Financial Oversight Management Board for Puerto Rico

PRHTA Reporting January FY 2022

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Pre-Construction

Figures 1 & 2 summarize the bid plan and performance of HTA pre-construction program. Six (6) projects with a total value of \$65.9 million have received NTP by December 31, 2021.

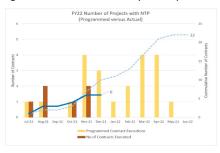




Figure 1 Figure 2

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

Construction (hard costs)

							Va	lue of CapEx H	lard Cost	s B2A by	y Categor	y, includi	ng (\$ million	ıs)											
Program	Month	Jul-21		Aug-21		Sep	-21	Oct-21	Nov	-21	De	c-21	Jan-22	F	eb-22		Mar-22	Apr-22		May-	-22	Jun-2	2	Tot	al
Program	WOITUI	Budget	Actual	Budget A	ctual	Budget	Actual	Budget Actual	Budget	Actual	Budget	Actual	Budget Actua	al Budget	Actual	Budget	Actual	Budget Ac	ctual	Budget	Actual	Budget A	ctual	Budget	Actual
Hard costs for regular federal highway construction	Work Performed	\$ 8.4 \$	8.8	\$ 12.6 \$	5.7	\$ 12.7	\$ 13.9	\$ 12.7 \$ 13.9	\$ 12.7	\$ 13.6	\$ 12.7	\$ 14.8	\$ 12.6 \$ -	\$ 11.7	\$ -	\$ 11.4	\$ -	\$ 10.8 \$		\$ 10.7		\$ 10.1 \$		\$ 139.2	
Hard costs for regular lederal highway construction	Actual/Budget	5%		-55%		10	1%	10%	79	%	1	6%													
Hard Costs for Abriendo Caminos Projects	Work Performed	\$ 3.4 \$	2.5	\$ 2.9 \$	1.2	\$ 2.9	\$ 1.0	\$ 2.9 \$ 6.7	\$ 2.9	\$ 2.4	\$ 4.5	\$ 1.4	\$ 4.9 \$ -	\$ 5.0	\$ -	\$ 5.0	\$ -	\$ 4.1 \$	-	\$ 2.8	\$ -	\$ 2.8 \$	- 1	\$ 43.9	
Hard Costs for Abriendo Caminos Projects	Actual/Budget	-28%		-60%		-61	5%	133%	-15	%	-6	9%													
Hard costs for other non-federal highway	Work Performed	\$ 0.8 \$	0.5	\$ 1.0 \$	0.9	\$ 1.0	\$ 2.5	\$ 1.1 \$ 1.2	\$ 1.2	\$ 0.3	\$ 1.2	\$ 0.5	\$ 1.7 \$ -	\$ 1.7	\$ -	\$ 1.7	\$ -	\$ 1.4 \$		\$ 1.4		\$ 1.4 \$		\$ 15.8	
construction projects	Actual/Budget	-44%		-16%		14	7%	7%	-77	%	-6	1%													
Local Construction Costs	Work Performed	\$ 0.8 \$	0.4	\$ 0.5 \$	0.2	\$ 0.5	\$ 0.9	\$ 0.6 \$ 1.9	\$ 0.7	\$ 0.4	\$ 0.7	\$ 0.8	\$ - \$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$		\$ -	\$ -	\$ - \$		\$ 3.8	
Local Collstituction Costs	Actual/Budget	-48%		-51%		75	%	219%	-42	%	1	1%													
Emergency	Work Performed	\$ 1.5 \$	1.6	\$ 3.6 \$	0.5			\$ 3.8 \$ 3.8					\$ 5.1 \$ -	\$ 5.6	\$ -	\$ 5.5	\$ -	\$ 5.6 \$	-	\$ 5.5	\$ -	\$ 4.8 \$	- 1	\$ 52.9	
Lineigency	Actual/Budget	9%		-87%		-31	0%	1%	-40	1%	-5	6%													
Totals	Work Performed	\$ 14.1 \$	13.3		8.2		\$ 20.03	\$ 21.0 \$ 27.5					\$ 24.4 \$ -	\$ 24.0	\$ -	\$ 23.6	\$ -	\$ 21.9 \$		\$ 20.4	\$ -	\$ 19.1 \$	-	\$ 251.8	
Totals	Actual/Budget	-5%		-59%		-2	%	31%	-11	%	-1	7%													

Table 1

Table #1 summarizes the projections and the actuals of the construction program as measured by the value of the work performed of certifications for payment that were processed in the financial system during November 2021. The total for the month was \$19.2 million of projection of \$23.2 million representing a variance of -17%. This performance varied significantly between the different programs, demonstrating the uncertainty at a more disaggregated level. The regular federal program performed at 16%, while the Abriendo Caminos program performed at -69%, mostly due to the transfer of the Abriendo Caminos Program to DTPW, Local construction had a 11% variance, Other Non-Federal resulted in -81% and the Emergency Program at -56%.

1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - December 2021

Dunnan	Month	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
Program	Wonth	Budget Act				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				\$ 46.4 \$ 42.3			\$ 84.4	\$ 96.1	\$ 107.6	\$ 118.4	\$ 129.1	\$ 139.2
maru costs for regular federal flighway construction	Actual/Budget	5%	-31%	-16%	-9%	-5%	-2%						
Hard Costs for Abriendo Caminos Projects	Work Performed	\$ 3.4 \$	2.5 \$ 6.3 \$ 3.6	\$ 9.1 \$ 4.6	\$ \$ 12.0 \$ 13.7	\$ 14.9 \$ 13.7	\$ 19.4 \$ 15.1	\$ 24.2	\$ 29.2	\$ 34.2	\$ 38.3	\$ 41.1	\$ 43.9
· ·	Actual/Budget	-28%	-42%	-50%	14%	-8%	-22%						· ·
Hard costs for other non-federal highway	Work Performed	\$ 0.8 \$	0.1 \$ 1.9 \$ 0.7	\$ 2.9 \$ 2.3	\$ 4.0 \$ 3.5	\$ 5.2 \$ 3.8	\$ 6.4 \$ 4.3	\$ 8.2	\$ 9.9	\$ 11.6	\$ 13.0	\$ 14.4	\$ 15.8
construction projects	Actual/Budget	-93%	-64%	-19%	-12%	-27%	-33%						
Local Construction Costs	Work Performed	\$ 0.8 \$	0.4 \$ 1.3 \$ 0.7	\$ 1.8 \$ 1.5	5 \$ 2.4 \$ 3.4	\$ 3.1 \$ 3.4	\$ 3.8 \$ 4.2	\$ 4.7	\$ 5.6	\$ 6.5	\$ 7.5	\$ 8.5	\$ 9.5
Local Collstituction Costs	Actual/Budget	-48%	-49%	-15%	44%	11%	11%						
F	Work Performed	\$ 1.5 \$	1.6 \$ 5.1 \$ 2.1	\$ 8.9 \$ 4.7	7 \$ 12.7 \$ 8.5	\$ 16.7 \$ 10.9	\$ 20.8 \$ 12.7	\$ 25.9	\$ 31.5	\$ 37.0	\$ 42.6	\$ 48.1	\$ 52.9
Emergency	Actual/Budget	9%	-59%	-47%	-33%	-34%	-39%						
Totals	Work Performed	\$ 14.9 \$	13.3 \$ 35.5 \$ 21.5	\$ 56.3 \$ 41.6	\$ 77.4 \$ 71.5	\$ 98.9 \$ 87.7	\$ 122.1 \$ 107.0	\$ 147.4 \$ -	\$ 172.3 \$ -	\$ 196.9 \$ -	\$ 219.8 \$ -	\$ 241.2 \$ -	\$ 261.3 \$ -
Totals	Actual/Budget	-10%	-39%	-26%	-8%	-11%	-12%						
			-26.2%			-14.3%							

Table 2

Cumulative performance is presented in Table #2, with a cumulative variance of -12% based on disbursements of \$107.0 million of a \$122.1 budget. Figures 3, 4 and 5 show Capex Performance in graphical form.

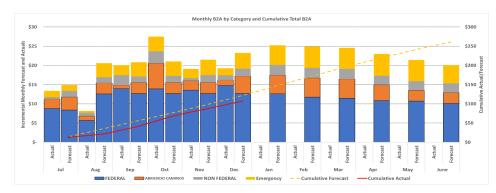


Figure 3



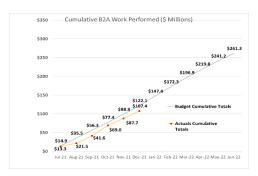


Figure 4 Figure 5

DTL Revenues

Figure 6 shows the DTL daily gross revenues for the month of December 2021. Total gross revenues are \$748,520.00 based on 371,435 vehicles using the system, for an average toll of \$2.02. Eightmonth totals are 2,519,991 vehicles with gross revenues of \$5,198,277.75 for an average toll of \$2.06. A simple 12-month projection of these data would result in \$7.80 MM which is well above the certified fiscal plan projections.





