



# ECONOMIC IMPACT OF ST. CLAIR COUNTY TRANSIT DISTRICT

OCTOBER 2025

ST. CLAIR COUNTY  
**TRANSIT  
DISTRICT**  
RIDE. BIKE. CONNECT.

Prepared For



"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/>

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Independent Consultant  
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**SAINT LOUIS UNIVERSITY**

Urban Planning & Development Program

COMMUNITY PLANNING LAB

October 9, 2025

Mr. Ken Sharkey  
Managing Director  
St. Clair County Transit District  
27 North Illinois  
Belleville, Illinois 62220  
Dear Mr. Sharkey:

Representing Saint Louis University, I am very pleased to submit this economic impact analysis of the operations of St. Clair County Transit District (SCCTD). Your operations have a direct economic impact in St. Clair County of \$129.5 million per year with an additional multiplier impact of \$157.4 million in economic activity in the county. These impacts include 450 jobs that support SCCTD's services and 770 more jobs in the county due to multiplier effects.

SCCTD itself is a relatively small enterprise, but it contracts with the St. Louis Bi-State Development Agency/Metro Transit to provide a full range of public transportation services in St. Clair County. SCCTD and Metro Transit support 450 jobs in an average year to provide transit services in the county. The two agencies spend \$77.5 million each year for operations and employee compensation. In recent years, capital investments in the transit system have averaged about \$34.5 million per year mostly driven by the current extension of MetroLink facilities (construction underway) from Scott Air Force Base to the front door of MidAmerica St. Louis Airport. Riders of the transit system also contribute an estimated \$17.5 million in spending within the county that can be attributed to their transit rides.

All this "direct spending" leads to annual multiplier effects benefiting the St. Clair County economy amounting to **\$157.4 million in additional economic activity**. This economic activity supports **another 770 jobs in the county**. SCCTD triggers multiplier effects for another 940 jobs elsewhere in Illinois and another 1,710 in the St. Louis metropolitan area, though many of the latter are captured in the other seven Illinois counties within the metro area.

Major corporate entities are increasingly taking advantage of these transit services and investments, particularly with the ongoing extension of MetroLink service from Scott Air Force Base to MidAmerica St. Louis Airport. Boeing is creating a plant for a new Navy aircraft at MidAmerica St. Louis Airport where MetroLink service will increase commuting choices for employees. SCCTD also supports expansion of Gulfstream Aerospace's capacity in Cahokia Heights and the growth of Tyson Foods' facilities in Caseyville. Southwestern Illinois College has been a presence along MetroLink since opening to more conveniently serve students and employers with additional educational and skills training.

I have much enjoyed evaluating public transit's economic impact on behalf of SCCTD. Please do not hesitate to contact me if further clarification is needed.

Respectfully submitted on behalf of Saint Louis University,

Robert M. Lewis, FAICP, CEcD  
*Director, SLU Community Planning Lab*  
*Assistant Professor, Urban Planning & Development*

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## 1.0 Executive Summary

The St. Clair County Transit District, in conjunction with Bi-State Development Agency’s Metro Transit program, provides almost 3.3 million transit rides in an average year. This is the equivalent of 13 rides per year for each St. Clair County resident!

As a result, **SCCTD has a \$286.9 million annual economic impact in St. Clair County.** This comes from annual direct spending by SCCTD, Metro, and transit riders of \$129.5 million each year plus another \$157.4 million in multiplier effects throughout the county.

