)	(646)	(2,239)	(1,370)	(10,196)	(4,141)	(3,132)	(1,070)	(3,875)	(3,205)	(3,063)	(33,719)
27 Operating Disbursements Corresponding to FY20 Service	(1,964)	(7,491)	(10,363)	(1,669)	(1,223)	(2,218)	(6)	(127)	(2)	-	-	-	(25,063)
28 Legal & Other Reserve	-	-	-	-	-	-	-	-	-	(333)	(333)	(333)	(1,000)
29 Total Operating Disbursements	(10,351)	(11,219)	(26,564)	(12,300)	(19,111)	(23,862)	(19,306)	(16,324)	(10,483)	(26,039)	(21,394)	(21,410)	(218,363)
30 Operating Net Cash Flow	10,315	3,723	(3,989)	2,374	(5,977)	(2,370)	(4,552)	4,922	8,157	(8,020)	(5,399)	(5,266)	(6,083)
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	\$107,467	\$102,068	\$101,729
32 Net Cash Flow	10,315	3,723	(3,989)	2,374	(5,977)	(2,370)	(4,552)	4,922	8,157	(8,020)	(5,399)	(5,266)	(6,083)
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)	(455)	-	-	14,962
36 Other Inflows (C)	151	303	1,297	32	165	37	2,727	612	285	912	-	-	6,520
37 Other Outflows (C)	(110)	(476)	(1,425)	(107)	(115)	(71)	(2,466)	(275)	(258)	(24)	-	-	(5,326)
38 Ending Operating Bank Cash Balance	\$115,450	\$125,077	\$123,544	\$124,025	\$119,805	\$113,156	\$113,317	\$126,652	\$115,054	\$107,467	\$102,068	\$96,802	\$96,802
39 Actual Operating Bank Cash Balance	\$115,377	\$124,998	\$123,495	\$123,981	\$119,765	\$113,059	\$113,294	\$126,616	\$115,194	\$107,467	\$102,068	\$96,802	

40	Difference	\$73	\$79	\$49	\$44	\$40	\$96	\$23	\$36	(\$140)	\$0	\$0	\$0				
CAPEX CASH FLOW																	
Intra-Government Receipts:																	
41	Abriendo Caminos IV funds / Local emergency funds	-	-	-	-	-	-	-	-	-	502	-	1,004				1,506
42	Capital Commonwealth Transfer	-	-	-	-	-	-	-	-	-	-	-	-				-
43	Commonwealth CapEx appropriation	-	-	-	351	4,968	16,520	5,616	11,662	1,358	4,417	4,417	4,417				53,725
44	Total Intra-Government Receipts	-	-	-	351	4,968	16,520	5,616	11,662	1,358	4,919	4,417	5,421				55,231
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	28,040	6,742	20,225				183,505
46	Emergency Reconstruction Program - FHWA	333	1,673	1,290	1,388	2,093	1,171	308	3,137	1,168	5,699	4,566	4,566				27,390
47	Emergency Reconstruction Program - FEMA	-	7	-	-	5	-	-	-	107	231	-	462				812
48	Emergency Reconstruction Program - FTA	-	-	-	-	-	-	-	-	-	3,339	3,339	3,339				10,016
49	Total Federal Receipts	25,876	11,767	17,894	15,924	14,573	29,206	5,245	9,056	11,637	37,308	14,646	28,591				221,723
50	Total CAPEX Receipts	25,876	11,767	17,894	16,275	19,541	45,726	10,861	20,718	12,995	42,227	19,063	34,011				276,954
Capex Disbursements:																	
51	Capital Expenditures - Federal	(20,490)	(13,538)	(16,730)	(15,546)	(12,997)	(22,085)	(9,308)	(10,570)	(7,347)	(19,070)	(13,976)	(13,682)				(175,339)
52	Capital Expenditures - State	(6,905)	(7,147)	(8,251)	(12,641)	(7,414)	(6,448)	(2,569)	(10,212)	(2,429)	(7,366)	(8,342)	(9,562)				(89,286)
53	ER Transit Construction Program Costs - FTA	-	-	-	-	(631)	-	(997)	-	(897)	(3,505)	(3,505)	(3,505)				(13,041)
54	Toll Optimization Costs	-	(133)	-	(1,282)	(180)	(13)	(164)	-	(1,948)	(1,754)	(1,754)	(1,754)				(7,229)
55	Emergency Reconstruction Program - FHWA	(649)	(1,151)	(1,456)	(988)	(1,654)	(1,341)	(771)	-	(715)	(5,843)	(4,723)	(5,037)				(24,328)
56	Emergency Reconstruction Program - FEMA	-	-	-	-	-	-	-	-	-	(319)	(319)	(319)				(956)
57	Transit Construction Program Costs - Local	-	-	-	-	-	-	-	-	-	-	-	-				-
58	Emergency Reconstruction Program - Local	-	-	-	-	-	-	-	-	-	(502)	(502)	(502)				(1,506)
59	Legal Cases Payments Plan (Capital ROW PMT's)	-	-	-	-	-	-	-	-	-	(289)	(289)	(289)				(867)
