

TUMF



2022 ANNUAL REPORT



OUR MESSAGE TO THE READER

The Transportation Uniform Mitigation Fee (TUMF) Program is a creative way to fund critical transportation infrastructure to accommodate the traffic created by new population growth and commercial development throughout Western Riverside County. Each of WRCOG's member agencies and the March Joint Powers Authority (JPA) participate in the Program. Fee revenues collected from new development are allocated by WRCOG to the Riverside County Transportation Commission and local jurisdictions so they can prioritize TUMF projects to be planned and constructed. TUMF revenues are also distributed to the Riverside Transit Agency for transit improvements, and to the Western Riverside County Regional Conservation Authority for the acquisition of sensitive environmental habitat. Over the life of the Program, TUMF will provide approximately \$3 billion to improve mobility in Western Riverside County by building critically needed transportation infrastructure. Collectively, these infrastructure improvements and mitigation projects will help to reduce congestion, create safer roadways, improve air quality, provide open spaces, and keep our communities moving.

As the administrator of the TUMF Program, WRCOG is pleased to present this 2022 Annual Report to you. The Report provides information about the history and status of the Program, including revenues collected and projects completed. Our goal is that this Report provides information that is helpful in understanding the direction and accomplishments of the TUMF Program. We hope you find the Report to be useful.

WRCOG strives to help its member agencies – 18 cities, the County of Riverside, the Eastern and Western Municipal Water Districts, and the Riverside County Superintendent of Schools – work together to address important regional issues. WRCOG's mission – to facilitate, plan and identify funding opportunities for critical infrastructure projects and programs that benefit its member agencies and the communities they serve – remains a critical cornerstone as we work with members on issues that transcend jurisdictional boundaries such as transportation, economy, health, water, education, and environment. For more information, please visit the Agency website at www.wrcog.us



HISTORY & OVERVIEW

In August 2000, WRCOG's Executive Committee initiated the development of a consolidated Transportation Uniform Mitigation Fee Program (TUMF Program) for all of Western Riverside County to mitigate the cumulative regional impacts of new development. In particular, the new Program would fund improvements to the subregion's arterial highway system.

Public Works Directors from WRCOG's member agencies identified a network of roads, bridges, interchanges, and railroad grade separations that would be impacted by future development. This network, now called the Regional System of Highways and Arterials (RSHA), serves as the cornerstone of the TUMF Program.

A Nexus Study was subsequently prepared in accordance with the California Mitigation Fee Act, AB 1600, to quantify the impact of future development on the RSHA and project the cost of needed improvements to the RSHA. From this information, a fee structure was developed.

The initial TUMF enabling Ordinance was adopted by each of WRCOG's member agencies by July 2003, at which point the Program commenced and began to collect fees from new residential and non-residential projects. Over the life of the TUMF Program, there will be improvements made to 3,100 miles of roadway, 47 interchanges, 10 railroad crossings, and 39 bridges.

TUMF PROGRAM UPDATES

In order to ensure that the TUMF Program's assumptions regarding future growth, infrastructure needs, and costs remain current, the Nexus Study is periodically updated. The most recent Nexus Study update was approved by the WRCOG Executive Committee in July 2017. The updated Nexus Study continues to demonstrate the relationship between the TUMF fee levels and the cost of anticipated improvements to the RSHA necessitated by new development throughout Western Riverside County. WRCOG prepares regular updates to the TUMF Nexus Study to update information and assumptions contained in them. These updates are timed to occur after the Southern California Association of Governments (SCAG) adopts its Regional Transportation Plan (RTP), which occurs every four years. The most recent Plan, Connect SoCal, was approved in September 2020. WRCOG is currently updating the Nexus Study and anticipates approval of its recommendations in 2023.

At the start of 2020, a new online TUMF portal was launched. The Executive Committee approved an update to the TUMF calculation and collection process to allow an option for member agencies to shift the responsibility for TUMF calculation and collection to WRCOG; prior to this, member agencies held this responsibility. The portal not only saves time for jurisdictional staff, it also expands payment options for developers to pay fees. Along with checks and wire transfers, the online portal now accepts credit cards and e-checks.

In Fiscal Year 2020/2021 the WRCOG Executive Committee approved a Construction Cost Index (CCI) fee adjustment. The CCI is an administrative element of the TUMF Program and factors contributing to the increase in the CCI include tariffs and the rebounding economy, placing competition on transportation construction from other sectors for materials and labor. The CCI reflects the rising costs of transportation improvements in the state and is intended to keep the dollar value of the TUMF Program consistent. The CCI implemented a fee increase on January 1, 2022, increasing in all categories. No other CCI fee adjustments are scheduled in the coming year.



TUMF BY THE NUMBERS

 **\$1 Billion**
in TUMF revenue collected since 2003

 **112**

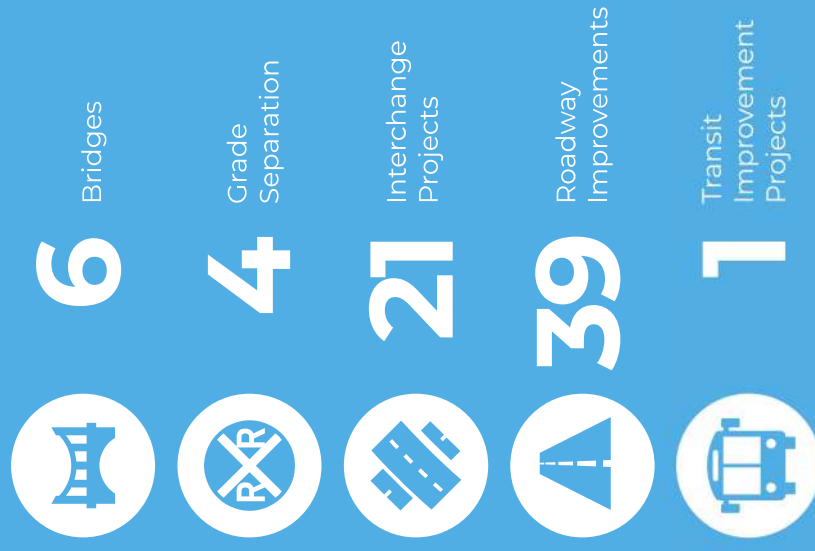
projects utilizing TUMF funding across Western Riverside County have been completed

Over the life of the Program, TUMF will provide:



- ▶ **\$3 billion** for improving mobility in Western Riverside County by building critical transportation infrastructure
- ▶ **\$92 million** for regional transit enhancements
- ▶ **\$43 million** for open space preservation

ACTIVE TUMF-FUNDED PROJECTS



REVENUE BY LAND USE

The TUMF Program collects fees from new residential and non-residential projects. Residential projects are categorized as Single-family Residential or Multi-family Residential. Non-residential projects are categorized as Industrial, Retail, Service and Class A/B Office. The TUMF fee schedule that was in effect as of June 2022 is displayed in the table below.

