

TransNet Program

TransNet Annual Sales Tax Receipts and Allocations

Revised FY 2026 and Estimates from FY 2027 to FY 2031 (in \$000s)

TransNet Annual Receipts	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
	Revised	Estimated				
	\$436,207	\$445,521	\$457,738	\$469,668	\$481,721	\$494,014
TransNet Annual Allocations	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031
	Revised	Estimated				
Off-the-Top Allocations						
Administration & Oversight						
Administrative Allocations ¹	\$8,724	\$8,910	\$9,155	\$9,393	\$9,634	\$9,880
Independent Taxpayer Oversight Committee ²	\$546	\$562	\$579	\$597	\$615	\$633
Program						
Bike, Pedestrian, and Neighborhood Safety Program ³	\$8,724	\$8,910	\$9,155	\$9,393	\$9,634	\$9,880
Off-the-Top Total*	\$17,994	\$18,383	\$18,889	\$19,383	\$19,883	\$20,394
Net Available for Allocation	\$418,213	\$427,138	\$438,849	\$450,285	\$461,838	\$473,621
Program, Ops, and Improvements Allocations						
Program						
Major Corridors Program ⁴	\$177,322	\$181,106	\$186,072	\$190,921	\$195,819	\$200,815
Operations						
New BRT/Rail Operations ⁵	\$33,875	\$34,598	\$35,547	\$36,473	\$37,409	\$38,363
System Improvements						
Transit System Improvements ⁶	\$69,005	\$70,478	\$72,410	\$74,297	\$76,203	\$78,147
Local System Improvement ⁷	\$138,010	\$140,955	\$144,820	\$148,594	\$152,407	\$156,295
Net Allocations Total	\$418,213	\$427,138	\$438,849	\$450,285	\$461,838	\$473,621

*Totals may not add up due to rounding

NOTES:

The TransNet Extension Ordinance established the rules for the allocation of all Commission revenues. Commission funds are allocated according to the following priorities:

¹ Up to 2% of the annual revenues shall be allocated for administrative expenses, which includes Commission/Board expenses, administrative reserve.

² The ITOC allocation is based on the annual increase in CPI using \$250,000 as the starting base.

³ Total of 2% shall be allocated for bicycle facilities.

⁴ 42.4% of the total revenues less off the top programs shall be allocated for Major Corridor projects which include transportation mitigation under the Environmental Mitigation program (EMP) and any finance charges incurred.

⁵ 8.1% of the total revenues less off the top programs shall be allocated to operate new rail or bus rapid transit (BRT) services.

⁶ 16.5% of the total revenues less off the top programs shall be allocated for purposes of public transit services including providing for senior and American with Disabilities Act (ADA)-related services.

⁷ 33% of total revenues less off the top programs shall be allocated for local street improvement services, which includes roadway projects, as well as local EMP and smart growth incentive programs.

Summary of Transit-Related Funding

FY 2027

	Transportation Development Act TDA ¹		TransNet Transit System Improvements		Federal Transit Administration (FTA) ¹		Total
Total Estimated	\$	207,795	\$	70,478	\$	172,261	\$ 450,534
County Administration Fee	\$	(50)				\$	(50)
Amounts Distributed	\$	207,745	\$	70,478	\$	172,261	\$ 450,484
Metropolitan Transit System	\$	137,277	\$	48,609	\$	115,370	\$ 301,256
North County Transit District	\$	55,592	\$	19,578	\$	49,963	\$ 125,133
SANDAG	\$	10,659			\$	6,929	\$ 17,588
Community Transit Services (CTSA)	\$	197				\$	197
Discretionary Programs²	\$	4,019	\$	2,291		\$	6,310

¹ Distribution between transit agencies and SANDAG subject to change based on final transit CIPs and capital project transfers

² Reflects TDA funds for bike/ped projects and TransNet TSI funds for competitive grants

*Totals may not add up due to rounding.

