



Projected Economic Impacts

Economic Impacts are for the State of Missouri
Calendar Years 2024 through 2035

All Dollar Amounts are in 2024 Dollar Values

PREPARED FOR



CITIZENS FOR
MODERN TRANSIT
MAKING TRANSIT A PRIORITY

PREPARED BY



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Construction of the Green Line is currently underway with design consultants and related professional services during 2024. On-site construction will take place between 2025 and 2030. Operations with riders are projected to be underway in 2031.

This report projects direct and multiplier economic impacts triggered by construction and operations spending for two periods: construction during the seven calendar years of 2024 through 2030, and during the first five years of operations from 2031 through 2035.

The Missouri economy is the basis for all impact projections. The source of projected spending for construction and operations is Bi-state Development / Metro Transit. Saint Louis University's Community Planning Lab applied state-level multipliers from the U.S. Department of Commerce to determine likely "ripple effects" from direct spending within the Missouri economy. Three ripple effects are projected: added state economic activity, added household earnings for Missourians, and added jobs in the Missouri economy.

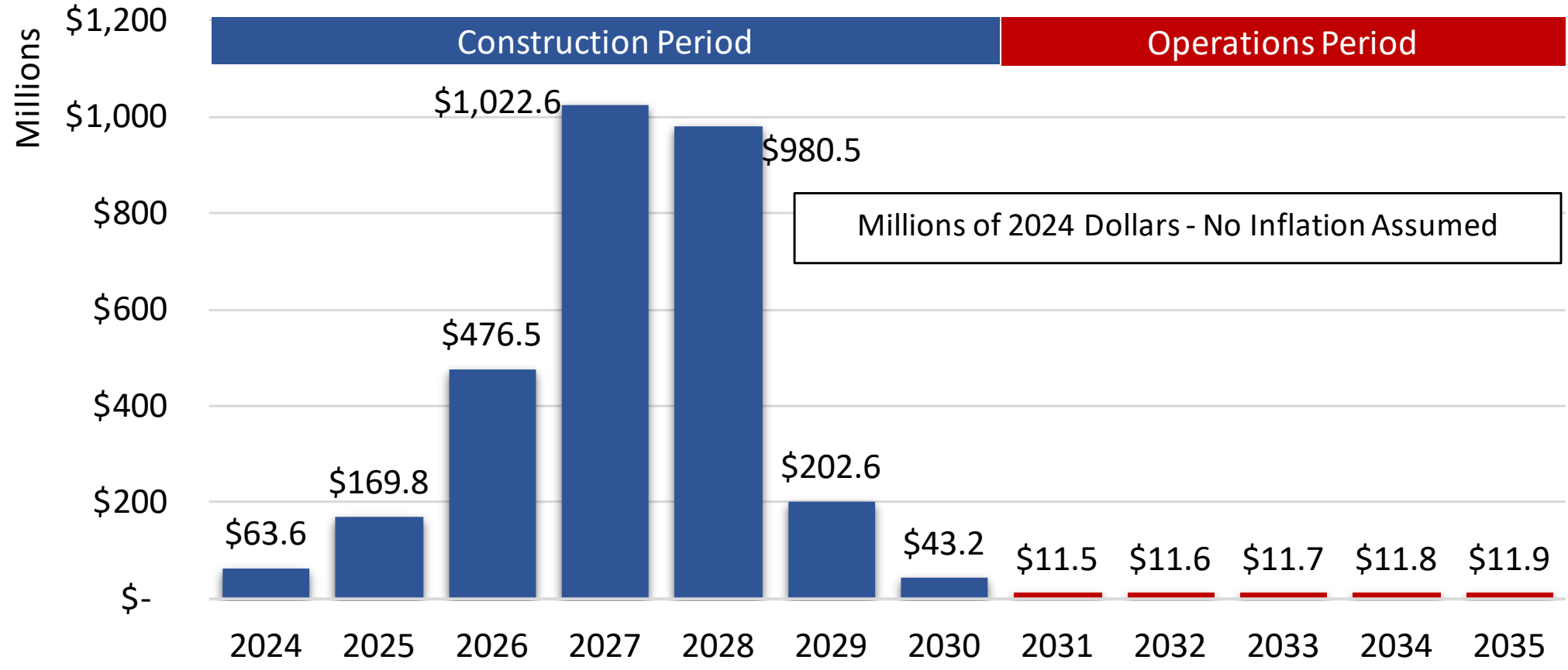


This graph shows projected annual economic activity impacts from direct expenditures to design, construct, and operate the Green Line plus multiplier effects.

While not precisely correct in this context, economic activity is broadly the added gross domestic product in Missouri that should result from the Green Line.

Annual Economic Activity (GDP) in the Missouri Economy Triggered by Green Line Construction & Operations, 2024-2035 (in millions of 2024 \$)