60	Total Capex Disbursements	(28,044)	(21,970)	(26,437)	(30,458)	(22,876)	(29,887)	(13,810)	(20,782)	(11,388)	(38,842)	(33,410)	(34,649)				(312,552)
61	Capex Net Cash Flow	(2,169)	(10,202)	(8,543)	(14,183)	(3,335)	15,839	(2,949)	(64)	1,607	3,385	(14,347)	(637)				(35,599)
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	\$48,076	\$33,729				\$68,652
63	Net Cash Flow	(2,169)	(10,202)	(8,543)	(14,183)	(3,335)	15,839	(2,949)	(64)	1,607	3,385	(14,347)	(637)				(35,599)
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	455	-	-				(14,962)
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	\$48,076	\$33,729	\$33,091				\$33,091
70	Actual CAPEX Bank Cash Balance	\$63,139	\$46,865	\$35,726	\$23,366	\$18,320	\$38,394	\$30,988	\$22,860	\$29,072	\$48,076	\$33,729	\$33,091				
71	Difference	(\$21)	(\$26)	(\$14)	(\$19)	(\$14)	(\$0)	\$0	(\$12)	\$164	\$0	\$0	\$0				
	Total Inflows	46,541	26,709	40,469	30,949	32,675	67,219	25,615	41,964	31,635	60,246	35,057	50,155				
	Total Outflows	(38,395)	(33,189)	(53,001)	(42,758)	(41,987)	(53,749)	(33,116)	(37,106)	(21,871)	(64,881)	(54,804)	(56,058)				
	Total Net CF	8,146	(6,480)	(12,532)	(11,809)	(9,312)	13,469	(7,501)	4,858	9,763	(4,635)	(19,746)	(5,904)				

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	10,724,626	(6,477,327)	4,247,299
Oriental	General	1960269574	111002	ZBA Account - Operation	Operating	-	-	-
Oriental	Deposit Law 30	3225252489	111155	Deposit Law 30 & 31	Operating	435,332	(235,673)	199,658
Oriental	FTA	1960046672	111005	Federal Transit Administ	Operating	548,496	(548,496)	-
Firstbank	Autoridad de Ca	3004992473	111156	FHGV	Capital	21,985,917	11,108,569	33,094,486
Firstbank	Autoridad de Ca	3004997726	111157	Abriendo Caminos - Vari	Capital	542	2	543
Firstbank	Autoridad de Ca	3005023768	111158	OPEX Reserve	Operating	85,186,367	13,762	85,200,130
BPPR	Dietas	020-835078	111013	Account related to payro	Operating	1,570,491	(697,245)	873,247
BPPR	Nominas	020-835353	111011	Payroll account	Operating	513,565	(128,291)	385,273
BPPR	Federal Highway	030-050510	111014	Federal Highway CMIA -	Capital	2,564,862	11,480,106	14,044,969
BPPR	PRHWA Backup	030-020220	111058	PRHWA Backup	Operating	0	-	0
BPPR	Fondos Restrictos	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	4,603,627	3,810,596	8,414,223
BPPR	Multas Autoexp	020-011520	111020	Collections from fines us	Operating	9,434,476	4,556,051	13,990,527
BPPR	FEMA Emergenc	030-086663	111109	Federal Fund FEMA	Operating	-	-	-
BPPR	FEMA Emergenc	030-086671	111110	Federal Fund FEMA	Operating	867,138	107,062	974,200
BPPR	Peaje electronic	020-010303	111018	Toll collection account	A	5,000	(500)	4,500
BPPR	Consolidated Es	030-826411	Not in GL	Distributes funds to Met	A	24,851,828	2,991,806	27,843,634
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	\$ 8,158,836	\$ 10,636,318	\$ 10,765,178	\$ 10,765,178	\$ 10,765,178	\$ 10,765,178	\$ 10,683,568	\$ 9,811,995	\$ 9,565,220	\$ 8,942,217	\$ 8,868,350	\$ 8,553,383
PEMOC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Hard Cost (OTHER)	\$ 56,731	\$ 528,555	\$ 528,555	\$ 528,555	\$ 528,555	\$ 458,907	\$ 853,758	\$ 841,877	\$ 745,509	\$ 395,000	\$ 395,000	\$ 395,000
Non Federal Hard Cost (Abriendo Caminos I)	\$ 29,664	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Hard Cost (Abriendo Caminos II)	\$ 215,102	\$ 234,350	\$ 234,350	\$ 234,350	\$ 234,350	\$ 234,350	\$ 234,350	\$ 135,424	\$ 82,012	\$ 82,012	\$ 82,012	\$ 82,012
Non Federal Hard Cost (Abriendo Caminos III)	\$ 3,141,962	\$ 2,632,442	\$ 2,632,442	\$ 2,632,442	\$ 2,632,442	\$ 2,484,088	\$ 2,335,016	\$ 2,335,016	\$ 2,335,016	\$ 1,235,815	\$ -	\$ -
