

Economic Impact of Public Transit in the State of Missouri



Research conducted by:
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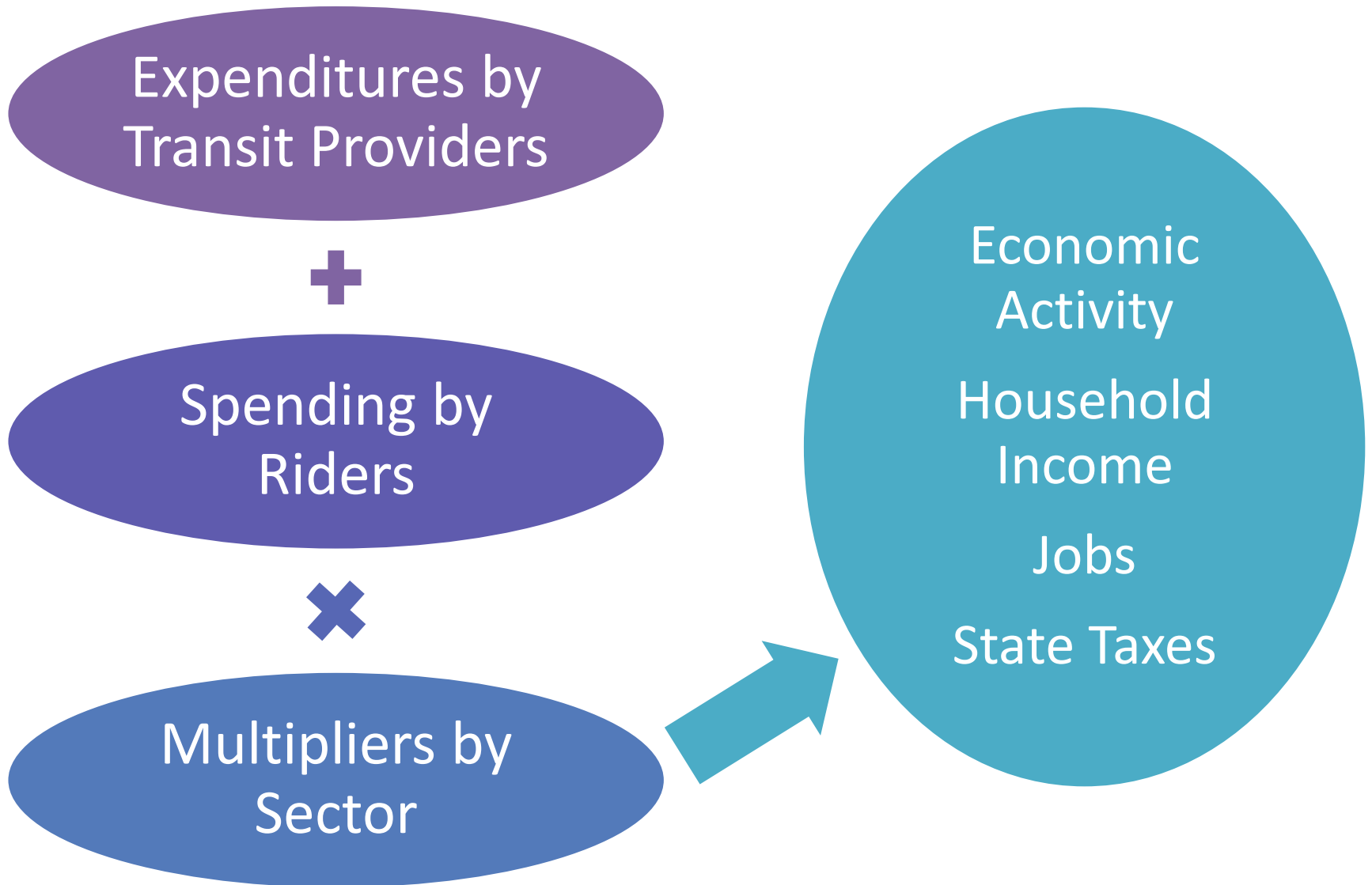
Why Economic Impact Measures are Important

"People ride public transit for two reasons – to make money and to spend money. That's why public transit is an economic development program with social benefits."

