

# February 2026 Economic Forecast

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Management Committee

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# Motor Vehicle Sales Tax (MVST)

\$ (in millions) to the Council, including STPs

Forecast Date	SFY26	SFY27	SFY28	SFY29
February 2026	\$377.3	\$404.7	\$421.9	\$445.9
November 2025	\$387.7	\$413.2	\$432.1	\$456.0
February 2025	\$427.7	\$451.7	\$475.0	\$498.9
Compare to previous forecast	-2.69%	-2.03%	-2.37%	-2.21%
Year Over Year change		7.27%	4.24%	5.69%

# Metropolitan Regional Transportation Sales and Use Tax

\$ (in millions) to the Council, including Active Transportation Grants and support for STPs

Forecast Date	SFY26	SFY27	SFY28	SFY29
February 2026	\$451.8	\$467.8	\$477.4	\$487.1
November 2025	\$449.7	\$464.8	\$473.2	\$483.4
February 2025	\$445.6	\$463.2	\$479.3	\$494.9
Compare to previous forecast	0.47%	0.65%	0.89%	0.77%
Year Over Year change		3.54%	2.05%	2.03%

# Special Transportation Service (STS)/Metro Mobility Forecast to the State of Minnesota

- Beginning in State Fiscal Year 2026 (SFY26), STS/Metro Mobility is included as a program forecasted by the State. The State has committed to providing the funding necessary to fully balance both the program's operating and capital budgets.
- The Council submits updated estimates of the required funding to the State as part of each economic forecast cycle (November and February).
- In the February 2026 forecast, the estimated State support increased by \$3.22 million in SFY26, \$0.28 million in SFY27, and no change in SFY28 or SFY29. This represents a total increase of \$3.5 million over the four-year period, bringing total projected State support to \$525.1 million.
- The primary drivers of this change include:
  - Lower-than-previously forecasted ridership in Metro Move, reducing anticipated federal and State revenues received through the Minnesota Department of Human Services
  - Minor revisions to ridership projections
  - Updates to contracted service expenses
  - These increases are partially offset by a reduced need for capital funding



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