

Financial Oversight Management Board for Puerto Rico

PRHTA Reporting October 2023

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July's SUMMARY

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

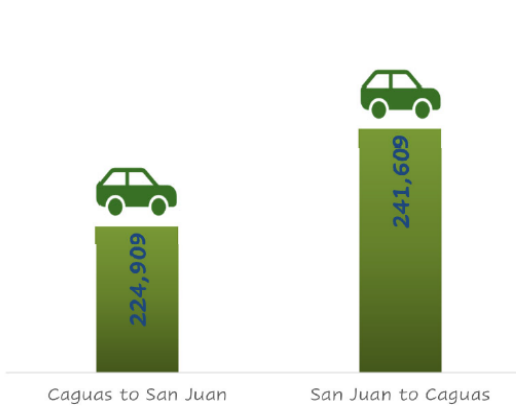
Reporting Period: September, 1 to September 30, 2023

Total Traffic	
Caguas to San Juan (A.M. Configuration)	224,909
San Juan to Caguas (P.M. Configuration)	241,609
Total Traffic	466,518

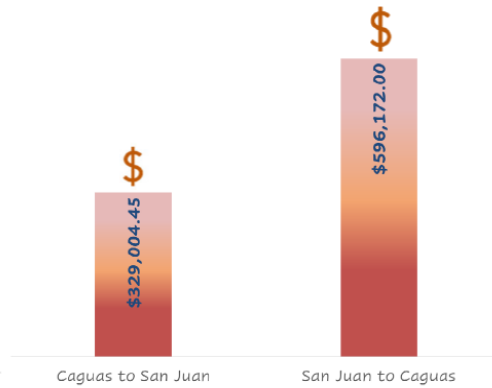
Total Gross* Revenue \$	
Caguas to San Juan (A.M. Configuration)	\$ 329,004.45
San Juan to Caguas (P.M. Configuration)	\$ 596,172.00
Total Gross Revenue	\$925,176.45

* DTL Gross Revenue does not consider the Caguas Norte general purpose lanes toll rate of \$1.65.

Total Traffic per Direction



DTL Gross Revenue per Direction



Notes:

- The AM configuration considers the DTL Toll points of Caguas Norte and PR-1AM.
- The PM configuration considers DTL Toll Points in Montehiedra, PR-18 and PR-1PM

1.1 Main 82A report

REVENUES												
In \$ Thousands	Budget 7.24.23	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
Toll fare revenue	\$ 188,543	\$ 40,341	\$ 42,873	\$ 2,532	6%	\$ 12,725	\$ 13,615	\$ 890	7%	Higher traffic than predicted		
Toll fine revenues	\$ 40,348	\$ 6,292	\$ 3,202	\$ (3,090)	-49%	\$ 4,143	\$ 1,053	\$ (3,090)	-75%	No new fines are being issued		HTA and Fortaleza
Transit Revenue	\$ 6,828	\$ 1,265	\$ 1,149	\$ (116)	-9%	\$ 579	\$ 463	\$ (116)	-20%	lower ridership	Complete the repairs in the TU, continue the promotion.	PRITA, HTA
Other operating income	\$ 63,604	\$ 2,774	\$ 3,878	\$ 1,104	40%	\$ 763	\$ 1,897	\$ 1,134	141%	Property sale was made		
Operating FTA funds	\$ 37,470	\$ 2,632	\$ 4,248	\$ 1,616	50%	\$ -	\$ 1,416	\$ 1,416	#DIV/0!			
Operating Commonwealth Transfer	\$ 139,564	\$ 34,527	\$ 34,527	\$ -	0%	\$ 11,509	\$ 11,509	\$ -	0%			
Total Operating Revenues	\$ 476,357	\$ 88,030	\$ 89,877	\$ 1,847	2%	\$ 29,739	\$ 29,943	\$ 204	1%			
Commonwealth CapEx funds	\$ 186,743	\$ 105,484	\$ 115,948	\$ 10,464	10%	\$ -	\$ 9,139	\$ 9,139	#DIV/0!			
Non-ER FHWA funds	\$ 207,206	\$ 48,923	\$ 50,151	\$ 1,228	3%	\$ -	\$ 1,228	\$ 1,228	#DIV/0!			
Federal Emergency Funds	\$ 24,719	\$ 6,648	\$ 8,052	\$ 1,404	21%	\$ 2,008	\$ 3,412	\$ 1,404	70%			
Transit Federal funds (FTA)	\$ 46,083	\$ 998	\$ 998	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Total Capital Revenues	\$ 464,751	\$ 162,053	\$ 175,149	\$ 13,096	8%	\$ 2,008	\$ 13,779	\$ 11,771	6%			
Commonwealth Transfer for Emergency Reserve	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Commonwealth Reserve Transfer	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Consolidated revenues	\$ 941,108	\$ 250,083	\$ 265,026	\$ 14,943	6%	\$ 31,747	\$ 43,722	\$ 11,975	38%			

Expenses (In \$ Thousands)												
	Budget 7.24.23	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)
Construction salaries & related benefits	\$ 28,429	\$ 4,197	\$ 6,375	\$ 2,178	52%	\$ -	\$ 2,178	\$ 2,178	#DIV/0!			
Transit Construction Costs	\$ 46,083	\$ 998	\$ 2,673	\$ 1,677	168%	\$ -	\$ 1,677	\$ 1,677	#DIV/0!			
Emergency Repair Construction Program costs	\$ 37,070	\$ 21,161	\$ 20,297	\$ (864)	-4%	\$ 1,768	\$ 904	\$ (864)	-49%			
Non-Federal Highway Construction Hard Costs	\$ 115,315	\$ 10,120	\$ 12,816	\$ 2,696	27%	\$ -	\$ 2,696	\$ 2,696	#DIV/0!			
Non-Federal Highway Construction Soft Costs	\$ 97,649	\$ 25,413	\$ 35,935	\$ 10,522	41%	\$ -	\$ 10,522	\$ 10,522	#DIV/0!			
Federal Highway Construction Hard Costs	\$ 175,939	\$ 34,628	\$ 158,129	\$ 123,501	357%	\$ -	\$ 123,501	\$ 123,501	#DIV/0!			
Federal Highway Construction Soft Costs	\$ 31,267	\$ 14,295	\$ 24,522	\$ 10,227	72%	\$ -	\$ 10,227	\$ 10,227	#DIV/0!			
Other capital costs	\$ 33,553	\$ 641	\$ 697	\$ 56	9%	\$ 230	\$ 286	\$ 56	25%			
Total Capital Expenditures	\$ 565,305	\$ 111,452	\$ 261,446	\$ 149,894	135%	\$ 1,997	\$ 151,991	\$ 149,994	7500%			
Non-Construction salaries & related benefits	\$ 18,665	\$ 2,997	\$ 4,562	\$ 1,565	52%	\$ -	\$ 1,565	\$ 1,565	#DIV/0!			
Transit salaries & related benefits	\$ 323	\$ 14	\$ 28	\$ 14	100%	\$ -	\$ 14	\$ 14	#DIV/0!			
Pension costs	\$ 35,673	\$ 8,855	\$ 8,743	\$ (112)	-1%	\$ 3,012	\$ 2,900	\$ (112)	-4%			
Operational Right of Way payments	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Toll highways administration and maintenance costs	\$ 50,074	\$ 8,874	\$ 7,293	\$ (1,581)	-18%	\$ 4,188	\$ 2,607	\$ (1,581)	-38%	Only the extremely necessary expenses are being incurred for the P3 transaction.		
Tren Urbano costs	\$ 92,106	\$ 17,923	\$ 14,507	\$ (3,416)	-19%	\$ 8,242	\$ 4,826	\$ (3,416)	-41%			
Feeder Bus costs	\$ 12,776	\$ 2,851	\$ 2,962	\$ 111	4%	\$ 1,103	\$ 1,214	\$ 111	10%	The closing transactions of the contract with First Transit are being carried out		
Other operating expenses	\$ 43,064	\$ 4,508	\$ 3,084	\$ (1,424)	-32%	\$ 2,827	\$ 1,403	\$ (1,424)	-50%			
Total Operating Expenses	\$ 252,681	\$ 46,022	\$ 41,179	\$ (4,843)	-11%	\$ 19,372	\$ 14,529	\$ (4,843)	-25%			
General Reserve Fund	\$ 16,740	\$ 16,749	\$ 16,749	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Reserve deposits for revision to employee classification	\$ 9,022	\$ 8,000	\$ 8,022	\$ 22	0%	\$ 3,000	\$ 3,022	\$ 22	1%			
Total Reserve Deposits	\$ 25,771	\$ 24,749	\$ 24,771	\$ 22	0%	\$ 3,000	\$ 3,022	\$ 22	1%			
Total Expenditures	\$ 843,757	\$ 182,223	\$ 327,396	\$ 145,173	80%	\$ 24,369	\$ 169,542	\$ 145,173	596%			
Balance	\$ 97,351	\$ 67,860	\$ (62,370)	\$ (130,230)	-192%	\$ 7,378	\$ (125,820)	\$ (133,198)	-1805%			
Total Debt Service Payments	\$ 48,169	\$ 12,042	\$ 12,042	\$ -	0%	\$ 12,042	\$ 12,042	\$ -	0%			
Total Commonwealth Reserve Transfer	\$ 48,169	\$ 12,042	\$ 12,042	\$ -	0%	\$ 12,042	\$ 12,042	\$ -	0%			

Revenues - Deep Dives (In \$ Thousands)												
	Budget 7.24.23	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)	Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
Toll fare revenue deep dive												
Toll fare revenue from current toll fare rates	\$ 137,865	\$ 33,845	\$ 37,661	\$ 3,816	11%	\$ 8,874	\$ 10,600	\$ 3,816	43%			
Toll revenue Optimization	\$ 13,078	\$ 2,225	\$ -	\$ (2,225)	-100%	\$ 1,028	\$ -	\$ (1,028)	-100%			
Toll fare revenues from increase in toll rates	\$ 28,301	\$ 1,992	\$ 2,606	\$ 614	31%	\$ 2,225	\$ -	\$ (2,225)	-100%			
Toll fare revenue from Dynamic Toll Lanes (DTL)	\$ 5,633	\$ 1,992	\$ 2,606	\$ 614	31%	\$ 311	\$ -	\$ (311)	-100%			
Toll fare revenues from bi-directional tolling	\$ 3,666	\$ 788	\$ -	\$ (288)	-100%	\$ 288	\$ -	\$ (288)	-100%			
Total toll fare revenue	\$ 188,543	\$ 40,341	\$ 42,873	\$ 2,532	6%	\$ 12,725	\$ 13,615	\$ 890	7%			
Toll fine revenue deep dive												
Toll fine revenue from existing fine rates	\$ 27,435	\$ 5,000	\$ 3,202	\$ (1,798)	-36%	\$ 2,851	\$ 1,053	\$ (1,798)	-63%			
Toll fine revenue from tiered fine rates	\$ 12,913	\$ 1,292	\$ 1,291	\$ (1,291)	-100%	\$ 1,291	\$ -	\$ (1,291)	-100%			
Total toll fine revenue	\$ 40,348	\$ 6,292	\$ 3,202	\$ (3,090)	-49%	\$ 4,143	\$ 1,053	\$ (3,090)	-75%			
Transit revenue deep dive												
Tren Urbano fare revenue	\$ 6,054	\$ 1,131	\$ 1,034	\$ (97)	-9%	\$ 520	\$ 423	\$ (97)	-19%			
Feeder Bus fare revenue	\$ 774	\$ 134	\$ 115	\$ (119)	-14%	\$ 59	\$ 40	\$ (19)	-33%			
Total transit revenue	\$ 6,828	\$ 1,265	\$ 1,149	\$ (116)	-9%	\$ 579	\$ 463	\$ (116)	-20%			
FHWA funds deep dive												
Regular FHWA funds	\$ 207,206	\$ 48,923	\$ 50,151	\$ 1,228	3%	\$ -	\$ 1,228	\$ 1,228	#DIV/0!			
Total FHWA funds	\$ 207,206	\$ 48,923	\$ 50,151	\$ 1,228	3%	\$ -	\$ 1,228	\$ 1,228	#DIV/0!			
Capital FTA funds deep dive												
FTA Regular Funds	\$ 46,083	\$ 998	\$ 998	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Total capital FTA funds	\$ 46,083	\$ 998	\$ 998	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Federal Emergency Revenues deep dive												
FHWA emergency funds	\$ 24,719	\$ 6,648	\$ 8,052	\$ 1,404	21%	\$ 2,008	\$ 3,412	\$ 1,404	70%			
Total Federal Emergency Revenues	\$ 24,719	\$ 6,648	\$ 8,052	\$ 1,404	21%	\$ 2,008	\$ 3,412	\$ 1,404	70%			
Commonwealth CapEx funds deep dive												
Commonwealth CapEx appropriation	\$ 54,370	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Puerto Rico Trust Fund - Calle Loiza (PR 37)	\$ 40,000	\$ 6,871	\$ 6,671	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Puerto Rico Trust Fund - PR 05	\$ 25,000	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Rollover Abriendo Caminos funds	\$ 11,702	\$ 96,166	\$ 105,305	\$ 9,139	10%	\$ -	\$ -	\$ -	#DIV/0!			