1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - December 2021

1.0 Executive Summary - Puerto Rico Highway and Transportation Authority - December 2021

						1	1 Main P2A report					
In \$ Thousands	FY22 Budget	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
, , , , , , , , , , , , , , , , , , , ,				10.10.00 (4)	10.10.100 (10)	,	,		131131130 (11)		Totalital confective action(s)	Owner(s) or corrective action(s)
										Increase in traffic, A review of the accounting entries was		
Toll fare revenue Toll fine revenues	\$ 143,363 \$ 22,500	\$ 69,053 \$ \$ 8,135 \$	74,037 20,464	\$ 4,984 \$ 12,329	7% 152%		\$ 12,310 \$ 5,235	\$ 311 \$ 3,587	3% 218%	made and the vtolls income was adjusted.		
Toli line revenues	\$ 22,500	\$ 6,135 \$	20,464	\$ 12,329	152%	3 1,048	3 3,233	\$ 3,587	210%			
											Effective Concessions Plan, Promote Use of Mass	
1											Transportation System: Billboards, New Route SJ-	
1										Decrease in the use of transportation due to COVID-19	CG,Intercity: Potential New Route: Ceiba-CG/SJ,Upgrade Point of Sales: AFC.Permanent Repairs.TU Resiliency	PRITA
1											Transportation System, Transportation Analysis	
Transit Revenue	\$ 8,323	\$ 4,093 \$	1,663	\$ (2,430)	-59%	\$ 621	\$ 267	\$ (354)	-57%		promotion campaign	
1											The Property Management Office is verifying and	
Other operating income	\$ 9,716	\$ 6,263 \$	2,964	\$ (3,299)	-53%	\$ 2,028	\$ 365	\$ (1,663)	-82%	Delays in the sale of Property	adjusting the estimated sales dates	Administracion de Propiedad
Operating FTA funds	\$ 20,000	\$ 9,666 \$	2,722	\$ (6,944)	-72%	\$ 3,333	\$ 32	\$ (3,301)	-99%	Delays in the Grant was availability to use the funds.		Finance Area and PRITA
Operating Commonwealth Transfer	\$ -	\$ - \$	-	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Operating Revenues	\$ 203,902	\$ 97,210 \$	101,850	\$ 4,640	5%	\$ 19,630	\$ 18,209	\$ (1,421)	-7%			
	1			1	1		1			This variance is tied to how the program disbursements		
Commonwealth CapEx funds	\$ 236,045	\$ 118,920 \$	111,492	\$ (7,428)	-6%	\$ 5,021	\$ 4,362	\$ (659)	-13%	are made.		Construction & Finance Area
										This variance is tied to how the program disbursements		
Non-ER FHWA funds	\$ 174,747	\$ 88,015 \$	96,673	\$ 8,658	10%	\$ 15,659	\$ 19,778	\$ 4,119	26%	are made.		Construction & Finance Area
Federal Emergency Funds	\$ 55,687	\$ 20.883	17,263	\$ (3,620)	-17%	\$ 4.136	\$ 5.889	\$ 1,753	42%	This variance is tied to how the program disbursements are made.		Construction & Finance Area
reactar Entergency runas	33,007	20,003	17,103	(5,020)			3,003	2,755	4270	This variance is tied to how the program disbursements		
Transit Federal funds (FTA)	\$ 40,062	\$ 3,444 \$	237	\$ (3,207)	-93%	\$ 1,341	\$ -	\$ (1,341)	-100%	are made.		PRITA & Finance Area
Total Capital Revenues	\$ 506,541	\$ 231,263 \$	225,665	\$ (5,598)	-2%	\$ 26,156	\$ 30,029	\$ 3,873	15%			
Commonwealth Transfer for Emergency Reserve	I s	s		\$.	#DIV/0!	١,	s .	s .	#DIV/0!			
	\$ -	\$ - 5	-	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Consolidated revenues	\$ 710,443	\$ 328,472 \$	327,515	\$ (957)	0%	\$ 45,786	\$ 48,238	\$ 2,452	5%			
	T4 45							\$ 309				
Construction salaries & related benefits	\$ 27,336	\$ 12,816 \$	13,279	\$ 463	4%	\$ 2,866	\$ 3,175	\$ 309	11%	Healthcare insurance was underestimate		
1										We have signed recently soft cost contracts, auction of		
1										repair and improvements of TU communication system is		PRITA & FOMB
										in a impugnment process. CUBIC contract expected to		
Transit Construction Hard Costs Transit Construction Soft Costs	\$ 42,062	\$ 3,616 \$	1,423	\$ (2,193)	#DIV/0!	\$ 1,408	\$ 463	\$ (945)	-67% #DIV/0!	begin works during november 2021.		
Emergency Repair Construction Program costs	\$ 62,768	\$ 24,190 \$	14,525	\$ (9,665)	-40%	\$ 4,806	\$ 1,719	\$ (3,087)	-64%	Delays in certifications and aprovals in OMB		Construction and Desing Area/ OMB Office
Non-Federal Highway Construction Hard Costs	\$ 59,656		22,923	\$ (2,864)	-11%		\$ 2,673		-53%	Delays in certifications and aprovals in OMB		Construction and Desing Area/ OMB Office
Non-Federal Highway Construction Soft Costs	\$ 48,482		16,088	\$ (1,993)	-11%				-19%	Delays in certifications and aprovals in OMB	1	Construction and Desing Area/ OMB Office
Federal Highway Construction Hard Costs	\$ 139,245	\$ 71,754 \$	71,695	\$ (59)	0%		\$ 14,775	\$ 2,076 \$ (1,919)	16% -65%	Delays in certifications and aprovals in OMB Delays in certifications and aprovals in OMB		Construction and Desing Area/ OMB Office
Federal Highway Construction Soft Costs Other capital costs	\$ 35,503 \$ 22,580	\$ 16,261 \$ \$ 2,829 \$	5,865 2.040	\$ (10,396) \$ (789)	-64% -28%	\$ 2,960 \$ 717	\$ 1,041 \$ 279	\$ (1,919)	-61%	Delays in Certifications and aprovais in Owib		Construction and Desing Area/ OMB Office HTA/ Traffic Area
Total Capital Expenditures	\$ 437,632				-16%				-22%			
Non-Construction salaries & related benefits	\$ 21,948 \$ 35,887	\$ 10,535 \$ \$ 18,163 \$	10,758 17,942	\$ 223 \$ (221)	2% -1%	\$ 2,271 \$ 3,213	\$ 2,144 \$ 3,183	\$ (127)	-6% -1%	Healthcare insurance was underestimate		
Pension costs	33,887											
Operational Right of Way nayments			17,542	3 (221)	-1/6	3,213	3 3,103	J (50)	-1/0	Delay in the administrative process of making payments /		
Operational Right of Way payments			27,274	3 (221)	-1/4	3,213	3,103	y (50)	-176	Delay in the administrative process of making payments / Delays in signing the agreements due to the delay in the	Work Purchase Orders / follow up lawyers on signing	
Operational Right of Way payments	\$ 12,405	\$ 6,960 \$	3,652	\$ (3,308)	-48%		\$ 283	\$ (785)		Delay in the administrative process of making payments / Delays in signing the agreements due to the delay in the courts	Work Purchase Orders / follow up lawyers on signing agreements	ROW Office/Legal Office/Finance Office
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the		ROW Office/Legal Office/Finance Office
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the		ROW Office/Legal Office/Finance Office
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the courts Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with		ROW Office/Legal Office/Finance Office
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the courts Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, alsohas been a setback with		
Operational Right of Way payments Toll highways administration and maintenance costs							\$ 283			Delays in signing the agreements due to the delay in the courts Guardralls maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, alsohas been a setback with severals auctions for plumbing, electricians and equipment.	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with severals auctions for plumbing, electricians and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason.	agreements Assign greater resources to the auction area, contractors	
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the courts Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees crustiment, also has been a setaback with severals auctions for plumbing, electricians and equipment adaptistions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized they were being estimated when catching up we realized	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with severals auctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifiers.	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate
Operational Right of Way payments							\$ 283			Delays in signing the agreements due to the delay in the courts Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees crustiment, also has been a setaback with severals auctions for plumbing, electricians and equipment adaptistions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized they were being estimated when catching up we realized	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs	\$ 12,405	S 6.960 S	3,652	\$ (3,308) \$ (1,392)		\$ 1,068	\$ 283	\$ (785)	-74%	Delays in signing the agreements due to the delay in the courts Guardralls maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees crustiment, also have been a setabet with severals auctions for plumbing, electricians and equipment adquisitions since the auctions have been without bids. The invokes of the toil operator were delayed for this reason they were being estimated when catching up wer realized the increase that they have due to the cost of the tollsfines and the increase in traffic, at some point in the next quarter will be to adjust the budget.	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate
Operational Right of Way payments Toll highways administration and maintenance costs	\$ 12,405 \$ 46,314 \$ 70,642	\$ 6,960 S	3,652 21,415 37,717	\$ (3,308) \$ (1,392) \$ (908)	-48% -6% -2%	\$ 1,068 \$ 3,866 \$ 5,126	\$ 283 \$ 3,107 \$ 5,443	\$ (785) \$ (759) \$ 317	-74% -74% -20% -5%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs	\$ 12,405	\$ 6,960 \$ \$ 22,807 \$ \$ 38,625 \$ \$ 6,528 \$	3,652 21,415 37,717 5,514	\$ (3,308) \$ (1,392)	-48% -6%	\$ 1.068 \$ 3.866 \$ 5.126 \$ 1,143	\$ 3,107 \$ 5,443 \$ 1,037	\$ (785)	-74% -74% -20% -5%	Delays in signing the agreements due to the delay in the courts Guardralls maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees crustiment, also have been a setabet with severals auctions for plumbing, electricians and equipment adquisitions since the auctions have been without bids. The invokes of the toil operator were delayed for this reason they were being estimated when catching up wer realized the increase that they have due to the cost of the tollsfines and the increase in traffic, at some point in the next quarter will be to adjust the budget.	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386	5 6,960 5 5 22,807 5 5 38,625 5 5 6,528 6	3,652 21,415 37,717	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (13,918)	-48% -6% -2%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,640	\$ 283 \$ 3,107 \$ 5,443 \$ 1,037 \$ 950	\$ (785) \$ (7759) \$ 317 \$ (106) \$ (2,690)	-74% -74% -20% -5%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284	5 6,960 9 5 22,807 9 5 38,625 9 5 6,528 9 5 20,772 9 5 124,389 9	3,652 21,415 37,717 5,514 6,854	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537)	-48% -6% -2% -16% -67% -17%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,640 \$ 20,327	\$ 283 \$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (4,180)	-74% -74% -20% -5% -74% -21% -74%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Other operating expenses Reserve deposits for unforeseen non-Title III litigation costs	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284	\$ 22,807 \$ \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ \$ 124,899 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854	\$ (1,302) \$ (10,4) \$ (10,14) \$ (20,537) \$ (2,005)	-48% -5% -2% -16% -67% -170%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,640 \$ 20,327 \$ 333	\$ 3,107 \$ 5,443 \$ 1,037 \$ 350 \$ 16,147	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (4,180) \$ (333)	-74% -74% -74% -74% -74% -74% -74% -74%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Other operating expenses Reserve deposits for unforeseen non-Title III litigation costs	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284	\$ 22,807 \$ \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ \$ 124,899 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854	\$ (1,302) \$ (10,4) \$ (10,14) \$ (20,537) \$ (2,005)	-48% -5% -2.2% -16% -679 -1790 -100%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,640 \$ 20,327 \$ 333 \$ 333	\$ 3,107 \$ 5,443 \$ 1,037 \$ 350 \$ 16,147	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (4,180) \$ (333)	-74% -74% -74% -74% -74% -74% -74% -74%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Reserve Deposits	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284	\$ 22,807 \$ \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ \$ 124,899 \$ \$ \$ 2,000 \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854	\$ (1,392) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537) \$ (2,000)	-48½ -6% -2½ -16% -67% -10% -100% -100%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,640 \$ 20,327 \$ 333 \$ 333	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ -	\$ (785) \$ (7785) \$ (106) \$ (2,690) \$ (4,180) \$ (333) \$ (333)	-74% -20% -6% -5% -74% -100% -100%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Expenditures	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284 \$ 4,000 \$ 4,000	\$ 22,807 \$ \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 301,724 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852	\$ (1,392) \$ (908) \$ (1,014) \$ (20,537) \$ (2,000) \$ (50,034)	-58% -58% -28% -185% -67% -100% -100% -127%	\$ 3,866 \$ 5,126 \$ 1,143 \$ 3,640 \$ 20,327 \$ 333 \$ 333 \$ 55,746	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ - \$ 43,461	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (4,133) \$ (333) \$ (333) \$ (12,285)	-20% 6% -5% -74% -100% -100% -22%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Expenditures	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284 \$ 4,000	\$ 22,807 \$ \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 301,724 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852	\$ (1,392) \$ (908) \$ (1,014) \$ (20,537) \$ (2,000) \$ (50,034)	-58% -58% -28% -185% -67% -100% -100% -127%	\$ 3,866 \$ 5,126 \$ 1,143 \$ 3,640 \$ 20,327 \$ 333 \$ 333 \$ 55,746	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ - \$ 43,461	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (4,133) \$ (333) \$ (333) \$ (12,285)	-20% 6% -5% -74% -100% -100% -22%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Tate III illigation costs Total Revenue deposits Total Expenditures Balance	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284 \$ 4,000 \$ 4,000	\$ 22,807 \$ \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 301,724 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852	\$ (1,392) \$ (908) \$ (1,014) \$ (20,537) \$ (2,000) \$ (50,034)	-58% -58% -28% -185% -67% -100% -100% -127%	\$ 3,866 \$ 5,126 \$ 1,143 \$ 3,660 \$ 20,327 \$ 333 \$ 535,746 \$ 55,746	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ - \$ 43,461 \$ 4,777	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (4,133) \$ (333) \$ (333) \$ (12,285)	-20% 6% -5% -74% -100% -100% -22%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Total Operating Expenses Total Reserve deposits for unforeseen non-Title III litigation costs Total Expenditures Balance Toll fare revenue deep dive Toll fare revenue from current toll fare rates	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 42,702 \$ 244,224 \$ 4,000 \$ 465,916 \$ 24,527	\$ 6,960 \$ \$ 22,807 \$ \$ 38,625 \$ \$ 6,528 \$ \$ 2,000 \$ \$ 3,000 \$	21,415 37,717 5,514 6,854 103,852	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537) \$ (2,000) \$ (2,000) \$ (30,034) \$ 49,076	-68% -68% -68% -28% -185% -100% -100% -100% -137% -148	\$ 3,866 \$ 5,126 \$ 1,143 \$ 3,660 \$ 20,327 \$ 333 \$ 5,364 \$ 5,5746 \$ (9,960)	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ - \$ 43,461 \$ 4,777	\$ (785) \$ (759) \$ 317 \$ (106) \$ (4,180) \$ (4,180) \$ (2,285) \$ (22,285) \$ (12,285) \$ (14,737)	-20% 6% 6% -2% -100% -100% -148% -148%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III Rigation costs Total Reserve Deposits Total Expenditures Balance Toll fare revenue deep dive Toll fare revenue from current toll fare rates Toll fare revenue from current toll fare rates Toll fare revenues from current toll fare rates Toll fare revenues from current toll fare rates	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,86 \$ 44,702 \$ 244,284 \$ 4,000 \$ 5,055 \$ 245,272 \$ 245,272 \$ 112,284 \$ 5 112,284	\$ 22,807 \$ \$ 38,625 \$ \$ 5 6,528 \$ \$ 5 20,772 \$ \$ 124,389 \$ \$ \$ 2,000 \$ \$ \$ 301,724 \$ \$ \$ 26,749 \$ \$ \$ \$ 66,412 \$ \$ \$ \$ 66,412 \$ \$ \$ \$ 66,412 \$ \$ \$ \$ \$ 66,412 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852	\$ (1,392) \$ (908) \$ (1,014) \$ (20,537) \$ (2,000) \$ (2,000) \$ (3,938) \$ (20,537) \$ (2,000) \$ (2,0	-687/4 -687/4 -687/4 -27/2 -19/4 -19/4 -19/4 -100/0 -100/0 -17/6 -18/4 -48/4 -	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,660 \$ 20,327 \$ 333 \$ 535,746 \$ (9,960)	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ 43,461 \$ 4,777	\$ (785) \$ (759) \$ 317 \$ (106) \$ (4.180) \$ (333) \$ (12.285) \$ 14.737 \$ (59) \$ (59)	-74% -74% -74% -74% -74% -74% -74% -74%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Expenditures Balance Toll fare revenue deep dive Toll fare freenue from puram Cristal Lanes (DTL) Toll fare revenue from nurers toll fare rates Toll fare for the purpose of the	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 42,702 \$ 244,224 \$ 4,000 \$ 465,916 \$ 24,527	\$ 6,960 \$ \$ 22,807 \$ \$ 38,625 \$ \$ 6,528 \$ \$ 2,000 \$ \$ 3,000 \$	21,415 37,717 5,514 6,854 103,852	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537) \$ (2,000) \$ (2,000) \$ (30,034) \$ 49,076	-58% -58% -58% -185% -100% -10	\$ 3,866 \$ 5,126 \$ 1,143 \$ 3,660 \$ 20,327 \$ 333 \$ 535,746 \$ 55,746	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ - \$ 43,461 \$ 4,777	\$ (785) \$ (759) \$ 317 \$ (106) \$ (4.180) \$ (333) \$ (12.285) \$ 14.737 \$ (59) \$ (59)	-20% -5% -5% -5% -74% -20% -5% -74% -100% -100% -148% -148% -100% -148% -100% -148% -100% -100% -148% -100%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III Riggation costs Total Reserve Deposits Total Expenditures Balance Toll fare revenue deep dive Toll fare revenue from current toll fare rates Toll fare revenue from increase in lot rates Toll fare revenue from promotion toll rates Toll fare revenue from promotion toll rates Toll fare revenue from promotion toll rates Toll fare revenue from Dramain Toll Lanes (DTL)	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,86 \$ 44,702 \$ 244,284 \$ 4,000 \$ 5,055 \$ 245,272 \$ 245,272 \$ 112,284 \$ 5 112,284	\$ 22,807 \$ \$ 38,625 \$ \$ 5 2,000 \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852 	\$ (1,392) \$ (908) \$ (20,537) \$ (20,000) \$ (3,918) \$ (20,537) \$ (20,001) \$ (20	-68% -68% -68% -25% -25% -16% -16% -17% -100% -100% -17% -100% -17% -100% -17% -100% -17% -100%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,660 \$ 20,327 \$ 333 \$ 535,746 \$ (9,960)	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ - \$ 1,481 \$ 1,481 \$ 5 829 \$ 829	\$ (785) \$ (759) \$ 317 \$ (106) \$ (4,180) \$ (2,89) \$ (333) \$ (12,285) \$ (4,737 \$ (59) \$ (59) \$ (59) \$ (59) \$ (59) \$ (59)	-200% -200%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toil highways administration and maintenance costs Toil highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Reserve Deposits Total Expenditures Balance Toil fare revenue deep dive Toil fare revenue from current toil fare rates Toil fare revenues from increase intoil rates Toil fare revenues from bridered intoil rates Toil fare revenues from bridered intoil rates Toil fare revenue from Dynamic Toil Lanes (DTL) Total Toil fare revenue	\$ 13,805 \$ 46,314 \$ 70,642 \$ 13,386 \$ 44,702 \$ 244,284 \$ 4,000 \$ 4,000 \$ 4,000 \$ 3 112,784 \$ 5 5,500	\$ 22,807 \$ \$ 38,625 \$ \$ 5 6,528 \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ 20,000 \$ \$ \$ 20,000 \$ \$ \$ 20,000 \$ \$ \$ 20,000 \$ \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ \$ 20,000 \$ 2	21,415 37,717 5,514 6,854 103,852 	\$ (1,392) \$ (908) \$ (20,537) \$ (20,000) \$ (3,918) \$ (20,537) \$ (20,001) \$ (20	-68% -68% -68% -25% -25% -16% -16% -17% -100% -100% -17% -100% -17% -100% -17% -100% -17% -100%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,665 \$ 20,327 \$ 333 \$ 35,546 \$ (9,960) \$ 11,540 \$ 11,540 \$ 5 459 \$ 459	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ - \$ 1,481 \$ 1,481 \$ 5 829 \$ 829	\$ (785) \$ (759) \$ (759) \$ (106) \$ (12,285) \$ (12,285) \$ (14,737) \$ (59) \$ (59) \$ (59) \$ (59) \$ (59) \$ (59)	-200% -200%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III Irigation costs Total Reserve Deposits Total Expenditures Balance Total fare revenue deep dive Toll fare revenue from current toll fare rates Toll fare revenue from puramic Toll Lanes (DTL) Toll fare revenues from be-directional tolling Total toll fare revenue from be-directional tolling Total toll fare revenue from be-directional tolling Total toll fare revenue from Dynamic Toll Lanes (DTL) Toll fare revenue from be-directional tolling Total toll fare revenue feep dive Toll fine revenue deep dive	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 4,702 \$ 244,224 \$ 4,000 \$ 4,000 \$ 5 5,916 \$ 5 5,79 \$ 5 5,7	5	21,415 37,717 5,514 6,854 103,852 251,690 75,825	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (20,007) \$ (2,000) \$ (50,034) \$ 49,076 \$ 2,828 \$	-58% -58% -58% -28% -185% -197% -100% -100% -100% -177% -100% -177% -177% -100% -177	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 20,327 \$ 333 \$ 5333 \$ 55,746 \$ 11,540 \$ 1 \$ 1,540 \$ 1 \$ 1,540 \$ 1 \$ 1,540	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ 43,461 \$ 4,777 \$ 11,481 \$ - \$ 12,310	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (333) \$ (333) \$ (12,285) \$ 14,737 \$ (59) \$ \$ 370 \$ 311	-20% -5% -5% -5% -5% -5% -74% -10% -10% -10% -148% -148% -101/01 -13% -101/01 -13% -101/01 -10% -10/01 -10% -10/01 -10% -10/01 -10% -10% -10% -10% -10% -10% -10% -1	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Bezvene Deposits Total Expenditures Balance Toll fare revenue from current toll fare rates Toll fare revenue from current toll fare rates Toll fare revenues from by the coll coll cases Toll fare development from paramic Toll Lanes (DTL) Toll fare revenues from Dynamic Toll Lanes (DTL) Toll fare revenue from development tolling Total toll fare revenue Toll fare revenue from existing fine rates Toll flare revenue from existing fine rates	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 44,000 \$ 40,000 \$ 40,000 \$ 40,000 \$ 5 5,500 \$ 13,264 \$ 13,264 \$ 13,264 \$ 13,264	\$ 22,807 \$ \$ 5 36,625 \$ \$ 5 6,528 \$ \$ 5 20,772 \$ \$ 124,389 \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852 	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (20,007) \$ (2,000) \$ (50,034) \$ 49,076 \$ 2,828 \$	-50% -50% -22% -23% -50% -50% -50% -50% -50% -50% -50% -50	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 20,327 \$ 333 \$ 5333 \$ 55,746 \$ 11,540 \$ 1 \$ 1,540 \$ 1 \$ 1,540 \$ 1 \$ 1,540	\$ 283 \$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ 43,461 \$ 3,777 \$ 11,481 \$ - \$ 829 \$ 12,310	\$ (785) \$ (759) \$ (759) \$ 317 \$ (106) \$ (1,285) \$ (12,285) \$ (14,737 \$ (59) \$ (30) \$	-74% -74% -74% -74% -74% -74% -74% -74%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III Irigation costs Total Reserve Deposits Total Expenditures Balance Total fare revenue deep dive Toll fare revenue from current toll fare rates Toll fare revenue from puramic Toll Lanes (DTL) Toll fare revenues from be-directional tolling Total toll fare revenue from be-directional tolling Total toll fare revenue from be-directional tolling Total toll fare revenue from Dynamic Toll Lanes (DTL) Toll fare revenue from be-directional tolling Total toll fare revenue feep dive Toll fine revenue deep dive	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 4,702 \$ 244,224 \$ 4,000 \$ 4,000 \$ 5 5,916 \$ 5 5,79 \$ 5 5,7	\$ 22,807 \$ 5 38,625 \$ 5 20,772 \$ 5 22,000 \$ 5 2,000 \$ 5	21,415 37,717 5,514 6,854 103,852 251,690 75,825 69,240 - 4,797 - 74,037	\$ (1,392) \$ (908) \$ (1,014) \$ (20,001) \$ (20,001) \$ (2,000) \$ (2,000)	48% 48% 48% 48% 48% 48% 48% 48%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 20,327 \$ 333 \$ 55,746 \$ 11,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540	\$ 3,107 \$ 5,443 \$ 1,037 \$ 16,147 \$ - \$ - \$ 43,461 \$ 1,481 \$ - \$ 12,310	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (333) \$ (333) \$ (333) \$ (328) \$ (328) \$ 370 \$ \$ (59) \$ \$ 370 \$ \$ 371 \$ 375 \$	-20% -5% -5% -5% -5% -5% -74% -10% -10% -10% -148% -10% -10% -148% -101/01 -13% -101/01 -10% -10/01 -10% -10% -10% -10% -10% -10% -10% -1	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating Expenses Total Operating Expenses Reserve deposits for unforescen non-Title III irrigation costs Total Reserve Deposits Total Expenditures Balance Toll fare revenue deep dive Toll fare revenue from current toll fare rates Toll fare revenue from praint foll Lanes (DTL) Toll fare revenue from praint foll Tanes (DTL) Toll fare revenue from Departin Clarats Toll fare revenue from praint foll tanes (DTL) Toll fare free from Departin Clarats Toll fare revenue from Departin Clarats Toll fare revenue from Departin Clarats Toll fine revenue from Departin Clarats Toll fine revenue from desting fine rates Toll fine revenue from testing fine rates Toll fine revenue from totted fine rates Total toll fine revenue from testing fine rates Total toll fine revenue from testing fine rates	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284 \$ 4,000 \$ 4,000 \$ 5 5,916 \$ 24,527 \$ 132,284 \$ 5,579 \$ 132,284 \$ 5,579 \$ 132,484 \$ 5,579 \$ 132,484 \$ 5,445 \$ 5	\$ 22,807 \$ 5 38,625 \$ 5 20,772 \$ 5 22,000 \$ 5 2,000 \$ 5	21,415 37,717 5,514 6,854 103,852 251,690 75,825 69,240 - 4,797 - 74,037	\$ (1,392) \$ (908) \$ (1,014) \$ (20,001) \$ (20,001) \$ (2,000) \$ (2,000)	48% 48% 48% 48% 48% 48% 48% 48%	\$ 3,866 \$ 5,126 \$ 1,143 \$ 20,327 \$ 3,640 \$ 20,327 \$ 133 \$ 55,746 \$ 11,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540	\$ 3,107 \$ 5,443 \$ 1,037 \$ 16,147 \$ - \$ - \$ 43,461 \$ 1,481 \$ - \$ 12,310	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (333) \$ (333) \$ (333) \$ (328) \$ (328) \$ 370 \$ \$ (59) \$ \$ 370 \$ \$ 371 \$ 375 \$	-20% -5% -5% -5% -5% -5% -74% -10% -10% -10% -148% -10% -10% -148% -101/01 -13% -101/01 -10% -10/01 -10% -10% -10% -10% -10% -10% -10% -1	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toil highways administration and maintenance costs Tren Urbano costs. Feeder Bus costs Other operating expenses Total Operating Expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Reserve Deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Reserve Deposits Total Reserve Deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Reserve Deposits Total Reserve Deposits Total fare revenue from Deposits from Increase I total reserve I total rese	\$ 46.314 \$ 70,642 \$ 13,865 \$ 4,000 \$ 4,000 \$ 4,000 \$ 4,000 \$ 5 55,00 \$ 5 55,00 \$ 5 55,00 \$ 13,782 \$ 13,782 \$ 244,284	\$ 22,807 \$ \$ 38,625 \$ \$ 6,528 \$ \$ \$ 5 \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852 75,825 69,240 4,797 74,037	\$ (1,392) \$ (908) \$ (908) \$ (20,537) \$ (20,001) \$ (20,0	-50% -50% -22% -22% -15% -15% -15% -17% -100% -1	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,865 \$ 5,26,327 \$ 333 \$ 55,746 \$ 11,540 \$ 11,540 \$ 11,648 \$ 1,648	\$ 283 \$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ -5 \$ -7 \$ 43,463 \$ 11,481 \$ -7 \$ 829 \$ 12,310 \$ 5,235	\$ (785) \$ (759) \$ (759) \$ 317 \$ (106) \$ (1,285) \$ (12,285) \$ (14,737 \$ (59) \$ (3) \$ (4) \$	-200% -200% -200% -200% -210%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III illigation costs Total Expenditures Balance Total Expenditures Salance Total Expenditures Total Expenditures Total Feer revenue deep dive. Total feer revenue from promate Total Lesse (DTL) Total toll fare revenues from bridge toll lesse (DTL) Total toll fare revenues from bridge toll lesse (DTL) Total toll fine revenue from paymate Total Lesse (DTL) Total toll fine revenue from paymate Total Lesse (DTL) Total for fine revenue from paymate Total Lesse (DTL) Total fine revenue deep dive Total fine revenue deep dive Total fine revenue from the deep fine rates Total for fine fine from the deep fine rates Total for fine fine from the deep fine rates Total for fine revenue Total fine revenue from the deep fine rates Total for fine revenue Total fine fine revenue	\$ 12,405 \$ 46,314 \$ 70,642 \$ 13,386 \$ 43,702 \$ 244,284 \$ 4,000 \$ 4,000 \$ 5 5,916 \$ 24,527 \$ 132,284 \$ 5,579 \$ 132,284 \$ 5,579 \$ 132,484 \$ 5,579 \$ 132,484 \$ 5,445 \$ 5	\$ 22,807 \$ \$ 38,625 \$ \$ 6,528 \$ \$ \$ 5 \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ 2,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852 251,690 75,825 69,240 - 4,797 - 74,037	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537) \$ (2,000) \$ (50,034) \$ 49,076 \$ 2,828 \$. \$ 2,156 \$. \$ 4,984 \$ 12,329 \$. \$ 12,329 \$. \$ 12,329	48% 48% 48% 48% 48% 48% 48% 48%	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 20,327 \$ 333 \$ 333 \$ 55,746 \$ 11,540 \$ 1,648 \$ 1,648 \$ 1,648	\$ 283 \$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ -5 \$ -7 \$ 43,463 \$ 11,481 \$ -7 \$ 829 \$ 12,310 \$ 5,235	\$ (785) \$ (759) \$ 317 \$ (106) \$ (2,690) \$ (313) \$ (323) \$ (323) \$ (323) \$ (323) \$ 3 (323) \$ 3 (323) \$ 3 (323) \$ 5 (-20% -5% -5% -5% -5% -5% -74% -10% -10% -10% -148% -10% -10% -148% -101/01 -13% -101/01 -10% -10/01 -10% -10% -10% -10% -10% -10% -10% -1	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toil highways administration and maintenance costs Tren Urbano costs. Feeder Bus costs Other operating expenses Total Operating Expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III litigation costs Total Reverve Deposits Total Reverve Deposits Total Reverve Deposits for unforeseen non-Title III litigation costs Total Reverve Deposits Total Reverve Deposits Total Reverve Deposits for unforeseen non-Title III litigation costs Total Reverve Deposits Total Reverve Deposits Total Fore revenue from continue to III fare rates Toil fare revenue from Deposit Continue Total Reverve III lanes (DTI) Total Total Fore III fare revenue Total fine revenue from existing fine rates Total Ioff fine revenue From existing fine rates Total Ioff fine revenue Transit revenue deep dive Tren Urbano fare revenue Transit revenue deep dive Tren Urbano fare revenue Transit revenue deep dive Tren Urbano fare revenue	\$ 46,314 \$ 70,642 \$ 13,386 \$ 44,000 \$ 4,000 \$ 4,000 \$ 4,000 \$ 4,000 \$ 13,244 \$ 5,537 \$ 5,500 \$ 13,245 \$ 5,500 \$ 143,363 \$ 1,158 \$ 122,500	\$ 22,807 \$ \$ 38,625 \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ 124,389 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852 75,825 69,240 4,797 4,797 20,464	\$ (1,302) \$ (908) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537) \$ (20,537) \$ (20,000) \$ (50,034) \$ 49,076 \$ 2,288 \$ 2,156 \$ - \$ 4,984 \$ 112,329 \$ 12,329 \$ (2,537)	-50% -50% -22% -22% -15% -15% -15% -17% -100% -1	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,333 \$ 5,343 \$ 5,5746 \$ (9,960) \$ 11,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,540 \$ 1,648 \$ 5 1,648	\$ 283 \$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ \$ 43,461 \$ 4,777 \$ 11,481 \$ - \$ \$ 12,310 \$ 5,235 \$ 5,235 \$ 5,235 \$ 5,235	\$ (785) \$ (785) \$ (785) \$ (785) \$ (785) \$ (196) \$ (196) \$ (106) \$ (108) \$ (12,285	-200% -200% -200% -200% -210%	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urbano costs Feeder Bus costs Other operating expenses Total Operating Expenses Reserve deposits for unforeseen non-Title III illigation costs Total Expenditures Balance Total Expenditures Salance Total Expenditures Total Expenditures Total Feer revenue deep dive. Total feer revenue from promate Total Lesse (DTL) Total toll fare revenues from bridge toll lesse (DTL) Total toll fare revenues from bridge toll lesse (DTL) Total toll fine revenue from paymate Total Lesse (DTL) Total toll fine revenue from paymate Total Lesse (DTL) Total for fine revenue from paymate Total Lesse (DTL) Total fine revenue deep dive Total fine revenue deep dive Total fine revenue from the deep fine rates Total for fine fine from the deep fine rates Total for fine fine from the deep fine rates Total for fine revenue Total fine revenue from the deep fine rates Total for fine revenue Total fine fine revenue	\$ 46.314 \$ 70,642 \$ 13,865 \$ 4,000 \$ 4,000 \$ 4,000 \$ 4,000 \$ 5 55,00 \$ 5 55,00 \$ 5 55,00 \$ 13,782 \$ 13,782 \$ 244,284	\$ 22,807 \$ \$ 38,625 \$ \$ 38,625 \$ \$ \$ 20,772 \$ \$ 124,389 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 20,000 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,415 37,717 5,514 6,854 103,852 75,825 69,240 4,797 74,037	\$ (1,302) \$ (908) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537) \$ (20,537) \$ (20,000) \$ (50,034) \$ 49,076 \$ 2,288 \$ 2,156 \$ - \$ 4,984 \$ 112,329 \$ 12,329 \$ (2,537)	-50% -50% -22% -23% -50% -50% -50% -50% -50% -50% -50% -50	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 333 \$ 53,60 \$ 10,960 \$ 11,540 \$ 11,999 \$ 1,648 \$ 1,648	\$ 283 \$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ \$ 43,461 \$ 4,777 \$ 11,481 \$ - \$ \$ 12,310 \$ 5,235 \$ 5,235 \$ 5,235 \$ 5,235	\$ (785) \$ (785) \$ (785) \$ (785) \$ (785) \$ (196) \$ (196) \$ (106) \$ (108) \$ (12,285	-74% -74% -74% -74% -75% -74% -74% -74% -74% -74% -74% -74% -74	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office
Operational Right of Way payments Toll highways administration and maintenance costs Tren Urhano costs Feeder Bus costs Other operating expenses Total Operating Expenses Total Operating Expenses Total Operating Expenses Total Seven deposits for unforeseen non-Title III litigation costs Total Reserve Deposits Total Reserve Deposits Total Expenditures Balance Toll fare revenue from current toll fare rates Toll fare revenues from increase intol rates Toll fare revenue from Dynamic Toll Lanes (DTL) Toll fare revenue from desiring fine rates Toll fine revenue from existing fine rates Toll fine revenue from existing fine rates Toll fine revenue from existing fine rates Toll toll fine revenue Total toll fine revenue Toral toll fine revenue Transit revenue deep dive Tren Urbano fare revenue Transit revenue deep dive Tren Urbano fare revenue Transit revenue deep dive Tren Urbano fare revenue	\$ 46,314 \$ 70,642 \$ 13,386 \$ 44,000 \$ 4,000 \$ 4,000 \$ 4,000 \$ 4,000 \$ 13,244 \$ 5,537 \$ 5,500 \$ 13,245 \$ 5,500 \$ 143,363 \$ 1,158 \$ 122,500	5	21,415 37,717 5,514 6,854 103,852 251,690 75,825 69,240 - 4,797 74,037 20,464 1,471 192	\$ (3,308) \$ (1,392) \$ (908) \$ (1,014) \$ (13,918) \$ (20,537) \$ (2,000) \$ (50,034) \$ 49,076 \$ 2,828 \$. \$ 2,156 \$. \$ 4,984 \$ 12,329 \$. \$ 12,329 \$ (2,256) \$ (175) \$ (2,430)	48% 45% 22% 1-16% 47% 1-10% 1-1	\$ 1,068 \$ 3,866 \$ 5,126 \$ 1,143 \$ 3,840 \$ 20,327 \$ 333 \$ 5333 \$ 55,746 \$ 11,540 \$ 1,648 \$ 1,648 \$ 1,648 \$ 5 1,648 \$ 5 1,648	\$ 3,107 \$ 5,443 \$ 1,037 \$ 950 \$ 16,147 \$ - \$ 43,461 \$ - \$ 12,310 \$ 12,315 \$ 5,235 \$ 5,235 \$ 5,235	\$ (785) \$ (785) \$ (785) \$ (785) \$ (785) \$ (106) \$ (2,690) \$ (2,690) \$ (333)	-74% -74% -74% -74% -75% -74% -74% -74% -74% -74% -74% -74% -74	Delays in signing the agreements due to the delay in the court's Guardralis maintenance and sweeper system RFP are delay. Also some contractors are having a problem with employees recruitment, sloshas been a setback with the several suctions for plumbing, electricina and equipment adquisitions since the auctions have been without bids. The invokes of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollifies and the increase that they have due to the cost of the tollifies and the increase that they have due to the budget. Bus rapid transit begin in december estimate	agreements Assign greater resources to the auction area, contractors must be more aggressive in hiring employees and verify	Highway's Area/ Bids and estimate office/Purchase Office