Non Federal Hard Cost (Abriendo Caminos IV)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,788,983	\$ 2,300,000	\$ 2,500,000	\$ 2,600,000	\$ 2,800,000	\$ 2,700,000	\$ 2,700,000
ESTATAL	\$ -	\$ 653,388	\$ 653,388	\$ 653,388	\$ 653,388	\$ 653,388	\$ 477,790	\$ 477,790	\$ 477,790	\$ 477,790	\$ 477,790	\$ 369,107
FHWA Emergencia	\$ 1,487,260	\$ 3,636,732	\$ 3,771,067	\$ 3,771,067	\$ 4,020,644	\$ 4,092,200	\$ 5,136,078	\$ 5,557,000	\$ 5,499,838	\$ 5,630,105	\$ 5,526,483	\$ 4,788,526
FEMA	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL	\$ 791,666	\$ 490,909	\$ 490,909	\$ 590,909	\$ 690,909	\$ 740,909	\$ 890,909	\$ 890,909	\$ 940,909	\$ 990,909	\$ 990,909	\$ 999,244
CDBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
DTL	\$ 228,177	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,872,866	\$ 1,872,866	\$ 1,872,866	\$ 1,579,106
Discretionary funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll optimization CIP	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total	14,109,397	20,746,767	21,009,963	21,109,963	21,459,540	23,152,077	24,845,543	24,484,086	24,119,161	22,426,715	20,913,410	19,466,378

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			
PEMOC	\$ -	\$ 432,815	\$ 1,486,928	\$ 1,171,167.55	\$ 142,428.00	\$ 211,145.13	\$ -	\$ 187,225.35	\$ 46,764.42			
Non Federal Hard Cost (OTHER)	\$ 56,731	\$ -	\$ 164,514	\$ 31,827.00	\$ -	\$ 255,388.00	\$ -	\$ 370,898.45	\$ 147,922.40			
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			
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			
Non Federal Hard Cost (Abriendo Caminos IV)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
ESTATAL	\$ -	\$ 184,270	\$ 7,070	\$ -	\$ 551,541.68	\$ -	\$ 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			
FEMA	\$ 826,667	\$ -	\$ 826,667	\$ 302,766.52	\$ 442,370.74	\$ 104,049.04	\$ 86,763.58	\$ 135,843.12	\$ -			
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			
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			
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	-	-	-

Hard costs for regular federal highway construction	\$ 8,117.34	\$ 12,214.22	\$ 13,764.41	\$ 8,666.92	\$ 9,794.44
Hard Costs for Abriendo Caminos Projects	\$ 6,717	\$ 2,581	\$ 1,641	\$ 2,200	\$ 1,007
Hard costs for other non-federal highway construction projects					
Local Construction Costs					
ER Hard Costs					

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	\$ 1,462,973	\$ 2,959,573	\$ 2,959,573	\$ 2,959,573	\$ 2,959,573	\$ 2,959,573	\$ 2,959,573	\$ 2,959,573	\$ 3,330,650	\$ 3,330,650	\$ 3,330,650	\$ 3,330,650
PEMOC	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (OTHER)	\$ 1,439,622	\$ 1,385,294	\$ 1,936,912	\$ 2,007,586	\$ 2,625,974	\$ 2,790,185	\$ 2,915,451	\$ 2,543,252	\$ 3,122,896	\$ 3,038,605	\$ 3,179,790	\$ 3,338,857
Non Federal Soft Cost (Abriendo Caminos I)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (Abriendo Caminos II)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (Abriendo Caminos III)	\$ 510,293	\$ 492,610	\$ 467,725	\$ 288,738	\$ 76,820	\$ 55,620	\$ 21,200	\$ -	\$ -	\$ -	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 49,994	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
ESTATAL												
FHWA Emergencia	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,765,603	\$ 1,322,397	\$ 1,330,052
FEMA												
LOCAL	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
CDBG	\$ 17,586	\$ 34,135	\$ 120,652	\$ 232,410	\$ 835,893	\$ 1,026,280	\$ 1,208,796	\$ 1,394,632	\$ 1,588,270	\$ 1,830,134	\$ 2,106,662	\$ 2,335,375
DTL	\$ 87,949	\$ 87,949	\$ 82,770	\$ 82,770	\$ 82,770	\$ 112,599	\$ 36,288	\$ 78,350	\$ 163,046	\$ 314,706	\$ 527,828	\$ 706,554