About \$34.5 million in direct impacts are taking place because of the current construction to extend MetroLink from Scott Air Force Base to the front door of MidAmerica St. Louis Airport. Meanwhile, SCCTD spends \$77.5 million to support operations and payroll—450 jobs—in the county while riders of the transit system contribute an estimated \$17.5 million in spending within the county *that can be attributed to their transit rides.*

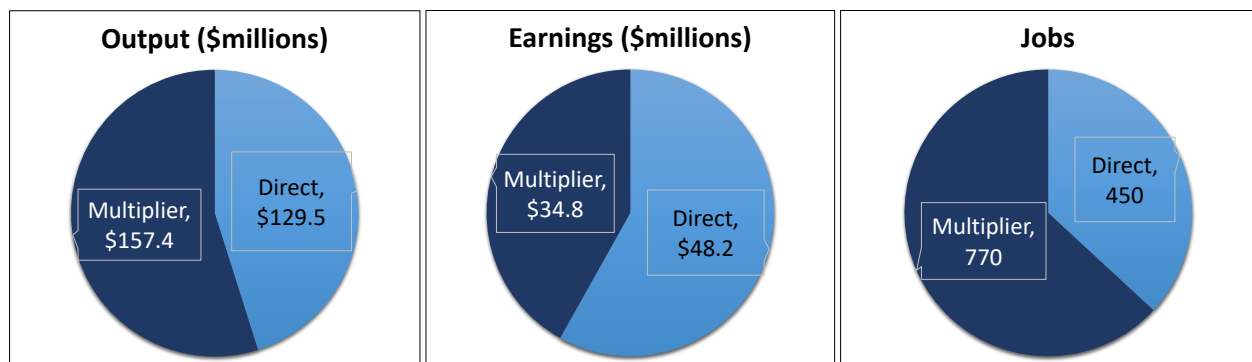
All this “direct spending” leads to annual multiplier effects benefiting the St. Clair County economy amounting to \$157.4 million in *additional* economic activity. Within that economic activity are supported another 770 jobs in the county paying an average of \$45,100 per year.

The St. Clair County Transit District (SCCTD), itself, is relatively small as a “business entity,” employing just eight people. But these workers coordinate transit and related services provided under contract by Metro Transit, a part of the St. Louis Bi-State Development Agency, as well as SCCTD’s Alternative Transit Service (ATS) for paratransit riders and the SCCTD Flyer through Southwest Illinois College for microtransit service. Moreover, SCCTD supports and is improving a trail system that contributes to the county’s quality of life and encourages active, healthy living among the county’s residents.

The operations, investments, and ridership of SCCTD further trigger multiplier effects supporting an additional 1,710 jobs elsewhere in the State



of Illinois (mostly in southwestern Illinois) and 2,550 additional jobs elsewhere in the bi-state St. Louis metropolitan area—some of which are, of course, in the Illinois counties of the metropolitan area.



## The Economy of St. Clair County

Bi-State/Metro Transit supported an annual average of some 24.5 million rides from 2019 through 2023, based on a survey conducted of all transit providers in Missouri. (St. Clair County was also included in that survey because of its link with Metro Transit.) Assuming that number stays consistent, SCCTD alone supports about 13 percent of those rides.

Bi-State/Metro Transit serves St. Clair County in Illinois and St. Louis City and County in Missouri. Together, those three counties have a population of 1,523,800 as of 2024. St. Clair County's population of 251,150 represents 16.5 percent of that population, a little bit higher than its share of public transit rides.

Facilities and services such as provided by SCCTD (e.g., public transit and trails) are partly intended to support and encourage population growth which, in St. Clair County, has shifted eastward toward communities where the MetroLink extension most closely serves. The village of Shiloh, for instance, has grown 4.3 percent since 2020, Mascoutah has grown 3.8 percent, and Swansea has added 0.6 percent more residents this decade.

St. Clair County is also home to 114,600 jobs, or 8.0 percent of the metropolitan area's jobs as of August 2025. While this is a smaller share of metropolitan jobs than population, keep in mind that St. Clair County is one of 13 counties in the 15-county metro area that are, effectively, "bedroom counties" where there are more out-commuters than in. Only St. Louis City and St. Louis County in the metro area have more in-commuters than out-commuters.

This means that MetroLink is vital to the regional economy for commuting from St. Clair County to the relatively high concentration of jobs in the middle of the region in St. Louis City and County. Those St. Clair County residents commuting into Missouri, of course, bring their wages and salaries back to the county and the state of Illinois for spending and re-spending cycles.

