



2021 Southwest Zone 5-Year Transportation Improvement Program - DRAFT

| Fiscal Year | | | | FY21-22 | FY22-23 | FY23-24 | FY24-25 | FY25-26 | Current Programmed Phase Balance | Total Phase Payments/ Expenditures | Original Programmed Phase Cost | Max Share (2019) |
|--|--|----------------|---------------|---------------|---------------|-----------------|-----------------|-----------------|--|--|--------------------------------------|---|
| Revised Forecast Revenues | | | | \$5,500,000 | \$ 5,637,500 | \$ 5,778,438 | \$ 5,922,898 | \$ 6,070,971 | \$ 51,034,002 | \$ (49,538,687) | \$ 147,426,688 | |
| Carryover Revenues (As of 4/5/2019) | | | | \$21,875,678 | \$ 9,679,096 | \$ (12,746,382) | \$ (15,413,137) | \$ (10,048,521) | | | | |
| Available Revenues | | | | \$ 27,375,678 | \$ 15,316,596 | \$ (6,967,945) | \$ (9,490,239) | \$ (3,977,550) | | | | |
| Programmed Expenditures | | Status* | Phase* | | | | | | | | | |
| County of Riverside | | | | | | | | | | | | |
| 06-SW-RCY-1073 | Clinton Keith Rd, I-215 to SR-79 (3.191 m. 4 to 6 lanes) | STD | ROW | \$ (0) | \$ - | \$ - | \$ - | \$ - | (0) | \$ (7,000,000) | \$ 7,000,000 | NA |
| | | STD | CON | \$500,170 | \$ 750,000 | \$ - | \$ - | \$ - | \$1,250,170 | \$ (8,749,830) | \$ 10,000,000 | |
| 20-SW-RCY-1195 | Rancho California/Calle Contento - Roundabout | ROW | | \$ 275,000 | \$ - | \$ - | \$ - | \$ - | 275,000 | \$ - | \$ 275,000 | Deducted from Rancho California (Btrfld Stg to Glen Oaks) |
| | | CON | | \$ - | \$ 2,225,000 | \$ - | \$ - | \$ - | 2,225,000 | \$ - | \$ 2,225,000 | |
| 21-SW-RCY-XXXX | Grand Avenue (Ortega Hwy to Central St) | STD | PAED | \$ 400,000 | \$ 373,724 | \$ - | \$ - | \$ - | 373,724 | \$ - | \$ 373,724 | \$ 26,279,000 |
| City of Lake Elsinore | | | | | | | | | | | | |
| 05-SW-LEL-1060 | SR-74/I-15 Interchange | PLN | PA&ED | \$ 1,613,555 | \$ - | \$ - | \$ - | \$ - | 1,613,555 | \$ (1,020,696) | \$ 2,634,251 | \$ 18,377,000 |
| | | PLN | ENG | \$ - | \$ 3,000,000 | \$ - | \$ - | \$ - | 3,000,000 | \$ - | \$ 3,000,000 | |
| | | CLD | ROW | \$ - | \$ 2,000,000 | \$ - | \$ - | \$ - | 2,000,000 | \$ (1,356,465) | \$ 3,356,465 | |
| | | STD | CON | \$ - | \$ - | \$ - | \$ (0) | \$ - | (0) | \$ (1,727,104) | \$ 1,727,104 | |
| 07-SW-LEL-1115 | Temescal Canyon Road Bridge (2 to 4 lanes) | STD | PA&ED | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (264,517) | \$ 264,517 | \$ 2,354,000 |
| | | STD | ENG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (287,685) | \$ 287,685 | |
| | | PLN | ROW | \$ 248,000 | \$ - | \$ - | \$ - | \$ - | 248,000 | \$ - | \$ 248,000 | |
| | | PLN | CON | \$ - | \$ 1,467,672 | \$ - | \$ - | \$ - | 1,467,672 | \$ - | \$ 1,467,672 | |
| 21-SW-LEL-XXXX | Nichols Rd/I-15 Interchange | PLN | PAED | \$ 1,500,000 | \$ 2,500,000 | \$ - | \$ - | \$ - | 4,000,000 | \$ - | \$ 4,000,000 | \$ 38,423,000 |
| City of Murrieta | | | | | | | | | | | | |
| 16-SW-MUR-1188 | Keller Road/I-215 Interchange | PLN | PA&ED | \$ 1,000,000 | \$ - | \$ - | \$ - | \$ - | 1,000,000 | \$ - | \$ 1,000,000 | \$ 18,556,000 |
| | | PLN | ENG | \$0 | \$ 1,250,000 | \$ - | \$ - | \$ - | 1,250,000 | \$ - | \$ 1,250,000 | |
| | | PLN | ROW | \$0 | \$ - | \$ 3,000,000 | \$ - | \$ - | 3,000,000 | \$ - | \$ 3,000,000 | |
| City of Temecula | | | | | | | | | | | | |
| 18-SW-TEM-1194 | Western Bypass/Diaz Road (Rancho California to Cherry) 0-4 lanes, 2.14 miles | PND | PA&ED | \$ 32,948 | \$ - | \$ - | \$ - | \$ - | 32,948 | \$ (331,096) | \$ 364,044 | \$ 5,655,000 |
| | | STD | ENG | \$ 701,879 | \$ - | \$ - | \$ - | \$ - | 701,879 | \$ - | \$ 701,879 | |
| | | PLN | CON | \$ - | \$ 3,500,000 | \$ - | \$ - | \$ - | 3,500,000 | \$ - | \$ 3,500,000 | |
| 05-SW-TEM-1064 | SR-79 Winchester Rd/I-15 Interchange | CLD | PA&ED | \$ (0) | \$ - | \$ - | \$ - | \$ - | (0) | \$ - | \$ (0) | \$ 8,753,000 |
| | | STD | ENG | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (4,042,803) | \$ 4,042,803 | |
| | | PLN | ROW | \$ 1,719,980 | \$ - | \$ - | \$ - | \$ - | 1,719,980 | \$ - | \$ 1,719,980 | |
| 06-SW-TEM-1079 | French Valley Parkway/I-15 Overcrossing & Interchange (300') | CLD | PA&ED | \$ (0) | \$ - | \$ - | \$ - | \$ - | (0) | \$ (975,752) | \$ 975,752 | \$ 58,429,000 |
| | | STD | ENG | \$ 1,645,865 | \$ - | \$ - | \$ - | \$ - | 1,645,865 | \$ (8,022,235) | \$ 9,668,100 | |
| | | STD | ROW | \$ 728,208 | \$ - | \$ - | \$ - | \$ - | 728,208 | \$ (202,940) | \$ 931,148 | |