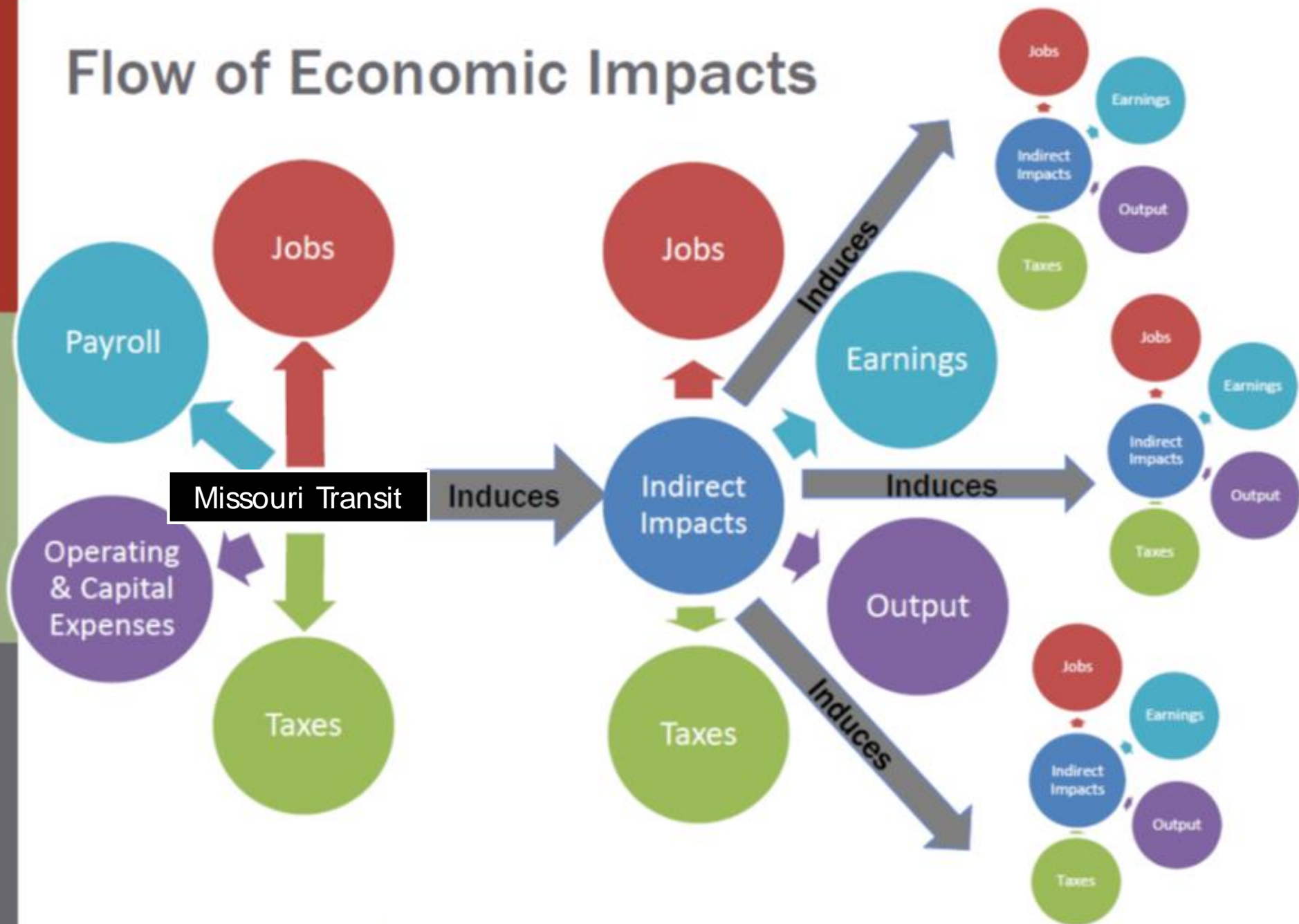
...Oklahoma Transit Association

<https://oktransitassociation.com/>

1. Demonstrate Public Return on Investment
2. Demonstrate Effective Use and Management of Public Resources
3. Attract and Retain Sponsors and Funders
4. Set Baseline for Capital Campaign
5. Reveal Marketing and Services Improvement Opportunities
6. Benchmark Year-to-Year Success and Growth
7. Support Legislative and Policy Initiatives



