

Subject Metro Mobility forecasting

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Date February 29, 2024

Summary

This bill modifies the date to begin accounting for the impacts of forecasted Metro Mobility funding in the state forecast, so that it commences retroactively starting with the November 2023 forecast, and makes a technical change (to fix a cross reference). It also provides for an accompanying financial review (with costs and assumptions) to be submitted starting with the February 2024 forecast, which is due within 45 days of enactment of the legislation.

Background. Legislation in 2021 established a forecasting provision for the Metro Mobility program operated by the Metropolitan Council (as a special transportation service for individuals with mobility issues who are unable to use regular route transit). The provision directs Minnesota Management and Budget to include Metro Mobility costs, including cost adjustments, as a state General Fund obligation in each forecast, in consultation with the Metropolitan Council.

Under the 2021 legislation, the forecasted amount for Metro Mobility carried a delayed effect, so that adjusted costs are not counted in the general fund forecast until beginning in fiscal year 2026. (Prior to that year, the amount identified in the forecast is from the base set under appropriations legislation.) Since state forecasts include planning years (the “tails”), the provision included direction to start identifying Metro Mobility adjusted costs for fiscal year 2026 (and after) in the November 2024 forecast.

The bill moves back the start date to begin identifying the adjusted costs in each forecast (which is expressed in the effective date for the forecasting provision).