1.1 Main B2A report

REVENUES												
In \$ Thousands	Budget 7.24.23	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)
Rollover non - federal highway funds	\$ 46,362	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ 9,139	\$ 9,139	#DIV/0!			
Rollover CDBG	\$ 1,638	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Rollover Emergency Funds	\$ 6,671	\$ 2,647	\$ 3,972	\$ 1,325	50%	\$ -	\$ -	\$ -	#DIV/0!			
Local emergency funds	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Total Commonwealth CapEx funds	\$ 186,743	\$ 105,484	\$ 115,948	\$ 10,464	10%	\$ -	\$ 9,139	\$ 9,139	#DIV/0!			

Expenses - Deep Dives (In \$ Thousands)												
Construction salaries & related benefits deep dive	Budget 7.24.23	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)
Main salaries - Construction	\$ 17,027	\$ 2,647	\$ 3,972	\$ 1,325	50%	\$ -	\$ 1,325	\$ 1,325	#DIV/0!			
Healthcare costs - Construction	\$ 5,670	\$ 1,095	\$ 1,606	\$ 551	52%	\$ -	\$ 551	\$ 551	#DIV/0!			
Christmas bonus - Construction	\$ 317	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			
Other labor costs - Construction	\$ 2,893	\$ 339	\$ 606	\$ 267	79%	\$ -	\$ 267	\$ 267	#DIV/0!			
Critical workers program - construction	\$ 1,021	\$ 335	\$ 170	\$ 35	26%	\$ -	\$ 35	\$ 35	#DIV/0!			
Student internship program - construction	\$ 45	\$ 21	\$ 21	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!			
Hiring initiative - construction	\$ 1,455	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!			

REVENUES											Root cause of variance	Potential corrective action(s)	Owner(s) of corrective action(s)
In \$ Thousands	Budget 7.24.23	Budget YTD	Actuals YTD	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)				
Total construction payroll costs	\$ 28,429	\$ 4,197	\$ 6,375	\$ 2,178	52%	\$ -	\$ 2,178	\$ 2,178	#DIV/0!				
Non-Construction salaries & related benefits deep dive													
Main salaries - Non-Construction	\$ 9,789	\$ 1,501	\$ 2,263	\$ 762	51%	\$ -	\$ 762	\$ 762	#DIV/0!				
Healthcare costs - Non-Construction	\$ 2,894	\$ 546	\$ 847	\$ 301	55%	\$ -	\$ 301	\$ 301	#DIV/0!				
Christmas bonus - Non-Construction	\$ 162	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	#DIV/0!				
Early retirement costs - Non-Construction	\$ 4,552	\$ 757	\$ 1,128	\$ 371	49%	\$ -	\$ 371	\$ 371	#DIV/0!				
Other labor costs - Non-Construction	\$ 1,266	\$ 193	\$ 324	\$ 131	68%	\$ -	\$ 131	\$ 131	#DIV/0!				
Hiring initiatives - non-construction	\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	#DIV/0!				
Total non-construction payroll costs	\$ 18,665	\$ 2,997	\$ 4,562	\$ 1,565	52%	\$ -	\$ 1,565	\$ 1,565	#DIV/0!				
Transit salaries & related benefits deep dive													
Main salaries - Transit	\$ 409	\$ 11	\$ 16	\$ 5	45%	\$ -	\$ 5	\$ 5	#DIV/0!				
Healthcare costs - Transit	\$ 21	\$ 2	\$ 10	\$ 8	400%	\$ -	\$ 8	\$ 8	#DIV/0!				
Christmas bonus - Transit	\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	#DIV/0!				
Other labor costs - Transit	\$ 192	\$ 1	\$ 2	\$ 1	100%	\$ -	\$ 1	\$ 1	#DIV/0!				
Total Transit payroll costs	\$ 323	\$ 14	\$ 28	\$ 14	100%	\$ -	\$ 14	\$ 14	#DIV/0!				
Pension costs deep dive													
Pension contributions	\$ 35,673	\$ 8,855	\$ 8,743	\$ (112)	-1%	\$ 3,012	\$ 2,900	\$ (112)	-4%				
Administrative pension costs	\$ -	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	#DIV/0!				
Total pension costs	\$ 35,673	\$ 8,855	\$ 8,743	\$ (112)	-1%	\$ 3,012	\$ 2,900	\$ (112)	-4%				
Other Operating Expenses deep dive													
Non-Title III Professional Service Fees	\$ 8,681	\$ 949	\$ 353	\$ (596)	-63%	\$ 859	\$ 263	\$ (596)	-69%				
Title III Professional Service Fees	\$ 8,000	\$ 800	\$ 125	\$ (675)	-84%	\$ 800	\$ 125	\$ (675)	-84%				
Discretionary fund management team	\$ 324	\$ 32	\$ -	\$ (32)	-100%	\$ 92	\$ -	\$ (92)	-100%				
FEMA Property Reconstruction	\$ 13,406	\$ 1,020	\$ 1,039	\$ 19	2%	\$ -	\$ 19	\$ 19	#DIV/0!				
Water supply costs	\$ -	\$ -	\$ 129	\$ 129	#DIV/0!	\$ -	\$ 129	\$ 129	#DIV/0!				
Other operating costs	\$ 12,653	\$ 1,706	\$ 1,438	\$ (268)	-16%	\$ 1,135	\$ 867	\$ (268)	-24%				
Total Other Operating Expenses	\$ 43,064	\$ 4,508	\$ 3,084	\$ (1,424)	-32%	\$ 2,827	\$ 1,403	\$ (1,424)	-50%				
Tren Urbano costs deep dive													
Base fee for Tren Urbano operating contract	\$ 49,566	\$ 12,390	\$ 12,390	\$ -	0%	\$ 4,130	\$ 4,130	\$ -	0%				
Other costs under Tren Urbano operating contract	\$ 1,500	\$ 150	\$ -	\$ (150)	-100%	\$ 150	\$ -	\$ (150)	-100%				
Tren Urbano insurance costs	\$ 11,789	\$ 1,179	\$ -	\$ (1,179)	-100%	\$ 1,179	\$ -	\$ (1,179)	-100%				
Tren Urbano electricity costs	\$ 8,730	\$ 2,152	\$ 2,117	\$ (35)	-2%	\$ 731	\$ 696	\$ (35)	-5%				
Other regular Tren Urbano costs	\$ 51	\$ 5	\$ (5)	\$ (5)	-100%	\$ 5	\$ -	\$ (5)	-100%				
Tren Urbano heavy maintenance & bridge inspection	\$ 20,470	\$ 2,047	\$ -	\$ (2,047)	-100%	\$ 2,047	\$ -	\$ (2,047)	-100%				
Total Tren Urbano costs	\$ 92,106	\$ 17,923	\$ 14,507	\$ (3,416)	-19%	\$ 8,242	\$ 4,826	\$ (3,416)	-41%				
Feeder Bus costs deep dive													
Base fee for Feeder Bus operating contract	\$ 9,748	\$ 2,305	\$ 2,217	\$ (88)	-4%	\$ 827	\$ 739	\$ (88)	-11%				
Other costs under Feeder Bus operating contract	\$ 1,841	\$ 291	\$ 519	\$ 228	78%	\$ 172	\$ 400	\$ 228	132%				
Bus rapid transit costs	\$ 984	\$ 234	\$ 226	\$ (8)	-4%	\$ 83	\$ 75	\$ (8)	-10%				
COVID-19 special costs	\$ 203	\$ 20	\$ (20)	\$ (20)	-100%	\$ 20	\$ -	\$ (20)	-100%				
Total Feeder Bus costs	\$ 12,776	\$ 2,851	\$ 2,962	\$ 111	4%	\$ 1,103	\$ 1,214	\$ 111	10%				
Toll highway administration & maintenance costs deep dive													
Variable electronic toll collection fees	\$ 25,780	\$ 5,320	\$ 4,746	\$ (574)	-11%	\$ 2,273	\$ 1,699	\$ (574)	-25%				
Highway electricity costs	\$ 3,508	\$ 711	\$ 608	\$ (103)	-14%	\$ 311	\$ 208	\$ (103)	-33%				
Other toll highway administration & maintenance costs	\$ 20,786	\$ 2,843	\$ 1,939	\$ (904)	-32%	\$ 1,604	\$ 700	\$ (904)	-56%				
Total highway administration & maintenance costs	\$ 50,074	\$ 8,874	\$ 7,293	\$ (1,581)	-18%	\$ 4,188	\$ 2,607	\$ (1,581)	-38%				
Federal Emergency Repair Costs deep dive													
FHWA funded emergency repair costs	\$ 24,719	\$ 19,926	\$ 20,106	\$ 180	1%	\$ 533	\$ 713	\$ 180	34%				
Local emergency repair costs	\$ 12,351	\$ 1,235	\$ 191	\$ (1,044)	-85%	\$ 1,235	\$ 191	\$ (1,044)	-85%				
Total federal emergency repair costs	\$ 37,070	\$ 21,161	\$ 20,297	\$ (864)	-4%	\$ 1,768	\$ 904	\$ (864)	-49%				
Federal Highway Construction Hard Costs deep dive													
Hard costs for regular federal highway construction	\$ 175,939	\$ 34,628	\$ 158,129	\$ 123,501	357%	\$ -	\$ 123,501	\$ 123,501	#DIV/0!				
Total federal highway construction hard costs	\$ 175,939	\$ 34,628	\$ 158,129	\$ 123,501	357%	\$ -	\$ 123,501	\$ 123,501	#DIV/0!				
Federal Highway Construction Soft Costs deep dive													
Federal soft costs for planning & compliance	\$ 31,267	\$ 14,295	\$ 24,522	\$ 10,227	72%	\$ -	\$ 10,227	\$ 10,227	#DIV/0!				
Total federal highway construction soft costs	\$ 31,267	\$ 14,295	\$ 24,522	\$ 10,227	72%	\$ -	\$ 10,227	\$ 10,227	#DIV/0!				
Non-Federal Highway Construction Hard Costs deep dive													
Hard costs for Abriendo Caminos projects - Phase III & IV	\$ 11,341	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!				
Hard costs for other non-federal highway construction projects	\$ 76,474	\$ 10,118	\$ 12,814	\$ 2,696	27%	\$ -	\$ 2,696	\$ 2,696	#DIV/0!				
Puerto Rico Trust Fund - Rehab. Of Calle Loiza (PR 37)	\$ 26,000	\$ 1	\$ 1	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!				
Local construction costs	\$ 1,500	\$ 1	\$ 1	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!				
Total non-federal highway construction hard costs	\$ 115,315	\$ 10,120	\$ 12,816	\$ 2,696	27%	\$ -	\$ 2,696	\$ 2,696	#DIV/0!				
Non-Federal Highway Construction Soft Costs deep dive													
Soft costs for Abriendo Caminos projects - Phase III & IV	\$ 361	\$ 361	\$ 361	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!				
Non-federal funded project-linked soft costs	\$ 91,803	\$ 23,218	\$ 33,740	\$ 10,522	45%	\$ -	\$ 10,522	\$ 10,522	#DIV/0!				
CDBG-DR/MIT state soft costs	\$ 1,638	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!				
Capital ROW payments	\$ 3,847	\$ 1,834	\$ 1,834	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!				
Total non-federal highway construction soft costs	\$ 97,649	\$ 25,413	\$ 35,935	\$ 10,522	41%	\$ -	\$ 10,522	\$ 10,522	#DIV/0!				
Other Capital costs deep dive													
Toll optimization costs	\$ 30,970	\$ 119	\$ 119	\$ -	0%	\$ -	\$ -	\$ -	#DIV/0!				
Other construction program costs	\$ 2,574	\$ 507	\$ 388	\$ (119)	-23%	\$ 230	\$ 111	\$ (119)	-52%				
Metropistas broadband project	\$ -	\$ -	\$ -	\$ -	#DIV/0!	\$ -	\$ -	\$ -	#DIV/0!				
ARPA Program costs	\$ -	\$ 15	\$ 175	\$ 175	1167%	\$ -	\$ 175	\$ 175	#DIV/0!				
Total other capital costs	\$ 33,553	\$ 641	\$ 697	\$ 56	9%	\$ 230	\$ 286	\$ 56	25%				
Debt Service Payments													
Senior lien debt payment	\$ 30,000	\$ 7,500	\$ 7,500	\$ -	0%	\$ 2,500	\$ 2,500	\$ -	0%				
Commonwealth loan payment	\$ 18,169	\$ 4,542	\$ 4,542	\$ -	0%	\$ 1,514	\$ 1,514	\$ -	0%				
Total other capital costs	\$ 48,169	\$ 12,042	\$ 12,042	\$ -	0%	\$ 4,014	\$ 4,014	\$ -	0%				