						11	Main B2A report					
In \$ Thousands	FY22 Budget	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)		Monthly Actuals	Variance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
Total FHWA funds	\$ 174,747	\$ 88,015	\$ 96,673	\$ 8,658	10%	\$ 15,659	\$ 19,778	\$ 4,119	26%			
Capital FTA funds deep dive												
Regular capital FTA funds	\$ 40,062	\$ 3,444	\$ 237	\$ (3,207)	-93%	\$ 1.341	s -	\$ (1,341)	-100%			T
Total capital FTA funds	\$ 40,062	\$ 3,444			-93%	\$ 1,341	\$ -	\$ (1,341)	-100%			
Federal Emergency Revenues deep dive												
FHWA emergency funds	\$ 52,917	\$ 20,779	\$ 15,692	\$ (5,087)	-24%	\$ 4,092	5 5,889	\$ 1,797	44%			
FEMA emergency funds	\$ 2,770	\$ 104	\$ 1,571	\$ 1,467	1407%	\$ 43	\$ -	\$ (43)	-100%			
Total Federal Emergency Revenues	\$ 55,687	\$ 20,883	\$ 17,263	\$ (3,620)	-17%	\$ 4,136	\$ 5,889	\$ 1,753	42%			
Commonwealth CapEx funds deep dive												
Commonwealth CapEx appropriation	\$ 53,020	\$ 26,510	\$ 21,492	\$ (5,018)	-19%	\$ 4,418	\$ 4,362	\$ (56)				
Abriendo Caminos - Phase IV funds	\$ 87,000	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Rollover state capex	\$ 90,000	\$ 90,000	\$ 90,000	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Local emergency funds	\$ 6,025	\$ 2,410	\$ -	\$ (2,410)	-100%	\$ 603	\$ -	\$ (603)	-100%			
Capital Commonwealth Transfer	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Commonwealth CapEx funds	\$ 236,045	\$ 118,920	\$ 111,492	\$ (7,428)	-6%	\$ 5,021	\$ 4,362	\$ (659)	-13%			
Construction salaries & related benefits deep dive												
Main salaries - Construction	\$ 17,869	\$ 9,625	\$ 9,432	\$ (193)	-2%	\$ 2,062	\$ 2,028	\$ (34)	-2%			
Healthcare costs - Construction	\$ 4,848	\$ 1,074		\$ 1,192	111%	\$ 179	\$ 475		165%			
Christmas bonus - Construction	\$ 349	\$ 349	\$ 349	\$ -	0%	\$ 349	\$ 349	\$ -	0%			
Early retirement costs - Construction	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!	· ·		·
Other labor costs - Construction	\$ 4,270	\$ 1,768	\$ 1,232	\$ (536)	-30%	\$ 276	\$ 323	\$ 47	17%			

						1.1.84	ain B2A report					
In \$ Thousands	FY22 Budget	Budget YTD	Actuals YTD	Variance (\$)	Variance (%) Mon			/ariance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
Total construction payroll costs	\$ 27,336		13,279 \$	463	4% \$	2,866 \$	3,175 \$	309	11%		Potential confective action(s)	Owner(s) or corrective action(s)
Total construction payron costs	3 27,330	3 12,010 3	13,273 3	403	470 3	2,000 3	3,173 3	303	11/0			
Non-Construction salaries & related benefits deep dive												
Main salaries - Non-Construction	\$ 10,670	\$ 5,750 \$	5,631 \$	(119)	-2% S	1.231 S	1.206 \$	(25)	-2%	T		
Healthcare costs - Non-Construction	\$ 2,926	\$ 570 \$	1,172 \$	602	106% 5	93 \$	208 \$	115	124%			
Christmas bonus - Non-Construction	\$ 181	\$ 181 \$	- \$	(181)	-100% \$	181 \$	- \$	(181)	-100%			
Early retirement costs - Non-Construction	\$ 6,737	\$ 3,470 \$	3,304 \$	(166)	-5% \$	645 \$	597 \$	(48)	-7%			
Other labor costs - Non-Construction	\$ 1,434	\$ 564 \$	651 \$	87	15% \$	121 \$	133 \$	12	10%			
Total non-construction payroll costs	\$ 21,948	\$ 10,535 \$	10,758 \$	223	2% \$	2,271 \$	2,144 \$	(127)	-6%			
Pension costs deep dive												
Pension contributions	\$ 35,759	\$ 18,099 \$	17,942 \$	(157)	-1% \$	3,202 \$	3,183 \$	(19)	-1%			
Administrative pension costs										Invoice does not divide program costs and administrative		
	\$ 128	\$ 64 \$	- \$	(64)	-100% \$	11 \$	- \$	(11)	-100%	costs		
Total pension costs	\$ 35,887	\$ 18,163 \$	17,942 \$	(221)	-1% \$	3,213 \$	3,183 \$	(30)	-1%			
Other Operating Expenses deep dive												
Non-Title III Professional Service Fees										Payments according to the Treasury reimbursements		_
mil me () le le	\$ 7,776	\$ 3,331 \$	1,748 \$	(1,583)	-48% \$	559 \$	269 \$	(290)	-52%	request. Possible savings in this line item since we are maximizing		Treasury
Title III Professional Service Fees	\$ 12,508	5 5,849 \$	1.255 \$	(4,594)	-79% S	1,110 \$	291 \$	(819)	-74%			
Discontinuo find assessment to a			1,255							resources		UTA
Discretionary fund management team Ancillary revenue management team	\$ 300 ! \$ 404 !	\$ 100 \$ \$ 135 \$	- 5	(100)	-100% \$ -100% \$	33 \$ 45 \$	- \$ - \$	(33)		in the process of identifying the resources		HTA HTA
Ancillary revenue management team Electricity costs	S 918	\$ 135 \$ \$ 459 \$	- \$	(212)	-100% S	45 \$ 77 \$	49 \$	(28)	-100%	In the process of identifying the resources		100
Water supply costs	S 500 5	\$ 459 \$ \$ 250 \$	233 \$	(212)	-46% \$	42 S	59 \$	17	-36% 42%	 		+
Other operating costs		. 250 3	233 3	(27)	-7,70		33 3		42/6	We are in the process of evaluating the agreement with		+
										Metropistas on the construction of the optical fiber. As		
										soon as the agreement is signed, HTA will disburse \$ 2.5		
	\$ 21,296	\$ 10,648 \$	3,371 \$	(7,277)	-68% \$	1,775 \$	282 \$	(1,493)	-84%	Million		HTA/Metropistas
Total Other Operating Expenses	\$ 43,702	\$ 20,772 \$	6,854 \$		-67% \$	3,640 \$	950 \$	(2,690)	-74%			1
.,			-,	,==,==3/		.,,		, -,/	. 470			
Tren Urbano costs deep dive												
Base fee for Tren Urbano operating contract	\$ 48,225	\$ 24,113 \$	24,114 \$	2	0% \$	4,019 \$	4,019 \$	0	0%			
Other costs under Tren Urbano operating contract	\$ 3,620	\$ 1,810 \$	1,259 \$	(551)	-30% \$	302 \$	647 \$	345	114%			
Tren Urbano insurance costs	\$ 9,129	\$ 7,868 \$	7,981 \$	113	1% \$	- \$	- \$	-	#DIV/0!			
Tren Urbano electricity costs	\$ 8,500	\$ 4,250 \$	4,110 \$	(140)	-3% \$	708 \$	654 \$	(54)	-8%			
Other regular Tren Urbano costs	\$ 68	\$ 34 \$	- \$	(34)	-100% \$	6 \$	- \$	(6)	-100%			
COVID-19 special costs	\$ 1,100	\$ 550 \$	253 \$	(297)	-54% \$	92 \$	123 \$	31	34%			
Total Tren Urbano costs	\$ 70,642	\$ 38,625 \$	37,717 \$	(908)	-2% \$	5,126 \$	5,443 \$	317	6%			
Feeder Bus costs deep dive												
Base fee for Feeder Bus operating contract	\$ 10,329	\$ 5,165 \$	5,166 \$	2	0% \$	861 \$	861 \$	0	0%			
Other costs under Feeder Bus operating contract	\$ 1,408	\$ 704 \$	216 \$	(488)	-69% \$	117 \$	72 \$	(45)	-39%			
Bus rapid transit costs	\$ 1,451	\$ 580 \$	- \$	(580)	-100% \$	145 \$	- \$	(145)	-100%			
COVID-19 special costs	\$ 198	\$ 79 \$	132 \$	53	67% \$	20 \$	104 \$	84	425%			
Total Feeder Bus costs	\$ 13,386	\$ 6,528 \$	5,514 \$	(1,014)	-16% \$	1,143 \$	1,037 \$	(106)	-9%			
Toll highway administration & maintenance costs deep dive												
										The invoices of the toll operator were delayed for this reason they were being estimated when catching up we realized the increase that they have due to the cost of the tollsfines and the increase in traffic, at some point in the	Budget Reapportion	HTA, FOMB
Variable electronic toll collection fees	\$ 19.082	s 9.191 S	11.889 \$	2,698	29% \$	1 507 \$	2.000 €	472	30%	next quarter will be to adjust the budget.		
Highway electricity costs	\$ 4,000	\$ 2,000 \$	948 \$	(1,052)	-53% \$	333 \$	143 \$	(190)	-57%	next quarter will be to adjust the budget.		
Other toll highway administration & maintenance costs	\$ 23,232	S 11.616 S	8 5 7 8 \$	(3,038)	-26% \$	1 936 \$	895 \$	(1,041)	-54%			
Total highway admnistration & maintenance costs	\$ 46,314	\$ 22,807 \$	21,415 \$	(1,392)	-6% S	3,866 \$	3,107 \$	(759)	-20%			
	*	+/ <u> </u> +	/	(-//		-7 1 4	-7	(1-2-)				<u> </u>
Emergency Repair Construction Program Costs deep dive												
FHWA funded emergency repair costs	\$ 52,917	\$ 20,779 \$	10,888 \$	(9,891)	-48% \$	4,092 \$	1,719 \$	(2,373)	-58%			
FEMA funded emergency repair costs	\$ 3,826	\$ 144 \$	1,571 \$	1,427	991% \$	60 \$	- \$	(60)	-100%			
Local emergency repair costs	\$ 6,025	\$ 3,267 \$	2,066 \$	(1,201)	-37% \$	653 \$	- \$	(653)	-100%			<u> </u>
Total federal emergency repair costs	\$ 62,768	\$ 24,190 \$	14,525 \$	(9,665)	-40% \$	4,806 \$	1,719 \$	(3,087)	-64%			
Federal Highway Construction Hard Costs deep dive												
Hard costs for regular federal highway construction	\$ 139,245	\$ 71,754 \$	71,695 \$	(59)	0% \$	12,699 \$	14,775 \$	2,076	16%		·	
Total federal highway construction hard costs	\$ 139,245	\$ 71,754 \$	71,695 \$	(59)	0% \$	12,699 \$	14,775 \$	2,076	16%			1
Federal Highway Construction Soft Costs deep dive												
Federal soft costs for planning & compliance	\$ 35,503	\$ 16,261 \$	5,865 \$	(10,396)	-64% \$	2,960 \$	1,041 \$	(1,919)	-65%			+
Total federal highway construction soft costs	\$ 35,503	\$ 16,261 \$	5,865 \$	(10,396)	-64% \$	2,960 \$	1,041 \$	(1,919)	-65%			
	3 33,303											
	3 33,303					4,507 \$		10.00				
Non-Federal Highway Construction Hard Costs deep dive					2011		1,386 \$	(3,121)	-69%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV	\$ 43,900 !	\$ 19,361 \$	15,079 \$	(4,282)	-22% \$							
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects	\$ 43,900 ! \$ 6,256 !	\$ 2,630 \$	4,095 \$	1,465	56% \$	459 \$	467 \$	70	2%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local construction costs	\$ 43,900 : \$ 6,256 : \$ 9,500 :	\$ 2,630 \$ \$ 3,796 \$	4,095 \$ 3,749 \$	1,465 (47)	56% \$ -1% \$	459 \$ 741 \$	467 \$ 820 \$	79	11%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects	\$ 43,900 ! \$ 6,256 !	\$ 2,630 \$ \$ 3,796 \$	4,095 \$	1,465	56% \$	459 \$	467 \$		2% 11% -53%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos grajects - Phase III & IV Hard costs for other non-federal highway construction projects Local construction costs Total non-federal highway construction hard costs	\$ 43,900 : \$ 6,256 : \$ 9,500 :	\$ 2,630 \$ \$ 3,796 \$	4,095 \$ 3,749 \$	1,465 (47)	56% \$ -1% \$	459 \$ 741 \$	467 \$ 820 \$	79	11%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local construction costs Total non-federal Highway construction hard costs Non-Federal Highway Construction for Costs deep dive	\$ 43,900 \$ 6,256 \$ 9,500 \$ 59,656	\$ 2,630 \$ \$ 3,796 \$ \$ 25,787 \$	4,095 \$ 3,749 \$ 22,923 \$	1,465 (47) (2,864)	56% \$ -1% \$ -11% \$	459 \$ 741 \$ 5,707 \$	467 \$ 820 \$ 2,673 \$	79 (3,034)	11% -53%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local construction costs Total non-federal highway construction hard costs Non-federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects - Phase III & IV	\$ 43,900 \$ 6,256 \$ 9,500 \$ 59,656	\$ 2,630 \$ \$ 3,796 \$ \$ 25,787 \$ \$ 1,942 \$	4,095 \$ 3,749 \$ 22,923 \$ 2,356 \$	1,465 (47) (2,864)	56% \$ -1% \$ -11% \$ 21% \$	459 \$ 741 \$ 5,707 \$	467 \$ 820 \$ 2,673 \$	79 (3,034)	11% -53%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local construction costs Total non-federal highway construction hard costs Non-Federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects - Phase III & IV Non-Federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects - Phase III & IV Non-Federal Highway Construction Soft Costs (Soft Non-Federal Highway Costs (\$ 43,900 \$ 6,256 \$ 9,500 \$ 59,656 \$	\$ 2,630 \$ \$ 3,796 \$ \$ 25,787 \$ \$ \$ 1,942 \$ \$ 12,485 \$	4,095 \$ 3,749 \$ 22,923 \$ 2,356 \$ 12,420 \$	1,465 (47) (2,864)	56% \$ -1% \$ -11% \$ 21% \$	459 \$ 741 \$ 5,707 \$	467 \$ 820 \$ 2,673 \$	79 (3,034) 8 310	11% -53% 8% 13%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Carninos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local construction costs Total non-federal highway construction hard costs Non-federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Carninos projects - Phase III & IV Non-federal funded project-inhed soft costs COBG-OR/MIT state soft costs	\$ 43,900 \$ 6,256 \$ 9,500 \$ 99,505 \$ 99,505 \$ 99,211 \$ 12,731 \$	\$ 2,630 \$ \$ 3,796 \$ \$ \$ 25,787 \$ \$ \$ 1,942 \$ \$ \$ \$ 12,485 \$ \$ \$ 2,267 \$	4,095 \$ 3,749 \$ 22,923 \$ 2,356 \$ 12,420 \$ 595 \$	1,465 (47) (2,864) 415 (65) (1,672)	56% \$ -1% \$ -11% \$ 21% \$ -14 \$ -74% \$	459 \$ 741 \$ 5,707 \$	467 \$ 820 \$ 2,673 \$	8 310 (1,026)	11% -53%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local Construction costs Total non-federal highway construction hard costs Non-Federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects - Phase III & IV Non-federal highway Construction Soft Costs CDBG-DR/MIT state soft costs CDBG-DR/MIT state soft costs CDBG-DR/MIT state soft costs CDBG-DR/MIT state soft costs	\$ 43,900 \$ 6,256 \$ 9,500 \$ \$ 9,500 \$ \$ 59,656 \$ \$ 3,063 \$ \$ 29,221 \$ 5 12,731 \$ 3,467 \$ \$ 3,467 \$ \$ \$ \$ \$	\$ 2,630 \$ \$ \$,796 \$ \$ \$ \$ 25,787 \$ \$ \$ \$ \$ 1,942 \$ \$ \$ \$ 2,267 \$ \$ \$ \$ \$ 1,387 \$ \$ \$ \$ \$ 1,387 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,095 \$ 3,749 \$ 22,923 \$ 2,356 \$ 12,420 \$ 595 \$ 716 \$	1,465 (47) (2,864) 415 (65) (1,672) (671)	56% \$ -1% \$ -11% \$ 21% \$ -1.8 \$ -7.4% \$ -48% \$	459 \$ 741 \$ 5,707 \$ 106 \$ 2,444 \$ 1,026 \$ 347 \$	467 \$ 820 \$ 2,673 \$ 114 \$ 2,754 \$ - \$ 321 \$	79 (3,034) 8 8 310 (1,026) (26)	11% -53% 8% 13% -100%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Carninos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local construction costs Total non-federal highway construction hard costs Non-federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Carninos projects - Phase III & IV Non-federal funded project-inhed soft costs COBG-OR/MIT state soft costs	\$ 43,900 \$ 6,256 \$ 9,500 \$ 99,505 \$ 99,505 \$ 99,211 \$ 12,731 \$	\$ 2,630 \$ \$ 3,796 \$ \$ \$ 25,787 \$ \$ \$ \$ 1,942 \$ \$ \$ \$ 2,267 \$ \$ \$ \$ 1,387 \$ \$ \$ \$ 1,387 \$ \$ \$	4,095 \$ 3,749 \$ 22,923 \$ 2,356 \$ 12,420 \$ 595 \$	1,465 (47) (2,864) 415 (65) (1,672)	56% \$ -1% \$ -11% \$ 21% \$ -14 \$ -74% \$	459 \$ 741 \$ 5,707 \$ 106 \$ 2,444 \$ 1,026 \$	467 \$ 820 \$ 2,673 \$	8 310 (1,026)	11% -53% 8% 13%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local Construction costs Total non-federal highway construction hard costs Non-Federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects - Phase III & IV Non-Federal high way Construction Soft Costs CDBG DR/MIT state soft costs CDBG DR/MIT state soft costs CDBG DR/MIT state soft costs CDBIT ADR SOFT COSTS C	\$ 43,900 \$ 6,256 \$ 9,500 \$ \$ 9,500 \$ \$ 59,656 \$ \$ 3,063 \$ \$ 29,221 \$ 5 12,731 \$ 3,467 \$ \$ 3,467 \$ \$ \$ \$ \$	\$ 2,630 \$ \$ \$,796 \$ \$ \$ \$ 25,787 \$ \$ \$ \$ \$ 1,942 \$ \$ \$ \$ 2,267 \$ \$ \$ \$ \$ 1,387 \$ \$ \$ \$ \$ 1,387 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,095 \$ 3,749 \$ 22,923 \$ 2,356 \$ 12,420 \$ 595 \$ 716 \$	1,465 (47) (2,864) 415 (65) (1,672) (671)	56% \$ -1% \$ -11% \$ 21% \$ -1.8 \$ -7.4% \$ -48% \$	459 \$ 741 \$ 5,707 \$ 106 \$ 2,444 \$ 1,026 \$ 347 \$	467 \$ 820 \$ 2,673 \$ 114 \$ 2,754 \$ - \$ 321 \$	79 (3,034) 8 8 310 (1,026) (26)	11% -53% 8% 13% -100%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-Federal highway construction projects Local construction costs: Total non-federal highway construction hard costs Total non-federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects - Phase III & IV Non-federal funded project-fained soft costs CaBGD-RIV Tatale soft costs CaBGD-RIV Tatale soft costs CaBGD-RIV Tatale soft costs CaBGD-RIV RIV payments	\$ 43,000 \$ 6,256 \$ 9,000 \$ 59,656 \$ 3,063 \$ 29,221 \$ 12,731 \$ 3,467 \$ 48,482	\$ 2,630 \$ 3,796 \$ \$ 25,787 \$ \$ \$ 25,787 \$ \$ \$ \$ 25,787 \$ \$ \$ \$ \$ 2,267 \$ \$ \$ 1,942 \$ \$ \$ 2,267 \$ \$ \$ 1,387 \$ \$ \$ 18,081 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,095 \$ 3,749 \$ 22,923 \$ 22,923 \$ 2,356 \$ 12,420 \$ 595 \$ 716 \$ 56,088 \$	1,465 (47) (2,864) 415 (65) (1,672) (671) (1,993)	56% 5 -1% 5 -11% 5 -11% 5 -21% 5 -14% 5 -74% 5 -48% 5 -11% 5	459 \$ 741 \$ 5,707 \$ 106 \$ 2,444 \$ 1,026 \$ 347 \$ 3,923 \$	467 \$ 820 \$ 2,673 \$ 114 \$ 2,754 \$ - \$ 321 \$ 3,189 \$	79 (3,034) 8 310 (1,026) (26) (734)	11% -53% 8% 13% -100%			
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Abriendo Caminos projects - Phase III & IV Hard costs for other non-federal highway construction projects Local Construction costs Total non-federal highway construction hard costs Non-Federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects - Phase III & IV Non-Federal Highway Construction Soft Costs CDBG-DR/MIT state soft costs CDBG-DR/MIT	\$ 43,000 \$ 6,256 \$ 5 9,500 \$ \$ 59,656 \$ \$ 10,251 \$ \$ 10,251 \$ \$ 10,2731 \$ \$ 12,731 \$ \$ 3,467 \$ \$ \$ 21,047 \$ \$ 21,047 \$ \$ \$ 21,047 \$ \$ \$ 21,047 \$ \$ \$ 21,047 \$ \$ \$ \$ 21,047 \$ \$ \$ 21,047 \$ \$ \$ 21,047 \$ \$ \$ 21,047 \$ \$ \$ \$ \$ 21,047 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	\$ 2,630 \$ 5 3,796 \$ 5 \$ 25,787 \$ \$ \$ 25,787 \$ \$ \$ \$ 25,787 \$ \$ \$ \$ 1,942 \$ \$ \$ \$ 1,2485 \$ \$ \$ 2,267 \$ \$ \$ \$ 1,387 \$ \$ \$ \$ 18,081 \$ \$ \$ \$ \$ 2,063 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,095 \$ 3,749 \$ 22,923 \$ 2,356 \$ 12,420 \$ 716 \$ 16,088 \$	1,465 (47) (2,864) 415 (65) (1,672) (671) (1,993)	56% 5 -13% 5 -11% 5 -215 5 -74% 5 -48% 5 -11% 5 -21% 5	459 \$ 741 \$ 5,707 \$ \$ 106 \$ \$ 2,444 \$ 1,026 \$ 347 \$ \$ 3,923 \$ \$ 589 \$	467 \$ 820 \$ 2,673 \$ 114 \$ 2,754 \$ -	79 (3,034) 8 8 310 (1,026) (26)	11% -53% 8% 13% -100% -7% -19%	Delay in the hiring rangess of certain services Fig.	inish hiring process	HTA
Non-Federal Highway Construction Hard Costs deep dive Hard costs for Other non-Federal Highway construction projects Local construction costs: Total non-Federal Highway construction projects Local construction costs: Total non-Federal Highway Construction Soft Costs deep dive Non-Federal Highway Construction Soft Costs deep dive Soft costs for Abriendo Caminos projects: Phase III & IV Non-Federal funded project-inited soft costs Capital ROW payments Capital ROW payments Total non-federal highway construction soft costs Other Capital Costs deep dive	\$ 43,000 \$ 6,256 \$ 9,000 \$ 59,656 \$ 3,063 \$ 29,221 \$ 12,731 \$ 3,467 \$ 48,482	\$ 2,630 \$ 5 3,796 \$ 5 \$ 25,787 \$ \$ \$ 25,787 \$ \$ \$ \$ 25,787 \$ \$ \$ \$ \$ 2,485 \$ \$ \$ 2,267 \$ \$ \$ 1,387 \$ \$ \$ \$ 13,87 \$ \$ \$ \$ 13,87 \$ \$ \$ \$ 2,063 \$ \$ \$ \$ 2,063 \$ \$ \$ \$ 2,063 \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ 7,67 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	4,095 \$ 3,749 \$ 22,923 \$ 22,923 \$ 2,356 \$ 12,420 \$ 595 \$ 716 \$ 56,088 \$	1,465 (47) (2,864) 415 (65) (1,672) (671) (1,993)	56% 5 -1% 5 -11% 5 -11% 5 -21% 5 -14% 5 -74% 5 -48% 5 -11% 5	459 \$ 741 \$ 5,707 \$ 106 \$ 2,444 \$ 1,026 \$ 347 \$ 3,923 \$	467 \$ 820 \$ 2,673 \$ 114 \$ 2,754 \$ - \$ 321 \$ 3,189 \$	79 (3,034) 8 310 (1,026) (26) (734)	11% -53% 8% 13% -100% -7% -19%	Delay in the hiring process of certain services Fixed	inish hiring process	нта