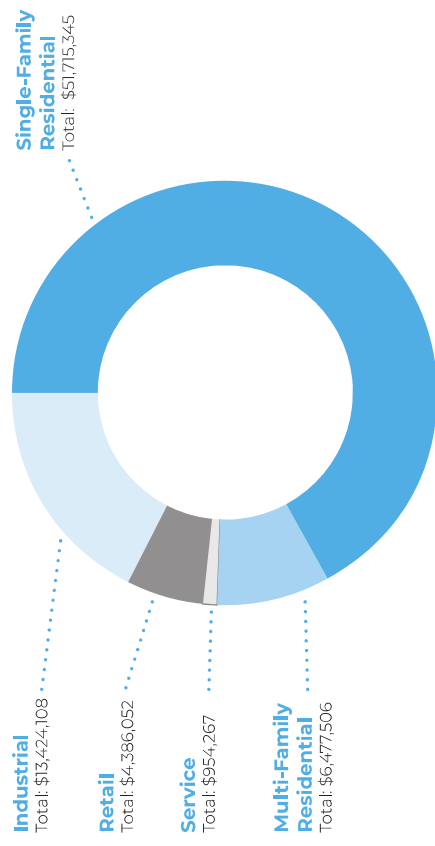
In addition to the general categories below, a number of special fee calculations for certain uses are found in the TUMF Calculation Handbook, including but not limited to, gas stations, congregate care facilities, and transit-oriented developments. These specialized calculations more accurately reflect trip generation from these unique uses.

TUMF FEES IN EFFECT JUNE 2022

Land Use Type	Units	Fee Per Unit
Single-Family Residential (SFR)	DU	\$10,104
Multi-Family Residential (MFR)	DU	\$ 6,580
Industrial	SF GFA	\$ 1.86
Retail	SF GFA	\$ 7.72
Service	SF GFA	\$ 4.89
Class A & B Office	SF GFA	\$ 2.45

Key: DU = Dwelling Unit; SF GFA = Square Foot Gross Floor Area

FY 2021/2022 REVENUE BY LAND USE





Fiscal Year 2024/2025 Central Zone 5-Year Transportation Improvement Program

Fiscal Year		FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	Current Programmed Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost	Reimbursement Agreement Values	Last Invoiced	Max Share (2022)	
Forecast Revenues		\$9,071,757	\$ 9,162,475	\$ 9,208,287	\$ 9,254,328	\$ 9,346,872	\$ 79,223,121	\$ (31,692,133)	\$ 99,601,467				
Carryover Revenues (As of March 2022)		\$ 23,962,530	\$ (19,693,408)	\$ (30,128,359)	\$ (27,818,072)	\$ (18,563,743)							
Available Revenue		\$33,034,287	\$ (10,530,934)	\$ (20,920,072)	\$ (18,563,743)	\$ (9,216,871)							
Programmed Expenditures		<i>Phase</i>											
County of Riverside													
06-CN-RCY-1103	Cajalco Road, Alexander Street to I-215 (3.280 mi. 2 to 4 lanes)	PLN	\$ 4,389,215	\$ -	\$ -	\$ -	\$ -	\$ 4,389,215	\$ (372,123)	\$ 4,761,338	\$ 600,000	2/26/2024	\$ 14,074,000
		PSE	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	\$ 1,813,338		
23-CN-RCY-1198	Gilman Springs Rd (SR-60 to Bridge St)	PLN	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	NA	NA	\$ 13,445,000
		ROW	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -			\$ -
23-CN-RCY-1199	Nuevo Rd (Dunlap Dr to Menifee Rd)	PLN	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000	NA		
City of Menifee													
18-CN-MEN-1181	Holland Road (Antelope to Haun) & I-215 Overcrossing	CON	\$5,469,575	\$ -	\$ -	\$ -	\$ -	\$5,469,575	\$ (5,785,425)	\$11,255,000	\$ 11,255,000	8/21/2023	\$ 24,441,000
18-CN-MEN-1182	Scott Road Widening (Sunset Ave to I-215)	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (150,000)	\$ 150,000	\$ 150,000		
		ENG	\$ 815,754	\$ -	\$ -	\$ -	\$ -	\$ 815,754	\$ (1,704,246)	\$ 2,520,000	\$ 2,220,000	6/27/2023	\$ 14,665,000
		ROW	\$ 2,509,000	\$ -	\$ -	\$ -	\$ -	\$ 2,509,000	\$ -	\$ 2,509,000	N/A		
20-CN-MEN-1183	McCall/I-215 Interchange	PLN	\$ 446,577	\$ -	\$ -	\$ -	\$ -	\$ 446,577	\$ (976,916)	\$ 1,423,493	\$ 1,423,493		
		ENG	\$800,000	\$ 579,425	\$ -	\$ -	\$ -	\$ 1,379,425	\$ (500)	\$ 1,379,925	\$ 1,379,925	9/7/2023	\$ 18,243,000
		ROW	\$ 403,940	\$2,500,000	\$ -	\$ -	\$ -	\$ 2,903,940	\$ (1,830)	\$ 405,770	\$ 405,770		
21-CN-MEN-1197	McCall Blvd Widening (Aspell Rd to Menifee Rd)	PLN	\$ 74,520	\$ -	\$ -	\$ -	\$ -	\$ 74,520	\$ (57,480)	\$ 132,000	\$ 132,000		
		PSE	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (330,000)	\$ 330,000	\$ 330,000		
		ROW	\$ 532,426	\$ -	\$ -	\$ -	\$ -	\$ 532,426	\$ (15,574)	\$ 548,000	\$ 548,000	9/20/2023	\$ 2,859,000
		CON	\$ 1,507,000	\$ 342,000	\$ -	\$ -	\$ -	\$ 1,849,000	\$ -	\$ 1,849,000	\$ 1,507,000		
23-CN-MEN-1189	Menifee Road Widening (Garbani Road to Scott Road)	PLN	\$ 284,000	\$ -	\$ -	\$ -	\$ -	\$ 284,000	\$ -	\$ 284,000	\$ 284,000		
		PSE	\$ 709,000	\$ -	\$ -	\$ -	\$ -	\$ 709,000	\$ -	\$ 709,000	\$ 709,000	No Invoices	\$2,992,000
		ROW	\$ -	\$ 1,176,000	\$ -	\$ -	\$ -	\$ 1,176,000	\$ -	\$ 1,526,000	\$ 1,526,000		