Flow of Economic Impacts

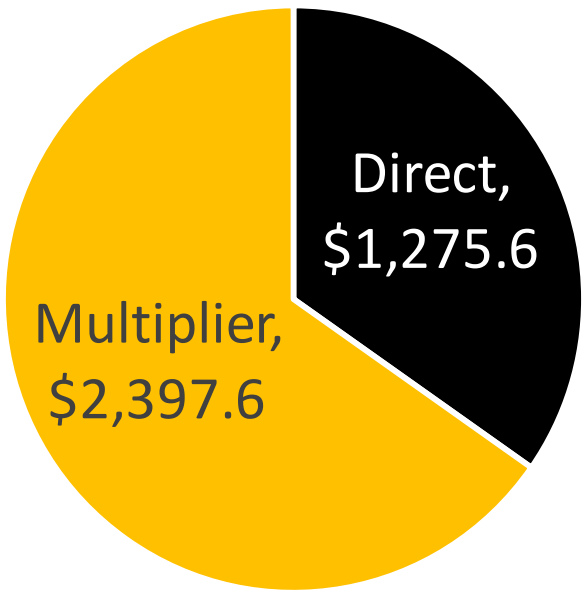


Survey Respondents

- **Missouri – 18 Respondents**
 - Bi-State Development/Metro St. Louis
 - Cape Girardeau County Transit Authority
 - City of Columbia
 - City of Houston
 - City of Joplin
 - City of Mt. Vernon Transportation
 - City of Nevada, Missouri Fare Share Public Transportation
 - City of St. Joseph – The Ride
 - City Utilities of Springfield – The Bus
 - EITAS – Jackson County
 - Excelsior Springs Transportation
 - JeffTran
 - Kansas City Area Transportation Authority
 - MO Slick/Boonslick Regional Commission
 - OATS Transit
 - Ray County Transportation
 - Scott County Transit
 - Southeast Missouri Transportation Service (SMTS)
- **Reported Bi-State Areas – 2 Respondents**
 - Kansas City Area Transportation (Kansas)
 - St. Clair County Transit District (Illinois)

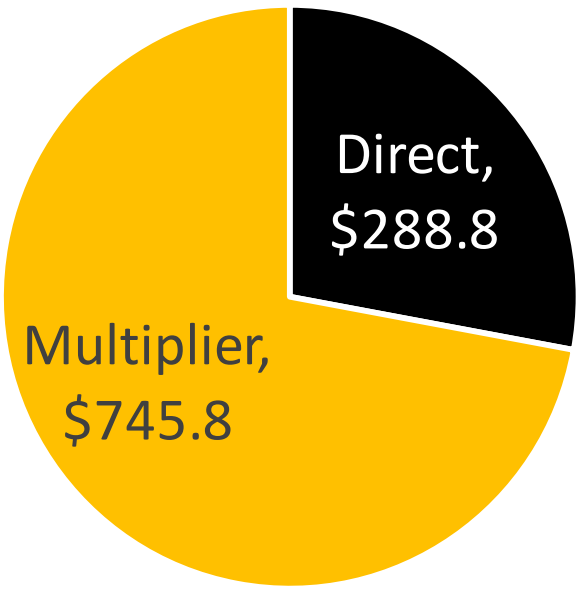
Missouri Direct & Indirect Impacts from Transit

Output (millions)