1.2 Additional B2A info

In \$ Thousands	Budget 7.24.23	Budget YTD	YTD Actuals	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
PR-20 revenue	\$ 2,601	\$ 698	\$ 734	\$ 36	5%	\$ 188	\$ 224	\$ 36	19%
PR-52 revenue	\$ 63,329	\$ 16,508	\$ 17,586	\$ 1,078	7%	\$ 4,422	\$ 5,500	\$ 1,078	24%
PR-53 revenue	\$ 15,212	\$ 3,934	\$ 4,284	\$ 350	9%	\$ 1,034	\$ 1,384	\$ 350	34%
PR-66 revenue	\$ 29,396	\$ 7,683	\$ 8,131	\$ 448	6%	\$ 2,043	\$ 2,491	\$ 448	22%
Payments from concessionaires to HTA	\$ 3,232	\$ 934	\$ 1,136	\$ 202	22%	\$ 159	\$ 361	\$ 202	127%
Off-period V-tolls	\$ 24,095	\$ 4,088	\$ 5,790	\$ 1,702	42%	\$ 1,028	\$ 2,730	\$ 1,702	166%
Toll revenue Optimization	\$ 13,078	\$ 1,028	\$ -	\$ (1,028)	-100%	\$ 1,028	\$ -	\$ (1,028)	-100%
Toll fare revenues from increase in toll rates	\$ 28,301	\$ 2,225	\$ -	\$ (2,225)	-100%	\$ 2,225	\$ -	\$ (2,225)	-100%
Toll fare revenue from Dynamic Toll Lanes (DTL)	\$ 5,633	\$ 1,992	\$ 2,606	\$ 614	31%	\$ 311	\$ 925	\$ 614	198%
Toll fare revenues from bi-directional tolling	\$ 3,666	\$ 288	\$ -	\$ (288)	-100%	\$ 288	\$ -	\$ (288)	-100%
Total Toll fare revenue	\$ 188,543	\$ 39,377	\$ 40,267	\$ 890	2%	\$ 12,725	\$ 13,615	\$ 890	7%
Metro Urbano	\$ 56	\$ 12	\$ 13	\$ 1	7%	\$ 4	\$ 5	\$ 1	20%
Metrobus	\$ 503	\$ 86	\$ 72	\$ (14)	-16%	\$ 38	\$ 24	\$ (14)	-37%
TU Conexion	\$ 117	\$ 28	\$ 30	\$ 2	7%	\$ 9	\$ 11	\$ 2	22%
Bus Rapid Transit "BRT" fare revenue	\$ 98	\$ 8	\$ -	\$ (8)	-100%	\$ 8	\$ -	\$ (8)	-100%
Total Feeder Bus fare revenue	\$ 774	\$ 134	\$ 115	\$ (19)	-14%	\$ 59	\$ 40	\$ (19)	-33%
Rentals / leases (non-TU related)	\$ 1,449	\$ 335	\$ 321	\$ (14)	-4%	\$ 124	\$ 110	\$ (14)	-11%
Real estate sales	\$ 1,200	\$ -	\$ 1,200	\$ 1,200	0%	\$ -	\$ 1,200	\$ 1,200	0%
American Rescue Plan Act ("ARPA") Reimbursement	\$ 39,217	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
FEMA Property Reconstruction	\$ 13,406	\$ 38	\$ 38	\$ -	0%	\$ -	\$ -	\$ -	0%
Other sources (non-TU related)	\$ 8,332	\$ 2,401	\$ 2,319	\$ (82)	-3%	\$ 659	\$ 577	\$ (82)	-12%
Total Other operating income	\$ 63,604	\$ 2,774	\$ 3,878	\$ 1,104	40%	\$ 783	\$ 1,887	\$ 1,104	141%
PayGo contributions	\$ 35,673	\$ 8,855	\$ 8,743	\$ (112)	-1%	\$ 3,012	\$ 2,900	\$ (112)	-4%
Non PayGo contributions									
Total Pension contributions	\$ 35,673	\$ 8,855	\$ 8,743	\$ (112)	-1%	\$ 3,012	\$ 2,900	\$ (112)	-4%
Highway and transit program delivery									
Audit and financial services	\$ 1,235	\$ 173	\$ 141	\$ (32)	-18%	\$ 118	\$ 86	\$ (32)	-27%
Legal services	\$ 1,030	\$ 117	\$ 91	\$ (26)	-22%	\$ 102	\$ 76	\$ (26)	-25%
Toll optimization services									
Other professional services	\$ 6,416	\$ 660	\$ 121	\$ (539)	-82%	\$ 640	\$ 101	\$ (539)	-84%
Total Non-Title III professional fees	\$ 8,681	\$ 949	\$ 353	\$ (596)	-63%	\$ 859	\$ 263	\$ (596)	-69%
Insurance	\$ 3,508	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%
Utility payments (excluding electricity)									
Security costs	\$ 1,079	\$ 271	\$ 271	\$ 0	0%	\$ 90	\$ 90	\$ 0	0%
Repairs & maintenance	\$ 13,241	\$ 2,257	\$ 1,638	\$ (619)	-27%	\$ 1,220	\$ 601	\$ (619)	-51%
Other costs	\$ 2,959	\$ 315	\$ 30	\$ (285)	-90%	\$ 294	\$ 9	\$ (285)	-97%
Total Other toll highway administration & maintenance costs	\$ 20,786	\$ 2,843	\$ 1,939	\$ (904)	-32%	\$ 1,604	\$ 700	\$ (904)	-56%

1.2 Additional B2A info

In \$ Thousands	Budget 7.24.23	Budget YTD	YTD Actuals	Variance (\$)	Variance (%)	Monthly Budget	Monthly Actuals	Variance (\$)	Variance (%)
Congestion management (e.g. DTL)									
Other hard costs	\$ 115,315	\$ 10,119	\$ 12,815	\$ 2,696	27%	\$ -	\$ 2,696	\$ 2,696	0%
Total Non-Federal highway construction hard costs	\$ 115,315	\$ 10,119	\$ 12,815	\$ 2,696	27%	\$ -	\$ 2,696	\$ 2,696	0%
Total Non-Federal highway construction costs	\$ 212,964	\$ 35,532	\$ 48,750	\$ 13,218	37%	\$ -	\$ 13,218	\$ 13,218	0%

51	Total Disbursements	\$1,334	\$7,969	\$15,400	\$4,582	\$14,482	\$10,626	\$16,975	\$3,403	\$5,268	\$17,936	\$10,952	\$15,738	\$15,193	\$7,751	\$9,036	\$9,349	\$11,145	\$6,244	\$5,795	\$18,397	\$10,842	\$15,237	\$4,756	\$11,831	\$17,593	\$26,499	\$3,885	\$7,387	\$18,344	\$19,128	\$7,839	\$4,533	\$24,564	\$13,177	\$23,008			
52	Net Cash Flow	\$7,255	\$5,227	(\$12,774)	(\$1,559)	\$17,237	\$261	(\$16,623)	\$7,843	\$19,520	\$2,443	(\$6,774)	\$3,757	(\$7,739)	\$9,578	(\$8,917)	\$970	(\$9,006)	(\$791)	(\$5,165)	\$1,933	\$1,595	(\$3,536)	(\$3,222)	\$7,822	(\$16,200)	(\$2,927)	\$1,682	(\$1,781)	(\$7,127)	\$2,236	(\$1,417)	\$660	(\$2,735)	\$6,979	(\$9,066)			
Unrestricted Bank Cash Balance Roll-Forward																																							
53	Beginning Cash Balance	200,289	207,450	212,661	199,905	198,339	210,531	\$212,652	\$199,077	204,922	\$226,100	\$228,924	\$222,093	222,022	\$214,363	\$223,870	\$214,932	215,972	\$206,788	\$205,997	\$200,831	\$202,765	204,360	\$200,824	\$197,601	\$205,424	189,224	\$186,297	\$187,978	\$186,197	\$179,071	181,307	\$179,890	\$180,550	\$177,815	184,793			
54	Net Cash Flow	7,255	5,227	(12,774)	(1,559)	17,237	261	(16,623)	7,843	19,520	2,443	(6,774)	3,757	(7,739)	9,578	(8,917)	970	(9,006)	(791)	(5,165)	1,933	1,595	(3,536)	(3,222)	7,822	(16,200)	(2,927)	1,682	(1,781)	(7,127)	2,236	(1,417)	660	(2,735)	6,979	(9,066)			
55	Transfer Between Accounts (Capex to O)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
56	Transfer Between Accounts (Outstanding)	-	-	1	10	(4,994)	1,856	3,139	(2,000)	1,644	356	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
57	Return of Funds / Reconciliation Item	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	99	165	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
58	Other Inflows (Refer to Note A below)	8	-	18	-	4	11	-	797	190	168	-	11	826	45	9	2,231	2,943	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
59	Other Outflows (Refer to Note B below)	(102)	(16)	(1)	(17)	(55)	(7)	(91)	(795)	(175)	(145)	(57)	(3,839)	(746)	(117)	(30)	(2,259)	(3,286)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
60	Ending Bank Cash Balance	\$207,450	\$212,661	\$199,905	\$198,339	\$210,531	\$212,652	\$199,077	\$204,922	\$226,100	\$228,924	\$222,093	\$222,022	\$214,363	\$223,870	\$214,932	\$215,972	\$206,788	\$205,997	\$200,831	\$202,765	\$204,360	\$200,824	\$197,601	\$205,424	\$189,224	\$186,297	\$187,978	\$186,197	\$179,071	\$181,307	\$179,890	\$180,550	\$177,815	\$184,793	\$175,727			
Outstanding Checks Roll-Forward																																							
61	Beginning Outstanding Check Balance	(986)	(980)	(825)	(1,280)	(1,435)	(1,254)	(\$1,385)	(\$1,423)	(1,439)	(\$1,374)	(\$1,174)	(\$1,304)	(1,204)	(\$1,197)	(\$790)	(\$1,331)	(1,439)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	
62	(+) Checks Issued	7	157	4	-	190	53	26	25	67	203	1	151	11	411	7	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
63	(-) Checks Cleared / Cancelled	(1)	(2)	(858)	(135)	-	(1198)	(6)	(41)	(2)	(3)	(131)	(51)	(4)	(4)	(548)	(123)	(2)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
64	Ending Outstanding Check Balance	(\$980)	(\$825)	(\$1,280)	(\$1,435)	(\$1,254)	(\$1,385)	(\$1,423)	(\$1,439)	(\$1,374)	(\$1,174)	(\$1,304)	(\$1,204)	(\$1,197)	(\$790)	(\$1,331)	(\$1,439)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)
65	Ending Book Cash Balance	\$208,430	\$213,486	\$201,185	\$199,774	\$211,785	\$214,037	\$200,500	\$206,361	\$227,475	\$230,098	\$223,397	\$223,226	\$215,560	\$224,660	\$216,263	\$217,411	\$208,229	\$207,438	\$202,273	\$204,206	\$205,801	\$202,265	\$199,043	\$206,865	\$190,666	\$187,738	\$189,420	\$187,639	\$180,512	\$182,748	\$181,331	\$181,991	\$179,256	\$186,235	\$177,169			
66	Ending Book Cash Balance per WebCash :	\$208,382	\$213,384	\$201,225	\$199,832	\$211,801	\$214,090	\$200,580	\$206,462	\$227,478	\$230,166	\$223,471	\$223,309	\$215,596	\$224,723	\$216,320	\$217,510	\$208,289																					
67	Difference	\$48	\$102	(\$40)	(\$109)	(\$16)	(\$53)	(\$60)	(\$101)	(\$3)	(\$68)	(\$74)	(\$83)	(\$30)	(\$63)	(\$57)	(\$99)	(\$60)																					

