



Financial Oversight Management Board for Puerto Rico

PRHTA Reporting - October 2020

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Pre-Construction

Figures 1 & 2 summarize the bid plan and performance of HTA pre-construction program. Twenty-four (24) projects with a total value of \$101.3 million have received NTP by October 15, 2020. HTA expects to provide NTP to 30 projects with a total value of \$142.8 million by the end of 2020. Table #1 presents the KPIs requested by the FOMB in the certified Fiscal Plan (FP). HTA is performing significantly better than the target in Delays in NTP and % Planned NTP Awards with -7.6 days and 105% respectively.

Figure #1

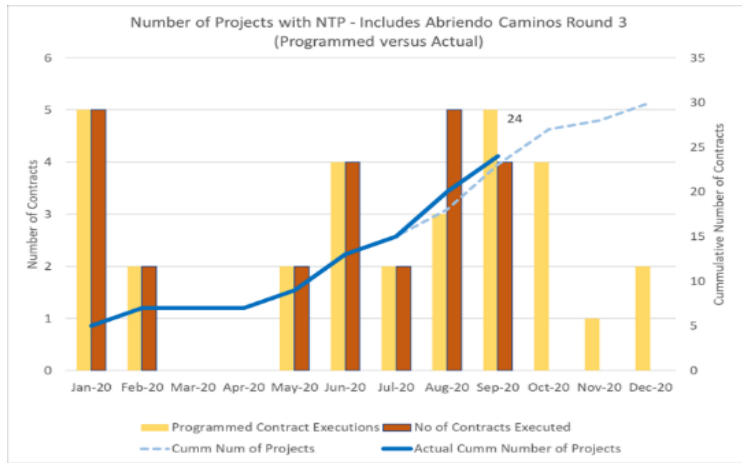


Figure #2

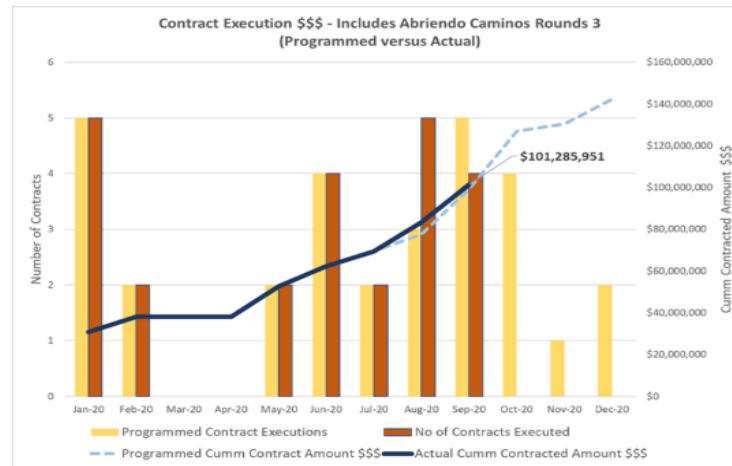


Table #1

| PROGRAM | KPI | Target | ACTUAL | | | |
|-----------------|---------------------------|--------|---------|---------|-------|----|
| | | | Q1 | Q2 | Q3 | Q4 |
| PRECONSTRUCTION | Delays in NTP (Days) | <30 | -7.6 | | | |
| | % Planned NTP Awards | >80% | 105% | | | |
| | % Soft vs Hard Cost | 15% | * | | | |
| | | | | Regular | ER | |
| CONSTRUCTION | % Federal Funds Obligated | >90% | 88.6% | | 65.9% | |
| | % Change in Cost | <15% | 6.5% | | | |
| | % Change in Duration | <25% | 51.4% | | | |
| | Disbursement Variance | 20% | -100.1% | | | |

* Actual not relevant due to inadequate soft cost budget assignment

1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - October 2020

In terms of % Federal Obligations for the federal fiscal year ending Sept. 30, 2020, \$134.2 Million were obligated out of \$151.5 Million available, representing 88.6%, which is slightly below the FOMB target. In addition, HTA was also able to obligate \$87.5 Million out of \$132.9 available in the Federal ER program, for a total federal obligation of \$221.7 Million. These are major accomplishments considering that the Covid-19 lockdown had a significant impact on the Pre-Construction pipeline.

As expressed in HTA's letters to the FOMB related to the soft cost budget shortfall dated August 25, 2020 and October 13, 2020, this excellent Pre-Construction performance cannot be sustained unless an adequate soft cost budget is provided to the HTA promptly. It should be noted that the soft to hard cost ratio required by FOMB as target in the KPIs presented in Table #1 is 15%. Including the hard costs of the FY21 federal construction program (which is the appropriate way to measure the ratio), the budget certified by the FOMB assigns a soft cost budget that represents only 2.4% of the total hard costs for FY21, which is substantially below the target of 15%, and unsustainable if HTA hopes to meet its CIP goals.

Construction (hard costs)

Table #2

| Value of CapEx Hard Costs B2A by Category, including Variances and Covid-19 Impact Assumed vs Actuals | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|-------------------|---------|---------|----------|----------|----------|----------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--------|----------|--|----------|--|-----------|--|
| % Impact COVID-19 | Assumed Actual | 25% | | 35% | | 50% | | 75% | | 85% | | 90% | | 100% | | 100% | | 100% | | 100% | | | | | | | |
| | | Budget | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget | Actual | Budget | Actual | | | | | | |
| Program | Month | Jul-20 | | Aug-20 | | Sep-20 | | Oct-20 | | Nov-20 | | Dec-20 | | Jan-21 | | Feb-21 | | Mar-21 | | Apr-21 | | May-21 | | Jun-21 | | Total | |
| Hard costs for regular federal highway construction | Work Performed | \$ 5.92 | \$ 4.18 | \$ 8.30 | \$ 20.43 | \$ 11.86 | 24.57 | \$ 17.79 | | \$ 20.16 | | \$ 21.35 | | \$ 23.73 | | \$ 23.74 | | \$ 23.79 | | \$ 23.90 | | \$ 24.11 | | \$ 24.40 | | \$ 229.06 | |
| | Actual/Budget | 29% | | -149% | | -107% | | | | | | | | | | | | | | | | | | | | | |
| Hard Costs for Abriendo Caminos Projects | Work Performed | \$ 1.33 | \$ 5.70 | \$ 1.79 | \$ 5.41 | \$ 2.35 | 6.59 | \$ 3.29 | | \$ 3.67 | | \$ 3.86 | | \$ 9.11 | | \$ 8.65 | | \$ 8.65 | | \$ 8.65 | | \$ 8.65 | | \$ 8.65 | | \$ 68.67 | |
| | Actual/Budget | -329% | | -203% | | -180% | | | | | | | | | | | | | | | | | | | | | |
| Hard costs for other non-federal highway construction projects | Work Performed | \$ 0.85 | \$ 0.01 | \$ 1.71 | \$ 2.86 | \$ 1.20 | 0.94 | \$ 2.56 | | \$ 2.90 | | \$ 3.07 | | \$ 3.42 | | \$ 3.42 | | \$ 3.44 | | \$ 3.52 | | \$ 2.42 | | \$ 1.95 | | \$ 30.47 | |
| | Actual/Budget | 2% | | 167% | | 76% | | | | | | | | | | | | | | | | | | | | | |
| Totals | Work Performed | \$ 8.11 | \$ 9.89 | \$ 11.80 | \$ 28.70 | \$ 15.41 | \$ 32.09 | \$ 23.65 | | \$ 26.74 | | \$ 28.28 | | \$ 36.25 | | \$ 35.81 | | \$ 35.89 | | \$ 36.07 | | \$ 35.18 | | \$ 35.00 | | \$ 328.20 | |
| | Actual/Budget | -22% | | -143% | | -108% | | | | | | | | | | | | | | | | | | | | | |
| Quarterly Cumulative Variance | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Table #2 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 September 2020. The total for the regular program (not including ER) was \$31.1 million based on a post Covid-19 projection of \$15.4 million representing a variance of -108%. The Post Covid-19 scenario assumed that aggregate Post Covid-19 projections would be 50% of the Pre Covid-19 project level projections, while the actuals represented 98%. This performance varied significantly between the different programs, demonstrating the uncertainty created by Covid-19 at a more disaggregated level. The regular federal program performed at -107%, while the Abriendo Caminos program performed at -180%.

1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - October 2020

Table # 3

| Cumulative Value of CapEx Hard Costs B2A by Category, including Variances and Covid-19 Impact Assumed vs Actuals | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------|---------|---------|----------|----------|----------|----------|----------|--------|----------|--------|----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|-----------|--------|
| % Impact COVIT-19 | Assumed | 25% | | 30% | | 37% | | 46% | | 54% | | 60% | | 66% | | 71% | | 74% | | 77% | | 79% | | 81% | |
| | Actual | 30% | | 58% | | 71% | | | | | | | | | | | | | | | | | | | |
| Program | Month | Jul-20 | | Aug-20 | | Sep-20 | | Oct-20 | | Nov-20 | | Dec-20 | | Jan-21 | | Feb-21 | | Mar-21 | | Apr-21 | | May-21 | | Jun-21 | |
| | | 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 | \$ 5.93 | \$ 4.18 | \$ 14.23 | \$ 24.61 | \$ 26.09 | \$ 49.18 | \$ 43.89 | | \$ 64.05 | | \$ 85.40 | | \$ 109.13 | | \$ 132.87 | | \$ 156.66 | | \$ 180.56 | | \$ 204.66 | | \$ 229.06 | |
| | Actual/Budget | | 29% | | -73% | | -88% | | | | | | | | | | | | | | | | | | |
| Hard Costs for Abriendo Caminos Projects | Work Performed | \$ 1.33 | \$ 5.70 | \$ 3.11 | \$ 11.11 | \$ 5.47 | \$ 17.69 | \$ 8.76 | | \$ 12.43 | | \$ 16.29 | | \$ 25.40 | | \$ 34.05 | | \$ 42.71 | | \$ 51.36 | | \$ 60.01 | | \$ 68.67 | |
| | Actual/Budget | | -329% | | -257% | | -224% | | | | | | | | | | | | | | | | | | |
| Hard costs for other non-federal highway construction projects | Work Performed | \$ 0.85 | \$ 0.01 | \$ 2.56 | \$ 2.87 | \$ 3.76 | \$ 3.81 | \$ 6.32 | | \$ 9.22 | | \$ 12.30 | | \$ 15.71 | | \$ 19.13 | | \$ 22.58 | | \$ 26.10 | | \$ 28.52 | | \$ 30.47 | |
| | Actual/Budget | | 98% | | -12% | | -1% | | | | | | | | | | | | | | | | | | |
| Local Construction Costs (Pending) | | | | | | | | | | | | | | | | | | | | | | | | | |
| ER FHWA Hard Costs (Pending) | | | | | | | | | | | | | | | | | | | | | | | | | |
| Totals | Work Performed | \$ 8.11 | \$ 9.89 | \$ 19.91 | \$ 38.59 | \$ 35.32 | \$ 70.68 | | | | | | | | | | | | | | | | | | |
| | Actual/Budget | | -22% | | -94% | | -100% | | | | | | | | | | | | | | | | | | |

Cumulative quarterly performance, presented in Table #3, shows similar variabilities with \$70.7 Million work performed compared to the Post Covid-19 projections of \$35.6 Million for a -100% variance. HTA's Post-Covid-19 model, developed during the lockdown during an environment of significant uncertainty, assumed Q1 disbursements would be 37% of the Pre-Covid-19 projections while actuals represent 71%. Variance at the program level is erratic ranging with values of -88%, -224% and -1% for the federal, Abriendo Caminos and other state programs respectively, again demonstrating the uncertainty created by Covid-19 at a more disaggregated level.

HTA expects that this significant variability will continue for the next few months until an estimate of the prolonged Covid-19 impact can be assessed with more certainty. Figures 3, 4 and 5 present similar information in graphical form.

Figure 3

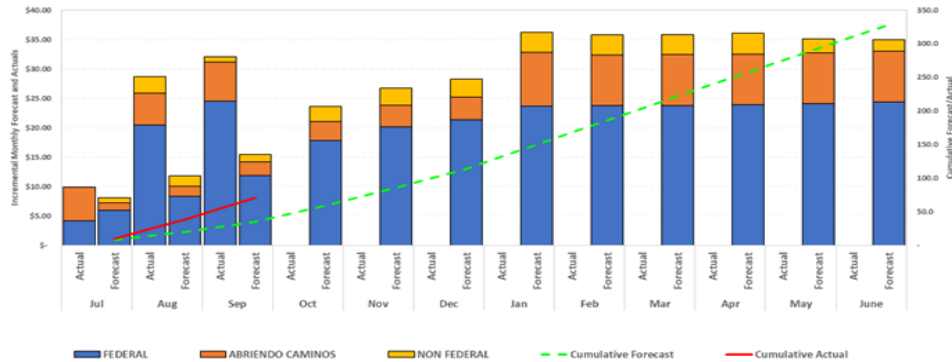


Figure 4

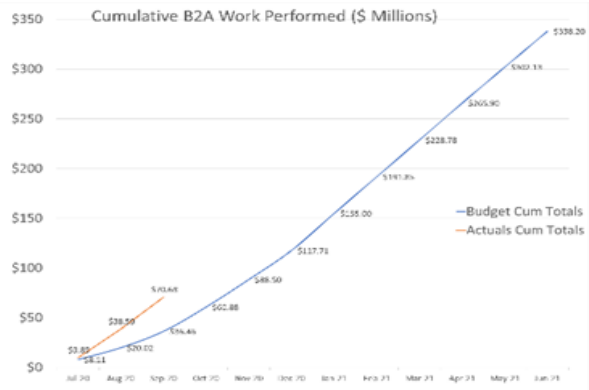
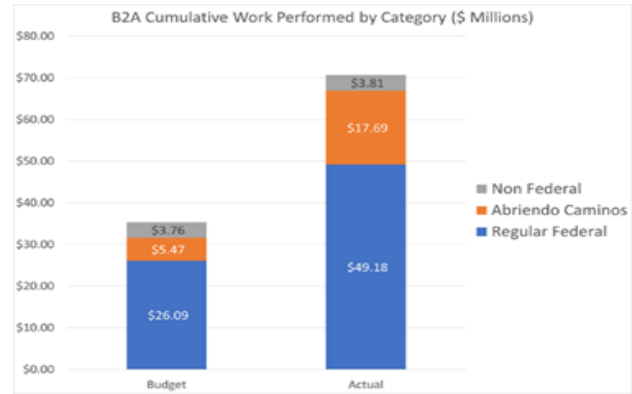


Figure 5



Although HTA has performed significantly better than projections in all hard cost work performed in the current fiscal year, it is too early to reach conclusions about the post Covid-19 impact on future disbursements. Although the variances indicate that HTA is spending at a rate higher than the budget, the variances are a result of the significant uncertainty of the Covid-19 impact in the CapEx program at the time the budget was developed. This uncertainty is still present. As indicated in the Fiscal Plan submitted by HTA, budget amendments will be required once a better understanding of the Covid-19 impact is understood. All disbursements presented in this report are associated with projects under contract based on multiyear budgets consistent with the previously certified fiscal plans. If positive variances persist, budget amendments will be required to continue work on the projects. Otherwise, construction project cancellation may be required with significant negative impact to HTA's CapEx program and Puerto Rico's macroeconomic figures.

The Construction Report includes 120 active construction projects with a total projected value of \$732.3 million with \$372.4 million certified, reflecting an average completion of 50.9%. Total cost to complete of active construction projects is \$359.9 million. Similar figures for Pre-María projects are \$134.3 million with \$99.4 million certified (74.0%) with \$34.9 million in cost to complete. Post-María projects have a projected value of \$598 million with \$273.0 million certified (45.7%) with \$325 million in cost to complete. These figures demonstrate HTA's capability in delivering an aggressive CapEx program even under the very difficult conditions resulting from Covid-19.

These figures also demonstrate that CapEx budgets are multiyear and thus, adequate budgetary controls require the use of carryforward from previous years' obligations. For example, almost all the \$229.1 million in the federal highway construction budget comes from prior year allocations and are included in the \$359.9 million cost to complete of active construction projects. Only part of the \$359.9 million in cost to complete will be spent this year and thus will become part of next year's budget as a carryforward.

Table #1 presents the KPIs requested by the FOMB in the certified FP. The target of the % change in cost KPI is being met by HTA with a projected cost increase of 6.5% for Post-María projects. Post Covid-19 updates are still not included, but HTA does not expect significant cost increases due to the pandemic. It is likely that any cost increases will be through court settlements and will have to come from special emergency funds allocated by the Commonwealth. The 6.5% projected cost increase is lower than the contingencies included in the FHWA program, thus, at project closure, the difference between the actual cost and the costs included in the FMIS system will be deobligated and made available for other projects. Actual spending, and the budgeting of these savings, will be in future years due to the multiyear nature of capital budgets and therefore should not have been included in this year's budget.

The % Change in Duration KPI target set by the FOMB is not achievable under the Covid-19 scenario, which has produced significant project delays outside of HTA's control. As of April 15, 2020, Post María projects presented a 22.8% increase in project duration, which was within the FOMB target. Although the impact of Covid-19 has not been fully assessed, this parameter has increased to 51.4%, resulting mostly from the 56 days fixed time extensions required from the lockdown and preliminary projected additional delays. This extraordinary circumstance requires a modification of the target to adequately consider the impact on Covid-19 on this KPI. Similarly, the Disbursement Variance KPI target set by the FOMB is inadequate for the Covid-19 environment since, as mentioned, the budget was determined under great uncertainty while the lockdown was still in effect and HTA's performance has been significantly better than expected as reflected by the -100.1% variance in this KPI. The solution to this situation is a budget revision for the CapEx program once project level disbursements projections are developed by HTA. As indicated in HTA's letter to FOMB on this matter dated October 7, 2020, these projections are expected to be ready in January 2021. The budget amendment will not require obligation of new funds to HTA, since both, federal and state funds are readily available for disbursements; the budget will simply require a modification of the carryover from FY20 to be incorporated in the FY21 budget.

1.1 Main B2A report

| In \$ Thousands | FY21 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 | \$ 99,139 | \$ 23,157 | \$ 36,443 | \$ 13,286 | 57% | \$ 8,121 | \$ 13,582 | \$ 5,461 | 67% | | | |
| Transit revenue | \$ 25,314 | \$ 1,342 | \$ - | \$ (1,284) | -6% | \$ 478 | \$ - | \$ (478) | -100% | No service due to COVID-19 | | |
| Toll fine revenue | \$ 17,093 | \$ 726 | \$ - | \$ (726) | -100% | \$ 470 | \$ - | \$ (470) | -100% | | | |
| Other operating income | \$ 4,918 | \$ 2,355 | \$ 2,589 | \$ (725) | 10% | \$ 1,785 | \$ 1,937 | \$ 152 | 9% | The sale of the property scheduled for this month was delayed, possibly will due in November. Also, we received from the | | |
| Operating FTA funds | \$ 20,000 | \$ 4,998 | \$ 1,027 | \$ (3,971) | -79% | \$ 1,666 | \$ 1,027 | \$ (639) | -38% | | | |
| Operating Commonwealth Transfer | \$ 90,624 | \$ 22,656 | \$ 22,656 | \$ - | 0% | \$ 7,552 | \$ 7,552 | \$ - | 0% | The income has been accumulated but the cash has not been received. | | |
| Total Operating Revenues | \$ 257,088 | \$ 55,234 | \$ 62,773 | \$ 7,539 | 14% | \$ 20,072 | \$ 24,098 | \$ 4,026 | 20% | | | |
| Commonwealth CapEx appropriation | \$ 59,067 | \$ 14,766 | \$ 14,766 | \$ - | 0% | \$ 4,922 | \$ 4,922 | \$ - | 0% | The income has been accumulated but the cash has not been received. | | |
| Abriendo Caminos funds | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ - | 0% | \$ 73,000 | \$ 73,000 | \$ - | 0% | | | |
| Capital Commonwealth Transfer | \$ 16,264 | \$ 4,065 | \$ 4,065 | \$ - | 0% | \$ 1,355 | \$ 1,355 | \$ - | 0% | The income has been accumulated but the cash has not been received. | | |
| FHWA funds | \$ 251,913 | \$ 26,094 | \$ 42,018 | \$ 15,924 | 61% | \$ 11,861 | \$ 13,819 | \$ 1,958 | 17% | | | |
| Federal Emergency Revenues | \$ 23,868 | \$ 999 | \$ 6,735 | \$ 5,736 | 574% | \$ 333 | \$ 1,268 | \$ 935 | 281% | | | |
| Capital FTA funds | \$ 65,433 | \$ 1,829 | \$ - | \$ (1,829) | -100% | \$ 551 | \$ - | \$ (551) | -100% | Program has not yet started | | |
| Total Capital Revenues | \$ 489,545 | \$ 120,753 | \$ 140,584 | \$ 19,831 | 16% | \$ 92,022 | \$ 94,364 | \$ 2,342 | 3% | | | |
| Commonwealth Transfer for Emergency Reserve | \$ 115,512 | \$ 28,878 | \$ 28,878 | \$ - | 0% | \$ 9,626 | \$ 9,626 | \$ - | 0% | The income has been accumulated but the cash has not been received. | | |
| Total Commonwealth Reserve Transfer | \$ 115,512 | \$ 28,878 | \$ 28,878 | \$ - | 0% | \$ 9,626 | \$ 9,626 | \$ - | 0% | | | |
| Total Consolidated revenues | \$ 862,145 | \$ 204,865 | \$ 232,235 | \$ 27,370 | 13% | \$ 121,720 | \$ 128,088 | \$ 6,368 | 5% | | | |
| Capital Right of Way payments | \$ 3,300 | \$ 413 | \$ 124 | \$ (289) | -70% | \$ 212 | \$ 63 | \$ (149) | -70% | | | |
| Local Construction costs | \$ 10,000 | \$ 1,139 | \$ 50 | \$ (1,089) | -96% | \$ 518 | \$ 50 | \$ (468) | -90% | FTA is maximizing the use of toll credits | | |
| Transit Construction costs | \$ 67,433 | \$ 2,029 | \$ - | \$ (2,029) | -100% | \$ 751 | \$ - | \$ (751) | -100% | Program has not yet started | | |
| Toll Optimization capital costs | \$ 14,747 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | Program has not yet started | | |
| Local Emergency Repair costs | \$ 118 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Federal Emergency Repair costs | \$ 23,868 | \$ 999 | \$ 7,474 | \$ 6,475 | 648% | \$ 333 | \$ 3,726 | \$ 3,393 | 1019% | | | |
| Non-Federal Highway Construction Hard Costs | \$ 99,136 | \$ 9,225 | \$ 21,488 | \$ 12,263 | 133% | \$ 4,061 | \$ 7,474 | \$ 3,413 | 84% | | | |
| Non-Federal Highway Construction Soft Costs | \$ 19,030 | \$ - | \$ 5,067 | \$ 5,067 | 0% | \$ - | \$ 1,947 | \$ 1,947 | 0% | The next report will have the monthly distribution, after analyzing the results of the first quarter post Covid-19. | | |
| Federal Highway Construction Hard Costs | \$ 238,695 | \$ 26,094 | \$ 49,524 | \$ 23,430 | 90% | \$ 11,861 | \$ 24,570 | \$ 12,709 | 107% | | | |
| Federal Highway Construction Soft Costs | \$ 13,308 | \$ - | \$ 2,299 | \$ 2,299 | 0% | \$ - | \$ 1,308 | \$ 1,308 | 0% | The next report will have the monthly distribution, after analyzing the results of the first quarter post Covid-19. | | |
| Total Capital Expenditures | \$ 489,545 | \$ 39,899 | \$ 86,026 | \$ 46,127 | 116% | \$ 17,735 | \$ 39,138 | \$ 21,403 | 121% | | | |
| Construction salaries & related benefits | \$ 23,579 | \$ 6,289 | \$ 6,163 | \$ (126) | -2% | \$ 1,869 | \$ 1,857 | \$ (12) | -1% | | | |
| Non-Construction salaries & related benefits | \$ 20,581 | \$ 5,463 | \$ 9,417 | \$ (46) | -1% | \$ 1,626 | \$ 1,595 | \$ (31) | -2% | | | |
| Pension costs | \$ 37,058 | \$ 9,527 | \$ 8,844 | \$ (683) | -7% | \$ 2,973 | \$ 2,929 | \$ (44) | -1% | Expense for the month of September was estimated, the invoice has not been received | | |
| Operational Right of Way payments | \$ 16,917 | \$ 4,121 | \$ 2,108 | \$ (2,013) | -49% | \$ 1,573 | \$ 825 | \$ (748) | -48% | Court delay due to COVID-19 a revised budget will be prepared | | |
| Other construction program expenses | \$ 1,688 | \$ 424 | \$ 156 | \$ (268) | -63% | \$ 144 | \$ 36 | \$ (108) | -75% | Delays due to COVID-19 and PCOS Approvals | | |
| Toll highways administration and maintenance costs | \$ 41,692 | \$ 8,746 | \$ 7,318 | \$ (1,428) | -16% | \$ 3,119 | \$ 2,768 | \$ (351) | -11% | Delay in the awarding of auctions for Highways maintenance | | |
| Tren Urbano costs | \$ 74,252 | \$ 15,308 | \$ 13,004 | \$ (2,302) | -18% | \$ 5,452 | \$ 4,275 | \$ (1,177) | -22% | No service due to COVID-19 | | |
| Feeder Bus costs | \$ 12,300 | \$ 3,076 | \$ 1,263 | \$ (1,813) | -59% | \$ 1,023 | \$ 290 | \$ (733) | -72% | No service due to COVID-19 | | |
| Other operating expenses | \$ 29,021 | \$ 6,069 | \$ 2,927 | \$ (3,142) | -52% | \$ 2,263 | \$ 977 | \$ (1,286) | -57% | Delays due to COVID-19 and PCOS Approvals | | |
| Total Operating Expenses | \$ 257,088 | \$ 59,621 | \$ 47,200 | \$ (12,421) | -21% | \$ 20,042 | \$ 15,552 | \$ (4,490) | -22% | | | |
| Reserve deposits for emergencies & unforeseen needs | \$ 66,996 | \$ 6,699 | \$ - | \$ (6,699) | -100% | \$ 6,699 | \$ - | \$ (6,699) | -100% | | | |
| Reserve deposits for outstanding obligations | \$ 40,000 | \$ 4,000 | \$ - | \$ (4,000) | -100% | \$ 4,000 | \$ - | \$ (4,000) | -100% | | | |
| Reserve deposits for unforeseen non-Title III litigation costs | \$ 8,516 | \$ 2,127 | \$ 86 | \$ (2,041) | -96% | \$ 709 | \$ - | \$ (709) | -100% | | | |
| Total Reserve Deposits | \$ 115,512 | \$ 12,826 | \$ 86 | \$ (12,740) | -99% | \$ 11,408 | \$ - | \$ (11,408) | -100% | | | |
| Total Expenditures | \$ 862,145 | \$ 112,346 | \$ 133,312 | \$ 20,966 | 19% | \$ 49,185 | \$ 54,690 | \$ 5,505 | 11% | | | |
| Toll fare revenue deep dive | | | | | | | | | | | | |
| Revenues from existing toll lanes | \$ 96,511 | \$ 23,157 | \$ 36,443 | \$ 13,286 | 57% | \$ 8,121 | \$ - | \$ (8,121) | -100% | | | |
| Revenues from new DTL lanes | \$ 2,628 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Total toll fare revenue | \$ 99,139 | \$ 23,157 | \$ 36,443 | \$ 13,286 | 57% | \$ 8,121 | \$ - | \$ (8,121) | -100% | | | |
| Toll fine revenue deep dive | | | | | | | | | | | | |
| Fines from existing rates | \$ 14,920 | \$ 634 | \$ - | \$ (634) | -100% | \$ 410 | \$ - | \$ (410) | -100% | | | |
| Fines from tiered rates | \$ 2,173 | \$ 92 | \$ - | \$ (92) | -100% | \$ 60 | \$ - | \$ (60) | -100% | | | |
| Total toll fine revenue | \$ 17,093 | \$ 726 | \$ - | \$ (726) | -100% | \$ 470 | \$ - | \$ (470) | -100% | | | |
| Transit revenue deep dive | | | | | | | | | | | | |
| Tren Urbano fare revenue | \$ 5,138 | \$ 1,234 | \$ 50 | \$ (1,184) | -96% | \$ 438 | \$ - | \$ (438) | -100% | Due to COVID-19 | | |
| Feeder Bus fare revenue | \$ 491 | \$ 108 | \$ 8 | \$ (1,000) | -93% | \$ 40 | \$ - | \$ (40) | -100% | Due to COVID-19 | | |
| CARES Act funds | \$ 19,685 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Total transit revenue | \$ 25,314 | \$ 1,342 | \$ 58 | \$ (1,284) | -96% | \$ 478 | \$ - | \$ (478) | -100% | | | |
| FHWA funds deep dive | | | | | | | | | | | | |
| Regular FHWA funds | \$ 251,913 | \$ 26,094 | \$ 42,018 | \$ 15,924 | 61% | \$ 11,861 | \$ 13,819 | \$ 1,958 | 17% | | | |
| Discretionary FHWA funds | \$ 8,000 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Discretionary FHWA projects | \$ (8,000) | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Total FHWA funds | \$ 251,913 | \$ 26,094 | \$ 42,018 | \$ 15,924 | 61% | \$ 11,861 | \$ 13,819 | \$ 1,958 | 17% | | | |
| Capital FTA funds deep dive | | | | | | | | | | | | |
| Regular capital FTA funds | \$ 65,433 | \$ 1,829 | \$ - | \$ (1,829) | -100% | \$ 551 | \$ - | \$ (551) | -100% | | | |
| Discretionary FTA funds | \$ 6,000 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Discretionary FTA projects | \$ (6,000) | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Total capital FTA funds | \$ 65,433 | \$ 1,829 | \$ - | \$ (1,829) | -100% | \$ 551 | \$ - | \$ (551) | -100% | | | |
| Federal Emergency Revenues deep dive | | | | | | | | | | | | |
| FHWA emergency funds | \$ 19,868 | \$ - | \$ 6,735 | \$ 6,735 | 0% | \$ - | \$ 1,268 | \$ 1,268 | 0% | | | |
| FEMA emergency funds | \$ 4,000 | \$ 999 | \$ - | \$ (999) | -100% | \$ 333 | \$ - | \$ (333) | -100% | | | |
| Total Federal Emergency Revenues | \$ 23,868 | \$ 999 | \$ 6,735 | \$ 5,736 | 574% | \$ 333 | \$ 1,268 | \$ 935 | 281% | | | |
| Construction salaries & related benefits deep dive | | | | | | | | | | | | |
| Main salaries - Construction | \$ 17,886 | \$ 5,040 | \$ 4,713 | \$ (327) | -6% | \$ 1,470 | \$ 1,359 | \$ (111) | -8% | | | |
| Christmas Bonus - Construction | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Healthcare costs - Construction | \$ 2,790 | \$ 697 | \$ 884 | \$ 187 | 27% | \$ 232 | \$ 315 | \$ 83 | 36% | Expense for the month of September was estimated, the invoice has not been received | | |
| Early retirement costs - Construction | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Other labor costs - Construction | \$ 2,903 | \$ 552 | \$ 566 | \$ 14 | 3% | \$ 167 | \$ 183 | \$ 16 | 10% | | | |
| Total construction payroll costs | \$ 23,579 | \$ 6,289 | \$ 6,163 | \$ (126) | -2% | \$ 1,869 | \$ 1,857 | \$ (12) | -1% | | | |

1.1 Main B2A report

| In \$ Thousands | FY21 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) |
|--|-------------------|------------------|------------------|-------------------|--------------|------------------|------------------|-------------------|--------------|---|--------------------------------|----------------------------------|
| Non-Construction salaries & related benefits deep dive | | | | | | | | | | | | |
| Main salaries - Non-Construction | \$ 10,708 | \$ 2,970 | \$ 2,699 | \$ (271) | -9% | \$ 850 | \$ 753 | \$ (97) | -11% | | | |
| Christmas Bonus - Non-Construction | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Healthcare costs - Non-Construction | \$ 1,505 | \$ 377 | \$ 475 | \$ 98 | 26% | \$ 125 | \$ 169 | \$ 44 | 35% | Expense for the month of September was estimated, the invoice has not been received | | |
| Early retirement costs - Non-Construction | \$ 6,661 | \$ 1,811 | \$ 1,932 | \$ 121 | 7% | \$ 561 | \$ 591 | \$ 30 | 5% | | | |
| Other labor costs - Non-Construction | \$ 1,708 | \$ 305 | \$ 311 | \$ 6 | 2% | \$ 90 | \$ 82 | \$ (8) | -9% | | | |
| Total non-construction payroll costs | \$ 20,582 | \$ 5,463 | \$ 5,417 | \$ (46) | -1% | \$ 1,626 | \$ 1,595 | \$ (31) | -2% | | | |
| Pension costs deep dive | | | | | | | | | | | | |
| Pension contributions | \$ 35,861 | \$ 9,230 | \$ 8,844 | \$ (386) | -4% | \$ 2,874 | \$ 2,929 | \$ 55 | 2% | | | |
| Administrative pension costs | \$ 1,197 | \$ 297 | \$ - | \$ (297) | -100% | \$ 99 | \$ - | \$ (99) | -100% | | | |
| Total pension costs | \$ 37,058 | \$ 9,527 | \$ 8,844 | \$ (683) | -7% | \$ 2,973 | \$ 2,929 | \$ (44) | -1% | | | |
| Other Operating Expenses deep dive | | | | | | | | | | | | |
| Non-Title III Professional Service Fees | \$ 8,490 | \$ 1,223 | \$ 346 | \$ (877) | -72% | \$ 620 | \$ 118 | \$ (502) | -81% | | | |
| Title III Professional Service Fees | \$ 10,000 | \$ 2,499 | \$ 1,005 | \$ (1,494) | -60% | \$ 833 | \$ 771 | \$ (62) | -7% | | | |
| Discretionary fund management team | \$ 100 | \$ 10 | \$ - | \$ (10) | -100% | \$ 10 | \$ - | \$ (10) | -100% | | | |
| Ancillary revenue management team | \$ 200 | \$ 20 | \$ - | \$ (20) | -100% | \$ 20 | \$ - | \$ (20) | -100% | | | |
| Electricity costs | \$ 918 | \$ 228 | \$ 149 | \$ (79) | -35% | \$ 76 | \$ 55 | \$ (21) | -28% | | | |
| Water supply costs | \$ 455 | \$ 113 | \$ 96 | \$ (17) | -15% | \$ 38 | \$ 22 | \$ (16) | -42% | | | |
| Other expenses | \$ 8,858 | \$ 1,976 | \$ 1,331 | \$ (645) | -33% | \$ 666 | \$ 11 | \$ (655) | -98% | | | |
| Total Other Operating Expenses | \$ 29,021 | \$ 6,069 | \$ 2,927 | \$ (3,142) | -52% | \$ 2,263 | \$ 977 | \$ (1,286) | -57% | | | |
| Tren Urbano costs deep dive | | | | | | | | | | | | |
| Base fee for Tren Urbano operating contract | \$ 48,702 | \$ 12,176 | \$ 11,700 | \$ (476) | -4% | \$ 4,059 | \$ 3,900 | \$ (159) | -4% | | | |
| Other costs under Tren Urbano operating contract | \$ 6,800 | \$ 1,520 | \$ - | \$ (1,520) | -100% | \$ 570 | \$ - | \$ (570) | -100% | | | |
| Tren Urbano insurance costs | \$ 9,005 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Tren Urbano electricity costs | \$ 8,500 | \$ 1,900 | \$ 1,304 | \$ (596) | -31% | \$ 720 | \$ 375 | \$ (345) | -48% | | | |
| Other regular Tren Urbano costs | \$ 74 | \$ 18 | \$ - | \$ (18) | -100% | \$ 6 | \$ - | \$ (6) | -100% | | | |
| COVID-19 special costs | \$ 1,371 | \$ 293 | \$ - | \$ (293) | -100% | \$ 97 | \$ - | \$ (97) | -100% | | | |
| Total Tren Urbano costs | \$ 74,252 | \$ 15,906 | \$ 13,004 | \$ (2,902) | -18% | \$ 5,452 | \$ 4,275 | \$ (1,177) | -22% | | | |
| Feeder Bus costs deep dive | | | | | | | | | | | | |
| Base fee for Feeder Bus operating contract | \$ 10,378 | \$ 2,592 | \$ 1,263 | \$ (1,329) | -51% | \$ 864 | \$ 290 | \$ (574) | -66% | | | |
| Other costs under Feeder Bus operating contract | \$ 1,556 | \$ 388 | \$ - | \$ (388) | -100% | \$ 123 | \$ - | \$ (123) | -100% | | | |
| COVID-19 special costs | \$ 366 | \$ 96 | \$ - | \$ (96) | -100% | \$ 30 | \$ - | \$ (30) | -100% | | | |
| Total Feeder Bus costs | \$ 12,300 | \$ 3,076 | \$ 1,263 | \$ (1,813) | -59% | \$ 1,023 | \$ 290 | \$ (733) | -72% | | | |
| Toll highway administration & maintenance costs deep dive | | | | | | | | | | | | |
| Variable electronic toll collection fees | \$ 16,876 | \$ 3,976 | \$ 3,716 | \$ (260) | -7% | \$ 1,345 | \$ 1,074 | \$ (271) | -20% | | | |
| Highway electricity costs | \$ 4,000 | \$ 999 | \$ 549 | \$ (450) | -45% | \$ 333 | \$ 216 | \$ (117) | -35% | | | |
| Other toll highway administration & maintenance costs | \$ 20,816 | \$ 3,771 | \$ 3,053 | \$ (718) | -19% | \$ 1,441 | \$ 1,478 | \$ 37 | 3% | | | |
| Total Feeder Bus costs | \$ 41,692 | \$ 8,746 | \$ 7,318 | \$ (1,428) | -16% | \$ 3,119 | \$ 2,768 | \$ (351) | -11% | | | |
| Federal Emergency Repair Costs deep dive | | | | | | | | | | | | |
| FHWA funded projects | \$ 19,868 | \$ - | \$ 7,474 | \$ 7,474 | 0% | \$ - | \$ 3,726 | \$ 3,726 | 0% | | | |
| FEMA funded projects | \$ 4,000 | \$ 999 | \$ - | \$ (999) | -100% | \$ 333 | \$ - | \$ (333) | -100% | | | |
| Total federal emergency repair costs | \$ 23,868 | \$ 999 | \$ 7,474 | \$ 6,475 | 648% | \$ 333 | \$ 3,726 | \$ 3,393 | 1019% | | | |
| Federal Highway Construction Hard Costs deep dive | | | | | | | | | | | | |
| Regular federal highway construction projects | \$ 229,061 | \$ 26,094 | \$ 49,524 | \$ 23,430 | 90% | \$ 11,861 | \$ 24,570 | \$ 12,709 | 107% | | | |
| Additional projects due to CIP optimization | \$ 9,544 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Total federal highway construction hard costs | \$ 238,605 | \$ 26,094 | \$ 49,524 | \$ 23,430 | 90% | \$ 11,861 | \$ 24,570 | \$ 12,709 | 107% | | | |
| Federal Highway Construction Soft Costs deep dive | | | | | | | | | | | | |
| Regular federal highway construction projects | \$ 12,776 | \$ - | \$ 2,299 | \$ 2,299 | 0% | \$ - | \$ 1,308 | \$ 1,308 | 0% | The next report will have the monthly distribution, after analyzing the results of the first quarter post Covid-19. | | |
| Additional projects due to CIP optimization | \$ 532 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | | |
| Total federal highway construction soft costs | \$ 13,308 | \$ - | \$ 2,299 | \$ 2,299 | 0% | \$ - | \$ 1,308 | \$ 1,308 | 0% | | | |
| Non-Federal Highway Construction Hard Costs deep dive | | | | | | | | | | | | |
| Abriendo Caminos Hard Costs | \$ 68,666 | \$ 5,468 | \$ 17,698 | \$ 12,230 | 224% | \$ 2,353 | \$ 6,589 | \$ 4,236 | 180% | | | |
| Other Hard Costs | \$ 30,470 | \$ 3,757 | \$ 3,790 | \$ 33 | 1% | \$ 1,708 | \$ 885 | \$ (823) | -48% | | | |
| Total non-federal highway construction hard costs | \$ 99,136 | \$ 9,225 | \$ 21,488 | \$ 12,263 | 133% | \$ 4,061 | \$ 7,474 | \$ 3,413 | 84% | | | |
| Non-Federal Highway Construction Soft Costs deep dive | | | | | | | | | | | | |
| Abriendo Caminos Soft Costs | \$ 11,334 | \$ - | \$ 2,406 | \$ 2,406 | 0% | \$ - | \$ 748 | \$ 748 | 0% | The next report will have the monthly distribution, after analyzing the results of the first quarter post Covid-19. | | |
| Other Soft Costs | \$ 7,696 | \$ - | \$ 2,661 | \$ 2,661 | 0% | \$ - | \$ 1,199 | \$ 1,199 | 0% | The next report will have the monthly distribution, after analyzing the results of the first quarter post Covid-19. | | |
| Total non-federal highway construction soft costs | \$ 19,030 | \$ - | \$ 5,067 | \$ 5,067 | 0% | \$ - | \$ 1,947 | \$ 1,947 | 0% | The next report will have the monthly distribution, after analyzing the results of the first quarter post Covid-19. | | |
| Transit Construction Costs deep dive | | | | | | | | | | | | |
| Federally funded projects | \$ 65,433 | \$ 1,829 | \$ - | \$ (1,829) | -100% | \$ 551 | \$ - | \$ (551) | -100% | | | |
| Locally funded projects | \$ 2,000 | \$ 200 | \$ - | \$ (200) | -100% | \$ 200 | \$ - | \$ (200) | -100% | | | |
| Total transit construction costs | \$ 67,433 | \$ 2,029 | \$ - | \$ (2,029) | -100% | \$ 751 | \$ - | \$ (751) | -100% | | | |

Footnotes:

- A - Due to the nature of the budget modification in progress and related disbursement commitments in existing contracts, HTA cannot provide a monthly budget at this time. Actuals are not available this month, but should be available going forward.
- B - It is not feasible to establish monthly budgets for discretionary funds. Furthermore, funds received in FY21 will be spent in FY22. HTA suggests that a separate report, outside the B2A, for discretionary funds and removing this line item.
- C - These are funds to be saved in FY21, which would be spent in FY22 budget based on disbursements. HTA suggests that a separate report, outside the B2A, for this category and removing this line item.