City of Moreno Valley																							
05-CN-MOR-1012	Moreno Beach Drive/SR-60 Interchange Phase II - Overcrossing	PLN	\$	-	\$	-	\$	-	\$	-	\$	(1,229,943)	\$	1,229,943	\$	861,849							
		ENG	\$	-	\$	-	\$	-	\$	-	\$	-	\$	(4,068,087)	\$	4,068,087	\$	3,570,631					
		ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	(5,365,199)	\$	218,000	\$	5,626,000	5/18/2023	\$	32,306,000		
		CON	\$	9,775,942	\$	500,000	\$	-	\$	-	\$	-	\$	10,275,942	\$	(4,224,058)	\$	14,500,000	\$	14,500,000			
20-CN-MOR-1184	Redlands Blvd/SR-60 Interchange	PLN	\$	3,233,473	\$	-	\$	-	\$	-	\$	-	\$	3,233,473	\$	(266,527)	\$	3,500,000	\$	3,500,000.00			
		PSE	\$	3,000,000.00	\$	-	\$	-	\$	-	\$	-	\$	3,000,000	\$	-	\$	3,000,000	N/A	11/17/2023	\$	39,934,000	
		ROW	\$	-	\$	4,000,000.00	\$	-	\$	-	\$	-	\$	4,000,000	\$	-	\$	4,000,000	N/A				
22-CN-MOR-1189	SR60/Theodore WLC	PLN	\$	250,000	\$	-	\$	-	\$	-	\$	-	\$	250,000	\$	-	\$	250,000	\$	250,000.00			
		PSE	\$	6,250,000	\$	1,000,000	\$	-	\$	-	\$	-	\$	7,250,000	\$	-	\$	7,250,000	\$	3,250,000.00	No Invoices	\$	39,934,000
		ROW	\$	5,000,000	\$	-	\$	-	\$	-	\$	-	\$	5,000,000	\$	-	\$	5,000,000	\$	-			
City of Perris																							
18-CN-PER-1180	Goetz Road (Ethanac Road to Case Road)	ENG	\$	135,220	\$	-	\$	-	\$	-	\$	-	\$	135,220	\$	(555,780)	\$	691,000	\$	691,000			
		ROW	\$	491,670	\$	-	\$	-	\$	-	\$	-	\$	491,670	\$	(608,330)	\$	1,100,000	\$	1,100,000	4/28/2021	\$	2,847,000
		CON	\$	715,000	\$	-	\$	-	\$	-	\$	-	\$	715,000	\$	-	\$	715,000	\$	715,000			
13-CN-PER-1164	Perris Boulevard Widening, Phase II (I-215 to Case)	ENG	\$	44,220	\$	-	\$	-	\$	-	\$	-	\$	44,220	\$	(705,780)	\$	150,000	\$	150,000			
		ROW	\$	808,257	\$	-	\$	-	\$	-	\$	-	\$	808,257	\$	(1,235,900)	\$	627,570	\$	627,570	8/8/2018	\$	6,598,000
		CON	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	(2,183,413)	\$	2,183,413	\$	3,700,000			
21-CN-PER-1200	Case Rd (Bonnie Rd to I-215)	CON	\$	-	\$	2,000,000	\$	-	\$	-	\$	-	\$	2,000,000	\$	-	\$	2,000,000	NA				
City of Perris/City of Menifee																							
24-CN-PER-1312	Ethanac Rd (Goetz to Keystone, 0 to 4 lanes) w/Bridge	CON	\$	-	\$	7,000,000	\$	6,898,000	\$	-	\$	-	\$	13,898,000	\$	-	\$	13,898,000	N/A	N/A			
City of Moreno Valley/ March JPA																							
16-CN-MOR-1179	Heacock Street, San Michele Road to Harley Knox Boulevard (0.74 mi. 2 to 4 lanes)	PLN	\$	121,907	\$	-	\$	-	\$	-	\$	-	\$	121,907	\$	(28,093)	\$	150,000	\$	150,000			
		ENG	\$	461,000	\$	-	\$	-	\$	-	\$	-	\$	461,000	\$	-	\$	461,000	\$	461,000	12/7/2019	\$	1,740,000
		ROW	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	-	\$	311,000			
Total Programmed Capital Expenditures			\$	52,727,696	\$	19,597,425	\$	6,898,000	\$	-	\$	-											
Total Programmed Balance Carryover*			\$	(19,693,408)	\$	(30,128,359)	\$	(27,818,072)	\$	(18,563,743)	\$	(9,216,871)											

Summary Table									
Fiscal Year	FY24/25	FY25/26	FY26/27	FY27/28	FY28/29	5-Year Total Available Revenue	5-Year Total Programmed	5-Year Balance	
Available Revenue	\$ 33,034,287	\$ (10,530,934)	\$ (20,920,072)	\$ (18,563,743)	\$ (9,216,871)				
Total Funded/Obligated Expenditures	\$ 52,727,696	\$ 19,597,425	\$ 6,898,000	\$ -	\$ -	\$ 70,006,249	\$ 79,223,121	\$ (9,216,871)	
Carryover Balance	\$ (19,693,408)	\$ (30,128,359)	\$ (27,818,072)	\$ (18,563,743)	\$ (9,216,871)				

Notes:
 Phases: planning=PLN, engineering=ENG, right-of-way=ROW, construction=CON



Fiscal Year 2024/2025 Hemet/San Jacinto Zone 5-Year Transportation Improvement Program