Footnotes:

A Line used to register transfers between bank accounts or passthrough funds.

B Line used to register transfers between bank accounts or passthrough funds.

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

Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Fcst.	Cash Forecast 52-Week
36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52			
3/8	3/15	3/22	3/29	4/5	4/12	4/19	4/26	5/3	5/10	5/17	5/24	5/31	6/7	6/14	6/21	6/28			
3,580	544	3,517	7,370	544	4,649	3,058	7,098	1,087	3,993	3,634	4,310	3,349	4,485	4,596	4,841	3,472			161,584
-	-	-	(310)	-	-	-	(303)	-	-	-	(357)	-	-	-	(320)	-			3,846
(3,580)	(544)	(3,517)	(7,060)	(544)	(4,649)	(3,058)	(6,795)	(1,087)	(3,993)	(3,634)	(3,953)	(3,349)	(4,485)	(4,596)	(4,521)	(3,472)			(51,307)
-	-	-	-	5,235	-	-	-	5,235	-	-	-	-	5,235	-	-	-			62,839
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			2,249
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
1,159	911	638	916	969	670	661	844	1,602	864	707	792	633	592	744	662	1,091			25,959
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			(191)
34	71	165	3,634	37	96	54	3,314	68	603	1,258	11	3,538	63	227	71	3,619			40,276
\$1,193	\$982	\$803	4,500	\$6,242	\$766	\$715	4,258	\$6,905	\$1,487	\$1,965	\$803	4,171	\$5,890	\$971	\$733	4,710			\$131,132
-	-	-	11,509	-	-	-	11,509	-	-	-	11,509	-	-	-	-	11,509			138,109
-	4,938	-	-	-	-	4,938	-	-	-	4,938	-	-	-	-	4,938	-			57,524
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
-	-	4,531	-	-	-	4,531	-	-	-	4,531	-	-	-	-	4,531	-			46,229
-	\$4,938	\$4,531	11,509	-	-	\$9,469	11,509	-	-	\$9,469	\$11,509	-	-	-	\$9,469	11,509			\$241,861
-	5,368	-	5,368	-	2,526	-	2,526	-	-	4,866	-	4,866	-	12,985	-	12,985			123,501
-	3,123	-	-	-	-	3,123	-	-	-	3,123	-	-	-	3,123	-	-			55,257
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			6,510
674	-	674	-	-	317	-	317	-	611	-	611	-	1,631	-	1,631	-			19,191
-	1,117	-	-	-	-	1,117	-	-	-	1,117	-	-	-	-	1,117	-			8,975
-	-	-	3,840	-	-	-	3,840	-	-	-	3,840	-	-	-	3,840	-			30,722
674	9,608	674	9,208	-	2,843	4,240	6,683	-	611	9,106	4,451	4,866	1,631	16,107	6,588	12,985			244,156
\$1,867	\$15,528	\$6,008	\$25,268	\$6,242	\$3,609	\$14,424	\$22,450	\$6,905	\$2,078	\$20,540	\$16,763	\$9,037	\$7,521	\$17,078	\$16,790	\$29,204			\$617,150
757	386	973	341	745	470	970	285	777	492	1,097	313	967	287	1,101	130	978			34,012
-	106	-	106	-	-	106	-	106	-	106	-	106	-	106	-	106			2,490
-	-	678	-	-	-	678	-	-	-	678	-	-	-	-	678	-			8,552
-	-	38	-	-	-	38	-	-	-	38	-	-	-	-	38	-			494
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			480
-	-	-	2,952	-	-	-	-	2,957	-	-	-	2,941	-	-	-	2,937			35,461
-	-	-	1,241	-	-	-	1,241	-	-	-	1,241	-	-	-	-	1,241			11,056
-	-	-	45	-	-	-	45	-	-	-	45	-	-	-	-	45			391
-	-	2,148	-	-	-	2,148	-	-	-	2,148	-	-	-	-	2,148	-			17,187
-	-	-	1,816	-	-	-	1,816	-	-	-	1,816	-	-	-	-	1,816			17,532
-	-	4,256	-	-	-	4,256	-	-	-	4,256	-	-	-	-	4,256	-			38,215
-	-	2,438	-	-	-	2,438	-	-	-	2,438	-	-	-	-	2,438	-			19,626
-	-	-	1,065	-	-	-	1,065	-	-	-	1,065	-	-	-	1,065	-			8,517
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
229	524	222	212	213	782	329	438	216	172	180	747	441	172	926	467	140			14,824
71	221	273	308	73	284	273	362	277	221	273	208	73	234	173	162	283			11,216
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			33,625
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
-	-	-	752	-	-	-	752	-	-	-	752	-	-	-	-	752			6,015
\$1,057	\$1,236	\$11,024	\$9,836	\$1,031	\$1,535	\$11,234	\$6,002	\$4,332	\$884	\$11,212	\$6,186	\$4,526	\$692	\$2,305	\$11,380	\$8,297			\$259,693
-	5,651	-	5,651	-	2,659	-	2,659	-	-	5,122	-	5,122	-	13,668	-	13,668			131,738
4,267	2,635	4,638	3,736	2,821	4,267	5,706	4,638	2,821	4,267	2,635	4,172	3,736	3,287	6,867	5,706	4,640			187,173
-	-	-	3,840	-	-	-	3,840	-	-	-	3,840	-	-	-	-	3,840			30,722
-	-	-	2,582	-	-	-	2,582	-	-	-	2,582	-	-	-	-	2,582			25,056
-	674	-	674	-	-	317	-	317	-	611	-	611	-	1,631	-	1,631			23,560
-	-	1,117	-	-	-	1,117	-	-	-	1,117	-	-	-	-	1,117	-			8,937
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-			-
-	-	367	-	-	-	367	-	-	-	367	-	-	-	-	367	-			2,933
-	-	321	-	-	-	321	-	-	-	321	-	-	-	-	321	-			2,565

50	Emergency Reconstruction Program - Local	-	-	-	-	367	367	367	367	367	367	367	367	2,933
51	Legal Cases Payments Plan (Capital ROW PMTs)	-	-	-	-	321	321	321	321	321	321	321	321	2,565
52	Total Disbursements	\$29,285	\$50,754	\$59,819	\$37,281	\$56,516	\$60,680	\$56,583	\$65,282	\$58,305	\$51,094	\$64,780	\$81,998	\$672,377
53	Net Cash Flow	(\$1,851)	\$28,238	(\$8,313)	(\$7,376)	(\$5,964)	(\$14,527)	(\$6,407)	(\$4,162)	(\$9,634)	(\$4,369)	(\$9,457)	(\$11,405)	(\$55,227)
Unrestricted Bank Cash Balance Roll-Forward														
54	Beginning Cash Balance	200,289	198,338	226,100	214,363	208,788	200,824	186,297	179,890	175,727	166,093	161,724	152,267	\$200,289
55	Net Cash Flow	(1,851)	28,238	(8,313)	(7,376)	(5,964)	(14,527)	(6,407)	(4,162)	(9,634)	(4,369)	(9,457)	(11,405)	(55,227)
56	Transfer Between Accounts (Capex to Opex)	-	-	-	-	-	-	-	-	-	-	-	-	-
57	Transfer Between Accounts (Reserve to Opex)	11	(355)	356	-	-	-	-	-	-	-	-	-	12
58	Return of Funds / Reconciliation Item	-	-	1	265	-	-	-	-	-	-	-	-	266
59	Other Inflows (Refer to Note A below)	26	1,002	1,005	5,228	-	-	-	-	-	-	-	-	7,261
60	Other Outflows (Refer to Note B below)	(136)	(1,123)	(4,787)	(5,692)	-	-	-	-	-	-	-	-	(11,738)
61	Ending Bank Cash Balance	\$196,339	\$226,100	\$214,363	\$208,788	\$200,824	\$186,297	\$179,890	\$175,727	\$166,093	\$161,724	\$152,267	\$140,862	\$140,862
Outstanding Checks Roll-Forward														
62	Beginning Outstanding Check Balance	(988)	(1,435)	(1,374)	(1,197)	(1,441)	(1,441)	(1,441)	(1,441)	(1,441)	(1,441)	(1,441)	(1,441)	(\$988)
63	(+) Checks Issued	168	351	366	433	-	-	-	-	-	-	-	-	1,318
64	(-) Checks Cleared / Cancelled	(617)	(290)	(189)	(677)	-	-	-	-	-	-	-	-	(1,773)
65	Ending Outstanding Check Balance	(\$1,435)	(\$1,374)	(\$1,197)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)	(\$1,441)
66	Ending Book Cash Balance	\$199,774	\$227,475	\$215,560	\$208,229	\$202,265	\$187,738	\$181,331	\$177,169	\$167,535	\$163,166	\$153,709	\$142,303	\$142,303
67	Ending Book Cash Balance per WebCash System	\$199,882	\$227,478	\$215,596	\$208,289	-	-	-	-	-	-	-	-	-
68	Difference	(\$109)	(\$3)	(\$36)	(\$60)	\$202,265	\$187,738	\$181,331	\$177,169	\$167,535	\$163,166	\$153,709	\$142,303	-