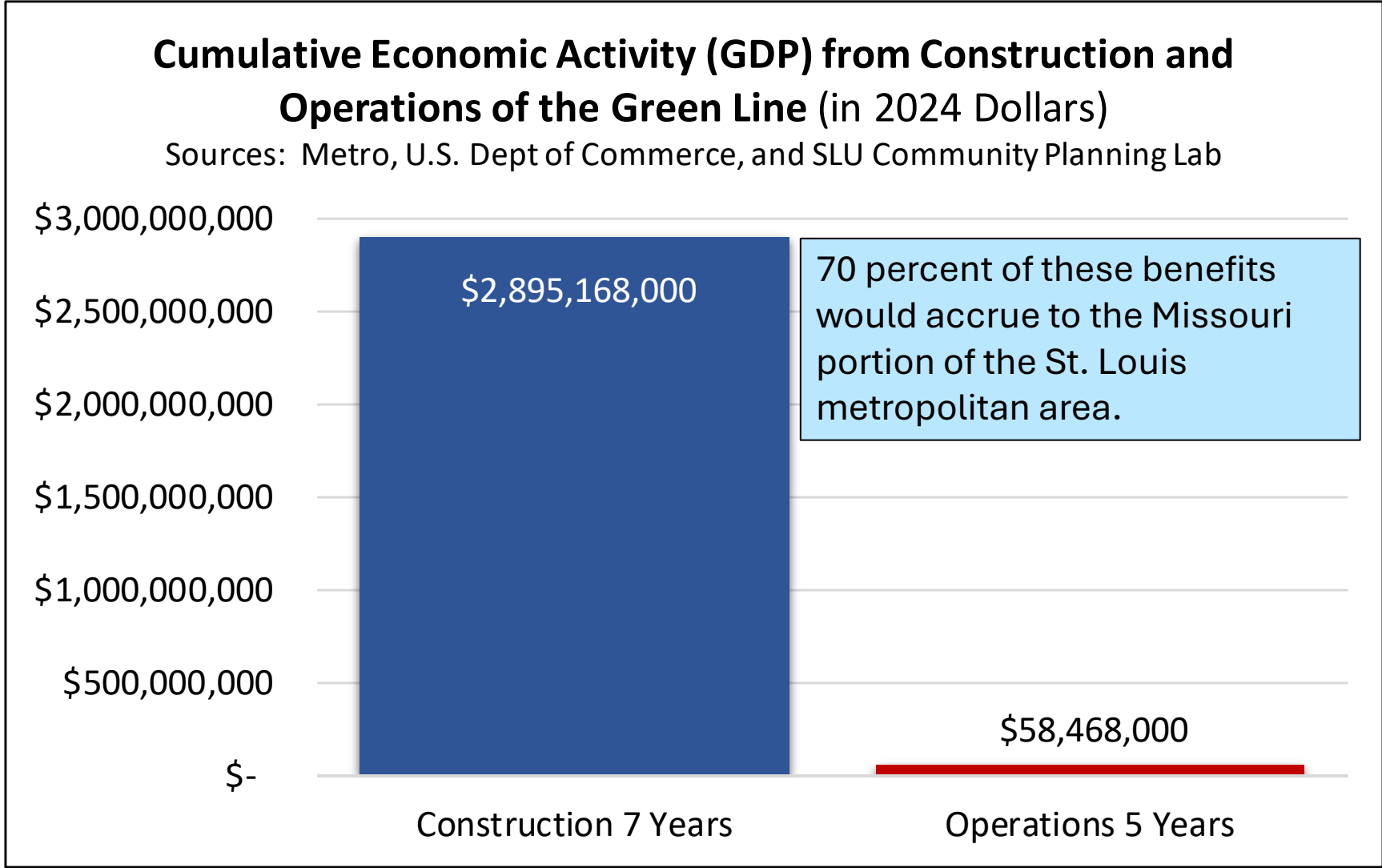
Sources: Metro, U.S. Census, and SLU Community Planning Lab



This report projects impacts triggered only by the spending for the Green Line’s construction and operations. It does not address possible economic impacts from, say, increased real estate investment, business growth, or population that might also take place because of the Green Line’s added transportation services.

Over the seven years of projected construction of the Green Line, there would be a *cumulative direct and multiplier impact* of almost \$2.9 billion in the Missouri economy (again, in 2024 dollars).

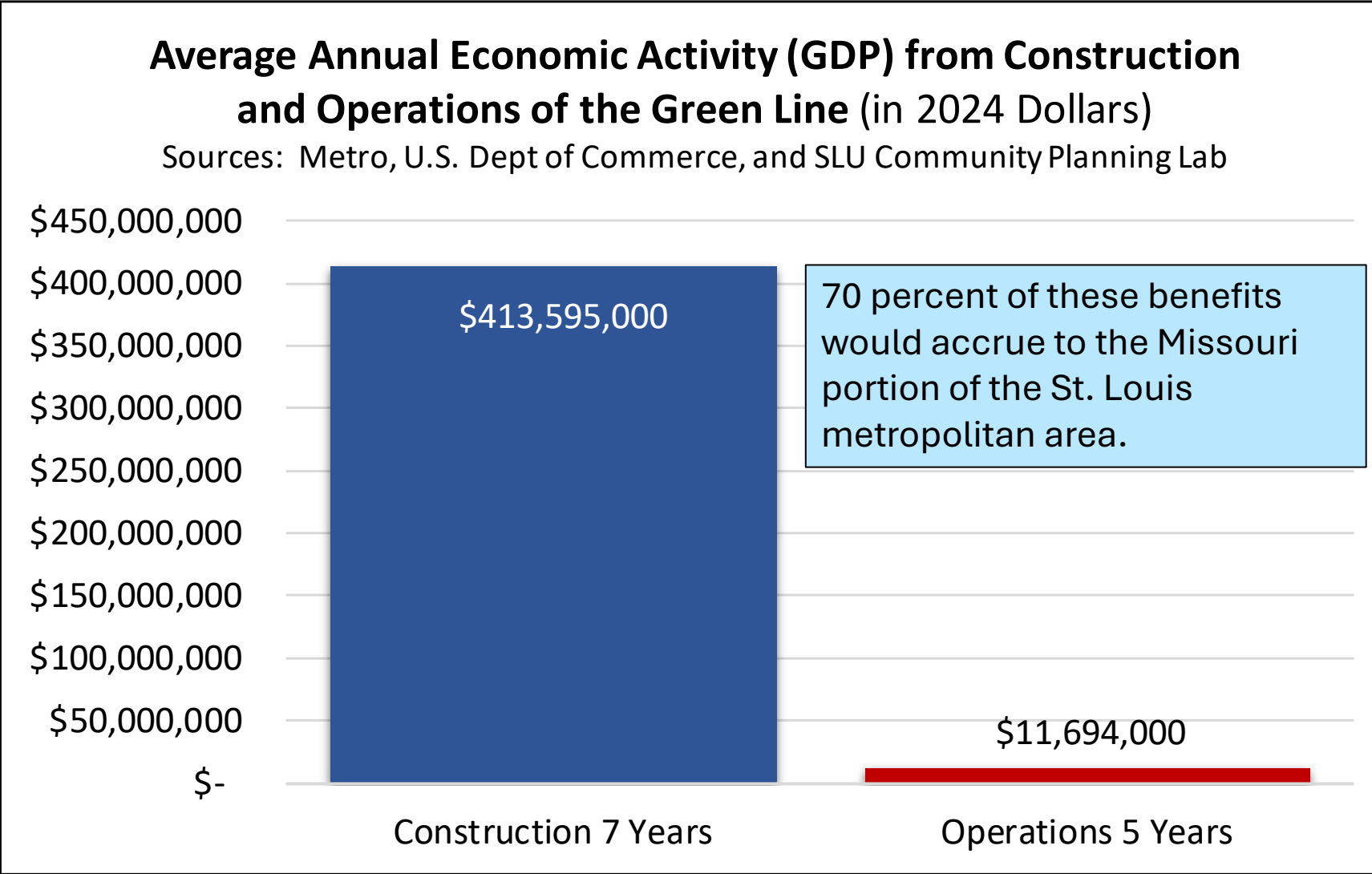
During its first five years of operations, the Green Line would generate a cumulative total of about \$58.5 million in statewide economic activity.