1.2 Additional B2A info

| In \$ Thousands | FY21 Budget | Budget YTD | YTD Actuals | Variance (\$) | Variance (%) | Monthly Budget | Monthly Actuals | Variance (\$) | Variance (%) |
|--|------------------|------------------|------------------|------------------|--------------|-----------------|------------------|-------------------|--------------|
| PR-20 revenue | \$ 2,589 | \$ 615 | \$ 673 | \$ 58 | 9% | \$ 239 | \$ 220 | \$ (19) | -8% |
| PR-52 revenue | \$ 50,509 | \$ 12,325 | \$ 14,676 | \$ 2,351 | 19% | \$ 4,223 | \$ 4,888 | \$ 665 | 16% |
| PR-53 revenue | \$ 8,630 | \$ 2,144 | \$ 3,619 | \$ 1,475 | 69% | \$ 769 | \$ 1,193 | \$ 424 | 55% |
| PR-66 revenue | \$ 21,575 | \$ 4,996 | \$ 6,700 | \$ 1,704 | 34% | \$ 1,788 | \$ 2,220 | \$ 432 | 24% |
| Payments from concessionaires to HTA | \$ 1,286 | \$ 286 | \$ 279 | \$ (7) | -2% | \$ 107 | \$ 96 | \$ (11) | -10% |
| Payments from HTA to concessionaires | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Off-period V-tolls | \$ 11,922 | \$ 2,791 | \$ 10,496 | \$ 7,705 | 276% | \$ 995 | \$ 4,965 | \$ 3,970 | 399% |
| Revenue from new Dynamic Toll Lanes | \$ 2,628 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Total Toll fare revenue | \$ 99,139 | \$ 23,157 | \$ 36,443 | \$ 13,286 | 57% | \$ 8,121 | \$ 13,582 | \$ 5,461 | 67% |
| Metro Urbano | \$ 46 | \$ 9 | \$ 1 | \$ (8) | -89% | \$ 4 | \$ - | \$ (4) | -100% |
| Metrobus | \$ 312 | \$ 68 | \$ 5 | \$ (63) | -93% | \$ 25 | \$ - | \$ (25) | -100% |
| TU Conexion | \$ 133 | \$ 31 | \$ 2 | \$ (29) | -94% | \$ 11 | \$ - | \$ (11) | -100% |
| Total Feeder Bus fare revenue | \$ 491 | \$ 108 | \$ 8 | \$ (100) | -93% | \$ 40 | \$ - | \$ (40) | -100% |
| Rentals / leases (non-TU related) | \$ 1,329 | \$ 332 | \$ 295 | \$ (37) | -11% | \$ 111 | \$ 19 | \$ (92) | -83% |
| Rentals / leases (TU related) | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Real estate sales | \$ 1,500 | \$ 1,500 | \$ 160 | \$ (1,340) | -89% | \$ 1,500 | \$ 103 | \$ (1,397) | -93% |
| Other sources (TU related) | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Other sources (non-TU related) | \$ 2,089 | \$ 522 | \$ 2,134 | \$ 1,612 | 309% | \$ 174 | \$ 1,815 | \$ 1,641 | 943% |
| Total Other operating income | \$ 4,918 | \$ 2,355 | \$ 2,589 | \$ 235 | 10% | \$ 1,785 | \$ 1,937 | \$ 152 | 9% |
| PayGo contributions | \$ 35,861 | \$ 9,230 | \$ 8,844 | \$ (386) | -4% | \$ 2,874 | \$ - | \$ (2,874) | -100% |
| Non PayGo contributions | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Total Pension contributions | \$ 35,861 | \$ 9,230 | \$ 8,844 | \$ (386) | -4% | \$ 2,874 | \$ - | \$ (2,874) | -100% |
| FEMA funds - Earthquake related | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| FEMA funds - Maria related | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Total FEMA emergency funds | \$ 4,000 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| FHWA funds - Earthquake related | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| FHWA funds - Maria related | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Total FHWA emergency funds | \$ 19,868 | \$ - | \$ 7,474 | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Highway and transit program delivery | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Audit and financial services | \$ 1,255 | \$ 256 | \$ 194 | \$ (62) | -24% | \$ 97 | \$ 70 | \$ (27) | -28% |
| Legal services | \$ 750 | \$ 112 | \$ 68 | \$ (44) | -39% | \$ 66 | \$ 48 | \$ (18) | -27% |
| Toll optimization services | \$ 1,500 | \$ 150 | \$ - | \$ (150) | -100% | \$ 150 | \$ - | \$ (150) | -100% |
| Other professional services | \$ 4,985 | \$ 705 | \$ 84 | \$ (621) | -88% | \$ 307 | \$ - | \$ (307) | -100% |
| Total Non-Title III professional fees | \$ 8,490 | \$ 1,223 | \$ 346 | \$ (877) | -72% | \$ 620 | \$ 118 | \$ (502) | -81% |
| Insurance | \$ 3,923 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Utility payments (excluding electricity) | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Security costs | \$ 1,091 | \$ 268 | \$ 297 | \$ 29 | 11% | \$ 100 | \$ 136 | \$ 36 | 36% |
| Repairs & maintenance | \$ 15,302 | \$ 3,380 | \$ 2,728 | \$ (652) | -19% | \$ 1,300 | \$ 1,327 | \$ 27 | 2% |
| Other costs | \$ 500 | \$ 123 | \$ 28 | \$ (95) | -77% | \$ 41 | \$ 15 | \$ (26) | -63% |
| Total Other toll highway administration & maintenance costs | \$ 20,816 | \$ 3,771 | \$ 3,053 | \$ (718) | -19% | \$ 1,441 | \$ 1,478 | \$ 37 | 3% |

1.2 Additional B2A info

| In \$ Thousands | FY21 Budget | Budget YTD | YTD Actuals | Variance (\$) | Variance (%) | Monthly Budget | Monthly Actuals | Variance (\$) | Variance (%) |
|---|-------------------|------------------|------------------|-------------------|--------------|------------------|------------------|-----------------|--------------|
| Rents & leases | \$ 799 | \$ 200 | \$ 200 | \$ - | 0% | \$ 66 | \$ 108 | \$ 42 | 64% |
| Insurance | \$ 981 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Utility payments (excluding electricity and water supply) | \$ 600 | \$ 150 | \$ 52 | \$ (98) | -65% | \$ 50 | \$ 18 | \$ (32) | -64% |
| Security costs | \$ 1,002 | \$ 259 | \$ 219 | \$ (40) | -15% | \$ 95 | \$ 58 | \$ (37) | -39% |
| Transportation expenses | \$ 487 | \$ 121 | \$ 61 | \$ (60) | -50% | \$ 40 | \$ 45 | \$ 5 | 13% |
| Purchased goods & equipment | \$ 1,604 | \$ 400 | \$ 320 | \$ (80) | -20% | \$ 133 | \$ 11 | \$ (122) | -92% |
| Other costs | \$ 3,385 | \$ 846 | \$ 479 | \$ (367) | -43% | \$ 282 | \$ 107 | \$ (175) | -62% |
| Total Other expenses (within Other operating expenses) | \$ 8,858 | \$ 1,976 | \$ 1,331 | \$ (645) | -33% | \$ 666 | \$ 347 | \$ (319) | -48% |
| A Hard Costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A Soft Costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total Toll optimization capital costs | \$ 14,747 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| A FHWA funded Hard Costs - Maria related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A FHWA funded Soft Costs - Maria related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A FHWA funded Hard Costs - Earthquake related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A FHWA funded Soft Costs - Earthquake related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total FHWA funded emergency projects | \$ 19,868 | \$ - | \$ 7,474 | \$ - | 0% | \$ - | \$ 7,474 | \$ - | 0% |
| A FEMA funded Hard Costs - Maria related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A FEMA funded Hard Costs - Maria related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A FEMA funded Hard Costs - Earthquake related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A FEMA funded Hard Costs - Earthquake related | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total FEMA funded emergency projects | \$ 4,000 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| A Hard Costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| A Soft Costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total Local emergency repair costs | \$ 118 | \$ 28 | \$ - | \$ - | 0% | \$ 10 | \$ - | \$ - | 0% |
| Emergency relief projects | \$ 41,224 | \$ 711 | | \$ (711) | -100% | \$ 426 | | \$ (426) | -100% |
| Other TU improvements | \$ 24,209 | \$ 1,118 | | \$ (1,118) | -100% | \$ 125 | | \$ (125) | -100% |
| Total federally funded transit Construction | \$ 65,433 | \$ 1,829 | \$ - | \$ (1,829) | -100% | \$ 551 | \$ - | \$ (551) | -100% |
| Design & Pre-construction | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Material Testing & Management | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Construction Engineering & Inspection | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Environmental soft costs | \$ 500 | | | \$ - | 0% | | | \$ - | 0% |
| Other soft costs | \$ 1,200 | | | \$ - | 0% | | | \$ - | 0% |
| Total Local construction soft costs | \$ 1,700 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Pavement rehabilitation | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Safety improvements | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| New road construction | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Bridge repairs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Congestion management (e.g. DTL) | \$ 1,000 | | | \$ - | 0% | | | \$ - | 0% |
| Other hard costs | \$ 7,300 | | | \$ - | 0% | | | \$ - | 0% |
| Total Local construction hard costs | \$ 8,300 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% |
| Total Local construction costs | \$ 10,000 | \$ 1,139 | \$ - | \$ - | 0% | \$ 1,139 | \$ - | \$ - | 0% |
| B Design & Pre-construction | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Material Testing & Management | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Construction Engineering & Inspection | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Environmental soft costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Other soft costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total Federal highway construction soft costs | \$ 13,308 | \$ - | \$ 2,299 | \$ - | 0% | \$ - | \$ 2,299 | \$ - | 0% |
| B Pavement rehabilitation | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Safety improvements | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B New road construction | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Bridge repairs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Congestion management (e.g. DTL) | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Other hard costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total Federal highway construction hard costs | \$ 238,605 | \$ 26,094 | \$ 49,524 | \$ - | 0% | \$ 11,861 | \$ 49,524 | \$ - | 0% |

1.2 Additional B2A info

| In \$ Thousands | FY21 Budget | Budget YTD | YTD Actuals | Variance (\$) | Variance (%) | Monthly Budget | Monthly Actuals | Variance (\$) | Variance (%) |
|--|-------------|------------|-------------|---------------|--------------|----------------|-----------------|---------------|--------------|
| Total Federal highway construction costs | \$ 251,913 | \$ 26,094 | \$ 51,823 | \$ - | 0% | \$ 11,861 | \$ 51,823 | \$ - | 0% |
| B Design & Pre-construction | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Material Testing & Management | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Construction Engineering & Inspection | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Environmental soft costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Other soft costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total Non-Federal highway construction soft costs | \$ 19,030 | \$ - | \$ 5,067 | \$ - | 0% | \$ - | \$ 5,067 | \$ - | 0% |
| B Pavement rehabilitation | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Safety improvements | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B New road construction | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Bridge repairs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Congestion management (e.g. DTL) | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| B Other hard costs | \$ - | | | \$ - | 0% | | | \$ - | 0% |
| Total Non-Federal highway construction hard costs | \$ 99,136 | \$ 9,225 | \$ 36,443 | \$ - | 0% | \$ 4,061 | \$ 36,443 | \$ - | 0% |
| Total Non-Federal highway construction costs | \$ 118,166 | \$ 9,225 | \$ 41,510 | \$ - | 0% | \$ 4,061 | \$ 41,510 | \$ - | 0% |

Footnotes:

- A** - HTA is in the process of preparing monthly forecasts for these line items, which should be available shortly.
- B** - HTA suggests eliminating this line item. Project level disbursements will be presented with the categories used by HTA in a separate report.

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

| | | | | | | | | | | | | | | 2.1 Liquidity Data | | | | | | | | | | | | | | | | | |
|--|--|----------|----------|----------|----------|---------|----------|----------|----------|----------|----------|---------|----------|--------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| | | | | | | | | | | | | | | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | | | | |
| | | | | | | | | | | | | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | |
| | | | | | | | | | | | | | | 10/2 | 10/9 | 10/16 | 10/23 | 10/30 | 11/6 | 11/13 | 11/20 | 11/27 | 12/4 | 12/11 | 12/18 | 12/25 | 1/1 | 1/8 | 1/15 | | |
| (\$000's) | 7/3 | 7/10 | 7/17 | 7/24 | 7/31 | 8/7 | 8/14 | 8/21 | 8/28 | 9/4 | 9/11 | 9/18 | 9/25 | 10/2 | 10/9 | 10/16 | 10/23 | 10/30 | 11/6 | 11/13 | 11/20 | 11/27 | 12/4 | 12/11 | 12/18 | 12/25 | 1/1 | 1/8 | 1/15 | | |
| OPERATING CASH FLOW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Receipts: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Toll Fares | 163 | 3,434 | 1,998 | 274 | 4,371 | 3,718 | 1,998 | 244 | 3,630 | 385 | 306 | 4,810 | 2,150 | 2,205 | 1,774 | 1,682 | 1,592 | 1,747 | 1,825 | 2,751 | 2,047 | 2,378 | 1,824 | 2,751 | 2,047 | 2,379 | 2,282 | 2,293 | 2,047 | |
| 2 | Merchant Fees | - | - | - | - | (173) | - | - | - | (240) | - | - | - | - | - | - | (233) | - | - | - | (233) | - | - | - | (233) | - | - | - | (233) | - | |
| 3 | Transit Revenues (A) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 4 | Electronic Toll Fines | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 5 | Other Income | 108 | 278 | 1 | 13 | 7 | 115 | 256 | 76 | 6 | 90 | 114 | 75 | 211 | 193 | 26 | 22 | 158 | 1,114 | 17 | 317 | 17 | 38 | 222 | 615 | 20 | 143 | 181 | 3 | 28 | |
| 6 | Total Operating Receipts | 271 | 3,712 | 1,999 | 287 | 4,205 | 3,833 | 2,254 | 320 | 3,396 | 475 | 420 | 4,885 | 2,362 | 2,398 | 1,800 | 1,470 | 1,750 | 2,861 | 1,842 | 2,834 | 2,064 | 2,416 | 2,046 | 3,132 | 2,067 | 2,522 | 2,551 | 2,159 | 2,164 | |
| Intra-Government Receipts: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Operating Commonwealth Transfer | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 15,104 | 600 | - | 7,552 | - | - | - | 7,552 | - | - | - | 7,552 | - | - | - | - |
| 8 | Commonwealth Transfer for Reserve | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 19,252 | - | - | 9,626 | - | - | - | 9,626 | - | - | - | 9,626 | - | - | - | - |
| 9 | Total Intra-Government Receipts | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 34,356 | 600 | - | 17,178 | - | - | - | 17,178 | - | - | - | 17,178 | - | - | - | - |
| Other Receipts [Separate Federal Transfers by Program]: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Operating Federal Transit Administration (FTA) Funds | - | - | - | 1 | - | 11,969 | - | - | - | 2,546 | 4 | 5,275 | 1,027 | - | - | - | - | 500 | - | - | - | - | - | 1,667 | - | - | - | - | 1,667 | |
| 11 | CARES ACT Funding (For Transit) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 19,685 | - | - | - | - | - | - | - | - | |
| 12 | Total Other Receipts | - | - | - | 1 | - | 11,969 | - | - | - | 2,546 | 4 | 5,275 | 1,027 | - | - | - | - | 500 | - | - | - | 19,685 | - | - | 1,667 | - | - | - | - | 1,667 |
| 13 | Total Operating Receipts | 271 | 3,712 | 1,999 | 288 | 4,205 | 15,802 | 2,254 | 320 | 3,396 | 3,021 | 424 | 10,161 | 3,389 | 2,398 | 36,156 | 2,070 | 1,750 | 20,539 | 1,842 | 2,834 | 21,749 | 19,594 | 2,046 | 4,799 | 2,067 | 19,700 | 2,551 | 2,159 | 3,831 | |
| Operating Disbursements: | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | Payroll and Related Costs | (1,007) | (302) | (1,397) | (123) | (1,257) | (282) | (1,536) | (112) | (1,153) | (132) | (1,386) | (296) | (1,182) | (733) | (885) | (82) | (1,038) | (295) | (773) | (756) | (1,169) | (299) | (994) | (571) | (462) | (1,130) | (248) | (66) | (1,312) | |
| 15 | Health Plan Payment | - | - | - | - | (503) | - | - | - | - | (305) | - | (501) | - | - | - | - | (550) | - | - | - | - | (550) | - | - | (550) | - | - | - | - | - |
| 16 | Christmas Bonus | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | Retirement Contributions (PayGo) | - | - | - | - | (2,863) | - | - | - | (3,028) | - | - | - | (2,908) | - | - | - | (3,049) | - | - | - | - | (3,049) | - | - | (3,049) | - | - | (3,049) | - | - |
| 18 | PREPA Payments | - | - | - | - | - | - | - | - | - | - | (266) | - | - | - | (314) | (398) | (354) | - | - | (139) | (458) | (440) | - | (432) | (128) | (354) | - | (354) | (336) | |
| 19 | PRASA Payments | - | - | - | - | - | - | - | - | - | - | (63) | - | - | - | - | (38) | - | - | - | - | (38) | - | - | (38) | - | - | - | - | (38) | |
| 20 | Toll Highway Administration Cost | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (1,406) | - | (1,406) | - | (1,406) | - | (1,406) | - | - | (1,406) | - | - | - | (1,406) | |
| 21 | Tren Urbano Operating Contract Cost | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (4,723) | - | (4,723) | - | (4,723) | - | (4,723) | - | - | (4,723) | - | - | - | (4,723) | |
| 22 | Other Tren Urbano Costs (Excluding Electricity) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (757) | - | (757) | - | (757) | - | (757) | - | - | (757) | - | - | - | (757) | |
| 23 | Feeder Buses Costs | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | (1,025) | - | (1,025) | - | (1,025) | - | (1,025) | - | - | (1,025) | - | - | - | (1,025) | |
| 24 | Legal Cases Payments Plan | - | - | - | - | - | - | - | - | - | (1,279) | (4) | - | - | - | - | (1,142) | (296) | (86) | - | - | - | (1,138) | - | - | (1,224) | - | - | - | (1,082) | |
| 25 | Professional Services | - | (3) | - | - | - | - | - | - | (21) | - | (293) | (9) | - | (234) | (390) | (291) | (684) | (92) | (243) | (765) | (36) | (541) | (14) | (708) | (491) | (281) | (481) | (318) | (261) | |
| 26 | Other Operating Expenses | (1) | (43) | (1) | (92) | (6) | (1) | (38) | (248) | (46) | (237) | (28) | (243) | (77) | (354) | (494) | (743) | (312) | (444) | (264) | (309) | (891) | (923) | (888) | (341) | (743) | (367) | (286) | (743) | (256) | |
| 27 | Operating Disbursements Corresponding to FY20 Services | (361) | (4,058) | (148) | (3,633) | (395) | (145) | (1,889) | (663) | (213) | (11,430) | (522) | (4,611) | (289) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 28 | Legal & Other Reserve | - | - | (86) | - | - | - | - | - | - | - | - | - | - | (2,129) | (14,249) | (4,444) | - | - | - | - | (4,444) | - | - | (4,444) | (2,129) | (14,249) | - | - | (4,444) | |
| 29 | Total Operating Disbursements | (1,369) | (4,406) | (1,632) | (3,848) | (4,521) | (931) | (3,463) | (1,023) | (4,440) | (13,404) | (1,940) | (6,273) | (4,464) | (3,450) | (16,333) | (5,997) | (11,087) | (5,080) | (9,277) | (1,969) | (14,948) | (6,940) | (1,896) | (2,052) | (15,442) | (7,860) | (15,265) | (2,563) | (14,559) | |
| 30 | Operating Net Cash Flow | (1,098) | (694) | 367 | (3,560) | (316) | 14,871 | (1,209) | (703) | (1,044) | (10,383) | (1,516) | 3,888 | (1,076) | (1,052) | 19,823 | (3,927) | (9,338) | 15,459 | (7,435) | 865 | 6,802 | 12,654 | 149 | 2,746 | (13,374) | 11,840 | (12,714) | (405) | (10,728) | |
| Unrestricted Bank Cash Balance Roll-Forward (Operating) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | Beginning Cash Balance | \$18,324 | \$13,971 | \$11,044 | \$13,393 | \$9,778 | \$9,246 | \$23,585 | \$20,279 | \$19,937 | \$17,658 | \$6,167 | \$4,228 | \$13,245 | \$11,311 | \$10,260 | \$30,083 | \$26,156 | \$16,819 | \$32,278 | \$24,843 | \$25,708 | \$32,510 | \$45,163 | \$45,313 | \$48,059 | \$34,685 | \$46,525 | \$33,811 | \$33,406 | |
| 32 | Net Cash Flow | (1,098) | (694) | 367 | (3,560) | (316) | 14,871 | (1,209) | (703) | (1,044) | (10,383) | (1,516) | 3,888 | (1,076) | (1,052) | 19,823 | (3,927) | (9,338) | 15,459 | (7,435) | 865 | 6,802 | 12,654 | 149 | 2,746 | (13,374) | 11,840 | (12,714) | (405) | (10,728) | |
| 33 | Transfer Between Accounts (Capex to Opex) (B) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 34 | Transfer Between Accounts (Reserve to Opex) (B) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 35 | Return of Funds / Reconciliation Item (D) | (3,250) | (2,240) | 1,976 | - | (207) | (536) | (2,100) | (15) | (828) | (1,102) | (428) | 5,161 | (848) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 36 | Other Inflows (C) | 5 | 10 | 36 | - | 1 | 10 | 145 | 385 | - | 0 | 5 | 26 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 37 | Other Outflows (C) | (10) | (3) | (30) | (55) | (11) | (6) | (142) | (9) | (407) | (6) | (58) | (10) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |
| 38 | Ending Operating Bank Cash Balance | \$13,971 | \$11,044 | \$13,393 | \$9,778 | \$9,246 | \$23,585 | \$20,279 | \$19,937 | \$17,658 | \$6,167 | \$4,228 | \$13,245 | \$11,311 | \$10,260 | \$30,083 | \$26,156 | \$16,819 | \$32,278 | \$24,843 | \$25,708 | \$32,510 | \$45,163 | \$45,313 | \$48,059 | \$34,685 | \$46,525 | \$33,811 | \$33,406 | \$22,678 | |
| 39 | Actual Operating Bank Cash Balance | \$13,951 | \$11,016 | \$13,370 | \$9,755 | \$9,219 | \$23,563 | \$20,132 | \$19,862 | \$17,551 | \$6,106 | \$4,165 | \$13,183 | \$11,242 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 40 | Difference | \$20 | \$28 | \$23 | \$23 | \$26 | \$22 | \$147 | \$74 | \$108 | \$61 | \$63 | \$62 | \$69 | \$10,260 | \$30,083 | \$26,156 | \$16,819 | \$32,278 | \$24,843 | \$25,708 | \$32,510 | \$45,163 | \$45,313 | \$48,059 | \$34,685 | \$46,525 | \$33,811 | \$33,406 | \$22,678 | |

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

| | | 2.1 Liquidity Data | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | Fcst. | | | |
| | | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
| | | 1/22 | 1/29 | 2/5 | 2/12 | 2/19 | 2/26 | 3/5 | 3/12 | 3/19 | 3/26 | 4/2 | 4/9 | 4/16 | 4/23 | 4/30 | 5/7 | 5/14 | 5/21 | 5/28 | 6/4 | 6/11 | 6/18 | 6/25 |
| OPERATING CASH FLOW | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Receipts: | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | Toll Fares | 2,059 | 320 | 2,282 | 2,293 | 2,047 | 2,379 | 2,358 | 2,384 | 2,115 | 2,143 | 310 | 2,210 | 2,207 | 1,983 | 2,290 | 2,282 | 2,293 | 2,047 | 2,379 | 2,282 | 2,293 | 2,047 | 2,379 |
| 2 | Merchant Fees | - | - | - | (233) | - | - | - | (233) | - | - | - | - | (233) | - | - | - | (233) | - | - | (233) | - | - | - |
| 3 | Transit Revenues (A) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 4 | Electronic Toll Fines | 87 | 69 | 153 | 166 | 178 | 147 | 164 | 175 | 157 | 148 | 156 | 190 | 160 | 164 | 188 | 214 | 221 | 207 | 216 | 218 | 212 | 211 | 217 |
| 5 | Other Income | 54 | 188 | 40 | 138 | 316 | 232 | 159 | 204 | 35 | 159 | 81 | 87 | 132 | 184 | 61 | 80 | 138 | 74 | 138 | 141 | 135 | 28 | 28 |
| 6 | Total Operating Receipts | 2,200 | 577 | 2,475 | 2,363 | 2,541 | 2,758 | 2,681 | 2,383 | 2,476 | 2,326 | 625 | 2,481 | 2,220 | 2,279 | 2,662 | 2,556 | 2,360 | 2,392 | 2,669 | 2,638 | 2,412 | 2,393 | 2,624 |
| Intra-Government Receipts: | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | Operating Commonwealth Transfer | - | 7,552 | - | - | - | - | 7,552 | - | - | - | 7,552 | - | - | - | 7,552 | - | - | - | 7,552 | - | - | 7,552 | - |
| 8 | Commonwealth Transfer for Reserve | - | 9,626 | - | - | - | - | 9,626 | - | - | - | 9,626 | - | - | - | 9,626 | - | - | - | 9,626 | - | - | 9,626 | - |
| 9 | Total Intra-Government Receipts | - | 17,178 | - | - | - | - | 17,178 | - | - | - | 17,178 | - | - | - | 17,178 | - | - | - | 17,178 | - | - | 17,178 | - |
| Other Receipts [Separate Federal Transfers by Program]: | | | | | | | | | | | | | | | | | | | | | | | | |
| 10 | Operating Federal Transit Administration (FTA) Funds | - | - | - | 1,667 | - | - | - | - | 1,667 | - | - | - | 1,667 | - | - | - | - | 1,667 | - | - | - | 1,667 | - |
| 11 | CARES ACT Funding (For Transit) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 12 | Total Other Receipts | - | - | - | 1,667 | - | - | - | - | 1,667 | - | - | - | 1,667 | - | - | - | - | 1,667 | - | - | - | 1,667 | - |
| 13 | Total Operating Receipts | 2,200 | 17,755 | 2,475 | 4,030 | 2,541 | 2,758 | 19,859 | 2,383 | 4,143 | 2,326 | 17,803 | 2,481 | 3,887 | 2,279 | 19,840 | 2,556 | 2,360 | 4,059 | 2,669 | 19,816 | 2,412 | 4,060 | 19,802 |
| Operating Disbursements: | | | | | | | | | | | | | | | | | | | | | | | | |
| 14 | Payroll and Related Costs | (136) | (1,193) | (128) | (1,115) | (462) | (1,223) | (423) | (1,245) | (204) | (1,055) | (323) | (1,161) | (963) | (411) | (1,468) | (115) | (1,560) | (349) | (853) | (711) | (2,121) | (262) | (894) |
| 15 | Health Plan Payment | - | (550) | - | - | - | (550) | - | - | - | (550) | - | - | - | - | (550) | - | - | - | (550) | - | - | - | (550) |
| 16 | Christmas Bonus | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 17 | Retirement Contributions (PayGo) | - | (3,334) | - | - | - | (3,049) | - | - | - | (3,049) | - | - | - | - | (3,049) | - | - | - | (3,049) | - | - | - | (3,049) |
| 18 | PREPA Payments | (365) | - | (336) | (399) | (387) | - | (358) | (358) | (364) | - | (532) | (358) | (169) | - | (365) | - | (467) | (399) | (630) | - | (213) | (581) | (163) |
| 19 | PRASA Payments | - | - | - | (38) | - | - | - | (38) | - | - | - | (38) | - | - | - | - | - | (38) | - | - | - | (37) | - |
| 20 | Toll Highway Administration Cost | - | - | - | (1,406) | - | - | - | (1,406) | - | - | - | (1,406) | - | - | - | - | - | (1,406) | - | - | - | (1,406) | - |
| 21 | Tren Urbano Operating Contract Cost | - | - | - | (4,723) | - | - | - | (4,723) | - | - | - | (4,723) | - | - | - | - | - | (4,723) | - | - | - | (4,723) | - |
| 22 | Other Tren Urbano Costs (Excluding Electricity) | - | - | - | (757) | - | - | - | (757) | - | - | - | (757) | - | - | - | - | - | (757) | - | - | - | (757) | - |
| 23 | Feeder Buses Costs | - | - | - | (1,025) | - | - | - | (1,025) | - | - | - | (1,025) | - | - | - | - | - | (1,025) | - | - | - | (1,025) | - |
| 24 | Legal Cases Payments Plan | (1,032) | - | - | (949) | - | (1,030) | (296) | (86) | - | (924) | - | - | (1,022) | - | (24) | - | (1,020) | (296) | (86) | - | - | (1,106) | - |
| 25 | Professional Services | (394) | (139) | (345) | (654) | (296) | (361) | (114) | (204) | (779) | (117) | (322) | (280) | (288) | (169) | (325) | (114) | (900) | (336) | (249) | (448) | (568) | (239) | (233) |
| 26 | Other Operating Expenses | (256) | (743) | (688) | (765) | (401) | (367) | (367) | (309) | (891) | (723) | (254) | (743) | (232) | (712) | (543) | (588) | (578) | (378) | (736) | (476) | (765) | (675) | (356) |
| 27 | Operating Disbursements Corresponding to FY20 Services | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 28 | Legal & Other Reserve | - | - | - | (4,444) | - | - | - | (4,444) | (2,129) | (14,249) | - | (4,444) | - | - | - | - | - | (4,444) | - | - | (14,249) | (4,444) | (2,129) |
| 29 | Total Operating Disbursements | (2,183) | (5,959) | (1,497) | (3,882) | (13,939) | (6,580) | (1,558) | (2,202) | (14,631) | (8,547) | (15,680) | (2,542) | (14,046) | (2,314) | (6,300) | (841) | (3,505) | (13,855) | (7,087) | (1,931) | (18,003) | (14,149) | (8,480) |
| 30 | Operating Net Cash Flow | 18 | 11,796 | 977 | 148 | (11,399) | (3,822) | 18,301 | 182 | (10,489) | (6,221) | 2,123 | (61) | (10,158) | (35) | 13,540 | 1,715 | (1,145) | (9,796) | (4,418) | 17,885 | (15,590) | (10,089) | 11,322 |
| Unrestricted Bank Cash Balance Roll-Forward (Operating) | | | | | | | | | | | | | | | | | | | | | | | | |
| 31 | Beginning Cash Balance | \$22,678 | \$22,696 | \$34,492 | \$35,469 | \$35,616 | \$24,218 | \$20,396 | \$38,697 | \$38,878 | \$28,390 | \$22,168 | \$24,291 | \$24,229 | \$14,071 | \$14,036 | \$27,576 | \$29,291 | \$28,146 | \$18,349 | \$13,931 | \$31,816 | \$16,225 | \$6,136 |
| 32 | Net Cash Flow | 18 | 11,796 | 977 | 148 | (11,399) | (3,822) | 18,301 | 182 | (10,489) | (6,221) | 2,123 | (61) | (10,158) | (35) | 13,540 | 1,715 | (1,145) | (9,796) | (4,418) | 17,885 | (15,590) | (10,089) | 11,322 |
| 33 | Transfer Between Accounts (Capex to Opex) (B) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 34 | Transfer Between Accounts (Reserve to Opex) (B) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 35 | Return of Funds / Reconciliation Item (D) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 36 | Other Inflows (C) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 37 | Other Outflows (C) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 38 | Ending Operating Bank Cash Balance | \$22,696 | \$34,492 | \$35,469 | \$35,616 | \$24,218 | \$20,396 | \$38,697 | \$38,878 | \$28,390 | \$22,168 | \$24,291 | \$24,229 | \$14,071 | \$14,036 | \$27,576 | \$29,291 | \$28,146 | \$18,349 | \$13,931 | \$31,816 | \$16,225 | \$6,136 | \$17,457 |
| 39 | Actual Operating Bank Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 40 | Difference | \$22,696 | \$34,492 | \$35,469 | \$35,616 | \$24,218 | \$20,396 | \$38,697 | \$38,878 | \$28,390 | \$22,168 | \$24,291 | \$24,229 | \$14,071 | \$14,036 | \$27,576 | \$29,291 | \$28,146 | \$18,349 | \$13,931 | \$31,816 | \$16,225 | \$6,136 | \$17,457 |

| 13-Week Total | FY2021 Total | Original LP FY 2021 | Variance to Total |
|---------------|--------------|---------------------|-------------------|
| 25,467 | 99,307 | 99,139 | (168) |
| (700) | (2,506) | (2,800) | (294) |
| - | - | 5,630 | 5,630 |
| - | 4,292 | 17,093 | 12,801 |
| 1,383 | 6,317 | 4,918 | (1,399) |
| 26,149 | 107,409 | 123,980 | 16,571 |
| 30,208 | 83,072 | 90,624 | 7,552 |
| 38,504 | 105,886 | 115,512 | 9,626 |
| 68,712 | 188,958 | 206,136 | 17,178 |
| 5,000 | 28,637 | 20,000 | (8,637) |
| 19,685 | 19,685 | 19,685 | - |
| 24,685 | 48,322 | 39,685 | (8,637) |
| 119,546 | 344,689 | \$369,801 | \$25,112 |
| (9,168) | (39,494) | 39,865 | 371 |
| (1,074) | (4,082) | 4,295 | 213 |
| - | - | - | - |
| (9,147) | (36,666) | 37,058 | 392 |
| (3,052) | (11,100) | 13,418 | 2,318 |
| (114) | (379) | 455 | 76 |
| (4,219) | (14,063) | 16,876 | 2,813 |
| (14,168) | (47,228) | 56,673 | 9,446 |
| (2,270) | (7,566) | 9,079 | 1,513 |
| (3,075) | (10,250) | 12,300 | 2,050 |
| (4,748) | (15,179) | 18,490 | 3,311 |
| (6,440) | (20,608) | 27,174 | 6,566 |
| (9,984) | (21,489) | - | (21,489) |
| (25,267) | (105,599) | 115,513 | 9,914 |
| (92,726) | (333,703) | \$351,196 | \$17,493 |
| 26,821 | 10,986 | \$18,605 | 29,591 |
| 18,324 | 18,324 | 18,324 | - |
| 10,986 | 10,986 | 18,605 | 7,619 |
| - | - | - | - |
| (7,199) | - | - | - |
| 592 | 592 | 592 | - |
| (673) | (673) | (673) | - |
| 22,030 | \$29,228 | \$36,848 | 7,620 |

2.1 Liquidity Data

(\$000's)

CAPEX CASH FLOW

Intra-Government Receipts:

| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 |
|-------------------------------------|------|-------|-----|------|------|------|-------|------|------|------|-------|-----|------|------|-------|-----|------|------|-------|-----|------|-------|------|
| | 1/22 | 1/29 | 2/5 | 2/12 | 2/19 | 2/26 | 3/5 | 3/12 | 3/19 | 3/26 | 4/2 | 4/9 | 4/16 | 4/23 | 4/30 | 5/7 | 5/14 | 5/21 | 5/28 | 6/4 | 6/11 | 6/18 | 6/25 |
| 41 Abriendo Caminos III funds | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 42 Capital Commonwealth Transfer | - | 1,355 | - | - | - | - | 1,355 | - | - | - | 1,355 | - | - | - | 1,355 | - | - | - | 1,355 | - | - | 1,355 | - |
| 43 Commonwealth CapEx appropriation | - | 4,922 | - | - | - | - | 4,922 | - | - | - | 4,922 | - | - | - | 4,922 | - | - | - | 4,922 | - | - | 4,922 | - |
| 44 Total Intra-Government Receipts | - | 6,278 | - | - | - | - | 6,278 | - | - | - | 6,278 | - | - | - | 6,278 | - | - | - | 6,278 | - | - | 6,278 | - |

Capex Receipts [Separate Federal Transfers by Program]:

| | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|--------|-------|---|---|--------|---|-------|---|--------|---|-------|---|--------|---|---|-------|--------|--------|---|--------|--------|
| 45 Federal Aid - FHWA & Earmarked Projects | - | - | 26,115 | - | - | - | 26,131 | - | - | - | 26,181 | - | - | - | 26,296 | - | - | - | 26,514 | - | - | 26,820 | - |
| 46 Emergency Reconstruction Program - FHWA | - | - | 833 | - | - | - | 833 | - | - | - | 833 | - | - | - | 833 | - | - | - | 833 | - | - | 833 | - |
| 47 Emergency Reconstruction Program - FEMA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 48 Emergency Reconstruction Program - FTA | - | - | - | 5,453 | - | - | - | - | 5,453 | - | - | - | 5,453 | - | - | - | - | 5,453 | - | - | - | 5,453 | - |
| 49 Total Federal Receipts | - | - | 26,949 | 5,453 | - | - | 26,964 | - | 5,453 | - | 27,015 | - | 5,453 | - | 27,130 | - | - | 5,453 | - | 27,347 | - | 5,453 | 27,654 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|-------------------------|---|-------|--------|-------|---|---|--------|---|-------|---|--------|---|-------|---|--------|---|---|-------|---|--------|---|-------|--------|
| 50 Total CAPEX Receipts | - | 6,278 | 26,949 | 5,453 | - | - | 33,241 | - | 5,453 | - | 33,292 | - | 5,453 | - | 33,407 | - | - | 5,453 | - | 33,625 | - | 5,453 | 33,931 |
|-------------------------|---|-------|--------|-------|---|---|--------|---|-------|---|--------|---|-------|---|--------|---|---|-------|---|--------|---|-------|--------|

Capex Disbursements:

| | | | | | | | | | | | | | | | | | | | | | | |
|--|---|----------|---|---|---|----------|---|---|---|----------|---|---|---|----------|---|---|---|----------|---|---|---|----------|
| 51 Capital Expenditures - Federal | - | (26,115) | - | - | - | (26,131) | - | - | - | (26,181) | - | - | - | (26,296) | - | - | - | (26,514) | - | - | - | (26,820) |
| 52 Capital Expenditures - State | - | (8,423) | - | - | - | (8,957) | - | - | - | (9,518) | - | - | - | (12,298) | - | - | - | (18,441) | - | - | - | (24,696) |
| 53 Transit Construction Program Costs - Federal | - | (5,453) | - | - | - | (5,453) | - | - | - | (5,453) | - | - | - | (5,453) | - | - | - | (5,453) | - | - | - | (5,453) |
| 54 Toll Optimization Costs | - | (1,007) | - | - | - | (1,069) | - | - | - | (1,135) | - | - | - | (1,460) | - | - | - | (2,179) | - | - | - | (2,911) |
| 55 Emergency Reconstruction Program - FHWA | - | (833) | - | - | - | (833) | - | - | - | (833) | - | - | - | (833) | - | - | - | (833) | - | - | - | (833) |
| 56 Emergency Reconstruction Program - FEMA | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 57 Transit Construction Program Costs - Local | - | - | - | - | - | (167) | - | - | - | (167) | - | - | - | (167) | - | - | - | (167) | - | - | - | (167) |
| 58 Emergency Reconstruction Program - Local | - | - | - | - | - | (10) | - | - | - | (10) | - | - | - | (10) | - | - | - | (10) | - | - | - | (10) |
| 59 Legal Cases Payments Plan (Capital ROW PMT's) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 60 Total Capex Disbursements | - | (42,008) | - | - | - | (42,619) | - | - | - | (43,296) | - | - | - | (46,517) | - | - | - | (53,596) | - | - | - | (60,890) |

| | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------|---|----------|--------|-------|---|----------|--------|---|-------|----------|--------|---|-------|----------|--------|---|---|-------|----------|--------|---|-------|----------|
| 61 Capex Net Cash Flow | - | (35,730) | 26,949 | 5,453 | - | (42,619) | 33,241 | - | 5,453 | (43,296) | 33,292 | - | 5,453 | (46,517) | 33,407 | - | - | 5,453 | (53,596) | 33,625 | - | 5,453 | (26,959) |
|------------------------|---|----------|--------|-------|---|----------|--------|---|-------|----------|--------|---|-------|----------|--------|---|---|-------|----------|--------|---|-------|----------|