Transportation Development Act (TDA)

FY 2026 Apportionment and Estimates from FY 2027-2031

Estimated amounts are in \$000s

	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	FY 2031	FY 2027-31 5-Year Total
	<i>Estimated</i>						
Total Apportionment^{1,2}	\$205,737,566	\$207,794	\$212,454	\$216,929	\$221,412	\$225,955	\$1,064,326
Off-the-Top Costs							
Less County Auditor Expenses (PUC 99233.1)	(\$50,000)	(\$50)	(\$51)	(\$52)	(\$53)	(\$54)	(\$256)
Less SANDAG Administration (PUC 99233.1) ³	(\$555,491)	(\$561)	(\$784)	(\$779)	(\$795)	(\$1,022)	(\$3,475)
Less 3% Planning Funds (PUC 99233.2)	(\$6,172,127)	(\$6,216)	(\$6,349)	(\$6,483)	(\$6,617)	(\$6,746)	(\$31,836)
Less 2% Bicycle/Pedestrian Funds (PUC 99233.3)	(\$4,114,751)	(\$4,019)	(\$4,105)	(\$4,192)	(\$4,279)	(\$4,363)	(\$20,711)
Less 5% Community Transit Service (PUC 99233.7)	(\$10,286,878)	(\$9,847)	(\$10,058)	(\$10,271)	(\$10,483)	(\$10,688)	(\$50,947)
Off-the-Top Total	(\$21,179,248)	(\$20,693)	(\$21,347)	(\$21,777)	(\$22,227)	(\$22,873)	(\$107,224)
Remaining Available to Claim	\$184,558,318	\$187,101	\$191,107	\$195,151	\$199,184	\$203,081	\$957,102
MTS							
Total Available	\$131,567,503	\$133,381	\$136,236	\$139,119	\$141,994	\$144,772	\$682,297
Less Regional Planning/Capital Projects ⁴	(\$284,392)	(\$297)	(\$297)	(\$297)	(\$297)	(\$297)	(\$1,472)
Less Transferred Functions ⁵	(\$3,842,874)	(\$2,686)	(\$2,743)	(\$2,802)	(\$2,859)	(\$2,915)	(\$14,933)
Total Community Transit Service	\$6,650,046	\$6,880	\$7,027	\$7,176	\$7,324	\$7,467	\$35,056
Total Available to Claim	\$134,090,283	\$137,277	\$140,223	\$143,196	\$146,162	\$149,027	\$700,948
NCTD							
Total Available	\$2,990,815	\$3,721	\$4,871	\$6,032	\$7,190	\$8,309	\$274,806
Less Regional Planning/Capital Projects ⁴							
Less Transferred Functions ⁵	(887,596)	(900)	(919)	(939)	(958)	(977)	(4,603)
Total Community Transit Service	3,431,095	2,771	2,830	2,890	2,950	3,008	14,872
Total Available to Claim	\$55,534,314	\$55,592	\$56,782	\$57,983	\$59,182	\$60,340	\$285,074
SANDAG							
Total Available							
Regional Planning/Capital Projects	\$284,392	\$297	\$297	\$297	\$297	\$297	\$1,472
Transferred Functions	\$4,730,470	\$3,586	\$3,662	\$3,741	\$3,817	\$3,892	\$19,537
SANDAG Expenses ³	\$555,491	\$561	\$784	\$779	\$795	\$1,022	\$3,475
3% Planning Funds	\$6,172,127	\$6,216	\$6,349	\$6,483	\$6,617	\$6,746	\$31,836
Total Available to Claim	\$11,742,480	\$10,659	\$11,092	\$11,299	\$11,526	\$11,957	\$56,319
Community Transit Service (CTSA)							
Total Available	\$205,738	\$197	\$201	\$205	\$210	\$210	\$1,019
Total Available to Claim	\$205,738	\$197	\$201	\$205	\$210	\$210	\$1,019

*Totals may not add up due to rounding

¹ The County Auditor provided the apportionment for FY 2025. The projected estimates for FY 2026 to FY 2030 are based on the growth rate in retail sales as forecasted by SANDAG and excludes interest and prior year excess funds.

² Apportionment distribution is based on the population estimates published by the California Department of Finance (DOF) estimates as of January 2026 - approximately 71% for MTS and 29% for NCTD.