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	1,083,738	696,574	1,780,311
Oriental	General	1960269574	111002	ZBA Account - Operational	Operating	-	-	-
Oriental	Deposit Law 30 & 31	3225252489	111155	Deposit Law 30 & 31	Operating	9,958,342	942,293	10,900,635
Oriental	FTA	1960046672	111005	Federal Transit Administration account	Operating	1	(1)	1
Firstbank	Autoridad de Carreteras	3004992473	111156	FHGV	CAPEX	3,376	111,672	115,048
Firstbank	Autoridad de Carreteras	3004997726	111157	Abriendo Caminos - Varios Proyectos	CAPEX	66,187,799	26,475	66,214,274
Firstbank	Autoridad de Carreteras	3005023768	111158	OPEX Reserve	Operating	58,217,585	23,283	58,240,868
BPPR	Dietas	020-835078	111013	Account related to payroll taxes	Operating	3,350,250	(1,338,823)	2,011,427
BPPR	Nominas	020-835353	111011	Payroll account	Operating	2,103,820	(1,043,711)	1,060,109
BPPR	Federal Highway CMIA - BPPR	030-050510	111014	Federal Highway CMIA - BPPR	CAPEX	221,228	1,155,243	1,376,471
BPPR	PRHWA Backup	030-020220	111058	PRHWA Backup	Operating	0	-	0
BPPR	Fondos Restrictos - BPPR (PEAJE)	030-055210	111108	Fondos Restrictos - BPPR (PEAJE)	CAPEX	43,627,903	3,022,000	46,649,903
BPPR	Ingreso de Peajes	020-835116	111016	Relates to toll collections used for 68/98 Resolution	Operating	6,869,075	1,099,610	7,968,685
BPPR	Multas Autoexpreso	020-011520	111020	Collections from fines used to paydown GILA overdue A/P	Operating	327,056	(334)	326,721
BPPR	ACT FONDOS CDBG	030-250587	111109	ACT FONDOS CDBG	Operating	31,765	-	31,765
BPPR	FEMA Emergencia Huracan Maria	030-086671	111110	Federal Fund FEMA	Operating	5,890,162	(265,049)	5,625,113
BPPR	Peaje electronico	020-010303	111018	Toll collection account	A	5,000	-	5,000
BPPR	Consolidated Escrow	030-826411	Not in GL	Distributes funds to Metrovistas and to toll collection account (5116)	A	24,100,866	(2,363,674)	21,737,193
BPPR	ILR	030-826438	Not in GL	Toll collection account. Balance in excess of \$5,000 transferred to escrow account	A	5,000	-	5,000
BPPR	CUST ACCT PRHTA METRPISTA	030-106842	Not in GL	FUNDS FOR METROPISTA	A	233,865	(8,655)	225,209
JP Morgan	Debt	400-452944	Not in GL	Trust Account	A	-	-	-
BPPR	ARPA	030-269512	Pending	Fondos ARPA	CAPEX	5,593,095	6,509,651	12,102,746
BPPR	NEW ESCROW ACCOUNT	75-0294-01-9	111120	Escrow	A	2,074,566	(1,623,646)	450,920
BPPR	METROPISTAS ESCROW SUB ACCOUNT	75-0294-02-7	111121	Escrow	A	30,903,982	-	30,903,982
BPPR	APR ESCROW SUBACCOUNT	75-0294-03-5	111122	Escrow	A	1,163,395	(1,124,466)	38,929
BPPR	MUN OF GUAYNABO ESCROW SUBACCOU	75-0294-04-3	111123	Escrow	A	250,000	-	250,000
BPPR	NEW ESCROW ACCOUNT	75-0174-01-3	111124	Escrow	A	-	-	-
BONY	Escrow	4374768400	Closed	Debt Service	A	-	-	-
BONY	PRHTA 22 COI FUND	437477	122021	Debt Service	A	-	-	-
BONY	PRHTA 22 TOLLS REC FUND	437476	122020	Debt Service	A	14,801,716	(1,305,980)	13,495,736
BONY	PRHTA 22 TRUSTEE EXP FUND	437460	112023	Debt Service	A	50,000	143	50,143
BONY	PRHTA HTA 22 DSF INTEREST	437464	112026	Debt Service	A	5,014,149	2,533,921	7,548,070
BONY	PRHTA HTA 22 DSF PRINCIPAL	437466	112027	Debt Service	A	-	-	-
BONY	PRHTA OPER RES FED	437454	112021	Debt Service	A	14,000,000	40,028	14,040,028
BONY	PHRTA HTA 22 RENEW REPLACE FD	437456	112022	Debt Service	A	23,850,024	2,649,774	26,499,798
BONY	PHRTA HTA 22 SUBORD IND FD	437461	112024	Debt Service	A	4,174,945	4,496,746	8,671,691
BONY	PHRTA HTA 22 GENERAL RES FD	434462	112025	Debt Service	A	16,775,704	47,964	16,823,668
BONY	PHRTA HTA 22 ARBITRAGE REBATE	437991	122028	Debt Service	A	-	-	-

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

2.4 Discretionary funds tracker												
#	Grant Name	Grant Type	Project Description	Estimated Total Cost (Requested)	Soft / Hard Costs	Category	Date Applied	Expected Response Date	Actual Response Date	Granted or Rejected	Amount Granted	Status of Fund Receipt
1	La Vita Intersection Project	Discretionary funds	AC-200241 consists of improvements to multiple PR-2 Intersections in the western Municipality of Mayaguez and the development of two overpass bridges to be located over the existing PR-2, to eliminate traffic signals in two of the major intersections at existing intersection of PR-2 and San Juan Street, just at the entrance of the UPR Campus (La Vita) and at existing intersection of PR-2 and PR-310B. Located in the Mayaguez Urbanized Area. PRHTA is working with FHWA on updating the project's environmental document and the agreement between USDOT and PRHTA for the INFRA Grant.	\$ 111,027,772			5/23/2022		5/28/2022	Granted	\$ 50,000,000	
2	RAISE GRANT	Discretionary funds	Development of a new road infrastructure that would be used as an evacuation route during emergency events for residents and visitors of the town area of the Municipality of Lajas, Puerto Rico.	\$ 12,372,393			4/12/2022		8/11/2022	Rejected		
3	NEVI Grants	Other	The National Electric Vehicle Infrastructure Formula Program (NEVI Program) will provide dedicated funding to States to strategically deploy electric vehicle charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability. 1st round RFP will be published on June 2023.	\$ 13,661,153			8/1/2022		9/1/2022	Granted	\$ 13,661,153	
4	Replacement of Bridge Number 729 (The Viaduct)	Discretionary funds	Bridge Investment Program (BIP)	\$ 80,000,000			9/8/2022			Rejected		
5	PR-5 State Highway Extension	Discretionary funds	This Project has been included in the SJ Metropolitan Area Transportation Plan and part of its alignment used to belong to the South Periferal Expressway Corridor.	TBD			TBD					
6	PR-22 State Highway Extension	Discretionary funds	PRHTA proposes the construction of the extension of PR-22 between the municipalities of Hatillo and Aguadilla.	TBD			TBD					
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Notes:
Additional / missing details related to Grant #1 will be provided net reporting period.

3.1 Fiscal measure data

In \$ Thousands	FY24 Target	YTD Target	YTD Actuals	Variance (\$)	Variance (%)	Monthly target	Monthly actuals	Variance (\$)	Variance (%)	Reasons for Variance	Additional Steps to Address Variance
Creating new Board	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%		
Hiring of an executive recruitment firm	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%	Need input from FOMB on target for FY24	
Board Compensation	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -	\$ -	0%	Need input from FOMB on target for FY24	
Adopting new KPIs							\$ -				
Organizational capacity							\$ -				
Increasing fare revenue	\$ 37,600	\$ 4,271	\$ 5,212	\$ 941	22%	\$ 2,823		\$ (2,823)	-100%		
Toll fare increase	\$ 28,301	\$ 1,992	\$ 2,606	\$ 614	31%	\$ 2,224.6	\$ -	\$ (2,225)	-100%	This measure will be difficult to report against given system limitations	
Bi-directional tolling	\$ 3,666	\$ 288	\$ -	\$ (288)	-100%	\$ 288.2	\$ -	\$ (288)	-100%		
Dynamic toll lanes (DTL)	\$ 5,633	\$ 1,992	\$ 2,606	\$ 614	31%	\$ 311	\$ 925	\$ 614	198%		
Increasing fine revenue	\$ 12,913	\$ 1,291	\$ -	\$ (1,291.3)	-100%	\$ 1,291		\$ (1,291.3)	-100%		
Toll fine increase	\$ -	\$ -	\$ -	\$ -	0%	\$ -	\$ -			This measure requires legislation, which is outside of HTA's control.	
Tiered fines	\$ 12,913	\$ 1,291.3	\$ -	\$ (1,291)	-100%	\$ 1,291.3	\$ -	\$ (1,291.3)	-100%	This measure requires legislation, which is outside of HTA's control.	
Improving ancillary revenue	\$ -									This measure will be difficult to report against given system limitations	Need input from FOMB on target for FY24
Expanding transit revenue	\$ -									This measure will be difficult to report against given system limitations	Need input from FOMB on target for FY24
Collecting discretionary funds											
Reducing healthcare costs											
Reassessing TU contract											
BRT and signal optimization											
Capital Expense Optimization											
Public-private partnership opportunities											
Total measures	\$ 50,513	\$ 5,563	\$ 5,212	\$ (351)	(0)	\$ 4,115	\$ -	\$ (4,115)	(1)		

3.2 Traffic report data

Traffic volume overview ('000s)	July actuals	July target	August actuals	August target	September actuals	September target	October actuals	October target	November actuals	November target	December actuals	December target	January actuals	January target	February actuals	February target	March actuals	March target	April actuals	April target	May actuals	May target	June actuals	June target	YTD Actuals	YTD Target
PR-5	1,512,798		1,597,875		1,563,866																				4,674,539	-
PR-17	721,727		731,296		651,423																				2,104,446	-
PR-22	14,915,264		15,386,754		14,550,346																				44,852,364	-
PR-199 / CLF	249,418		327,776		321,943																				899,137	-
Total concessionaire roads	17,399,207	-	18,043,701	-	17,087,578	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	52,530,486	-
PR-20	374,451		315,482		305,363																				995,296	-
PR-52	6,660,403		6,604,934		6,056,405																				19,321,742	-
PR-53	1,840,594		1,840,039		1,792,979																				5,473,612	-
PR-66	2,739,079		2,733,337		2,495,834																				7,968,250	-
Total HTA roads	11,614,527	-	11,493,792	-	10,650,581	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	33,758,900	-
Total PR toll roads	29,013,734	-	29,537,493	-	27,738,159	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86,289,386	-

Traffic volume deep dive ('000s)	July actuals	July target	August actuals	August target	September actuals	September target	October actuals	October target	November actuals	November target	December actuals	December target	January actuals	January target	February actuals	February target	March actuals	March target	April actuals	April target	May actuals	May target	June actuals	June target	YTD Actuals	YTD Target
TU ridership volume	163,425		258,020		248,525																				669,970	-
Metro Urbano	6,653		12,560		13,221																				32,434	-
Tu Conexion	15,619		19,981		17,023																				52,623	-
Metrobus	50,138		55,681		53,178																				158,997	-
Total Feeder bus volume	72,410	-	88,222	-	83,422	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	244,054	-

Variance ('000s)	Variance (%)	Comments
4,674,539	0.0%	
2,104,446	0.0%	
44,852,364	0.0%	
899,137	0.0%	
52,530,486	0.0%	
995,296	0.0%	
19,321,742	0.0%	
5,473,612	0.0%	
7,968,250	0.0%	
33,758,900	0.0%	
86,289,386	0.0%	
Variance ('000s)	Variance (%)	Comments
669,970	0.0%	
244,054	0.0%	