70 percent of this economic activity would be experienced in the Missouri portion of the St. Louis metropolitan area in light of the scale of the metro economy and the location of the Green Line.

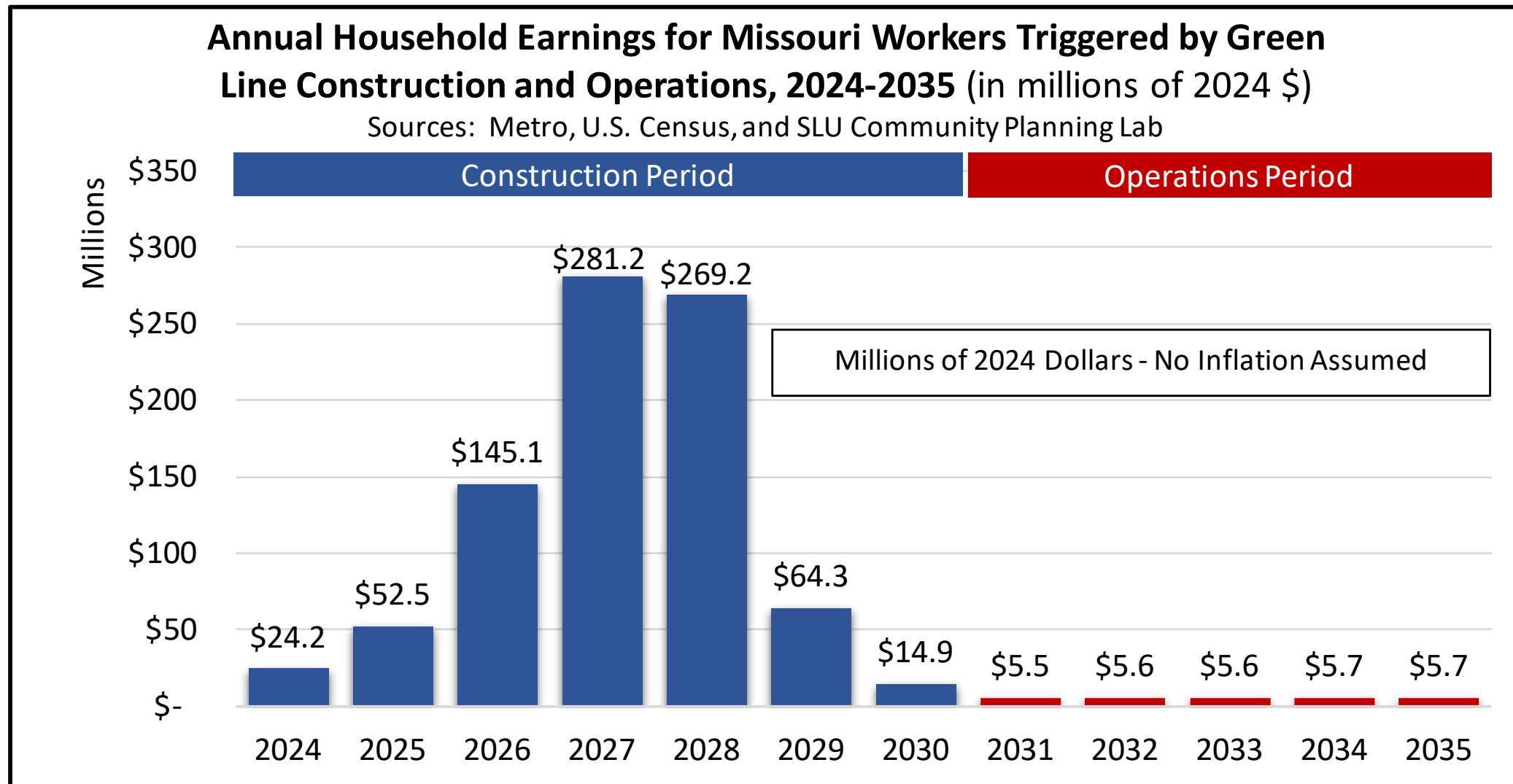
Over the seven years of projected construction of the Green Line, there would be an annual average of about \$413.6 million in economic activity created in the Missouri economy (again, in 2024 dollars).

During its first five years of operations, the Green Line would generate an annual average of about \$11.7 million in statewide economic activity.