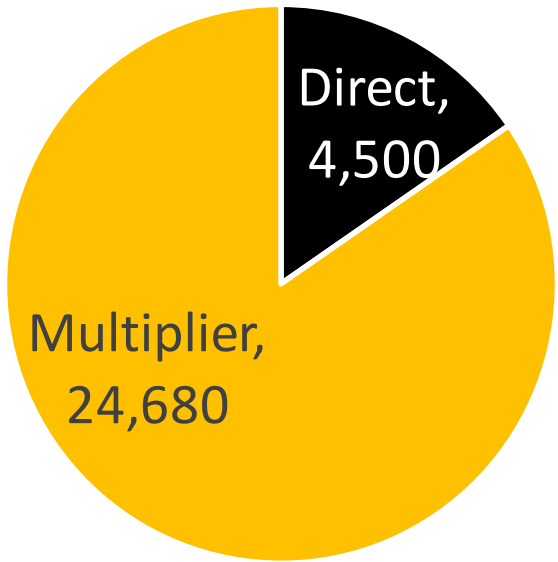


Blended Multiplier
1.88

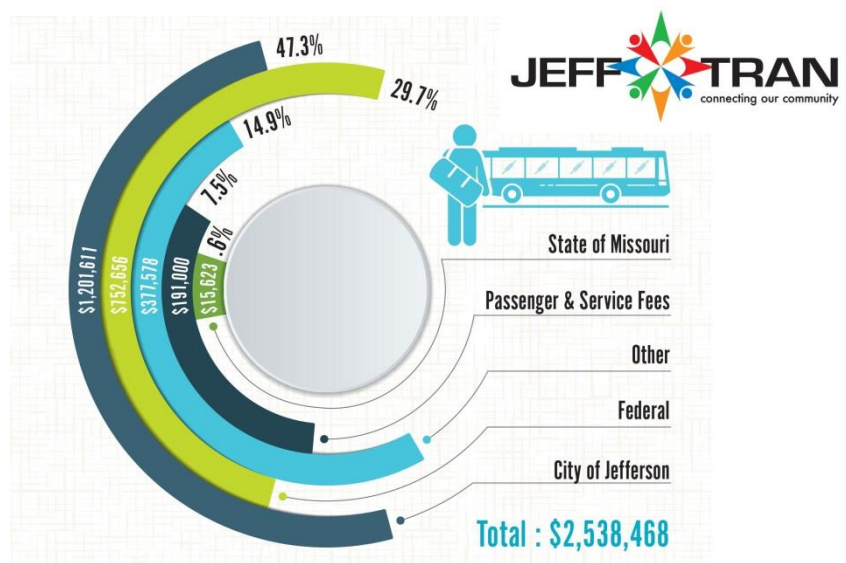