			1.2	Additional B2A inf	о					
In \$ Thousands	F	Y22 Budget	Budget YTD	YTD Actuals	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
PR-20 revenue	Ś	3,084	\$ 1,544	\$ 1,491	\$ (53		\$ 265	\$ 240	\$ (25)	-9%
PR-52 revenue	\$	74,055	\$ 37,133	\$ 35,526	\$ (1,607	-4%	\$ 6,467	\$ 5,698	\$ (769)	-12%
PR-53 revenue	\$	15,898	\$ 8,098	\$ 8,750	\$ 652	8%	\$ 1,353	\$ 1,427	\$ 74	5%
PR-66 revenue	\$	30,643	\$ 15,437	\$ 18,288	\$ 2,851	18%	\$ 2,723	\$ 2,891	\$ 168	6%
Payments from concessionaires to HTA	\$	1,800	\$ 900	\$ 1,174	\$ 274	30%	\$ 150	\$ 207	\$ 57	38%
Payments from HTA to concessionaires	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Off-period V-tolls	\$	6,804	\$ 3,300	\$ 4,011	\$ 711	22%	\$ 582	\$ 1,018	\$ 436	75%
Toll fare revenues from increase in toll rates	\$	5,579	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Toll fare revenue from Dynamic Toll Lanes (DTL)	\$	5,500	\$ 2,641	\$ 4,797	\$ 2,156	82%	\$ 459	\$ 829	\$ 370	81%
Toll fare revenues from bi-directional tolling	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Total Toll fare revenue	\$	143,363	\$ 69,053	\$ 74,037	\$ 4,984	7%	\$ 11,999	\$ 12,310	\$ 311	3%
			-			•				
Metro Urbano	\$	69	\$ 34	\$ 10	\$ (24	-71%	\$ 6	\$ 1	\$ (5)	-83%
Metrobus	\$	466	\$ 233	\$ 127	\$ (106	-45%	\$ 39	\$ 17	\$ (22)	-56%
TU Conexion	\$	199	\$ 99	\$ 55	\$ (44	-45%	\$ 17	\$ 7	\$ (10)	-58%
Total Feeder Bus fare revenue	\$	733	\$ 367	\$ 192	\$ (175	-48%	\$ 61	\$ 25	\$ (36)	-59%
Rentals / leases (non-TU related)	Ś	1,165	\$ 583	\$ 634	\$ 52	9%	\$ 97	\$ 107	\$ 10	10%
Rentals / leases (TU related)	\$		\$ 565	\$ -	γ 52	0%	\$ -	\$ -	\$ 10	0%
Real estate sales	\$	2,810	\$ 2,810	\$ 1,167	\$ (1,643		\$ 1,453	\$ -	\$ (1,453)	-100%
Other sources (TU related)	\$	-	\$ 2,010	\$ 1,107	\$ (1,040	0%	\$ -	¢ -	¢ (1,455)	0%
Other sources (non-TU related)	Ś	5,741	\$ 2,871	\$ 1,163	\$ (1,708		\$ 478	\$ 258	\$ (220)	-46%
Total Other operating income	\$	9,716			\$ (3,299	'	\$ 2,028		1 (-7	-82%
Total other operating meonic	1 7	3,710	ŷ 0,203	2,304	y (3,233	, 33%	2,020	y 303	\$ (1,003)	027
PayGo contributions	\$	35,759	\$ 18,099	\$ 17,942	\$ (157	-1%	\$ 3,202	\$ 3,183	\$ (19)	-1%
Non PayGo contributions	\$	128	\$ 64	\$ -	\$ (64	-100%	\$ 11	\$ -	\$ (11)	-100%
Total Pension contributions	\$	35,887	\$ 18,163	\$ 17,942	\$ (221	-1%	\$ 3,213	\$ 3,183	\$ (30)	-1%
Highway and transit program delivery	Ś		¢ -	\$ -	ė	0%	¢ -	\$ -	ć	0%
Audit and financial services	\$	1,330	\$ 635	\$ 447	\$ (188		\$ 99	\$ 61	\$ (38)	-38%
Legal services	\$	750	\$ 302		\$ (168	,	\$ 59	\$ 29	\$ (38)	-51%
Toll optimization services	÷	750	\$ 502	\$ 155	\$ (105	0%	\$ 59	\$ 29	\$ (50)	-31%
Other professional services	\$	5,696	\$ 2,394	\$ 1,168	\$ (1,226		\$ 401	\$ 179	\$ (222)	-55%
Total Non-Title III professional fees	\$	7,776			\$ (1,583	,	\$ 559		\$ (222)	-52%
Total Non-Title III professional fees	, ,	7,776	\$ 3,331	\$ 1,748	\$ (1,583) -48%	\$ 229	\$ 269	\$ (290)	-52%
Insurance	\$	3,303	\$ 1,652	\$ 2,732	\$ 1,080	65%	\$ 275	\$ -	\$ (275)	-100%
Utility payments (excluding electricity)	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Security costs	\$	1,191	\$ 596	\$ 678	\$ 83	14%	\$ 99	\$ 117	\$ 18	18%
Repairs & maintenance	\$	14,685	\$ 7,343	\$ 5,051	\$ (2,292	-31%	\$ 1,224	\$ 752	\$ (472)	-39%
Other costs	\$	4,053	\$ 2,027	\$ 117	\$ (1,910	-94%	\$ 338	\$ 26	\$ (312)	-92%
Total Other toll highway administration & maintenance costs	\$	23,232	\$ 11,616	\$ 8,578	\$ (3,038	-26%	\$ 1,936	\$ 895	\$ (1,041)	-54%

			1.2	Additional B2A in	fo					
In \$ Thousands	FY	22 Budget	Budget YTD	YTD Actuals	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
Rents & leases	Ś	1,109	\$ 555	\$ 552	\$ (3)	0%	\$ 92	\$ 92	\$ (0)	0%
Insurance	Ś	1,779	\$ 889	\$ 1,548	\$ 659	74%	\$ 148	Ś -	\$ (148)	-100%
Utility payments (excluding electricity and water supply)	Ś	600	\$ 300	\$ 98	\$ (202)	-67%	\$ 50	\$ 20	\$ (30)	-60%
Security costs	Ś	1,002	\$ 501	\$ 290	\$ (211)	-42%	\$ 84	\$ 51	\$ (33)	-39%
Transportation expenses	Ś	450	\$ 225	\$ 242	\$ 17	8%	\$ 38	\$ 29	\$ (9)	-23%
Purchased goods & equipment	Ś	1,982	\$ 991	\$ 495	\$ (496)	-50%	\$ 165	\$ 86	\$ (79)	-48%
Other costs	Ś	14,374	\$ 7,187	\$ 146	\$ (7,041)	-98%	\$ 1,198	\$ 4	\$ (1,194)	-100%
Total Other expenses (within Other operating expenses)	\$	21,296	\$ 10,648		\$ (7,277)	-68%	\$ 1,775	\$ 282	\$ (1,493)	-84%
Total Other expenses (within Other operating expenses)	ş	21,290	\$ 10,048	\$ 5,5/1	\$ (7,277)	-00%	\$ 1,775	\$ 202	\$ (1,495)	-0470
Emergency relief projects	Ś		ė	\$ -	ė	0%	\$ -	ċ	ċ	0%
Other TU improvements	Ś		\$ -	\$ 1,423	\$ 1,423	0%	ċ	\$ 463	\$ 463	0%
·	\$		т.	\$ 1,423	\$ 1,423		\$ -		•	0%
Total federally funded transit Construction	\$		\$ -	\$ 1,423	\$ 1,423	0%	\$ -	\$ 463	\$ 463	0%
Design & Pre-construction	Ċ		¢ _	\$ -	¢ -	0%	¢ -	ė -	Ċ -	0%
Material Testing & Management	\$		÷ -	÷ -	¢	0%	÷ -	\$ -	¢	0%
Construction Engineering & Inspection	\$		- د	\$ -	ċ	0%	\$ -	\$ -	ċ	0%
Environmental soft costs	\$	-	\$ -	\$ -	÷ ·	0%	\$ -	\$ -	٠ د	0%
	\$		\$ -	\$ -	÷ -	0%	- د	\$ -	- د	0%
Other soft costs	Ÿ		Ÿ	Ÿ	÷ -		٠ -	Ÿ	٠ -	
Total Local construction soft costs	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Davament rehabilitation	I A		ė	ė	ć	0%	ć	ė	ć	0%
Pavement rehabilitation	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Safety improvements	\$	-	\$ -	\$ -	\$ -		\$ -	\$ -	\$ -	
New road construction	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Bridge repairs	\$	-	Ş -	\$ -	\$ -	0%	Ş -	Ş -	\$ -	0%
Congestion management (e.g. DTL)	\$	-	Ş -	Ş -	\$ -	0%	Ş -	Ş -	Ş -	0%
Other hard costs	\$	9,500	\$ 3,796	\$ 3,749	\$ (47)	-1%	\$ 741	\$ 820	\$ 79	11%
Total Local construction hard costs	\$	9,500	\$ 3,796		\$ (47)	-1%	\$ 741	\$ 820	\$ 79	11%
Total Local construction costs	\$	9,500	\$ 3,796	\$ 3,749	\$ (47)	-1%	\$ 741	\$ 820	\$ 79	11%
	1.							T .		
Design & Pre-construction	\$	-	\$ -	\$ 283	\$ 283	0%	\$ -	\$ -	\$ -	0%
Material Testing & Management	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Construction Engineering & Inspection	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Environmental soft costs	\$	1,803	\$ 819	\$ -	\$ (819)	-100%	\$ 164	\$ -	\$ (164)	-100%
Other soft costs	\$	33,700	\$ 15,441	\$ 3,787	\$ (11,654)	-75%	\$ 2,796	\$ 728	\$ (2,068)	-74%
Total Federal highway construction soft costs	\$	35,503	\$ 16,261	\$ 4,070	\$ (12,191)	-75%	\$ 2,960	\$ 728	\$ (2,232)	-75%
								1		
Pavement rehabilitation	\$	29,249	\$ 15,537	\$ -	\$ (15,537)	-100%	\$ 2,718	\$ -	\$ (2,718)	-100%
Safety improvements	\$	53,872	\$ 28,602	\$ -	\$ (28,602)	-100%	\$ 4,720	\$ -	\$ (4,720)	-100%
New road construction	\$	6,619	\$ 3,464	\$ -	\$ (3,464)	-100%	\$ 693	\$ -	\$ (693)	-100%
Bridge repairs	\$	18,826	\$ 9,201	\$ -	\$ (9,201)	-100%	\$ 1,813	\$ -	\$ (1,813)	-100%
Congestion management (e.g. DTL)	\$	20,964	\$ 9,899	\$ -	\$ (9,899)	-100%	\$ 1,934	\$ -	\$ (1,934)	-100%
Other hard costs	\$	9,715	\$ 5,052	\$ -	\$ (5,052)	-100%	\$ 821	\$ -	\$ (821)	-100%
Total Federal highway construction hard costs	\$	139,245	\$ 71,754		\$ (71,754)	-100%	\$ 12,699	\$ -	\$ (12,699)	-100%
Total Federal highway construction costs	\$	174,748	\$ 88,015	\$ 4,070	\$ (83,945)	-95%	\$ 15,659	\$ 728	\$ (14,931)	-95%
Design & Pre-construction	\$	27,929	\$ 7,648	\$ 5,742	\$ (1,906)	-25%	\$ 2,325	\$ 2,110	\$ (215)	-9%
Material Testing & Management	\$	-	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Construction Engineering & Inspection	\$	5,935	\$ 2,449	\$ -	\$ (2,449)	-100%	\$ 188	\$ -	\$ (188)	-100%
Environmental soft costs	\$	2,703	\$ 931	\$ -	\$ (931)	-100%	\$ 192	\$ -	\$ (192)	-100%
Other soft costs	\$	11,915	\$ 5,903	\$ 8,999	\$ 3,096	52%	\$ 1,329	\$ 809	\$ (520)	-39%
Total Non-Federal highway construction soft costs	\$	48,482	\$ 16,931	\$ 14,741	\$ (2,190)	-13%	\$ 4,035	\$ 2,919	\$ (1,116)	-28%
Pavement rehabilitation	Ś	43,900	\$ 19,361	\$ -	\$ (19,361)	-100%	\$ 4,507	Ś -	\$ (4,507)	-100%
Safety improvements	Ś	45,900	¢ 15,501	\$ - \$ -	¢ (15,301)	-100%	\$ 4,307	\$ -	¢ (4,507)	-100%
, ,	\$		\$ -		÷ -	0%	- ب	\$ -	\$ - \$ -	0%
New road construction	7	-	7	7	\$ -		> -	т	\$ -	
Bridge repairs	\$	-	\$ -	\$ -	> -	0%	\$ -	\$ -	> -	0%