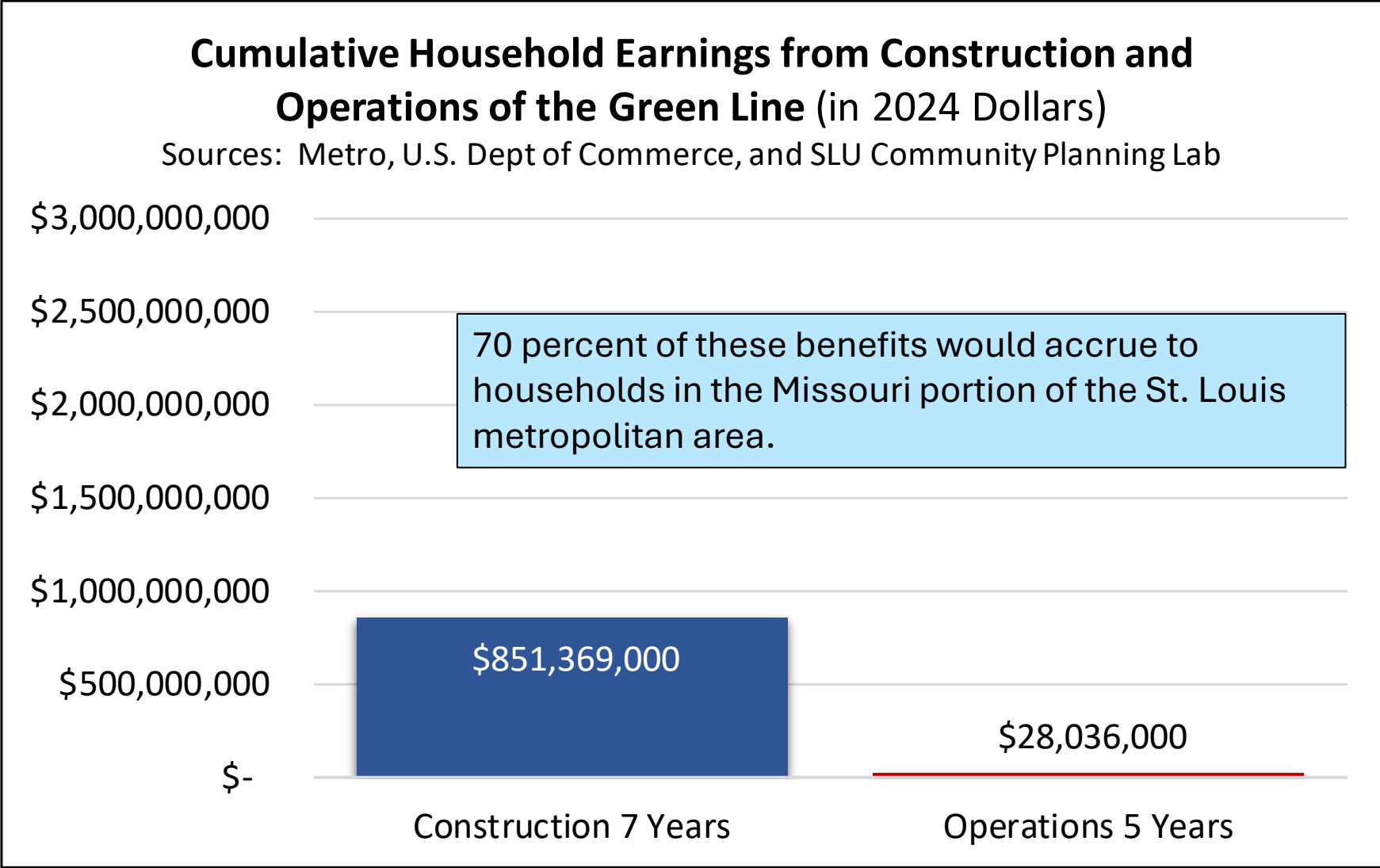
Missouri’s GDP in 2023 (latest year available) was about \$356 billion in 2024 dollars. Data from the U.S. Bureau of Economic Analysis with inflation adjustment using the U.S. Bureau of Labor Statistics *Inflation Calculator*.

This graph shows added earnings for Missouri households due to Green Line construction and operations, including direct labor compensation and multiplier effects.



The dollar amounts reflect labor compensation not only from design, construction, and operations, but also multiplier effects as the “direct payments” ripple through the Missouri economy.

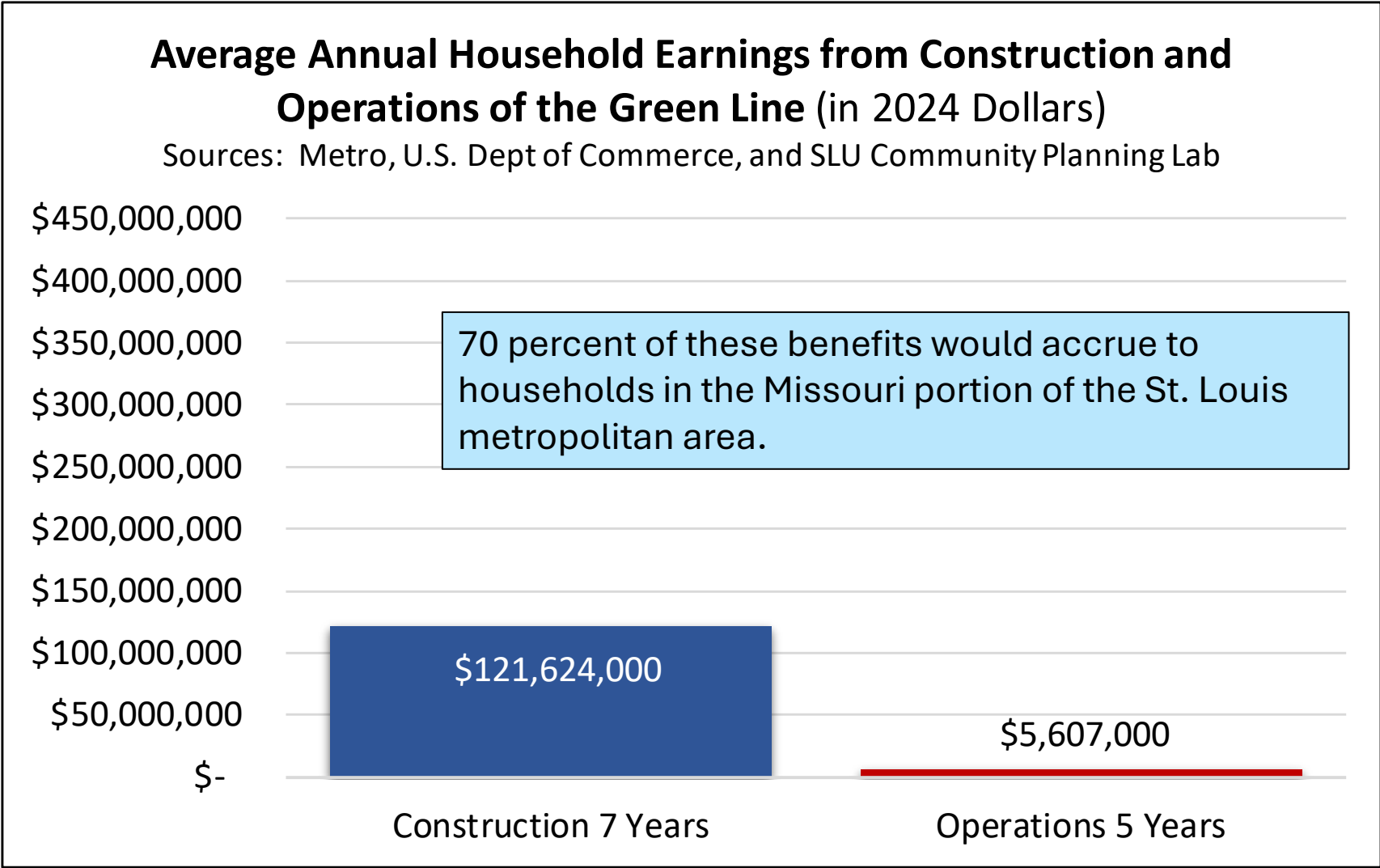
Over the seven years of projected construction of the Green Line, there would be a cumulative direct and multiplier impact of over \$850 million of household earnings in the Missouri economy (again, in 2024 dollars). The graph is set at the same scale as the overall economic impact graph to illustrate the share of economic impact that becomes earnings for Missouri households.