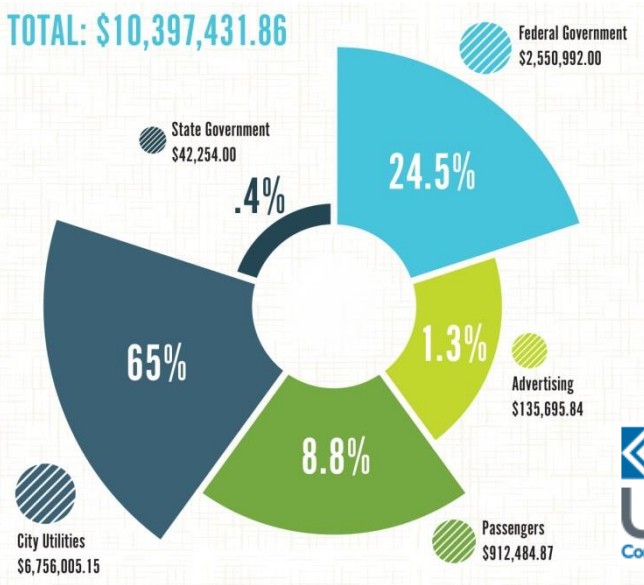
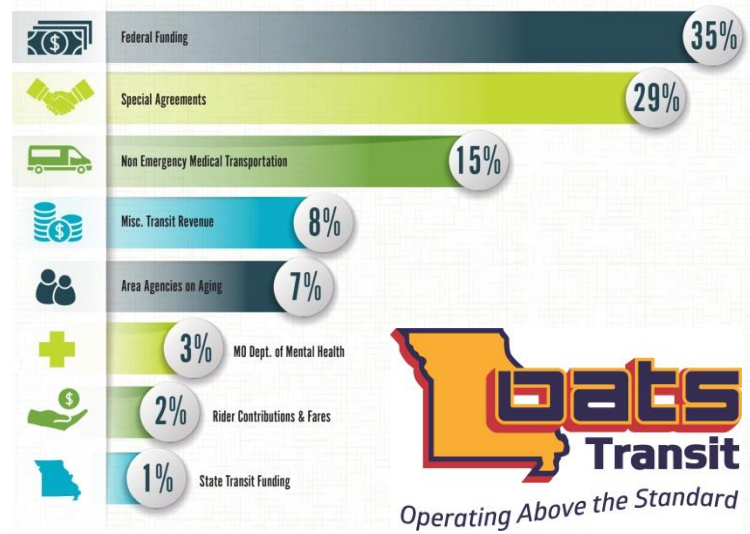
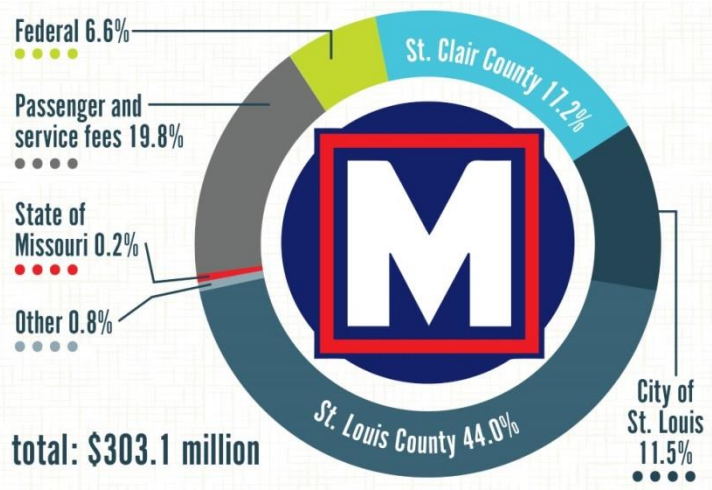
Earnings (millions)