			1	.2 A	dditional B2A in	fo						
In \$ Thousands	FY2	22 Budget	Budget YTD		YTD Actuals		Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
Congestion management (e.g. DTL)	\$	-	\$ -		-	\$	-	0%	\$ -	\$ -	\$ -	0%
Other hard costs	\$	15,756	\$ 6,42	26 5	-	\$	(6,426)	-100%	\$ 1,200	\$ -	\$ (1,200)	-100%
Total Non-Federal highway construction hard costs	\$	59,656	\$ 25,78	37 :	-	\$	(25,787)	-100%	\$ 5,707	\$ -	\$ (5,707)	-100%
Total Non-Federal highway construction costs	\$	108,138	\$ 42,71	19 !	14,741	\$	(27,978)	-65%	\$ 9,742	\$ 2,919	\$ (6,823)	-70%

Footnotes:

COMMONWEALTH OF PUERTO RICO Puerto Rico Highways and Transortation Authority 13.Week Rolling Cash Flow Forecast

13-Week Rolling Cash Flow Forecast																													2.1 Liquidity D	ata				
Actual (Act.) / Projected (Fcst.):	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Act.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.
Week #:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34
(\$000's) Week Ended:	7/2	7/9	7/16	7/23	7/30	8/6	8/13	8/20	8/27	9/3	9/10	9/17	9/24	10/1	10/8	10/15	10/22	10/29	11/5	11/12	11/19	11/26	12/3	12/10	12/17	12/24	12/31	1/7	1/14	1/21	1/28	2/4	2/11	2/18
Operating Receipts:																																		
1 Toll Fares	3,144	5,113	2,331	3,375	2,099	826	7,166	-	5,050	533	4,636	2,549	3,049	2,076	4,157	1,886	3,009	2,375	-	6,123	547	2,469	1,357	4,718	2,505	2,329	1,921	3,195	2,672	3,038	3,288	2,855	3,195	2,672
2 Merchant Fees		-		(267)		-	-	-	(309)	-			-	(318)	-	-	(322)	-	-	-		(301)	-			-	(297)	-		-	(213)	-		
3 Transit Revenues (A)	-			-		-	-	-	-	-		-			-		-	-	-	-			-		-	-	-		-	-	-	-	-	-
4 Electronic Toll Fines	-			-	-	-	727	854	210	652	545	635	653	1,360	994	1,081	562	657	1,726	617	755	1,022	2,179	1,016	854	1,346	2,019	552	464	512	348	552	464	512
5 Other Income	68	14	64	66	10	15	301	41	28	24	21	28	51	161	12	183	15	65	20	134	20	1	1,316	61	102	2	33	3	15	41	162	26	125	195
6 Total Operating Receipts	3,212	5,127	2,395	3,174	2,109	841	8,194	894	4,979	1,209	5,202	3,212	3,753	3,279	5,163	3,150	3,264	3,097	1,746	6,874	1,322	3,191	4,852	5,795	3,461	3,677	3,675	3,750	3,150	3,591	3,585	3,433	3,783	3,378
Intra-Government Receipts:																																		
7 Operating Commonwealth Transfer	-	-		-	-	-	-	-	-	-			-	-	-	-	-	-	-	-		-	-			-	-	-	-	-	-	-	-	-
8 Commonwealth Transfer for Reserve	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-
9 Total Intra-Government Receipts	-				-	-	-			-							-	-	-	-		-	-			-				-		-		
Other Receipts [Separate Federal Transfers	by Programl	:																																
10 Operating Federal Transit Administration (F		4,608		40	-				34	2,304	150	777		2,689				-	1			-				32			2,000		-		2,000	
11 CARES ACT Funding (For Transit)	-	.,				_	-	-		_,				-,	-		-	-		-			-			-	-		-,	-		-	-,	-
12 Total Other Receipts	-	4,608	-	40	-	-	-	-	34	2,304	150	777	-	2,689	-	-	-	-	1	-	-	-	-	-	-	32	-	-	2,000	-	-	-	2,000	-
13 Total Operating Receipts	3,212	9,736	2,395	3,214	2,109	841	8,194	894	5,013	3,513	5,352	3,989	3,753	5,968	5,163	3,150	3,264	3,097	1,747	6,874	1,322	3,191	4,852	5,795	3,461	3,709	3,675	3,750	5,150	3,591	3,585	3,433	5,783	3,378
Operating Disbursements:																																		
14 Payroll and Related Costs	(1,142)	(79)	(1,599)	(103)	(1,750)	(116)	(1,637)	(152)	(1,000)	(302)	(1,348)	(293)	(990)	(188)	(1,269)	(489)	(1,003)	(283)	(1,176)	(154)	(1,386)	(48)	(1,260)	(515)	(1,186)	(148)	(1,324)	(66)	(1,381)	(136)	(1,193)	(128)	(1,184)	(462)
15 Health Plan Payment	(563)	-		-	-	-	-	-	-	(742)	-	-	-	(693)	-	-	-	(760)	-	-		(574)	-	-	-	(673)	-	-	-	-	(309)	-	-	-
16 Christmas Bonus	-	-		-	-	-	-	-	-	-			-	-	-	-	-	-	-	-		-	(456)	(1)		-	-	-	-	-	-	-	-	-
17 Retirement Contributions (PayGo)	-		-	-	(2,818)	-	-	-	-	(3,015)	-	-	-	(2,938)	-		-	(2,886)	-	-	-	(2,961)	-	-	-	(2,875)	-	-	-	-	(3,293)	-	-	-
18 PREPA Payments	-	-		-	-	-	-	-	-	(646)			-	-	-	(754)	-	-	-	-	(1,225)	-	-		(654)	(654)	-	(354)	(336)	(365)	-	(336)	(399)	(387)
19 PRASA Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(29)	-	-	-		-	-	-	-	(59)	-	-	(42)	-	-	-	-	(42)
20 Toll Highway Administration Cost	-		-	-	-	-	-	-	-	-	-	-	-	-	-	(13)	-	-	-	-	-	-	-	-	-	-	-	-	(1,590)	-	-	-	-	(1,590)
21 Tren Urbano Operating Contract Cost	-	-	-	(40)	-	-	-	-	(95)	-	-	-	-	(3,796)	-	-	-	-	(4,001)	-	(33)	(4,322)	-	-	-	-	-	-	(4,412)	-	-	-	-	(4,412)
22 Other Tren Urbano Costs (Excluding Electric	-			-		-	-	-	-	-				-	-	-	-	-	-	-		-	-			-	-	-	(2,109)	-	-	-		-
23 Feeder Buses Costs	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(846)	-	(1,116)	-	-	-	-	(1,116)
24 Legal Cases Payments Plan	-			-		-	-	-		-		-		-			-		-	-			-		-	-	-		(1,034)	-				(1,034)
25 Professional Services	-	-			-		(228)		(9)		(486)	(51)	(67)		(88)	(749)		(70)	(68)	(372)	(122)	(76)	(11)	(745)	(17)	(13)	(13)	(520)	(261)	(394)	(241)	(345)	(654)	(296)
26 Other Operating Expenses	(97)	(53)		(136)	(6)	(281)	(52)	(121)	(37)	(280)	(120)	(170)	(15)	(62)	(595)	(206)	(436)	(1,001)	(475)	(350)	(32)	(513)	(590)	(236)	(8,539)	(755)	(76)	(1,167)	(791)	(679)	(1,278)	(1,112)	(1,300)	(825)
27 Operating Disbursements Corresponding to	-	(129)	(314)	(1,521)	-	(5,297)	(776)	(980)	(438)	(6,842)	(3,018)	(14)	(272)	(217)	(7)	(10)	(327)	(1,325)	(68)	(66)	(1,084)	(5)	-	-	(2,218)	-	-	-		-	-	-	-	
28 Legal & Other Reserve	-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(333)	-	-	-	-	(333)
29 Total Operating Disbursements	(1,802)	(262)	(1,913)	(1,800)	(4,574)	(5,693)	(2,694)	(1,253)	(1,580)	(11,827)	(4,972)	(528)	(1,344)	(7,894)	(1,960)	(2,221)	(1,795)	(6,325)	(5,788)	(942)	(3,882)	(8,499)	(2,317)	(1,497)	(12,614)	(5,176)	(2,258)	(2,107)	(13,405)	(1,574)	(6,315)	(1,921)	(3,537)	(10,496)
Operating Net Cash Flow	1,410	9,474	482	1,414	(2,465)	(4,853)	5,500	(359)	3,434	(8,314)	380	3,461	2,409	(1,925)	3,203	929	1,470	(3,228)	(4,041)	5,932	(2,560)	(5,308)	2,535	4,298	(9,153)	(1,467)	1,417	1,643	(8,255)	2,017	(2,730)	1,513	2,246	(7,118)
Unrestricted Bank Cash Balance Roll-Forwar	rd (Operating	3)																																
	\$101,729		\$112,408	\$111,079	\$114,043	\$115,450	\$111,008	\$122,587	\$122,137	\$125,077	\$121,196	\$121,558	\$124,263	\$126,371	\$123,544	\$125,279	\$126,139	\$128,309	\$124,025	\$118,798	\$118,940	\$123,746	\$119,805	\$120,791	\$115,739	\$116,297	\$112,965	\$113,175	\$114,818	\$106,563	\$108,580	\$105,850	\$107,362	\$109,608
32 Net Cash Flow	1,410	9,474	482	1,414	(2,465)	(4,853)	5,500	(359)	3,434	(8,314)	380	3,461	2,409	(1,925)	3,203	929	1,470	(3,228)	(4,041)	5,932	(2,560)	(5,308)	2,535	4,298	(9,153)	(1,467)	1,417	1,643	(8,255)	2,017	(2,730)	1,513	2,246	(7,118)
33 Transfer Between Accounts (Capex to Opex			-					- '	-		-	-		- 1		-		- "	- '		-	- 1			-		- 1		-		- "		-	
34 Transfer Between Accounts (Reserve to Ope	-	-	-	(3,935)	3,935	-		-	-	-	-	-	-	-	-	-	-	-		(5,000)	5,000	-		(6,000)	6,000	-	-	-	-		-	-	-	-
35 Return of Funds / Reconciliation Item (D)	57	(334)	(1,830)	5,479	(8)	410	6,066	(83)	(316)	4,456	(17)	(567)	(1,488)	200	(1,468)	16	701	(1,067)	(1,185)	(820)	2,344	1,369	(1,567)	(3,349)	3,749	(1,865)	(1,213)	-	-	-	-	-	-	-
36 Other Inflows (C)	101	-	23	8	20	1	21	15	267	2	4	2	1,189	100	6	6	6	14	10	132	23	-	19	-	5	6	7	-	-		-	-	-	-
37 Other Outflows (C)	(15)	(14)	(4)	(3)	(75)	-	(8)	(24)	(445)	(25)	(5)	(191)	(2)	(1,202)	(6)	(91)	(7)	(3)	(11)	(102)	-	(2)	(0)	(1)	(43)	(7)	-	-	-	-	-	-	-	-
38 Ending Operating Bank Cash Balance	\$103.282	\$112.408	\$111.079	\$114.043	\$115.450	\$111.008	\$122.587	\$122.137	\$125.077	\$121,196	\$121.558	\$124.263	\$126.371	\$123,544	\$125,279	\$126.139	\$128.309	\$124.025	\$118.798	\$118.940	\$123,746	\$119.805	\$120.791	\$115.739	\$116.297	\$112.965	\$113.175	\$114.818	\$106.563	\$108.580	\$105.850	\$107.362	\$109,608	\$102,490
So Linuing Operating Dank Cash Delidite	V103,202	V112,700	V111,073	V114,043	V113,430	, ,111,000	Y122,307	Y166,13/	V123,011	V121,130	Y221,000	Y.17,203	y120,3/1	Y_23,344	4263,613	V-EU,133	Y_20,303	V-14,023	V110,730	V-10,540	Y_23,740	y213,003	V150,131	V.13,733	7110 ₁ 23/	Y.12,303	y213,173	Y214,010	y200,303	y200,300 .	y203,030	V107,302	4203,000	Y232,730
39 Actual Operating Bank Cash Balance	\$103,220	\$112,356	\$111,021	\$113,984	\$115,377	\$110,930	\$122,510	\$122,059	\$124,998	\$121,125	\$121,487	\$124,192	\$126,316	\$123,495	\$125,231	\$126,091	\$128,260	\$123,981	\$118,755	\$118,900	\$123,707	\$119,765	\$120,759	\$115,632	\$116,173	\$112,842	\$113,059	\$114,818	\$106,563	\$108,580	\$105,850	\$107,362	\$109,608	\$102,490

40 Difference	\$62	\$52	\$58	\$58	\$73	\$78	\$78	\$78	\$79	\$71	\$71	\$71	\$56	\$49	\$48	\$48	\$49	\$44	\$43	\$40	\$39	\$40	\$33	\$107	\$123	\$123	\$116	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CAPEX CASH FLOW																																		
Intra-Government Receipts:																																		
41 Abriendo Caminos IV funds / Local emergen		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	502	-	-	-
42 Capital Commonwealth Transfer		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
43 Commonwealth CapEx appropriation	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	351	-	-	-	3,410	1,558	3,409	3,665	1,806	7,640	-	-	-	5,833	4,417	-	-	-
44 Total Intra-Government Receipts						-				-				-	-		351	-	-		3,410	1,558	3,409	3,665	1,806	7,640	-		-	5,833	4,919		-	-
Capex Receipts [Separate Federal Transfers	by Program	l:																																
45 Federal Aid - FHWA & Earmarked Projects	5,013	4,897	7,643	2,678	5,312	57	-	638	9,392	-	3,616	-	12,808	180	-	5,752	294	8,490	3,266	6,510	2,699	-	4,255	16,777	25	6,979	-	-		6,742	-	6,742		6,742
46 Emergency Reconstruction Program - FHW/	139	-	194	-		-	782	890	-	266	-	-	715	309	-	19	1,161	208	735	1,358	-	-	245	-	926	-	-	2,283	-	-	2,283	-	2,283	-
47 Emergency Reconstruction Program - FEMA		-	-	-		7	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	231	-	-
48 Emergency Reconstruction Program - FTA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3,339	-	-	-	3,339	-
Total Federal Receipts	5,151	4,897	7,837	2,678	5,312	65	782	1,529	9,392	266	3,616	-	13,523	489	-	5,771	1,455	8,698	4,001	7,873	2,699		4,499	16,777	952	6,979		2,283	3,339	6,742	2,283	6,972	5,621	6,742
Total CAPEx Receipts	5,151	4,897	7,837	2,678	5,312	65	782	1,529	9,392	266	3,616		13,523	489		5,771	1,806	8,698	4,001	7,873	6,109	1,558	7,909	20,442	2,758	14,619	-	2,283	3,339	12,575	7,202	6,972	5,621	6,742
Capex Disbursements:																																		
51 Capital Expenditures - Federal		(6,440)	(7,611)	(264)	(6,176)	(26)	-	(2,434)	(11,078)	(332)	(147)	(2,042)	(1,669)	(12,540)	(232)	(6,275)	(192)	(8,847)	(3,695)	(6,598)	-	(2,704)	(2,073)	(13,398)	(299)	(192)	(6,123)	-	(6,988)	-	(6,988)	-	(6,988)	-
52 Capital Expenditures - State	(306)	(1,752)	(3,191)	(1,657)		(1,986)	(2,513)	(189)	(2,460)	(2,723)	(657)	(3,028)	(300)	(1,543)	(352)	(5,467)	(4)	(6,818)	(2,336)	(1,264)	(2,029)	(1,785)	(784)	(1,060)	(1,809)	(1,591)	(1,204)	(2,644)	(1,465)	(2,119)	(2,114)	(2,644)	(1,465)	(2,119)
53 ER Transit Construction Program Costs - FT/		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	(605)	-	(26)	-	-	-	-	-	-	-	-	(3,505)	-	-	-
54 Toll Optimization Costs		-	-	-		-	-	-	(133)	-	-	-	-	-	(1,282)	-	-	-	-	(180)	-	-	-	-	-	(13)	-	-	-	-	(1,754)	-	-	-
55 Emergency Reconstruction Program - FHW/	(340)	-	-	(309)		(45)	(1,021)	-	(86)	(352)	-	-	-	(1,104)	(245)	-	(720)	(23)	-	(134)	(1,520)	-	(120)	(226)	(995)	-	-	(2,362)	-	(2,362)	-	(2,362)	-	(2,362)
56 Emergency Reconstruction Program - FEMA		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(319)	-	-	-
57 Transit Construction Program Costs - Local		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
58 Emergency Reconstruction Program - Local		-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(502)	-	-	-
59 Legal Cases Payments Plan (Capital ROW PN	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(289)	-	-	-
60 Total Capex Disbursements	(646)	(8,192)	(10,801)	(2,230)	(6,176)	(2,057)	(3,533)	(2,623)	(13,757)	(3,407)	(804)	(5,070)	(1,969)	(15,187)	(2,112)	(11,742)	(916)	(15,688)	(6,031)	(8,781)	(3,549)	(4,515)	(2,977)	(14,684)	(3,103)	(1,796)	(7,327)	(5,006)	(8,453)	(4,480)	(15,471)	(5,006)	(8,453)	(4,480)
61 Capex Net Cash Flow	4,506	(3,294)	(2,964)	448	(863)	(1,993)	(2,751)	(1,094)	(4,365)	(3,141)	2,812	(5,070)	11,554	(14,698)	(2,112)	(5,971)	890	(6,990)	(2,030)	(908)	2,560	(2,957)	4,932	5,757	(346)	12,823	(7,327)	(2,723)	(5,115)	8,095	(8,269)	1,967	(2,832)	2,261
Bank Cash Balance Roll-Forward (CAPEx)																																		
62 Beginning Cash Balance	\$68,652	\$73,101	\$70,140	\$69,006	\$63,974	\$63,118	\$60,716	\$51.899	\$50.888	\$46.839	\$39,242	\$42.071	\$37,568	\$49,422	\$35.712	\$35.068	\$29.081	\$29.270	\$23,347	\$22,502	\$22,414	\$22.631	\$18,305	\$24.804	\$33,910	\$29.816	\$44,503	\$38,394	\$35,671	\$30,556	\$38,651	\$30.382	\$32,349	\$29,517
63 Net Cash Flow	4,506	(3,294)	(2,964)	448	(863)	(1,993)	(2,751)	(1.094)	(4,365)	(3,141)	2,812	(5,070)	11,554	(14,698)	(2,112)	(5,971)	890	(6,990)	(2,030)	(908)	2,560	(2,957)	4,932	5,757	(346)	12,823	(7,327)	(2,723)	(5,115)	8,095	(8,269)	1,967	(2,832)	2,261
64 Transfer Between Accounts (Capex to Opex	4,300	(3,234)	(2,504)	440	(003)	(1,555)	(2,731)	(1,054)	(4,303)	(3,141)	2,012	(5,070)	11,004	(14,050)	(2,112)	(3,311)	050	- (0,550)	(2,030)	(300)	2,300	(2,337)	4,332	3,737	(340)	12,023	(7,327)	(2,723)	(2,113)	0,033	(0,203)	1,507	(2,032)	2,201
65 Transfer Between Accounts (Reserve to Ope						_				_		_	_			_				_	_										_	_		
66 Return of Funds / Reconciliation Item (D)	(57)	334	1.830	(5,479)		(410)	(6.066)	83	316	(4.456)	17	567	300	988	1.468	(16)	(701)	1,067	1,185	820	(2.344)	(1,369)	1.567	3.349	(3.749)	1.865	1.213							
67 Other Inflows (C)	(37)	- 334	1,030	(3,473)		(410)	(0,000)		-	(4,430)	- 17	-	-	500		(10)	(701)	1,007	1,103		(2,344)	(1,303)	1,507	3,343	(3,743)	1,005	1,213							
68 Other Outflows (C)	-		-		-	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ending CAPEx Bank Cash Balance	\$73,101	\$70,140	\$69,006	\$63,974	\$63,118	\$60,716	\$51,899	\$50,888	\$46,839	\$39,242	\$42,071	\$37,568	\$49,422	\$35,712	\$35,068	\$29,081	\$29,270	\$23,347	\$22,502	\$22,414	\$22,631	\$18,305	\$24,804	\$33,910	\$29,816	\$44,503	\$38,394	\$35,671	\$30,556	\$38,651	\$30,382	\$32,349	\$29,517	\$31,778
70 Actual CAPEx Bank Cash Balance	\$73 129	\$70.160	\$69 021	\$63,999	\$63 120	\$60.741	\$51,924	\$50.912	\$46.865	\$39.262	\$42,091	\$37 589	\$49.447	\$35 726	\$35,095	\$29 109	\$29,297	\$23.366	\$22 521	\$22 429	\$22,644	\$18 320	\$24.811	\$33 917	\$29,823	\$44 511	\$38 394	\$35,671	\$30.556	\$38,651	\$30 382	\$32 340	\$29,517	\$31 779
71 Difference	(\$29)							(\$25)		(\$21)	(\$21)	(\$21)	(\$21)	(\$14)	(\$27)	(\$28)	(\$27)	(\$19)		(\$14)		(\$14)	(\$7)	(\$7)	(\$7)	(\$7)	(\$0)	\$33,671	\$30,336	\$50,651	\$0,382	\$52,549	\$25,517	\$0
Total Inflows	8,363	14,633	10,232	5,892	7,421	905	8,976	2,423	14,405	3,779	8,968	3,989	17,276	6,457	5,163	8,921	5,070	11,795	5,748	14,747	7,431	4,749	12,761	26,237	6,218	18,328	3,675	6,033	8,489	16,166	10,787	10,406	11,405	10,120
Total Ouflows	(2,448)	(8,454)						(3,875)	(15,336)	(15,234)	(5,776)	(5,598)	(3,313)	(23,081)	(4,071)	(13,963)		(22,013)	(11,819)	(9,723)	(7,431)		(5,294)	(16,181)	(15,717)	(6,972)	(9,586)	(7,113)	(21,859)	(6,054)	(21,786)	(6,926)	(11,991)	
Total Net CF	5,916	6,180	(2,482)	1,861	(3,328)	(6,845)	2,750	(1,453)	(931)	(11,455)	3,192	(1,609)	13,963	(16,623)	1,092	(5,042)	2,360	(10,218)	(6,071)	5,024	-	(8,265)	7,467	10,055	(9,499)	11,356	(5,910)	(1,080)	(13,370)	10,112	(10,999)	3,479	(586)	(4,857)