Bank Cash Balance Roll-Forward (CAPEX)

| | | | | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 62 Beginning Cash Balance | \$177,517 | \$177,517 | \$141,787 | \$168,735 | \$174,188 | \$174,188 | \$131,569 | \$164,810 | \$164,810 | \$170,263 | \$126,967 | \$160,259 | \$160,259 | \$165,712 | \$119,194 | \$152,601 | \$152,601 | \$152,601 | \$158,054 | \$104,458 | \$138,083 | \$138,083 | \$143,536 |
| 63 Net Cash Flow | - | (35,730) | 26,949 | 5,453 | - | (42,619) | 33,241 | - | 5,453 | (43,296) | 33,292 | - | 5,453 | (46,517) | 33,407 | - | - | 5,453 | (53,596) | 33,625 | - | 5,453 | (26,959) |
| 64 Transfer Between Accounts (Capex to Opex) (B) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 65 Transfer Between Accounts (Reserve to Opex) (B) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 66 Return of Funds / Reconciliation Item (D) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 67 Other Inflows (C) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 68 Other Outflows (C) | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 69 Ending CAPEX Bank Cash Balance | \$177,517 | \$141,787 | \$168,735 | \$174,188 | \$174,188 | \$131,569 | \$164,810 | \$164,810 | \$170,263 | \$126,967 | \$160,259 | \$160,259 | \$165,712 | \$119,194 | \$152,601 | \$152,601 | \$152,601 | \$158,054 | \$104,458 | \$138,083 | \$138,083 | \$143,536 | \$116,577 |
| 70 Actual CAPEX Bank Cash Balance | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| 71 Difference | \$177,517 | \$141,787 | \$168,735 | \$174,188 | \$174,188 | \$131,569 | \$164,810 | \$164,810 | \$170,263 | \$126,967 | \$160,259 | \$160,259 | \$165,712 | \$119,194 | \$152,601 | \$152,601 | \$152,601 | \$158,054 | \$104,458 | \$138,083 | \$138,083 | \$143,536 | \$116,577 |

| | | | | | | | | | | | | | | | | | | | | | | | |
|----------------|---------|----------|---------|---------|----------|----------|---------|---------|----------|----------|----------|---------|----------|----------|---------|-------|---------|----------|----------|---------|----------|----------|----------|
| Total Inflows | 2,200 | 24,033 | 29,423 | 9,483 | 2,541 | 2,758 | 53,100 | 2,383 | 9,596 | 2,326 | 51,095 | 2,481 | 9,340 | 2,279 | 53,247 | 2,556 | 2,360 | 9,511 | 2,669 | 53,440 | 2,412 | 9,512 | 53,733 |
| Total Outflows | (2,183) | (47,967) | (1,497) | (3,882) | (13,939) | (49,199) | (1,558) | (2,202) | (14,631) | (51,844) | (15,680) | (2,542) | (14,046) | (48,832) | (6,300) | (841) | (3,505) | (13,855) | (60,683) | (1,931) | (18,003) | (14,149) | (69,370) |
| Total Net CF | 18 | (23,934) | 27,926 | 5,600 | (11,399) | (46,441) | 51,542 | 182 | (5,036) | (49,518) | 35,415 | (61) | (4,706) | (46,553) | 46,947 | 1,715 | (1,145) | (4,344) | (58,015) | 51,509 | (15,590) | (4,637) | (15,637) |

| 13-Week Total | FY2021 Total | Original LP FY 2021 | Variance to Total |
|---------------|--------------|---------------------|-------------------|
| 24,333 | 66,917 | 73,000 | 6,083 |
| 5,421 | 14,909 | 16,264 | 1,355 |
| 19,689 | 61,422 | 59,067 | (2,355) |
| 49,443.67 | 143,247.08 | 148,331 | 6,083 |
| 43,327 | 267,650 | 251,913 | (15,737) |
| 2,500 | 13,013 | 23,868 | 10,855 |
| - | - | - | - |
| 16,358 | 54,528 | 65,433 | 10,906 |
| 62,185.24 | 335,190 | 341,214 | 6,024 |
| 111,629 | 478,438 | 489,545 | 12,107 |
| (55,827) | (262,807) | 251,913 | (10,894) |
| (22,538) | (131,522) | 133,154 | 1,632 |
| (16,358) | (54,528) | 65,433 | 10,906 |
| (2,700) | (13,504) | 14,747 | 1,243 |
| (2,500) | (14,581) | 19,868 | 5,287 |
| - | - | 4,000 | 4,000 |
| (500) | (1,667) | 2,000 | 333 |
| (29) | (98) | 118 | 20 |
| (3,798) | (13,975) | 16,917 | 2,942 |
| (104,251) | (492,682) | \$508,150 | \$15,468 |
| 7,378 | (14,244) | -\$18,605 | \$4,361 |
| 113,672 | 113,672 | 113,672 | - |
| (14,244) | (14,244) | (18,605) | - |
| - | - | - | - |
| 7,199 | 7,199 | 7,199 | - |
| - | - | - | - |
| 106,627 | \$106,627 | \$102,266 | - |

Comments

- A These revenues are used as a credit in Tren Urbano operating expenses
- B Line used to register transfers between bank accounts.
- C Line used to register passthrough funds.
- D Comments strikethrough represents transactions already cleared whos
- E Forecast 2021 is in process of being updated after two month of actual.

2.2 Bank Balance Data

| 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 | 12,118,219 | (5,003,997) | 7,114,222 |
| Oriental | General | 1960269574 | 111002 | ZBA Account - Operational | Operating | - | - | - |
| Oriental | Deposit Law 30 & 31 | 3225252489 | 111155 | Deposit Law 30 & 31 | Operating | 43,726 | 15,883 | 59,609 |
| Oriental | FTA | 1960046672 | 111005 | Federal Transit Administration account | Operating | 18,622 | 3,755 | 22,377 |
| Santander | Autoridad de Carreteras | 3004992473 | 111156 | FHGV | Capital | 96,371,211 | (11,299,206) | 85,072,005 |
| Santander | Autoridad de Carreteras | 3004997726 | 111157 | Abriendo Caminos - Varios Proyectos | Capital | 37,356 | 69,984,819 | 70,022,175 |
| BPPR | Dietas | 020-835078 | 111013 | Account related to payroll taxes | Operating | 414,111 | (2,026) | 412,085 |
| BPPR | Nominas | 020-835353 | 111011 | Payroll account | Operating | 936,081 | 277,264 | 1,213,345 |
| BPPR | Federal Highway CMIA - BPPR | 030-050510 | 111014 | Federal Highway CMIA - BPPR | Capital | 38,880 | (15,374) | 23,505 |
| BPPR | PRHWA Backup | 030-020220 | 111058 | PRHWA Backup | Operating | 0 | - | 0 |
| BPPR | Fondos Restrictos - BPPR (PEAJE) | 030-055210 | 111108 | Fondos Restrictos - BPPR (PEAJE) | Capital | 6,438,058 | - | 6,438,058 |
| BPPR | Ingreso de Peajes | 020-835116 | 111016 | Relates to toll collections used for 68/98 Resolution | Operating | 1,328,117 | (232,532) | 1,095,586 |
| BPPR | Multas Autoexpreso | 020-011520 | 111020 | Collections from fines used to paydown GILA overdue A/P | Operating | 2,663,266 | (1,338,404) | 1,324,862 |
| BPPR | FEMA Emergencia Huracan Irma | 030-086663 | 111109 | Federal Fund FEMA | Operating | - | - | - |
| BPPR | FEMA Emergencia Huracan Maria | 030-086671 | 111110 | Federal Fund FEMA | Operating | 28,563 | (28,563) | - |
| BPPR | Peaje electronico | 020-010303 | 111018 | Toll collection account | A | 5,000 | - | 5,000 |
| BPPR | Consolidated Escrow | 030-826411 | Not in GL | Distributes funds to Metropistas and to toll collection account (5116) | A | 10,042,841 | 2,011,229 | 12,054,070 |
| BPPR | ILR | 030-826438 | Not in GL | Toll collection account. Balance in excess of \$5,000 transferred to escrow account | 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 Expenses

Capex modified accrual expenses - Actuals

| Construction Hard Costs | |
|---|-------------------------|
| Septiembre 20-21 | |
| FHWA Hard Cost | \$ 24,569,863.15 |
| PEMOC | \$ 884,738.09 |
| Non Federal Hard Cost (Abriendo Caminos I) | \$ 858,221.96 |
| Non Federal Hard Cost (Abriendo Caminos II) | \$ 5,728,333.91 |
| ESTATAL | \$ - |
| FHWA Emergencia | \$ - |
| FWHA Transit Construction Cost | \$ - |
| LOCAL | \$ 50,362.00 |
| Local Transit Construction Cost | \$ - |
| Local Toll Optimization | \$ - |
| Total | \$ 32,091,519.11 |

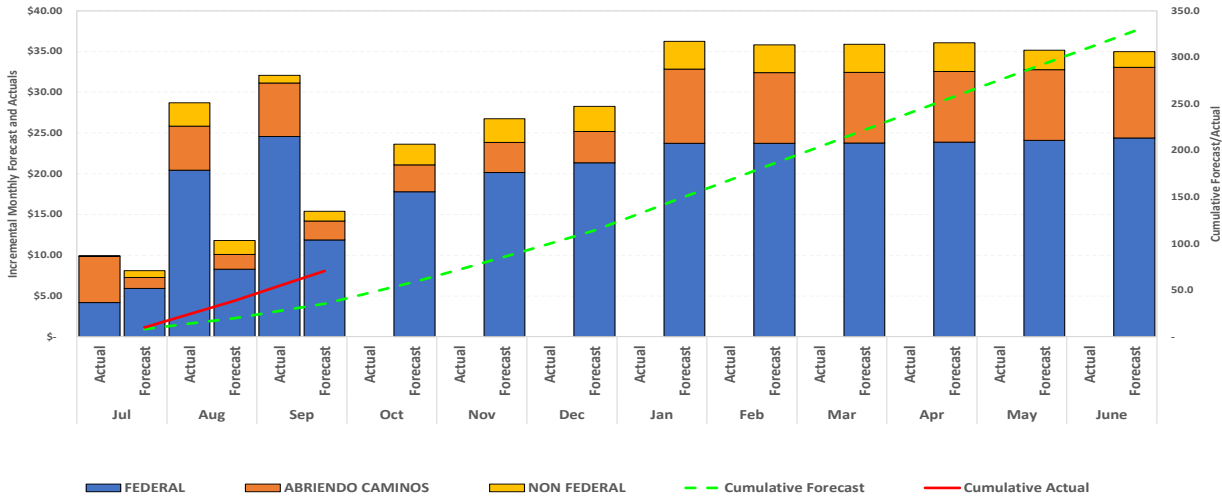
2.3b Capex hard costs

| FY21 BUDGET | | | | | | | | | | | | | |
|--|--------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|----------------------|
| Assumed % Impact COVID-19 | 25% | 35% | 50% | 75% | 85% | 90% | 100% | 100% | 100% | 100% | 100% | 100% | 100% |
| Program | Jul-20 | Aug-20 | Sep-20 | Oct-20 | Nov-20 | Dec-20 | Jan-21 | Feb-21 | Mar-21 | Apr-21 | May-21 | Jun-21 | Total |
| Hard costs for regular federal highway construction | \$ 5,930.43 | \$ 8,302.60 | \$ 11,860.86 | \$ 17,791.29 | \$ 20,163.46 | \$ 21,350.26 | \$ 23,727.61 | \$ 23,742.17 | \$ 23,790.30 | \$ 23,899.42 | \$ 24,105.95 | \$ 24,396.65 | \$ 229,061.00 |
| Hard Costs for Abriendo Caminos Projects | \$ 1,326.73 | \$ 1,788.16 | \$ 2,352.84 | \$ 3,293.98 | \$ 3,670.44 | \$ 3,858.66 | \$ 9,110.45 | \$ 8,652.94 | \$ 8,652.95 | \$ 8,652.95 | \$ 8,652.95 | \$ 8,652.95 | \$ 68,666.00 |
| Hard costs for other non-federal highway construction projects | \$ 853.90 | \$ 1,195.46 | \$ 1,707.79 | \$ 2,561.69 | \$ 2,903.25 | \$ 3,074.03 | \$ 3,415.93 | \$ 3,419.35 | \$ 3,443.88 | \$ 3,520.99 | \$ 2,421.03 | \$ 1,952.70 | \$ 30,470.00 |
| Local Construction Costs | \$ 258.90 | \$ 362.46 | \$ 517.80 | \$ 776.71 | \$ 880.27 | \$ 932.08 | \$ 1,035.86 | \$ 1,036.50 | \$ 1,038.60 | \$ 1,043.36 | \$ 1,052.39 | \$ 1,065.07 | \$ 10,000.00 |
| ER FHWA Hard Costs (Pending) | | | | | | | | | | | | | |
| Totals | \$ 8,369.96 | \$ 11,648.68 | \$ 16,439.29 | \$ 24,423.67 | \$ 27,617.42 | \$ 29,215.03 | \$ 37,289.85 | \$ 36,850.96 | \$ 36,925.73 | \$ 37,116.72 | \$ 36,232.32 | \$ 36,067.37 | \$ 338,197.00 |

| FY21 ACTUALS | | | | | | | | | | | | | |
|--|--------------------|---------------------|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| Actual % Impact COVID-19 | 30% | 85% | 98% | | | | | | | | | | |
| Program | Jul-20 | Aug-20 | Sep-20 | Oct-20 | Nov-20 | Dec-20 | Jan-21 | Feb-21 | Mar-21 | Apr-21 | May-21 | Jun-21 | Total |
| Hard costs for regular federal highway construction | \$ 4,180.99 | \$ 20,426.10 | \$ 24,569.86 | | | | | | | | | | |
| Hard Costs for Abriendo Caminos Projects | \$ 5,697.78 | \$ 5,410.61 | \$ 6,586.56 | | | | | | | | | | |
| Hard costs for other non-federal highway construction projects | \$ 14.67 | \$ 2,859.52 | \$ 935.10 | | | | | | | | | | |
| Local Construction Costs (Pending) | | | | | | | | | | | | | |
| ER FHWA Hard Costs | \$ 359.20 | \$ 3,450.24 | \$ 3,258.24 | | | | | | | | | | |
| Totals | \$ 9,893.45 | \$ 28,696.24 | \$ 32,091.52 | | | | | | | | | | |

| FY21 CUMULATIVE BUDGET | | | | | | | | | | | | | |
|--|--------------------|---------------------|---------------------|---------------------|---------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|----------------------|-------|
| Assumed % Impact COVID-19 | 25% | 30% | 37% | 46% | 54% | 60% | 66% | 71% | 74% | 77% | 79% | 81% | |
| Program | Jul-20 | Aug-20 | Sep-20 | Oct-20 | Nov-20 | Dec-20 | Jan-21 | Feb-21 | Mar-21 | Apr-21 | May-21 | Jun-21 | Total |
| Hard costs for regular federal highway construction | \$ 5,930.43 | \$ 14,233.03 | \$ 26,093.89 | \$ 43,885.18 | \$ 64,048.64 | \$ 85,398.90 | \$ 109,126.51 | \$ 132,868.68 | \$ 156,658.98 | \$ 180,558.40 | \$ 204,664.35 | \$ 229,061.00 | |
| Hard Costs for Abriendo Caminos Projects | \$ 1,326.73 | \$ 3,114.89 | \$ 5,467.73 | \$ 8,761.71 | \$ 12,432.15 | \$ 16,290.81 | \$ 25,401.26 | \$ 34,054.20 | \$ 42,707.15 | \$ 51,360.10 | \$ 60,013.05 | \$ 68,666.00 | |
| Hard costs for other non-federal highway construction projects | \$ 853.90 | \$ 2,049.36 | \$ 3,757.15 | \$ 6,318.84 | \$ 9,222.09 | \$ 12,296.12 | \$ 15,712.05 | \$ 19,131.40 | \$ 22,575.28 | \$ 26,096.27 | \$ 28,517.30 | \$ 30,470.00 | |
| Local Construction Costs | \$ 258.90 | \$ 621.36 | \$ 1,139.16 | \$ 1,915.87 | \$ 2,796.14 | \$ 3,728.22 | \$ 4,764.08 | \$ 5,800.58 | \$ 6,839.18 | \$ 7,882.54 | \$ 8,934.93 | \$ 10,000.00 | |
| ER FHWA Hard Costs (Pending) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | |
| Totals | \$ 8,111.06 | \$ 20,018.64 | \$ 36,457.93 | \$ 60,881.60 | \$ 88,499.02 | \$ 117,714.05 | \$ 155,003.90 | \$ 191,854.86 | \$ 228,780.59 | \$ 265,897.31 | \$ 302,129.63 | \$ 338,197.00 | |

| FY21 CUMULATIVE ACTUALS | | | | | | | | | | | | | |
|--|--------------------|---------------------|---------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|
| % Impact COVID-19 | 30% | 58% | 71% | | | | | | | | | | |
| Program | Jul-20 | Aug-20 | Sep-20 | Oct-20 | Nov-20 | Dec-20 | Jan-21 | Feb-21 | Mar-21 | Apr-21 | May-21 | Jun-21 | Total |
| Hard costs for regular federal highway construction | \$ 4,180.99 | \$ 24,607.10 | \$ 49,176.96 | | | | | | | | | | |
| Hard Costs for Abriendo Caminos Projects | \$ 5,697.78 | \$ 11,108.40 | \$ 17,694.95 | | | | | | | | | | |
| Hard costs for other non-federal highway construction projects | \$ 14.67 | \$ 2,874.19 | \$ 3,809.29 | | | | | | | | | | |
| Local Construction Costs | \$ - | \$ - | \$ - | | | | | | | | | | |
| ER FHWA Hard Costs (Pending) | \$ 359.20 | \$ 3,809.44 | \$ 7,067.68 | | | | | | | | | | |
| Totals | \$ 9,893.45 | \$ 38,589.69 | \$ 70,681.21 | | | | | | | | | | |



| 3.1 Fiscal measure data | | | | | | | | | | | |
|--------------------------------|----------------|---------------|-------------|-----------------|--------------|----------------|-----------------|-----------------|--------------|--|---|
| In \$ Thousands | FY21 Target A | YTD Target | YTD Actuals | Variance (\$) | Variance (%) | Monthly target | Monthly actuals | Variance (\$) | Variance (%) | Steps taken in past month | Plans for coming months |
| Creating new Board | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | Need to prepare legislation. | Need to wait for new legislative cycle. |
| Adopting new KPIs | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | |
| Increasing fare revenue | \$ 7.6 | \$ 0.3 | \$ - | \$ (0.3) | -100% | \$ 0.1 | \$ - | \$ (0) | -100% | Public Policy issue. | |
| Increasing fine revenue | \$ 7.4 | \$ 0.1 | \$ - | \$ (0.1) | -100% | \$ 0.0 | \$ - | \$ (0) | -100% | Public Policy issue. | |
| Expanding transit revenue | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | |
| Improving ancillary revenue | \$ 0.2 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | |
| Managing congestion | \$ 2.6 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | |
| Collecting discretionary funds | \$ (0.1) | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | |
| Reducing pensions | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | Public Policy issue. | |
| Reducing healthcare costs | \$ 1.1 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | An RFP process was put in place; new contract is pending signature, which will be in place through 10/31/21. | |
| Eliminating Christmas bonus | \$ 0.0 | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | Public Policy issue. | |
| Reassessing TU contract | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | |
| Optimizing capital expenses | \$ 15.4 | \$ 1.5 | \$ - | \$ (1.5) | -100% | \$ 0.5 | \$ - | \$ (0) | -100% | | |
| Exploring concessions | \$ - | \$ - | \$ - | \$ - | 0% | \$ - | \$ - | \$ - | 0% | | |
| Total measures | \$ 34.3 | \$ 1.8 | \$ - | \$ (1.8) | -100% | \$ 0.7 | \$ - | \$ (0.7) | -100% | | |

3.2 Traffic report data

| Traffic volume overview ('000s) | July | August | September | October | November | December | January | February | March | April | May | June | YTD Actuals | YTD Target | Variance ('000s) | Variance (%) | Comments |
|-----------------------------------|-------------------|-------------------|-------------------|---------|----------|----------|---------|----------|-------|-------|-----|------|-------------------|-------------------|------------------|--------------|----------|
| PR-5 | 1,364,034 | 1,346,976 | 1,360,630 | | | | | | | | | | 4,071,640 | 3,912,730 | 158,910 | 4% | |
| PR-17 | 368,730 | 347,887 | 363,798 | | | | | | | | | | 1,080,415 | 1,179,373 | (98,958) | -8% | |
| PR-22 | 12,648,837 | 12,115,858 | 12,440,674 | | | | | | | | | | 37,205,369 | 37,862,366 | (656,997) | -2% | |
| PR-199 / CLF | 168,559 | 173,929 | 171,712 | | | | | | | | | | 514,200 | 514,200 | 0 | 0% | |
| Total concessionaire roads | 14,550,160 | 13,984,650 | 14,336,814 | - | - | - | - | - | - | - | - | - | 42,871,624 | 42,954,468 | (82,844) | -0.2% | |
| PR-20 | 308,874 | 301,971 | 299,823 | | | | | | | | | | 910,668 | 895,293 | 15,375 | 2% | |
| PR-52 | 5,324,888 | 5,181,939 | 5,294,222 | | | | | | | | | | 15,801,049 | 14,852,504 | 948,545 | 6% | |
| PR-53 | 1,575,429 | 1,502,884 | 1,542,683 | | | | | | | | | | 4,620,996 | 4,728,933 | (107,937) | -2% | |
| PR-66 | 2,045,565 | 1,876,845 | 1,980,518 | | | | | | | | | | 5,902,928 | 5,459,513 | 443,415 | 8% | |
| Total HTA roads | 9,254,756 | 8,863,639 | 9,117,246 | - | - | - | - | - | - | - | - | - | 27,235,641 | 25,936,243 | 1,299,398 | 5.0% | |
| Total PR toll roads | 23,804,916 | 22,848,289 | 23,454,060 | - | - | - | - | - | - | - | - | - | 70,107,265 | 68,890,711 | 1,216,554 | 2% | |

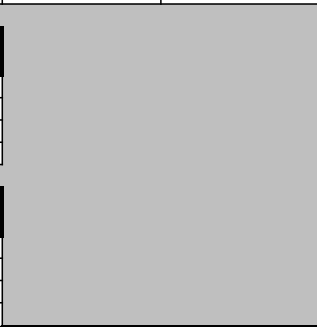
| Traffic volume deep dive ('000s) | July actuals | July target | August actuals | August target | September actuals | September target | October actuals | October target | November actuals | November target | December actuals | December target | January actuals | January target | February actuals | February target | March actuals | March target | April actuals | April target | May actuals | May target | June actuals | June target |
|-----------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-----------------|-------------------|------------------|-------------------|------------------|-------------------|-----------------|-------------------|------------------|-------------------|---------------|-------------------|---------------|-------------------|-------------|-------------------|--------------|-------------------|
| PR-5 | 1,364,034 | 1,281,338 | 1,346,976 | 1,348,740 | 1,360,630 | 1,282,652 | | 1,365,220 | | 1,329,824 | | 1,425,117 | | 1,356,266 | | 1,287,171 | | 1,334,541 | | 1,341,192 | | 1,340,248 | | 1,347,447 |
| PR-17 | 368,730 | 408,437 | 347,887 | 413,625 | 363,798 | 357,311 | | 384,720 | | 389,103 | | 423,315 | | 396,947 | | 367,772 | | 392,654 | | 390,681 | | 387,813 | | 391,626 |
| PR-22 | 12,648,837 | 12,652,688 | 12,115,858 | 13,055,335 | 12,440,674 | 12,154,343 | | 12,760,528 | | 12,343,561 | | 13,137,048 | | 12,628,042 | | 11,650,955 | | 12,547,813 | | 12,534,703 | | 12,469,624 | | 12,509,034 |
| PR-199 / CLF | | | | | | | | | | | | | | | | | | | | | | | | |
| Total concessionaire roads | 14,381,601 | 14,342,463 | 13,810,721 | 14,817,700 | 14,165,102 | 13,794,305 | - | 14,510,469 | - | 14,062,489 | - | 14,985,481 | - | 14,381,255 | - | 13,305,898 | - | 14,275,007 | - | 14,266,575 | - | 14,197,685 | - | 14,248,107 |
| PR-20 | 308,874 | 283,577 | 301,971 | 320,330 | 299,823 | 291,387 | | 313,462 | | 298,259 | | 315,097 | | 302,917 | | 285,761 | | 301,473 | | 303,711 | | 301,633 | | 302,914 |
| PR-52 | 5,324,888 | 4,999,126 | 5,181,939 | 5,137,424 | 5,294,222 | 4,715,954 | | 4,940,242 | | 4,776,964 | | 5,025,929 | | 4,846,055 | | 5,474,627 | | 5,850,583 | | 5,790,427 | | 5,832,036 | | 5,806,838 |
| PR-53 | 1,575,429 | 1,568,074 | 1,502,884 | 1,631,198 | 1,542,683 | 1,529,662 | | 1,668,417 | | 1,562,555 | | 1,612,711 | | 1,424,903 | | 1,523,819 | | 1,075,095 | | 1,503,545 | | 1,487,588 | | 1,320,179 |
| PR-66 | 2,045,565 | 1,844,050 | 1,876,845 | 1,890,612 | 1,980,518 | 1,724,851 | | 1,824,038 | | 1,926,557 | | 2,077,423 | | 2,023,074 | | 1,906,421 | | 1,914,217 | | 1,917,168 | | 1,917,168 | | 1,941,207 |
| Total HTA roads | 9,254,756 | 8,694,826 | 8,863,639 | 8,979,564 | 9,117,246 | 8,261,853 | - | 8,746,159 | - | 8,564,335 | - | 9,031,159 | - | 8,597,948 | - | 9,224,968 | - | 9,133,572 | - | 9,553,509 | - | 9,496,816 | - | 9,371,137 |
| Total PR toll roads | 23,636,357 | 23,037,290 | 22,674,360 | 23,797,264 | 23,282,348 | 22,056,158 | - | 23,256,627 | - | 22,626,824 | - | 24,016,640 | - | 22,979,203 | - | 22,530,866 | - | 23,408,579 | - | 23,820,084 | - | 23,694,501 | - | 23,619,245 |

4.1 Headcount data

| December hires | December exits | January hires | January exits | February hires | February exits | March hires | March exits | April hires | April exits | May hires | May exits | June hires | June exits | Final monthly payroll costs (\$) | Final Headcount |
|----------------|----------------|---------------|---------------|----------------|----------------|-------------|-------------|-------------|-------------|-----------|-----------|------------|------------|----------------------------------|-----------------|
| | | | | | | | | | | | | | | | 11 |
| | | | | | | | | | | | | | | | 75 |
| | | | | | | | | | | | | | | | 42 |
| | | | | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | | | | 20 |
| | | | | | | | | | | | | | | | 22 |
| | | | | | | | | | | | | | | | 375 |
| | | | | | | | | | | | | | | | 50 |
| | | | | | | | | | | | | | | | 12 |
| | | | | | | | | | | | | | | | 8 |
| | | | | | | | | | | | | | | | 25 |
| | | | | | | | | | | | | | | | 38 |
| | | | | | | | | | | | | | | | 33 |
| | | | | | | | | | | | | | | | 9 |
| | | | | | | | | | | | | | | | 91 |
| - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 836 |

| December | | January | | February | | March | | April | | May | | June | |
|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| Division | Job title | Division | Job title | Division | Job title | Division | Job title | Division | Job title | Division | Job title | Division | Job title |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

| December | | January | | February | | March | | April | | May | | June | |
|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|
| Division | Job title | Division | Job title | Division | Job title | Division | Job title | Division | Job title | Division | Job title | Division | Job title |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |



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 - Q3-FY2021 | | | | Phase 1 - Q4-2016. | | Phase 1 - Currently the Contractors are being paid within 40 days period and through Electronic Funds Transfer since Q4-2016. Phase 2 - The long-term action is to run the invoice and certifications for payment through Oracle Unifier. On September, PRHTA requested the Consultant to modify the developed cost code structure in the system to add the Program Code as recently discussed and agreed with the FHWA. | Phase 2 - Complete the cost code structure modification and proceed with a pilot program to prepare, review and approve the invoices and certifications for payments through Oracle Unifier. | |
| Tracking the status of payments using an electronic method ** | PRHTA should tracking 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- Q3-FY2021 | | | | Phase 1 - Q4-2016. | | Phase 1 - The agreed method for monitoring the status of payments while completing the implementation of the systems was using Excel worksheets. Phase 2 -The business processes developed will allow tracking the status of each invoice or certification for payment. | Develop the tracking status report in Oracle Unifier. | |
| 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). | Q2-FY2021 | | | | | | The Federal Aid Billing SOP was revised to incorporate the certification of the payment and billing processes through the systems, as well as the billing process through the ICMM. The document is being reviewed by the staff of the different offices involved in the processes before being submitted to the FHWA for approval. | Complete and submit the revised Federal Aid Billing SOP for FHWA's approval. | |
| 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 1 -On Q2-FY2017, FHWA-PR Division approved the SOP. On Q1-FY2020 the SOP was revised to include the Budget Office into the process and delegate to them the responsibility of reporting the Toll Credits Balances to FHWA and also includes Toll Credit Application for FTA Projects. Phase 2 - The SOP will be revised to incorporate the automated process through Oracle Unifier and address the recommendations of the PRHTA's Internal Audit Office as part of a Risk Assessment Initiative. | Continue the discussion and coordination with PRHTA's Internal Audit and complete the document review. | |
| 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-FY2022 | | | | Phase 1 -Q2-FY2017 | | Phase 1 -On Q2-FY2017, PRHTA started to implement the tracking and reconciling toll credits according the approved SOP. Phase 2 - The long-term action is to report the toll credit usage and balance using Oracle Unifier. It will start with 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 register into the system. | Phase 2 - Evaluate the business process adjustment to incorporate the SOP revisions to proceed with a pilot program. Complete the system report. | |
| 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. | Q2 -FY2021 | | | | | | The Consultants completed the development and delivered the Classification and Compensation Plan. | PRHTA is waiting for the FOMB approval for the Classification and Compensation Plan. | |
| 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. | Q4-FY2021 | | | | | | 0 | | |
| Reviewing , Updating or Creating SOP | PRHTA will be reviewing, updating or creating SOP related to project delivery processes. | Q1-FY2023 | | | | | | 0 PRHTA started to delineate a plan to prioritize the reviewing, updating or creation of SOPs related to project delivery processes. | 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-FY2021 | | | | | | 0 RFP Boilerplate for Non Engineering Services was developed and approved by FHWA conditionally to the creation of SOP for such purposes. PRHTA created a Contract Boilerplate for Non-Engineering Services and it is under discussion with FHWA. | Obtain FHWA's approval of the Contract Boilerplate for Non-Engineering Services and get started with reviewing the construction contract documents to create a boilerplate. | |
| Other Initiatives | These includes initiatives to optimize operations of the Internal Audits Office and its Processes, and implementing project delivery improved processes. | Q1-FY2023 | | | | | | The Internal Audit Office is developing some initiatives to optimize its processes. Also they performed SOP risk assessment evaluation and provided recommendations to the offices leading such processes. | Continue with the development of initiatives for the optimization of Internal Audit Processes. Collaborate in the evaluation of SOP's from the point of view of risk management. | |

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" | | | | | Q1-2018 | | 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. | Q3 - FY2021 | | | | | | 0 The project is in progress. The upgrade of Oracle EBS modules and most of the new modules implementation such as Human Capital Management Module, Grant, Cash Management, Inventory, Treasury Management and Project Labor were completed. Currently, the consultant is working with the Travel and Expense Management Module and the implementation of ICMM. | Travel & Expense Management Module and ICMM implementation. | |
| 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. | Q3-FY2022 | | | | | | 0 The implementation of business processes, user acceptance tests and trainings continued. The System Specification Document for ROW, labor compliance, civil rights, subcontracts were revised and commented. Modification of cost code structure to incorporate the program code is in progress. | Continue the business processes implementation, user acceptance test and trainings. Complete the program code development. | |
| 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. | Q1-2023 | | | | | | 0 In recent months, user acceptance tests have been carried out for the business processes developed for the electronic bidding of construction projects. In addition, work has been done on the review and comments of the System Specification Document related to the RFP / RFP processes. | Complete the user acceptance test for e-bidding of construction projects. The approval of SSD related to 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. | Q1-2023 | | | | | | 0 A pilot program has started with project initiatives, project creation and phase creation, among other business processes. In addition, PRHTA is working on a supplementary document to the Bidding Regulations to incorporate electronic bidding and allow for the development of a pilot program and long-term implementation. | Continue with the pilot programs in order to identify possible adjustments for long-term implementation. Submit the supplemental document to the Puerto Rico State Department. | |

6.1 Pre-Construction data

KPIs for FOMB Report

| Program | KPI | Target | ACTUAL FY20 - Q3 | ACTUAL FY20 - Q4 | ACTUAL FY21 - Q1 |
|-------------------------|---------------------------|--------|------------------|------------------|------------------|
| PRECONSTRUCTION PROGRAM | Delays in NTP (Days) | <30 | 0 | 0 | -7.6 |
| | % Planned NTP Awards | >80% | 100.0% | 100.0% | 105.1% |
| | % Federal Funds Obligated | >90% | | | 97.4% |

% Planned NTP Awards

| FY | Quarter | Programmed NTPs | Cumm Prog NTP | Actuals NTP | Cumm Actual NTP | % | YTD % |
|------|---------|------------------|-------------------|------------------|-------------------|--------|--------|
| 2020 | Q3 | \$ 38,107,908.63 | \$ 38,107,908.63 | \$ 38,107,908.63 | \$ 38,107,908.63 | 100.0% | 100.0% |
| 2020 | Q4 | \$ 24,342,456.76 | \$ 62,450,365.39 | \$ 24,342,456.76 | \$ 62,450,365.39 | 100.0% | 100.0% |
| 2021 | Q1 | \$ 36,951,209.48 | \$ 99,401,574.87 | \$ 38,835,585.48 | \$ 101,285,950.87 | 105.1% | 101.9% |
| 2021 | Q2 | \$ 43,388,139.81 | \$ 142,789,714.68 | | | 0% | |

% Delays in NTPs

| FY | Quarter | Delays (Days) | YTD Delays (Days) |
|------|---------|---------------|-------------------|
| 2020 | Q3 | 0 | 0 |
| 2020 | Q4 | 0 | 0 |
| 2021 | Q1 | -7.6 | -3.1 |
| 2021 | Q2 | | |

FHWA Regular Funds Obligations

| Programmed Obligations (Per Approved STIP) | Actual Obligations | FYTD% |
|--|--------------------|-------|
| \$ 137,800,000.00 | \$ 134,201,780.41 | 97.4% |

6.1 Pre-Construction data

| Program | AC Code | Description | Programmed Bid Opening Date | Actual Bid Opening Date | Programmed Bid Award Date | Actual Bid Award Date | Programmed NTP Letter Date | Actual NTP Letter Date | Contractor | Estimate from Engineer | Actual Bid | Construction Time |
|---------|----------------------------|---|-----------------------------|-------------------------|---------------------------|-----------------------|----------------------------|------------------------|-----------------------------|------------------------|---------------|-------------------|
| 1 | PEMOC (Local) | Reconstrucción de Carreteras Región Metro Unidad 1 | 13-Jun-18 | June 13, 2018 | June 23, 2018 | June 23, 2018 | September 26, 2018 | August 28, 2018 | Super Asphalt Pavement | \$ 2,026,220 | \$ 2,026,220 | |
| 2 | Abriendo Caminos (Ronda 3) | Abriendo Caminos Ronda 3 - PR-3, PR-907, PR-940, PR-187, PR-981, rampas acceso PR-940/PR-3, PR-933 & PR-782 | 29-Jan-20 | January 29, 2020 | March 11, 2020 | February 6, 2020 | June 19, 2020 | June 19, 2020 | Super Asphalt Pavement Corp | \$ 3,906,976 | \$ 3,906,976 | |
| 3 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - PR-5, PR-8829, PR-837, PR-36, PR-844, PR-858 | 15-Jan-20 | January 15, 2020 | February 26, 2020 | January 23, 2020 | May 29, 2020 | May 29, 2020 | Design Build LLC | \$ 2,714,654 | \$ 2,714,654 | |
| 4 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - PR-123, PR-803, PR-810, PR-172, PR-5568, PR-162, PR-782 | 25-Feb-20 | February 25, 2020 | April 7, 2020 | | July 24, 2020 | July 24, 2020 | A&M Group, Inc. | \$ 3,853,262 | \$ 3,853,262 | |
| 5 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - PR-702, PR-162, PR-376, PR-7712, PR-5518, PR-5510, PR-755, PR-527, PR-385 | 12-Mar-20 | February 28, 2020 | April 23, 2020 | March 6, 2020 | July 3, 2020 | July 3, 2020 | Super Asphalt Pav. Corp. | \$ 3,188,499 | \$ 3,188,499 | |
| 6 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - PR-101, PR-102, PR-421, PR-445, PR-412, PR-3332 | 22-Jan-20 | January 22, 2020 | March 4, 2020 | February 4, 2020 | June 16, 2020 | June 16, 2020 | A & N Roads Development | \$ 3,757,091 | \$ 3,757,091 | |
| 7 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - Mantenimiento de Carreteras con Métodos de Alta Calidad, Región Este, Carreteras PR-3, PR-181, PR-908, PR-956, PR-964, y PR-7782 (AFI) | 10-Jun-20 | June 10, 2020 | July 22, 2020 | July 17, 2020 | September 16, 2020 | September 2, 2020 | Super Asphalt | \$ 4,011,276 | \$ 4,011,276 | |
| 8 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - Métodos de Alta Calidad, Región Metropolitana Carreteras PR-39, PR-41, PR-176, PR-831, PR-842, PR-845 y PR-8869 | 16-Jun-20 | June 16, 2020 | July 28, 2020 | July 29, 2020 | October 6, 2020 | August 20, 2020 | Ferrovial Agroman | \$ 2,880,000 | \$ 2,880,000 | |
| 9 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - PR-2, PR-146, PR-159, PR-137, PR-164, PR-686, PR-615, PR-111, PR-647 (AFI) | 20-Mar-20 | March 20, 2020 | May 1, 2020 | July 16, 2020 | August 27, 2020 | September 7, 2020 | Design Build LLC | \$ 5,489,349 | \$ 5,489,349 | |
| 10 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - Mantenimiento de Carreteras con Métodos de Alta Calidad, Región Sur Carreteras PR-3, PR-139, PR-140, PR-372, PR-378, PR-545, PR-565 y PR-3375 | 16-Jun-20 | June 16, 2020 | July 28, 2020 | July 17, 2020 | September 8, 2020 | August 12, 2020 | R&F Asphalt | \$ 4,320,568 | \$ 4,320,568 | |
| 11 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - Mantenimiento de Carreteras con Métodos de Alta Calidad, Región Oeste - Carreteras PR-103, PR-116, PR-121, PR-345, PR-362, PR-368, PR-422, PR-426, PR-429 y PR-3301 | 23-Jun-20 | June 23, 2020 | August 4, 2020 | August 11, 2020 | September 15, 2020 | | Asphalt Solutions | \$ 5,942,601 | \$ 5,942,601 | |
| 12 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - Mantenimiento de Carreteras con Métodos de Alta Calidad, Región Este, Unidad 3, Fase 3, Carreteras PR-31, PR-171, PR-181, PR-777, PR-902, PR-935, PR-946, PR-978, PR-985, PR-987, PR-7761 y PR-9966 | 10-Jun-20 | June 10, 2020 | July 22, 2020 | July 17, 2020 | September 16, 2020 | August 18, 2020 | Design Build LLC | \$ 4,056,635 | \$ 4,056,635 | |
| 13 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - Proyecto AC-000322, R000000322, Mantenimiento de Carreteras con Métodos de Alta Calidad, Región Sur, Carreteras PR-375, PR-386, PR-512, PR-542, PR-557, PR-703, PR-722, PR-3336, PR-3372, PR-5141, PR-5520 y PR-7752 | 23-Jun-20 | June 23, 2020 | August 4, 2020 | August 11, 2020 | September 15, 2020 | September 14, 2020 | Del Valle Group | \$ 3,434,000 | \$ 3,434,000 | |
| 14 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - PR-109, PR-117, PR-120, PR-414, PR-434, PR-343, PR-365, PR-317 | 25-Jun-20 | June 25, 2020 | August 6, 2020 | August 11, 2020 | October 8, 2020 | | A&N Group | \$ 4,109,000 | \$ 4,109,000 | |
| 15 | Regular FHWA | Pavement Rehabilitation and Reconstruction of PR-52 from km. 99.0 to km. 106.0 (Phase 1) | 8-Jul-20 | July 8, 2020 | August 19, 2020 | August 28, 2020 | October 14, 2020 | | Ferrovial Agroman | \$ 15,750,838 | \$ 15,750,838 | |
| 16 | Abriendo Caminos (Ronda 3) | Abriendo caminos Ronda 3 - PR-492, PR-8809, PR-681, PR-134, PR-622, PR-685, PR-621, PR-635, PR-531, PR-129, PR-647, PR-656, PR-487, PR-134 | 11-Aug-20 | August 12, 2020 | September 22, 2020 | | November 3, 2020 | | JR Asphalt | \$ 3,273,895 | \$ 3,273,895 | |