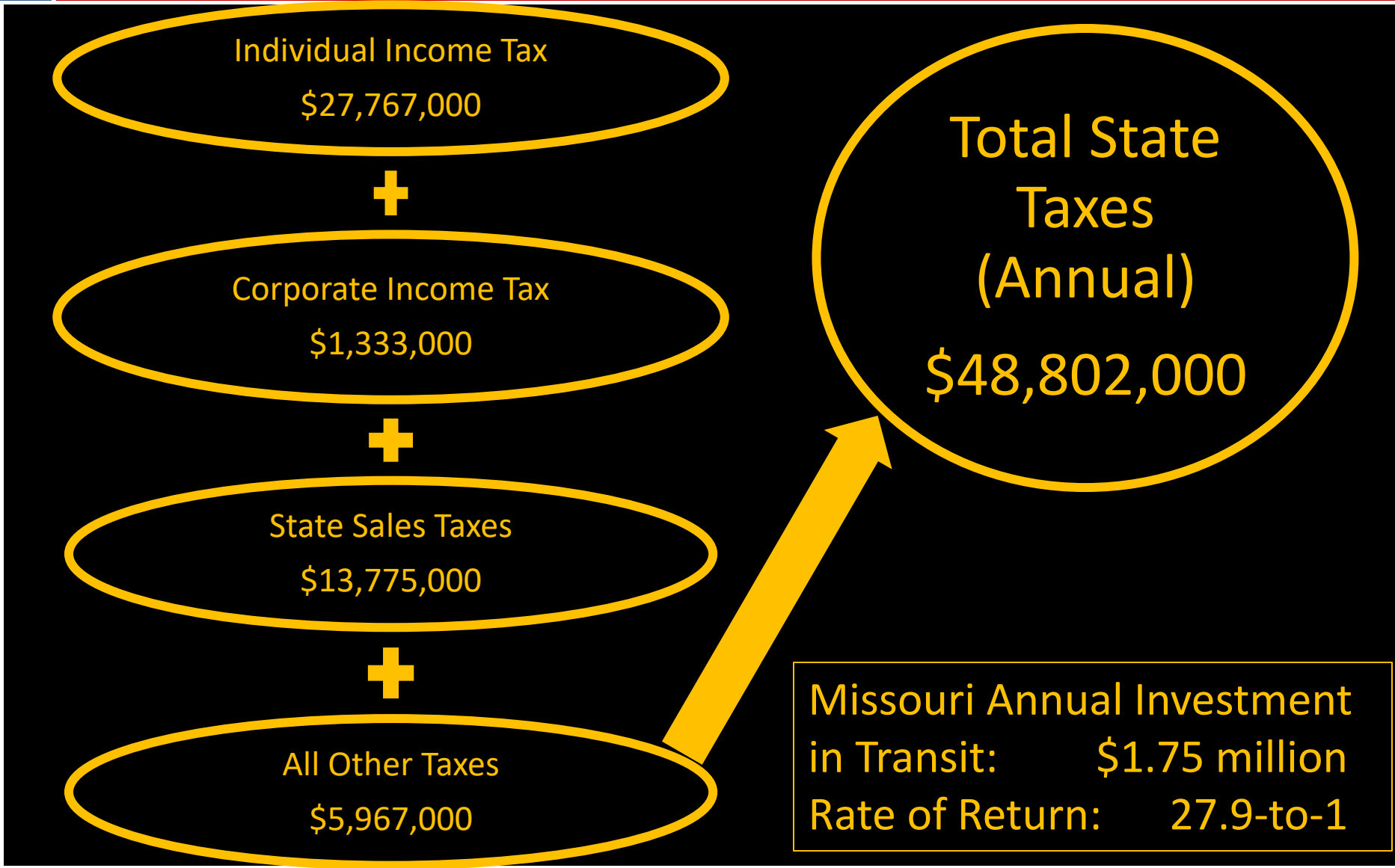
Jobs



Drill Down Area Results - Operations Funding FY2017

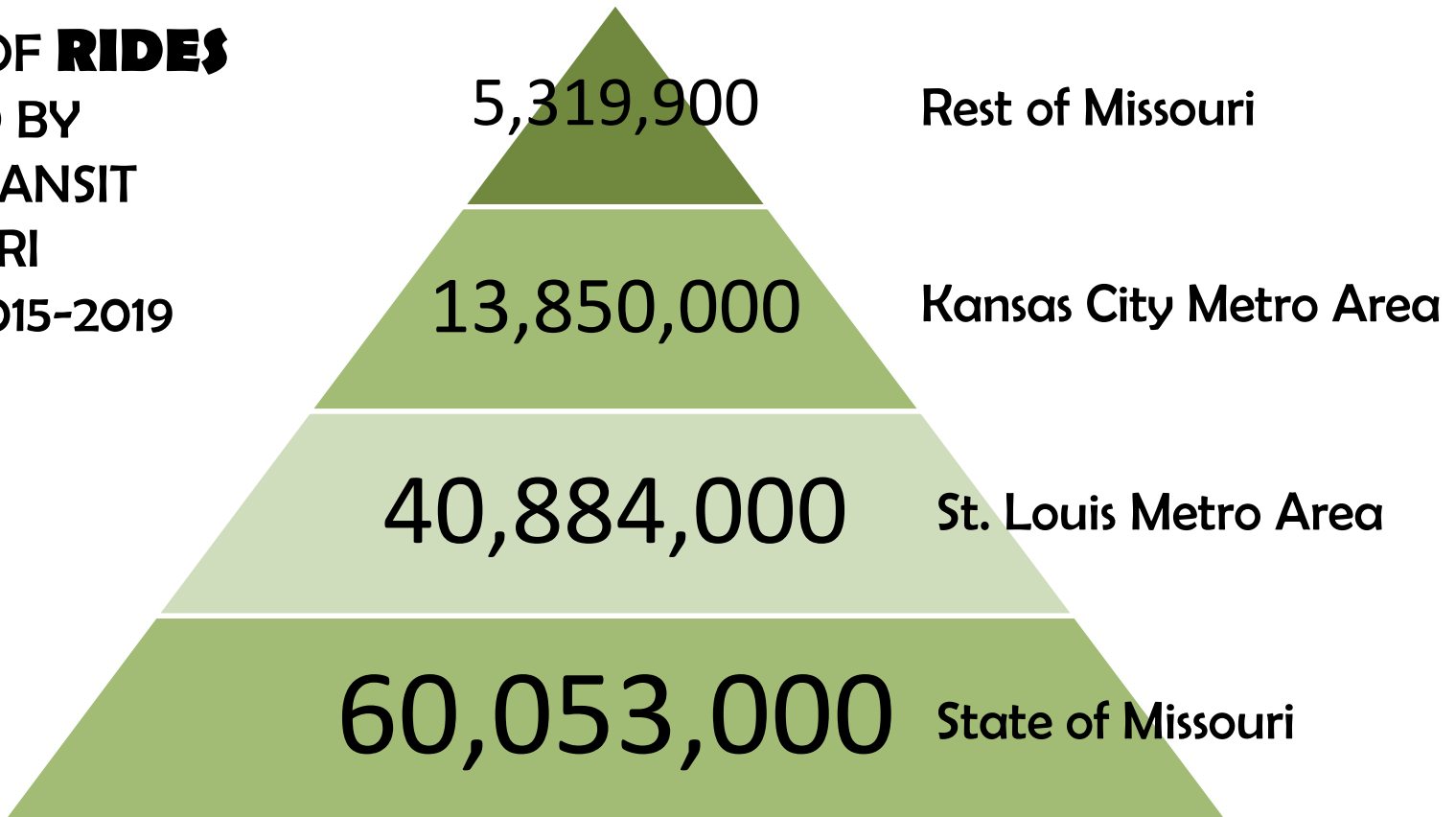


Missouri State Tax Collections (2019 Dollars)



The Findings: Distribution of Rides

NUMBER OF **RIDES**
PROVIDED BY
PUBLIC TRANSIT
IN MISSOURI
Average 2015-2019



The Findings: Key Direct Effects

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



Transit providers employ

4,500

people a year



Direct spending

\$675 million

by transit agencies

The Findings: Distribution of Jobs

Direct & Indirect Jobs

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

29,180
State of Missouri

21,080
St. Louis Metro Area

6,310
Kansas City Metro Area

2,410
Rest of Missouri



Benefits of Transit in Missouri:



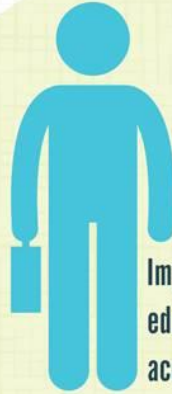
Economic benefits to business owners and employers. Higher productivity, reduced parking needs, increase in foot traffic for street level business.



Decreased isolationism



Increased accessibility for all sectors of the market.



Improved equity for job, education and healthcare access.