Fiscal Year		FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost	Last Invoice	Reimbursement Agreement Amount	Max Share (2021)		
Forecast Revenues		\$5,500,000	\$ 5,665,000	\$ 5,834,950	\$ 6,009,999	\$ 6,190,298	\$ 60,094,368	\$ (1,640,737)	\$ 46,735,105					
Carryover Revenues (As of 3/10/2024)		\$28,124,797	\$ 20,930,430	\$ 12,095,430	\$ 9,930,380	\$ 7,940,378								
Available Revenues		\$ 33,624,797	\$ 26,595,430	\$ 17,930,380	\$ 15,940,378	\$ 14,130,677								
Funded Expenditures		Phase**												
City of Hemet														
24-HS-HEM-1315	Warren Rd (Domenigoni to Esplanade)	PLN	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	N/A	No Agreement	14,954,000	
		ROW		\$ 1,000,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -				\$ 2,000,000
		CON	\$ -	\$ -	\$ 4,000,000	\$ 4,000,000	\$ -	\$ -	\$ 8,000,000	\$ -				\$ 8,000,000
City of San Jacinto														
20-HS-SJC-1201	State St, Gilman Springs to Quandt Ranch Rd	PLN	\$ 59,535	\$ -	\$ -	\$ -	\$ -	\$ 59,535	\$ -	\$ 59,535	N/A		\$ 1,184,000	
		ENG	\$ 149,121	\$ -	\$ -	\$ -	\$ -	\$ 149,121	\$ -	\$ 149,121				
		ROW	\$ 247,779	\$ -	\$ -	\$ -	\$ -	\$ 247,779	\$ -	\$ 247,779				
		CON	\$ 681,565	\$ -	\$ -	\$ -	\$ -	\$ 681,565	\$ -	\$ 681,565				
20-HS-SJC-1202	Warren Rd (Upper Line to Ramona Expy, 1.75 miles)	PLN	\$ 150,000	\$ -	\$ -	\$ -	\$ -	\$ 150,000	\$ -	\$ 150,000	N/A		\$ 4,807,000	
		ENG	\$ 175,000	\$ -	\$ -	\$ -	\$ -	\$ 175,000	\$ -	\$ 175,000				
		CON	\$ 4,482,000	\$ -	\$ -	\$ -	\$ -	\$ 4,482,000	\$ -	\$ 4,482,000				
Cities of San Jacinto and Hemet														
05-HS-SJC-1025	Esplanade Ave, Warren Road to State St (Phase I & II) (3.53 mi. 2 to 4 lanes)	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (384,105)	\$ 384,105	7/28/2021		\$ 9,700,000	
		ENG	\$ 82,828	\$ -	\$ -	\$ -	\$ -	\$ 82,828	\$ (793,172)	\$ 876,000				
		ROW	\$ 536,540	\$ -	\$ -	\$ -	\$ -	\$ 536,540	\$ (463,460)	\$ 1,000,000				
		CON	\$ 5,630,000	\$ -	\$ -	\$ -	\$ -	\$ 5,630,000	\$ -	\$ 5,630,000				
20-HS-HEM-1306	Esplanade Ave, Warren Road to Sanderson St - South Side Improvements (1.5 mi)	PLN	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000	N/A			
		ENG	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000				
		CON	\$ 1,700,000	\$ -	\$ -	\$ -	\$ -	\$ 1,700,000	\$ -	\$ 1,700,000				
County of Riverside														
23-HS-RCY-1305	SR-79 (SR-74 to Domenigoni)	ENG	\$ 5,000,000	\$ 10,000,000				\$ 15,000,000			N/A	N/A	\$ 19,302,000	
		ROW	\$ 10,000,000	\$ 3,000,000	\$ 3,000,000	\$ 4,000,000	\$ -	\$ 20,000,000	\$ -	\$ 20,000,000				
Total Funded Capital Expenditures		\$ 12,694,368	\$ 14,500,000	\$ 8,000,000	\$ 8,000,000	\$ -								
Total Funded Balance Carryover*		\$ 20,930,430	\$ 12,095,430	\$ 9,930,380	\$ 7,940,378	\$ 14,130,677								

Summary Table									
Fiscal Year	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	3-Year Total Available Revenue	5-Year Total Programmed	5-Year Balance	
Available	\$ 33,624,797	\$ 26,595,430	\$ 17,930,380	\$ 15,940,378	\$ 14,130,677				
Programmed	\$ 12,694,368	\$ 14,500,000	\$ 8,000,000	\$ 8,000,000	\$ -	\$ 62,825,044	\$ 60,094,368	\$ 2,730,677	
Carryover	\$ 20,930,430	\$ 12,095,430	\$ 9,930,380	\$ 7,940,378	\$ 14,130,677				

Programmed Carryover Balance does not reflect actual Zone available cash

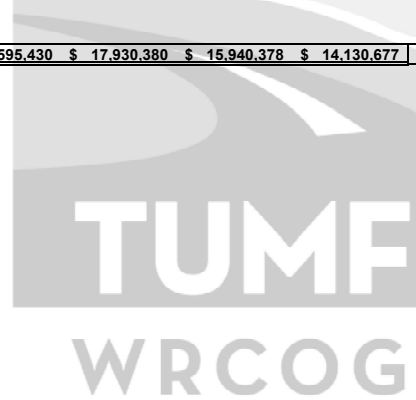


Fiscal Year 2024/2025 Hemet/San Jacinto Zone 5-Year Transportation Improvement Program

Fiscal Year	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost	Last Invoice	Reimbursement Agreement Amount	Max Share (2021)
Forecast Revenues	\$5,500,000	\$ 5,665,000	\$ 5,834,950	\$ 6,009,999	\$ 6,190,298	\$ 60,094,368	\$ (1,640,737)	\$ 46,735,105			
Carryover Revenues (As of 3/10/2024)	\$28,124,797	\$ 20,930,430	\$ 12,095,430	\$ 9,930,380	\$ 7,940,378						
Available Revenues	\$ 33,624,797	\$ 26,595,430	\$ 17,930,380	\$ 15,940,378	\$ 14,130,677						