³ The SANDAG Administration cost rises in FY 2028 and FY 2031 disproportionately due to costs associated with the triennial performance audit. All other annual increases in SANDAG administrative share are consistent with the estimated growth in the TDA.

⁴ Represents the local match for federally funded regional planning and transit capital development projects identified in the FY 2026 transit CIP as provided by MTS and NCTD. The projects funded will be included as part of the FY 2026 Capital Improvement Program presented to the Transportation Committee/Board at their March/April meetings.

⁵ Based on Addendums No. 3 and No. 4 to the Master Memorandum of Understanding between MTS, NCTD, and SANDAG. For NCTD, 26.09% of this share is transferred back to NCTD to be used for TDA-eligible purposes.

TransNet Revenue Forecast - Transit System Improvement Program

Revised FY 2026 and Estimates for FY 2027 to FY 2031 (in \$000s)

Total Available For Transit Purposes ^{1,2} :	FY 2026	FY 2027		FY 2028		FY 2029		FY 2030		FY 2031	
	<i>Proposed</i>	<i>Estimated</i>									
		Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low	Mid-Range	Low
	\$69,005	\$70,478	\$66,954	\$72,410	\$68,790	\$74,297	\$70,582	\$76,203	\$72,393	\$78,147	\$74,240
Less 2.5% for ADA-related Services	(\$1,725)	(\$1,762)	(\$1,674)	(\$1,810)	(\$1,720)	(\$1,857)	(\$1,765)	(\$1,905)	(\$1,810)	(\$1,954)	(\$1,856)
Less 3.25% for Senior Services	(\$2,243)	(\$2,291)	(\$2,176)	(\$2,353)	(\$2,236)	(\$2,415)	(\$2,294)	(\$2,477)	(\$2,353)	(\$2,540)	(\$2,413)
Subtotal	\$65,037	\$66,425	\$63,104	\$68,247	\$64,834	\$70,025	\$66,524	\$71,822	\$68,231	\$73,654	\$69,971
MTS Projects And Services:											
Transit Service Improvements (Operations and Supporting Capital)	\$46,364	\$47,353	\$44,985	\$48,652	\$46,219	\$49,919	\$47,423	\$51,200	\$48,640	\$52,506	\$49,881
ADA Services	\$1,230	\$1,256	\$1,193	\$1,290	\$1,226	\$1,324	\$1,258	\$1,358	\$1,290	\$1,393	\$1,323
Subtotal	\$47,594	\$48,609	\$46,179	\$49,942	\$47,445	\$51,243	\$48,681	\$52,558	\$49,930	\$53,899	\$51,204
NCTD Projects And Services:											
Transit Service Improvements (Operations and Supporting Capital)	\$18,673	\$19,072	\$18,119	\$19,595	\$18,615	\$20,106	\$19,101	\$20,622	\$19,591	\$21,148	\$20,091
ADA Services	\$495	\$506	\$481	\$520	\$494	\$533	\$507	\$547	\$520	\$561	\$533
Subtotal	\$19,169	\$19,578	\$18,599	\$20,114	\$19,109	\$20,639	\$19,607	\$21,169	\$20,110	\$21,709	\$20,623
Regional Discretionary Programs³:											
Competitive Grant Program for Senior Transportation Services	\$2,243	\$2,291	\$2,176	\$2,353	\$2,236	\$2,415	\$2,294	\$2,477	\$2,353	\$2,540	\$2,413

*Totals may not add up due to rounding

¹ The Transit System Services Improvements share is 16.5% of net available revenues. After deducting for ADA and Senior Services, the balance is available for operations and miscellaneous capital projects by the transit agencies.

² Distribution between the 2 agencies for FY 2026 through 2031 are based on Jan. 2026 estimated population.

³ The funds are allocated via a Call for Projects process by SANDAG.

Other Notes:

A. The estimated revenues are based on growth rate in taxable sales as forecasted by SANDAG and excludes interest and prior year excess funds.

B. Distribution of revenue estimates are based on the 2004 Proposition A Extension: San Diego Transportation Improvement Program and Expenditure Plan.