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5.1 FHWA MOU data

MOU Areas & Initiatives	Initiative Description	Expected launch date	Actual launch date	Original expected completion date	Projected completion date	Actual completion date	Length of delay (days, if any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)
Federal Billing Procedures										
Ensure Prompt Payment to Contractor	PRHTA shall ensure paying all contractors by Electronic Funds Transfer (EFT) within 40 days of receipt of invoices*. The payment should be performed on the first business day after funds are received from FHWA. *On May 9, 2019 PRHTA issued a Directive which established that the lead time for payment to contractors begins when the Designated Person by Regional Director receives the Certification for Payment for review.	Phase 2 - Q21-FY2023		Phase 2 - Q3-FY2021		Phase 1 -Q4-FY2016.	425	This effort is considered completed in terms of compliance with the Section I of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 - Completed. Currently the Contractors are being paid within 40 days period and through Electronic Funds Transfer since Q4-2016. Phase 2- The consultant continued to work on the additional scope in the Integrated Contract Management Module (ICMM). In addition, the consultants completed integration tests and	Phase 2 -Complete the review of the Certification/Invoices and Payment Information Interfaces, perform the Integration tests and UAT of the revised interfaces (Contract Amendments and Certifications) and deploy them.	Cost code structure modification to add program code and additional modifications to comply with FHWA requirements and ICMM Deployment. Definition and implementation of the system's integration modifications.
Tracking the status of payments using an electronic method **	PRHTA should track the status of payments using an electronic method that is acceptable and accessible to FHWA. **The agreed method for monitoring the status of payments while completing the implementation of the systems was using Excel worksheets.	Phase 2 - Q2-FY2023		Phase 2- Q3-FY2021		Phase 1 -Q4-FY2016.	425	This effort is considered completed in terms of compliance with the Section I of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 -Completed. The agreed method for monitoring the status of payments while completing the implementation of the systems was using Excel worksheets.	Once the interfaces were completed, perform the final review of the tracking status report in Oracle Unifier to incorporate the additional information requested by FHWA and begin monitoring the payments status of the certifications of the pilot projects processed through the systems.	Cost code structure modification to add program code and additional modifications to comply with FHWA requirements and ICMM Deployment. Definition and implementation of the system's integration modifications.
PRHTA's billing to FHWA on a cost-incurred basis	PRHTA's billing to FHWA on a cost-incurred basis in lieu of a reimbursement basis.					Q1-FY2017	0	Completed		
Federal-Aid Billing SOP revision	PRHTA will revised the Federal Aid-Billing SOP approved on April 11, 2016 to include the certification for payments and invoices processes through Unifier and the Billing Process to FHWA using the Integrated Contract Management Module (ICMM).			Phase 2- Q3-FY2021		Phase 1 - Q4-FY2016Phase	210	Completed		
Toll Credits										
SOP for Use of Toll Credits	The PRHTA shall promptly implement all modifications to its processes for approving, tracking and reconciling toll credits as identified by the FHWA and submit a report and certification to the FHWA demonstrating that it has implemented these modifications.			Phase 2: Q3-FY2021		Phase 1 -Q2-FY2017 Phase 2-Q2-FY2022	180	Completed		The evaluation and discussion of developed business processes vs the recommendations made by the Internal Audit Office.
Tracking, reconciling and reporting the toll credit use	PRHTA shall report the toll credit usage and balance using the approved tracking system.	Phase 2 - Q1-FY2023		Phase 2: Q1-FY2022		Phase 1 -Q2-FY2017	360	This effort is considered completed in terms of compliance with theSection II of the MOU. However, PRHTA is focused on the long-term implementation using the new systems. For this reason, it was divided in two phases for reporting: Phase 1 -On Q2-FY2017, PRHTA started to implement the tracking and reconciling toll credits according to the approved SOP. Phase 2 -The long-term action is to report the toll credit usage and balance using Oracle Unifier. It will be started with a pilot program and then will continue while the projects are incorporated into the system. However, during transition process the tracking will be only for the projects registered into the system. During this period, the business process and report were modified to add additional information requested.	Phase 2 -Continuing the creation of projects into the system and generate the report for such projects.	Approval of the revised SOP and systems adjustments.

5.1 FHWA MOU data

MOU Areas & Initiatives	Initiative Description	Expected launch date	Actual launch date	Original expected completion date	Projected completion date	Actual completion date	Length of delay (days, if any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)
Organizational Capacity										
Organizational Structure - Classification and Compensation Plan Development	PRHTA is working on a new classification and compensation plan according to a new organizational structure, since the current one is dated 2003.	Q2-FY2023		Q2-FY2021			780	During this period, the Consultants and Human Resources Staff continued working sessions to discuss job specifications, job title conversion, and new organizational structure. The consultants have completed the conversion table and are continuing to review the job specifications based on feedback received from human resources representatives. Coordination efforts began to configure the new classification and compensation plan in the system.	Obtain approval of the Classification and Compensation Plan from the FOMB, Executive Director and the Board of Directors. Proceed to the configuration of the new plan in the system for implementation.	Classification and Compensation Plan Approval.
Organizational Structure - Classification and Compensation Plan Implementation	Notifications to the employees of the new job titles, job descriptions and compensation scales to put into effect their new functions.	Q3-FY2023		Q4 -FY2021			540	Once the Classification and Compensation Plan is completed and approved, the employee's information (new classification and salary) must be updated in the system, to proceed with the implementation.	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.	Q4-FY2023					210	PRHTA continues with the update, revision or creation of PRHTA's SOPs. Also, The PRHTA and FHWA continue a joint effort to streamline the process and create the SOP to obtain FHWA approval for Change Order and Extra Work documents. A draft of the document was sent to committee members for review and comment, prior to formal distribution to the PRHTA and FHWA offices for review and approval.	This is a continuous effort which will be related to the new organizational structure to support the project delivery processes.	
Standard Documentation Revisions	Revision of Construction Contracts Documents in order to create boilerplate. Update the Professional Services Boilerplate, if needed. Review of the RFP Boilerplate.	Q3- FY2023		Q4-FY2021			360	A draft of the construction contract boilerplate was developed and discuss with legal office representatives.	Discuss the construction contract boilerplate with representatives of Construction Area and Estimate and Bids Office to get their feedback.	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	OCDC Recommendation/Schedule for Implementation	Phase 2: Q4-2024		Q4-FY2023		Phase 1: Q3-2019		Phase 1: Completed- PRHTA submitted to FHWA the required Schedule for Implementation Report on March 25, 2019. Phase 2 - Implementation of the OCDC Recommendations as per Schedule Report submitted. During this period PRHTA continues working on some OCDC recommendations to improve project development processes and others are subject to the new organizational structure. The ongoing OCDC recommendations are: 4.1 Develop Asset Data Management, 4.2 Develop Project Selection Criteria, 4.4 Enhance STIP Preparation, 4.5 Improve RFQ/RFP Process, 4.7 Improve CHO/EWO Process, 4.8 Improve Handover Process, 4.9: Develop Service Levels and 4.11: Develop Visible and Accessible KPIs. On August 19, 2022 PRHTA met with FHWA and discussed the status of the OCDC Initiatives.	Complete the update of the Schedule for Implementation and submit to FHWA.	Events, such as earthquakes and pandemic situation which occurred after the submission of the Schedule for Implementation, impacted the OCDC's recommendations initiatives. Also the delay in the approval of the Classification and Compensation Plan.
	Audit Office: This includes initiatives to optimize operations of the Internal Audits Office and its Processes	Q1-FY2023						Completed- The Auditors continue with project visits, audit documents, and guide project staff on how to avoid improper payments. Also, they follow up on compliance of procedures and regulations.	It is a continuous effort.	

5.1 FHWA MOU data

MOU Areas & Initiatives	Initiative Description	Expected launch date	Actual launch date	Original expected completion date	Projected completion date	Actual completion date	Length of delay (days, if any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)
Project Delivery										
Improvement of email communication	Microsoft Exchange migration to Microsoft Office 365 "Cloud/Saas"					Q1-FY2018	0	Completed		
Oracle EBS Upgrade and Implementation	This initiative includes the upgrade to the existing financial system Oracle E-Business Suite and the implementation of the Human Capital Management Module (which consists of the Resources Management System and Payroll). Also includes the implementation of new financial modules such as: Grant, Cash Management, Inventory, Treasury Management and Project Labor and the Integrated Contract Management Module.	Q4-FY2023		Q3-FY 2021			730	Oracle EBS-98% completed. During this period, employees continued the use of the financial modules and receive support in some specific topics issues from the Consultants. The upgrade of Oracle EBS modules and the new modules implementation such as Human Capital Management Module, Grant, Cash Management, Inventory, Treasury Management, Project Labor and Integrated Contract Management Module were completed. Consultant continued with the additional scope of the ICMM included in Amendment E. Kronos Implementation: continue the pilot project of Kronos Implementation. Employees of the following offices are using the system for request time off, extra hours (overtime) and timecard approval: Finance, Budget, Treasury, Accounting, Administration, Internal Audit, Human Resources, and Executive Director. As part of the Pilot Project, users identified some situations that were addressed and required modifications. Those modifications were completed and tested during this period.	Complete administrative task to complete Oracle EBS implementation. Continue working with the additional scope of ICMM and complete the systems integration modifications. Continue training of Kronos System and adding new offices in the use of the system: Communications, Federal Liaison, Properties Administration, Properties Acquisition, Traffic Engineering Area, Federal Coordination, Civil Rights, Estimates and Bid, Strategic Planning, Programming and Special Studies Area, Design Area, Secretary Office, Legal, Material Testing, Construction Area (Minilla Staff) & Highways (Minilla Staff). The personnel working on projects will be training during the Q3 & Q4 FY2023.	Some comments came up after ICMM integration deployment and its integration with PMIS will be performed during the PMIS Pilot Program. Kronos implementation was delay due to the situations identified during the pilot projects that were discussed and addressed with Human Resources Staff. PRHTA consulted to OATRH office on some matters to complete the modifications.
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.	Q2-FY2023		Q3-FY2022			270	All business process (131) considered in contract to manage the project information through the life cycle have been developed, tested and deployed in production environment with the exception of the ROW business process that are in stage environment. The consultant and PRHTA are discussing the new business processes and modification to existing ones for ROW's funds changes. The Consultant continued the development and revision of the BI reports and working on the Learning Tools Video Scripts.	Provide training to ROW staff and deploy in production environment the ROW's business processes. Continue BI reports and the development of learning tool videos.	During the User Acceptance Test, PRHTA's staff requested additional business processes that are under evaluation.
e-Bidding System - Deployment	This initiative consists of the implementation of an Electronic Bidding system that will allow PRHTA to manage all registry procedures and documentation in a digital manner, streamlining the process.	Q3-FY2023					180	The second pilot project was resumed and during the Opening Meeting the Board Members issued some comments and carried out some actions as part of the tests, which requires additional configuration for its management. The consultant, PMO representatives, and Board members then met to discuss additional modifications or new configurations to handle the situations discussed. Thirty-two (32) business process were developed to manage the bidding process for construction projects and RFQ/RFP. The Consultant continues to work on the RFQ/RFP business processes and is expected to be deployed by March 2023.	Continue with the Construction e-Bidding Pilot Program and the development and implementation of the RFQ / RFP processes.	Connectivity and network infrastructure's situations; and changes in processes due to administrative orders impacted the electronic bidding implementation and the development of the RFQ/RFP business processes, respectively.