During its first five years of operations, the Green Line would generate a cumulative total of about \$28.0 million in statewide household earnings.

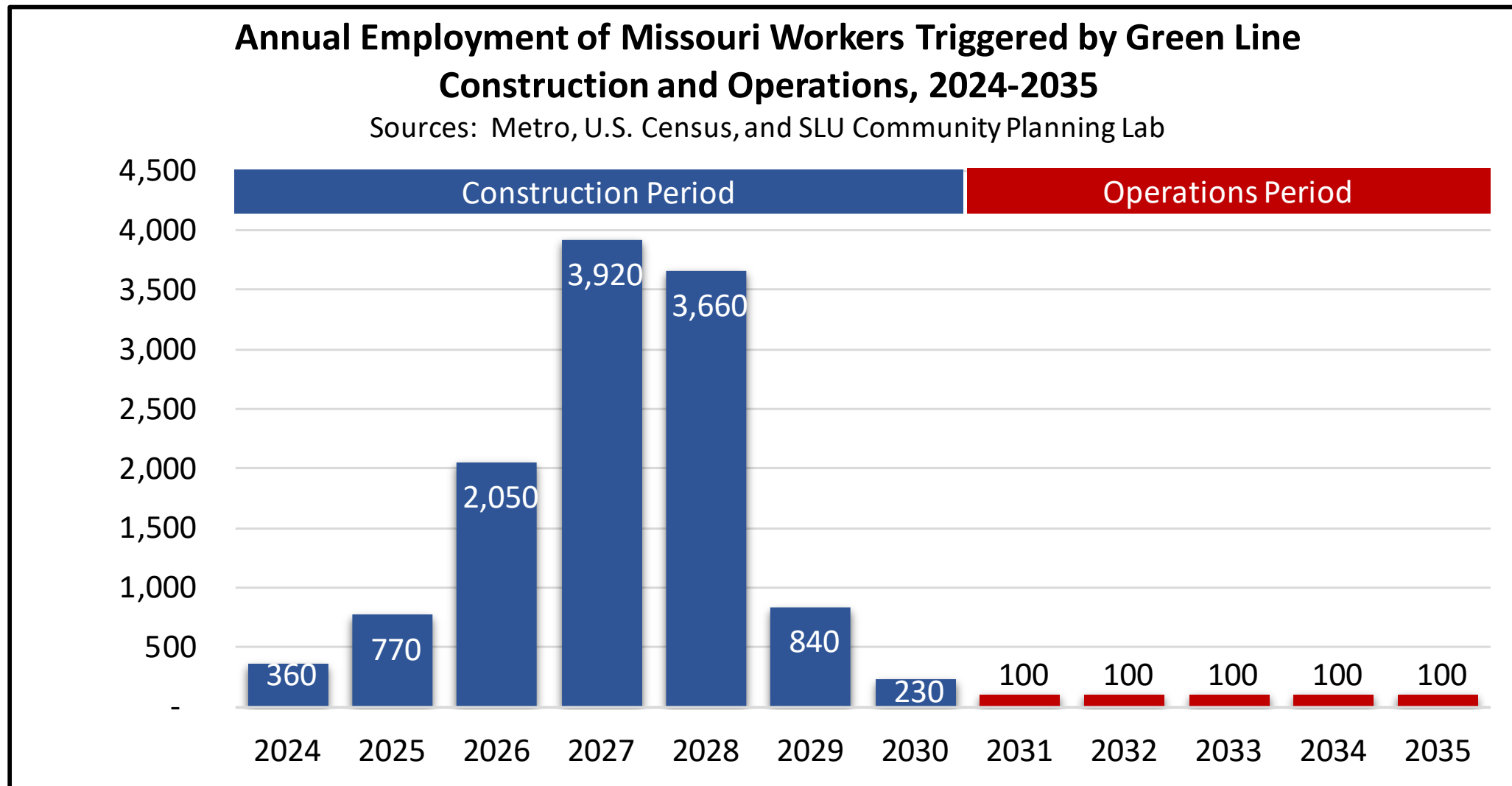
Over the seven years of projected construction of the Green Line, there would be an *annual average direct and multiplier impact* of some \$121.6 million in *additional* household earnings for Missourians.

The equivalent added annual average during the first five years of Green Line operations would be about \$5.6 million in household earnings.



Missouri’s earnings from employment in 2023 (latest year available) were about \$271 billion in 2024 dollars. Data from the U.S. Bureau of Economic Analysis with inflation adjustment using the U.S. Bureau of Labor Statistics *Inflation Calculator*.