6.1 Pre-Construction data

| | Program | AC Code | Description | Programmed Bid Opening Date | Actual Bid Opening Date | Programmed Bid Award Date | Actual Bid Award Date | Programmed NTP Letter Date | Actual NTP Letter Date | Contractor | Estimate from Engineer | Actual Bid | Construction Time |
|----|----------------------------|-----------|---|-----------------------------|-------------------------|---------------------------|-----------------------|----------------------------|------------------------|---------------------------------------|------------------------|---------------|-------------------|
| 17 | Regular FHWA | AC-012331 | Pavement Rehabilitation and Reconstruction of PR-123 from Km. 38.0 to Km. 48.0, Ututado Cable Stayed Bridge | 2-Sep-20 | September 3, 2020 | October 14, 2020 | | December 2, 2020 | | R & F Asphalt Unlimited Inc. | \$ 2,624,994 | \$ 2,624,994 | |
| 18 | Regular FHWA | AC-000544 | Reconstruction Phase I (Rec PR-148 & PR-167) Naranjito Las María Connector | 20-Nov-19 | November 20, 2019 | February 21, 2020 | February 18, 2020 | June 9, 2020 | June 9, 2020 | CJO Construction Corp | \$ 1,543,000 | \$ 1,543,000 | |
| 19 | Regular FHWA | AC-411901 | | 22-Sep-20 | | November 3, 2020 | | December 15, 2020 | | | \$ 9,120,000 | | |
| 20 | Regular FHWA | AC-001206 | PR-12 Pavement Rehabilitation | 15-Feb-19 | February 15, 2019 | March 29, 2019 | March 26, 2019 | May 10, 2019 | May 8, 2019 | Venegas Construction | \$ 11,199,312 | \$ 11,199,312 | |
| 21 | Abriendo Caminos (Ronda 1) | AC-001266 | Abriendo Caminos - Primarias Región Metro 1 | 10-May-18 | May 15, 2018 | May 30, 2018 | May 30, 2018 | July 13, 2018 | July 2, 2018 | Ferrovial Agroman | \$ 7,463,425 | \$ 7,463,425 | |
| 22 | Abriendo Caminos (Ronda 1) | AC-001267 | Abriendo Caminos - Primarias Región Sur 1 | 22-Jun-18 | June 29, 2018 | July 12, 2018 | July 12, 2018 | August 13, 2018 | August 13, 2018 | Del Valle Group | \$ 6,262,000 | \$ 6,262,000 | |
| 23 | PEMOC (Local) | AC-001269 | Reconstrucción de Carreteras Región Este, Unidad 1 | 30-May-18 | May 30, 2018 | July 6, 2018 | July 6, 2018 | September 12, 2018 | August 13, 2018 | Unique Builders, Inc | \$ 3,695,543 | \$ 3,695,543 | |
| 24 | PEMOC (Local) | AC-001270 | Reconstrucción de Carreteras Región Sur, Unidad 1 | 7-Jun-18 | June 7, 2018 | July 6, 2018 | July 6, 2018 | September 12, 2018 | August 13, 2018 | Robles Asphalt Corp | \$ 3,929,790 | \$ 3,929,790 | |
| 25 | PEMOC (Local) | AC-001271 | Reconstrucción de Carreteras Región Norte, Unidad 1 | 12-Jun-18 | June 12, 2018 | June 12, 2018 | July 20, 2018 | September 26, 2018 | August 30, 2018 | Super Asphalt | \$ 6,263,573 | \$ 6,263,573 | |
| 26 | PEMOC (Local) | AC-001273 | Reconstrucción de Carreteras Región Oeste, Unidad 1 | 14-Jun-18 | June 14, 2018 | July 20, 2018 | July 20, 2018 | September 26, 2018 | August 30, 2018 | Maglez Eng | \$ 4,637,287 | \$ 4,637,287 | |
| 27 | Abriendo Caminos (Ronda 1) | AC-001275 | Abriendo Caminos - Primarias Región Norte 1 | 27-Jun-18 | June 27, 2018 | July 12, 2018 | July 12, 2018 | August 13, 2018 | August 13, 2018 | Del Valle Group | \$ 6,026,000 | \$ 6,026,000 | |
| 28 | Abriendo Caminos (Ronda 1) | AC-001276 | Abriendo Caminos - Primarias Región Este 1 | 11-Jul-18 | July 9, 2018 | July 23, 2018 | July 23, 2018 | September 4, 2018 | September 4, 2018 | Harry Auto Kool | \$ 5,978,713 | \$ 5,978,713 | |
| 29 | Abriendo Caminos (Ronda 1) | AC-001277 | Abriendo Caminos - Primarias Región Oeste 1 | 13-Jul-18 | July 13, 2018 | July 23, 2018 | July 23, 2018 | September 4, 2018 | August 27, 2018 | Transporte Rodríguez Asfalto | \$ 5,099,750 | \$ 5,099,750 | |
| 30 | Abriendo Caminos (Ronda 2) | AC-001282 | Programa Abriendo Caminos 2, Mantenimiento de Carreteras con Métodos de Alta Calidad, Región Este Unidad 1 PR-750 (Kms. 0.0 a 2.61 Maunabo), PR-901 (Kms. 1.1 a 15.1 Maunabo y Yabucoa), PR-931 (Kms 0.0 a 7.5 San Lorenzo y Gurabo), PR-944 (Kms 0.0 a 6.0 Gurabo) y PR-971 (Kms 0.0 a 9.9 Naguabo, Celba y Fajardo) | 27-Mar-19 | March 27, 2019 | May 8, 2019 | April 25, 2019 | June 19, 2019 | May 20, 2019 | Harry Auto Kool | \$ 3,189,977 | \$ 3,189,977 | |
| 31 | Abriendo Caminos (Ronda 2) | AC-001284 | Abriendo Caminos 2. Pavement Markings - Marcado de Pavimento Autopista Luis A. Ferré, PR-52, Caguas a Ponce, Kilómetros: 14.00 al 108.00 | 25-Jun-19 | June 27, 2019 | August 6, 2019 | July 22, 2019 | September 17, 2019 | August 16, 2019 | Super Asphalt | \$ 1,925,150 | \$ 1,925,150 | |
| 32 | DTL (FHWA) | AC-520143 | DTL - Phase 2 Phase 2, Unit 2 - PR-52 from km 12.02 to 13.96 (sta 33+02 to sta 15+00) | 14-Oct-18 | October 4, 2018 | November 13, 2018 | October 24, 2018 | December 14, 2018 | December 14, 2018 | Constructora Santiago II | \$ 15,999,892 | \$ 15,999,892 | |
| 33 | DTL (FHWA) | AC-001870 | DTL - Phase 3 - Unit 1 - PR-52 km 4.7 to 6.4 (sta 45+00 to sta 52+00) | 11-Dec-18 | December 11, 2018 | January 14, 2019 | January 16, 2019 | February 28, 2019 | February 25, 2019 | Del Valle Group | \$ 8,949,000 | \$ 8,949,000 | |
| 34 | Regular FHWA | AC-002065 | Highway Safety Rafael Martínez Nadal Expressway, PR-20 Kms: 0.00 to 10.00 | 20-May-19 | May 30, 2019 | July 1, 2019 | June 26, 2019 | August 12, 2019 | July 31, 2019 | Desarrolladora JA | \$ 19,469,055 | \$ 19,469,055 | |
| 35 | Abriendo Caminos (Ronda 1) | AC-002266 | Abriendo Caminos - Secundarias y Terciarias Región Metro 1 | 21-Sep-18 | August 22, 2018 | October 14, 2018 | September 14, 2018 | November 21, 2018 | October 16, 2018 | Super Asphalt Pavement | \$ 2,989,475 | \$ 2,989,475 | |
| 36 | Abriendo Caminos (Ronda 1) | AC-002267 | Abriendo Caminos - Secundarias y Terciarias Región Sur 1 | 22-Sep-18 | August 23, 2018 | October 14, 2018 | September 17, 2018 | November 21, 2018 | October 11, 2018 | Lujani General Contractor | \$ 5,943,710 | \$ 5,943,710 | |
| 37 | PEMOC (Local) | AC-002269 | Reconstrucción de Carreteras Región Este, Unidad 2 | 5-Jun-18 | June 5, 2018 | July 26, 2018 | July 26, 2018 | October 7, 2018 | August 27, 2018 | Puerto Rico Asphalt, LLC | \$ 2,995,000 | \$ 2,995,000 | |
| 38 | PEMOC (Local) | AC-002270 | Reconstrucción de Carreteras Región Sur, Unidad 2 | 7-Jun-18 | June 7, 2018 | July 6, 2018 | July 6, 2018 | September 12, 2018 | August 13, 2018 | Robles Asphalt Corp | \$ 4,372,933 | \$ 4,372,933 | |
| 39 | PEMOC (Local) | AC-002271 | Reconstrucción de Carreteras Región Norte, Unidad 2 | 12-Jun-18 | June 12, 2018 | July 20, 2018 | July 20, 2018 | September 26, 2018 | August 30, 2018 | Super Asphalt | \$ 4,163,800 | \$ 4,163,800 | |
| 40 | PEMOC (Local) | AC-002273 | Reconstrucción de Carreteras Región Oeste, Unidad 2 | 14-Jun-18 | June 14, 2018 | July 20, 2018 | July 20, 2018 | September 26, 2018 | September 7, 2018 | Ferrovial Agroman | \$ 4,911,904 | \$ 4,911,904 | |
| 41 | Abriendo Caminos (Ronda 1) | AC-002275 | Abriendo Caminos - Secundarias y Terciarias Región Norte 1 | 26-Sep-18 | August 27, 2018 | October 19, 2018 | September 17, 2018 | November 24, 2018 | October 11, 2018 | Lujani General Contractor | \$ 4,643,122 | \$ 4,643,122 | |
| 42 | Abriendo Caminos (Ronda 1) | AC-002276 | Abriendo Caminos - Secundarias y Terciarias Región Este 1 | 29-Sep-18 | August 30, 2018 | October 19, 2018 | September 14, 2018 | November 24, 2018 | October 23, 2018 | Cidra Excavation | \$ 3,582,550 | \$ 3,582,550 | |
| 43 | Abriendo Caminos (Ronda 1) | AC-002277 | Abriendo Caminos - Secundarias y Terciarias Región Oeste 1 | 4-Oct-18 | September 4, 2018 | October 25, 2018 | September 24, 2018 | November 28, 2018 | October 19, 2018 | As & Nieves, Engineers and Contractor | \$ 3,418,125 | \$ 3,418,125 | |
| 44 | Abriendo Caminos (Ronda 2) | AC-002282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Este Unidad 2 (PR-188, PR-198, PR-156, PR-794, PR-797, PR-782, PR-31, PR-3, PR-909) | 28-May-19 | August 30, 2019 | July 9, 2019 | September 19, 2019 | August 20, 2019 | November 4, 2019 | Puerto Rico Asphalt, LLC | \$ 3,289,840 | \$ 3,289,840 | |

6.1 Pre-Construction data

| Program | AC Code | Description | Programmed Bid Opening Date | Actual Bid Opening Date | Programmed Bid Award Date | Actual Bid Award Date | Programmed NTP Letter Date | Actual NTP Letter Date | Contractor | Estimate from Engineer | Actual Bid | Construction Time | |
|---------|----------------------------|-------------|--|-------------------------|---------------------------|-----------------------|----------------------------|------------------------|-------------------|--|---------------|-------------------|--|
| 45 | Abriendo Caminos (Ronda 2) | AC-002284 | Abriendo Caminos 2. Pavement Markings - Marcado de Pavimentos PR-2 Km 81 al 161 | 2-Jul-19 | June 28, 2019 | August 13, 2019 | July 22, 2019 | September 24, 2019 | August 13, 2019 | Nieves & Nieves, Engineers and Contractors, Inc. | \$ 2,248,925 | \$ 2,248,925 | |
| 46 | Regular FHWA | AC-002906 | Bridges 1131 & 1132 over Rio Hondo, PR-29 km 1.4, Bayamón | 31-Jan-19 | January 31, 2019 | May 17, 2019 | June 18, 2019 | May 1, 2019 | August 6, 2019 | Const. Hartmann | \$ 10,118,410 | \$ 10,118,410 | |
| 47 | Regular FHWA | AC-002907 | Geometric Improvements of PR-29 Interchange with PR-168 and PR-167, Bayamón | 25-Jul-19 | July 23, 2019 | September 5, 2019 | September 9, 2019 | October 17, 2019 | October 10, 2019 | Gill Engineering Group, Inc. | \$ 1,038,682 | \$ 1,038,682 | |
| 48 | Abriendo Caminos (Ronda 1) | AC-003266 | Abriendo Caminos - Primarias Región Metro 2 | 5-Oct-18 | September 11, 2018 | October 25, 2018 | September 20, 2018 | November 28, 2018 | October 19, 2018 | Ferrovial Agroman | \$ 4,662,255 | \$ 4,662,255 | |
| 49 | Abriendo Caminos (Ronda 1) | AC-003267 | Abriendo Caminos - Primarias Región Sur 2 | 6-Oct-18 | September 6, 2018 | October 25, 2018 | September 20, 2018 | November 28, 2018 | October 23, 2018 | Robles Asphalt Corp | \$ 4,437,000 | \$ 4,437,000 | |
| 50 | PEMOC (Local) | AC-003269 | Reconstrucción de Carreteras Región Este, Unidad 3 | 5-Jun-18 | June 5, 2018 | July 6, 2018 | July 6, 2018 | September 19, 2018 | August 10, 2018 | Super Asphalt Pavement | \$ 4,228,567 | \$ 4,228,567 | |
| 51 | PEMOC (Local) | AC-003270 | Reconstrucción de Carreteras Región Sur, Unidad 3 | 16-Jan-19 | December 6, 2018 | February 15, 2019 | January 16, 2019 | March 17, 2019 | February 21, 2019 | JM Caribbean Builders | \$ 7,077,162 | \$ 7,077,162 | |
| 52 | PEMOC (Local) | AC-003271 | Reconstrucción de Carreteras Región Norte, Unidad 3 | 13-Jun-18 | June 13, 2018 | July 20, 2018 | July 20, 2018 | September 26, 2018 | August 28, 2018 | Super Asphalt Pavement | \$ 3,905,136 | \$ 3,905,136 | |
| 53 | PEMOC (Local) | AC-003273 | Reconstrucción de Carreteras Región Oeste, Unidad 3 | 25-Oct-18 | October 25, 2018 | January 14, 2019 | December 6, 2018 | February 28, 2019 | January 25, 2019 | Transporte Rodríguez Asfalto | \$ 6,299,876 | \$ 6,299,876 | |
| 54 | Abriendo Caminos (Ronda 1) | AC-003275 | Abriendo Caminos - Primarias Región Norte 2 | 11-Oct-18 | September 11, 2018 | November 1, 2018 | September 20, 2018 | December 5, 2018 | October 19, 2018 | Del Valle Group | \$ 4,619,000 | \$ 4,619,000 | |
| 55 | Abriendo Caminos (Ronda 1) | AC-003276 | Abriendo Caminos - Primarias Región Este 2 | 13-Oct-18 | September 13, 2018 | November 1, 2018 | October 2, 2018 | December 5, 2018 | October 19, 2018 | Del Valle Group | \$ 4,662,000 | \$ 4,662,000 | |
| 56 | Abriendo Caminos (Ronda 1) | AC-003277 | Abriendo Caminos - Primarias Región Oeste 2 | 18-Sep-18 | September 18, 2018 | December 17, 2018 | November 16, 2018 | January 31, 2019 | January 25, 2019 | Maglez Eng | \$ 2,031,050 | \$ 2,031,050 | |
| 57 | Abriendo Caminos (Ronda 2) | AC-003282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Sur Unidad 1 (PR-132, PR-511, PR-133, PR-537, PR-538, PR-541, PR-128, PR-374) AFI-BP-19-23 | 28-May-19 | June 25, 2019 | July 9, 2019 | July 26, 2019 | August 20, 2019 | August 21, 2019 | R&F | \$ 3,406,876 | \$ 3,406,876 | |
| 58 | PEMOC (Local) | AC-004269 | Reconstrucción de Carreteras Región Este, Unidad 4 | 14-Jan-19 | January 15, 2019 | February 13, 2019 | February 14, 2019 | March 15, 2019 | April 3, 2019 | Super Asphalt Corp | \$ 2,152,340 | \$ 2,152,340 | |
| 59 | PEMOC (Local) | AC-004271 | Highway Reconstruction North Region, Unit 4 | 28-Feb-19 | February 28, 2019 | March 28, 2019 | April 15, 2019 | April 28, 2019 | May 20, 2019 | Professional Asphalt | \$ 3,439,000 | \$ 3,439,000 | |
| 60 | Abriendo Caminos (Ronda 2) | AC-004282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Sur Unidad 2 (PR-742, PR-712, PR-726, PR-7725, PR-390, PR-127, PR-7722) AFI-BP-19-24 | 28-May-19 | June 21, 2019 | July 9, 2019 | July 26, 2019 | August 20, 2019 | August 21, 2019 | A&M Contractor | \$ 2,992,095 | \$ 2,992,095 | |
| 61 | PEMOC (Local) | AC-005269 | Reconstrucción de Carreteras Región Este, Unidad 5 | 20-Feb-19 | February 20, 2019 | March 20, 2019 | February 26, 2019 | April 28, 2019 | March 12, 2019 | Design Build LLC | \$ 986,546 | \$ 986,546 | |
| 62 | Abriendo Caminos (Ronda 2) | AC-005282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Oeste Unidad 1 (PR-2, PR-124, PR-498, PR-397) AFI-BP-19-04 | 28-Jun-19 | June 28, 2019 | August 9, 2019 | July 26, 2019 | September 20, 2019 | August 16, 2019 | Transporte Rodríguez Asfalto | \$ 3,735,807 | \$ 3,735,807 | |
| 63 | Regular FHWA | AC-005383 | Pavement Reconstruction at PR-53 from km 0.6 to km 7.9 | 9-Apr-19 | May 9, 2019 | April 30, 2019 | June 10, 2019 | June 15, 2019 | July 11, 2019 | Del Valle Group | \$ 11,091,000 | \$ 11,091,000 | |
| 64 | Regular FHWA | AC-000814 | Highway Safety Improvements of PR-8 from km. 0.00 to km. 4.6, San Juan | 11-Oct-20 | | November 22, 2020 | | January 3, 2021 | | | \$ 4,819,491 | | |
| 65 | Abriendo Caminos (Ronda 3) | AC-000321 | Abriendo Caminos Ronda 3 - PR-814, PR-770, PR-693, PR-819, PR-872, PR-140, PR-854, PR-808, PR-769, PR-667, PR-677 | 13-Oct-20 | | November 24, 2020 | | January 12, 2021 | | | \$ 4,332,000 | | |
| 66 | Abriendo Caminos (Ronda 2) | AC-006282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Oeste Unidad 2 (PR-447, PR-443, PR-102, PR-307, PR-312, PR-331, PR-334, PR-105, PR-106) AFI-BP-19-06 | 3-Jul-19 | June 20, 2019 | August 14, 2019 | July 26, 2019 | September 25, 2019 | August 21, 2019 | A & M Group | \$ 3,696,465 | \$ 3,696,465 | |
| 67 | Regular FHWA | AC-006639 | Mejoras a la Seguridad Autopista Roberto Sánchez Vilella, PR-66, Kilómetros: 0.00 al 20.00 | 30-Sep-18 | September 7, 2018 | October 30, 2018 | October 19, 2018 | November 30, 2018 | December 7, 2018 | Caribbean Sign Supplies Manufacturers, Inc. | \$ 9,141,778 | \$ 9,141,778 | |

6.1 Pre-Construction data

| Program | AC Code | Description | Programmed Bid Opening Date | Actual Bid Opening Date | Programmed Bid Award Date | Actual Bid Award Date | Programmed NTP Letter Date | Actual NTP Letter Date | Contractor | Estimate from Engineer | Actual Bid | Construction Time | |
|---------|----------------------------|-------------|--|-------------------------|---------------------------|-----------------------|----------------------------|------------------------|--------------------|------------------------------|--------------|-------------------|--|
| 68 | Abriendo Caminos (Ronda 2) | AC-007282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Norte Unidad 1 (PR-802, PR-164, PR-809, PR-791, PR-7774, PR-496, PR-455, PR-124) BP-19-141-AC | 11-Jul-19 | July 15, 2019 | August 22, 2019 | August 7, 2019 | October 3, 2019 | October 15, 2019 | Super Asphalt Corp | \$ 4,019,261 | \$ 4,019,261 | |
| 69 | Abriendo Caminos (Ronda 2) | AC-008282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Norte Unidad 2 (PR-662, PR-638, PR-658, PR-4431, PR-6685, PR-643, PR-667, PR-165, PR-813) BP-19-146-AC | 12-Jul-19 | July 23, 2019 | August 23, 2019 | August 7, 2019 | October 4, 2019 | August 28, 2019 | JR site Construction, Corp. | \$ 3,832,909 | \$ 3,832,909 | |
| 70 | Abriendo Caminos (Ronda 2) | AC-009282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Metro Unidad 1 (PR-812, PR-833, PR-840, PR-863, PR-834) BP-19-142-AC | 16-Jul-19 | July 16, 2019 | August 27, 2019 | August 6, 2019 | October 8, 2019 | October 15, 2019 | JR Asphalt | \$ 775,714 | \$ 775,714 | |
| 71 | Regular FHWA | AC-010031 | Preservation of Bridges 1471, 1473, 2885, 2836 at PR-100 km 0.6 to 0.8, Cabo Rojo | 4-Nov-18 | October 5, 2018 | December 4, 2018 | November 29, 2018 | December 20, 2018 | December 20, 2018 | EJ Construction | \$ 4,175,004 | \$ 4,175,004 | |
| 72 | Regular FHWA | AC-010166 | Construction of Recreational Trail for Bicycles and Pedestrians from Rio Bayamón to PR-165, Toa Baja | 1-Jul-20 | July 1, 2020 | August 12, 2020 | August 11, 2020 | October 7, 2020 | September 15, 2020 | Maglez Eng | \$ 4,946,977 | \$ 4,946,977 | |
| 73 | Abriendo Caminos (Ronda 3) | AC-000324 | Abriendo Caminos Ronda 3 - PR-634, PR-622, PR-8809, PR-531, PR-129, PR-647, PR-487 | 15-Oct-20 | September 16, 2020 | November 26, 2020 | | January 14, 2021 | | A&M Group | \$ 3,938,750 | \$ 3,938,750 | |
| 74 | Regular FHWA | AC-010272 | Safety Improvements to PR-102 from km 7.8 to km 17.8 | 11-Oct-18 | October 11, 2018 | December 17, 2018 | December 3, 2018 | January 31, 2019 | February 1, 2019 | Transporte Rodriguez Asfalto | \$ 2,745,770 | \$ 2,745,770 | |
| 75 | Abriendo Caminos (Ronda 2) | AC-010282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Norte Unidad 2 (PR-662, PR-638, PR-658, PR-4431, PR-6685, PR-643, PR-667, PR-165, PR-813) BP-19-146-AC | 16-Jul-19 | August 1, 2019 | August 27, 2019 | August 26, 2019 | October 8, 2019 | October 15, 2019 | HDT Group | \$ 2,898,939 | \$ 2,898,939 | |
| 76 | Abriendo Caminos (Ronda 2) | AC-011282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Norte Unidad 2 (PR-662, PR-638, PR-658, PR-4431, PR-6685, PR-643, PR-667, PR-165, PR-813) BP-19-146-AC | 18-Jun-19 | October 1, 2019 | July 30, 2019 | October 15, 2019 | September 10, 2019 | October 31, 2019 | Super Asphalt Corp | \$ 4,802,601 | \$ 4,802,601 | |
| 77 | Regular FHWA | AC-011417 | Bridge #2161 over waterway, PR-114 Km 2.2, Mayaguez | 1-Feb-19 | February 1, 2019 | March 18, 2019 | March 6, 2019 | May 2, 2019 | May 3, 2019 | Tamrio | \$ 297,479 | \$ 297,479 | |
| 78 | Regular FHWA | AC-011534 | Highway Safety Improvements of PR-115 from km. 10.84 to km. 20.4, Rincón-Aguada | 26-Nov-19 | November 26, 2019 | January 7, 2020 | January 23, 2020 | February 21, 2020 | February 12, 2020 | Ferrovial Agroman | \$ 2,541,000 | \$ 2,541,000 | |
| 79 | Regular FHWA | AC-011535 | Highway Safety Improvements of PR-115 from km. 0.00 to km. 10.84 | 19-Aug-19 | September 5, 2019 | September 30, 2019 | October 7, 2019 | November 11, 2019 | October 21, 2019 | Transporte Rodriguez Asfalto | \$ 5,985,403 | \$ 5,985,403 | |
| 80 | Regular FHWA | AC-011630 | Highway Safety Improvements of PR-116 from km 3.0 to km 14.0 | 24-Aug-19 | November 21, 2019 | October 5, 2019 | | January 31, 2020 | January 31, 2020 | Transporte Rodriguez Asfalto | \$ 6,088,181 | \$ 6,088,181 | |
| 81 | State Capex | AC-200309 | Traffic signal at intersection of PR-2 and PR-419, Aguada | 15-Oct-20 | | November 26, 2020 | | January 14, 2021 | | | \$ 700,000 | | |
| 82 | Abriendo Caminos (Ronda 2) | AC-013282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Sur Unidad 3 (PR-9, PR-123, PR-753, PR-500, PR-151) BP-19-147 | 18-Jul-19 | August 19, 2019 | August 29, 2019 | October 22, 2019 | October 10, 2019 | November 13, 2019 | Design Build LLC | \$ 1,994,452 | \$ 1,994,452 | |
| 83 | Abriendo Caminos (Ronda 2) | AC-014282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Sur Unidad 4 (PR-585, PR-572, PR-53 Rampas, PR-551, PR-573, PR-54) | 18-Jul-19 | September 19, 2019 | August 29, 2019 | October 22, 2019 | October 10, 2019 | November 13, 2019 | Design Build LLC | \$ 3,077,096 | \$ 3,077,096 | |
| 84 | Regular FHWA | AC-014354 | Bridge #780 over Matruillas River, PR-143 Km 36.0, Orocovis | 16-Apr-19 | April 24, 2019 | May 3, 2019 | May 23, 2019 | June 18, 2019 | June 20, 2019 | Empresas JBR, Inc. | \$ 228,192 | \$ 228,192 | |
| 85 | Regular FHWA | AC-014984 | Highway Safety Improvements of PR-149 from km 0.00 to 12.80, Manatí-Ciales | 4-Aug-19 | October 25, 2019 | September 15, 2019 | December 20, 2019 | January 31, 2020 | January 31, 2020 | Transporte Rodriguez Asfalto | \$ 8,152,517 | \$ 8,152,517 | |
| 86 | Regular FHWA | AC-015235 | Mejoras a la Seguridad Carretera PR-152, Kilómetros: 0.00 al 11.25 | 13-Oct-18 | September 10, 2018 | November 12, 2018 | October 2, 2018 | December 13, 2018 | November 1, 2018 | RO Rental Equipment | \$ 2,404,528 | \$ 2,404,528 | |
| 87 | Regular FHWA | AC-015236 | Highway Safety Improvements of PR-152 from km 11.5 to km 13.65 | 11-Sep-19 | October 1, 2019 | October 23, 2019 | September 10, 2019 | December 4, 2019 | October 31, 2019 | Desarrolladora IA | \$ 1,289,742 | \$ 1,289,742 | |
| 88 | Regular FHWA | AC-015237 | Mejoras a la Seguridad Carretera PR-152, Kilómetros: 13.65 al 20.50 | 30-Sep-18 | August 31, 2018 | October 30, 2018 | October 5, 2018 | November 30, 2018 | October 30, 2018 | Gill Engineering Group, Inc. | \$ 1,467,868 | \$ 1,467,868 | |

6.1 Pre-Construction data

| Program | AC Code | Description | Programmed Bid Opening Date | Actual Bid Opening Date | Programmed Bid Award Date | Actual Bid Award Date | Programmed NTP Letter Date | Actual NTP Letter Date | Contractor | Estimate from Engineer | Actual Bid | Construction Time | |
|---------|----------------------------|-------------|---|-------------------------|---------------------------|-----------------------|----------------------------|------------------------|--------------------|--|---------------|-------------------|--|
| 89 | Abriendo Caminos (Ronda 2) | AC-015282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Oeste Unidad 3 (PR-435, PR-423, PR-109, PR-4444, PR-125, PR-495) BP-19-16-AC | 10-Jul-19 | June 25, 2019 | August 21, 2019 | July 26, 2019 | October 2, 2019 | August 28, 2019 | A&M Group | \$ 3,950,603 | \$ 3,950,603 | |
| 90 | Abriendo Caminos (Ronda 2) | AC-016282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región | 19-Jul-19 | August 27, 2019 | August 30, 2019 | September 17, 2019 | October 11, 2019 | October 17, 2019 | A & N Road Development | \$ 5,599,560 | \$ 5,599,560 | |
| 91 | Regular FHWA | AC-016789 | Highway Safety Improvements of PR-167 from km. 0.0 to km. 9.0 | 15-Nov-19 | November 15, 2019 | December 27, 2019 | December 20, 2019 | February 21, 2020 | February 14, 2020 | C.J.O. Construction Corp. | \$ 4,757,996 | \$ 4,757,996 | |
| 92 | Abriendo Caminos (Ronda 2) | AC-017282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Norte Unidad 3 (PR-653, PR-666, PR-772, PR-771, PR-618, PR-687, PR-865, PR-867, PR-142, PR-828) | 2-Jul-19 | August 27, 2019 | August 13, 2019 | September 19, 2019 | September 24, 2019 | October 31, 2019 | Professional Asphalt | \$ 4,503,278 | \$ 4,503,278 | |
| 93 | Regular FHWA | AC-017333 | Safety Improvements to PR-173 from km 0 to km 9 | 25-Oct-18 | October 9, 2018 | November 24, 2018 | October 25, 2018 | December 25, 2018 | December 7, 2018 | Maglez Eng | \$ 2,737,327 | \$ 2,737,327 | |
| 94 | Regular FHWA | AC-017630 | Highway Safety Improvements of PR-176 from Km. 0.0 to Km. 4.0, San Juan | 22-Oct-20 | | December 3, 2020 | | January 14, 2021 | | | \$ 4,834,516 | | |
| 95 | Regular FHWA | AC-017745 | Geometric Improvements of PR-177 Interchange with Juan Martinez Ave., Bayamón | 4-Aug-19 | July 30, 2019 | September 15, 2019 | September 9, 2019 | October 27, 2019 | October 8, 2019 | Obratec Contratista General, Inc. | \$ 709,463 | \$ 709,463 | |
| 96 | Regular FHWA | AC-018193 | Julio Andino Pedestrian Bridge, San Juan | 26-Jun-19 | June 25, 2019 | August 7, 2019 | September 15, 2019 | January 9, 2020 | January 9, 2020 | LPC Contractors Inc. | \$ 5,995,017 | \$ 5,995,017 | |
| 97 | Abriendo Caminos (Ronda 2) | AC-018282 | Programa Abriendo Caminos 2. Mantenimiento de Carreteras con Métodos de Alta Calidad - Región Norte Unidad 4 (PR-884, PR-882, PR-825, PR-590, PR-6690, PR-688, PR-6677, PR-8865, PR-6659, PR-659) | 2-Jul-19 | September 19, 2019 | August 13, 2019 | September 19, 2019 | September 24, 2019 | December 16, 2019 | Puerto Rico Asphalt, LLC | \$ 2,096,957 | \$ 2,096,957 | |
| 98 | Regular FHWA | Various | Critical Bridges & Rehab FY20 | 22-Oct-20 | | December 3, 2020 | | January 14, 2021 | | | \$ 6,530,665 | | |
| 99 | Regular FHWA | AC-520146 | Highway Reconstruction, PR-52 from Km 102 to Km 106 | 25-Oct-20 | | December 6, 2020 | | January 17, 2021 | | | \$ 22,750,000 | | |
| 100 | Regular FHWA | AC-010266 | Bridge 1096 Replacement | 26-Oct-20 | | December 7, 2020 | | January 18, 2021 | | | \$ 5,643,692 | | |
| 101 | Regular FHWA | AC-018348 | Highway Safety Improvements of PR-183 from km 1.2 to km 10.0, Caguas-San Lorenzo | 28-Oct-20 | | December 9, 2020 | | January 20, 2021 | | | \$ 8,050,000 | | |
| 102 | PEMOC (Local) | AC-051211 | Box Culvert Reconstruction at Quebrada Chiquita, Juana Diaz | 31-Jan-20 | January 31, 2020 | March 4, 2020 | March 4, 2020 | June 30, 2020 | June 30, 2020 | Empresas JBR, Inc. | \$ 587,777 | \$ 587,777 | |
| 103 | Regular FHWA | AC-065605 | Reconstruction of PR-656 km. 2.3 (ER80 funds) | 4-Apr-19 | April 4, 2019 | May 7, 2019 | May 9, 2019 | June 21, 2019 | June 12, 2019 | es & Nieves, Engineers and Contractors | \$ 4,884,000 | \$ 4,884,000 | |
| 104 | Regular FHWA | AC-083503 | Pavement Rehabilitation and Reconstruction of PR-835 from Km 0.0 To Km 5.9, PR-837 From km 0.0 to Km 3.9 and PR-8834 from Km 0.0 to Km 2.3, Guaynabo | 24-Aug-19 | October 31, 2019 | October 5, 2019 | December 9, 2019 | January 27, 2020 | January 27, 2020 | Piloto Construction, LLC | \$ 5,169,000 | \$ 5,169,000 | |
| 105 | Regular FHWA | AC-091206 | Bridge #2314 over Cayaguas River, off PR-902 km 0.1, San Lorenzo | 4-Oct-18 | October 4, 2018 | January 14, 2019 | November 16, 2018 | February 28, 2019 | January 25, 2019 | Obratec Contratista General | \$ 510,395 | \$ 510,395 | |
| 106 | Regular FHWA | AC-093001 | Reconstruction of Ramp No. 2 at Int of PR-30 and PR-9030, Gurabo | 7-Jul-19 | July 9, 2019 | August 18, 2019 | September 23, 2019 | September 29, 2019 | November 21, 2019 | Piloto Construction, LLC | \$ 3,627,000 | \$ 3,627,000 | |
| 107 | Regular FHWA | AC-100088 | Safety Improvements PR-10 from km 0 to km 29, Ponce-Adjuntas | 2-Oct-18 | October 2, 2018 | January 1, 2019 | December 6, 2018 | February 15, 2019 | February 4, 2019 | Desarrolladora JA | \$ 14,979,638 | \$ 14,979,638 | |
| 108 | Regular FHWA | AC-020311 | Highway Safety Improvements of PR-203 from km 0.0 to km 7.1, Gurabo-San Lorenzo | 29-Oct-20 | | December 10, 2020 | | January 21, 2021 | | | \$ 10,120,000 | | |
| 109 | Regular FHWA | AC-111131 | Reconstruction of PR-111, Kms. 4.0, 4.2 (ER90 funds) | 22-Mar-19 | March 26, 2019 | May 7, 2019 | April 24, 2019 | June 21, 2019 | May 31, 2019 | Maglez Eng | \$ 1,568,977 | \$ 1,568,977 | |
| 110 | Regular FHWA | AC-111135 | Reconstruction and Repavement of approximately 0-10 kilometers on the PR-111 | 10-Jul-19 | July 29, 2019 | August 21, 2019 | August 20, 2019 | October 2, 2019 | September 25, 2019 | Super Asphalt Corp | \$ 6,423,335 | \$ 6,423,335 | |
| 111 | Regular FHWA | AC-111136 | Reconstruction and Repavement of approximately 10-20 kilometers on the PR-111 | 9-Sep-19 | August 13, 2019 | October 21, 2019 | September 10, 2019 | December 2, 2019 | October 31, 2019 | LPC Contractors Inc. | \$ 8,168,979 | \$ 8,168,979 | |
| 112 | Regular FHWA | AC-148506 | Paseo Ciclista PR-485, Camuy. Effort to complete project | 25-Feb-20 | February 25, 2020 | April 7, 2020 | July 8, 2020 | August 12, 2020 | August 12, 2020 | A&M Group, Inc. | \$ 1,949,000 | \$ 1,949,000 | |
| 113 | Regular FHWA | AC-200283 | Pavement Rehabilitation and Reconstruction of PR-2 from km 87.87 to km 92.05 | 14-Jul-19 | July 11, 2019 | August 25, 2019 | August 20, 2019 | October 6, 2019 | September 30, 2019 | Del Valle Group | \$ 11,890,000 | \$ 11,890,000 | |