Discretionary funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll optimization CIP												
Total	5,265,614	6,706,752	7,314,823	7,318,267	8,328,221	8,741,442	8,988,499	8,922,999	10,152,053	10,479,697	10,667,327	11,241,489

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			
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			
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			
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			
FEMA												
LOCAL	\$ 98,264	\$ 20,104	\$ 807,066	\$ 255,414		\$ 316,121.35	\$ 406,863.88	\$ 277,147.50	\$ 100,357.45			
CDBG					\$ 433,215		\$ 165,461.01	\$ 173,383.50				
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	-	-	-

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												
3												
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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)	\$ (75)	\$ -	\$ 75	-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)	\$ (75)	\$ -	\$ 75	-100%	\$ (8)	\$ -	\$ 8	-100%		
<i>Board Compensation</i>	\$ -	\$ -	\$ -			\$ -					
Adopting new KPIs							\$ -				
Increasing fare revenue	\$ 11,079	\$ 6,582	\$ 7,092	\$ 510	8%	\$ 1,217		\$ (1,217)	-100%		
<i>Toll fare increase</i>	\$ 5,579	\$ 2,496	\$ -	\$ (2,496)	-100%	\$ 695.9	\$ -	\$ (696)	-100%	This measure will be difficult to report against given system limitations	There are system limitations with providing actuals.
<i>Bi-directional tolling</i>	\$ -	\$ 42	\$ -	\$ (42)	-100%	\$ 41.5	\$ -	\$ (42)	-100%		
<i>Dynamic toll lanes (DTL)</i>	\$ 5,500	\$ 4,044	\$ 7,092	\$ 3,048	75%	\$ 479	\$ 1,034	\$ 555	116%		
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%		
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	\$ 6,506.9	\$ 7,092.0	\$ 585.1	9%	\$ 1,208.3	\$ -	\$ (1,208.3)	-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			1,506,494	1,627,888		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			565,432	649,745		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			14,212,538	15,384,087		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			213,654	234,198		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	-	-	16,498,118	17,895,918	-	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			334,838	346,919		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			6,092,115	6,592,971		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			1,772,550	1,906,574		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			2,534,576	2,678,843		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	-	-	10,734,079	11,525,306	-	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	-	-	27,232,198	29,421,224	-	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. The Contract Amendment E was executed on February 10, 2022 for additional scope in ICMM and to modify system integration configurations between PMIS and ICMM in accordance with recent	Phase 2 -Perform the integration tests of the revised interfaces and deploy them. Complete the revision of the Contract Amendments (Change Order) interface. Proceed with the review of the Certification/Invoices and Payment Information Interfaces and perform the integration tests.	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	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-FY2022		Phase 2 -Q3-FY2021		Phase 1 - Q4-FY2016Phase	210	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 Federal Aid Billing SOP was developed and approved on April 2016.		Systems modifications requested and SOP revision from FHWA still pending.