5.1 FHWA MOU data

MOU Areas & Initiatives	Initiative Description	Expected launch date	Actual launch date	Original expected completion date	Projected completion date	Actual completion date	Length of delay (days, if any)	Steps taken in past month	Plans for coming months	Description of delay (if applicable)
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.	Q4-FY2023					270	<p>Continued the following Pilot Programs:</p> <p>Planning: Continued support to the Programming and Planning Area staff in the Creation of Projects and the Oracle Numbers.</p> <p>Pre-Engineering: PRHTA staff continue to use the business process created for pre-construction activities. At the end of August, the training of the consultants who are providing project management services for the Pre-Construction activities in the PRHTA began. Trainings are scheduled until the end of November.</p> <p>Construction: Construction Staff continues the use of business processes developed for construction activities.</p> <p>Oracle Unifier Peer Exchange with FHWA, Delaware DOT & Washington DOT: On August 30 & 31, 2022 PRHTA received representatives from FHWA, Washington DOT and Delaware DOT as a host of Oracle Unifier Peer Exchange. On this event, PRHTA shown the business processes developed to manage all phases of the project and they shared with PRHTA the business process they developed.</p>	Continue with the pilot programs in order to identify possible adjustments for long-term implementation. Continue training program to introduce the employees into the system.	

6.1 Construction KPIs			ACTUAL				
PROGRAM	KPI	Target	Q1	Q2	Q3	Q4	
PRECONSTRUCTION	Delays in NTP (Days)	<30					
	% Planned NTP Awards	>80%					
	% Soft vs Hard Cost	15%	*	*	*	*	
	Total			89.9%			
CONSTRUCTION	% Federal Funds Obligated	>90%					
	Pre-Maria	% Change in Cost	<15%	19.7%			
		% Change in Duration	<25%	293.1%			
	Post-Maria	Disbursement Variance	20%	**	**	**	**
		% Change in Cost	<15%	33.0%			
	% Change in Duration	<25%	56.0%				
Disbursement Variance	20%	**	**	**	**	**	

* Given limited relationship of current Soft cost spending to current hard cost spending, HTA to work with FOMM for better reporting metric.
 ** 2024 fiscal plan for HTA is rose based on obligations as per request from FOMM, no longer disbursements. Metric is unavailable.

Program	KPI	Target	ACTUAL FY23 - Q1	ACTUAL FY23 - Q2	ACTUAL FY23 - Q3	ACTUAL FY23 - Q4
PRECONSTRUCTION PROGRAM	Delays in NTP (Days)	<30				
	% Planned NTP Awards	>80%				

% Planned NTP Awards

FY	Quarter	Programmed NTPs	Custom Prog NTP	Actuals NTP	Custom Actual NTP	%	YTD%
2024	Q1	\$0.00	\$0.00	0.00	\$	-	#DIV/0!
	Q2	\$0.00	\$0.00	0.00	\$	-	#DIV/0!
	Q3	\$0.00	\$0.00	0.00	\$	-	#DIV/0!
	Q4	\$0.00	\$0.00	0.00	\$	-	#DIV/0!

% Delays in NTPs

FY	Quarter	Delays (Days)	YTD Delays (Days)
2024	Q1		
	Q2		
	Q3		
	Q4		

225	State Capex		TBD	Bridge # 2386 , PR-53 NORTHBOUND ,31.4 , DIRT ROAD , RUMALCADO - PERMANENT - CONST	1-Jul-24		August 12, 2024		September 23, 2024			\$	993,600.00				
226	Renewal and Replacement		TBD	Deck Replacement BR 1286 and 1287 at Highway PR-53 Southbound km 25.0 Caguas	19-Aug-24		September 30, 2024		November 11, 2024			\$	7,200,000.00				
227	Regular FHWA		Various	Critical Bridges & Rehab	1-Feb-19	February 1, 2019	April 1, 2019	March 1, 2019	March 30, 2019	April 1, 2019	Various Contractors	\$	9,059,362.00	\$	9,059,362		
228	Regular FHWA			Safety Improvements PR-177 Km. 0 to km. 6 Guaymabo	16-Mar-23		April 27, 2023		June 8, 2023			\$	2,548,951.60				
229	Regular FHWA			Bridge 1597 Rehab Local Road Km 0.1 over Jobitoz Creek, Villaba FRY23	16-Mar-23		April 27, 2023		June 8, 2023			\$	462,894.85				
230	Regular FHWA			Bridge 1598 Rehab Local Road Km 0.05 over Caricaboa River, Izcoya FRY23	23-Mar-23		May 4, 2023		June 15, 2023			\$	925,789.72				
231	Regular FHWA			Bridge 1976 Rehab Off PR-377 Km 0.1 over Consejo Creek, Guaymaba FRY23	23-Mar-23		May 4, 2023		June 15, 2023			\$	1,157,237.15				
232	Regular FHWA			Bridge 2627 Rehab Off PR-788 km 0.1 over Unknown Creek, san Lorenzo FRY23	30-Mar-23		May 11, 2023		June 22, 2023			\$	1,157,237.15				
233	Regular FHWA			Bridge 2763 Off PR-332 Km 0.97 over Loco River, Guanica FRY23	30-Mar-23		May 11, 2023		June 22, 2023			\$	1,157,237.15				

834647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - NC Contractors & Rental, Inc.	Metro					NC Contractors & Rental, Inc.	\$360,000.00	\$2,297,831.58	557%	2,297,831.58	1,947,831.58	557%	\$870,991	38%	\$1,426,840.72	1-Dec-22	27-Aug-23	270	27-Aug-23
835647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Martel Inc. Systems Integrators	Metro					Martel Inc. Systems Integrators	\$700,000.00	\$700,000.00	0%	700,000.00	-	0%	\$177,854	25%	\$522,145.84	1-Dec-22	27-Aug-23	270	28-Aug-23
836647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - HDI Group Corp.	Metro					HDI Group, Corp	\$360,000.00	\$877,376.94	151%	877,376.94	527,376.94	151%	\$471,327	54%	\$406,049.64	1-Dec-22	27-Aug-23	270	27-Aug-23
837647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - EJ Construction, SE	Sur					EJ Construction, SE	\$360,000.00	\$360,000.00	0%	360,000.00	-	0%	\$349,967	100%	\$30,77	15-Dec-22	10-Sep-23	270	10-Sep-23
838647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - J&J Builders Construction Group	Este					J&J Builders Construction Group, Corp.	\$200,000.00	\$314,890.95	157%	314,890.95	114,890.95	157%	\$77,290	25%	\$237,601.45	1-Dec-22	27-Aug-23	270	27-Aug-23
839647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Reva Construction	Sur					Reva Construction	\$400,000.00	\$1,742,260.85	136%	1,742,260.85	1,342,260.85	136%	\$1,073,231	62%	\$669,030.28	1-Dec-22	27-Aug-23	270	27-Aug-23
840647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Obratec Contratista General, Inc.	Este					Obratec Contratista General, Inc.	\$200,000.00	\$2,668,962.34	1334%	2,668,962.34	2,468,962.34	1334%	\$846,566	32%	\$1,822,402.69	29-Dec-22	24-Sep-23	270	24-Sep-23
841647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Mitor, Corp.	Metro					Mitor, Corp.	\$200,000.00	\$2,300,983.50	1050%	2,300,983.50	2,100,983.50	1050%	\$218,567	9%	\$2,082,416.65	13-Jan-23	9-Oct-23	270	09-Oct-23
842579	Post-Maria	Landslides	Emergency Project	Landslide Repair PR-660 Km. 0.9	Norte	866	0.90			Ing. Edgar Rivera Rivera	\$3,654,380.00	\$3,471,540.00	-5%	3,471,540.00	(182,840.00)	-5%	\$822,670	24%	\$2,648,869.56	19-Dec-22	9-Aug-24	600	09-Aug-24
842647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - PR Asphalt	Metro					PR Asphalt, LLC	\$200,000.00	\$200,000.00	0%	200,000.00	-	0%	\$0	0%	\$200,000.00	13-Jan-23	9-Oct-23	270	09-Oct-23
843647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Anibal Diaz Construction	Metro					Anibal Diaz Construction	\$400,000.00	\$1,156,167.95	137%	1,156,167.95	706,167.95	137%	\$372,529	32%	\$783,638.54	30-Jan-23	15-Jun-23	137	02-Nov-23
844647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - JIM Construction, Corp.	Este					JIM Construction, Corp.	\$200,000.00	\$1,774,469.40	787%	1,774,469.40	1,574,469.40	787%	\$1,140,239	64%	\$634,230.81	28-Feb-23	24-Nov-23	270	24-Nov-23
845647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - JIM Construction, Corp.	Este					JIM Construction, Corp.	\$200,000.00	\$200,000.00	0%	200,000.00	-	0%	\$199,347	100%	\$62,61	28-Feb-23	24-Nov-23	270	24-Nov-23
846647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Novel Construction LLC	Metro					Novel Construction LLC	\$600,000.00	\$600,000.00	0%	600,000.00	-	0%	\$270,936	44%	\$329,063.47	23-Mar-23	17-Dec-23	270	17-Dec-23
847647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Ferrovial Construcción PR, LLC	Oeste					Ferrovial Construcción PR, LLC	\$5,000,000.00	\$5,000,000.00	0%	5,000,000.00	-	0%	\$0	0%	\$5,000,000.00	23-May-23	16-Feb-24	270	16-Feb-24
848647	Huracan Fiona	Task Order	Emergency Project	Emergency Repairs Works Hurricane Fiona - Endix Group, Inc.	Norte					Endix Group, Inc.	\$600,000.00	\$600,000.00	0%	600,000.00	-	0%	\$0	0%	\$600,000.00	3-Aug-23	28-Apr-24	270	28-Apr-24
878579	Huracan Fiona	Landslides	Emergency Project	Landslide Repairs uSite: 457, PR-879 km. 2.5 uSite: 458, PR-879 km. 4.4 uSite: 459, PR-879 km. 5.4 uSite: 460, PR-879 km. 6.0 uSite: 461, PR-879 km. 6.3	Metro					Novan General Contractor, Inc.	\$1,083,810.20	\$1,083,810.20	0%	1,083,810.20	-	0%	\$0	0%	\$1,083,810.20	5-Jun-23	30-Mar-24	303	30-Mar-24
896579	Huracan Fiona	Landslides	Emergency Project	Landslide and Road Damage Evaluation at PR-145 Km. 6.2	Norte	145	6.20			Empresas JBR, Inc.	\$971,926.00	\$971,926.00	0%	971,926.00	-	0%	\$0	0%	\$971,926.00	5-Jun-23	30-Jan-24	240	30-Jan-24
897579	Post-Maria	Landslides	Emergency Project	Site-316 PR-186 Km. 3.6 Site-317 PR-186 Km. 4.4 Site-318 PR-186 Km. 6.7 Site-320 PR-186 Km. 10.7	Este	186				Ing. Samuel Corchado Rodriguez Obratec Contratista General, Inc.	\$865,736.00	\$1,410,187.50	43%	1,410,187.50	424,451.50	43%	\$805,014	57%	\$605,173.59	12-Jul-21	3-Nov-22	480	01-Jul-23
899579	Post-Maria	Landslides	Emergency Project	Landslide Repairs at PR-156 Km. 17.80 and 18.00	Norte	156	17.00			Ing. Jose A. Garcia Marrero LUJANI General Contractor, Inc.	\$2,113,031.00	\$4,092,853.49	94%	4,092,853.49	1,979,822.49	94%	\$2,547,209	62%	\$1,545,644.32	7-Aug-22	2-Jun-23	300	11-Sep-23
991202	Post-Maria	Bridge Repair	Singular Regular (Without Bonus)	Rehabilitación del Puente Núm. 1058 Sobre Rio Grande de Loiza, Carretera PR-9912, Kilometro: 0.1, Barro Caguape.	Este	N/A				Ing. Angel L. Santiago Galarza CAC Crespo Builders, LLC	\$3,730,000.00	\$5,221,023.83	40%	5,221,023.83	1,491,023.83	40%	\$4,211,671	81%	\$1,009,353.27	31-May-19	22-Aug-20	450	06-May-23