6.1 Pre-Construction data

| Program | AC Code | Description | Programmed Bid Opening Date | Actual Bid Opening Date | Programmed Bid Award Date | Actual Bid Award Date | Programmed NTP Letter Date | Actual NTP Letter Date | Contractor | Estimate from Engineer | Actual Bid | Construction Time |
|---------|--------------|-------------|--|-------------------------|---------------------------|-----------------------|----------------------------|------------------------|--------------------|--|---------------|-------------------|
| 114 | Regular FHWA | AC-035902 | Emergency Repair Bridge 1123 Replacement @ PR-359, Yauco | 3-Nov-20 | | December 15, 2020 | | January 26, 2021 | | \$ 4,018,335 | | |
| 115 | Regular FHWA | AC-018932 | Pavement Rehabilitation and Reconstruction of PR-189 from km. 0.0 to km. 13.0, Caguas-Gurabo-Juncos | 4-Nov-20 | | December 16, 2020 | | January 27, 2021 | | \$ 5,327,324 | | |
| 116 | Regular FHWA | AC-200306 | Pavement Rehabilitation and Reconstruction of PR-2 from km 92.05 to km 96.86 | 7-Jul-19 | July 16, 2019 | August 18, 2019 | August 15, 2019 | September 29, 2019 | September 12, 2019 | Transporte Rodriguez Asfalto | \$ 3,758,224 | \$ 3,758,224 |
| 117 | Regular FHWA | AC-200307 | Pavement Rehabilitation and Reconstruction of PR-2 from km 96.86 to km 100.49 | 4-Jul-19 | July 17, 2019 | August 15, 2019 | August 15, 2019 | September 26, 2019 | September 12, 2019 | Transporte Rodriguez Asfalto | \$ 4,385,792 | \$ 4,385,792 |
| 118 | Regular FHWA | AC-100248 | Highway Reconstruction PR-1 from Km 26 to Km 32 | 9-Nov-20 | | December 21, 2020 | | February 1, 2021 | | \$ 12,966,411 | | |
| 119 | State Capex | AC-200310 | Traffic signal at intersection of PR-2 and PR-650, Arecibo | 9-Jun-20 | June 9, 2020 | July 21, 2020 | July 17, 2020 | August 21, 2020 | August 13, 2020 | Obratec Contralista General, Inc. | \$ 706,019 | \$ 706,019 |
| 120 | Regular FHWA | AC-300118 | PR-30 from km 7.3 to km 14.4 | 2-Nov-18 | October 3, 2018 | December 2, 2018 | October 25, 2018 | December 14, 2018 | December 14, 2018 | Ferrovial Agroman | \$ 12,866,618 | \$ 12,866,618 |
| 121 | Regular FHWA | AC-500023 | Rincón Recreational Trail | 20-Nov-20 | | January 1, 2021 | | February 12, 2021 | | \$ 6,540,000 | | |
| 122 | Regular FHWA | AC-800510 | DTL Noise Barrier @ PR-52 | 17-Dec-20 | | January 28, 2021 | | March 11, 2021 | | \$ 4,000,000 | | |
| 123 | Regular FHWA | AC-200286 | Highway Reconstruction PR-2 from KM 187 to KM 195, Guánica | 18-Dec-20 | | January 29, 2021 | | March 12, 2021 | | \$ 23,540,903 | | |
| 124 | Regular FHWA | AC-200298 | Highway Reconstruction PR-2 Km 180 to Km 182, Sabana Grande | 18-Dec-20 | | January 29, 2021 | | March 12, 2021 | | \$ 6,000,000 | | |
| 125 | Regular FHWA | AC-520125 | Bridges 2038 & 2039 over PR-714 and La Palma Creek, PR-52 KM 49.5 | 14-Jun-19 | June 18, 2019 | July 26, 2019 | August 27, 2019 | September 6, 2019 | October 31, 2019 | LPCD Inc | \$ 5,899,914 | \$ 5,899,914 |
| 126 | DTL (FHWA) | AC-001872 | DTL - Phase 3 - Unit 2 - PR-52 km 4.7 to 6.4 (sta 52+00 to sta 57+00) | 24-Apr-19 | December 20, 2019 | June 5, 2019 | January 17, 2020 | January 31, 2020 | January 31, 2020 | LPC Contractors Inc. | \$ 5,404,198 | \$ 5,404,198 |
| 127 | DTL (FHWA) | AC-800534 | DTL - Phase 3 - Unit 3 - PR-52 km 4.7 to 6.4 (sta 57+00 to sta 63+00) | 12-Dec-18 | December 12, 2018 | January 14, 2019 | January 16, 2019 | February 28, 2019 | February 28, 2019 | Del Valle Group | \$ 13,393,000 | \$ 13,393,000 |
| 128 | Regular FHWA | AC-520133 | Rehabilitación del Pavimento Autopista Luis A. Ferré PR-52, Kilómetros: 66.00 al 71.60 | 16-Aug-18 | August 16, 2018 | October 15, 2018 | September 21, 2018 | November 15, 2018 | December 6, 2018 | Del Valle Group | \$ 16,256,000 | \$ 16,256,000 |
| 129 | Regular FHWA | AC-520134 | Highway Safety Improvements of PR-52 from km 52.3 to 55.3 | 20-Jul-19 | July 24, 2019 | August 31, 2019 | August 15, 2019 | October 12, 2019 | September 30, 2019 | R & F Asphalt Unlimited Inc. | \$ 4,533,208 | \$ 4,533,208 |
| 130 | Regular FHWA | AC-520135 | PR-52 from km 95 to km 99 | 12-Feb-19 | February 13, 2019 | March 29, 2019 | March 26, 2019 | May 13, 2019 | May 8, 2019 | Ferrovial Agroman | \$ 7,060,798 | \$ 7,060,798 |
| 131 | Regular FHWA | AC-520137 | Mejoras a la Seguridad Autopista Luis A. Ferré, PR-52 Kilómetros 55.30 al 61.00 | 19-Jul-18 | July 19, 2018 | September 17, 2018 | August 29, 2018 | October 18, 2018 | September 24, 2018 | Desarrolladora JA | \$ 4,757,059 | \$ 4,757,059 |
| 132 | Regular FHWA | AC-520138 | Mejoras a la Seguridad Autopista Luis A. Ferré, PR-52 Kilómetros 49.00 al 52.30 | 20-Jul-18 | July 20, 2018 | September 18, 2018 | August 29, 2018 | October 19, 2018 | September 24, 2018 | Desarrolladora JA | \$ 3,888,105 | \$ 3,888,105 |
| 133 | Regular FHWA | AC-520140 | Rehabilitación del Pavimento Autopista Luis A. Ferré PR-52, Kilómetros: 71.60 al 77.00 | 17-Aug-18 | August 17, 2018 | October 16, 2018 | September 19, 2018 | November 16, 2018 | December 6, 2018 | Del Valle Group | \$ 15,685,000 | \$ 15,685,000 |
| 134 | DTL (FHWA) | AC-800533 | DTL - Phase 3 - Unit 4 - PR-52 km 4.7 to 6.4 (sta 123+80 to sta 151+66) | 14-Feb-19 | February 14, 2019 | March 25, 2019 | March 14, 2019 | May 9, 2019 | May 1, 2019 | Ferrovial Agroman | \$ 13,112,005 | \$ 13,112,005 |
| 135 | DTL (FHWA) | AC-800542 | DTL - Phase 4 - Unit 1 - PR-52 / PR-30 Caguas (km 13.96 to 16.63) | 25-Aug-19 | August 10, 2019 | October 6, 2019 | September 10, 2019 | November 17, 2019 | October 10, 2019 | Constructora Santiago II | \$ 919,000 | \$ 919,000 |
| 136 | DTL (FHWA) | AC-800509 | DTL - Phase 6 - ITS | 31-Jan-20 | January 31, 2020 | March 4, 2020 | March 4, 2020 | May 4, 2020 | May 4, 2020 | Bermudez Longo Diaz Masso, LLC | \$ 11,832,959 | \$ 11,832,959 |
| 137 | Regular FHWA | AC-520144 | Pavement Rehabilitation and Reconstruction of PR-52 from km. 38.0 to km. 49.00 | 11-Aug-19 | August 9, 2019 | September 22, 2019 | September 25, 2019 | November 3, 2019 | October 29, 2019 | Del Valle Group | \$ 13,656,000 | \$ 13,656,000 |
| 138 | Regular FHWA | AC-301127 | PR-3 Pedestrian Bridge Carolina @ UPR Hospital | 14-Feb-21 | | March 28, 2021 | | May 9, 2021 | | \$ 5,968,731 | | |
| 139 | Regular FHWA | AC-800356 | Reconstruction of PR-135, Adjuntas | 23-Apr-19 | May 7, 2019 | June 4, 2019 | May 23, 2019 | July 16, 2019 | June 12, 2019 | Nieves & Nieves, Engineers and Contractors, Inc. | \$ 363,000 | \$ 363,000 |
| 140 | DTL (FHWA) | AC-520130 | DTL Phase 1, Unit 1 - PR-52 from km 3.1 to 5.3 | 11-Apr-18 | April 11, 2018 | May 11, 2018 | May 11, 2018 | June 11, 2018 | June 11, 2018 | Constructora Santiago II | \$ 14,160,315 | \$ 14,160,315 |
| 141 | Regular FHWA | AC-005384 | Pavement Rehabilitation and Reconstruction of PR-53 from km. 86.863 to km. 94.0 Fase II, Guayama-Salinas | 15-Mar-21 | | April 26, 2021 | | June 7, 2021 | | \$ 16,767,481 | | |
| 142 | DTL (FHWA) | AC-520141 | DTL Phase 1, Unit 2 - PR-52 from km. 5.3 to 6.9 | 24-May-18 | May 24, 2018 | June 23, 2018 | June 23, 2018 | July 24, 2018 | July 24, 2018 | Ferrovial Agroman | \$ 12,907,535 | \$ 12,907,535 |
| 143 | DTL (FHWA) | AC-520142 | DTL Phase 1, Unit 3 - PR-52 from km 6.9 to 9.16 | 29-May-18 | May 29, 2018 | June 28, 2018 | June 28, 2018 | July 29, 2018 | July 29, 2018 | Ferrovial Agroman | \$ 10,932,655 | \$ 10,932,655 |
| 144 | DTL (FHWA) | AC-520131 | DTL Phase 2, Unit 1 -PR-52 from km 9.16 to 12.02 | 12-Oct-18 | October 1, 2018 | November 11, 2018 | October 24, 2018 | December 12, 2018 | December 13, 2018 | Ferrovial Agroman | \$ 18,956,788 | \$ 18,956,788 |

6.1 Pre-Construction data

| Program | AC Code | Description | Programmed Bid Opening Date | Actual Bid Opening Date | Programmed Bid Award Date | Actual Bid Award Date | Programmed NTP Letter Date | Actual NTP Letter Date | Contractor | Estimate from Engineer | Actual Bid | Construction Time |
|------------------|-----------|---|-----------------------------|-------------------------|---------------------------|-----------------------|----------------------------|------------------------|--------------------------------|------------------------|--------------|-------------------|
| 145 Regular FHWA | AC-800546 | Pavement Rehabilitation and Reconstruction of PR-917 from Km. 8.2 to Km. 15.2 and PR-921 from Km. 0.0 to Km. 4.1, Las Piedras | 19-Aug-19 | August 6, 2019 | September 30, 2019 | September 9, 2019 | November 11, 2019 | October 15, 2019 | Lujani General Contractor Inc. | \$ 2,053,218 | \$ 2,053,218 | |

6.2 Pre-Maria constr. Data

| Oracle Number | AC # | Project Type | Description | Region | Road Number | Project KM Begin | Project KM End | Project Manager | Contractor | Original Cost | Revised Cost | % Change in Cost (Original vs Revised) | Projected Cost Increase | Projected Cost | % Change in Cost (Original vs Projected) | Amount Certified | % Certified | Projected Cost to Complete | NTR | Original Completion Date | Original Duration | Revised Completion Date | Revised Duration | % Change in Duration (Original vs Revised) | Projected Completion Date | Time Elapsed | Projected Duration | % Change in Duration (Original vs Projected) |
|---------------|--------|------------------------|---|--------|-------------|------------------|----------------|--------------------------------|----------------------------------|------------------------|----------------------|--|-------------------------|----------------|--|------------------|---------------------|----------------------------|---------------------|--------------------------|-------------------|-------------------------|------------------|--|---------------------------|--------------|--------------------|--|
| R000140066 | 014006 | Geometric Improvements | Estrada PR-140 hasta Intersección Rehabilitación Y Mitigación Sección P10 Ota Jacana Núm. 672 | Norte | 140 | | | Ing. Ignacio Rios Rivas | RBC Construction Corporation | \$3,969,000 | \$4,613,285 | 15% | | \$4,613,285 | 15% | \$2,536,557 | 64% | \$1,676,728 | 31-Jul-17 | 25-Jul-18 | 360 | 17-Oct-20 | 1175 | 226% | 13-Apr-21 | 86% | 1363 | 276% |
| B000752006 | 075206 | Bridge Repair | Reemplazo del Puente Núm. 882 Sobre PR-189, Carretera PR-30, kilómetro 4.1 | Sur | 752 | 0.80 | | Ing. Milton J. Contrón Dávila | Obraes Contratasta General, Inc. | \$279,396 | \$233,614 | -16% | | \$233,614 | -16% | \$223,614 | 96% | \$10,000 | 30-Dec-16 | 28-May-17 | 150 | 06-Jul-20 | 1285 | 757% | 30-Sep-20 | 100% | 1371 | 814% |
| B000999470 | 800470 | Bridge Replacement | Corrección De Deslizamiento En Carretera PR-123 Kilómetro 26.9 Desde Estación 1+00.00 hasta la Estación 2+04.56 | Este | 30 | 4.10 | | Ing. Regino Navarro Rodríguez | Corporacion Santiago IL | \$11,143,902 | \$11,938,637 | 7% | \$2,400,000 | \$14,338,637 | 29% | \$3,602,092 | 30% | \$10,736,545 | 29-Sep-16 | 23-Sep-17 | 360 | 01-Apr-19 | 915 | 154% | 11-Mar-22 | 74% | 1990 | 453% |
| R000123024 | 012324 | Landslides | Mejoras al Sistema de Señalización Carretera PR-2, Desde El Kilómetro 76.1 (PR-10) Hasta El Kilómetro 82.4 (PR-420) | Sur | 123 | | | Ing. Wilfredo Guzmán Serrano | Obraes Contratasta General, Inc. | \$320,255 | \$377,962 | 18% | \$622,038 | \$1,000,000 | 212% | \$147,500 | 39% | \$852,500 | 19-Sep-16 | 17-Mar-17 | 180 | 16-Apr-18 | 575 | 219% | 31-Dec-20 | 94% | 1565 | 769% |
| F000002491 | 200291 | Traffic Signals | Reemplazo Puente Núm. 178 Quibrosá Yoto | Norte | 2 | 76.10 | 82.40 | Ing. Jiselis Jirau Adams | Gil Engineering Group, Inc. | \$2,167,966 | \$5,168,818 | 138% | | \$5,168,818 | 138% | \$4,436,894 | 86% | \$731,925 | 18-Jul-16 | 13-May-17 | 300 | 10-Aug-20 | 1485 | 395% | 30-Dec-20 | 94% | 1627 | 442% |
| B020014271 | 802271 | Bridge Replacement | Mejoras A La Seguridad Carretera PR-10 Desde el kilómetro 56.00 hasta el kilómetro 85.5 | Sur | 14 | 65.57 | | Ing. Manicely Tejero Rodríguez | Tamiro, Inc. | \$3,294,960 | \$4,064,077 | 23% | | \$4,064,077 | 23% | \$3,128,573 | 77% | \$935,504 | 17-Jun-16 | 9-Sep-17 | 450 | 16-Jun-20 | 1461 | 225% | 9-Feb-21 | 92% | 1699 | 276% |
| F000010185 | 100085 | Safety | Rehabilitación del Pavimento Carretera PR-18, Desde kilómetro 0.00 Hasta kilómetro 6.20 | Norte | 10 | 56.00 | 85.50 | Ing. José M. Rosario Rivera | Del Valle Group, SP | \$5,858,000 | \$6,539,674 | 12% | | \$6,539,674 | 12% | \$5,455,469 | 83% | \$1,084,104 | 3-Jun-16 | 26-Aug-17 | 450 | 11-Jun-19 | 1104 | 145% | 1-Dec-20 | 96% | 1643 | 265% |
| R000018069 | 001869 | Pavement | Rehabilitación Del Pavimento Carretera PR-861 Desde Kilómetro 7.00 Hasta Kilómetro 11.00 | Metro | 18 | | | Ing. Angel L. Cora De Jesús | Desamolladora JA, Inc. | \$4,283,928 | \$5,075,160 | 18% | | \$5,075,160 | 18% | \$4,158,756 | 82% | \$916,404 | 3-Jun-16 | 28-May-17 | 360 | 15-Dec-20 | 1657 | 360% | 31-Dec-20 | 94% | 1673 | 365% |
| R000861022 | 086122 | Pavement | Extension Ave. Depotas desde Ave Luz Muñoz Marin PR-32 hasta PR-183 | Norte | 861 | 7.00 | 11.00 | Ing. Sandra Laboa Gonzalez | CJO Construction Cop. | \$1,318,000 | \$2,894,695 | 120% | | \$2,894,695 | 120% | \$1,811,933 | 63% | \$1,082,762 | 7-Apr-16 | 3-Oct-16 | 180 | 14-Sep-20 | 1622 | 801% | 19-Feb-21 | 92% | 1780 | 889% |
| P000034002 | 003402 | New Construction | Carretera PR-8 Desde Avenida Las Antecora Hasta PR-152 | Este | 34 | | | Ing. Dayna D. Pérez Zapata | Construcciones Jose Carr. SE | \$24,611,000 | \$25,688,791 | 4% | | \$25,688,791 | 4% | \$19,592,544 | 76% | \$6,096,247 | 7-Aug-15 | 22-Jan-18 | 900 | 04-Nov-20 | 1917 | 113% | 4-Nov-20 | 98% | 1917 | 113% |
| M000009015 | 009015 | New Construction | Mejoras a la Seguridad Carretera PR-18 y PR-21 | Sur | 9 | | | Ing. Damián M. Santiago Torres | LPC & D, Inc. | \$45,499,874 | \$47,721,154 | 5% | \$450,000 | \$48,171,154 | 6% | \$38,871,136 | 81% | \$9,300,018 | 29-Jul-14 | 8-Jan-18 | 1260 | 19-Nov-20 | 2306 | 83% | 19-Nov-20 | 98% | 2306 | 83% |
| F000999467 | 800467 | Geometric Improvements | Mejoras a la Intersección de las PR 18 y PR-21 | Metro | 21 | | | Ing. Juan C. Arroyo Ramirez | Ferrovial Agromán, LLC | \$16,117,554 | \$18,168,971 | 13% | | \$18,168,971 | 13% | \$16,043,017 | 83% | \$3,125,954 | 28-Mar-14 | 12-Sep-16 | 900 | 02-Dec-19 | 2076 | 131% | 21-Jan-21 | 95% | 2422 | 177% |
| 12 | | | | | | | | | | 30-Sep-2020 | \$118,893,825 | | \$132,482,738 | | \$138,964,776 | | \$99,406,086 | | \$36,546,690 | | 8889 | | 17978 | | 21416 | | | |

| Summary CPB and NPV | | | |
|---------------------------------|---------------|---------------|---------------|
| | Original | Revised | Projected |
| Total Program Cost (\$) | \$118,893,825 | \$132,482,738 | \$138,964,776 |
| % Change in Total Program Cost | | 11.4% | 16.3% |
| Sum of Project Durations (days) | 8830 | 17578 | 21416 |
| % Change in Program Duration | | 200.5% | 266.1% |

6.3 Post-Maria constr. data

| Oracle Number | AC # | Project Type | Description | Region | Road Number | Project KM Begin | Project KM End | Project Manager | Contractor | Original Cost | Revised Cost | % Change in Cost (Original vs Revised) | Projected Cost Increase | Projected Cost | % Change in Cost (Original vs Projected) | Amount Certified | % Certified | Projected Cost to Complete | NTP | Original Completion Date | Original Duration | Revised Completion Date | Revised Duration | % Change in Duration (Original vs Revised) | Projected Completion Date | Time Elapsed | Projected Duration | % Change in Duration (Original vs Projected) |
|---------------|--------|--|--|--------|-------------|------------------|----------------|--------------------------------|--|---------------|--------------|--|-------------------------|----------------|--|------------------|-------------|----------------------------|-----------|--------------------------|-------------------|-------------------------|------------------|--|---------------------------|--------------|--------------------|--|
| R00000322 | 00322 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región Sur Carreteras PR-375, PR-386, PR-512, PR-642, PR-657, PR-703, PR-722, PR-3336, PR-3372, PR-5141, PR-5220 y PR-7752 | | | | | | Del Valle Group, SP | \$3,434,000 | \$3,434,000 | 0% | \$0 | \$3,434,000 | 0% | \$0 | 0% | \$3,434,000 | 14-Sep-20 | 12-Mar-21 | 180 | 12-Mar-21 | 180 | 0% | 12-Mar-21 | 9% | 180 | 0% |
| R00000314 | 00314 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región Este Carreteras PR-3, PR-181, PR-908, PR-956, PR-964, y PR-7782 | Este | | | | | Super Asphalt Pavement Corporation | \$4,011,276 | \$4,011,276 | 0% | \$0 | \$4,011,276 | 0% | \$0 | 0% | \$4,011,276 | 11-Sep-20 | 8-May-21 | 240 | 8-May-21 | 240 | 0% | 8-May-21 | 8% | 240 | 0% |
| R00000319 | 00319 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región Este Carreteras PR-31, PR-171, PR-181, PR-777, PR-962, PR-936, PR-946, PR-678, PR-685, PR-687, PR-7761 y PR-6959 | Este | | | | | Design Build, LLC | \$4,056,635 | \$4,056,635 | 0% | \$0 | \$4,056,635 | 0% | \$0 | 0% | \$4,056,635 | 8-Sep-20 | 6-Mar-21 | 180 | 6-Mar-21 | 180 | 0% | 6-Mar-21 | 12% | 180 | 0% |
| R00000316 | 00316 | Abriendo Caminos y Uluado | Reparación y Mantenimiento de Pavimentos, Región Norte Unidad 2 Fase 3 (Programa Abriendo Caminos) PR-145, PR-2, PR-146, PR-159, PR-647, PR-137, PR-164, PR-686, PR-615 y PR-111, Ciales, Toa Baja, Dorado Corcoral, Vega Alta, Morone, Naranjo, Vega Baja, Manatí | Norte | Various | | | | Design Build, LLC | \$5,781,560 | \$5,781,560 | 0% | \$0 | \$5,781,560 | 0% | \$0 | 0% | \$5,781,560 | 7-Sep-20 | 4-Apr-21 | 210 | 4-Apr-21 | 210 | 0% | 4-Apr-21 | 11% | 210 | 0% |
| R00000315 | 00315 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región Metropolitana Carreteras PR-39, PR-41, PR-176, PR-831, PR-842, PR-845 y PR-8869 | Metro | | | | | Ferrovial Agromán, LLC | \$2,880,000 | \$2,880,000 | 0% | \$0 | \$2,880,000 | 0% | \$0 | 0% | \$2,880,000 | 1-Sep-20 | 29-Mar-21 | 210 | 29-Mar-21 | 210 | 0% | 29-Mar-21 | 14% | 210 | 0% |
| F00020310 | 20310 | Geometric Improvement | Mejoras Geométricas y Sistema de Señalización Carretera PR 2 (Intersección con PR-650) Kilómetros: 67.40 a 68.90 | Norte | 2 | 67.4 | 68.9 | Ing. José M. Rosario Rivera | Obratec Contratista General, Inc. | \$709,019 | \$709,019 | 0% | \$0 | \$709,019 | 0% | \$0 | 0% | \$709,019 | 25-Aug-20 | 21-Jan-21 | 150 | 21-Jan-21 | 150 | 0% | 21-Jan-21 | 24% | 150 | 0% |
| L00148506 | 148506 | Others | Trabajos Necesarios para Terminar Pavede Colada Adyacente a Carretera PR-485 | Norte | 485 | | | Ing. Juan O. Badillo Vélaz | A&M Group Inc. | \$1,949,000 | \$1,949,000 | 0% | \$0 | \$1,949,000 | 0% | \$0 | 0% | \$1,949,000 | 24-Aug-20 | 19-Jun-21 | 300 | 19-Jun-21 | 300 | 0% | 19-Jun-21 | 12% | 300 | 0% |
| R00000317 | 00317 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región Sur Carreteras PR-3, PR-139, PR-140, PR-372, PR-378, PR-545, PR-565 y PR-3175 | Sur | | | | | R & F Asphalt Unlimited Inc. | \$4,320,568 | \$4,320,568 | 0% | \$0 | \$4,320,568 | 0% | \$0 | 0% | \$4,320,568 | 24-Aug-20 | 20-Apr-21 | 240 | 20-Apr-21 | 240 | 0% | 20-Apr-21 | 15% | 240 | 0% |
| R0N899579 | 808579 | Landslides | Carretera PR-186, Kilómetro: 8.90 | Este | 186 | 8.9 | | | CAC Crespo Builders LLC | \$829,000 | \$829,000 | 0% | \$0 | \$829,000 | 0% | \$0 | 0% | \$829,000 | 3-Aug-20 | 29-Apr-21 | 180 | 29-Apr-21 | 270 | 50% | 29-Apr-21 | 22% | 270 | 50% |
| RCN1199579 | 811579 | Landslides | Reparación de Deslizamientos Carretera PR-143, Kilómetro: 56.10 | Norte | 143 | 56.1 | | Ing. José A. García Muro | CAC Crespo Builders LLC | \$2,217,000 | \$2,217,000 | 0% | \$0 | \$2,217,000 | 0% | \$0 | 0% | \$2,217,000 | 3-Aug-20 | 27-Aug-21 | 390 | 27-Aug-21 | 390 | 0% | 27-Aug-21 | 15% | 390 | 0% |
| R00000311 | 000311 | Abriendo Caminos | Reparación de Deslizamientos Carretera PR-186, Kilómetro: 8.90 | Norte | Various | | | | Professional Asphalt, LLC | \$3,853,262 | \$3,853,262 | 0% | \$0 | \$3,853,262 | 0% | \$0 | 0% | \$3,853,262 | 24-Jul-20 | 19-Jan-21 | 180 | 19-Jan-21 | 388 | 0% | 19-Jan-21 | 38% | 180 | 0% |
| RCN449579 | 844579 | Landslides | Reparación de Deslizamientos Carretera PR-650, Kilómetro: 9.60 | Oeste | 459 | 9.6 | | Ing. José B. González | LUJAN General Contractor, Inc. | \$2,774,532 | \$2,774,532 | 0% | \$0 | \$2,774,532 | 0% | \$0 | 0% | \$2,774,532 | 20-Jul-20 | 15-May-21 | 300 | 15-May-21 | 300 | 0% | 15-May-21 | 24% | 300 | 0% |
| R000512011 | 051211 | Bridge Replacement | Reemplazo de Puente Vado Sobre Ciénaga Chiquilla, Carretera PR-512 Kilómetro: 9.60, Bantío Collores | Sur | 512 | 9.6 | 11.67 | Ing. Daman M. Santiago Torres | Empresas JBR, Inc. | \$587,777 | \$587,777 | 0% | \$0 | \$587,777 | 0% | \$0 | 0% | \$587,777 | 13-Jul-20 | 8-Jan-21 | 180 | 8-Jan-21 | 180 | 0% | 8-Jan-21 | 44% | 180 | 0% |
| R00000312 | 000312 | Abriendo Caminos | Rehabilitación del Pavimento Carreteras PR-148 Kilómetros: 0.0 al 0.783 y PR-167 Kilómetros: 0.0 al 13.30 (Primera Fase Rehabilitación Puente Nam, 2000) | Sur | Various | | | | Super Asphalt Pavement Corporation | \$3,188,499 | \$3,188,499 | 0% | \$0 | \$3,188,499 | 0% | \$0 | 0% | \$3,188,499 | 3-Jul-20 | 10-Dec-20 | 161 | 10-Dec-20 | 161 | 0% | 10-Dec-20 | 56% | 161 | 0% |
| R000005044 | 005044 | Pavement | Rehabilitación del Pavimento Carreteras PR-148 Kilómetros: 0.0 al 0.783 y PR-167 Kilómetros: 0.0 al 13.30 (Primera Fase Rehabilitación Puente Nam, 2000) | Norte | | | | Ing. Alejandro Garb | CJO Construction Corp. | \$1,543,000 | \$2,440,000 | 58% | \$2,440,000 | \$2,440,000 | 58% | \$643,022 | 26% | \$1,796,978 | 22-Jun-20 | 18-Nov-20 | 150 | 31-Dec-20 | 193 | 29% | 31-Dec-20 | 52% | 193 | 29% |
| R000003039 | 003039 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Unidad 4 Fase 3 PR-3, PR-607, PR-167, PR-581, Ramas de acceso PR-940 hacia PR-3, (norte y sur), PR-933 y PR-172, Carolina, Caronvas, Rio Grande, Luquillo, Fajardo, Loiza | Este | Various | | | | Super Asphalt Pavement Corporation | \$3,309,976 | \$3,309,976 | 0% | \$0 | \$3,309,976 | 0% | \$0 | 0% | \$3,309,976 | 19-Jun-20 | 15-Dec-20 | 180 | 15-Dec-20 | 180 | 0% | 15-Dec-20 | 58% | 180 | 0% |
| R000003013 | 003013 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región Oeste, Unidad 5, Fase 2 Carreteras PR-101, PR-102, PR-421, PR-445, PR-412 y PR-3332 | Oeste | | | | | A & N Roads Development | \$3,734,435 | \$3,734,435 | 0% | \$0 | \$3,734,435 | 0% | \$0 | 0% | \$3,734,435 | 19-Jun-20 | 25-Nov-20 | 160 | 25-Nov-20 | 160 | 0% | 25-Nov-20 | 65% | 160 | 0% |
| R000003010 | 003010 | Abriendo Caminos | Reparación y Mantenimiento de Pavimentos, Región Metro Unidad 1, Fase 3 (Programa Abriendo Caminos) PR-5, PR-829, PR-837, PR-36, PR-844, PR-848, Baysamón, Cataño, Guaynabo, San Juan, Trujillo Alto, Carolina | Metro | Various | | | | Design Build, LLC | \$2,714,654 | \$2,714,654 | 0% | \$0 | \$2,714,654 | 0% | \$0 | 0% | \$2,714,654 | 29-May-20 | 25-Oct-20 | 150 | 25-Oct-20 | 150 | 0% | 25-Oct-20 | 83% | 150 | 0% |
| L009999509 | 809509 | DTL | Suministro e instalación de Adornos para Sistema Inteligente de Transportación para el Manejo de Incidentes e Información al Viajero Carreteras PR-18 y PR-52 | Metro | 52 | | | | Bermudez, Longo Diaz-Masó, LLC | \$11,832,959 | \$11,832,959 | 0% | \$0 | \$11,832,959 | 0% | \$504,208 | 4% | \$11,328,751 | 21-May-20 | 11-Nov-21 | 540 | 11-Nov-21 | 540 | 0% | 11-Nov-21 | 24% | 540 | 0% |
| R000028124 | 028124 | Others | Reparación de Carreteras PR-28 Kilómetros: 4.10 y 4.60 | Metro | 26 | 4.10 | 4.60 | | Desamolladora JA, Inc. | \$7,430,375 | \$7,430,375 | 0% | \$0 | \$7,430,375 | 0% | \$436,993 | 6% | \$6,993,383 | 16-Mar-20 | 8-Jun-21 | 450 | 03-Aug-21 | 506 | 12% | 3-Aug-21 | 39% | 506 | 12% |
| R00010181 | 10081 | Landslides | Corrección de deslizamientos PR-10, Km. 43 y 43.90 | Norte | 10 | 43.00 | 43.90 | Ing. Edgar Rivera Rivera | Piloto Construction, LLC | \$7,427,000 | \$7,347,080 | -1% | \$193,007 | \$7,540,087 | 2% | \$373,302 | 5% | \$7,166,785 | 16-Mar-20 | 9-May-21 | 420 | 09-May-21 | 420 | 0% | 4-Jul-21 | 42% | 476 | 13% |
| R000115034 | 011534 | Safety | Mejoras a la Carretera PR-115, Kilómetros: 10.84 a 20.40 | Oeste | 115 | 10.84 | 20.40 | Ing. Gilberto Hernández Caigas | Ferrovial Agromán, LLC | \$2,541,000 | \$2,541,000 | 0% | \$0 | \$2,541,000 | 0% | \$354,581 | 14% | \$2,186,419 | 24-Feb-20 | 19-Nov-20 | 270 | 14-Jan-21 | 326 | 21% | 14-Jan-21 | 67% | 326 | 21% |
| R000167089 | 016789 | Safety | Mejoras a la Seguridad Carretera PR-167 | Norte | 167 | 0.00 | 9.00 | Ing. Alejandro E. Guzmán | CJO Construction Corp. | \$4,757,996 | \$4,757,996 | 0% | \$0 | \$4,757,996 | 0% | \$392,634 | 8% | \$4,365,362 | 24-Feb-20 | 19-Nov-20 | 270 | 14-Jan-21 | 326 | 21% | 14-Jan-21 | 67% | 326 | 21% |
| R000015023 | 01523 | Pavement | Rehabilitación de Pavimento PR-15, desde el kilómetro 0.0 Hasta el kilómetro 11.30 | Sur | 15 | | | Ing. María M. Rivera Santiago | USIC/ PR Asphalt | \$2,474,186 | \$2,474,186 | 0% | \$10,000 | \$2,484,186 | 0% | \$0 | 0% | \$2,484,186 | 18-Feb-20 | 15-Aug-20 | 180 | 15-Aug-20 | 180 | 0% | 10-Oct-20 | 96% | 236 | 31% |
| R000116030 | 011630 | Safety | Mejoras a la Seguridad Carretera PR-116 Kilómetros: 3.0 a 14.0 | Oeste | 116 | 3.00 | 14.00 | Ing. José O. Toro Martínez | Transporte Rodríguez Asfalto, Inc. | \$4,918,059 | \$4,918,059 | -19% | \$1,765,215 | \$3,152,844 | 36% | \$1,765,215 | 30% | \$1,387,629 | 14-Feb-20 | 9-Oct-20 | 300 | 03-Feb-21 | 356 | 19% | 3-Feb-21 | 65% | 356 | 19% |
| R000149084 | 014984 | Safety | Mejoras a Seguridad PR-149, Kilómetros: 0.00 al 12.80 | Norte | 149 | 0.00 | 12.80 | Ing. Ignacio Rios Rivas | Transporte Rodríguez Asfalto, Inc. | \$8,152,517 | \$8,152,517 | 0% | \$0 | \$8,152,517 | 0% | \$116,190 | 1% | \$8,036,327 | 14-Feb-20 | 4-Nov-21 | 630 | 04-Nov-21 | 630 | 0% | 4-Nov-21 | 36% | 630 | 0% |
| R00083503 | 083503 | Geometric Improvement | Ensaye y Instalación de Puentes Peatonal Elevado, Carretera PR-811 Intersección Calle Lulo Andro (Residencial El Prado) | Metro | 835 | | | | Ing. Axel Carrasquillo | \$5,169,000 | \$5,247,695 | 2% | \$5,247,695 | \$5,247,695 | 2% | \$1,167,887 | 22% | \$4,079,808 | 6-Feb-20 | 30-May-21 | 490 | 25-Jul-21 | 536 | 12% | 25-Jul-21 | 44% | 536 | 12% |
| BCN1181093 | 018193 | Others | Paseo Peatonal Elevado, Carretera PR-811 Intersección Calle Lulo Andro (Residencial El Prado) | Metro | 181 | | | Ing. Vivian L. De Jesús Rivera | LPC & D, Inc. | \$5,995,017 | \$5,995,017 | 0% | \$5,995,017 | \$5,995,017 | 0% | \$712,523 | 12% | \$5,282,494 | 20-Jan-20 | 14-Nov-20 | 300 | 09-Jan-21 | 356 | 19% | 9-Jan-21 | 72% | 356 | 19% |
| R018000282 | 018282 | Abriendo Caminos | Reparación y Mantenimiento de Pavimentos, Región Norte Unidad 4 (Programa Abriendo Caminos): PR-684, PR-682, PR-625, PR-660, PR-660, PR-688, PR-667, PR-8865, PR-6509 y PR-659, Naranjo, Chocoma, Vega Alta, Vega Baja, Toa Baja y Dorado | Norte | | | | | Waldemar Neves | \$2,053,183 | \$2,484,441 | 21% | \$2,484,441 | \$2,484,441 | 21% | \$827,888 | 33% | \$1,656,553 | 15-Jan-20 | 12-Jul-20 | 180 | 28-Aug-20 | 227 | 26% | 15-Sep-20 | 106% | 245 | 36% |
| L119999590 | 811590 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Este | | | | | LUJAN General Contractor, Inc. | \$100,000 | \$100,000 | 0% | \$0 | \$100,000 | 0% | \$42,670 | 43% | \$57,330 | 13-Jan-20 | 10-Jul-20 | 180 | 07-Jul-20 | 177 | -2% | 30-Sep-20 | 100% | 262 | 46% |
| L09999590 | 809590 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Sur | | | | Ing. Daman M. Santiago Torres | EJ CONSTRUCTION, SE | \$2,000,000 | \$2,000,000 | 0% | \$2,000,000 | \$2,000,000 | 0% | \$160,323 | 8% | \$1,839,677 | 10-Jan-20 | 7-Jul-20 | 180 | 02-Sep-20 | 237 | 32% | 1-Feb-21 | 81% | 327 | 82% |
| L13999590 | 813590 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Sur | | | | Ing. Manuel Bermúdez Pagan | Constructora I Meléndez, LLC | \$2,500,000 | \$2,500,000 | 0% | \$2,500,000 | \$2,500,000 | 0% | \$1,822,012 | 65% | \$677,988 | 10-Jan-20 | 7-Jul-20 | 190 | 06-Sep-20 | 241 | 34% | 5-Dec-20 | 80% | 331 | 84% |
| L04999590 | 804950 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Norte | | | | Ing. Aljaidin E. Guis Anjaje | LUJAN General Contractor, Inc. | \$600,000 | \$600,000 | 0% | \$600,000 | \$600,000 | 0% | \$380,838 | 63% | \$219,162 | 9-Jan-20 | 6-Jul-20 | 180 | 31-Aug-20 | 236 | 31% | 1-Nov-20 | 89% | 298 | 66% |
| L08999590 | 808950 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Sur | | | | Ing. Francisco Alvarado | GUEVAREZ & GUEVAREZ, CORP | \$150,000 | \$150,000 | 0% | \$0 | \$150,000 | 0% | \$60,000 | 40% | \$90,000 | 9-Jan-20 | 6-Jul-20 | 180 | 01-Sep-20 | 237 | 32% | 15-Sep-20 | 106% | 251 | 39% |
| L01999590 | 801590 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Sur | | | | Ing. Luis A. Veléz Echevarría | Continental Construction & Consulting, LLC | \$450,000 | \$1,265,237 | 181% | \$1,265,237 | \$1,265,237 | 181% | \$975,304 | 77% | \$289,933 | 7-Jan-20 | 4-Jul-20 | 180 | 29-Aug-20 | 238 | 31% | 27-Nov-20 | 82% | 326 | 81% |