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| Fiscal Year | | FY21-22 | FY22-23 | FY23-24 | FY24-25 | FY25-26 | Current Programmed Phase Balance | Total Phase Payments/ Expenditures | Original Programmed Phase Cost | Max Share (2019) | | | |
|--|---|---------------|-----------------|-----------------|-----------------|-----------------|---------------------------------------|------------------------------------|--------------------------------|------------------|---------------|--------------|--------------|
| Revised Forecast Revenues | | \$5,500,000 | \$ 5,637,500 | \$ 5,778,438 | \$ 5,922,898 | \$ 6,070,971 | \$ 51,034,002 | \$ (49,538,687) | \$ 147,426,688 | | | | |
| Carryover Revenues (As of 4/5/2019) | | \$21,875,678 | \$ 9,679,096 | \$ (12,746,382) | \$ (15,413,137) | \$ (10,048,521) | | | | | | | |
| Available Revenues | | \$ 27,375,678 | \$ 15,316,596 | \$ (6,967,945) | \$ (9,490,239) | \$ (3,977,550) | | | | | | | |
| 13-SW-TEM-1163 | SR-79/I-15 South Overcrossing & Interchange | PLN | CON | \$ 933,659 | \$ - | \$ - | \$ - | \$ 933,659 | \$ (9,091,584) | \$ 10,025,243 | NA | | |
| 20-SW-TEM-1197 | French Valley Phase III (Jefferson Ave to Ynez Rd) | PLN | ROW | \$ 1,500,000 | \$ - | \$ - | \$ - | \$ 1,500,000 | \$ - | \$ 1,500,000 | \$ 10,717,000 | | |
| Programmed Expenditures, continued | | | | | | | | | | | | | |
| City of Wildomar | | | | | | | | | | \$ 46,854,000 | | | |
| 12-SW-WIL-1153 | Clinton Keith Rd, I-15 to Copper Craft Dr (1.936 mi. 2 to 4 lanes) | STD | ENG | \$ 317,000 | \$ - | \$ - | \$ - | \$ 174,967 | \$ (292,383) | \$ 784,350 | | | |
| | | | ROW | \$ 475,000 | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 475,000 | \$ 4,451,000 | | |
| | | STD | CON | \$ - | \$ 3,190,860 | \$ - | \$ - | \$ - | \$ 3,190,860 | \$ - | \$ 3,190,860 | | |
| 12-SW-WIL-1151 | Bundy Canyon Road (Cherry Street to Sunset Rd) (4.524 mi. 2 to 4 lanes) | PLN | PA&ED | \$ - | \$ - | \$ - | \$ - | \$ - | \$ (126,595) | \$ 126,595 | | | |
| | | STD | ENG | \$ 300,000 | \$ 792,735 | \$ - | \$ - | \$ 1,092,735 | \$ (1,508,265) | \$ 2,601,000 | \$ 14,956,000 | | |
| | | PLN | ROW | \$ 130,000 | \$ 71,187 | \$ - | \$ - | \$ 201,187 | \$ (4,108,813) | \$ 4,310,000 | | | |
| | | PLN | CON | \$ 1,207,200 | \$ 3,837,800 | \$ 2,395,193 | \$ - | \$ - | \$ 7,440,193 | \$ (44,807) | | \$ 7,485,000 | |