- Huracan Fiona
- Post-Maria
- Pre-Maria
- CI
- Active Construction
- Construction
- Construction Program Mgmt
- Data Collection (for RFP)
- Design
- Design Build Management
- Design Oversight Program Management
- Environmental Support
- ER Program Support
- Feasibility Studies
- FINAL DESIGN & CI
- General Support
- ITS
- NBS
- Pre-Construction Program Management
- RDW
- SDP
- State Planning & Research (SPR)
- TAMP
- TIM

- State Cases
- FHWA Regular
- Discretionary
- Emergency Relief FHWA
- Atiende Casos
- Exmarked

	Summary CFI and SPI	
	Original	Revised
Total Program Cost (\$)	\$573,348,786.75	\$761,883,206.00
% Change in Total Program Cost		32.9%
Sum of Project Duration (days)	49802	78601
% Change in Program Duration		55.8%

Pre Maria	\$45,820,129.20	\$54,830,473.50	\$4,830,473.50	9,010,344.30	200	1,440
All	\$521,924,463.77	\$760,498,829.02	\$760,498,829.02	188,534,630.25	528	49,622
Post Maria	\$526,134,275.57	\$705,658,351.52	\$705,658,351.52	\$179,524,075.95	528	48,182

7/31/2023

Revised Duration	% Change in Duration (Original vs Revised)	Projected Completion Date	Time Elapsed	Projected Duration	% Change in Duration (Original vs Projected)
180	0%	10-Nov-23	43%	180	0%
630	0%	21-Jul-24	43%	630	0%
696	24%	1-Sep-24	63%	1096	127%
8136	149%	30-Mar-24	93%	8533	180%
744	107%	30-Mar-24	78%	1097	200%
618	72%	30-Mar-24	78%	1058	188%
1391	158%	16-Feb-24	88%	1650	206%
720	0%	11-Nov-23	88%	720	0%
917	26%	5-May-24	70%	917	26%
755	68%	19-Mar-24	69%	755	68%
360	0%	29-May-24	16%	360	0%
360	0%	29-May-24	16%	360	0%
1959	162%	1-Oct-23	94%	1959	162%
810	0%	8-Oct-24	48%	810	0%
876	146%	30-Mar-24	85%	1609	258%
2625	1303%	15-Dec-23	95%	2644	1369%
1559	2497%	30-Dec-23	91%	1784	2872%
1070	947%	2-Jan-24	89%	1070	947%
240	0%	20-Jan-24	28%	240	0%
1267	101%	30-Jan-24	87%	1447	130%
1337	395%	30-Mar-24	88%	1965	628%
1842	508%	30-Mar-24	88%	1965	628%
618	47%	30-Mar-24	78%	1034	168%
1350	349%	27-Feb-24	86%	1950	490%
631	75%	30-Mar-24	78%	1026	188%
929	72%	23-Dec-23	84%	929	72%
1495	232%	18-Apr-24	82%	1495	232%
780	117%	30-Mar-24	78%	1109	208%
240	0%	15-Jan-24	69%	544	127%
338	88%	2-Nov-23	82%	518	188%
540	0%	30-Oct-23	82%	540	0%
360	0%	10-Jul-24	4%	360	0%
750	0%	11-Dec-23	82%	750	0%
1250	178%	30-Mar-24	89%	1637	264%
1273	163%	22-Dec-23	90%	1502	234%
360	0%	1-Jul-24	52%	701	95%
416	131%	30-Nov-23	75%	508	182%
300	0%	29-Feb-24	56%	480	60%

300	0%	23-Feb-24	57%	490	60%
244	63%	30-Mar-24	59%	594	296%
1260	0%	1-Jan-26	30%	1260	0%
635	41%	20-Nov-23	62%	635	41%
810	0%	4-Nov-25	-2%	810	0%
240	0%	29-Oct-23	79%	420	75%
160	0%	30-Mar-24	54%	524	249%
540	0%	2-Nov-23	60%	540	0%
378	110%	30-Mar-24	67%	739	311%
660	0%	30-Apr-24	58%	660	0%
240	0%	26-Dec-23	38%	240	0%
240	0%	14-Oct-23	69%	240	0%
480	0%	3-Oct-24	10%	480	0%
900	0%	11-Apr-25	-4%	900	0%
420	0%	13-Oct-24	-5%	420	0%
900	0%	2-Feb-26	-2%	900	0%
180	0%	29-Oct-23	70%	360	100%
270	0%	11-Apr-24	5%	270	0%
240	0%	25-May-24	-25%	240	0%
240	0%	7-May-24	-18%	240	0%
803	113%	21-Dec-23	64%	803	113%
450	0%	18-Mar-24	63%	630	40%
720	0%	9-Jun-24	56%	720	0%
600	0%	9-Aug-24	37%	600	0%
915	46%	1-Oct-23	94%	1057	68%
872	94%	30-Mar-24	85%	1616	299%
540	0%	22-Jan-24	68%	540	0%
422	0%	17-Feb-24	67%	602	43%
1102	84%	28-Aug-24	64%	1102	84%
659	79%	21-Dec-23	79%	659	79%
794	490%	14-Feb-24	80%	874	540%
564	213%	13-Nov-23	86%	744	313%
541	80%	15-Dec-23	72%	541	80%
362	101%	30-Mar-24	60%	793	235%
120	0%	26-Nov-23	6%	120	0%
360	0%	18-Aug-24	-7%	360	0%

300	0%	13-Apr-24	14%	300	0%
271	0%	30-Jun-24	28%	851	141%
245	0%	30-Oct-23	74%	348	45%
270	0%	10-Nov-23	78%	418	55%
367	32%	9-Oct-23	80%	367	32%
360	0%	13-Dec-23	62%	360	0%
274	1%	30-Mar-24	52%	559	107%
197	9%	28-Feb-24	44%	377	190%
450	67%	12-Dec-23	70%	450	67%
270	0%	12-Dec-23	70%	450	67%
270	0%	15-Dec-23	70%	453	68%
270	0%	12-Dec-23	70%	450	67%
180	0%	12-Jan-24	8%	180	0%
270	0%	30-Mar-24	52%	558	107%
266	21%	3-Oct-23	78%	286	23%
270	0%	15-Dec-23	70%	450	67%
187	4%	30-Mar-24	54%	531	195%
271	0%	30-Mar-24	52%	558	107%
1025	163%	20-Nov-23	91%	1205	202%
595	229%	30-Dec-23	84%	928	413%
270	0%	30-Mar-24	52%	557	106%
180	0%	30-Dec-23	78%	708	232%
269	0%	30-Mar-24	52%	557	106%
803	233%	9-Nov-23	91%	1086	351%
481	150%	30-Mar-24	72%	1018	482%
270	0%	31-Jan-24	63%	498	84%
270	0%	30-Mar-24	52%	557	106%
270	0%	14-Dec-23	70%	450	67%
270	0%	16-Dec-23	69%	450	67%
270	0%	16-Dec-23	69%	450	67%
274	1%	30-Mar-24	52%	558	107%
270	0%	30-Mar-24	52%	550	104%
270	0%	30-Mar-24	52%	550	104%
270	0%	30-Mar-24	52%	550	104%
300	0%	30-Mar-24	55%	538	79%
270	0%	11-Jan-24	63%	450	67%
270	0%	9-Jan-24	64%	450	67%
540	100%	9-Apr-24	53%	540	100%
270	0%	2-Dec-23	70%	468	81%
1815	800%	30-Mar-24	90%	2360	1280%
270	0%	19-Jan-24	62%	450	67%
270	0%	15-Dec-23	67%	415	54%
270	0%	19-Jan-24	62%	450	67%
270	0%	30-Mar-24	53%	517	91%
270	0%	8-Feb-24	57%	450	67%
270	0%	7-Feb-24	57%	450	67%
270	0%	14-Feb-24	58%	450	67%

270	0%	23-Feb-24	54%	450	67%
271	0%	24-Feb-24	54%	451	67%
270	0%	23-Feb-24	54%	450	67%
270	0%	8-Mar-24	61%	450	67%
270	0%	23-Feb-24	54%	450	67%
270	0%	23-Feb-24	54%	450	67%
270	0%	22-Mar-24	48%	450	67%
270	0%	9-Oct-23	74%	270	0%
600	0%	9-Aug-24	37%	600	0%
270	0%	9-Oct-23	74%	270	0%
277	100%	2-Nov-23	66%	277	100%
270	0%	24-Nov-23	67%	270	0%
270	0%	24-Nov-23	67%	270	0%
270	0%	17-Dec-23	48%	270	0%
270	0%	16-Feb-24	28%	270	0%
270	0%	28-Apr-24	-1%	270	0%
300	0%	30-Mar-24	19%	300	0%
240	0%	30-Jan-24	23%	240	0%
720	60%	31-Oct-23	89%	842	75%
461	34%	9-Mar-24	62%	581	94%
1437	219%	2-Nov-23	94%	1617	259%

5,661	293%
77,421	42%
71,760	45%

6.2 Safety KPIs														
Category	KPI	FP Target	Target Last Revised Date	Recommended Target	Target Year	Reporting Unit	Source	Reporting Frequency	Last Date Reported	Next Expected Update	Actual	Spread Actual v. Target	Reporting Period	Comments
Safety	# of road fatalities per 100M VMT	1.85		<1.968	2023	5-Yrs Moving Average	SHPT Team	Annually	22-Aug	23-Aug	2.174		2016-2020	I recommend using the 5-Yrs Moving Average to discard outliers
	# of road serious injuries per 100M VMT	<31.7		<3.787	2023	5-Yrs Moving Average	SHPT Team	Annually	22-Aug	23-Aug	4.090		2016-2020	
Asset Quality	% of Interstate Pavement in Good condition	>2%		>5%	2022	Past two Yr Performance	TAMP Team	Annually	23-Aug	TBD	19.5%		2021	The FP targets are based on the TAMP for 2028 as the Target Year. The reporting is based on two years performance. The recommended Target is for 2022.
	% of Interstate Pavement in Poor condition	<5%		<14%	2022	Past two Yr Performance	TAMP Team	Annually	23-Aug	TBD	9.1%		2021	
	% of Non-interstate NHS Pavement in Good condition	>2%		>2%	2022	Past two Yr Performance	TAMP Team	Annually	23-Aug	TBD	4.3%		2021	
	% of Non-interstate NHS Pavement in Poor Condition	<20%		<20%	2022	Past two Yr Performance	TAMP Team	Annually	23-Aug	TBD	8.2%		2021	
	% of NHS bridges in Good condition	>10%		>10%	2022	Past two Yr Performance	TAMP Team	Annually	23-Aug	TBD	17.4%		2021	
	% of NHS bridges in Poor condition	<10%		<10%	2022	Past two Yr Performance	TAMP Team	Annually	23-Aug	TBD	8.0%		2021	
Congestion	\$ of congestion cost per customer	\$1,045												Await for the TTI Urban Mobility Report & INRIX Global Traffic Scorecard. Based on corridors with active TIMS
	Travel time index	1.23												
	Mins for incident response	<15 mins		<15 mins	2024	Monthly Performance	TIM Team	Monthly	23-Sep	23-Oct	0.7		23-Sep	

* We anticipate that the KPIs in rows 3-10 will be updated by next month's reporting.

Serious Injury Rate		
2015	28.851	5-Yrs Moving Average
2016	29.300	
2017	20.150	
2018	27.180	
2019	36.610	
	28.418	

Fatality Rate		
2015	2.130	5-ys Moving Average
2016	1.920	
2017	1.930	
2018	1.950	
2019	1.968	
	1.9796	