6.3 Post-Maria constr. data

| Oracle Number | AC # | Project Type | Description | Region | Road Number | Project KM Begin | Project KM End | Project Manager | Contractor | Original Cost | Revised Cost | % Change in Cost (Original vs Revised) | Projected Cost Increase | Projected Cost | % Change in Cost (Original vs Projected) | Amount Certified | % Certified | Projected Cost to Complete | Original Completion Date | Original Duration | Revised Completion Date | Revised Duration | % Change in Duration (Original vs Revised) | Projected Completion Date | Time Elapsed | Projected Duration | % Change in Duration (Original vs Projected) | |
|---------------|--------|---|--|--------|-------------|------------------|----------------|---|------------------------------------|---------------|--------------|--|-------------------------|----------------|--|------------------|-------------|----------------------------|--------------------------|-------------------|-------------------------|------------------|--|---------------------------|--------------|--------------------|--|------|
| L02999950 | 80250 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Oeste | | | | Ing. Isabel Bonilla | Tamrco, Inc. | \$234,430 | \$1,991,392 | 749% | | \$1,991,392 | 749% | \$1,466,739 | 74% | \$324,654 | 7-Jan-20 | 4-Jul-20 | 180 | 29-Aug-20 | 236 | 31% | 30-Oct-20 | 90% | 298 | 66% |
| L03999950 | 80350 | Emergency Relief project Task Order Assigned | Emergency Relief project Task Order Assigned | Sur | | | | Ing. Damani M. Santiago Torres | Design Build, LLC | \$1,651,350 | \$1,651,350 | 0% | | \$1,651,350 | 0% | \$654,033 | 40% | \$997,317 | 7-Jan-20 | 4-Jul-20 | 180 | 04-Jul-20 | 180 | 0% | 1-Nov-20 | 89% | 300 | 67% |
| L05999950 | 80550 | Emergency Repair Works at Toll Plaza #2 PR-2 Km. 105.5 | Emergency Repair Works at Toll Plaza #2 PR-2 Km. 105.5 | Sur | | | | Ing. Francisco Cornea Osuna | JM Caribbean Builders, Corp. | \$766,000 | \$766,000 | 0% | | \$766,000 | 0% | \$245,364 | 32% | \$520,636 | 7-Jan-20 | 4-Jul-20 | 180 | 04-Jul-20 | 180 | 0% | 1-Nov-20 | 89% | 300 | 67% |
| L09999950 | 80650 | Reconstrucción de Rampa Num 2 en la Intersección de las Carreteras PR-30 y 9000 | Reconstrucción de Rampa Num 2 en la Intersección de las Carreteras PR-30 y 9000 | Sur | | | | Ing. Manuel Bernádez Pagán | Constructora I. Meléndez, LLC | \$3,000,000 | \$3,000,000 | 0% | | \$3,000,000 | 0% | \$2,993,888 | 100% | \$6,112 | 7-Jan-20 | 4-Jul-20 | 180 | 14-Jul-20 | 190 | 6% | 15-Sep-20 | 106% | 253 | 41% |
| R00930001 | 093001 | Earmarked | Reparación y Mantenimiento de Pavimentos, Región Este, Unidad 3 (Programa Abriendo Caminos) PR-3, PR-186, PR-849, PR-953, PR-884, PR-8974, PR-181, PR-842, PR-1, PR-787 y PR-183; Neguabo, Junco, Canovanas, Las Piedras, Luquillo, Figueroa, Coaba, Coabá, Ocha, Caguas y San Lorenzo | Este | 30 | | | Pioto Construction, LLC | | \$3,627,000 | \$3,363,010 | -7% | \$70,000 | \$3,433,010 | -5% | \$1,891,136 | 56% | \$1,541,874 | 2-Dec-19 | 26-Sep-20 | 300 | 21-Nov-20 | 356 | 19% | 21-Nov-20 | 85% | 356 | 19% |
| R011000282 | 011282 | Abriendo Caminos | Reparación y Mantenimiento de Pavimentos Región Norte, Unidad 3 (Programa Abriendo Caminos) PR-653, PR-686, PR-712, PR-711, PR-618, PR-687, PR-865, PR-867, PR-842 y PR-826; Arecibo, Hatillo, Barroeta, Barroetales, oncos, Corozal, Morovis, Vega Baja, Toa Alta, Toa Baja, Dorado, Toa Alta Mejoras a Carretera PR-111 | Este | | | | Zohany Iarroy | Super Asphalt Pavement Corporation | \$4,802,601 | \$5,296,620 | 10% | | \$5,296,920 | 10% | \$3,135,421 | 59% | \$2,161,499 | 23-Nov-19 | 19-Jul-20 | 240 | 12-Nov-20 | 356 | 48% | 12-Nov-20 | 88% | 356 | 48% |
| R017000282 | 011282 | Abriendo Caminos | Reparación y Mantenimiento de Pavimentos Región Norte, Unidad 3 (Programa Abriendo Caminos) PR-653, PR-686, PR-712, PR-711, PR-618, PR-687, PR-865, PR-867, PR-842 y PR-826; Arecibo, Hatillo, Barroeta, Barroetales, oncos, Corozal, Morovis, Vega Baja, Toa Alta, Toa Baja, Dorado, Toa Alta Mejoras a Carretera PR-111 | Norte | | | | Joaquin Lopez | Professional Asphalt, LLC | \$4,503,278 | \$5,373,372 | 19% | | \$5,373,372 | 19% | \$4,739,299 | 88% | \$634,073 | 23-Nov-19 | 29-Jun-20 | 220 | 23-Oct-20 | 336 | 53% | 23-Oct-20 | 93% | 336 | 53% |
| R000111136 | 111136 | Reconstrucción | Mejoras a la Seguridad Carretera PR152, Kilómetros: 11.25 a 13.65 | Oeste | 111 | 10.00 | 20.00 | Ing. Hector Martell | LPC Contractors, Inc. | \$8,166,979 | \$8,266,426 | 1% | | \$8,266,426 | 1% | \$1,734,107 | 21% | \$6,532,319 | 12-Nov-19 | 3-Feb-21 | 450 | 03-Feb-21 | 450 | 0% | 3-Feb-21 | 72% | 450 | 0% |
| R000152036 | 015236 | Safety | Rehabilitación del Pavimento Reconstrucción Autopista Luis A. Frank, PR-52, Kilómetros: 38.00 al 49.00 | Norte | 152 | 11.25 | 13.65 | Ing. Moriana Figueroa Morales | Desamoliadora JA, Inc. | \$1,289,742 | \$1,289,742 | 0% | | \$1,289,742 | 0% | \$100,000 | 8% | \$1,189,742 | 12-Nov-19 | 9-May-20 | 180 | 11-Dec-20 | 396 | 120% | 20-May-21 | 58% | 556 | 209% |
| R000522144 | 520144 | Pavement | Landslide Correction and Rehabilitation of PR-420 Kms. 1.4, 1.6 and PR-4419 km 0.4 | Sur | 52 | 38.00 | 49.00 | Ing. Gerardo Torres Del Valle Group, SP | | \$13,656,000 | \$13,656,000 | 0% | | \$13,656,000 | 0% | \$3,104,143 | 23% | \$10,551,857 | 12-Nov-19 | 4-May-21 | 540 | 04-May-21 | 540 | 0% | 4-May-21 | 60% | 540 | 0% |
| R009999571 | 800571 | Landslides | Mejoras a la Seguridad Carretera PR-115, Kilómetros: 0.00 a 10.84 | Oeste | 115 | 0.00 | 10.84 | Ing. Luis A. Pérez Rodríguez | HDT Group, Inc | \$771,520 | \$665,590 | -9% | | \$665,590 | -9% | \$404,598 | 61% | \$261,353 | 6-Nov-19 | 3-Feb-20 | 90 | 29-May-20 | 206 | 129% | 30-Nov-20 | 84% | 391 | 334% |
| R000115035 | 011535 | Mejoras | Mejoras a la Seguridad Carretera PR-152, Kilómetros: 11.25 a 13.65 | Oeste | 115 | 0.00 | 10.84 | Ing. Moriana Figueroa Morales | Transporte Rodríguez Asfalto, Inc. | \$5,985,403 | \$6,005,403 | 0% | | \$6,005,403 | 0% | \$861,302 | 11% | \$5,344,101 | 4-Nov-19 | 26-Jan-21 | 450 | 26-Jan-21 | 450 | 0% | 18-May-21 | 59% | 562 | 25% |
| R000521215 | 520125 | Bridge Preservation | Preservación de los Puentes Num. 2038 y 2039, Autopista Luis A. Frank, PR-52, Kilómetros: 38.00 al 49.00 | Sur | 52 | 49.8 | | Ing. Juan M. Colón | LPC & D, Inc. | \$5,999,914 | \$6,944,581 | 1% | | \$6,944,581 | 1% | \$7,994 | 0% | \$5,936,587 | 28-Oct-19 | 19-Jan-21 | 450 | 19-Jan-21 | 450 | 0% | 19-Jan-21 | 75% | 450 | 0% |
| R009999546 | 800546 | Reconstrucción | Reconstrucción de Carretera PR-917 Kilómetros: 8.20 al 15.20 y Carretera PR-21 Kilómetros: 0.00 al 4.10 | Este | | | | Ing. Regino Navarro Rodríguez | Super Asphalt Pavement Corporation | \$2,053,218 | \$2,616,956 | 27% | \$250,000 | \$2,866,956 | 40% | \$1,578,773 | 60% | \$1,288,183 | 28-Oct-19 | 24-May-20 | 210 | 19-Jul-20 | 266 | 27% | 1-Nov-20 | 91% | 371 | 77% |
| R070000282 | 007282 | Abriendo Caminos | Reparación y Mantenimiento de Pavimentos Región Norte, Unidad 1 (Programa Abriendo Caminos) PR-629, PR-474, PR-62, PR-37, PR-187, PR-47, Bayamón, Toa Alta, Carolina, Canovanas, Toa Baja, San Juan | Norte | | | | Manuel Bermudez | Super Asphalt Pavement Corporation | \$4,019,261 | \$4,982,552 | 24% | | \$4,982,552 | 24% | \$4,689,088 | 94% | \$293,464 | 25-Oct-19 | 1-Apr-20 | 160 | 25-Aug-20 | 306 | 91% | 30-Sep-20 | 100% | 342 | 114% |
| R100000282 | 010282 | Abriendo Caminos | Mejoras Geométricas en la Intersección de Carreteras PR-29 y PR-168 Kilómetros: 0.90 al 1.10 | Metro | 29 | 0.90 | 1.10 | Victor Ortiz | Super Asphalt Pavement Corporation | \$2,981,982 | \$3,638,257 | 22% | | \$3,638,257 | 22% | \$2,787,728 | 77% | \$850,529 | 25-Oct-19 | 21-Feb-20 | 120 | 03-Oct-20 | 345 | 188% | 28-Dec-20 | 79% | 431 | 259% |
| L000250007 | 002507 | Geometric Improvements | Mejoras Geométricas en la Intersección de Carreteras PR-29 y PR-168 Kilómetros: 0.90 al 1.10 | Metro | 29 | 0.90 | 1.10 | Ing. Astrid Pagán Flores | Gil Engineering Group, Inc. | \$1,038,682 | \$1,063,682 | 2% | | \$1,063,682 | 2% | \$312,271 | 29% | \$751,411 | 21-Oct-19 | 17-Apr-20 | 180 | 30-Sep-20 | 348 | 92% | 31-Dec-20 | 79% | 438 | 143% |
| R000177045 | 017745 | Geometric Improvements | Mejoras Geométricas en la Avenida Juan Martín | Metro | 177 | | | Ing. Luis R. Pastor Reyes | Obratec Contratista General, Inc. | \$709,463 | \$731,043 | 3% | | \$731,043 | 3% | \$85,094 | 12% | \$645,949 | 21-Oct-19 | 28-Mar-20 | 180 | 27-Aug-20 | 312 | 73% | 31-Dec-20 | 79% | 438 | 143% |
| R009999572 | 800572 | Landslides | Corrección de caídas en PR-423 Km. 1.1 y PR-112 Km. 15.1 | Oeste | 423/112 | 1.1/15.1 | | Ing. Victor M. Medina Badillo | JJM Construction Corp. | \$1,183,480 | \$1,362,633 | 15% | | \$1,362,633 | 15% | \$970,631 | 71% | \$392,002 | 21-Oct-19 | 18-Jan-20 | 90 | 13-Aug-20 | 298 | 231% | 30-Nov-20 | 85% | 407 | 352% |
| R160000282 | 016282 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región Oeste, Unidad 4 (Programa Abriendo Caminos) PR-115 (Kms. 0.0 a 8.4, Alasco), PR-115 (Kms. 17.7 a 27.8, Aguada - Aguadilla), PR-402 (Kms 0 a 8, Alasco), PR-487 (Kms 0 a 8.7, Aguadilla) y PR-488 (Kms 0 a 2.2, Quebradillas) PR-411 (Kms 11.4 a 18.4, Roncón), PR-416 (Kms 0.0 a 7.8, Aguada) PR-303 (Kms 0.0 a 14.5, Lajas-Cabo Rojo), PR-305 (Kms 0.0 a 5.4), Lajas | Oeste | | | | Ing. Osvaldo Lorenzo | A & N Roads Development | \$5,599,560 | \$6,441,414 | 15% | | \$6,441,414 | 15% | \$4,149,920 | 64% | \$2,291,494 | 17-Oct-19 | 14-Mar-20 | 150 | 04-Oct-20 | 354 | 136% | 30-Oct-20 | 92% | 380 | 153% |
| R000002483 | 200283 | Safety | Mejoras a la Seguridad Carretera PR-2, Kilómetros: 97.869 al 99.25 | Norte | 2 | 87.87 | 92.05 | Ing. Solimar Santiago Reyes | Del Valle Group, SP | \$11,890,000 | \$12,217,899 | 3% | \$331,000 | \$12,548,899 | 6% | \$3,068,768 | 25% | \$9,480,134 | 14-Oct-19 | 4-Feb-21 | 480 | 01-Apr-21 | 536 | 12% | 1-Apr-21 | 66% | 536 | 12% |
| R000522134 | 520134 | Safety | Mejoras a la Seguridad Carretera PR-2, Kilómetros: 97.869 al 99.25 | Sur | 52 | 52.30 | 55.50 | Ing. Milton J. Cetrón Dávila | R & F Asphalt Unlimited, Inc. | \$4,533,208 | \$4,533,208 | 0% | | \$4,533,208 | 0% | \$2,636,554 | 58% | \$1,896,655 | 14-Oct-19 | 9-Jun-20 | 240 | 04-Aug-20 | 296 | 23% | 1-Jan-21 | 79% | 446 | 86% |
| R000111135 | 111135 | Reconstrucción | Mejoras a la Carretera PR-111, Kilómetros: 0.00 al 10.00 | Oeste | 111 | 0.00 | 10.00 | Ing. Victor M. Medina Badillo | Super Asphalt Pavement Corporation | \$6,423,335 | \$6,432,886 | 0% | | \$6,432,886 | 0% | \$1,789,591 | 28% | \$4,643,295 | 7-Oct-19 | 29-Dec-20 | 450 | 29-Dec-20 | 450 | 0% | 23-Feb-21 | 71% | 506 | 12% |
| R000002306 | 200306 | Pavement | Rehabilitación del Pavimento y Mejoras a la Seguridad Carretera PR-2 Kilómetros: 92.5 al 95.9 | Norte | 2 | 92.5 | 95.9 | Ing. Juan O. Badillo Véliz | Transporte Rodríguez Asfalto, Inc. | \$3,758,224 | \$3,811,224 | 1% | \$15,000 | \$3,826,224 | 2% | \$1,669,761 | 44% | \$2,156,463 | 23-Sep-19 | 17-Aug-20 | 330 | 12-Oct-20 | 386 | 17% | 12-Oct-20 | 97% | 386 | 17% |
| R000020307 | 200307 | Pavement | Rehabilitación del Pavimento y Mejoras a la Seguridad Carretera PR-2 Kilómetros: 95.9 al 100.06 | Oeste | 2 | 95.9 | 100.06 | Ing. Felix L. Hernández | Transporte Rodríguez Asfalto, Inc. | \$4,385,792 | \$4,303,592 | 0% | | \$4,393,592 | 0% | \$1,096,811 | 25% | \$3,296,781 | 23-Sep-19 | 16-Sep-20 | 360 | 11-Nov-20 | 416 | 16% | 11-Nov-20 | 90% | 416 | 16% |
| R015000282 | 015282 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad, PR-435 (Kms. 0.0 a 11.8, San Sebastián), PR-423 (Kms. 0 a 3.4, San Sebastián), PR-108 (Kms. 0 a 29.1, San Sebastián), PR-4444 (Kms 1.1 a 2.2, Moca) y PR-125 (Kms 19.9 a 33.1, San Sebastián) PR-125 (Kms 0.0 a 12.8, Moca) PR-495 (Kms 0.0 a 6.3, Moca) | Oeste | Various | | | Ing. Emmanuel Barreto | A & M Group, Inc. | \$3,950,603 | \$3,623,163 | -1% | | \$3,923,163 | -1% | \$928,545 | 24% | \$2,994,618 | 9-Sep-19 | 5-Feb-20 | 150 | 27-May-20 | 262 | 75% | 30-Nov-20 | 86% | 449 | 199% |
| R060000282 | 006282 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad, PR-447 (Kms. 0.0 a 6.9, San Sebastián), PR-443 (Kms. 0 a 6.7, Aguadilla), PR-102 (Kms 17.6 a 19.3 Cabo Rojo), PR-307 (Kms 0.0 a 4 Cabo Rojo) PR-312 (Kms 0.0 a 5.3 Cabo Rojo) PR-331 (Kms. 0 a 5 Guáncama), PR-334 (Kms 0.0 a 2.3 Guáncama), PR-105 (Kms 0.0 a 9.5 Mayaguez) y PR-106 (Kms 8 a 13.5 Mayaguez-Las Matías) | Oeste | Various | | | Sr. Jose Paniño | A & M Group, Inc. | \$3,696,465 | \$4,311,355 | 17% | | \$4,311,355 | 17% | \$3,271,897 | 76% | \$1,039,458 | 9-Sep-19 | 5-Feb-20 | 150 | 20-Jul-20 | 316 | 111% | 15-Sep-20 | 104% | 373 | 149% |
| R030000282 | 003282 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad Región nR, Unidad 1 (Programa Abriendo Caminos) PR-132 (Kms. 12.5 a 21.4, Ponce), PR-611 (Kms. 0.0 a 15.0, Ponce), PR-133 (Kms 0.0 a 1.5, Ponce), PR-537 (Kms 0.0 a 1.2, Santa Isabel) y PR-538 (Kms 0.0 a 1.7, Santa Isabel) PR-541 (Kms. 0.0 a 1.2, Santa Isabel) PR-128 (Kms. 0.0 a 11.2, Yauco), PR-374 (Kms 0.0 a 3.5, Yauco) | Sur | Various | | | Hector Meléndez | R & F Asphalt Unlimited, Inc. | \$3,408,676 | \$4,102,172 | 20% | | \$4,102,172 | 20% | \$3,662,922 | 89% | \$439,250 | 9-Sep-19 | 5-Feb-20 | 150 | 05-Oct-20 | 393 | 162% | 5-Oct-20 | 99% | 393 | 162% |

6.3 Post-Maria constr. data

| Oracle Number | AC # | Project Type | Description | Region | Road Number | Project KM Begin | Project KM End | Project Manager | Contractor | Original Cost | Revised Cost | % Change in Cost (Original vs Revised) | Projected Cost Increase | Projected Cost | % Change in Cost (Original vs Projected) | Amount Certified | % Certified | Projected Cost to Complete | NTP | Original Completion Date | Original Duration | Revised Completion Date | Revised Duration | % Change in Duration (Original vs Revised) | Projected Completion Date | Time Elapsed | Projected Duration | % Change in Duration (Original vs Projected) |
|---------------|--------|---------------------|---|--------|-------------|------------------|----------------|----------------------------------|--|---------------|--------------|--|-------------------------|----------------|--|------------------|-------------|----------------------------|-----------|--------------------------|-------------------|-------------------------|------------------|--|---------------------------|--------------|--------------------|--|
| R06000282 | 00282 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad. PR-682 (Kms. 0.0 a 3.5 Arecibo), PR-638 (Kms. 0.0 a 12.5 Arecibo), PR-658 (Kms. 0.0 a 2.7 Arecibo), PR-4431 (Kms. 0.0 a 8.0 Lares) y PR-685 (Kms. 0.0 a 9.2 Manatí) PR-643 (Kms. 0.0 a 4.9 Manatí), PR-667 (Kms. 0.0 a 2.4 Florida), PR-165 (Kms.0.0 a 14.1 Toa Alta Dorado) y PR-813 (Kms.0.0 a 0.0 Naranjo) | Norte | Various | | | Manuel Bermudez | J.R Site Construction, Corp. | \$3,932,509 | \$4,650,062 | 21% | | \$4,650,062 | 21% | \$3,931,648 | 85% | \$718,434 | 9-Sep-19 | 5-Feb-20 | 150 | 31-Aug-20 | 358 | 139% | 30-Sep-20 | 100% | 388 | 159% |
| R00011043 | 11143 | Landslides | Construction of Gabion Retaining Wall (3.66 M Height) PR-111 Km 53.45, Municipality of Utuado | Norte | 111 | 53.45 | | Ing. Edgar Rivera Rivera | Constructora Nieves, Inc. | \$191,494 | \$180,296 | -6% | | \$180,296 | -6% | \$128,166 | 71% | \$52,129 | 6-Sep-19 | 4-Nov-19 | 60 | 13-Feb-20 | 161 | 168% | 23-Oct-20 | 94% | 414 | 590% |
| R00011045 | 11145 | Landslides | Construction of Gabion Retaining Wall (3.5 M Height) at PR-111 Km 54.27, Municipality of Utuado | Norte | 111 | 54.27 | | Ing. Edgar Rivera Rivera | LUJAN General Contractor, Inc. | \$273,338 | \$581,491 | 113% | | \$581,491 | 113% | \$207,765 | 36% | \$373,727 | 6-Sep-19 | 4-Dec-19 | 90 | 29-Aug-20 | 359 | 299% | 24-Oct-20 | 94% | 415 | 361% |
| R00011040 | 11140 | Landslides | Embankment Stabilization Highway PR-111 Kilómetro: 33.365 | Norte | 111 | 33.365 | | Ing. Amílcar Nieves Santiago | Gil Engineering Group, Inc. | \$419,690 | \$912,070 | 117% | | \$912,070 | 117% | \$196,295 | 22% | \$715,776 | 3-Sep-19 | 1-Dec-19 | 90 | 16-Aug-20 | 349 | 288% | 30-Oct-20 | 93% | 424 | 371% |
| R01000284 | 001284 | Abriendo Caminos | Mantenimiento de Carreteras con Métodos de Alta Calidad. Marcado de Pavimento Autopista Luis A. Ferré, PR-52, Caguas a Ponce. Kilómetros: 14.00 al 100.00 | Sur | 52 | 14 | 108 | Ing. Jonathan Cruz Sanchez | Super Asphalt Pavement Corporation | \$1,925,150 | \$1,990,150 | 3% | | \$1,990,150 | 3% | \$514,491 | 26% | \$1,475,659 | 27-Aug-19 | 22-Apr-20 | 240 | 17-Jun-20 | 298 | 23% | 14-Nov-20 | 90% | 446 | 86% |
| BCN022906 | 022906 | Bridge Repair | Reemplazo de Superestructura de los Puentes Núm. 1131 y 1132 Sobre Rio Hondo Carretera PR-29 Kilómetro: 1.40 | Metro | 29 | 1.4 | | Ing. Vivian L. De Jesus Rivera | Constructora Hartmann, SE | \$10,118,410 | \$9,881,830 | -2% | | \$9,881,830 | -2% | \$6,523,965 | 66% | \$3,357,865 | 19-Aug-19 | 10-Nov-20 | 450 | 21-Apr-21 | 612 | 36% | 21-Apr-21 | 67% | 612 | 36% |
| RCN020065 | 020065 | Safety | Mejoras a Seguridad Expreso Rafael Martínez Nadal, PR-20 km. 0.0-10.00 | Metro | 20 | 0 | 10 | Ing. Juan C. Arroyo Ramirez | Desamolladora JA, Inc. | \$19,469,055 | \$20,725,645 | 6% | | \$20,725,645 | 6% | \$7,157,162 | 35% | \$13,568,483 | 12-Aug-19 | 1-Feb-21 | 540 | 29-Mar-21 | 596 | 10% | 29-Mar-21 | 70% | 596 | 10% |
| R000053083 | 005383 | Safety | Mejoras a la Seguridad PR-63, Kilómetros: 0.7 a 7.00 | Este | 53 | 0.64 | 7.00 | Ing. Oms Rosario Morales | Del Valle Group, SP | \$11,091,000 | \$11,727,645 | 6% | \$3,000,000 | \$14,727,645 | 33% | \$3,534,328 | 30% | \$11,193,317 | 22-Jul-19 | 13-Oct-20 | 450 | 08-Dec-20 | 506 | 12% | 8-Dec-20 | 86% | 506 | 12% |
| BCN0143054 | 014354 | Bridge Repair | Rehabilitación del Puente Núm. 790 Sobre el Rio Manatí, Carretera PR-143, Kilómetro: 36.00 | Norte | 143 | 36.0 | 36.184 | Ing. José García Manero | Empresas JBR, Inc. | \$228,162 | \$271,045 | 19% | | \$271,045 | 19% | \$122,851 | 45% | \$148,194 | 1-Jul-19 | 27-Nov-19 | 150 | 20-Jul-20 | 386 | 157% | 16-Jan-21 | 81% | 568 | 277% |
| R00095005 | 095005 | Landslides | Reconstrucción de Carretera PR-656, Kilómetros: 2.30 | Norte | 656 | 2.30 | | Ing. Jisela Jirau Adams | Nieves & Nieves, Engineers and Contractors, Inc | \$4,884,000 | \$5,591,369 | 14% | | \$5,591,369 | 14% | \$1,936,273 | 35% | \$3,655,095 | 24-Jun-19 | 17-Jun-20 | 360 | 26-Mar-21 | 642 | 78% | 26-Mar-21 | 72% | 642 | 78% |
| RCN999356 | 800356 | Bridge Repair | Extensión a Aduana Carretera PR-135 Kilómetro: 19.00 (Aduana: 78.50) | Sur | 135 | 19.00 | 19.042 | Ing. Francisco Coesa | Nieves & Nieves, Engineers and Contractors, Inc. | \$363,000 | \$378,408 | 4% | | \$378,408 | 4% | \$284,162 | 76% | \$94,225 | 24-Jun-19 | 20-Dec-19 | 180 | 01-Sep-20 | 438 | 142% | 15-Nov-20 | 91% | 511 | 184% |
| RCN011131 | 11131 | Landslides | Corrección de Destacamiento Carretera PR-111, Kilómetros: 56.0 al 56.8 (anteriormente Kms. 4.0 al 4.2) Rehabilitación del Puente Núm. 1058 Sobre Rio Grande de Loiza, Carretera PR-6912, Kilómetro: 0.1, Barrio Cayaguas | Norte | 111 | 56.60 | 56.80 | Ing. Edgar Rivera Rivera | Magler Engineering and Contractors Corporation | \$1,568,977 | \$1,598,977 | 2% | | \$1,598,977 | 2% | \$155,421 | 10% | \$1,443,556 | 13-Jun-19 | 6-Jun-20 | 360 | 06-Jun-20 | 360 | 0% | 3-Jan-21 | 83% | 571 | 59% |
| BCN991202 | 991202 | Bridge Repair | Programa Estatal de Modernización de Carreteras (PEMOC), Región Norte, Unidad 4, Repavimentación Carreteras PR-682 (Kms. 4.03 a 13.1), PR-811 (Kms. 0.00 a 5.90) y PR-866 (Kms. 0.00 a 7.80) Mejoras a la Seguridad PR-12, Kilómetros: 0.00 al 0.4 | Norte | Various | | | Ing. Angel L. Santiago Galarza | CAC Crespo Builders, LLC | \$3,730,000 | \$3,730,000 | 0% | \$64,000 | \$3,794,000 | 2% | \$1,038,491 | 28% | \$2,755,509 | 31-May-19 | 22-Aug-20 | 450 | 17-Oct-20 | 506 | 12% | 30-Jun-21 | 64% | 762 | 69% |
| R04000471 | 004271 | PEMOC | Rehabilitación del Pavimento y Mejoras a la Seguridad, Autopista Luis A. Ferré PR-52, Kilómetros: 65.00 al 99.00 | Norte | Various | | | Ing. Juan O. Badillo Vélez | Professional Asphalt, LLC | \$3,439,000 | \$4,276,660 | 24% | | \$4,276,660 | 24% | \$3,045,967 | 71% | \$1,230,703 | 31-May-19 | 23-Jul-20 | 420 | 17-Sep-20 | 476 | 13% | 17-Sep-20 | 103% | 476 | 13% |
| R00001206 | 001206 | Safety | Rehabilitación del Pavimento y Mejoras a la Seguridad, Autopista Luis A. Ferré PR-52, Kilómetros: 65.00 al 99.00 | Sur | 12 | 0 | 6.4 | Ing. Julio Báez Romero | Venegas Construction, Corp. | \$11,198,911 | \$12,221,319 | 9% | \$289,840 | \$12,511,159 | 12% | \$6,251,885 | 51% | \$6,259,274 | 20-May-19 | 9-Nov-20 | 540 | 09-Nov-20 | 540 | 0% | 9-Nov-20 | 93% | 540 | 0% |
| R000522135 | 520135 | Pavement | Reconstrucción de Carreteras Gerencia de Congestión Vehicular, Carriles de Peaje Variable (DTL), Fase III, Unidad 4, Autopista Luis A. Ferré PR-52 Kilómetros: 0.15 a 3.1 | Sur | 52 | 95 | 99 | Sr. Angel Rivera Rosario | Ferrovial Agromán, LLC | \$7,060,798 | \$10,069,797 | 43% | | \$10,069,797 | 43% | \$6,733,029 | 67% | \$3,336,768 | 20-May-19 | 11-Aug-20 | 450 | 06-Oct-20 | 506 | 12% | 6-Dec-20 | 88% | 567 | 26% |
| T00999533 | 800533 | DTL | Reconstrucción de Carreteras Gerencia de Congestión Vehicular, Carriles de Peaje Variable (DTL), Fase II, Unidad 3, PR-18, PR-52 y PR-1 San Juan | Metro | 52 | | | Ing. Hipólito A. Vázquez Cortano | Del Valle Group, SP | \$13,112,005 | \$13,179,040 | 1% | | \$13,179,040 | 1% | \$6,452,368 | 49% | \$6,726,643 | 13-May-19 | 5-Jul-20 | 420 | 30-Aug-20 | 476 | 13% | 30-Jan-21 | 81% | 629 | 50% |
| T00999534 | 800534 | DTL | Reconstrucción de Carreteras Gerencia de Congestión Vehicular, Carriles de Peaje Variable (DTL), Fase II, Unidad 1, Expreso Las Américas PR-18 San Juan | Metro | 52 | | | Ing. Hipólito A. Vázquez Cortano | Del Valle Group, SP | \$13,193,000 | \$13,575,770 | 3% | | \$13,575,770 | 3% | \$6,119,336 | 45% | \$7,456,435 | 18-Mar-19 | 9-Jun-20 | 450 | 04-Aug-20 | 506 | 12% | 20-Feb-21 | 80% | 706 | 57% |
| R00001870 | 001870 | DTL | Reconstrucción de Carreteras Región Sur, Unidades 1, PR-163 (4.2 Kms. Ponce), PR-359 (2.3 Kms. Yauco), PR-368 (5.27 Kms. Yauco), PR-389 (0.5 Km. Guánica), PR-610 (2.3 Kms. Juana Díaz), PR-642 (2.0 Kms. Santa Isabel) y PR-543 (1.2 Santa Isabel) | Metro | 18 | | | Ing. Hipólito A. Vázquez Cortano | Del Valle Group, SP | \$8,949,000 | \$9,199,490 | 3% | | \$9,199,490 | 3% | \$7,837,470 | 85% | \$1,362,020 | 8-Mar-19 | 1-Mar-20 | 360 | 26-Jul-20 | 507 | 41% | 30-Nov-20 | 90% | 634 | 76% |
| R030000270 | 003270 | PEMOC | Reconstrucción de Carreteras Gerencia de Congestión Vehicular, Carriles de Peaje Variable (DTL), Fase II, Unidad 3, PR-18, PR-52 y PR-1 San Juan | Sur | 0 | | | Ing. Julio Báez Romero | JM Caribbean Builders Corp. | \$7,077,162 | \$7,358,637 | 4% | \$75,000 | \$7,433,637 | 5% | \$6,840,931 | 93% | \$592,706 | 5-Mar-19 | 26-Jun-20 | 480 | 21-Aug-20 | 536 | 12% | 30-Sep-20 | 100% | 578 | 20% |
| R000995961 | 800561 | Critical Bridges | Posting of Bridges for Load Restriction Mejoras a la Seguridad Carretera PR-10, Ponce - Aduanas, Kilómetros: 0.00 al 29.80 | Oeste | Various | | | Ing. Verizza Cortes Bonilla | Comas & Comas Corp. | \$762,960 | \$1,069,464 | 40% | | \$1,069,464 | 40% | \$997,079 | 65% | \$372,385 | 26-Feb-19 | 24-Aug-19 | 180 | 23-Nov-20 | 637 | 254% | 7-May-21 | 73% | 802 | 346% |
| R000010188 | 100088 | Safety | Reconstrucción de Carreteras Región Oeste, Unidad 3 (PEMOC), PR-107 (0.8 Kms. Aguadilla), PR-119 (3.3 Kms. San Sebastián), PR-128 (5.0 Kms. Manaca), PR-347 (4.7 Kms. San German), PR-409 (4.8 Kms. Las Marias), PR441 (3.0 Kms. Aguada) y PR-450 (4.9 Kms. Santa Isabel) Trabajos para la Preservación de los Puentes Núm. 1471, 1473, 2838 y 2835 Carretera PR-100, Kilómetros: 0.8 y 0.8 | Sur | 10 | | | Ing. Gabriel Rosado De Jesus | Desamolladora JA, Inc. | \$14,979,578 | \$15,932,700 | 6% | | \$15,932,700 | 6% | \$10,396,324 | 65% | \$5,536,376 | 19-Feb-19 | 11-Aug-20 | 540 | 04-Mar-21 | 745 | 38% | 21-Mar-21 | 77% | 762 | 41% |
| R030000273 | 003273 | PEMOC | Reconstrucción de Carreteras Gerencia de Congestión Vehicular, Carriles de Peaje Variable (DTL), Fase II, Unidad 3, PR-18, PR-52 y PR-1 San Juan | Oeste | 0 | | | Ing. Ivonne Rivera Orens | Transporte Rodriguez Asfalto, Inc. | \$6,299,676 | \$7,366,960 | 17% | | \$7,366,960 | 17% | \$5,915,335 | 80% | \$1,451,625 | 8-Feb-19 | 29-Sep-20 | 600 | 29-Sep-20 | 600 | 0% | 29-Sep-20 | 100% | 600 | 0% |
| R000100031 | 010031 | Bridge Preservation | Reconstrucción de Carreteras Gerencia de Congestión Vehicular, Carriles de Peaje Variable (DTL), Fase 2, Unidad 1, Autopista Luis A. Ferré PR-52, Estaciones: 30-80.00 a 30+80.00 | Oeste | 100 | 0.60 | 0.80 | Ing. Angel L. Acevedo Torres | EJ Construction, SE | \$4,175,004 | \$4,624,163 | 11% | | \$4,624,163 | 11% | \$2,103,478 | 45% | \$2,520,685 | 18-Jan-19 | 11-Apr-20 | 450 | 18-Dec-20 | 701 | 56% | 18-Dec-20 | 89% | 701 | 56% |
| R000030118 | 300118 | Pavement | Reconstrucción de Carreteras Gerencia de Congestión Vehicular, Carriles de Peaje Variable (DTL), Fase 2, Unidad 2, Autopista Luis A. Ferré PR-52, Estaciones: 13-65 al 20.50 | Este | 30 | | | Ing. Leandro Rodríguez Dieppa | Ferrovial Agromán, LLC | \$12,868,618 | \$13,640,133 | 6% | \$60,000 | \$13,700,133 | 6% | \$8,572,357 | 63% | \$5,127,776 | 11-Jan-19 | 4-May-20 | 480 | 29-Jun-20 | 536 | 12% | 31-Oct-20 | 95% | 660 | 38% |
| RCN0522140 | 520140 | Pavement | Reconstrucción de Carreteras para el Manejo de Congestión Vehicular, Carriles con Peaje Variable (DTL), Fase 2, Unidad 1, Autopista Luis A. Ferré PR-52, Estaciones: 30-80.00 a 30+80.00 | Sur | 52 | | | Ing. Nelly Maldonado Rivera | Del Valle Group, SP | \$15,685,104 | \$15,771,504 | 1% | | \$15,771,504 | 1% | \$4,819,444 | 31% | \$10,952,060 | 11-Jan-19 | 3-Jul-20 | 540 | 28-Aug-20 | 598 | 10% | 4-Oct-20 | 99% | 633 | 17% |
| TCN0522131 | 520131 | DTL | Reconstrucción de Carreteras para el Manejo de Congestión Vehicular, Carriles con Peaje Variable (DTL), Fase 2, Unidad 1, Autopista Luis A. Ferré PR-52, Estaciones: 13-65 al 20.50 | Metro | 52 | | | Ing. Eric Conde Lespier | Ferrovial Agromán, LLC | \$18,956,788 | \$18,971,207 | 0% | | \$18,971,207 | 0% | \$11,290,081 | 60% | \$7,681,126 | 10-Jan-19 | 3-Apr-20 | 450 | 29-Jul-20 | 567 | 26% | 15-Dec-20 | 89% | 708 | 57% |
| TCN0522143 | 520143 | DTL | Reconstrucción de Carreteras para el Manejo de Congestión Vehicular, Carriles con Peaje Variable (DTL), Fase 2, Unidad 2, Autopista Luis A. Ferré PR-52, Estaciones: 13-65 al 20.50 | Metro | 52 | | | Ing. Eric Conde Lespier | Constructora Santiago II, Corporation | \$15,999,892 | \$16,969,981 | 6% | | \$16,969,981 | 6% | \$10,086,666 | 59% | \$6,883,315 | 10-Jan-19 | 4-Mar-20 | 420 | 26-Jul-20 | 564 | 34% | 15-Nov-20 | 93% | 678 | 81% |
| RCN066639 | 066639 | Safety | Mejoras a la Seguridad Autopista Roberto Sánchez Vilella PR-66 km. 0.00 al 20.00 Carolina-Caracasas-Rio Grande | Este | 66 | | | Ing. Angel L. Santiago Galarza | Caribbean Sign Supplies Manufacturers, Inc. | \$9,141,778 | \$11,653,201 | 27% | (\$597,413) | \$11,055,787 | 21% | \$6,368,441 | 56% | \$4,687,346 | 8-Jan-19 | 2-Mar-20 | 420 | 24-Mar-21 | 807 | 92% | 24-Mar-21 | 78% | 807 | 92% |
| RCN0152035 | 015235 | Safety | Mejoras a la Seguridad Carretera PR-152, Kilómetros: 0.00 al 11.25 Barranquitas-Naranjo | Norte | 152 | 0.00 | 11.25 | Ing. José A. García Manero | R/O Rental Equipment | \$2,404,529 | \$2,505,929 | 4% | | \$2,505,929 | 4% | \$1,365,156 | 54% | \$1,140,772 | 13-Nov-18 | 9-Aug-19 | 270 | 25-Mar-20 | 499 | 85% | 30-Oct-20 | 96% | 718 | 168% |
| RCN0152037 | 015237 | Safety | Mejoras a la Seguridad Carretera PR-152, Kilómetros: 13.65 al 20.50 Barranquitas-Naranjo | Norte | 152 | | | Ing. Raúl Ocasio Fernández | Gil Engineering Group, Inc. | \$1,467,868 | \$1,718,643 | 17% | \$161,800 | \$1,880,443 | 28% | \$1,289,323 | 75% | \$591,120 | 13-Nov-18 | 9-Aug-19 | 270 | 13-Sep-20 | 671 | 149% | 23-Sep-20 | 101% | 681 | 152% |