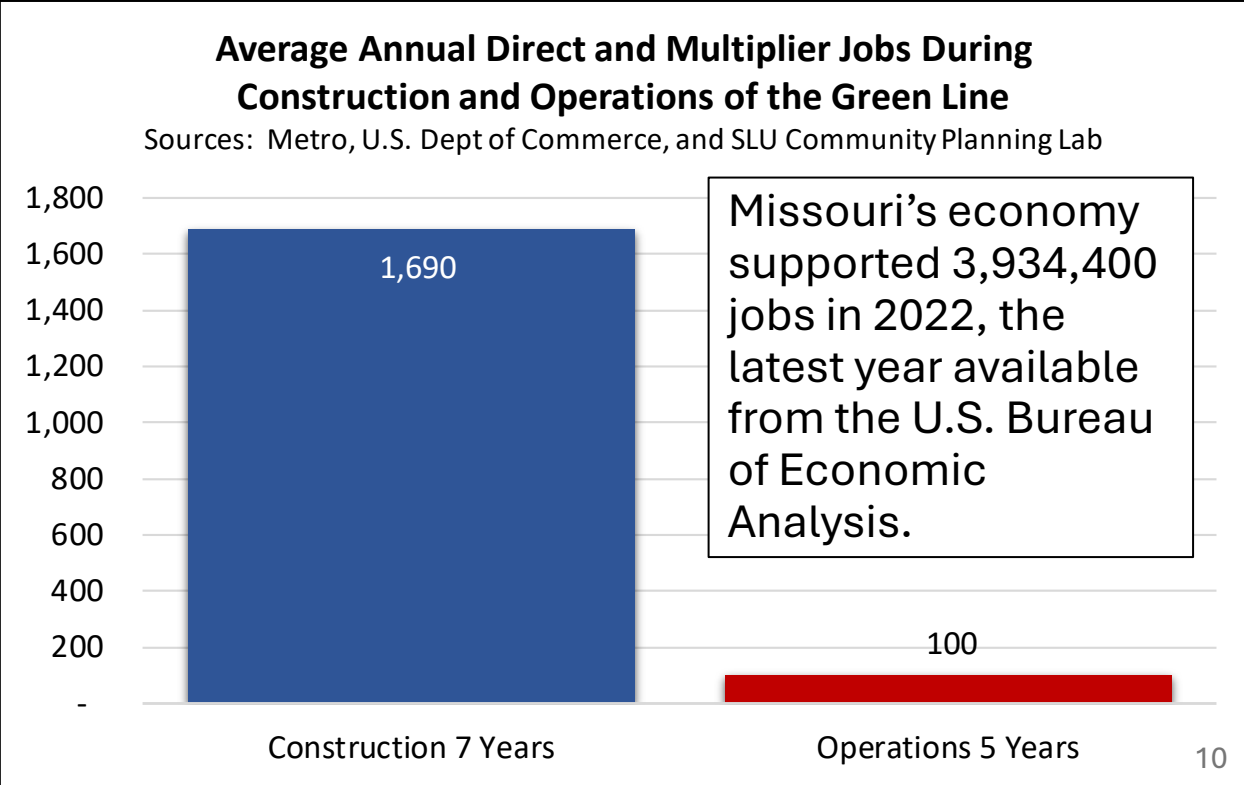
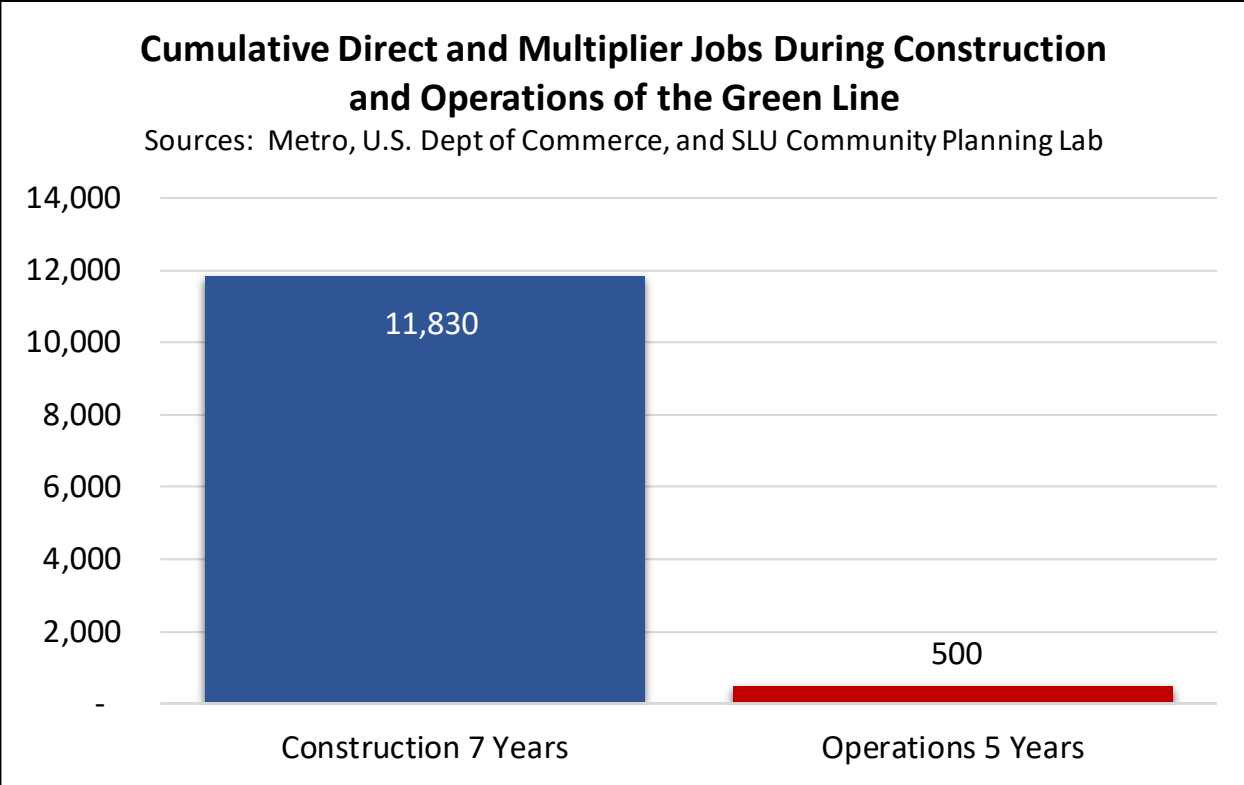
This graph shows the number of jobs supported in the Missouri economy from direct design, construction, and operations plus multiplier effects.