Comments

A These revenues are used as a credit in Tren Urbano operating expenses invoice (ACI).

B Line used to register transfers between bank accounts.

C Line used to register passthrough funds.

D Comments strikethrough represents transactions already cleared whose effect is 0.

170,381

Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.				
35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53				
2/25	3/4	3/11	3/19	3/26	4/1	4/8	4/15	4/22	4/29	5/6	5/13	5/20	5/27	6/3	6/10	6/17	6/24	7/1	13-Week	FY2022		Variance to
																			Total	Total	FY 2022	Total
3,288	2,855	3,195	2,672	3,038	1,322	2,855	3,195	2,672	1,322	2,855	3,195	2,672	3,288	2,855	3,195	2,215	672	2,808	37,285	146,425	143,364	(3,061)
(213)	-	-	-	(213)	-	-	-	-	(213)	-	-	-	(213)	-	-	-	-	(213)	(639)	(3,091)	-	3,091
-	-	-	-		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8,323	8,323
348	552	464	512	348	552	464	512	348	552	464	512	348	552	464	512	348	464	549	6,178	32,728	22,500	(10,228)
219	146	44	83	22	38	68	74	119	63	47	91	125	60	121	20	100	22	14	1,117	4,893	9,716	4,823
3,642	3,552	3,703	3,266	3,195	1,911	3,386	3,780	3,138	1,723	3,366	3,797	3,144	3,688	3,439	3,726	2,662	1,157	3,158	\$43,940	\$180,954	\$183,903	\$2,949
														_								
																				_	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
			2,000				2,000					2,000					2,000		6,000	22,635	20,000	(2,635)
	-		-		-		-					-	-	-	-		-		-	-	-	- (2,033)
-	-	-	2,000	-	-	-	2,000	-	-	-	-	2,000	-	-	-	-	2,000	-	6,000	22,635	20,000	(2,635)
3,642	3,552	3,703	5,266	3,195	1,911	3,386	5,780	3,138	1,723	3,366	3,797	5,144	3,688	3,439	3,726	2,662	3,157	3,158	\$49,940	\$203,589	\$203,903	\$314
J,	-,	-,	-,	-,	-,	5,555	-,	-,	-,	-,	-,	-,	-,	5,122	-,	_,	-,	-,	¥ 10,0 10	720,000	7 -00,000	****
(1,223)	(423)	(1,314)	(204)	(1,055)	(323)	(1,230)	(963)	(411)	(1,468)	(115)	(1,629)	(349)	(853)	(711)	(1,767)	(262)	(423)	(895)	(9,092)	(41,107)	40,542	(565) (2,149)
(309)	-			(309)			-	-	(309)				(309)	-	-	-	-	(309)	(928)	(5,860) (457)	3,711	(457)
(3,008)				(3,008)					(3,008)				(3,008)					(3,008)	(9,309)	(35,825)	36,417	592
-	(358)	(358)	(364)	-	(532)	(358)	(169)		(365)		(467)	(399)	(630)		(213)	(581)		(163)	(3,789)	(11,067)	13,418	2,351
-			(42)			-	(42)	-		-		(42)	-	-	-	(42)	-	-	(125)	(338)	500	162
-	-	-	(1,590)	-	-	-	(1,590)	-		-	-	(1,590)	-	-	-	(1,590)	-		(4,771)	(9,554)	19,082	9,528
-	-	-	(4,412)	-	-	-	(4,412)	-	-	-	-	(4,412)	-	-	-	(4,412)	-	-	(13,236)	(38,760)	52,945	14,185
-	-	-	-	-	-	-	-	-	-	-	-	- (4.440)	-	-	-	-	-	-	(2,109)	(2,109)	9,197	7,088
	-		(1,116) (1,034)			-	(1,116) (1,034)					(1,116) (1,034)	- 1	-		(1,116) (1,034)	-	-	(3,347) (3,101)	(7,539) (6,203)	13,386 12,405	5,847 6,203
(361)	(216)	(204)	(779)	(219)	(322)	(280)	(288)	(169)	(325)	(316)	(900)	(336)	(351)	(448)	(568)	(239)		(233)	(4,813)	(12,453)	20,284	7,831
(902)	(588)	(844)	(891)	(1,258)	(677)	(855)	(656)	(1,247)	(426)	(1,123)	(589)	(770)	(723)	(767)	(806)	(765)	-	(725)	(12,313)	(36,998)	45,233	8,235
- 1			-			-		-					-	-	-		-	-	-	(24,928)	-	(24,928)
-	-	-	(333)	-	-	-	(333)	-	-	-	-	(333)	-	-	-	(333)	-	-	(1,000)	(2,000)	4,000	2,000
(5,803)	(1,585)	(2,720)	(10,765)	(5,850)	(1,854)	(2,723)	(10,602)	(1,827)	(5,901)	(1,555)	(3,585)	(10,380)	(5,874)	(1,926)	(3,354)	(10,373)	(423)	(5,333)	(\$67,933)	(\$235,197)	\$271,120	\$35,923
(2,161)	1,967	983	(5,499)	(2,655)	57	663	(4,822)	1,311	(4,178)	1,811	213	(5,236)	(2,187)	1,514	372	(7,711)	2,734	(2,176)	(17,993)	(31,608)	(67,217)	(98,825)
\$102,490	\$100,329	\$102,297	\$103,279	\$97,781	\$95,126	\$95,182	\$95,846	\$91,024	\$92,335	\$88,157	\$89,968	\$90,181	\$84,945	\$82,758	\$84,271	\$84,644	\$76,933	\$79,667	\$101,729	\$101,729	\$101,729	
(2,161)	1,967	983	(5,499)	(2,655)	57	663	(4,822)	1,311	(4,178)	1,811	213	(5,236)	(2,187)	1,514	372	(7,711)	2,734	(2,176)	(31,608)	(31,608)	(67,217)	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		7,670	7,670	1.004	
-	-		-	-		-	-	-	-	-	-		-		-		-		1,984 (2,284)	1,984 (2,284)	1,984 (2,284)	
\$100,329	\$102,297	\$103,279	\$97,781	\$95,126	\$95,182	\$95,846	\$91,024	\$92,335	\$88,157	\$89,968	\$90,181	\$84,945	\$82,758	\$84,271	\$84,644	\$76,933	\$79,667	\$77,491	\$77,491	\$77,491	\$34,213	
4100 0	4.00.00-	4.00.00	40= =0	400.45	402.40	40= 0	404.005	400.000	400 45-	400.00-	400.40	40.0.	400 mr -	40.4.00	40.00	Ame aac	Amo ee-	Amm 40:				
\$100,329	\$102,297	\$103,279	\$97,781	\$95,126	\$95,182	\$95,846	\$91,024	\$92,335	\$88,157	\$89,968	\$90,181	\$84,945	\$82,758	\$84,271	\$84,644	\$76,933	\$79,667	\$77,491				

\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
-	502	-	-	-	502	-	-	-	502		-	-	-	502	-	-	-	502	1,506	3,012	183,025	180,013
5,833	- 4,417			2,917	- 4,417				4,417		-		4,417				4,417		27,833	62,922	53,020	(9,902)
3,033	4,417	-	-	2,317	4,417	-			4,417	-	-	-	4,417	-	-	-	4,417	-	27,033	02,522	33,020	(3,302)
5,833	4,919	-	-	2,917	4,919	-	-	-	4,919	-	-	-	4,417	502	-		4,417	502	29,340	65,935	236,045	180,013
	6,742		6,742	-	6,742		6,742		6,742			6,742		6,742		6,742		6,742	40,449	188,179	174,747	(13,432)
2,283	-	2,283	-	2,283	-	2,283	-	2,283	-	-	2,283	-	2,283	-	2,283	-	2,283	-	13,697	35,342	52,917	17,575
-	231	-		-	231	-	-	-	231	-	-		-	231	-		-	231	692	1,397	2,770	1,373
-	-	-	3,339	-	-	-	3,339	-	-	-		3,339	-	-	-	3,339		-	10,016	20,031	40,062	20,031
2,283	6,972	2,283	10,080	2,283	6,972	2,283	10,080	2,283	6,972	-	2,283	10,080	2,283	6,972	2,283	10,080	2,283	6,972	64,855	244,949	270,496	25,547
8,116	11,891	2,283	10,080	5,200	11,891	2,283	10,080	2,283	11,891	-	2,283	10,080	6,700	7,474	2,283	10,080	6,700	7,474	94,194	310,884	506,541	205,559
.,	,	,	.,	.,	,	,	,	,	,		,	.,	,	,	,	.,	,		.,.	,	, .	,
(6.000)		(6,000)	_	(6.000)			(C 000)		(6.000)		(6,000)		(6,000)			(6,000)	-	(6.604)	(44.020)	(404.040)	174,748	(40.204)
(6,988) (2,114)	(2,644)	(6,988) (1,465)	(2,119)	(6,988) (2,114)	(2,644)	(1,465)	(6,988) (2,119)	(2,114)	(6,988) (1,221)	(2,644)	(6,988) (1,465)	(2,119)	(6,988) (2,114)	(1,221)	(2,644)	(6,988) (1,465)	(2,118)	(6,694) (2,114)	(41,929) (27,669)	(184,949) (101,297)	106,203	(10,201) 4,906
(3,505)	-	- (1,403)	-	(3,505)	- (2,044)	- (1,405)	- (2,225)	- (2,224)	(3,505)	-	-	- (2,223)	(3,505)	- (1,221)	-	-	-	(3,505)	(10,516)	(21,662)	42,062	20,400
(1,754)	-	-	-	(1,754)	-	-	-	-	(1,754)	-	-	-	(1,754)	-	-			(1,754)	(5,262)	(12,132)	21,047	8,915
	(2,362)	-	(2,362)	-	-	(2,362)	-	(2,362)	-	(2,362)	-	(2,362)	-	(2,362)	-	-	(2,675)	-	(14,169)	(35,892)	52,917	17,025
(319)			- 1	(319)			- 1		(319)			1	(319)					(319)	(956)	(1,913)	3,826	1,913
(502)				(502)		-			(502)	-			(502)					(502)	(1,506)	(3,012)	6,025	3,013
(289)	-	-	-	(289)	-	-	-	-	(289)	-	-	-	(289)	-	-	-	-	(289)	(867)	(1,734)	3,467	1,733
(15,471)	(5,006)	(8,453)	(4,480)	(15,471)	(2,644)	(3,827)	(9,107)	(4,475)	(14,578)	(5,006)	(8,453)	(4,480)	(15,471)	(3,583)	(2,644)	(8,453)	(4,793)	(15,176)	(\$102,874)	(\$362,591)	\$410,295	\$47,704
																					£05.245	
(7,355)	6,886	(6,170)	5,600	(10,271)	9,247	(1,544)	973	(2,192)	(2,687)	(5,006)	(6,170)	5,600	(8,771)	3,892	(361)	1,627	1,907	(7,702)	(\$8,680)	(\$51,707)	\$96,246	(\$147,953)
\$31,778	\$24,423	\$31,309	\$25,138	\$30,738	\$20,467	\$29,714	\$28,170	\$29,144	\$26,951	\$24,264	\$19,258	\$13,088	\$18,688	\$9,917	\$13,808	\$13,447	\$15,074	\$16,981	\$68,652 (51,707)	\$68,652 (51,707)	\$68,652 96,246	
(7,355)	6,886	(6,170)	5,600	(10,271)	9,247	(1,544)	973	(2,192)	(2,687)	(5,006)	(6,170)	5,600	(8,771)	3,892	(361)	1,627	1,907	(7,702)	(31,707)	(31,707)	90,240	
-	-		-	-	-	-	-	-	-	-		-	-					-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	(7,670)	(7,670)	(7,670)	
			-	- 1					- 1									- 1	5	5	5	
\$24,423	\$31,309	\$25,138	\$30,738	\$20,467	\$29,714	\$28,170	\$29,144	\$26,951	\$24,264	\$19,258	\$13,088	\$18,688	\$9,917	\$13,808	\$13,447	\$15,074	\$16,981	\$9,279	\$9,279	\$9,279	\$157,233	
\$24,423	\$31,309	\$25,138	\$30,738	\$20,467	\$29,714	\$28,170	\$29,144	\$26,951	\$24,264	\$19,258	\$13,088	\$18,688	\$9,917	\$13,808	\$13,447	\$15,074	\$16,981	\$9,279				
\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
11,758	15,444	5,986	15,346	8,394	13,802	5,669	15,861	5,421	13,614	3,366	6,080	15,224	10,387	10,914	6,009	12,742	9,857	10,632				
(21,274)	(6,591)	(11,173)	(15,245)	(21,321)	(4,498)	(6,550)	(19,709)	(6,303)	(20,479)	(6,560)	(12,038)	(14,860)	(21,345)	(5,508)	(5,998)	(18,827)	(5,216)	(20,510)				
(9,516)	8,853	(5,188)	101	(12,926)	9,304	(881)	(3,848)	(882)	(6,865)	(3,194)	(5,958)	364	(10,958)	5,405	11	(6,085)	4,641	(9,877)				
				•														•				