Federal Transit Administration Formula Programs

FY 2026 Apportionment and Estimates from FY 2027 - FY 2030

	FY 2026			FY 2027			FY 2028			FY 2029			FY 2030		
	Actual			Estimated											
	Apportionment ¹	Regional Capital Projects	Regional Planning	Apportionment ¹	Regional Capital Projects	Regional Planning	Apportionment ¹	Regional Capital Projects	Regional Planning	Apportionment ¹	Regional Capital Projects	Regional Planning	Apportionment ¹	Regional Capital Projects	Regional Planning
Section 5307 Urbanized Area Formula Funds															
MTS	\$65,245,404	\$0	(\$1,187,466)	\$65,245	\$0	(\$1,187)	\$65,245	\$0	(\$1,187)	\$65,245	\$0	(\$1,187)	\$65,245	\$0	(\$1,187)
NCTD	\$27,962,316	\$0	N/A	\$27,962	\$0	N/A	\$27,962	\$0	N/A	\$27,962	\$0	N/A	\$27,962	\$0	N/A
SANDAG (Vanpool Program) ²	\$5,741,337	N/A	\$1,187,466	\$5,741	N/A	\$1,187	\$5,741	N/A	\$1,187	\$5,741	N/A	\$1,187	\$5,741	N/A	\$1,187
SANDAG (Capital Projects) ³	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total	\$98,949,057	\$0	\$0	\$98,949	\$0	\$0	\$98,949	\$0	\$0	\$98,949	\$0	\$0	\$98,949	\$0	\$0
Section 5337 State of Good Repair/ High Intensity															
MTS	\$46,999,087	\$0	N/A	\$46,999	\$0	N/A	\$46,999	\$0	N/A	\$46,999	\$0	N/A	\$46,999	\$0	N/A
NCTD	\$20,152,040	\$0	N/A	\$20,152	\$0	N/A	\$20,152	\$0	N/A	\$20,152	\$0	N/A	\$20,152	\$0	N/A
Total	\$67,151,127	\$0	N/A	\$67,151	\$0	N/A	\$67,151	\$0	N/A	\$67,151	\$0	N/A	\$67,151	\$0	N/A
Section 5339 Bus/Bus Facilities															
MTS	\$4,312,673	\$0	N/A	\$4,313	\$0	N/A	\$4,313	\$0	N/A	\$4,313	\$0	N/A	\$4,313	\$0	N/A
NCTD	\$1,848,288	\$0	N/A	\$1,848	\$0	N/A	\$1,848	\$0	N/A	\$1,848	\$0	N/A	\$1,848	\$0	N/A
Total	\$6,160,961	\$0	N/A	\$6,161	\$0	N/A	\$6,161	\$0	N/A	\$6,161	\$0	N/A	\$6,161	\$0	N/A

¹ A federal transportation bill was passed in the Bipartisan Infrastructure Law (as enacted in the Infrastructure Investment and Jobs Act (IIJA)). The Federal Register (FR) provides the FTA apportionment based on the IIJA, which increases funding each year through FY 2026. Estimates will remain flat for the outyears (FY 2027 - FY 2030), pending new legislation.

² SANDAG and transit agencies have agreed to fully fund the rideshare portion of the regional Transportation Demand Management program in recognition of the vanpool program's contribution to the funding level apportioned to the region. Prior year is reconciled with next year's estimate based on consultation with the transit agencies.

³ Regional Capital Projects refer to projects and associated funding transferred to SANDAG to implement on behalf of MTS and NCTD based on the draft FY 2027 MTS/NCTD Capital budget. The specific projects and funding recommendation would be presented to the Transportation Committee/Board of Directors as part of the FY 2027 Transit Capital Improvement Program at their respective meetings in March/April.

Note:

SANDAG share is based on the estimated costs to operate the regional vanpool program and its estimated increase in future years. The balance of 5307 funds are allocated 70% to MTS and 30% to NCTD. The same 70/30 split applies to the 5337 and 5339 funds (SANDAG does not share in these programs).