Phases: *planning=PLN, engineering=ENG, right-of-way=ROW, construction=CON*

Reimbursement Detail Tracked on Separate Spreadsheet





Fiscal Year 2024/2025 Northwest Zone 5-Year Transportation Improvement Program

Fiscal Year		FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Programmed Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost	Last Invoice	Reimbursement Agreement Amount	Max Share (2021)	
Forecast Revenues		\$ 9,453,678	\$ 9,737,288	\$ 10,029,407	\$ 10,330,289	\$ 10,640,198	\$ 72,346,614	\$ (17,366,494)	\$ 89,504,126				
Carryover Revenues		\$ 34,690,726	\$ (13,052,210)	\$ (11,851,922)	\$ (8,435,515)	\$ 1,894,774							
Available Revenues		\$ 44,144,404	\$ (3,314,922)	\$ (1,822,515)	\$ 1,894,774	\$ 12,534,972							
Programmed Expenditures													
Phase													
City of Corona													
05-NW-COR-1048	McKinley St. Grade Separation & Bridge (0.330 mi. 4 to 6 lanes)*	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (149,582)	\$ 175,600	7/29/2010	\$ 175,600	NA	
		ENG	\$ 1,455,000	\$ -	\$ -	\$ -	\$ -	\$ 1,455,000	\$ -		\$ 1,455,000		\$ 1,455,000
		ROW	\$ 2,947,000	\$ -	\$ -	\$ -	\$ -	\$ 2,947,000	\$ -		\$ 2,947,000		\$ -
20-NW-COR-1308	Ontario Ave (I-15 to El Cerrito)	PLN	\$ 123,000	\$ -	\$ -	\$ -	\$ -	\$ 123,000	\$ -	\$ 123,000	N/A	\$ 123,000	\$ 6,160,000
		ENG	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000		\$ 1,000,000	
		ROW	\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	\$ -	\$ 2,000,000		\$ 2,000,000	
		CON	\$ -	\$ 3,037,000	\$ -	\$ -	\$ -	\$ 3,037,000	\$ -	\$ 3,037,000		\$ 3,037,000	
22-NW-COR-1203	Ontario Ave (Lincoln to Buena Vista)	ENG	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	N/A	\$ 300,000	\$ 2,357,000
		ROW	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000		\$ 1,000,000	
		CON	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000		\$ 1,000,000	
City of Jurupa Valley													
16-NW-JVL-1182	Limonite Avenue (Bain to Homestead) (.74 mile, 2 to 4 lanes)*	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (110,000)	\$ 110,000	7/30/2020	\$ 110,000	\$ 3,490,000	
		ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (350,000)		\$ 350,000		\$ 350,000
		ROW	\$ 800,000	\$ -	\$ -	\$ -	\$ -	\$ 800,000	\$ -		\$ 800,000		\$ -
		CON	\$ -	\$ -	\$ 850,000	\$ -	\$ -	\$ 850,000	\$ -		\$ 850,000		\$ -
16-NW-JVL-1183	Market Street Bridge over the Santa Ana River (2 to 4 lanes)	PLN	\$ 83,332	\$ -	\$ -	\$ -	\$ -	\$ 83,332	\$ (141,668)	\$ 225,000	9/1/2023	\$ 225,000	\$ 8,466,000
		ENG	\$ 475,000	\$ -	\$ -	\$ -	\$ -	\$ 475,000	\$ -	\$ 240,000		\$ 240,000	
		CON	\$ 5,906,000	\$ 2,000,000	\$ -	\$ -	\$ -	\$ 7,906,000	\$ -	\$ 7,906,000		\$ -	
18-NW-JVL-1195	Rubidoux Boulevard/SR-60 Interchange	PLN	\$ 617,000	\$ -	\$ -	\$ -	\$ -	\$ 617,000	\$ -	\$ 617,000	N/A	No Agreement	\$ 9,278,000
		PSE	\$ -	\$ 2,500,000	\$ -	\$ -	\$ -	\$ 2,500,000	\$ -	\$ 2,500,000		\$ -	
18-NW-JVL-1196	Cantu Galleano Ranch Road, Gap Closure (Bellegrave to .31 mile west), .31 miles	PLN	\$ 22,000	\$ -	\$ -	\$ -	\$ -	\$ 22,000	\$ -	\$ 22,000	N/A	\$ 22,000	\$ 426,000
		ENG	\$ 54,000	\$ -	\$ -	\$ -	\$ -	\$ 54,000	\$ -	\$ 54,000		\$ 54,000	
18-NW-JVL-1197	Market Street (Rubidoux to Santa Ana River), 1.74 miles, 2 to 4 lanes	PLN	\$ 508	\$ -	\$ -	\$ -	\$ -	\$ 508	\$ (226,492)	\$ 227,000	10/26/2023	\$ 227,000	\$ 4,488,000
		ENG	\$ 555,602	\$ -	\$ -	\$ -	\$ -	\$ 555,602	\$ (10,398)	\$ 566,000		\$ 566,000	
		ROW	\$ 1,002,000	\$ -	\$ -	\$ -	\$ -	\$ 1,002,000	\$ -	\$ 1,002,000		\$ -	
		CON	\$ 2,415,000	\$ -	\$ -	\$ -	\$ -	\$ 2,415,000	\$ -	\$ 2,415,000		\$ -	
20-NW-JVL-1309	Bellegrave Ave (Cantu-Galleano Ranch Rd to Van Buren), 2 to 4 lanes	PAED	\$ 40,000	\$ -	\$ -	\$ -	\$ -	\$ 40,000	\$ -	\$ 40,000	N/A	\$ 40,000	\$ 790,000
		PSE	\$ 100,000	\$ -	\$ -	\$ -	\$ -	\$ 100,000	\$ -	\$ 100,000		\$ 100,000	
24-NW-JVL-1310	Van Buren Blvd (Bellegrave to Santa Ana River)	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (130,000)	\$ 130,000	NA	No Agreement	\$ 9,312,000	
		ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (317,597)		\$ 317,597		
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (154,866)		\$ 154,866		
		CON	\$ 7,000,000	\$ -	\$ -	\$ -	\$ -	\$ 7,000,000	\$ -		\$ 7,000,000		
County of Riverside													
18-NW-RCY-1203	Temescal Canyon Road Widening - Dos Lagos to Dawson	ROW	\$ 445,940	\$ -	\$ -	\$ -	\$ -	\$ 445,940	\$ (1,154,060)	\$ 1,600,000	1/4/2024	\$ 1,600,000	\$ 5,763,000
		CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (2,707,107)	\$ 2,707,107		\$ 3,000,000	
19-NW-RCY-1301	Temescal Canyon Road Widening - El Cerrito to Tom Barnes*	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (689,128)	\$ 689,128	7/21/2023	\$ 1,200,000	\$ 5,763,000	
		ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (3,183)		\$ 3,183		\$ 1,800,000
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -		\$ 2,640,000
		CON	\$ -	\$ -	\$ 5,763,000	\$ -	\$ -	\$ 5,763,000	\$ -		\$ 5,763,000		\$ -
21-NW-RCY-1303	Wood Rd Widening (Krameria to Cajalco)	PLN	\$ 1,329,217	\$ -	\$ -	\$ -	\$ -	\$ 1,329,217	\$ (17,783)	\$ 1,347,000	3/28/2023	\$ 400,000	