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

	13-Week Rolling Cash Flow Forecast														
	ctual (Act.) / Projected (Fcst.):	Act	Act	Act	Act	Act	Act	Fret	Fcst.	Frst	Fcst.	Fest.	Frst		
,	Week	#: 5	9	14	18	22	27	31	35	39	44	48	53		
	(\$000's) Week Ende		8/27	10/1	10/29	11/26	12/31	1/28	2/25	3/26	4/29	5/27	7/1	FY2022	
			-,		,	,	,	-,	-,	-7,	,,_,	-7		Total	
	Operating Receipts:														
1	Toll Fares	16,062	13,042	12,843	11,427	9,139	12,830	12,193	12,010	11,760	11,365	12,010	11,744	146,425	
	Merchant Fees	(267)	(309)	(318)	(322)	(301)	(297)	(213)	(213)	(213)	(213)	(213)	(213)	(3,091)	
3	Transit Revenues (A)	(207)	(505)	(510)	(522)	(501)	(237)	(223)	(215)	(225)	(213)	(223)	(215)	(-,,	
4	Electronic Toll Fines		1,791	3,845	3,294	4,120	7,414	1,875	1,875	1,875	2,427	1,875	2,336	32,728	
	Other Income	222	385	285	275	175	1,513	220	565	294	360	323	2,336	4,893	
,	Other income	222	303	203	2/3	1/3	1,313	220	303	254	300	323	276	4,033	H I
6	Total Operating Receipts	16,018	14,908	16,655	14,674	13,133	21,460	14,076	14,237	13,716	13,939	13,995	14,143	180,954	
	Total Operating Neccipio	10,010	14,500	10,033	24,074	13,133	22,400	14,070	14,257	13,710	10,555	13,333	14,145		
	Intra-Government Receipts:														
7	Operating Commonwealth Transfer												-	_	
8	Commonwealth Transfer for Reserve												-		
-	commonwed at transfer for neserve														
9	Total Intra-Government Receipts	-											-		H I
	Total inter dovernment necespes														
	Other Receipts [Separate Federal Transfers by Progr	aml·	1												
10	Operating Federal Transit Administration (FTA) Funds	4,648	34	5,920	١	1	32	2,000	2,000	2,000	2,000	2,000	2,000	22,635	
	CARES ACT Funding (For Transit)	,040		3,320				2,000	2,000	2,000	2,000	2,000	2,000	22,033	
	CARES ACT Fullding (FOT Transit)														
12	Total Other Receipts	4.648	34	5,920		1	32	2,000	2,000	2,000	2,000	2,000	2,000	22,635	H I
	Total Other Necespts	4,040	34	3,320	_	1	32	2,000	2,000	2,000	2,000	2,000	2,000	22,033	
13	Total Operating Receipts	20,666	14,942	22,575	14,674	13,134	21,492	16,076	16,237	15,716	15,939	15,995	16,143	\$203,589	i l
	Total Spanning Heading		,		,	20,20		,			,	,		, , , , , , , , , , , , , , , , , , , ,	
	Operating Disbursements:														
14	Payroll and Related Costs	(4,674)	(2,905)	(3,121)	(3,044)	(2,764)	(4,432)	(2,776)	(2,997)	(2,996)	(4,395)	(2,946)	(4,058)	(41,107)	
	Health Plan Payment	(563)	(=,===,	(1,435)	(760)	(574)	(673)	(309)	(309)	(309)	(309)	(309)	(309)	(5,860)	
	Christmas Bonus	(,		(=))		,	(457)	(000)		(000)	-		-	(457)	
	Retirement Contributions (PayGo)	(2,818)		(5,953)	(2,886)	(2,961)	(2,875)	(3,293)	(3,008)	(3,008)	(3,008)	(3,008)	(3,008)	(35,825)	
	PREPA Payments	(2,010)		(646)	(754)	(1,225)	(1,308)	(1,055)	(1,122)	(1,080)	(1,424)	(1,496)	(957)	(11,067)	
	PRASA Payments		_	(040)	(29)	(1,223)	(59)	(42)	(42)	(42)	(42)	(42)	(42)	(338)	
	Toll Highway Administration Cost				(13)		(33)	(1,590)	(1,590)	(1,590)	(1,590)	(1,590)	(1,590)	(9,554)	
	Tren Urbano Operating Contract Cost	(40)	(95)	(3,796)	(15)	(8,356)		(4,412)	(4,412)	(4,412)	(4,412)	(4,412)	(4,412)	(38,760)	
	Other Tren Urbano Costs (Excluding Electricity)	(40)	(33)	(3,730)	_	(0,550)	_	(2,109)	(-,-122)	(4,422)	(4,412)	(4,412)	(4,412)	(2,109)	
	Feeder Buses Costs						(846)	(1,116)	(1,116)	(1,116)	(1,116)	(1,116)	(1,116)	(7,539)	
	Legal Cases Payments Plan						(840)	(1,034)	(1,034)	(1,034)	(1,034)	(1,034)	(1,034)	(6,203)	
	Professional Services		(238)	(604)	(907)	(638)	(799)	(1,417)	(1,656)	(1,419)	(1,384)	(1,904)	(1,488)	(12,453)	
	Other Operating Expenses	(292)	(491)	(646)	(2,239)	(1,370)	(10,196)	(3,916)	(4,139)	(3,581)	(3,861)	(3,205)	(3,063)	(36,998)	
	Operating Disbursements Corresponding to FY20 Serv		(7,491)	(10,363)	(1,669)	(1,223)	(2,218)	(3,310)	(4,133)	(3,361)	(3,001)	(3,203)	(3,003)	(24,928)	
	Legal & Other Reserve	ice (1,504)	(7,491)	(10,303)	(1,005)	(1,223)	(2,210)	(333)	(333)	(333)	(333)	(333)	(333)	(2,000)	
20	Legal & Other Neserve	_		-	-	-	_	(555)	(333)	(333)	(333)	(333)	(333)	(2,000)	
20	Total Operating Disbursements	(10,351)	(11,219)	(26,564)	(12,300)	(19,111)	(23,862)	(23,401)	(21,757)	(20,920)	(22,908)	(21,394)	(21,410)	(235,197)	H I
	Total operating bisbarsements	(10,551)	(11,115)	(20,504)	(12,500)	(13,111)	(25,002)	(23,402)	(22,737)	(20,520)	(22,500)	(22,554)	(22,420)	(233,237)	
30	Operating Net Cash Flow	10,315	3,723	(3,989)	2,374	(5,977)	(2,370)	(7,326)	(5,521)	(5,203)	(6,969)	(5,399)	(5,266)	(31,608)	
	Unrestricted Bank Cash Balance Roll-Forward (Opera	iting)													II I
31	Beginning Cash Balance	\$101,729	\$115,450	\$125,077	\$123,544	\$124,025	\$119,805	\$113,175	\$105,850	\$100,329	\$95,126	\$88,157	\$82,758	\$101,729	II I
32	Net Cash Flow	10,315	3,723	(3,989)	2,374	(5,977)	(2,370)	(7,326)	(5,521)	(5,203)	(6,969)	(5,399)	(5,266)	(31,608)	II I
33	Transfer Between Accounts (Capex to Opex) (B)	-	-	-	-	-	-	-	-	-	-	-	-	-	II I
34	Transfer Between Accounts (Reserve to Opex) (B)	-	-	-	-	-	-	-	-	-	-	-	-	-	
35	Return of Funds / Reconciliation Item (D)	3,365	6,077	2,584	(1,818)	1,707	(4,245)	-	-	-	-	-	-	7,670	
36	Other Inflows (C)	151	303	1,297	32	165	37	-	-	-	-	-	-	1,984	
37	Other Outflows (C)	(110)	(476)	(1,425)	(107)	(115)	(51)	-	-	-	-	-	-	(2,284)	
38	Ending Operating Bank Cash Balance	\$115,450	\$125,077	\$123,544	\$124,025	\$119,805	\$113,175	\$105,850	\$100,329	\$95,126	\$88,157	\$82,758	\$77,491	\$77,491	
39	Actual Operating Bank Cash Balance	\$115,377	\$124,998	\$123,495	\$123,981	\$119,765	\$113,059	\$105,850	\$100,329	\$95,126	\$88,157	\$82,758	\$77,491		

40	Difference	\$73	\$79	\$49	\$44	\$40	\$116	\$0	\$0	\$0	\$0	\$0	\$0			
٠	CAPEX CASH FLOW														1	1
	CAPEX CASH FLOW															
	Intra-Government Receipts:															
	Abriendo Caminos IV funds / Local emergency funds	-		- 1	- 1		-	502		502	1,004	-	1,004	3,012		
	Capital Commonwealth Transfer	-		-	351		16.520				0.022	4.417	4.417	62,922		
43	Commonwealth CapEx appropriation	-		-	351	4,968	16,520	10,250	5,833	7,333	8,833	4,417	4,417	62,522		
44	Total Intra-Government Receipts		-		351	4,968	16,520	10,752	5,833	7,835	9,838	4,417	5,421	65,935		
	Capex Receipts [Separate Federal Transfers by Program]:															
	Federal Aid - FHWA & Earmarked Projects	25,543	10,087	16,604	14,536	12,475	28,035	6,742	13,483	13,483	20,225	6,742	20,225	188,179		
	Emergency Reconstruction Program - FHWA	333	1,673	1,290	1,388	2,093	1,171	4,566	4,566	4,566	4,566	4,566	4,566	35,342		
	Emergency Reconstruction Program - FEMA	-	7	-	-	5	-		231	231	462	-	462	1,397		
48	Emergency Reconstruction Program - FTA		-	-	-	-	-	3,339	3,339	3,339	3,339	3,339	3,339	20,031		
49	Total Federal Receipts	25,876	11,767	17,894	15,924	14,573	29,206	14,646	21,618	21,618	28,591	14,646	28,591	244,949		
50	Total CAPEx Receipts	25,876	11,767	17,894	16,275	19,541	45,726	25,398	27,452	29,454	38,428	19,063	34,011	310,884		
	Capex Disbursements:															
	Capital Expenditures - Federal	(20,490)	(13,538)	(16,730)	(15,546)	(12,997)	(22,085)	(13,976)	(13,976)	(13,976)	(13,976)	(13,976)	(13,682)	(184,949)		
	Capital Expenditures - State	(6,905)	(7,147)	(8,251)	(12,641)	(7,414)	(6,448)	(8.342)	(8,342)	(8,342)	(9.563)	(8,342)	(9,562)	(101,297)		
	ER Transit Construction Program Costs - FTA	-		-	- (,-,-,	(631)	-	(3,505)	(3,505)	(3,505)	(3,505)	(3,505)	(3,505)	(21,662)		
	Toll Optimization Costs	-	(133)		(1,282)	(180)	(13)	(1,754)	(1,754)	(1,754)	(1,754)	(1,754)	(1,754)	(12,132)		
	Emergency Reconstruction Program - FHWA	(649)	(1,151)	(1,456)	(988)	(1,654)	(1,341)	(4,723)	(4,723)	(4,723)	(4,723)	(4,723)	(5,037)	(35,892)		
	Emergency Reconstruction Program - FEMA	-	- '	-	-	- '		(319)	(319)	(319)	(319)	(319)	(319)	(1,913)		
57	Transit Construction Program Costs - Local	-	-	-	-	-	-	-	-	-	-	-	-	- 1		
58	Emergency Reconstruction Program - Local	-	-	-	-	-	-	(502)	(502)	(502)	(502)	(502)	(502)	(3,012)		
59	Legal Cases Payments Plan (Capital ROW PMT's)	-	-	-	-	-	-	(289)	(289)	(289)	(289)	(289)	(289)	(1,734)		
60	Total Capex Disbursements	(28,044)	(21,970)	(26,437)	(30,458)	(22,876)	(29,887)	(33,410)	(33,410)	(33,410)	(34,631)	(33,410)	(34,649)	(362,591)		
61	Capex Net Cash Flow	(2,169)	(10,202)	(8,543)	(14,183)	(3,335)	15,839	(8,012)	(5,958)	(3,956)	3,797	(14,347)	(637)	(51,707)		
	Capex Net Cash Flow	(2,105)	(10,202)	(0,545)	(14,103)	(5,555)	15,033	(0,012)	(3,330)	(3,330)	3,737	(14,547)	(037)	(52,767)		
	Bank Cash Balance Roll-Forward (CAPEx)															
	Beginning Cash Balance	\$68,652	\$63,118	\$46,839	\$35,712	\$23,347	\$18,305	\$38,394	\$30,382	\$24,423	\$20,467	\$24,264	\$9,917	\$68,652		
	Net Cash Flow	(2,169)	(10,202)	(8,543)	(14,183)	(3,335)	15,839	(8,012)	(5,958)	(3,956)	3,797	(14,347)	(637)	(51,707)		
	Transfer Between Accounts (Capex to Opex) (B)	-	-	-	-	-	-	-	-	-	-	-	-] -		1
	Transfer Between Accounts (Reserve to Opex) (B)	- (0.055)	- 10 00-1	(0.50	-	-	-	-	-	-	-	-	-	(7.530)		1
	Return of Funds / Reconciliation Item (D)	(3,365)	(6,077)	(2,584)	1,818	(1,707)	4,245	-	-	-	-	-	-	(7,670)		1
	Other Inflows (C) Other Outflows (C)	-	-	-	-	-	5	-	-	-	-	-	-	5		1
00	Other Outnows (C)	-	-	-	-	-	-	-	-	-	-		-	-		
69	Ending CAPEx Bank Cash Balance	\$63,118	\$46,839	\$35,712	\$23,347	\$18,305	\$38,394	\$30,382	\$24,423	\$20,467	\$24,264	\$9,917	\$9,279	\$9,279		
70	Actual CAPEx Bank Cash Balance	\$63,139	\$46,865	\$35.726	\$23,366	\$18.320	\$38,394	\$30.382	\$24,423	\$20,467	\$24.264	\$9,917	\$9,279			
	Difference	(\$21)	(\$26)	(\$14)	(\$19)	(\$14)	(\$0)	\$30,382	\$24,423	\$20,467	\$24,264	\$9,917	\$9,279			
	Difference .	(721)	(420)	(424)	(423)	(7-4)	(50)	JU .	, JO	70	70	70	, Ju			
	Total Inflows	46,541	26,709	40,469	30,949	32,675	67,219	41,474	43,688	45,170	54,367	35,057	50,155			
	Total Ouflows	(38,395)	(33,189)	(53,001)	(42,758)	(41,987)	(53,749)	(56,811)	(55,167)	(54,330)	(57,539)	(54,804)	(56,058)			
	Total Net CF	8,146	(6,480)	(12,532)	(11,809)	(9,312)	13,469	(15,338)	(11,479)	(9,160)	(3,172)	(19,746)	(5,904)			

- Comments

 A These revenues are used as a credit in Tren Urbano operating expenses invoice (ACI).

 B Line used to register transfers between bank accounts.

 C Line used to register passthrough funds.

 D Comments strikethrough represents transactions already cleared whose effect is 0.

Bank Name	Account Name	Account Number	GL Account #	Account description (e.g., fund uses)	Account classification (Operating / Capital)	Cash balance at beginning of first week of month (\$000s)	Cash flow (\$000s)	Cash balance at end of last week of month (\$000s)
Oriental	Construction	1960269874	111001	Main operating account	Operating	2,534,592	882,037	3,416,629
Oriental	General	1960269574	111002	ZBA Account - Operation	Operating	-	-	-
Oriental	Deposit Law 30 8	3225252489	111155	Deposit Law 30 & 31	Operating	864,339	(706,837)	157,502
Oriental	FTA	1960046672	111005	Federal Transit Administ	Operating	70,693	(2,727)	67,966
Firstbank	Autoridad de Ca	3004992473	111156	FHGV	Capital	12,889,185	11,662,391	24,551,577
Firstbank	Autoridad de Ca	3004997726	111157	Abriendo Caminos - Vari	Capital	541	0	541
Firstbank	Autoridad de Ca	3005023768	111158	OPEX Reserve	Operating	85,171,907	7,230	85,179,137
BPPR	Dietas	020-835078	111013	Account related to payro	Operating	1,148,936	(805,372)	343,564
BPPR	Nominas	020-835353	111011	Payroll account	Operating	1,955,274	(1,440,792)	514,482
BPPR	Federal Highway	030-050510	111014	Federal Highway CMIA -	Capital	5,290,846	2,112,859	7,403,705
BPPR	PRHWA Backup	030-020220	111058	PRHWA Backup	Operating	0	٠	0
BPPR	Fondos Restricto	030-055210	111108	Fondos Restrictos - BPPR	Capital	6,438,058		6,438,058
BPPR	Ingreso de Peaje	020-835116	111016	Relates to toll collections	Operating	5,923,675	7,078,344	13,002,018
BPPR	Multas Autoexpi	020-011520	111020	Collections from fines us	Operating	18,740,359	(9,230,003)	9,510,355
BPPR	FEMA Emergenc	030-086663	111109	Federal Fund FEMA	Operating	-		-
BPPR	FEMA Emergenc	030-086671	111110	Federal Fund FEMA	Operating	867,138		867,138
BPPR	Peaje electronico	020-010303	111018	Toll collection account	Α	5,000	-	5,000
BPPR	Consolidated Esc	030-826411	Not in GL	Distributes funds to Met	Α	23,327,860	384,376	23,712,236
BPPR	ILR	030-826438	Not in GL	Toll collection account. E	Α	5,000	-	5,000

A Represents restricted bank accounts not considered in our Cash Flow analysis therefore we decided substract 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 Ha Capex modified accrual Construction H	expenses - Budget							
	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22		Jun-22
FHWA Hard Cost	\$ 8,158,836	\$ 10,636,318	\$ 10,765,178	\$ 10,765,178	\$ 10,765,178	\$ 10,765,178	\$ 10,683,568	\$ 9,811,995	\$ 9,565,220	\$ 8,942,2	7 \$ 8,868,3	0 \$	8,553,383
PEMOC	\$ -												
Non Federal Hard Cost (OTHER)	\$ 56,731	\$ 528,555	\$ 528,555	\$ 528,555	\$ 528,555	\$ 458,907	\$ 853,758	\$ 841,877	\$ 745,509	\$ 395,0	00 \$ 395,0	0 \$	395,000
Non Federal Hard Cost (Abriendo Caminos I)	\$ 29,664												
Non Federal Hard Cost (Abriendo Caminos II)	\$ 215,102	\$ 234,350	\$ 234,350	\$ 234,350	\$ 234,350	\$ 234,350	\$ 234,350	\$ 135,424	\$ 82,012	\$ 82,0	12 \$ 82,0	.2 \$	82,012
Non Federal Hard Cost (Abriendo Caminos III)	\$ 3,141,962	\$ 2,632,442	\$ 2,632,442	\$ 2,632,442	\$ 2,632,442	\$ 2,484,088	\$ 2,335,016	\$ 2,335,016	\$ 2,335,016	\$ 1,235,8	.5 \$ -	\$	-
Non Federal Hard Cost (Abriendo Caminos IV)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,788,983	\$ 2,300,000	\$ 2,500,000	\$ 2,600,000	\$ 2,800,0	0 \$ 2,700,0	0 \$	2,700,000
ESTATAL		\$ 653,388	\$ 653,388	\$ 653,388	\$ 653,388	\$ 653,388	\$ 477,790	\$ 477,790	\$ 477,790	\$ 477,7	00 \$ 477,7	0 \$	369,107
FHWA Emergencia	\$ 1,487,260	\$ 3,636,732	\$ 3,771,067	\$ 3,771,067	\$ 4,020,644	\$ 4,092,200	\$ 5,136,078	\$ 5,557,000	\$ 5,499,838	\$ 5,630,1	5,526,4	3 \$	4,788,526
FEMA	\$ -												
LOCAL	\$ 791,666	\$ 490,909	\$ 490,909	\$ 590,909	\$ 690,909	\$ 740,909	\$ 890,909	\$ 890,909	\$ 940,909	\$ 990,9	990,9	19 \$	999,244
CDBG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
DTL	\$ 228,177	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,934,074	\$ 1,872,866	\$ 1,872,8	66 \$ 1,872,8	6 \$	1,579,106
Discretionary funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$	-
Toll optimization CIP	\$ -												
Total	14,109,397	20,746,767	21,009,963	21,109,963	21,459,540	23,152,077	24,845,543	24,484,086	24,119,161	22,426,7	20,913,4	.0	19,466,378

								2.3a Capex Ha	ard Costs										
							Capex n	modified accrual	expenses	- Actuals									
								Construction H	ard Costs										
	Jul-21	A	ug-21	Se	ep-21	Oct-21		Nov-21		Dec-21	Jan-	22	Feb-22		Mar-22	Apr-22	May-22	Ju	ın-22
FHWA Hard Cost	\$ 8,325,330	\$	4,817,291	\$	11,369,146	\$ 8,117,339.47	\$	12,214,219.34	\$	13,764,407.88									
PEMOC	\$ -	\$	432,815	\$	1,486,928	\$ 1,171,167.55	\$	142,428.00	\$	211,145.13									
Non Federal Hard Cost (OTHER)	\$ 56,731			\$	164,514	\$ 31,827.00			\$	255,388.00									
Non Federal Hard Cost (Abriendo Caminos I)	\$ 29,664						\$	141,914.50											
Non Federal Hard Cost (Abriendo Caminos II)	\$ 215,102	\$	360,116	\$	331,235	\$ 131,809.92													
Non Federal Hard Cost (Abriendo Caminos III)	\$ 2,209,458	\$	790,225	\$	633,835	\$ 6,552,970.30	\$	2,438,973.05	\$	1,385,539.61									
Non Federal Hard Cost (Abriendo Caminos IV)	\$ -																		
ESTATAL	\$ -	\$	184,270	\$	7,070		\$	551,541.68											
FHWA Emergencia	\$ 1,613,755	\$	471,712	\$	1,797,609	\$ 3,498,494.55	\$	1,434,886.43	\$	1,688,820.23									
FEMA				\$	826,667	\$ 302,766.52	\$	442,370.74	\$	104,049.04									
LOCAL	\$ 415,360	\$	241,501	\$	856,754	\$ 1,882,368.17	\$	401,132.07	\$	819,535.15									
CDBG																			
DTL	\$ 471,541	\$	410,376	\$ 2	2,560,136.62	\$ 5,790,847.98	\$	1,336,751.18	\$	1,010,486.03									
Discretionary funds																			
Toll optimization CIP						\$ 1,282,222.65	\$	203,365.00		, and the second							•		
Total	\$ 13,336,939	\$	7,708,305	\$	20,033,892	\$ 28,761,814	\$	19,307,582	\$	19,239,371	\$	-	\$	-	\$ -	\$ -	\$	\$	-