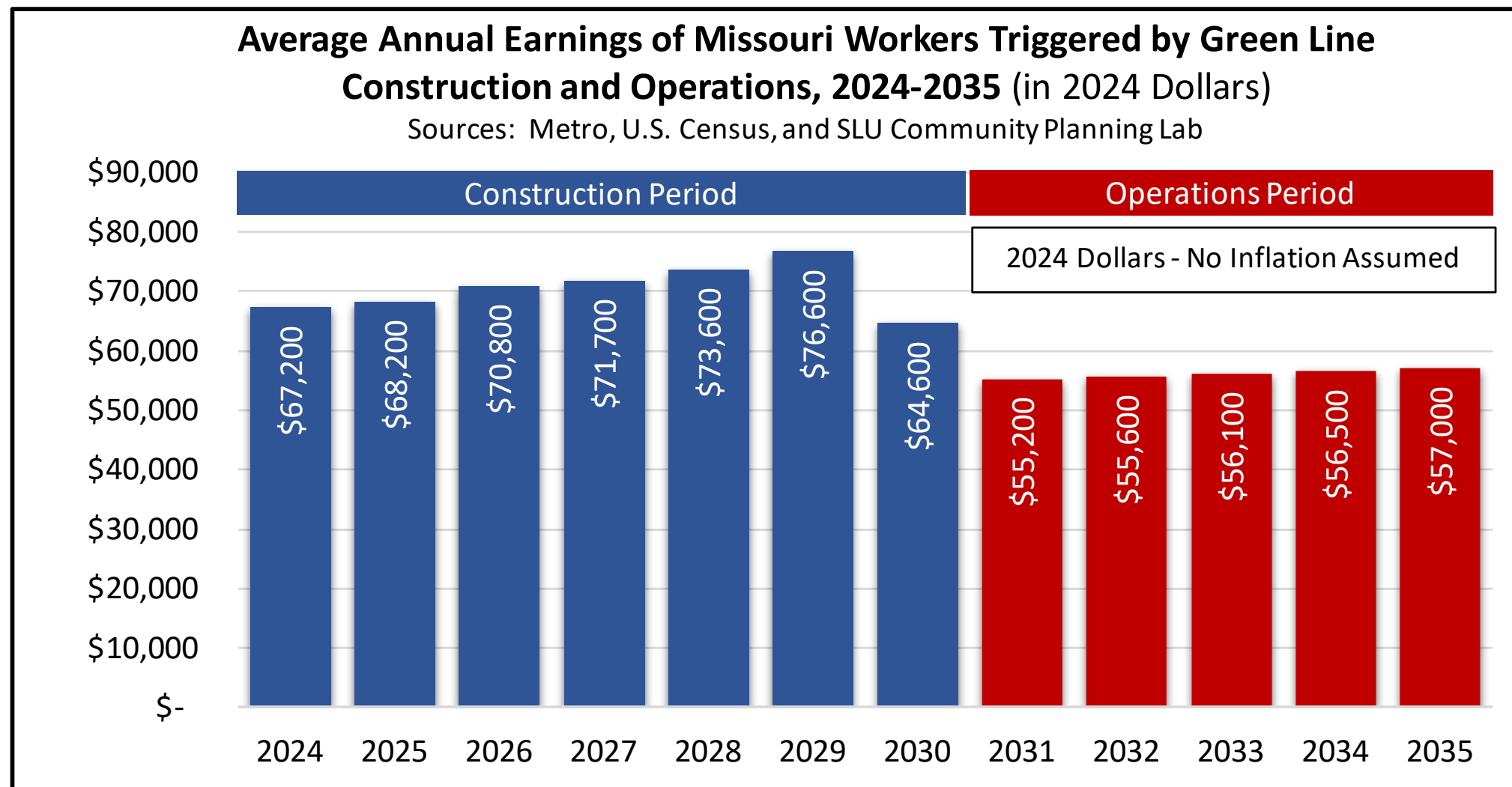
The substantial capital improvements spending during construction should support almost 4,000 jobs in the state’s economy in 2027 (almost 1,000 “direct” full time equivalent jobs in those two years). Metro itself will likely directly employ about 25 FTE people during operations with resulting multiplier effects of about 75 more jobs in the state’s economy.

It is more appropriate to add dollar amounts over time than it is to add jobs over time. Money spent year after year adds up to larger sums, but jobs tend to be counted on annual basis such that the jobs in a subsequent year are not cumulative; they could be held by the same people. Still, when comparing jobs to the previous graphs on economic impact and household earnings, the Green Line construction period would support 11,830 direct and indirect jobs over seven years and the operations period would support 500 jobs over five years.

More appropriately (statistically speaking) are the annual averages of jobs during the two periods. In the construction period, there would be support almost 1,700 jobs per year from direct and multiplier effects in the state. The average during the five operations years would be 100 jobs.