Fiscal Year 2024/2025 Northwest Zone 5-Year Transportation Improvement Program

Fiscal Year		FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Programmed Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost	Last Invoice	Reimbursement Agreement Amount	Max Share (2021)	
Forecast Revenues		\$ 9,453,678	\$ 9,737,288	\$ 10,029,407	\$ 10,330,289	\$ 10,640,198	\$ 72,346,614	\$ (17,366,494)	\$ 89,504,126				
Carryover Revenues		\$ 34,690,726	\$ (13,052,210)	\$ (11,851,922)	\$ (8,435,515)	\$ 1,894,774							
Available Revenues		\$ 44,144,404	\$ (3,314,922)	\$ (1,822,515)	\$ 1,894,774	\$ 12,534,972							
05-NW-EAV-1050	Hamner Avenue Bridge (1,200' over Santa Ana River) 2 to 6 lanes	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (250,000)	\$ 250,000	6/6/2022	\$ 250,000	NA	
		CON	\$ 45,210	\$ -	\$ -	\$ -	\$ -	\$ 45,210	\$ (4,454,790)		\$ 4,500,000		\$ 4,500,000
18-NW-RCY-1199	Hamner Ave, Schleisman Ave. to Santa Ana River & Santa Ana River to 6th Street (.17 mi., 4 to 6 lanes, 1 mi. 2 to 6 lanes)	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (571,000)	\$ 571,000	2/28/2024	\$ 571,000	\$ 9,623,000	
		ENG	\$ 191,883	\$ -	\$ -	\$ -	\$ -	\$ 191,883	\$ (540,842)		\$ 732,725		\$ 742,000
		ROW	\$ 932,000	\$ -	\$ -	\$ -	\$ -	\$ 932,000	\$ -		\$ 932,000		\$ -
		CON	\$ 2,240,312	\$ -	\$ -	\$ -	\$ -	\$ 2,240,312	\$ (2,279,899)		\$ 4,520,211		\$ 4,510,000
City of Norco													
24-NW-NOR-1311	Hamner Ave (6th to Hidden Valley)	PLN	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000		\$ 1,500,000				
City of Riverside													
16-NW-RIV-1186	Adams Street/SR-91 Interchange	PLN	\$ 1,529,881	\$ -	\$ -	\$ -	\$ 1,529,881	\$ (1,289,752)	\$ 2,819,633	10/19/2023	\$ 2,000,000	\$ 18,556,000	
		ENG	\$ 4,100,000	\$ -	\$ -	\$ -	\$ 4,100,000	\$ -	\$ 4,100,000		\$ 2,100,000		
16-NW-RIV-1190	Third Street Grade Separation	PLN	\$ 467,777	\$ -	\$ -	\$ -	\$ 467,777	\$ (1,032,223)	\$ 1,500,000	4/4/2024	\$ 1,500,000	\$ 38,343,000	
		ENG	\$ 1,779,963	\$ -	\$ -	\$ -	\$ 1,779,963	\$ (720,037)	\$ 2,500,000		\$ 2,500,000		
		ROW	\$ 7,250,000	\$ -	\$ -	\$ -	\$ 7,250,000	\$ -	\$ 7,250,000		\$ 4,250,000		
18-NW-RIV-1202	Van Buren Blvd., Santa Ana River to Jurupa Ave. (.33 mi. 4 to 6 lanes)	PLN	\$ 46,000	\$ -	\$ -	\$ -	\$ 46,000	\$ -	\$ 46,000	5/10/2022	N/A	\$ 5,656,000	
		ENG	\$ 247,911	\$ -	\$ -	\$ -	\$ 247,911	\$ (66,089)	\$ 314,000		N/A		
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		N/A		
		CON	\$ 1,400,000	\$ -	\$ -	\$ -	\$ 1,400,000	\$ -	\$ 1,400,000		N/A		
City of Eastvale													
17-NW-EAV-1192	Limonite Avenue Bridge (over Cucamonga Creek), 0 to 4 lanes	PLN	\$ 450,000	\$ -	\$ -	\$ -	\$ 450,000	\$ -	\$ 450,000	N/A	\$ 450,000	\$ 9,598,000	
		ENG	\$ 500,000	\$ -	\$ -	\$ -	\$ 500,000	\$ -	\$ 500,000		\$ 500,000		
		CON	\$ 4,195,077	\$ -	\$ -	\$ -	\$ 4,195,077	\$ -	\$ 4,195,077		\$ 4,195,077		
18-NW-EAV-1204	Limonite Avenue Extension, Hellman to Archibald	PLN	\$ 196,000	\$ -	\$ -	\$ -	\$ 196,000	\$ -	\$ 196,000	N/A	No RA	NA	
		ENG	\$ 454,000	\$ -	\$ -	\$ -	\$ 454,000	\$ -	\$ 454,000				
Total Programmed Capital Expenditures		\$ 57,196,614	\$ 8,537,000	\$ 6,613,000	\$ -	\$ -							
Total Programmed Balance Carryover*		\$ (13,052,210)	\$ (11,851,922)	\$ (8,435,515)	\$ 1,894,774	\$ 12,534,972							

Summary Table									
Fiscal Year	FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	5-Year Total Available Revenue	5-Year Total Programmed	5-Year Balance	
Available Revenues	\$ 44,144,404	\$ (3,314,922)	\$ (1,822,515)	\$ 1,894,774	\$ 12,534,972				
Programmed Phases	\$ 57,196,614	\$ 8,537,000	\$ 6,613,000	\$ -	\$ -	\$ 84,881,587	\$ 72,346,614	\$ 12,534,972	
Carryover Balance	\$ (13,052,210)	\$ (11,851,922)	\$ (8,435,515)	\$ 1,894,774	\$ 12,534,972				

Green - Additional TUMF funding available, Red - TUMF Max Share reached, Blue - Project completed, invoices pending
 Status: PLN=Planned, STD=Started, PND=Pending final invoice, CPL=Completed, CLD= Phase Closed, TER=Terminated.
 Actual Revenue Forecasts, Carryover, and Payments thru 7/1/2019.
 Red font=payments or adjustments; green font= no FY activity; Yellow highlight = obligated funds and overprogramming alert.



Fiscal Year 2024/2025 Pass Zone 5-Year Transportation Improvement Program

Fiscal Year		FY 24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Programmed Phase Balance	Total Phase Payments/ Expenditures	Original Programmed Phase Cost	Last Invoice	Reimbursement Agreement Values	Max Share (2021)	
Forecast Revenues		\$3,000,000	\$ 3,090,000	\$ 3,182,700	\$ 3,278,181	\$ 3,376,526	\$ 39,450,456	\$ (2,270,007)	\$ 41,599,976				
Carryover Revenues (As of 4/4/23)		\$ 19,630,277	\$7,279,820	\$ (7,630,180)	\$ (8,547,480)	\$ (6,269,299)							
Available Revenues		\$22,630,277	\$ 10,369,820	\$ (4,447,480)	\$ (5,269,299)	\$ (2,892,772)							
Programmed/Expenditures Phase**													
Cities of Banning and Beaumont													
17-PS-BAN-1191	Highland Springs Avenue Interchange	PLN	\$ 2,043,316	\$ -	\$ -	\$ -	\$ -	\$ 2,043,316	\$ (1,456,684)	\$ 3,500,000	11/17/2023	\$ 3,500,000	\$17,897,000
		ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 200,000		\$ 200,000	
		CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,800,000		\$ 1,800,000	
City of Banning													
06-PS-BAN-1206	Sun Lakes Blvd Extension (Highland Home to Sunset)	PLN	\$ 124,240	\$ -	\$ -	\$ -	\$ -	\$ 124,240	\$ (375,760)	\$ 500,000	6/21/2023	\$ 500,000	\$14,679,000
		ENG	\$ 182,900	\$ -	\$ -	\$ -	\$ -	\$ 182,900	\$ (317,076)	\$ 499,976		\$ 500,000	
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		CON	\$ 1,000,000	\$ 7,000,000	\$ 2,000,000	\$ 1,000,000	\$ 1,000,000	\$ 12,000,000	\$ -	\$ 12,000,000		\$ -	
City of Beaumont													
19-PS-BEA-1204	Potrero Boulevard Interchange (Phase II)	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	11/26/2023	\$ -	\$25,123,000
		ENG	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ 3,000,000	\$ (120,487)	\$ 250,000		\$ 3,000,000	
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		CON	\$ 3,500,000	\$ 7,000,000	\$ -	\$ -	\$ -	\$ 10,500,000	\$ -	\$ 10,500,000		\$ 3,000,000	
City of Calimesa													
19-PS-CAL-1205	County Line Road Interchange	PLN	\$ 500,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,500,000	N/A	N/A	\$18,556,000
		ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 750,000		\$ -	
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
16-PS-CAL-1189	Cherry Valley Boulevard Interchange	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	N/A	\$36,617,000
		ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		ROW	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -	
		CON	\$ -	\$ -	\$ 2,100,000	\$ -	\$ -	\$ 2,100,000	\$ -	\$ 2,100,000		\$ -	
20-PS-CAL-1208	Singleton Rd/I-10 Interchange	PLN	\$ 300,000	\$ -	\$ -	\$ -	\$ -	\$ 300,000	\$ -	\$ 300,000	N/A	\$ -	\$38,423,000
		ENG	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000		\$ -	
		ROW	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000	\$ -	\$ 2,100,000		\$ -	
		CON	\$ 2,000,000	\$ 3,000,000	\$ -	\$ -	\$ -	\$ 5,000,000	\$ -	\$ 5,000,000		\$ 2,000,000	
Total Programmed Capital Expenditures		\$ 15,350,456	\$18,000,000	\$ 4,100,000	\$ 1,000,000	\$ 1,000,000	\$ 39,450,456		\$ 41,599,976				
Total Programmed Carryover Balance*		\$7,279,820	\$ (7,630,180)	\$ (8,547,480)	\$ (6,269,299)	\$ (3,892,772)							

