

# Transit's Promise to Missouri:

## Economic Returns, Access and Employment

In communities across the state of Missouri, public transportation is serving as a link between people and possibilities. It's also delivering on a PROMISE to Missourians. A promise to promote equality, job creation, stronger economies and the vibrancy of local neighborhoods. However, there has been no local data to support this ... until now. Citizens for Modern Transit, in partnership with AARP St. Louis and the Missouri Public Transit Association, commissioned an Economic Impact Study of Public Transit in the State of Missouri to quantify the statewide impact of transit, as well as its significance in specific areas. Here's what was found.

### Proof of the Promise

There is a total of 34 transit providers in the Missouri. They collectively spend \$675 million each year on operations, capital improvements and labor compensation for the 4,500 individuals who are employed at an average salary of \$64,200. They also provide an annual average of 60.1 million rides, which is equivalent to 9.8 rides per year, per Missouri resident. In conjunction with these trips, transit riders are spending \$600 million on goods and services. This translates into a direct economic impact of \$1.28 billion each year in Missouri. Yet, the influence of transit goes beyond employment and spending.

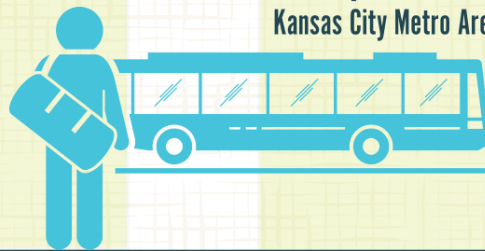
The direct spending triggers another \$2.4 billion in statewide economic activity, including \$1.03 billion in added household earnings for Missourians. These indirect, or multiplier effects, further support another 24,680 jobs in the state that pay an average of \$30,200 per year. Because of all the economic activity and job creation triggered by transit operations and riders, the State of Missouri collects an estimated \$48.8 million in taxes per year.

29,180  
State of Missouri

21,080  
St. Louis Metro Area

6,310  
Kansas City Metro Area

2,410  
Rest of Missouri



60.1 million  
rides each  
year in MO



Transit riders utilizing the systems spend another

\$600  
million on goods and services  
attributable to their rides



### Direct & Indirect Jobs

Supported By Public Transit's Economic In Missouri (Average 2015-2019)

Transit providers employ  
4,500  
people a year



Spending triggers  
\$2.4 billion  
in statewide economic activity

# benefits

## Other benefits of transit in Missouri:

- Increased accessibility for all sectors of the market.
- Improved equity for job, education and healthcare access.
- Economic benefits to business owners and employers.
- Higher productivity, reduced parking needs, increase in foot traffic for street level business.
- Economic benefits in terms of lower air and noise pollution.
- Economic impact on property values.
- Improvement in land use efficiency including higher density buildings, less parking lots, and decreasing utility costs.
- Decreased isolationism.

Missouri transit providers serve every county in the state. The highest density of transit utilization is found in the urban areas of St. Louis and Kansas City, but there is access to public transportation in all rural areas and small towns. Riders use transit service for work, healthcare, education, entertainment, recreation and personal errands. In some areas of Missouri, transit serves as a lifeline for many to get to much needed healthcare services.

### Despite Impact, Lack of Funding Remains

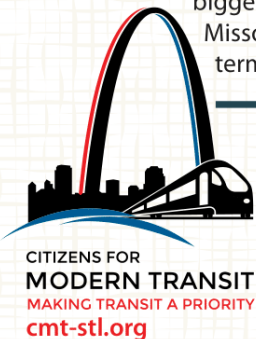
Public transportation is making a positive impact on the economic vitality of Missouri. Yet, there is a distinct lack of support from the state when it comes to transit funding.

Bi-State Development operates the MetroBus and MetroLink in St. Louis. It has a \$2.68 billion impact on the region and provides 21,080 jobs. Yet, it received less than \$1 million from the state of Missouri for its FY2017 budget of \$303 million. The remainder came from federal funding and local sources.

This pinch is felt across the state as Missouri currently allocates \$1.75 million per year for public transit. A total that has to be divided among all 34 transit providers. As the map shows, this amounts to 34 cents per Missouri resident, similar to Kentucky but less than a third of Arkansas, one quarter of Oklahoma and almost insignificant when compared to Illinois. Of these nine bordering states, Missouri has the 8th largest GDP and the slowest growing GDP since the Great Recession.

Several Missouri providers have recently cut service, or are in the process of revising their service, in response to the lack of funding. These service changes have, in part, led to a decrease in ridership across the state. OATS Transit was the only service provider to see an increase in ridership over the five-year period surveyed.

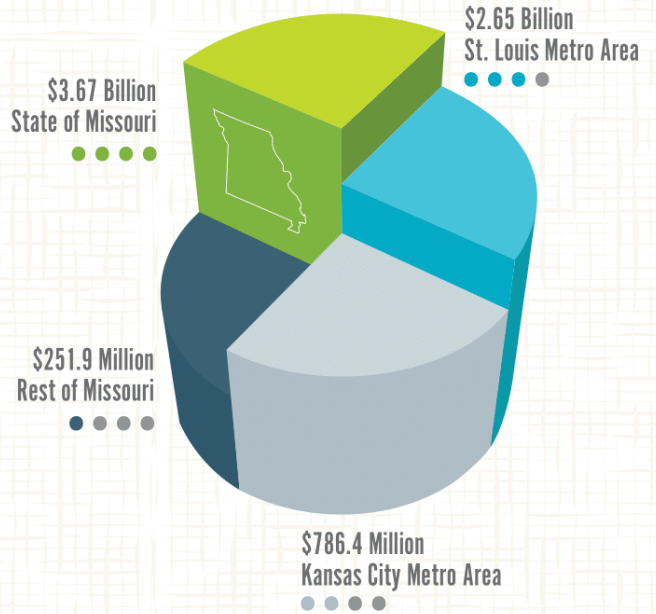
Transit is delivering on its promise to Missouri despite the distinct lack of funding. But the impact could be bigger. Any increase in investment by the State of Missouri could exponentially change the game in terms of economic return.



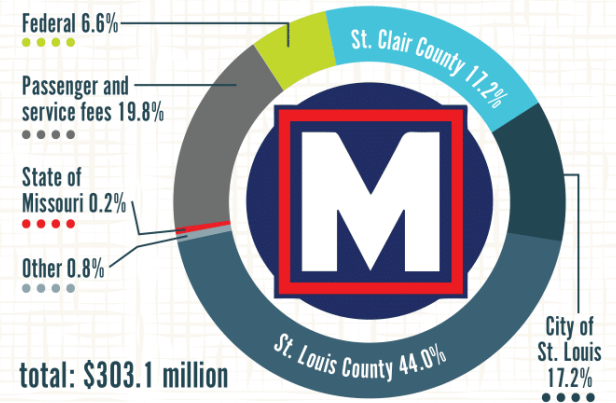
“Transportation is kind of like electricity and water. You don’t think about it until it’s not there. Then you think about it a lot.” – Southeast Missouri Transportation Service



## Direct & Indirect Economic Output Supported By Public Transit's Annual Operations (2019 Dollars)



## How Metro Transit's Operations Were Funded For Fiscal 2017



## 2017 MO per capita spending on transit compared to surrounding states, 2019 AASHTO Report