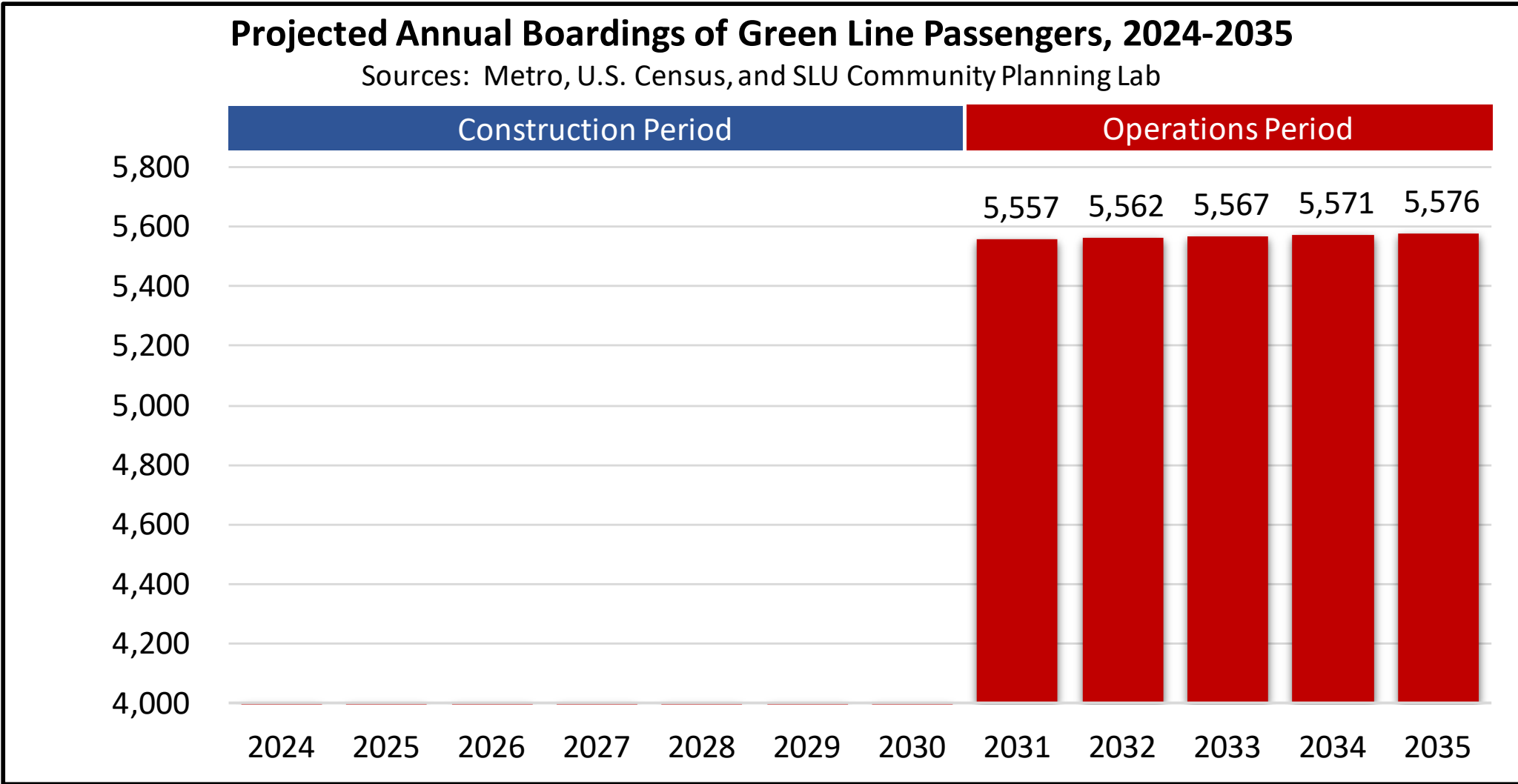
This graph shows the average annual wages and salaries, plus the value of benefits, for both direct and multiplier jobs, all in 2024 dollar values.



The average Metro employee is projected to earn just over \$100,000 per year during operations (in 2024 dollars), based on results of the 2023 survey of transit agencies conducted for the January 2024 report on the economic impact of public transit in Missouri. Multiplier effects support a great many lower-paying jobs, however, thus reducing the overall average.

Operations of the Green Line are assumed to start in 2031.

Projections of boardings are based on the *Jefferson Avenue Alignment Ridership Technical Memo* of 2023.



That memo estimated the ridership would total about 5,500 per average day in 2019 if the Green Line had existed then. It projects ridership to increase slightly to 5,600 per day in 2040. The graph depicts a straight-line projection from 2019 to 2040.

Summary and Comparison of Operational Economic Impacts

The Green Line's economic impact can also be evaluated in the context of all public transit services in Missouri. The most recent report to that effect was published in January of 2024 by the Missouri Public Transit Association and Citizens for Modern Transit (*Economic Impact of Transit in Missouri* prepared by the Saint Louis University Community Planning Lab).

That earlier study combined the impacts of 22 transit agencies in the state that responded to a Fall 2023 survey. Those agencies, collectively, provide transit service, in one way or many others, in every Missouri county. While the survey requested information on capital investments, only the on-going expansion of the Kansas City Streetcar provided substantial dollar amounts.

The combined average annual capital investments in transit throughout Missouri (covering years 2019 through 2023) were about \$401.6 million. The Green Line in St. Louis, alone, anticipates an annual average of \$413.6 million over the seven years of construction.

The following page's comparisons, therefore, exclude the comparative impacts of capital investments from the full-state study, thus comparing only the impacts attributable to operations. . .that is, comparing annual average operations impacts of the statewide study (2019-2023) to annual average operations impacts of the Green Line (2031-2035).

Excluding the multiplier effects from capital investments:

- The combined average annual economic impact of all transit operations in Missouri, plus multiplier effects, is about \$2.76 billion in **economic activity (GDP)**.¹
 - The Green Line would stimulate about \$11.7 million in statewide economic activity per year.
 - Statewide impacts of transit services would thus increase to almost \$2.78 billion per year.
- The combined average annual **increase in household earnings** in the state from all transit operations, plus multiplier effects, is about \$863.7 million.²
 - The Green Line would stimulate about \$5.6 million in added annual household earnings in the state.
 - Statewide impacts of transit services would thus increase to \$869.3 million per year.
- The combined average **annual jobs supported** by the direct and multiplier impacts of transit in Missouri support about 21,200 jobs.³
 - The Green Line would support another 100 jobs per year in direct and multiplier effects in the state.
 - Statewide impacts of transit services would thus increase to about 21,300 jobs each year.

1 This increases to \$4.05 billion when average on-going capital investments in transit are included, but it is assumed that the Green Line will not have significant on-going capital investments during its first five years of operations.

2 Added household earnings increase to \$1.14 billion per year statewide when capital spending is included.

3 Added jobs per year increases to 26,300 when capital spending is included.