Summary Table								
Fiscal Year	FY 24-25	FY25-26	FY26-27	FY27-28	FY28-29	5-Year Total Available Forecast/Cash	5-Year Total Programmed	5-Year Balance
Available Revenues	\$ 22,630,277	\$ 10,369,820	\$ (4,447,480)	\$ (5,269,299)	\$ (2,892,772)			
Funded Programmed	\$ 15,350,456	\$ 18,000,000	\$ 4,100,000	\$ 1,000,000	\$ 1,000,000	\$ 35,557,683.94	\$ 39,450,456	\$ (3,892,772)
Carryover Balance	\$ 7,279,820	\$ (7,630,180)	\$ (8,547,480)	\$ (6,269,299)	\$ (3,892,772)			

NOTES:

Total Funded Carryover Balance does not reflect actual available cash.
 Cherry Valley Interchange & Highland Springs Interchange funding shown above from part of Beaumont Settlement.
 ** Phase: planning=PLN, engineering=ENG, right-of-way=ROW, construction=CON.



Fiscal Year 2024/2025 Southwest Zone 5-Year Transportation Improvement Program

Fiscal Year		FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Programmed Phase Balance	Total Phase Payments/Expenditures	Reimbursement Agreement Values	Last Invoiced	Max Share (2021)	
Revised Forecast Revenues		\$5,500,000	\$ 5,665,000	\$ 5,834,950	\$ 6,009,999	\$ 6,190,298	\$ 67,035,988	\$ (30,156,825)				
Carryover Revenues (As of 4/2023)		\$28,886,762	\$ (15,906,554)	\$ (21,241,554)	\$ (27,699,276)	\$ (23,189,278)						
Available Revenues		\$34,386,762	\$ (10,241,554)	\$ (15,406,604)	\$ (21,689,278)	\$ (16,998,979)						
Programmed Expenditures		Phase*										
County of Riverside												
06-SW-RCY-1073	Clinton Keith Rd, I-215 to SR-79 (3.191 m. 4 to 6 lanes)	ROW	\$ (0)	\$ -	\$ -	\$ -	\$ -	\$ (0)	\$ (7,000,000)	\$ 7,000,000	12/9/2019	NA
		CON	\$1,250,170	\$ -	\$ -	\$ -	\$ -	\$1,250,170	\$ (8,749,830)	\$ 10,000,000		
20-SW-RCY-1195	Rancho California/Calle Contento - Roundabout	ROW	\$ 275,000	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,275,000	\$ -	\$ 275,000	Not Invoiced	Deducted from Rancho California (BtRfd Stg to Glen Oaks)
		CON	\$ -	\$ -	\$ 3,825,000	\$ -	\$ -	\$ 3,825,000	\$ -	\$ 2,225,000		
21-SW-RCY-1203	Grand Avenue (Ortega Hwy to Corydon Rd)	PLN	\$ 773,724	\$ -	\$ -	\$ -	\$ -	\$ 773,724	\$ -	\$ 774,000	Not Invoiced	\$ 31,290,000
23-SW-RCY-1204	Temescal Canyon Road (I-15 to Lake)	PLN	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	NA	Not Invoiced	
24-SW-RCY-1312	Butterfield Stage Rd (MHS to Auld)	PLN	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ 500,000				
City of Lake Elsinore												
05-SW-LEL-1060	SR-74/I-15 Interchange	PLN	\$ 735,756	\$ -	\$ -	\$ -	\$ -	\$ 735,756	\$ (1,898,495)	\$ 2,634,251	2/21/2023	\$ 19,099,000
		ENG	\$ 3,000,000	\$ 1,500,000	\$ -	\$ -	\$ -	\$ 4,500,000	\$ -	\$ 3,000,000		
		ROW	\$ 643,535	\$ -	\$ -	\$ -	\$ -	\$ 643,535	\$ (1,356,465)	\$ 2,000,000		
		CON	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
07-SW-LEL-1115	Temescal Canyon Road Bridge (2 to 4 lanes)	PLN	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (264,517)	\$ 264,535	3/3/2020	\$ 2,448,000
		ENG	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (287,685)	\$ 313,811		
		ROW	\$ 248,000	\$ -	\$ -	\$ -	\$ -	\$ 248,000	\$ -	\$ 248,000		
		CON	\$ -	\$ -	\$ 1,467,672	\$ -	\$ -	\$ 1,467,672	\$ -	\$ 1,467,672		
21-SW-LEL-1304	Nichols Rd/I-15 Interchange	PAED	\$ 2,203,651	\$ 1,250,000	\$ -	\$ -	\$ -	\$ 3,453,651	\$ (546,349)	\$ 4,000,000	2/29/2024	\$ 39,934,000
22-SW-LEL-1204	Franklin/I-15 Interchange	PAED	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	N/A	\$ 15,763,000
		PSE	\$ 1,000,000	\$ 2,000,000	\$ 3,000,000	\$ -	\$ -	\$ 6,000,000	\$ -	\$ 6,000,000		
		ROW	\$ -	\$ 2,000,000	\$ 2,000,000	\$ 1,500,000	\$ -	\$ 5,500,000	\$ -	\$ 5,500,000		
City of Murrieta												
16-SW-MUR-1188	Keller Road/I-215 Interchange	PLN	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ 1,000,000	\$ -	\$ 1,000,000	N/A	\$ 19,286,000
		ENG	\$ 1,250,000	\$ -	\$ -	\$ -	\$ -	\$ 1,250,000	\$ -	\$ 1,250,000		
		ROW	\$ 3,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		
		CON	\$ -	\$ 2,000,000	\$ 2,000,000	\$ -	\$ -	\$ 2,000,000	\$ -	\$ -		
22-SW-MUR-1191	Murrieta Hot Springs (Margarita to Winchester)	ROW	\$ 600,000	\$ -	\$ -	\$ -	\$ -	\$ 600,000	\$ -	\$ 600,000	N/A	\$ 3,021,000
		CON	\$ 2,100,000	\$ -	\$ -	\$ -	\$ -	\$ 2,100,000	\$ -	\$ 2,100,000		
24-SW-MUR-1313	Whitewood Rd (Clinton Keith Rd to Hunter Rd)	PLN	\$ 1,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
		ENG	\$ -	\$ 500,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		