Economic impact on property values



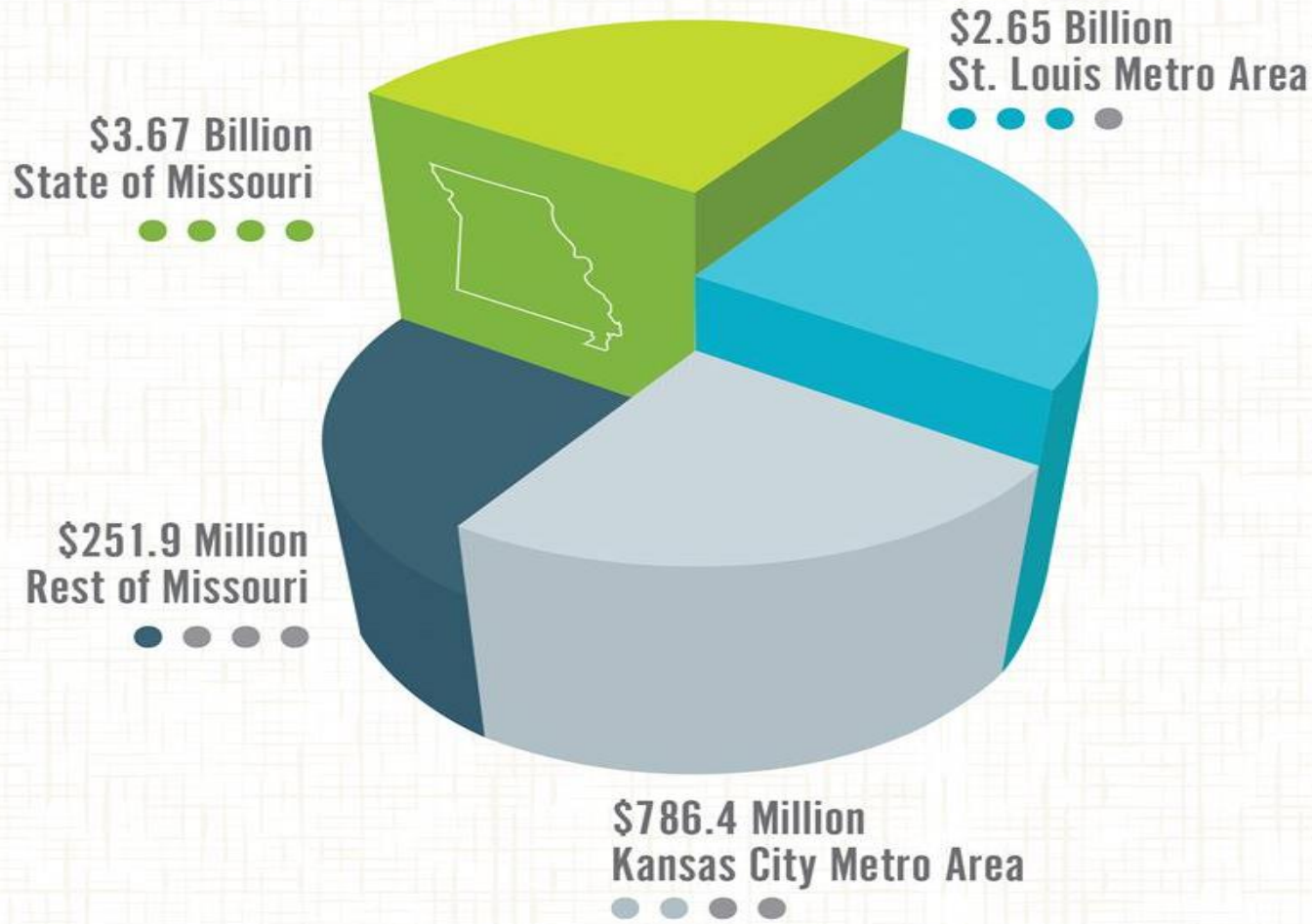
Economic benefits in terms of lower air and noise pollution



Improvement in land use efficiency including higher density buildings, less parking lots, and decreasing utility costs.

The Findings: Overall Economic Impact

Supported By Public Transit's Annual Operations (2019 Dollars)



●●●● Almost 1.2% of Missouri's Gross State Product in 2018 (Source U.S. Bureau of Economic Analysis)

“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 (<http://ridesmts.org/>)