| 12-SW-WIL-1058 | Palomar St, Mission Trail to Jefferson (3.568 mi. 2 to 4 lanes) | CLD | PA&ED | \$ 150,780 | \$ - | \$ - | \$ - | \$ 150,780 | \$ (356,220) | \$ 507,000 | | | |
| | | STD | ENG | \$ 367,340 | \$ - | \$ - | \$ - | \$ 367,340 | \$ (24,178) | \$ 391,517 | \$ 9,418,000 | | |
| | | STD | ROW | \$ 150,000 | \$ 150,000 | \$ - | \$ 117,282 | \$ - | \$ 417,282 | \$ (4,718) | | \$ 422,000 | |
| | | PLN | CON | \$ 800,000 | \$ 1,500,000 | \$ - | \$ 441,000 | \$ - | \$ 2,741,000 | \$ - | | \$ 2,741,000 | |
| 20-SW-WIL-1198 | Bundy/I-15 Interchange | PLN | PAED | \$ 500,000 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 1,000,000 | \$ 1,000,000 | \$ 7,423,000 | | |
| 20-SW-WIL-1199 | Wildomar Trail/I-15 Interchange | PLN | PAED | \$ 500,000 | \$ 500,000 | \$ - | \$ - | \$ - | \$ 1,000,000 | \$ 1,000,000 | \$ 7,423,000 | | |
| 21-SW-WIL-XXXX | Bundy Canyon (Mission Trail to Orange (I-15)) | PLN | PAED | \$ - | \$ 130,000 | \$ - | \$ - | \$ - | \$ - | \$ 130,000 | \$ 130,000 | \$ 6,869,000 | |
| | | PLN | ENG | \$ - | \$ 324,000 | \$ - | \$ - | \$ - | \$ - | \$ 324,000 | \$ - | | \$ 324,000 |
| | | PLN | ROW | \$ - | \$ - | \$ 2,650,000 | \$ - | \$ - | \$ - | \$ 2,650,000 | \$ - | | \$ 2,650,000 |
| | | PLN | CON | \$ - | \$ - | \$ 400,000 | \$ - | \$ - | \$ - | \$ 400,000 | \$ - | | \$ 400,000 |
| Total Capital Programmed Expenditures | | | | \$ 17,696,582 | \$ 28,062,978 | \$ 8,445,193 | \$ 558,282 | \$ 174,967 | | | | | |
| Total Programmed Balance Carryover* | | | | \$ 9,679,096 | \$ (12,746,382) | \$ (15,413,137) | \$ (10,048,521) | \$ (4,152,517) | | | | | |
| Summary Table | | | | | | | | | | | | | |
| Fiscal Year | | FY21-22 | FY22-23 | FY23-24 | FY24-25 | FY25-26 | 5-Year Total Available Revenue | 5-Year Total Programmed | 5-Year Total Balance | | | | |
| Available Revenue | | \$ 27,375,678 | \$ 15,316,596 | \$ (6,967,945) | \$ (9,490,239) | \$ (3,977,550) | | | | | | | |
| Programmed Phases | | \$ 17,696,582 | \$ 28,062,978 | \$ 8,445,193 | \$ 558,282 | \$ 174,967 | \$ 50,214,514 | \$ 51,034,002 | \$ (819,488) | | | | |
| Carryover Balance | | \$ 9,679,096 | \$ (12,746,382) | \$ (15,413,137) | \$ (10,048,521) | \$ (4,152,517) | | | | | | | |

Notes:

Programmed Carryover Balance does not reflect actual Zone

Status: PLN=Planned, STD=Started, PND=Pending final invoice, CPL=Completed, CLD= Phase Closed, TER=Terminated.

Phases: planning=PA&ED, engineering=ENG, right-of-way=ROW, construction=CON