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- Q2-FY2022		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 were held to discuss the Organizational Chart with the Executive Team. It was commented and revised to address their comments. PRHTA is working on documentation to be submitted to the Boards of Directors and the Office of Management and Budget. It is expected to be submitted at the end of April to both entities. On March 17, 2022, a professional contract was signed for the revision of the Classification and Compensation Plan in accordance with current workforce and the new salaries that came into force	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	As mentioned above, PRHTA signed a contract for the revision of the Classification and Compensation Plan during this quarter. Once the plan is completed and approved, the employee's information (new classification and salary) must be updated in the system, to proceed with the implementation.	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. During this period SOPs are being worked for the Purchasing and Technology offices. On the other hand, a joint effort between PRHTA and FHWA is being done to streamline the process and create the SOP to obtain FHWA's approval for Changee 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.	Q4 FY2022		Q4-FY2021			360	The Procedure for Procurement of Professional and Consulting Services for Contracts of \$1MM or less (for Non-Engineering Services) was developed and approved by FHWA on December 30, 2020 PRHTA completed the comparison of the construction contracts of some Puerto Rico Government Agencies and started the revision of the construction boilerplate to incorporate the recommendations issued by OCD Consultant.	Complete the revision of the construction boilerplate. Discuss it with Legal Office, Construction Area and Estiamte and Bids Office representatives 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. During this period the followings status and coordination meeting were held: On January 19, 2022, a meeting was held with PRHTA Highway Safety personnel regarding the following initiatives: 4.1 Develop Asset Data Management, 4.2 Develop Project Selection Criteria & 4.12 Incorporate User Experience Mindset. In addition, the same day a meeting was held with TAMP's Project Manager to discuss the status of that Plan and the following initiatives: 4.1 Develop Asset Data Management, 4.2 Develop Project Selection Criteria & 4.9 Develop Service Levels. A meeting was held on February 7, 2022, to discuss the current Project Selection Criteria, Preparation of the STIP and the OCD's recommendations to be implemented related to both processes. On March 8, 2022, a meeting was held on with	Complete the evaluation of the status of the implementation of the OCD recommendations to update the Schedule for Implementation and continue the reporting to FHWA, as requested.	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: These 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 are follow up to the 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 consist 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, the employees continued to 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 started with the additional scope of the ICMM included in Amendment E. Also, the Consultants and PRHTA Users performed additional integration tests between Kronos and Oracle. Due to the approval of Amendment E, the additional scope of the ICMM will be complete by the first quarter of FY2023.</p> <p>Kronos Implementation: The pilot project of Kronos Implementation started on January 2022. Employees of the following offices were trained to request time off, extra hours (overtime) and timecard approval in Kronos System: 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	The Consultant continued to development and review the BI reports and working on the Learning Tools Video Scripts. Likewise, work continued on the business processes related to Civil Rights, Labor Compliance and ROW. The user acceptance test and trainings related to Civil Rights and Labor Compliance business processes were completed.	Complete the ROW business processes, the reports and 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.	Q1-FY2023					0	<p>PMO is working with a new Bid Pilot Project to be run during the next quarter.</p> <p>Consultant continue working on RFQ/RFP business processes.</p>	Continue with the Construction e-Bidding Pilot Program and the development and implementation of the RFQ/ RFP processes.	
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 LIMS, 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.</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>On March 14, 2022, staff of the design firm of the Pilot Project AC-010029 was trained to use the following BPs: Drawings, Drawings Package and Deliverables.</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 Certificates, Notice to Proceed, among others.</p>	Continue with the pilot programs in order to identify possible adjustments for long-term implementation.	Perform the System Review Process on May 2022 with FHWA. Develop a continuous training program to introduce the employees into the system.