6.3 Post-Maria constr. data

| Oracle Number | AC # | Project Type | Description | Region | Road Number | Project KM Begin | Project KM End | Project Manager | Contractor | Original Cost | Revised Cost | % Change in Cost (Original vs Revised) | Projected Cost Increase | Projected Cost | % Change in Cost (Original vs Projected) | Amount Certified | % Certified | Projected Cost to Complete | NTP | Original Completion Date | Original Duration | Revised Completion Date | Revised Duration | % Change in Duration (Original vs Revised) | Projected Completion Date | Time Elapsed | Projected Duration | % Change in Duration (Original vs Projected) |
|---------------|--------|--------------------|---|--------|-------------|------------------|----------------|-------------------------------|--|---------------|---------------|--|-------------------------|----------------|--|------------------|-------------|----------------------------|-----------|--------------------------|-------------------|-------------------------|------------------|--|---------------------------|--------------|--------------------|--|
| R0N052133 | 520133 | Pavement | Rehabilitación de Pavimento Autopista Luis A. Ferré PR-22 km. 66.0 a 71.60 Santa Isabel, Salinas Sistema de Semáforos Carretera PR-203 Intersección PR-163 Estaciones. 63+40.00 a 71+75.86 | Sur | 52 | 66.00 | 71.60 | Ing. María M. Rivera Santiago | Del Valle Group, SP | \$16,256,000 | \$16,441,550 | 1% | | \$16,441,550 | 1% | \$6,562,561 | 40% | \$9,878,989 | 31-Oct-18 | 22-Apr-20 | 540 | 01-Sep-20 | 672 | 24% | 4-Oct-20 | 99% | 705 | 31% |
| FCN020309 | 020309 | Traffic Signal | Reconstrucción de Carreteras Región Oeste, Unidad 2 Carreteras PR-115 (6.6 Kms), PR-417 (0.0 Kms) y PR-4417 (5.1 Kms). Aguada, Carretera PR-119 (6.8 Kms.), San Sebastián, Carretera PR-443 (3.2 Kms) y PR-460 (1.4 Kms). Aguasilla y Carretera PR-444, Moca (PEMOC) | Este | 203 | | | Ing. Luis Rodríguez Reyes | Bermudez, Longo Diaz-Massó, LLC | \$1,592,358 | \$1,528,446 | -4% | \$35,000 | \$1,563,446 | -2% | \$1,210,670 | 79% | \$352,776 | 22-Oct-18 | 19-Apr-19 | 180 | 19-May-20 | 576 | 220% | 30-Sep-20 | 100% | 710 | 294% |
| R02000273 | 002273 | PEMOC | Reemplazo del Puente Num. 194 Sobre Río Blanco, Carretera PR-31 Kilómetro: 8.80 | Oeste | 0 | | | Ing. Jessie Jusino Lugo | Ferrovial Agromán, LLC | \$6,000,000 | \$6,539,220 | 9% | | \$6,539,220 | 9% | \$5,685,238 | 87% | \$853,982 | 17-Sep-18 | 5-Sep-20 | 720 | 31-Oct-20 | 776 | 8% | 31-Oct-20 | 96% | 776 | 8% |
| BCN0191043 | 019143 | Bridge Replacement | Reconstrucción de Carreteras Región Oeste, Unidad 2 Carretera PR-105 (5.0 Kms), Maricao, Carretera PR-120 (5.3 Kms.), Las Marías, Carretera PR-303 (2.0 Kms.), Lajas y Carreteras PR-333 (1.8 Kms) y PR-318 (1.5 Kms.). Guánica Reconstrucción de Carreteras Región Norte, Unidad 2 Carreteras PR-146 (Kms. 18.8 a 21.9 y 28.1 a 28.3) y PR-149 (Kms. 22.7 a 40.0 vano tramo), Ciales, Carretera PR-453 (Kms. 0.0 a 8.4), Lares, Carretera PR-568 (Kms. 0.0 a 5.3), Ponce y Carretera PR-773 (Kms. 0.0 a 3.4), Barranquitas (PEMOC) | Este | 31 | 8.80 | | Ing. Pamela Ortiz Olmo | Del Valle Group, SP | \$9,414,000 | \$10,350,201 | 10% | \$61,851 | \$10,412,052 | 11% | \$4,602,441 | 44% | \$5,809,611 | 10-Sep-18 | 6-Jul-19 | 300 | 27-Jul-20 | 687 | 129% | 15-Dec-20 | 91% | 828 | 176% |
| R01000273 | 001273 | PEMOC | Reconstrucción de Carreteras Región Oeste, Unidad 2 Carretera PR-105 (5.0 Kms), Maricao, Carretera PR-120 (5.3 Kms.), Las Marías, Carretera PR-303 (2.0 Kms.), Lajas y Carreteras PR-333 (1.8 Kms) y PR-318 (1.5 Kms.). Guánica Reconstrucción de Carreteras Región Norte, Unidad 2 Carreteras PR-146 (Kms. 18.8 a 21.9 y 28.1 a 28.3) y PR-149 (Kms. 22.7 a 40.0 vano tramo), Ciales, Carretera PR-453 (Kms. 0.0 a 8.4), Lares, Carretera PR-568 (Kms. 0.0 a 5.3), Ponce y Carretera PR-773 (Kms. 0.0 a 3.4), Barranquitas (PEMOC) | Oeste | 0 | | | Ing. Héctor Martel Barbosa | Maglex Engineering and Contractors Corporation | \$4,637,287 | \$4,629,968 | 0% | | \$4,629,968 | 0% | \$3,437,346 | 74% | \$1,192,622 | 10-Sep-18 | 2-Mar-20 | 540 | 31-Jul-20 | 691 | 26% | 15-Sep-20 | 102% | 737 | 36% |
| R01000271 | 001271 | PEMOC | Reconstrucción de Carreteras Región Norte, Unidad 2 Carretera PR-111 (3.7 Kms), Uluado, Carretera PR-119 (6.7 Kms), Camuy, Carretera PR-149 (2.0 Kms), Manatí, Carretera PR-636 (5.5 Kms.), Arecibo y Carretera PR-681 (3.9 Kms). | Norte | 0 | | | Ing. Moraima Figueroa Morales | Super Asphalt Pavement Corporation | \$6,263,573 | \$7,434,754 | 19% | | \$7,434,754 | 19% | \$5,621,304 | 76% | \$1,813,450 | 10-Sep-18 | 31-May-20 | 630 | 17-Oct-20 | 769 | 22% | 24-Dec-20 | 90% | 837 | 33% |
| R02000271 | 002271 | PEMOC | Reconstrucción de Carreteras Región Norte, Unidad 3 Carretera PR-111 (3.7 Kms), Uluado, Carretera PR-119 (6.7 Kms), Camuy, Carretera PR-149 (2.0 Kms), Manatí, Carretera PR-636 (5.5 Kms.), Arecibo y Carretera PR-681 (3.9 Kms). | Norte | 0 | | | Ing. José M. Rosano Rivera | Super Asphalt Pavement Corporation | \$4,163,800 | \$5,110,793 | 23% | | \$5,110,793 | 23% | \$4,321,374 | 85% | \$789,420 | 10-Sep-18 | 30-Jun-20 | 660 | 31-Oct-20 | 783 | 19% | 6-Jan-21 | 88% | 850 | 29% |
| R03000271 | 003271 | PEMOC | Reconstrucción de Carreteras Región Este, Unidad 1 Carretera PR-194 (Kms. 0.0 a 3.0), Fajardo, Carreteras PR-874 (Kms. 3.7 a 5.6), PR-8874 (Kms. 0.0 a 9.9) y PR-861 (Kms. 0.0 a 1.9), Candelinas y Carretera PR-875 (Kms. 0.0 a 5.0), Ceiba (PEMOC 2018) | Norte | 0 | | | Ing. Amílcar Nieves Santiago | Super Asphalt Pavement Corporation | \$3,905,136 | \$4,449,689 | 14% | | \$4,449,689 | 14% | \$4,193,864 | 94% | \$255,825 | 7-Sep-18 | 27-Jul-20 | 690 | 21-Sep-20 | 746 | 8% | 21-Sep-20 | 101% | 746 | 8% |
| R01000269 | 001269 | PEMOC | Reconstrucción de Carreteras Región Sur, Unidad 2 Carretera PR-43 (Kms 0.0 a 1.7), Arroyo, Carreteras PR-163 (Kms 11.41 a 12.6) y PR-702 (Kms 0.0 a 1.5), Coamo, Carretera PR-510 (Kms. 1.2 a 3.0), Juana Díaz, Carreteras PR-536 (Kms 0.0 a 2.0) y PR-543 (Kms. 0.0 a 2.0), Santa Isabel, Carretera PR-712 (Kms 10.0 a 14.1), Guayama y Carretera PR-775 (Kms 4.2 a 6.8), Abonito (PEMOC) | Este | 0 | | | Ing. Juan A. Arroyo Torres | Unique Builders, Inc. | \$3,695,543 | \$4,426,202 | 20% | \$0 | \$4,426,202 | 20% | \$3,150,067 | 71% | \$1,276,134 | 13-Aug-18 | 3-Feb-20 | 540 | 23-Oct-20 | 803 | 49% | 11-Nov-20 | 95% | 822 | 52% |
| R02000270 | 002270 | PEMOC | Construcción de Carreteras para el Manejo de Congestión Vehicular, Carreteras con Paseo Variable (DTL, Fase I, Unidad 1) Autopista Luis A. Ferré PR-62 | Sur | 0 | | | Ing. Milton J. Cintrón Davila | Robles Asphalt, Corp. | \$4,372,398 | \$4,620,591 | 6% | \$80,000 | \$4,700,591 | 8% | \$4,292,751 | 93% | \$407,840 | 8/10/18 | 30-Apr-20 | 630 | 28-Jun-20 | 689 | 9% | 30-Sep-20 | 100% | 783 | 24% |
| TCN052130 | 520130 | DTL | Construcción de Carreteras para el Manejo de Congestión Vehicular, Carreteras con Paseo Variable (DTL, Fase I, Unidad 2) Autopista Luis A. Ferré PR-62 | Metro | 52 | | | Ing. Eric Conde Lespier | Constructora Santiago II, Corporation | \$14,160,315 | \$14,225,239 | 0% | | \$14,225,239 | 0% | \$12,271,938 | 86% | \$1,953,302 | 8-Aug-18 | 31-Oct-19 | 450 | 25-Jun-20 | 688 | 53% | 30-Jan-21 | 87% | 907 | 102% |
| TCN052141 | 520141 | DTL | Construcción de Carreteras para el Manejo de Congestión Vehicular, Carreteras con Paseo Variable (DTL, Fase I, Unidad 3) Autopista Luis A. Ferré PR-62 | Metro | 52 | | | Ing. Eric Conde Lespier | Ferrovial Agromán, LLC | \$12,907,535 | \$12,948,328 | 0% | | \$12,948,328 | 0% | \$10,843,233 | 84% | \$2,105,094 | 8-Aug-18 | 31-Oct-19 | 450 | 10-Jul-20 | 703 | 56% | 30-Jan-21 | 87% | 907 | 102% |
| TCN0522142 | 520142 | DTL | Preservación del Puente Num. 2032 Sobre PR-126, Carretera PR-2 Kilómetro: 197.8 | Metro | 52 | | | Ing. José O. Toro Martínez | EJ Construction, SE | \$10,932,655 | \$10,939,460 | 0% | | \$10,939,460 | 0% | \$9,316,468 | 85% | \$1,622,993 | 8-Aug-18 | 1-Oct-19 | 420 | 05-Jul-20 | 698 | 66% | 15-Jan-21 | 88% | 892 | 112% |
| B000002493 | 200293 | Bridge Repair | Reconstrucción de Carreteras Región Sur, Unidad 2 Carretera PR-43 (Kms 0.0 a 1.7), Arroyo, Carreteras PR-163 (Kms 11.41 a 12.6) y PR-702 (Kms 0.0 a 1.5), Coamo, Carretera PR-510 (Kms. 1.2 a 3.0), Juana Díaz, Carreteras PR-536 (Kms 0.0 a 2.0) y PR-543 (Kms. 0.0 a 2.0), Santa Isabel, Carretera PR-712 (Kms 10.0 a 14.1), Guayama y Carretera PR-775 (Kms 4.2 a 6.8), Abonito (PEMOC) | Oeste | 2 | 197.80 | 198.03 | Ing. José O. Toro Martínez | EJ Construction, SE | \$1,220,004 | \$1,903,891 | 56% | | \$1,903,891 | 56% | \$1,201,255 | 63% | \$702,636 | 24-May-18 | 19-Mar-19 | 300 | 05-May-20 | 713 | 138% | 2-Jan-21 | 90% | 955 | 218% |
| | | | | | | | | | | \$659,946,661 | \$692,291,871 | | \$4,699,085 | \$596,390,956 | | \$272,966,304 | | \$323,392,651 | | 34241 | | 46286 | | \$1844 | | | | |

| | Original | Revised | Projected |
|--------------------------------|------------------|------------------|------------------|
| Total Program Cost (\$) | \$559,948,061.15 | \$592,291,870.71 | \$596,390,955.26 |
| % Change in Total Program Cost | | 5.8% | 6.5% |
| Sum of Project Duration (days) | 34241 | 45280 | 51844 |
| % Change in Program Duration | | 32.2% | 51.4% |

| 6.4 EFL constr. data | | | | | | | | | | | | | | | | | | |
|----------------------|-----------|------------|--------------|------|---------|-----------------|-----------------|-----------------|--------------|---------------------------|-------------------|---|-----------------|--------------------------------------|----------------------|-----------------------------|---------------------------|------------|
| REGION | AC NUMBER | TASK ORDER | MUNICIPALITY | CARR | KM | ORIGINAL COST | REVISED COST | PROJECTED COST | % COMPLETE | Projected Value Completed | CERTIFIED TO DATE | STATE FY20 (Cum. Paid After July 1st 2019) | NTP DATE | REVISED/PROJECTED COMPLETION DATE | ORIGINAL DURATION | FINAL/PROJECTED DURATION | CONTRACTOR | ORACLE |
| EAST | 811536 | 10 | SAN LORENZO | 919 | 10.5 | \$115,556.30 | \$115,556.30 | \$119,801.02 | 100.00% | \$115,556.30 | \$119,801.02 | | 3/5/18 | 6/30/19 | 60 | 482 | BEST WORKS CONTRACTOR | L119999536 |
| EAST | 837536 | AC-837536 | YABUCOA | 3 | 99.2 | \$709,000.00 | \$1,046,207.00 | \$1,189,507.90 | 85.00% | \$889,275.95 | \$405,000.00 | \$54,035.96 | 5/23/18 | 5/1/20 | 189 | 709 | BEST WORKS CONTRACTOR | R379999536 |
| NORTH | 824536 | 18 | OROCOVIS | 157 | 0.9 | \$285,652.80 | \$664,473.50 | \$664,473.50 | 100.00% | \$664,473.50 | \$507,391.81 | \$507,391.81 | 3/5/18 | 7/31/19 | 45 | 513 | NORVAN GEN CONTRACTOR | L249999536 |
| NORTH | 824536 | 23 | OROCOVIS | 157 | 0.7 | \$226,410.15 | \$374,848.03 | \$374,408.03 | 100.00% | \$374,848.03 | \$0.00 | \$ | 7/17/19 | 2/29/20 | 75 | 227 | NORVAN GEN CONTRACTOR | L249999536 |
| NORTH | 824536 | 24 | OROCOVIS | 157 | 0.4 | \$99,442.05 | \$228,572.15 | \$228,572.15 | 100.00% | \$228,572.15 | \$0.00 | \$ | 7/17/19 | 2/29/20 | 75 | 227 | NORVAN GEN CONTRACTOR | L249999536 |
| NORTH | 827536 | 8 | CIALES | 146 | 10.6 | \$121,664.76 | \$527,481.99 | \$527,481.99 | 95.00% | \$501,107.89 | \$692,940.00 | \$ | 1/19/18 | 3/29/20 | 30 | 800 | SANTA & CO | L279999536 |
| NORTH | 827536 | 9 | CIALES | 146 | 19.75 | \$210,876.10 | \$244,887.12 | \$378,315.00 | 13.00% | \$31,835.33 | | | | | | | | |
| NORTH | 827536 | 10 | CIALES | 146 | 23.1 | \$39,073.25 | \$69,677.83 | \$69,677.83 | 98.00% | \$68,284.27 | | | | | | | | |
| NORTH | 827536 | 12 | CIALES | 149 | 14.6 | \$446,636.10 | \$712,559.45 | \$712,559.45 | 98.00% | \$698,308.28 | | | | | | | | |
| NORTH | 827536 | 13 | CIALES | 146 | 11.2 | \$44,842.75 | \$67,830.27 | \$67,830.27 | 95.00% | \$64,438.76 | | | | | | | | |
| NORTH | 827536 | 15 | CIALES | 146 | 9.3 | \$252,515.50 | \$446,607.43 | \$446,607.43 | 85.00% | \$379,616.32 | | | | | | | | |
| NORTH | 827536 | 17 | CIALES | 146 | 4.1 | \$25,168.75 | \$176,770.12 | \$176,770.12 | 98.00% | \$173,234.72 | | | | | | | | |
| NORTH | 838536 | AC-838536 | COROZAL | 568 | 23.35 | \$838,927.00 | \$930,904.67 | \$930,904.67 | 100.00% | \$930,904.67 | | | | | \$466,564.70 | | | |
| NORTH | 14080 | AC-014080 | UTUADO | 140 | 29.9 | \$1,763,000.00 | \$2,707,650.70 | \$2,768,334.74 | 65.00% | \$1,759,972.96 | \$1,069,695.36 | \$675,934.35 | 4/16/18 | 6/10/20 | 208 | 786 | Carro & Carro Enterprises | R000140080 |
| NORTH | 14515 | AC-014515 | CIALES | 145 | 1 | \$2,144,000.00 | \$4,822,054.59 | \$4,822,054.59 | 99.00% | \$4,773,834.04 | \$3,844,097.69 | \$2,058,342.61 | 4/2/18 | 2/19/20 | 210 | 688 | SANTA & CO | R000145015 |
| SOUTH | 12329 | AC-012329 | ADJUNTAS | 123 | 30.8 | \$113,234.25 | \$229,785.37 | \$354,785.37 | 45.00% | \$103,403.42 | \$1,512,012.32 | \$217,798.73 | 2/11/19 | 9/30/20 | 60 | 597 | Obratec, Inc. | R000123029 |
| SOUTH | 15107 | AC-015107 | VILLALBA | 151 | 0.17 | \$1,642,000.00 | \$2,722,642.04 | \$2,539,029.05 | 100.00% | \$2,539,029.05 | \$2,331,235.48 | \$1,244,168.96 | 4/2/18 | 10/31/19 | 135 | 549 | Ferroval Agroman | R000151007 |
| SOUTH | 807536 | 7 | PONCE | 10 | 20.3 | \$110,450.55 | \$459,403.24 | \$444,692.67 | 100.00% | \$444,692.67 | \$444,692.67 | \$0.00 | 3/5/18 | 10/31/18 | 45 | 240 | Ferroval Agroman | L079999536 |
| SOUTH | 807536 | 12 | VILLALBA | 151 | 3.8-4.2 | \$467,818.71 | \$1,737,743.42 | \$1,737,743.42 | 100.00% | \$1,737,743.42 | \$1,661,679.33 | \$1,110,700.76 | 3/5/18 | 6/30/20 | 70 | 848 | | |
| WEST | 812536 | 9 | AGUADA | 411 | 9.7 | \$196,424.30 | \$528,015.70 | \$567,792.74 | 99.00% | \$522,735.54 | \$72,873.73 | \$62,617.31 | 3/5/18 | 4/15/20 | 45 | 199 | CSCG, Inc. | L129999536 |
| | | | | | | \$18,898,733.03 | \$32,031,593.66 | \$33,186,526.16 | | \$30,169,999.28 | \$24,600,733.34 | \$9,879,886.74 | | | 5151 | 27466 | | |
| | | | | | | Cost Increase = | 69% | 76% | Completion = | 94% | 77% | 31% | Time Increase = | | 433% | | | |
| | | | | | | CURRENT | PROJECTED | WORK | PAID | PAID SINCE JUL 2019 | | | | | | | | |

| 6.4b EFL constr. Data | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------|---------------|--|--------|-----------------|---------------|------------|----------------------|--------|----------------------|-----------|-----------|----------------------|-----------------|--------|----------------------|---------|----------------------|---------|----------------------|-----------------|------------|----------------------|--------------|----------------------|--------|----------------------|-----------------|--------------|---|
| AC Number | Obiete Number | Contractor | Region | Program | Sub-Program | Jan-20 | Ultima certificación | Feb-20 | Ultima certificación | \$ | 43,910.00 | Ultima certificación | Totales Q3 F120 | Apr-20 | Ultima Certificación | May-20 | Ultima Certificación | June-20 | Ultima Certificación | Totales Q4 FY20 | July-20 | Ultima Certificación | Aug-20 | Ultima Certificación | Sep-20 | Ultima Certificación | Totales Q3 F121 | | |
| AC-012329 | R000123029 | Obratec Contratista General, Inc. | EFL | FHWA Emergencia | ER Irma/Maria | | | \$ | 515,782.61 | 3 | | \$ | 515,782.61 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 474,348.53 | 4 | \$ | - | \$ | 474,348.53 | |
| AC-807536 | L079999536 | Ferrovial Agroman | EFL | FHWA Emergencia | ER Irma/Maria | 246,247.24 | 18 | | | | | | 246,247.24 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | 869,976.30 | 19 & 20 | \$ | - | \$ | 869,976.30 | |
| AC-812536 | L129999536 | CSCG Inc. | EFL | FHWA Emergencia | ER Irma/Maria | | | | 120,691.34 | 12 | | | 120,691.34 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | \$ | - | \$ | - |
| AC-813536 | L139999536 | Obratec Contratista General, Inc. | EFL | FHWA Emergencia | ER Irma/Maria | | | | 412,089.30 | 14 | | | 412,089.30 | \$ | - | \$ | - | \$ | - | \$ | - | \$ | - | | | \$ | - | \$ | - |
| AC-837536 | R379999536 | Best Works, Inc. | EFL | FHWA Emergencia | ER Irma/Maria | | | | | | | | | | | | | | | \$ | - | \$ | 180,286.74 | 3 | | | \$ | 180,286.74 | |
| AC-824536 | L249999536 | Norvan General Contractors | EFL | FHWA Emergencia | ER Irma/Maria | | | | | | | | | | | | | | | \$ | - | | | | | | | \$ | - |
| AC-827536 | L279999536 | Santa & Co., Inc. | EFL | FHWA Emergencia | ER Irma/Maria | | | | | | | | | | | | | | | \$ | - | \$ | 1,428,231.25 | 4 | | | \$ | 1,428,231.25 | |
| AC-838536 | R389999536 | Maglez Engineering and Contractors Corporati | EFL | FHWA Emergencia | ER Irma/Maria | | | | | | | | | | | | | \$ | 345,898.97 | 4 | \$ | 345,898.97 | | | | | \$ | - | |
| AC-014080 | R000140080 | Carro & Carro Enterprises, Inc. | EFL | FHWA Emergencia | ER Irma/Maria | | | | \$ | 55,641.24 | 12 | | | \$ | 268,661.57 | 13 & 14 | | | | \$ | 268,661.57 | | | | | | \$ | - | |
| AC-014515 | R000145015 | Santa & Co., Inc. | EFL | FHWA Emergencia | ER Irma/Maria | | | | | | | | | | | | | | | \$ | - | | | | | | \$ | - | |
| AC-015107 | B000151007 | Ferrovial Agroman | EFL | FHWA Emergencia | ER Irma/Maria | | | | | | | | | \$ | - | | | \$ | 522,633.32 | 6 | \$ | 522,633.32 | | | | \$ | - | | |

6.5 Project Data

| AC Number | Oracle Number | Contractor | Program | Sub-Program | Aug-20 | Última certificación |
|-----------|---------------|--|---------|-------------|-----------------|----------------------|
| AC-000212 | LCN0000212 | Constructora I. Meléndez, LLC | FHWA | | | |
| AC-000259 | LCN0000259 | Desarrolladora JA, Inc. | FHWA | | | |
| AC-000272 | R000000272 | Super Asphalt Pavement Corporation | PEMOC | | | |
| AC-000280 | R000000280 | Super Asphalt Pavement Corporation | ESTATAL | | | |
| AC-000911 | M000009011 | Ferrovial Agromán, SA | FHWA | | \$ 44,143.58 | 70 |
| AC-000915 | M000009015 | LPC & D, Inc. | FHWA | | \$ 822,674.97 | 53 |
| AC-001206 | R000012006 | Venegas Construction, Corp. | FHWA | | \$ 761,336.48 | 11 |
| AC-001266 | R010000266 | Ferrovial Agromán, LLC | AC | AC-1 | \$ 85,614.41 | 13 |
| AC-001267 | R010000267 | Del Valle Group, SP | AC | AC-1 | | |
| AC-001269 | R010000269 | Unique Builders, Inc. | PEMOC | | | |
| AC-001270 | R010000270 | Robles Asphalt, Corp. | PEMOC | | \$ 103,609.99 | 16 |
| AC-001271 | R010000271 | Super Asphalt Pavement Corporation | PEMOC | | \$610,985.54 | 16 |
| AC-001273 | R010000273 | Maglez Engineering and Contractors Corporation | PEMOC | | | |
| AC-001275 | R010000275 | Del Valle Group, SP | AC | AC-1 | | |
| AC-001276 | R010000276 | Harry Auto Kool, Inc. | AC | AC-1 | | |
| AC-001277 | R010000277 | Transporte Rodríguez Asfalto, Inc. | AC | AC-1 | | |
| AC-001282 | R010000282 | Harry Auto Kool, Inc. | AC | AC-2 | | |
| AC-001284 | R010000284 | Super Asphalt Pavement Corporation | AC | AC-2 | | |
| AC-001523 | R000015023 | UNITED SURETY & INDEMNITY COMPANY | FHWA | | | |
| AC-001747 | M000017047 | Del Valle Group, SP | LOCAL | | | |
| AC-001869 | R000018069 | Desarrolladora JA, Inc. | FHWA | | | |
| AC-001870 | R000018070 | Del Valle Group, SP | FHWA | | \$ 1,343,686.39 | 15 |
| AC-001872 | T000018072 | LPC Contractors, Inc. | FHWA | | \$ 2,146,280.69 | 5 |
| AC-002065 | RCN0020065 | Desarrolladora JA, Inc. | FHWA | | \$ 735,084.92 | 10 |
| AC-002131 | L000021031 | Ferrovial Agromán, SA | FHWA | | | |
| AC-002266 | R020000266 | Super Asphalt Pavement Corporation | AC | AC-1 | | |
| AC-002267 | R020000267 | LUJANI General Contractor, Inc. | AC | AC-1 | | |
| AC-002269 | R020000269 | Puerto Rico Asphalt, LLC | PEMOC | | | |
| AC-002270 | R020000270 | Robles Asphalt, Corp. | PEMOC | | | |
| AC-002271 | R020000271 | Super Asphalt Pavement Corporation | PEMOC | | | |
| AC-002273 | R020000273 | Ferrovial Agromán, LLC | PEMOC | | \$ 109,022.63 | 19 |
| AC-002275 | R020000275 | LUJANI General Contractor, Inc. | AC | AC-1 | | |
| AC-002277 | R020000277 | Nieves & Nieves, Engineers and Contractors, Inc. | AC | AC-1 | | |
| AC-002282 | R020000282 | Puerto Rico Asphalt, LLC | AC | AC-2 | \$ 421,562.30 | 4 |
| AC-002284 | R020000284 | Nieves & Nieves, Engineers and Contractors, Inc. | AC | AC-2 | 80,026.50 | 8 |
| AC-002906 | BCN0029006 | Constructora Hartmann, SE | FHWA | | \$ 1,440,895.28 | 11 |
| AC-002907 | L000029007 | Gill Engineering Group, Inc. | FHWA | | \$ 46,571.90 | 2 |
| AC-003266 | R030000266 | Ferrovial Agromán, LLC | AC | AC-1 | \$ 73,500.00 | 9 |
| AC-003267 | R030000267 | Robles Asphalt, Corp. | AC | AC-1 | | |
| AC-003269 | R030000269 | Super Asphalt Pavement Corporation | PEMOC | | | |
| AC-003270 | R030000270 | JM Caribbean Builders Corp. | PEMOC | | \$ 61,119.93 | 13 |
| AC-003271 | R030000271 | Super Asphalt Pavement Corporation | PEMOC | | | |
| AC-003273 | R030000273 | Transporte Rodríguez Asfalto, Inc. | PEMOC | | | |
| AC-003275 | R030000275 | Del Valle Group, SP | AC | AC-1 | \$ 699,107.55 | 8 |
| AC-003276 | R030000276 | Del Valle Group, SP | AC | AC-1 | | |
| AC-003277 | R030000277 | Maglez Engineering and Contractors Corporation | AC | AC-1 | | |
| AC-003282 | R030000282 | R & F Asphalt Unlimited, Inc. | AC | AC-2 | \$ 1,221,014.49 | 5 |
| AC-003402 | P000034002 | CONSTRUCTORA JOSE CARRO | FHWA | | \$ 333,660.79 | 51 |
| AC-004269 | R040000269 | Super Asphalt Pavement Corporation | PEMOC | | | |
| AC-004271 | R040000471 | Professional Asphalt, LLC | PEMOC | | | |
| AC-004282 | R040000282 | J.R Site Construction, Corp. | AC | AC-2 | | |
| AC-005269 | R050000269 | Design Build, LLC | PEMOC | | | |
| AC-005282 | R050000282 | Transporte Rodríguez Asfalto, Inc. | AC | AC-2 | | |
| AC-005383 | R000053083 | Del Valle Group, SP | FHWA | | \$ 674,197.51 | 11 |
| AC-006282 | R060000282 | A & M Group, Inc. | AC | AC-2 | | |
| AC-006638 | T000066038 | Desarrolladora JA, Inc. | FHWA | | | |
| AC-006639 | RCN0066039 | Caribbean Sign Supplies Manufacturers, Inc. | FHWA | | | |
| AC-007282 | R070000282 | Super Asphalt Pavement Corporation | AC | AC-2 | | |
| AC-008282 | R080000282 | J.R Site Construction, Corp. | AC | AC-2 | \$ 569,948.32 | 8 |
| AC-009282 | R009000282 | JR Asphalt, Inc. | AC | AC-2 | | |
| AC-010031 | B000100031 | EJ Construction, SE | FHWA | | \$ 254,396.28 | 11 |
| AC-010163 | L000000163 | ANIBAL DIAZ CONSTRUCTION, INC. | FHWA | | | |
| AC-010166 | L000000166 | TAMRIO INC. | FHWA | | | |
| AC-010272 | RCN0102072 | Transporte Rodríguez Asfalto, Inc. | FHWA | | | |
| AC-010282 | R100000282 | Super Asphalt Pavement Corporation | AC | AC-2 | | |
| AC-011282 | R011000282 | Super Asphalt Pavement Corporation | AC | AC-2 | \$404,266.72 | 6 |
| AC-011417 | BCN0114017 | Tamrío, Inc. | FHWA | | | |
| AC-011534 | R000115034 | Ferrovial Agromán, LLC | FHWA | | \$ 304,481.21 | 4 |
| AC-011535 | R000115035 | Transporte Rodríguez Asfalto, Inc. | FHWA | | \$ 979,538.75 | 3 |
| AC-011630 | R000116030 | Transporte Rodríguez Asfalto, Inc. | FHWA | | \$ 755,568.70 | 5 |
| AC-013282 | R013000282 | Design Build, LLC | AC | AC-2 | \$ 955,085.61 | 4 |
| AC-014066 | R000140066 | RBC Construction Corporation | FHWA | | \$ 54,368.97 | 32 |
| AC-014282 | R014000282 | Design Build, LLC | AC | AC-2 | | |

6.5 Project Data

| AC Number | Oracle Number | Contractor | Program | Sub-Program | Aug-20 | Última certificación |
|-----------|---------------|--|---------|-------------|-----------------|----------------------|
| AC-014354 | BCN0143054 | Empresas JBR, Inc. | FHWA | | | |
| AC-014979 | R000149079 | Super Asphalt Pavement Corporation | FHWA | | | |
| AC-014984 | R000149084 | Transporte Rodríguez Asfalto, Inc. | FHWA | | 116,189.80 | 1 |
| AC-015235 | RCN0152035 | R/O Rental Equipment | FHWA | | | |
| AC-015236 | R000015236 | Desarrolladora JA, Inc. | FHWA | | | |
| AC-015237 | RCN0152037 | Gill Engineering Group, Inc. | FHWA | | \$ 110,146.00 | 11 |
| AC-015282 | R015000282 | A & M Group, Inc. | AC | AC-2 | \$1,218,346.12 | 5 |
| AC-016282 | R016000282 | A & N Roads Development | AC | AC-2 | \$ 858,083.85 | 6 |
| AC-016789 | R000167089 | CJO Construction Corp. | FHWA | | \$ 392,534.35 | 2A |
| AC-017282 | R017000282 | Professional Asphalt, LLC | AC | AC-2 | | |
| AC-017333 | F000173033 | Maglez Engineering and Contractors Corporation | FHWA | | | |
| AC-017416 | B000174016 | Gill Engineering Group, Inc. | FHWA | | | |
| AC-017418 | F000174018 | Unique Builders, Inc. | FHWA | | | |
| AC-017519 | R000175019 | Del Valle Group, SP | FHWA | | | |
| AC-017745 | R000177045 | Obratec Contratista General, Inc. | FHWA | | | |
| AC-018193 | BCN1181093 | LPC & D, Inc. | FHWA | | | |
| AC-018282 | R018000282 | Puerto Rico Asphalt, LLC | AC | AC-2 | | |
| AC-018809 | F000188009 | Unique Builders, Inc. | FHWA | | | |
| AC-019143 | BCN0191043 | Del Valle Group, SP | FHWA | | \$ 488,323.36 | 24 |
| AC-019146 | R000191046 | Constructora Hartmann, SE | FHWA | | | |
| AC-019970 | R000199070 | BERMUDEZ, LONGO, DIAZ-MASSO, S.E | FHWA | | | |
| AC-020309 | FCN0203009 | Bermudez, Longo Diaz-Massó, LLC | FHWA | | | |
| AC-026124 | B000026124 | Desarrolladora JA, Inc. | ESTATAL | | | |
| AC-026124 | L000260124 | LUJANI General Contractor, Inc. | ESTATAL | | | |
| AC-042801 | B000428001 | Desarrolladora JA, Inc. | FHWA | | \$ 164,018.00 | 11 |
| AC-051211 | B000512011 | Empresas JBR, Inc. | LOCAL | | \$ 50,362.00 | 1 |
| AC-061511 | BCN0615011 | Constructora Hartmann, SE | FHWA | | | |
| AC-065604 | R000656004 | Ferrovial Agromán, SA | LOCAL | | | |
| AC-075206 | B000752006 | Obratec Contratista General, Inc. | FHWA | | | |
| AC-076522 | B000765022 | Tamrío, Inc. | FHWA | | | |
| AC-082409 | BCN0824009 | Desarrollos 3V, Inc. | FHWA | | | |
| AC-083503 | R000835003 | Piloto Construction, LLC | FHWA | | | |
| AC-083503 | Y000835003 | Piloto Construction, LLC | FHWA | | | |
| AC-086122 | R000861022 | CJO Construction Corp. | FHWA | | | |
| AC-091206 | BCN0912006 | Obratec Contratista General, Inc. | FHWA | | | |
| AC-093001 | R000930001 | Piloto Construction, LLC | FHWA | | \$ 112,211.95 | 7 |
| AC-100085 | F000010185 | Del Valle Group, SP | FHWA | | | |
| AC-100087 | R000010187 | Ferrovial Agromán | FHWA | | | |
| AC-100088 | R000010188 | Desarrolladora JA, Inc. | FHWA | | \$ 330,666.72 | 16 |
| AC-100218 | F000001218 | Bermudez, Longo Diaz-Massó, LLC | FHWA | | | |
| AC-100235 | F000001235 | GILL ENGINEERING GROUP | FHWA | | | |
| AC-100237 | R000001237 | Del Valle Group, SP | FHWA | | | |
| AC-100242 | L000001242 | CONSTRUCTORA I. MELENDEZ | FHWA | | | |
| AC-111131 | RCN0111131 | Maglez Engineering and Contractors Corporation | FHWA | | | |
| AC-111135 | R000111135 | Super Asphalt Pavement Corporation | FHWA | | \$ 1,160,866.95 | 3 |
| AC-111136 | R000111136 | LPC Contractors, Inc. | FHWA | | | |
| AC-200280 | F000002480 | Tamrío, Inc. | FHWA | | | |
| AC-200283 | R000002483 | Del Valle Group, SP | FHWA | | \$ 75,686.14 | 6 |
| AC-200291 | F000002491 | Gill Engineering Group, Inc. | FHWA | | \$ 210,103.90 | 23 |
| AC-200293 | B000002493 | EJ Construction, SE | FHWA | | | |
| AC-200306 | R000002306 | Transporte Rodríguez Asfalto, Inc. | FHWA | | \$380,664.35 | 5 |
| AC-200307 | R000002307 | Transporte Rodríguez Asfalto, Inc. | FHWA | | \$ 1,015,531.10 | 6 |
| AC-300118 | R000030118 | Ferrovial Agromán, LLC | FHWA | | \$ 70,755.00 | 15 |
| AC-520122 | T000522122 | Del Valle Group, SP | FHWA | | | |
| AC-520125 | B000522125 | LPC & D, Inc. | FHWA | | | |
| AC-520127 | B000522127 | Del Valle Group, SP | FHWA | | | |
| AC-520128 | BCN0522128 | Del Valle Group, SP | FHWA | | | |
| AC-520130 | TCN0522130 | Constructora Santiago II, Corporation | FHWA | | \$ 1,852,159.84 | 20 |
| AC-520131 | TCN0522131 | Ferrovial Agromán, LLC | FHWA | | \$ 1,075,988.81 | 15 |
| AC-520133 | RCN0522133 | Del Valle Group, SP | FHWA | | | |
| AC-520134 | R000522134 | R & F Asphalt Unlimited, Inc. | FHWA | | \$ 579,431.80 | 4 |
| AC-520135 | R000522135 | Ferrovial Agromán, LLC | FHWA | | \$ 611,519.92 | 9 |
| AC-520137 | RCN0522137 | Desarrolladora JA, Inc. | FHWA | | | |
| AC-520138 | RCN0522138 | Desarrolladora JA, Inc. | FHWA | | | |
| AC-520140 | RCN0522140 | Del Valle Group, SP | FHWA | | \$ 347,416.35 | 14 |
| AC-520141 | TCN0522141 | Ferrovial Agromán, LLC | FHWA | | \$ 465,606.26 | 20 |
| AC-520142 | TCN0522142 | Ferrovial Agromán, LLC | FHWA | | \$ 102,312.29 | 21 |
| AC-520143 | TCN0522143 | Constructora Santiago II, Corporation | FHWA | | \$ 344,672.49 | 17 |
| AC-520144 | R000522144 | Del Valle Group, SP | FHWA | | \$ 379,707.40 | 8 |
| AC-668504 | B006685004 | CD BUILDERS, INC | FHWA | | | |
| AC-800356 | RCN9999356 | Nieves & Nieves, Engineers and Contractors, Inc. | FHWA | | | |
| AC-800400 | R009999400 | Tamrío, Inc. | FHWA | | | |
| AC-800421 | R009999421 | Del Valle Group, SP | LOCAL | | | |

6.5 Project Data

| AC Number | Oracle Number | Contractor | Program | Sub-Program | Aug-20 | Última certificación |
|--|---------------|--|---------|--------------|------------------|----------------------|
| AC-800466 | R009999466 | LPC & D, Inc. | ESTATAL | | | |
| AC-800467 | F009999467 | Ferrovial Agromán, LLC | FHWA | | | |
| AC-800470 | B009999470 | Constructora Santiago II, Corporation | FHWA | | | |
| AC-800501 | L009999501 | Bonneville Contracting & Technology Group, LLC | FHWA | | | |
| AC-800523 | LCN9999523 | QUALITY CONSTRUCTION SERVICES II, LLC | FHWA | | | |
| AC-800533 | T009999533 | Ferrovial Agromán, LLC | FHWA | | \$ 1,349,397.14 | 10 |
| AC-800534 | T009999534 | Del Valle Group, SP | FHWA | | \$ 864,400.18 | 15 |
| AC-800546 | R009999546 | Super Asphalt Pavement Corporation | FHWA | | \$ 1,169,668.30 | 3 |
| AC-800548 | B009999548 | Constructora Santiago II, Corporation | FHWA | | | |
| AC-800549 | B009999549 | Antonio & M Construction, Inc. | FHWA | | | |
| AC-800550 | B009999550 | Obratec Contratista General, Inc. | FHWA | | | |
| AC-800551 | B009999551 | Three O. Contractors SE | FHWA | | | |
| AC-800560 | B009999560 | Desarrolladora JA, Inc. | FHWA | | | |
| AC-800561 | B009999561 | Comas & Comas Corp. | FHWA | | | |
| AC-800562 | B009999562 | JJM Construction Corp. | FHWA | | | |
| AC-800563 | B009999563 | Tamrío, Inc. | FHWA | | | |
| AC-802271 | B020014271 | Tamrío, Inc. | FHWA | | \$ 102,998.33 | 34 |
| AC-814263 | R149999263 | Desarrolladora JA, Inc. | FHWA | FHWA-ESTATAL | | |
| AC-990101 | L009900101 | Caribbean Sign Supply | FHWA | | | |
| AC-991202 | BCN9912002 | CAC Crespo Builders, LLC | FHWA | | | |
| Total de proyectos a los que se les está dando seguimiento | | | Total | | \$ 32,135,593.11 | |

| | |
|----------|------------------|
| FHWA | \$ 24,569,863.15 |
| PEMOC | \$ 884,738.09 |
| AC-1 | \$ 858,221.96 |
| AC-2 | \$ 5,728,333.91 |
| ESTATAL | \$ - |
| FWHA TCC | \$ - |
| LOCAL | \$ 50,362.00 |
| TCC | \$ - |
| TO | \$ - |
| Total | \$ 32,041,157.11 |