Fiscal Year 2024/2025 Southwest Zone 5-Year Transportation Improvement Program

Fiscal Year		FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	Current Programmed Phase Balance	Total Phase Payments/ Expenditures	Reimbursement Agreement Values	Last Invoiced	Max Share (2021)
Revised Forecast Revenues		\$5,500,000	\$ 5,665,000	\$ 5,834,950	\$ 6,009,999	\$ 6,190,298	\$ 67,035,988	\$ (30,156,825)			
Carryover Revenues (As of 4/2023)		\$28,886,762	\$ (15,906,554)	\$ (21,241,554)	\$ (27,699,276)	\$ (23,189,278)					
Available Revenues		\$34,386,762	\$ (10,241,554)	\$ (15,406,604)	\$ (21,689,278)	\$ (16,998,979)					
City of Temecula											
18-SW-TEM-1194	Western Bypass/Diaz Road (Rancho California to Cherry) 0-4 lanes, 2.14 miles	PLN/ENG \$ 253,776	\$ -	\$ -	\$ -	\$ -	\$ 253,776	\$ (812,147)	\$ 1,065,923	11/10/2022	\$ 6,731,000
		CON \$ 5,700,000	\$ -	\$ -	\$ -	\$ -	\$ 5,700,000	\$ -	\$ 4,500,000		
20-SW-TEM-1197	French Valley Phase III (Jefferson Ave to Ynez Rd)	ROW \$ 1,698,595	\$ -	\$ -	\$ -	\$ -	\$ 1,698,595	\$ (1,301,405)	\$ 3,000,000	5/21/2023	\$ 12,760,000
Programmed Expenditures, continued											
City of Wildomar											
12-SW-WIL-1153	Clinton Keith Rd, I-15 to Copper Craft Dr (1.936 mi. 2 to 4 lanes)	ENG \$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ (219,204)	\$ 1,260,140		
		ROW \$ 1,033,212	\$ -	\$ -	\$ -	\$ -	\$ 1,033,212	\$ -	\$ -	5/4/2022	\$ 4,858,000
		CON \$ 3,050,000	\$ -	\$ -	\$ -	\$ -	\$ 3,050,000	\$ -	\$ 3,048,860		
12-SW-WIL-1151	Bundy Canyon Road (Cherry Street to Sunset Rd) (4.524 mi. 2 to 4 lanes)	PLN \$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (134,873)	\$ 82,247		
		ENG \$ 1,527,834	\$ -	\$ -	\$ -	\$ -	\$ 1,527,834	\$ (961,919)	\$ 2,489,753	1/19/2024	\$ 14,956,000
		ROW \$ 513,597	\$ -	\$ -	\$ -	\$ -	\$ 513,597	\$ (3,796,404)	\$ 4,310,000		
		CON \$ 5,448,844	\$ -	\$ -	\$ -	\$ -	\$ 5,448,844	\$ (2,036,156)	\$ 7,485,000		
12-SW-WIL-1058	Palomar St, Mission Trail to Jefferson (3.568 mi. 2 to 4 lanes)	PLN \$ 204,382	\$ -	\$ -	\$ -	\$ -	\$ 204,382	\$ (302,618)	\$ 507,000		
		ENG \$ 218,494	\$ -	\$ -	\$ -	\$ -	\$ 218,494	\$ (281,506)	\$ 391,517	12/5/2023	\$ 10,218,000
		ROW \$ 614,747	\$ -	\$ -	\$ -	\$ -	\$ 614,747	\$ (207,253)	\$ 422,000		
		CON \$ 4,900,000	\$ -	\$ -	\$ -	\$ -	\$ 4,900,000	\$ -	\$ 1,941,000		
20-SW-WIL-1198	Bundy/I-15 Interchange	PAED \$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,000,000	N/A	\$ 7,714,000
20-SW-WIL-1199	Wildomar Trail/I-15 Interchange	PAED \$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000	\$ -	\$ 1,000,000	N/A	\$ 7,714,000
21-SW-WIL-1205	Bundy Canyon (Mission Trail to Orange (I-15))	PAED \$ 250,000	\$ -	\$ -	\$ -	\$ -	\$ 250,000	\$ -	N/A		
		ENG \$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000	\$ -	N/A	N/A	\$ 8,178,000
		ROW \$ 350,000	\$ -	\$ -	\$ -	\$ -	\$ 350,000	\$ -	N/A		
		CON \$ 750,000	\$ -	\$ -	\$ -	\$ -	\$ 750,000	\$ -	N/A		
Total Capital Programmed Expenditures		\$ 50,293,316	\$ 11,000,000	\$ 12,292,672	\$ 1,500,000	\$ -					
Total Programmed Balance Carryover*		\$ (15,906,554)	\$ (21,241,554)	\$ (27,699,276)	\$ (23,189,278)	\$ (16,998,979)					
Summary Table											
<i>Fiscal Year</i>		FY24-25	FY25-26	FY26-27	FY27-28	FY28-29	5-Year Total Available Revenue	5-Year Total Programmed			
<i>Available Revenue</i>		\$ 34,386,762	\$ (10,241,554)	\$ (15,406,604)	\$ (21,689,278)	\$ (16,998,979)					
<i>Programmed Expenditures</i>		\$ 50,293,316	\$ 11,000,000	\$ 12,292,672	\$ 1,500,000	\$ -	\$ 50,385,627	\$ 67,035,988			
<i>Carryover Balance</i>		\$ (15,906,554)	\$ (21,241,554)	\$ (27,699,276)	\$ (23,189,278)	\$ (16,998,979)					