				2.3	b Ca	apex Soft Costs								
				Capex modif	fied a	accrual expenses - E	Budg	et						
				Co	nstru	uction Soft Costs								
	Jul-21	Aug-21	Sep-21	Oct-21		Nov-21		Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22
FHWA Soft Cost	\$ 1,462,973	\$ 2,959,573	\$ 2,959,573	\$ 2,959,573	\$	2,959,573	\$	2,959,573	\$ 2,959,573	\$ 2,959,573	\$ 3,330,650	\$ 3,330,650	\$ 3,330,650	\$ 3,330,650
PEMOC	\$ -	\$ -	\$ -	\$ -	\$	-	\$	-	\$	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (OTHER)	\$ 1,439,622	\$ 1,385,294	\$ 1,936,912	\$ 2,007,586	\$	2,625,974	\$	2,790,185	\$ 2,915,451	\$ 2,543,252	\$ 3,122,896	\$ 3,038,605	\$ 3,179,790	\$ 3,338,857
Non Federal Soft Cost (Abriendo Caminos I)	\$ -	\$ -	\$ -	\$ -	\$	-	\$	-	\$	\$ -	\$ -	\$ -	\$ -	\$ -
Non Federal Soft Cost (Abriendo Caminos II)	\$	\$ -	\$ -	\$ -	\$	-	\$		\$	\$ -	\$ -	\$	\$ -	\$ -
Non Federal Soft Cost (Abriendo Caminos III)	\$ 510,293	\$ 492,610	\$ 467,725	\$ 288,738	\$	76,820	\$	55,620	\$ 21,200	\$ -	\$ -	\$	\$ -	\$ -
	\$ -	\$ -	\$ -	\$ -	\$	-	\$	49,994	\$ 100,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
ESTATAL														
FHWA Emergencia	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$	1,747,192	\$	1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,747,192	\$ 1,765,603	\$ 1,322,397	\$ 1,330,052
FEMA														
LOCAL	\$ -	\$ -	\$ -	\$ -	\$	-	\$		\$	\$ -	\$ -	\$	\$ -	\$ -
CDBG	\$ 17,586	\$ 34,135	\$ 120,652	\$ 232,410	\$	835,893	\$	1,026,280	\$ 1,208,796	\$ 1,394,632	\$ 1,588,270	\$ 1,830,134	\$ 2,106,662	\$ 2,335,375
DTL	\$ 87,949	\$ 87,949	\$ 82,770	\$ 82,770	\$	82,770	\$	112,599	\$ 36,288	\$ 78,350	\$ 163,046	\$ 314,706	\$ 527,828	\$ 706,554
Discretionary funds	\$ -	\$ -	\$ -	\$ -	\$	-	\$	-	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Toll optimization CIP														
Total	5,265,614	6,706,752	7,314,823	7,318,267		8,328,221		8,741,442	8,988,499	8,922,999	10,152,053	10,479,697	10,667,327	11,241,489

						pex Soft Costs											
						ccrual expenses - A	Actu	als									
				Co	nstru	ction Soft Costs			-								
	Jul-21	Aug-21	Sep-21	Oct-21		Nov-21		Dec-21	Jan-22	Feb-22	Mar-2	2	Apr-22		May-22	Jur	n-22
FHWA Soft Cost	\$ 564,954	\$ 530,413	\$ 801,442	\$ 1,226,436	\$	1,701,882	\$	1,040,725.28									
PEMOC																	
Non Federal Soft Cost (OTHER)	\$ 1,234,602	\$ 1,592,846	\$ 1,830,851	\$ 1,698,303	\$	2,487,117	\$	2,438,369.68									
Non Federal Soft Cost (Abriendo Caminos I)																	
Non Federal Soft Cost (Abriendo Caminos II)	\$ 42,110																
Non Federal Soft Cost (Abriendo Caminos III)	\$ 356,198	\$ 636,116	\$ 193,400	\$ 566,294	\$	448,825	\$	114,234.50									
Non Federal Soft Cost (Abriendo Caminos IV)																	
ESTATAL																	
FHWA Emergencia	\$ 268,625	\$ 37,215	\$ 603,547	\$ 327,931	\$	174,703	\$	30,155.31									
FEMA																	
LOCAL	\$ 98,264	\$ 20,104	\$ 807,066	\$ 255,414			\$	316,121.35									
CDBG					\$	433,215											
DTL																	
Discretionary funds																	
Toll optimization CIP																	
Total	\$ 2,564,752	\$ 2,816,694	\$ 4,236,306	\$ 4,074,378	\$	5,245,742	\$	3,939,606	\$ -	\$ -	\$	-	\$	-	\$ -	\$	-

						2.4 Discretionary funds tracke						
#	Grant Name	Grant Type	Project Description	Estimated Total Cost (Requested)	Soft / Hard Costs	Category	Date Applied	Expected Response Date	Actual Response Date	Granted or Rejected	Amount Granted	Status of Fund Receipt
				HTA initial estimate is aprox \$300M.								
1		CDBG	Build Project for Highwa	Grant has not yet been submitted								
2												
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Notes

Nothing to report yet.

										3.1 Fisca	Il measure data				
In \$ Thousands	FY22 Target A	YTD	Target	YTD	Actuals	Varia	nce (\$)	Variance (%)	M	onthly target	Monthly actuals	Variance (\$)	Variance (%)	Reasons for Variance	Additional Steps to Address Variance
														HTA is in process of identifying and hiring	
Creating new Board	\$ (100)	\$	(50.0)	\$	-	\$	50	-100%	\$	(8.3)	\$ -	\$ 8	-100%	recruitment firm.	Firm expected to be hired by end of FY.
Hiring of an executive recruitment firm	\$ (100)	\$	(50.0)	\$	-	\$	50	-100%	\$	(8.3)	\$ -	\$ 8	-100%		
Board Compensation	\$ -	\$	-	\$	-				\$	-					
Adopting new KPIs											\$ -				
Increasing fare revenue	\$ 11,079	\$	2,641	\$	4,797	\$	2,156	82%	\$	459		\$ (459)	-100%		
														This measure will be difficult to report against	There are system limitations with providing
Toll fare increase	\$ 5,579	\$	-	\$	-	\$	-	0%	\$	-	\$ -	\$ -	0%	given system limitations	actuals.
Bi-directional tolling	\$ -	\$	-	\$	-	\$	-	0%	\$	-	\$ -	\$ -	0%		
Dynamic toll lanes (DTL)	\$ 5,500	\$	2,641	\$	4,797	\$	2,156	82%	\$	459	\$ 829	\$ 370	81%		
Increasing fine revenue	\$ 4,158	\$	-	\$	-	\$	-	0%	\$	-		\$ -	0%		
Toll fine increase	\$ -	\$	-	\$	-	\$	-	0%	\$	-					
														This measure requires legislation, which is	
Tiered fines	\$ 4,158	\$	-	\$	-	\$	-	0%	\$	-	\$ -	\$ -	0%	outside of HTA's control.	
Improving ancillary revenue															
Expanding transit revenue															
Managing congestion															
Collecting discretionary funds															
Reducing pensions															
Reducing healthcare costs															
Eliminating Christmas bonus															
Reassessing TU contract			,		•			•		•	•	•			
Optimizing capital expenses															
Exploring concessions					•			•		•	•				
Total measures	\$ 15,137.0	\$ 2	2,590.7	\$	4,797.0	\$	2,206.3	85%	\$	450.8	\$ -	\$ (450.8)	-100%		

													3.2	Traffic report data	ı									
Traffic volume overview ('000s)	July actuals	July target	August actuals	August target	September actuals	September target	October actuals	October target	November actuals	November target	December actuals	December target	January actuals	January target	February actuals	February target	March actuals	March target	April actuals	April target	May actuals	May target	June actuals Ju	une target
PR-5	1,565,249	1,411,775	1,566,781	1,394,120	1,512,904	1,408,252	1,313,803	1,478,600	1,365,918	1,365,918	1,473,292	1,473,292		1,424,424		1,414,571		1,599,971		1,506,494		1,627,888		1,604,555
PR-17	673,649	381,636	636,183	360,063	567,148	376,531	611,666	421,063	382,310	382,310	490,278	490,278		483,163		476,031		594,259		565,432		649,745		685,768
PR-22	14,983,796	13,091,546	14,748,936	12,539,913	14,111,604	12,876,098	14,744,846	13,700,309	12,587,358	12,587,358	13,554,080	13,554,080		13,535,215		13,285,723		15,216,788		14,212,538		15,384,087		15,253,079
PR-199 / CLF	213,525	174,459	251,904	180,017	262,886	177,722	275,454	188,252	174,169	174,169	203,754	203,754		185,387		191,967		228,870		213,654		234,198		245,282
Total concessionaire roads	17,436,219	15,059,416	17,203,804	14,474,113	16,454,542	14,838,602	16,945,769	15,788,224	14,509,756	14,509,756	15,721,405	15,721,405	-	15,628,188		15,368,291	-	17,639,888	-	16,498,118	-	17,895,918	-	17,788,684
PR-20	326,554	319,685	327,402	312,540	324,565	310,317	330,208	326,174	297,493	297,493	319,794	319,794		303,661		309,810		358,551		334,838		346,919		340,983
PR-52	6,828,223	5,511,259	6,670,594	5,363,307	6,420,391	5,479,520	6,701,322	5,799,680	5,308,911	5,308,911	5,636,265	5,636,265		5,794,948		5,670,219		6,516,962		6,092,115		6,592,971		6,503,594
PR-53	1,849,478	1,630,569	1,811,933	1,555,485	1,778,374	1,596,677	1,820,196	1,677,128	1,517,488	1,517,488	1,612,571	1,612,571		1,656,289		1,644,303		1,874,159		1,772,550		1,906,574		1,857,498
PR-66	2,764,699	2,117,160	2,617,289	1,942,535	2,467,504	2,049,836	2,489,641	2,155,133	2,039,139	2,039,139	2,082,513	2,082,513		2,150,819		2,188,127		2,541,237		2,534,576		2,678,843		2,710,772
Total HTA roads	11,768,954	9,578,672	11,427,218	9,173,866	10,990,834	9,436,350	11,341,367	9,958,116	9,163,032	9,163,032	9,651,144	9,651,144		9,905,717		9,812,458	-	11,290,909	-	10,734,079	-	11,525,306	-	11,412,847
Total PR toll roads	29,205,173	24,638,088	28,631,022	23,647,979	27,445,376	24,274,952	28,287,136	25,746,340	23,672,788	23,672,788	25,372,549	25,372,549		25,533,905		25,180,749	-	28,930,797	-	27,232,198	-	29,421,224	-	29,201,530

						5.1 FHWA MOU da				
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-FY2022		Phase 2 - Q3-FY2021		Phase 1 - Q4-2016.	330	This effort is considered completed in terms of compliance with the Section I of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 - Completed. Currently the Contractors are being paid within 40 days period and through Electronic Funds Transfer since Q4-2016. Phase 2 - The long-term action is to run the invoice and certifications for payment through PMIS-Oracle Unifier and Integrated Contract Management Module (ICMM). The ICMM was deployed on Exhibiting 20.21. The certifications moress and This effort is considered completed in terms of	Phase 2 -Execute the contract amended E to incorporate ICMM's additional scope identified as needed and to modify the system's integration configurations between PMIS and ICMM according to the recent systems adjustments or to include additional fields are requested by FHWA during the system review process. After such modifications, PRHTA staff & Contractors / Consultants will use the PMIS to prepare, review and approve the invoices and certifications for payments.	Cost code structure modification to add program code and additional modifications to comply with FHWA requirements and ICMM Deployment. Definition and implementation of the system's integration modifications.
Tracking the status of payments using an electronic method **	PRHTA should track the status of payments using an electronic method that is acceptable and accessible to FHWA. **The agreed method for monitoring the status of payments while completing the implementation of the systems was using Excel worksheets.	Phase 2- Q3-FY2022		Phase 2- Q3-FY2021		Phase 1 - Q4-2016	330	This effort is considered completed in terms of compliance with the Section I of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1-Completed. The agreed method for monitoring the status of payments while completing the implementation of the systems was using Excel worksheets.	After the adjustments of the systems integration configuration, the revision of the tracking status report in Oracle Unifier to incorporate the additional information requested by FHWA and start tracking the status of payments of the pilot projects through the systems.	Cost code structure modification to add program code and additional modifications to comply with FHWA requirements and ICMM Deployment. Definition and implementation of the system's integration modifications.
PRHTA's billing to FHWA on a cost-incurred basis	PRHTA's billing to FHWA on a cost-incurred basis in lieu of a reimbursement basis.					Q1-FY2017	0	Completed		
Federal-Aid Billing SOP revision	PRHTA will revised the Federal Aid-Billing SOP approved on April 11, 2016 to include the certification for payments and invoices processes through Unifier and the Billing Process to FHMA using the integrated Contract Management Module (ICMM).	Phase 2- Q3-FY2022		Phase 2- Q3-FY2021		Phase 1 - Q4-2016	210	Inis entort is considered completed in terms of compliance with the Section I of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1-The Federal Aid Billing SOP was developed and approved on April 2016.	Approval of the Federal Aid Billing SOP by the Executive Director. SOP distribution from the Office of Organization and Methods and employee training sessions.	Systems modifications requested and SOP revision from FHWA still pending.
Toll Credits										
SOP for Use of Toll Credits	The PRHTA shall promptly implement all modifications to its processes for approving, tracking and reconciling toll credits as identified by the FHWA and submit a report and certification to the FHWA demonstrating that it has implemented these modifications.	Phase 2- Q2-FY2022		Phase 2: Q3-FY2O21		Phase 1 - Q2-FY2017 Phase 2-Q2-FY2022	180	This effort is considered completed in terms of compliance with the Section II of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 - Completed. On Q2-FY2017, FHWA-PR Division approved the SOP. Phase 2 - Completed - 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 Credits Balances to FHWA and also includes Toll Credits Application for FTA Projects. The SOP Num. 09-11-06- Procedure for the Use of Toll Credits was aproved on December 2, 2021.	SOP distribution from the Office of Organization and Methods.	The evaluation and discussion of developed business processes vs the recommendations made by the Internal Audit Office.
Tracking, reconcilling and reporting the toll credit use	PRHTA shall report the toll credit usage and balance using the approved tracking system.	Phase 2 - Q3-FY2022		Phase 2: Q1-FY2022		Phase 1 -Q2-FY2017	180	This effort is considered completed in terms of compliance with the Section II of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1-0n Q2-PY2017, PRHTA started to implement the tracking and reconciling to II credits according to the approved SOP. Phase 2-The long-term action is to report the toll credit usage and balance using Oracle Unifier. It will be started with a pilot program and then will continue while the projects are incorporated into the system. However, during transition process the tracking will be only for the projects registered into the system. During this period, the parties continues the discussion of the fields to be included in the report to be generated by the system.	Phase 2 -Complete the system's report and start its reporting with the pilot projects.	Approval of the revised SOP and systems adjustments.
Organizational Capacity										

S.1 FHWA MOU data Original expected Projected completion Length of delay (days, if												
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, i any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)		
Organizational Structure - Classification and Compensation Plan Development	PRHTA is working on a new classification and compensation plan according to a new organtizational structure, since the current one is dated 2003.	Q2 -FY2022		Q2-FY2021			360	The Consultants completed the development and delivered the Classification and Compensation Plan on August 2020. The PRHTA is awaiting the approval of the Classification and Compensation Plan by the FOMB. Some meetings between PRHTA, FOMB and FHWA represenatives were performed to discuss this topic PRHTA will provide copy of the Plan developed to continue the discussions.		Classification and Compensation Plan Approval.		
Organizational Structure - Classification and Compensation Plan Implementation	Notifications to the employees of the new job titles, job descriptions and compensation scales to put into effect their new functions.	Q1-FY2023		Q4 -FY2021			360	The implementation of the Classification and Compensation Plan is affected by the delay in the approval of the Plan by the FOMB. As soon as the plan is approved, the projected date to complete such implementation can be reviewed.	Start the implementation.	Pending the FOMB approval for the Classification and Compensation Plan.		
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. The procedure number 09-06-09 "Diseion, Revision y Codificación de Procedimientos" was approved on January 22, 2021. The Organization and Methods Office distributed the document to the PRHTA's offices foi lis implementation. After that, some SOPs were created or revised following the mentioned SOP 09 06-09. We are working on the development of the SOP for the use of the business processes created in the systems (PMIS, ICMM)	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.	Q2-FY2022		Q4-FY2021			180	RFP Bollerplate for non-engineering services was developed and approved by FHWA conditional on the creation of 50Ps for such purposes. The SOP is in the internal administrative process of approval. PRHTA created a model contract for non-engineering services and discussion continues with FHWA. The Procedure for Procurement of Professional and Consulting Services for Contracts of SIAMM or less (for Non-Engineering Services) was developed and approved by FHWA on December 30, 2020, and is currently in internal administrative process for approval. Efforts have been made to assure that these processes will not be affected by the local executive orders issued on April 2021.	started with reviewing the construction contract documents to create a boilerplate.	These initiatives require the involvement of employees from several offices, which are lack of personnel, and such employees are currently also working with other initiatives.		
Other Initiatives	OCD Recommendation/Schedule for Implementation	Phase 2: Q4-2024		Q4-FY2023		Phase 1: Q3-2019		Phase 1: Completed-PRHTA submitted to FHWA th required Schedule for Implementation Report on March 25, 2019. Phase 2 - Implementation of the OCD Recommendations as per Schedule Report submitted. During this period PRHTA worked in some OCD recommendation to improve project development processes and others are subject to the new organizational struture. PRHTA needs to update the Schedule for Implementation considering some events and the delay in the approval of the Classification and Compensation Plan by the FOMB, before starting to report. For this reason, on July 25 2021, the PRHTA executed a contract amendment to include the project management services for the OCD recommendations and schedule for Implementation. Accordingly, the PMO began evaluating the status of implementation of the recommendations.	Complete the evaluation of the status of the implementation of the OCD recommendations to update the Schedule for implementation and start reporting to FHWA, as requested.	Events, such as earthquakes and pandemic situation which occurred after the submission of the Schedule for implementation, impacted the OCD's recommendations initiatives. Also the delay in the approval of the Classification and Compensation Plan.		
	Audit Office: These includes initiatives to opmitize operations of the Internal Audits Office and its Processes	Q1-FY2023						The Internal Audit Office is developing some initiatives to optimize its processes. On September 13, 2021 FHWA sent comments to the procedure 02-05-02 to monitor payment certification of active projects. Organization and Methods Office is addressing the comments for the final approval.	Continue with project visits, audit documents, and guide project staff on how to avoid improper payments. Obtain the final approval of the SOP 02-05-02.			

					5.1 FHWA MOU da	ta			
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)
			completion date	unte		unyy			
Project Delivery Improvement of email	Microsoft Exchange migration to Microsoft				T		T		T T
communication	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.	Q4-FY2022	Q3-FY 2021			390	During this period, the employees continued using the financial modules and receiving support in some specifics topics from the Consultants. The upgrade of Oracle EBS modules and most of the new modules implementation such as Human Capital Management Module, Grant, Cash Management, Irventory, Treasury Management, Project Labor and Integrated Contract Management Module were completed. The PMO evaluated and discussed with PRHTA Staff (from Finance, Construction, Budget Offices), FHWA representatives and the Consultant the ICMM's additional scoping proposal identified as accessary during user acceptance testing and after ICMM Deployment. The Contract Modification Request will be submitted to FHWA for approval in October. Also, PRHTA continue working on the configuration of licenses and extra hours approval process into the Kronos implementation Project.	Execute the contract amendment to modify the systems integration modifications and the additional scope identified as necessary for a successfull implementation. Perform the ICMM's and PMIS integration through the Pilot Program. Continue with the Travel and Expense Management Module and Kronos Implementations.	Some comments came up after ICMM integration deployment and its integration with PMIS will be performed during the PMIS Pilot Program.
Project Management Information System (PMIS) - Deployment	This initiative consists of the implementation of Oracle-Unifier as a PMIS. It includes the development and deployment of business processes to expedite the project delivery. The business processes developed include planning, pre-construction, construction and project close- out phases.	Q1-F/2023	Q3-FY2022			180	The Super User training sessions for the following business processes were performed: Change Order Request, Change Order, Professional Services Contract Approval 1149, Monthly Project Update, Schedule Management. The Consultant continued the development of reports. The evaluation of modifications and additional business processes requested by PRHTA Staff related to ROW and Labor Compliance were completed and a NTP to proceed with them will be issued in October.	Continue trainings and deployment of the ROW, Labor Compliance, Schedule Management among other BPs.	During the User Acceptance Test, PRHTA's staff requested additional business processes that are under evaluation.
e-Bidding System - Deployment	This initiative consists of the implementation of an Electronic Bidding system that will allow PRHTA to manage all registry procedures and documentation in a digital manner, streamlining the process.	Q1-2023				0	The Construction Bid Pilot Program was performed: - PS&E Approval- July 11, 2021 - Publication Date and Documents Availability – July 28, 2021 - Pre-Opening- August 10, 2021 - Eight (8) Addendas were issued Opening Bid Meeting Date – September 28, 2021 During the process the Contractors were trained again about the web portal use, some infrastructure issues were identified and managed with PRHTA Technology Area and some adjustments were performed into the system. A meeting with PRHTA and FHWA representatives was held to discuss the RFQ/RFP business processes.	Continue with the Construction e-Bidding Pilot Program and the development and implementation of the RFQ / RFP processes.	

						5.1 FHWA MOU dat	ta			
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)
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						Continued the following Pilot Programs: Planning: Continued support to the Programming and Planning Area staff in the Creation of Projects and the Oracle Numbers. Support to the Federal Liaison Office in the creation of Company Funds and Project Funds for Pre-Engineering & Construction Pilot Projects, and to the Budget Office Personnel in the approval of the Budgets of Pre-Engineering & Construction Pilot Projects. Pre-Engineering: PRHTA Staff started the use of the following business process: contracts, drawings, creation of project deliverables, invoices and upload documentation of the pilot projects in Document Management. Construction: The Administrators, Supervisors and Regional Directors of construction of the twelve (12) Pilot Projects were trained during the period of July 6 to August 12, 2021 (15 training sessions were performed). Contractors were trained in the use of PMIS and some business processes from August 19 to August 13, 2021 (6 training sessions were performed). The accesses and permits according to the roles were a segment to the ronstruction personnel	Continue with the pilot programs in order to identify possible adjusments for long-term implementation. Develop a continuous training program to introduce the employees into the system.	