6.6 Project Data (EM)

| AC Number | Oracle Number | Contractor | Program | Sub-Program | Aug-20 | Última certificación |
|-----------|---------------|--|-----------------|-------------|---------------|----------------------|
| AC-001206 | R000012006 | VENEGAS CONSTRUCTION CORP | FHWA Emergencia | | 54,136.00 | 10 |
| AC-002065 | RCN0020065 | Desarrolladora JA, Inc. | FHWA Emergencia | FHWA-ER | | |
| AC-005383 | R000053083 | Del Valle Group, SP | FHWA Emergencia | FHWA-ER | \$ 28,928.00 | 12 |
| AC-006639 | RCN0066039 | Caribbean Sign Supplies Manufacturers, Inc. | FHWA Emergencia | FHWA-ER | \$ 166,684.95 | 16 |
| AC-011534 | R000115034 | FERROVIAL AGROMAN | FHWA Emergencia | FHWA-ER | 1,572.00 | 4 |
| AC-012329 | R000123029 | Obratec Contratista General, Inc. | FHWA Emergencia | | | |
| AC-014080 | R000140080 | CARRO & CARRO ENTERPRISES, INC. | FHWA Emergencia | | | |
| AC-015107 | B000151007 | FERROVIAL AGROMAN | FHWA Emergencia | | \$ 39,790.57 | 7 |
| AC-020309 | FCN0203009 | Bermudez, Longo Diaz-Massó, LLC | FHWA Emergencia | FHWA-ER | | |
| AC-065605 | RCN0656005 | NIEVES & NIEVES, ENGINEERS AND C | FHWA Emergencia | FHWA-ER | | |
| AC-065605 | RCN0656005 | Nieves & Nieves, Engineers and Contractors, Inc. | FHWA | | \$ 365,241.28 | 12 |
| AC-092713 | B000927013 | BIM Contractors, LLC | FHWA Emergencia | | | |
| AC-095703 | B000957003 | FERROVIAL AGROMAN | FHWA Emergencia | | \$ 13,904.20 | 5 |
| AC-100081 | R000010181 | Piloto Construction, LLC | FHWA | | \$ 373,302.00 | 1 |
| AC-111139 | B000111039 | CONSTRUCTORA HARTMANN, S.E. | FHWA Emergencia | | | |
| AC-111140 | R000111040 | Gill Engineering Group, Inc. | FHWA Emergencia | | | |
| AC-111140 | R000111040 | MAGLEZ ENGINEERINGS AND CONTRACTORS CORP | FHWA Emergencia | FHWA-ER | | |
| AC-111142 | R000111042 | C.J.O. CONSTRUCTION CORP. | FHWA Emergencia | LLUVIAS | | |
| AC-111145 | R000111045 | LUJANI GENERAL CONTRACTORS, INC | FHWA Emergencia | LLUVIAS | | |
| AC-140028 | R000014028 | Design Build, LLC | FHWA Emergencia | | | |
| AC-140029 | R000014029 | CONTINENTAL CONSTRUCTION & CONSULTING LLC. | FHWA Emergencia | | | |
| AC-144301 | R001443001 | Design Build, LLC | FHWA Emergencia | | | |
| AC-200304 | R000002304 | FERROVIAL AGROMAN | FHWA Emergencia | | | |
| AC-200306 | R000002306 | TRANSPORTE RODRIGUEZ ASFALTO, INC. | FHWA Emergencia | FHWA-ER | 15,840.00 | 5 |
| AC-301144 | B000003344 | CONSTRUCTORA I. MELENDEZ | FHWA Emergencia | | | |
| AC-520135 | R000522135 | Ferrovia Agromán, LLC | FHWA Emergencia | FHWA-ER | \$ 7,830.00 | 9 |
| AC-520140 | RCN0522140 | Del Valle Group, SP | FHWA Emergencia | FHWA-ER | | |
| AC-800406 | R009999406 | CONSTRUCTORA I. MELENDEZ | FHWA Emergencia | | | |
| AC-800561 | B009999561 | COMAS & COMAS CONTRACTORS, CORP | FHWA Emergencia | | | |
| AC-800569 | R009999569 | EMPRESAS JBR, INC. | FHWA Emergencia | LLUVIAS | \$ 34,598.80 | 4 |
| AC-800570 | R009999570 | JJM CONSTRUCTION, CORP. | FHWA Emergencia | LLUVIAS | \$ 284,601.98 | 5 |
| AC-800571 | R009999571 | HDT GROUP CORP | FHWA Emergencia | LLUVIAS | \$ 131,913.25 | 6 |
| AC-800572 | R009999572 | JJM CONSTRUCTION, CORP. | FHWA Emergencia | LLUVIAS | | |
| AC-800573 | R009999573 | COMAS & COMAS CONTRACTORS, CORP. | FHWA Emergencia | | | |
| AC-801590 | L019999590 | CONTINENTAL CONSTRUCTION & CONSULTING LLC. | FHWA Emergencia | | \$ 276,862.18 | 4 |
| AC-802535 | L029999535 | BERMUDEZ, LONGO, DIAZ-MASSO, S.E. | FHWA Emergencia | | | |
| AC-802590 | L029999590 | TAMRIO INC. | FHWA Emergencia | TERREMOTOS | 621,808.06 | 6 |
| AC-803535 | L039999535 | FERROVIAL AGROMAN | FHWA Emergencia | | | |
| AC-803590 | L039999590 | Design Build, LLC | FHWA Emergencia | | | |
| AC-804535 | L049999535 | BONNEVILLE CONTRACTING & TECHNOLOGY GROUP, INC. | FHWA Emergencia | | \$ 37,066.50 | 12 |
| AC-804590 | L049999590 | LUJANI GENERAL CONTRACTORS, INC | FHWA Emergencia | | | |
| AC-805590 | L059999590 | JM CARIBBEAN BUILDERS CORP. | FHWA Emergencia | | | |
| AC-806590 | L069999590 | CONSTRUCTORA I. MELENDEZ | FHWA Emergencia | | | |
| AC-807535 | L079999535 | UNIQUE BUILDERS, INC. | FHWA Emergencia | | | |
| AC-807536 | L079999536 | FERROVIAL AGROMAN | FHWA Emergencia | | \$ 51,927.88 | 22 |
| AC-807590 | L079999590 | Obratec Contratista General, Inc. | FHWA Emergencia | | | |
| AC-808535 | L089999535 | PRIME ELECTRIC CORP. | FHWA Emergencia | | | |
| AC-808590 | L089999590 | GUEVAREZ & GUEVAREZ CORP. | FHWA Emergencia | TERREMOTOS | | |
| AC-809536 | L099999536 | CONSTRUCTORA JOSE CARRO | FHWA Emergencia | | | |
| AC-809590 | L099999590 | EJ CONSTRUCTION, SE | FHWA Emergencia | | \$ 200,055.25 | 3 |
| AC-810590 | L109999590 | ROBLES ASPHALT INC | FHWA Emergencia | | | |
| AC-811590 | L119999590 | LUJANI GENERAL CONTRACTORS INC | FHWA Emergencia | | | |
| AC-812536 | L129999536 | CSCG INC | FHWA Emergencia | | | |
| AC-813536 | L139999536 | Obratec Contratista General, Inc. | FHWA Emergencia | | | |
| AC-813590 | L139999590 | CONSTRUCTORA I. MELENDEZ | FHWA Emergencia | | | |
| AC-815535 | L159999535 | AIREKO ENERGY SOLUTION LLC | FHWA Emergencia | | | |
| AC-816535 | L169999535 | UNIQUE BUILDERS, INC. | FHWA Emergencia | | | |
| AC-818535 | L189999535 | BERMUDEZ, LONGO, DIAZ-MASSO, S.E. | FHWA Emergencia | | | |
| AC-820536 | L209999536 | BEGINNERS GENERAL CONTRACTORS | FHWA Emergencia | | | |
| AC-824536 | L249999536 | NORVAN GENERAL CONTRACTOR, INC. | FHWA Emergencia | | \$552,178.77 | 11 |
| AC-825536 | L259999536 | CONSTRUCTORA I. MELENDEZ | FHWA Emergencia | | | |
| AC-827536 | L279999536 | SANTA & CO. CORP | FHWA Emergencia | | | |
| AC-836536 | R369999536 | Del Valle Group, SP | FHWA Emergencia | | | |
| AC-837536 | R379999536 | BEST WORK CONST S.E. | FHWA Emergencia | | | |
| AC-838536 | R389999536 | MAGLEZ ENGINEERINGS AND CONTRACTORS CORP | FHWA Emergencia | | | |
| AC-845536 | L459999536 | JJM CONSTRUCTION, CORP. | FHWA Emergencia | | | |

| | | | | | | |
|--|--|--|--------------|--|------------------------|--|
| | | | TOTAL | | \$ 3,258,241.67 | |
|--|--|--|--------------|--|------------------------|--|

| | | | ACTUAL | | | |
|---|---------------------------|--------|---------|---------|----|----|
| PROGRAM | KPI | Target | Q1 | Q2 | Q3 | Q4 |
| PRECONSTRUCTION | Delays in NTP (Days) | <30 | -7.6 | | | |
| | % Planned NTP Awards | >80% | 105% | | | |
| | % Soft vs Hard Cost | 15% | * | | | |
| | | | | Regular | ER | |
| | % Federal Funds Obligated | >90% | 88.6% | 65.9% | | |
| CONSTRUCTION | % Change in Cost | <15% | 6.5% | | | |
| | % Change in Duration | <25% | 51.4% | | | |
| | Disbursement Variance | 20% | -100.1% | | | |
| * Actual not relevant due to inadequate soft cost budget assignment | | | | | | |

7.1 Main BZA targets

| In \$ Thousands | FY21 Budget | July YTD Budget | August YTD Budget | September YTD Budget | October YTD Budget | November YTD Budget | December YTD Budget | January YTD Budget | February YTD Budget | March YTD Budget | April YTD Budget | May YTD Budget | June YTD Budget |
|--|-------------------|------------------|-------------------|----------------------|--------------------|---------------------|---------------------|--------------------|---------------------|-------------------|-------------------|-------------------|-------------------|
| Total Operating Revenues | \$ 257,088 | \$ 17,240 | \$ 15,104 | \$ 22,656 | \$ 30,208 | \$ 37,760 | \$ 45,312 | \$ 52,864 | \$ 60,416 | \$ 67,968 | \$ 75,520 | \$ 83,072 | \$ 90,624 |
| Commonwealth CapEx appropriation | \$ 59,067 | \$ 4,922 | \$ 9,844 | \$ 14,766 | \$ 19,688 | \$ 24,610 | \$ 29,532 | \$ 34,454 | \$ 39,376 | \$ 44,298 | \$ 49,220 | \$ 54,142 | \$ 59,067 |
| Abriendo Caminos funds | \$ 73,000 | \$ - | \$ - | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ 73,000 | \$ 73,000 |
| Capital Commonwealth Transfer | \$ 16,264 | \$ 1,355 | \$ 2,710 | \$ 4,065 | \$ 5,420 | \$ 6,775 | \$ 8,130 | \$ 9,485 | \$ 10,840 | \$ 12,195 | \$ 13,550 | \$ 14,905 | \$ 16,264 |
| FHWA funds | \$ 251,913 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Federal Emergency Revenues | \$ 23,868 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |
| Capital FTA funds | \$ 65,433 | \$ - | \$ 1,278 | \$ 1,829 | \$ 2,380 | \$ 2,931 | \$ 3,482 | \$ 4,033 | \$ 4,584 | \$ 5,135 | \$ 5,686 | \$ 6,237 | \$ 6,788 |
| Total Capital Revenues | \$ 489,545 | \$ 12,540 | \$ 28,731 | \$ 120,753 | \$ 152,241 | \$ 181,080 | \$ 220,893 | \$ 255,665 | \$ 291,738 | \$ 331,092 | \$ 370,100 | \$ 408,453 | \$ 446,825 |
| Commonwealth Transfer for Emergency Reserve | \$ 115,512 | \$ 9,626 | \$ 19,252 | \$ 28,878 | \$ 38,504 | \$ 48,130 | \$ 57,756 | \$ 67,382 | \$ 77,008 | \$ 86,634 | \$ 96,260 | \$ 105,886 | \$ 115,512 |
| Total Commonwealth Reserve Transfer | \$ 115,512 | \$ 9,626 | \$ 19,252 | \$ 28,878 | \$ 38,504 | \$ 48,130 | \$ 57,756 | \$ 67,382 | \$ 77,008 | \$ 86,634 | \$ 96,260 | \$ 105,886 | \$ 115,512 |
| Total Consolidated revenues | \$ 862,145 | \$ 39,406 | \$ 83,145 | \$ 204,865 | \$ 267,324 | \$ 327,531 | \$ 398,952 | \$ 465,173 | \$ 532,935 | \$ 604,912 | \$ 676,534 | \$ 747,902 | \$ 819,425 |
| Capital Right of Way payments | \$ 3,300 | \$ 82 | \$ 201 | \$ 413 | \$ 628 | \$ 789 | \$ 1,120 | \$ 1,316 | \$ 1,617 | \$ 1,913 | \$ 2,213 | \$ 2,599 | \$ 3,300 |
| Local Construction costs | \$ 10,000 | \$ 259 | \$ 621 | \$ 1,139 | \$ 1,916 | \$ 2,796 | \$ 3,728 | \$ 4,764 | \$ 5,801 | \$ 6,839 | \$ 7,883 | \$ 8,935 | \$ 10,000 |
| Transit Construction costs | \$ 67,433 | \$ - | \$ 1,278 | \$ 2,029 | \$ 3,116 | \$ 4,203 | \$ 5,290 | \$ 6,377 | \$ 7,464 | \$ 8,551 | \$ 9,638 | \$ 10,725 | \$ 11,812 |
| Toll Optimization capital costs | \$ 14,747 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Local Emergency Repair costs | \$ 118 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Emergency Repair costs | \$ 23,868 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |
| Non-Federal Highway Construction Hard Costs | \$ 99,136 | \$ 2,181 | \$ 5,164 | \$ 9,225 | \$ 15,081 | \$ 21,654 | \$ 28,587 | \$ 35,450 | \$ 42,313 | \$ 49,176 | \$ 56,039 | \$ 62,902 | \$ 69,765 |
| Non-Federal Highway Construction Soft Costs | \$ 19,030 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Federal Highway Construction Hard Costs | \$ 238,605 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Federal Highway Construction Soft Costs | \$ 13,308 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Capital Expenditures | \$ 489,545 | \$ 8,785 | \$ 22,164 | \$ 39,899 | \$ 72,157 | \$ 102,535 | \$ 144,466 | \$ 186,919 | \$ 230,326 | \$ 277,034 | \$ 323,482 | \$ 368,270 | \$ 412,930 |
| Construction salaries & related benefits | \$ 23,579 | \$ 2,550 | \$ 4,420 | \$ 6,289 | \$ 8,055 | \$ 9,794 | \$ 11,604 | \$ 13,343 | \$ 15,083 | \$ 16,822 | \$ 18,561 | \$ 20,300 | \$ 22,039 |
| Non-Construction salaries & related benefits | \$ 20,581 | \$ 2,222 | \$ 3,837 | \$ 5,463 | \$ 7,088 | \$ 8,703 | \$ 10,408 | \$ 12,118 | \$ 13,826 | \$ 15,534 | \$ 17,242 | \$ 18,950 | \$ 20,658 |
| Pension costs | \$ 37,058 | \$ 3,568 | \$ 6,554 | \$ 9,527 | \$ 12,514 | \$ 15,479 | \$ 18,791 | \$ 22,178 | \$ 25,846 | \$ 29,822 | \$ 34,008 | \$ 38,393 | \$ 43,078 |
| Operational Right of Way payments | \$ 16,917 | \$ 1,575 | \$ 2,548 | \$ 4,121 | \$ 5,093 | \$ 6,275 | \$ 7,896 | \$ 9,866 | \$ 12,223 | \$ 14,991 | \$ 18,174 | \$ 21,857 | \$ 26,141 |
| Other construction program expenses | \$ 1,688 | \$ 140 | \$ 280 | \$ 424 | \$ 564 | \$ 704 | \$ 844 | \$ 984 | \$ 1,124 | \$ 1,264 | \$ 1,404 | \$ 1,544 | \$ 1,688 |
| Toll highways administration and maintenance costs | \$ 41,692 | \$ 2,735 | \$ 5,470 | \$ 8,205 | \$ 10,940 | \$ 13,675 | \$ 16,410 | \$ 19,145 | \$ 21,880 | \$ 24,615 | \$ 27,350 | \$ 30,085 | \$ 32,820 |
| Tren Urbano costs | \$ 74,253 | \$ 5,091 | \$ 10,454 | \$ 15,906 | \$ 21,428 | \$ 26,879 | \$ 32,441 | \$ 38,093 | \$ 43,745 | \$ 49,397 | \$ 55,049 | \$ 60,701 | \$ 66,353 |
| Feeder Bus costs | \$ 12,300 | \$ 1,027 | \$ 2,053 | \$ 3,076 | \$ 4,101 | \$ 5,125 | \$ 6,149 | \$ 7,173 | \$ 8,197 | \$ 9,221 | \$ 10,245 | \$ 11,269 | \$ 12,293 |
| Other operating expenses | \$ 29,021 | \$ 1,856 | \$ 3,806 | \$ 6,069 | \$ 8,446 | \$ 11,481 | \$ 13,855 | \$ 16,033 | \$ 18,608 | \$ 21,010 | \$ 23,463 | \$ 25,884 | \$ 29,021 |
| Total Operating Expenses | \$ 257,088 | \$ 20,764 | \$ 39,579 | \$ 59,621 | \$ 79,490 | \$ 102,559 | \$ 130,028 | \$ 151,486 | \$ 173,173 | \$ 193,599 | \$ 215,805 | \$ 235,031 | \$ 257,088 |
| Reserve deposits for emergencies & unforeseen needs | \$ 66,996 | \$ - | \$ - | \$ 6,699 | \$ 13,398 | \$ 20,097 | \$ 26,796 | \$ 33,495 | \$ 40,194 | \$ 46,893 | \$ 53,592 | \$ 60,291 | \$ 66,996 |
| Reserve deposits for outstanding obligations | \$ 40,000 | \$ - | \$ - | \$ 4,000 | \$ 8,000 | \$ 12,000 | \$ 16,000 | \$ 20,000 | \$ 24,000 | \$ 28,000 | \$ 32,000 | \$ 36,000 | \$ 40,000 |
| Reserve deposits for unforeseen non-Title III litigation costs | \$ 8,516 | \$ 709 | \$ 1,418 | \$ 2,127 | \$ 2,836 | \$ 3,545 | \$ 4,254 | \$ 4,963 | \$ 5,672 | \$ 6,381 | \$ 7,090 | \$ 7,799 | \$ 8,516 |
| Total Reserve Deposits | \$ 115,512 | \$ 709 | \$ 1,418 | \$ 12,826 | \$ 24,234 | \$ 35,642 | \$ 47,050 | \$ 58,458 | \$ 69,866 | \$ 81,274 | \$ 92,682 | \$ 104,090 | \$ 115,512 |
| Total Expenditures | \$ 862,145 | \$ 30,257 | \$ 63,161 | \$ 112,346 | \$ 175,882 | \$ 240,736 | \$ 321,544 | \$ 396,863 | \$ 473,365 | \$ 551,907 | \$ 631,969 | \$ 707,390 | \$ 785,530 |
| Toll fare revenue deep dive | | | | | | | | | | | | | |
| Revenues from existing toll lanes | \$ 96,511 | \$ 7,320 | \$ 15,036 | \$ 23,157 | \$ 31,570 | \$ 40,076 | \$ 48,187 | \$ 56,056 | \$ 63,879 | \$ 72,120 | \$ 80,276 | \$ 88,607 | \$ 96,511 |
| Revenues from new DTL lanes | \$ 2,628 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 355 | \$ 749 | \$ 1,270 | \$ 1,768 | \$ 2,227 | \$ 2,628 |
| Total toll fare revenue | \$ 99,139 | \$ 7,320 | \$ 15,036 | \$ 23,157 | \$ 31,570 | \$ 40,076 | \$ 48,187 | \$ 56,411 | \$ 64,648 | \$ 73,390 | \$ 82,144 | \$ 90,834 | \$ 99,139 |
| Toll fine revenue deep dive | | | | | | | | | | | | | |
| Fines from existing rates | \$ 14,920 | \$ - | \$ 223 | \$ 634 | \$ 1,294 | \$ 2,222 | \$ 3,725 | \$ 4,987 | \$ 6,444 | \$ 8,258 | \$ 10,057 | \$ 12,267 | \$ 14,920 |
| Fines from tiered rates | \$ 2,173 | \$ - | \$ 33 | \$ 92 | \$ 188 | \$ 324 | \$ 542 | \$ 726 | \$ 939 | \$ 1,203 | \$ 1,465 | \$ 1,787 | \$ 2,173 |
| Total toll fine revenue | \$ 17,093 | \$ - | \$ 256 | \$ 726 | \$ 1,482 | \$ 2,545 | \$ 4,267 | \$ 5,713 | \$ 7,383 | \$ 9,461 | \$ 11,522 | \$ 14,053 | \$ 17,093 |
| Transit revenue deep dive | | | | | | | | | | | | | |
| Tren Urbano fare revenue | \$ 5,138 | \$ 385 | \$ 796 | \$ 1,234 | \$ 1,674 | \$ 2,110 | \$ 2,535 | \$ 2,962 | \$ 3,387 | \$ 3,827 | \$ 4,266 | \$ 4,699 | \$ 5,138 |
| Feeder Bus fare revenue | \$ 491 | \$ 32 | \$ 68 | \$ 108 | \$ 155 | \$ 202 | \$ 236 | \$ 272 | \$ 313 | \$ 361 | \$ 405 | \$ 450 | \$ 491 |
| CARES Act funds | \$ 19,685 | \$ - | \$ - | \$ - | \$ 2,187 | \$ 4,374 | \$ 6,561 | \$ 8,748 | \$ 10,935 | \$ 13,122 | \$ 15,309 | \$ 17,496 | \$ 19,685 |
| Total transit revenue | \$ 25,314 | \$ 417 | \$ 864 | \$ 1,342 | \$ 4,016 | \$ 6,866 | \$ 9,332 | \$ 11,982 | \$ 14,635 | \$ 17,310 | \$ 19,980 | \$ 22,645 | \$ 25,314 |
| FHWA funds deep dive | | | | | | | | | | | | | |
| Regular FHWA funds | \$ 251,913 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Discretionary FHWA funds | \$ 8,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Discretionary FHWA projects | \$ (8,000) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total FHWA funds | \$ 251,913 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Capital FTA funds deep dive | | | | | | | | | | | | | |
| Regular capital FTA funds | \$ 65,433 | \$ - | \$ 1,278 | \$ 1,829 | \$ 2,380 | \$ 2,931 | \$ 3,482 | \$ 4,033 | \$ 4,584 | \$ 5,135 | \$ 5,686 | \$ 6,237 | \$ 6,788 |
| Discretionary FTA funds | \$ 6,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Discretionary FTA projects | \$ (6,000) | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total capital FTA funds | \$ 65,433 | \$ - | \$ 1,278 | \$ 1,829 | \$ 2,380 | \$ 2,931 | \$ 3,482 | \$ 4,033 | \$ 4,584 | \$ 5,135 | \$ 5,686 | \$ 6,237 | \$ 6,788 |
| Federal Emergency Revenues deep dive | | | | | | | | | | | | | |
| FHWA emergency funds | \$ 19,868 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FEMA emergency funds | \$ 4,000 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |
| Total Federal Emergency Revenues | \$ 23,868 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |

7.1 Main B2A targets

| In \$ Thousands | FY21 Budget | July YTD Budget | August YTD Budget | September YTD Budget | October YTD Budget | November YTD Budget | December YTD Budget | January YTD Budget | February YTD Budget | March YTD Budget | April YTD Budget | May YTD Budget | June YTD Budget |
|--|-------------------|-----------------|-------------------|----------------------|--------------------|---------------------|---------------------|--------------------|---------------------|-------------------|-------------------|-------------------|-------------------|
| Construction salaries & related benefits deep dive | | | | | | | | | | | | | |
| Main salaries - Construction | \$ 17,886 | \$ 2,100 | \$ 3,570 | \$ 5,040 | \$ 6,406 | \$ 7,746 | \$ 9,086 | \$ 10,426 | \$ 11,766 | \$ 13,106 | \$ 15,206 | \$ 16,546 | \$ 17,886 |
| Christmas Bonus - Construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Healthcare costs - Construction | \$ 2,790 | \$ 232 | \$ 465 | \$ 697 | \$ 930 | \$ 1,162 | \$ 1,395 | \$ 1,627 | \$ 1,860 | \$ 2,092 | \$ 2,325 | \$ 2,557 | \$ 2,790 |
| Early retirement costs - Construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other labor costs - Construction | \$ 2,903 | \$ 218 | \$ 385 | \$ 552 | \$ 719 | \$ 886 | \$ 1,123 | \$ 1,290 | \$ 1,457 | \$ 1,624 | \$ 1,842 | \$ 2,009 | \$ 2,903 |
| Total construction payroll costs | \$ 23,579 | \$ 2,550 | \$ 4,420 | \$ 6,289 | \$ 8,055 | \$ 9,794 | \$ 11,604 | \$ 13,343 | \$ 15,083 | \$ 16,822 | \$ 19,373 | \$ 21,112 | \$ 23,579 |
| Non-Construction salaries & related benefits deep dive | | | | | | | | | | | | | |
| Main salaries - Non-Construction | \$ 10,708 | \$ 1,270 | \$ 2,120 | \$ 2,970 | \$ 3,820 | \$ 4,670 | \$ 5,520 | \$ 6,318 | \$ 7,098 | \$ 7,878 | \$ 9,148 | \$ 9,928 | \$ 10,708 |
| Christmas Bonus - Non-Construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Healthcare costs - Non-Construction | \$ 1,505 | \$ 127 | \$ 252 | \$ 377 | \$ 502 | \$ 627 | \$ 752 | \$ 877 | \$ 1,002 | \$ 1,127 | \$ 1,252 | \$ 1,377 | \$ 1,505 |
| Early retirement costs - Non-Construction | \$ 6,661 | \$ 700 | \$ 1,250 | \$ 1,811 | \$ 2,361 | \$ 2,911 | \$ 3,461 | \$ 4,011 | \$ 4,561 | \$ 5,111 | \$ 5,711 | \$ 6,211 | \$ 6,661 |
| Other labor costs - Non-Construction | \$ 1,708 | \$ 125 | \$ 215 | \$ 305 | \$ 405 | \$ 495 | \$ 575 | \$ 675 | \$ 775 | \$ 865 | \$ 955 | \$ 1,093 | \$ 1,708 |
| Total non-construction payroll costs | \$ 20,582 | \$ 2,222 | \$ 3,837 | \$ 5,463 | \$ 7,088 | \$ 8,703 | \$ 10,408 | \$ 11,981 | \$ 13,526 | \$ 15,071 | \$ 17,204 | \$ 18,699 | \$ 20,582 |
| Pension costs deep dive | | | | | | | | | | | | | |
| Pension contributions | \$ 35,861 | \$ 3,469 | \$ 6,355 | \$ 9,230 | \$ 12,118 | \$ 14,984 | \$ 18,107 | \$ 21,085 | \$ 24,054 | \$ 26,931 | \$ 29,819 | \$ 32,704 | \$ 35,861 |
| Administrative pension costs | \$ 1,197 | \$ 99 | \$ 198 | \$ 297 | \$ 396 | \$ 495 | \$ 594 | \$ 693 | \$ 792 | \$ 891 | \$ 990 | \$ 1,089 | \$ 1,197 |
| Total pension costs | \$ 37,058 | \$ 3,568 | \$ 6,554 | \$ 9,527 | \$ 12,514 | \$ 15,479 | \$ 18,791 | \$ 21,778 | \$ 24,846 | \$ 27,822 | \$ 30,808 | \$ 33,793 | \$ 37,058 |
| Other Operating Expenses deep dive | | | | | | | | | | | | | |
| Non-Title III Professional Service Fees | \$ 8,490 | \$ 259 | \$ 603 | \$ 1,223 | \$ 1,952 | \$ 2,739 | \$ 3,484 | \$ 3,895 | \$ 4,605 | \$ 5,379 | \$ 6,200 | \$ 6,992 | \$ 8,490 |
| Title III Professional Service Fees | \$ 10,000 | \$ 833 | \$ 1,666 | \$ 2,499 | \$ 3,332 | \$ 4,165 | \$ 4,998 | \$ 5,831 | \$ 6,664 | \$ 7,497 | \$ 8,330 | \$ 9,163 | \$ 10,000 |
| Discretionary fund management team | \$ 100 | \$ - | \$ - | \$ 10 | \$ 20 | \$ 30 | \$ 40 | \$ 50 | \$ 60 | \$ 70 | \$ 80 | \$ 90 | \$ 100 |
| Ancillary revenue management team | \$ 200 | \$ - | \$ - | \$ 20 | \$ 40 | \$ 60 | \$ 80 | \$ 100 | \$ 120 | \$ 140 | \$ 160 | \$ 180 | \$ 200 |
| Electricity costs | \$ 918 | \$ 76 | \$ 152 | \$ 228 | \$ 304 | \$ 380 | \$ 456 | \$ 532 | \$ 608 | \$ 684 | \$ 760 | \$ 839 | \$ 918 |
| Water supply costs | \$ 455 | \$ 37 | \$ 75 | \$ 113 | \$ 151 | \$ 189 | \$ 227 | \$ 265 | \$ 303 | \$ 341 | \$ 379 | \$ 417 | \$ 455 |
| Other expenses | \$ 8,858 | \$ 651 | \$ 1,310 | \$ 1,976 | \$ 2,647 | \$ 3,318 | \$ 3,918 | \$ 4,570 | \$ 5,360 | \$ 6,248 | \$ 7,254 | \$ 8,205 | \$ 8,858 |
| Total Other Operating Expenses | \$ 29,021 | \$ 1,856 | \$ 3,806 | \$ 6,069 | \$ 8,446 | \$ 11,481 | \$ 13,855 | \$ 16,033 | \$ 18,608 | \$ 21,010 | \$ 23,463 | \$ 25,884 | \$ 29,021 |
| Tren Urbano costs deep dive | | | | | | | | | | | | | |
| Base fee for Tren Urbano operating contract | \$ 48,702 | \$ 4,058 | \$ 8,117 | \$ 12,176 | \$ 16,234 | \$ 20,292 | \$ 24,352 | \$ 28,410 | \$ 32,468 | \$ 36,526 | \$ 40,584 | \$ 44,642 | \$ 48,702 |
| Other costs under Tren Urbano operating contract | \$ 6,800 | \$ 380 | \$ 950 | \$ 1,520 | \$ 2,090 | \$ 2,660 | \$ 3,230 | \$ 3,800 | \$ 4,370 | \$ 4,940 | \$ 5,510 | \$ 6,080 | \$ 6,800 |
| Tren Urbano insurance costs | \$ 9,005 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 7,155 | \$ 8,655 | \$ 8,655 | \$ 8,655 | \$ 9,005 | \$ 9,005 | \$ 9,005 |
| Tren Urbano electricity costs | \$ 8,500 | \$ 550 | \$ 1,180 | \$ 1,900 | \$ 2,690 | \$ 3,410 | \$ 4,090 | \$ 4,790 | \$ 5,490 | \$ 6,240 | \$ 7,030 | \$ 7,780 | \$ 8,500 |
| Other regular Tren Urbano costs | \$ 74 | \$ 6 | \$ 12 | \$ 18 | \$ 24 | \$ 30 | \$ 36 | \$ 42 | \$ 48 | \$ 54 | \$ 60 | \$ 66 | \$ 74 |
| COVID-19 special costs | \$ 1,171 | \$ 97 | \$ 195 | \$ 292 | \$ 390 | \$ 487 | \$ 585 | \$ 682 | \$ 780 | \$ 877 | \$ 975 | \$ 1,073 | \$ 1,171 |
| Total Tren Urbano costs | \$ 74,252 | \$ 5,091 | \$ 10,544 | \$ 15,906 | \$ 21,428 | \$ 26,879 | \$ 39,448 | \$ 46,379 | \$ 51,811 | \$ 57,292 | \$ 63,164 | \$ 68,646 | \$ 74,252 |
| Feeder Bus costs deep dive | | | | | | | | | | | | | |
| Base fee for Feeder Bus operating contract | \$ 10,378 | \$ 863 | \$ 1,728 | \$ 2,592 | \$ 3,457 | \$ 4,324 | \$ 5,189 | \$ 6,053 | \$ 6,918 | \$ 7,782 | \$ 8,647 | \$ 9,511 | \$ 10,378 |
| Other costs under Feeder Bus operating contract | \$ 1,556 | \$ 129 | \$ 259 | \$ 388 | \$ 518 | \$ 648 | \$ 778 | \$ 907 | \$ 1,037 | \$ 1,167 | \$ 1,297 | \$ 1,426 | \$ 1,556 |
| COVID-19 special costs | \$ 366 | \$ 35 | \$ 66 | \$ 96 | \$ 126 | \$ 156 | \$ 186 | \$ 216 | \$ 246 | \$ 276 | \$ 306 | \$ 336 | \$ 366 |
| Total Feeder Bus costs | \$ 12,300 | \$ 1,027 | \$ 2,053 | \$ 3,076 | \$ 4,101 | \$ 5,128 | \$ 6,153 | \$ 7,176 | \$ 8,201 | \$ 9,225 | \$ 10,250 | \$ 11,273 | \$ 12,300 |
| Toll highway administration & maintenance costs deep dive | | | | | | | | | | | | | |
| Variable electronic toll collection fees | \$ 16,876 | \$ 1,301 | \$ 2,631 | \$ 3,976 | \$ 5,476 | \$ 6,887 | \$ 8,332 | \$ 9,670 | \$ 10,971 | \$ 12,377 | \$ 13,857 | \$ 15,372 | \$ 16,876 |
| Highway electricity costs | \$ 4,000 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |
| Other toll highway administration & maintenance costs | \$ 20,816 | \$ 1,101 | \$ 2,301 | \$ 3,711 | \$ 5,393 | \$ 7,364 | \$ 9,569 | \$ 10,999 | \$ 11,943 | \$ 14,116 | \$ 15,728 | \$ 17,164 | \$ 18,690 |
| Total Feeder Bus costs | \$ 41,692 | \$ 2,735 | \$ 5,627 | \$ 8,746 | \$ 12,201 | \$ 18,116 | \$ 21,029 | \$ 23,946 | \$ 27,751 | \$ 31,102 | \$ 34,351 | \$ 37,725 | \$ 41,692 |
| Federal Emergency Repair Costs deep dive | | | | | | | | | | | | | |
| FHWA funded projects | \$ 19,868 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FEMA funded projects | \$ 4,000 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |
| Total federal emergency repair costs | \$ 23,868 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |
| Federal Highway Construction Hard Costs deep dive | | | | | | | | | | | | | |
| Regular federal highway construction projects | \$ 229,061 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Additional projects due to CIP optimization | \$ 9,544 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total federal highway construction hard costs | \$ 238,605 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Federal Highway Construction Soft Costs deep dive | | | | | | | | | | | | | |
| Regular federal highway construction projects | \$ 13,308 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Additional projects due to CIP optimization | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total federal highway construction soft costs | \$ 13,308 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Non-Federal Highway Construction Hard Costs deep dive | | | | | | | | | | | | | |
| Abriendo Caminos Hard Costs | \$ 68,666 | \$ 1,327 | \$ 3,115 | \$ 5,468 | \$ 8,762 | \$ 12,432 | \$ 16,291 | \$ 25,401 | \$ 34,054 | \$ 42,707 | \$ 51,360 | \$ 60,013 | \$ 68,666 |
| Other Hard Costs | \$ 30,470 | \$ 854 | \$ 2,049 | \$ 3,757 | \$ 6,319 | \$ 9,222 | \$ 12,296 | \$ 15,712 | \$ 19,131 | \$ 22,575 | \$ 26,096 | \$ 28,517 | \$ 30,470 |
| Total non-federal highway construction hard costs | \$ 99,136 | \$ 2,181 | \$ 5,164 | \$ 9,225 | \$ 15,081 | \$ 21,654 | \$ 28,587 | \$ 41,113 | \$ 53,186 | \$ 65,282 | \$ 77,456 | \$ 88,530 | \$ 99,136 |
| Non-Federal Highway Construction Soft Costs deep dive | | | | | | | | | | | | | |
| Abriendo Caminos Soft Costs | \$ 11,334 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Other Soft Costs | \$ 7,695 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total non-federal highway construction soft costs | \$ 19,030 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Transit Construction Costs deep dive | | | | | | | | | | | | | |
| Federally funded projects | \$ 65,433 | \$ - | \$ 1,278 | \$ 1,829 | \$ 8,916 | \$ 10,982 | \$ 22,834 | \$ 27,269 | \$ 32,990 | \$ 41,943 | \$ 50,442 | \$ 58,078 | \$ 65,433 |
| Locally funded projects | \$ 2,000 | \$ - | \$ - | \$ 200 | \$ 400 | \$ 600 | \$ 800 | \$ 1,000 | \$ 1,200 | \$ 1,400 | \$ 1,600 | \$ 1,800 | \$ 2,000 |
| Total transit construction costs | \$ 67,433 | \$ - | \$ 1,278 | \$ 2,029 | \$ 9,316 | \$ 11,582 | \$ 23,634 | \$ 28,269 | \$ 34,190 | \$ 43,343 | \$ 52,042 | \$ 59,878 | \$ 67,433 |

Footnotes:

A - Due to the nature of the budget modification in progress and related disbursement commitments in existing contracts, HTA cannot provide a monthly budget at this time.

7.2 Additional B2A targets

| In \$ Thousands | FY21 Budget | July YTD Budget | August YTD Budget | September YTD Budget | October YTD Budget | November YTD Budget | December YTD Budget | January YTD Budget | February YTD Budget | March YTD Budget | April YTD Budget | May YTD Budget | June YTD Budget |
|--|-------------|-----------------|-------------------|----------------------|--------------------|---------------------|---------------------|--------------------|---------------------|------------------|------------------|----------------|-----------------|
| FHWA funded Hard Costs - Maria related | | | | | | | | | | | | | |
| FHWA funded Soft Costs - Maria related | | | | | | | | | | | | | |
| FHWA funded Hard Costs - Earthquake related | | | | | | | | | | | | | |
| FHWA funded Soft Costs - Earthquake related | | | | | | | | | | | | | |
| Total FHWA funded emergency projects | \$ 19,868 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| FEMA funded Hard Costs - Maria related | | | | | | | | | | | | | |
| FEMA funded Hard Costs - Maria related | | | | | | | | | | | | | |
| FEMA funded Hard Costs - Earthquake related | | | | | | | | | | | | | |
| FEMA funded Hard Costs - Earthquake related | | | | | | | | | | | | | |
| Total FEMA funded emergency projects | \$ 4,000 | \$ 333 | \$ 666 | \$ 999 | \$ 1,332 | \$ 1,665 | \$ 1,998 | \$ 2,331 | \$ 2,664 | \$ 2,997 | \$ 3,330 | \$ 3,663 | \$ 4,000 |
| Hard Costs | | | | | | | | | | | | | |
| Soft Costs | | | | | | | | | | | | | |
| Total Local emergency repair costs | \$ 118 | \$ 8 | \$ 18 | \$ 28 | \$ 38 | \$ 48 | \$ 58 | \$ 68 | \$ 78 | \$ 88 | \$ 98 | \$ 108 | \$ 118 |
| Emergency relief projects | \$ 41,224 | \$ - | \$ 285 | \$ 711 | \$ 1,952 | \$ 2,825 | \$ 8,692 | \$ 12,838 | \$ 15,509 | \$ 22,653 | \$ 29,491 | \$ 36,254 | \$ 41,224 |
| Other TU improvements | \$ 24,209 | \$ - | \$ 993 | \$ 1,118 | \$ 6,963 | \$ 8,156 | \$ 14,141 | \$ 14,430 | \$ 17,481 | \$ 19,291 | \$ 20,951 | \$ 21,824 | \$ 24,209 |
| Total federally funded transit Construction | \$ 65,433 | \$ - | \$ 1,278 | \$ 1,829 | \$ 8,916 | \$ 10,982 | \$ 22,834 | \$ 27,269 | \$ 32,990 | \$ 41,943 | \$ 50,442 | \$ 58,078 | \$ 65,433 |
| Design & Pre-construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Material Testing & Management | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Construction Engineering & Inspection | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Environmental soft costs | \$ 500 | | | | | | | | | | | | |
| Other soft costs | \$ 1,200 | | | | | | | | | | | | |
| Total Local construction soft costs | \$ 1,700 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement rehabilitation | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Safety improvements | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| New road construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Bridge repairs | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Congestion management (e.g. DTL) | \$ 1,000 | | | | | | | | | | | | |
| Other hard costs | \$ 7,300 | | | | | | | | | | | | |
| Total Local construction hard costs | \$ 8,300 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Total Local construction costs | \$ 10,000 | \$ 259 | \$ 621 | \$ 1,139 | \$ 1,916 | \$ 2,796 | \$ 3,728 | \$ 4,764 | \$ 5,801 | \$ 6,839 | \$ 7,883 | \$ 8,935 | \$ 10,000 |
| Design & Pre-construction | | | | | | | | | | | | | |
| Material Testing & Management | | | | | | | | | | | | | |
| Construction Engineering & Inspection | | | | | | | | | | | | | |
| Environmental soft costs | | | | | | | | | | | | | |
| Other soft costs | | | | | | | | | | | | | |
| Total Federal highway construction soft costs | \$ 13,308 | | | | | | | | | | | | |
| Pavement rehabilitation | | | | | | | | | | | | | |
| Safety improvements | | | | | | | | | | | | | |
| New road construction | | | | | | | | | | | | | |
| Bridge repairs | | | | | | | | | | | | | |
| Congestion management (e.g. DTL) | | | | | | | | | | | | | |
| Other hard costs | | | | | | | | | | | | | |
| Total Federal highway construction hard costs | \$ 238,605 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Total Federal highway construction costs | \$ 251,913 | \$ 5,930 | \$ 14,233 | \$ 26,094 | \$ 43,885 | \$ 64,049 | \$ 85,399 | \$ 109,127 | \$ 132,869 | \$ 156,659 | \$ 180,558 | \$ 204,664 | \$ 229,061 |
| Design & Pre-construction | | | | | | | | | | | | | |
| Material Testing & Management | | | | | | | | | | | | | |
| Construction Engineering & Inspection | | | | | | | | | | | | | |
| Environmental soft costs | | | | | | | | | | | | | |
| Other soft costs | | | | | | | | | | | | | |
| Total Non-Federal highway construction soft costs | \$ 19,030 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Pavement rehabilitation | | | | | | | | | | | | | |
| Safety improvements | | | | | | | | | | | | | |
| New road construction | | | | | | | | | | | | | |
| Bridge repairs | | | | | | | | | | | | | |
| Congestion management (e.g. DTL) | | | | | | | | | | | | | |
| Other hard costs | | | | | | | | | | | | | |
| Total Non-Federal highway construction hard costs | \$ 99,136 | \$ 2,181 | \$ 5,164 | \$ 9,225 | \$ 15,081 | \$ 21,654 | \$ 28,587 | \$ 41,113 | \$ 53,186 | \$ 65,282 | \$ 77,456 | \$ 88,530 | \$ 99,136 |
| Total Non-Federal highway construction costs | \$ 118,166 | \$ 2,181 | \$ 5,164 | \$ 9,225 | \$ 15,081 | \$ 21,654 | \$ 28,587 | \$ 41,113 | \$ 53,186 | \$ 65,282 | \$ 77,456 | \$ 88,530 | \$ 99,136 |