St. Clair County certainly has capacity for additional job growth but also capacity for supporting jobs throughout the metro area with its diverse

commuting alternatives. Continued support of transit services should contribute to that ability to add jobs and to access jobs.

Within the county, it is noteworthy that the Boeing Company will be creating new facilities next to MidAmerica St. Louis Airport, alongside the extended MetroLink line, to support another 300 jobs for manufacturing of the MQ-25 Stingray, an aircraft carrier-based, unmanned refueling plane. This plant is anticipated to also attract supplier firms into St. Clair County.

Gulfstream Aerospace Corporation is adding 200 jobs and retaining 500 jobs in Cahokia Heights as it expands capacity to create business jets. And Tyson Foods recently added food processing capacity at its plant in Caseyville, establishing about



Gulfstream's expansion in Cahokia Heights courtesy of the Illinois Business Journal.

200 more jobs. While not directly on a transit route, SCCTD has created a special bus route to this Tyson plant to support commuting options.

Adding to this job growth potential has been Southwestern Illinois College's facility in St. Clair County purposely located along MetroLink near Scott Air Force Base. This branch of SWIC is intended to make transportation more convenient for students pursuing associate's degrees and/or increasing their skill training for jobs in the area.

Further contributing to the understanding of the economic impact of St. Clair County in general is a newly released report from the Leadership Council Southwestern Illinois on the economic impact of Scott Air Force Base. The author, consulting firm Steadfast City, concludes that SAFB has about a \$13 billion economic impact in the St. Louis metropolitan area. Of course, SAFB is a massive enterprise and a huge employer with

some 13,100 military and civilian jobs and a multiplier impact of more than 31,000 other jobs in the metropolitan area.<sup>1,2</sup>

This report on the economic impact of SCCTD itself concludes that SCCTD's operations directly support about 450 jobs plus multiplier impacts of an additional. . .

. . .770 jobs elsewhere in St. Clair County,  
. . .1,780 jobs elsewhere in the metro area, and  
. . .940 jobs elsewhere in Illinois.

Importantly, SCCTD is a crucial part of SAFB's economic success. Transit services extend to, and

soon beyond, SAFB which is very convenient for those thousands of employees.

In short, it is clear that more and more establishments, including schools, are taking advantage of locations served by transit in St. Clair County. This reduces parking requirements and increases commuting choices for employees, thus encouraging employee attraction and retention.

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<sup>1</sup> [About Us](#) web page for Scott Air Force Base.

<sup>2</sup> *Scott Air Force Base Economic Impact Study*, published by Leadership Council Southwestern Illinois, 2025.

## 2.0 Introduction and Background

**“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/>)

Mankind has always relied on and tried to improve various ways to get around and to carry things. Vehicles and networks to get around form a transportation system. Walking, of course, is one of those ways to get around, and walking is just fine for short distances or relatively light loads. Longer distances and heavier loads in early days of human development often relied on water and boats, or on animals when on land. Eventually, self-propelled vehicles replaced most animals in most societies. And there is any variety of such vehicles!

Transportation networks come in a wide variety, too. Water, residential streets, railroad tracks, highways, air flight, and others provide opportunities, choices, and speeds that best match purposes at hand. As humans increasingly settled into communities and cities of relatively dense populations and buildings, shared transportation systems evolved into what we today call transit systems. Enterprising business people realized that money could be made by transporting people in common conveyances, thus saving those riders money that they didn’t have to spend on personal vehicles. This also minimized traffic on crowded streets in dense places—a factor which still contributes to reasons why private transit operations became public operations.

Public transit evolved from private transit systems when economies of scale began to diminish the profitability of some forms of shared conveyance. By then, however, the efficient function of complex cities and regions required “mass transit” to serve people who otherwise couldn’t afford other types of travel and to again minimize traffic on increasingly crowded streets. Private transit systems, therefore, quickly became public systems which were, and are, often subsidized by public resources to assure that people and goods can get around more efficiently in pursuit of prosperity and wealth for all.

Thus, the quote on the title page of this report: “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.”

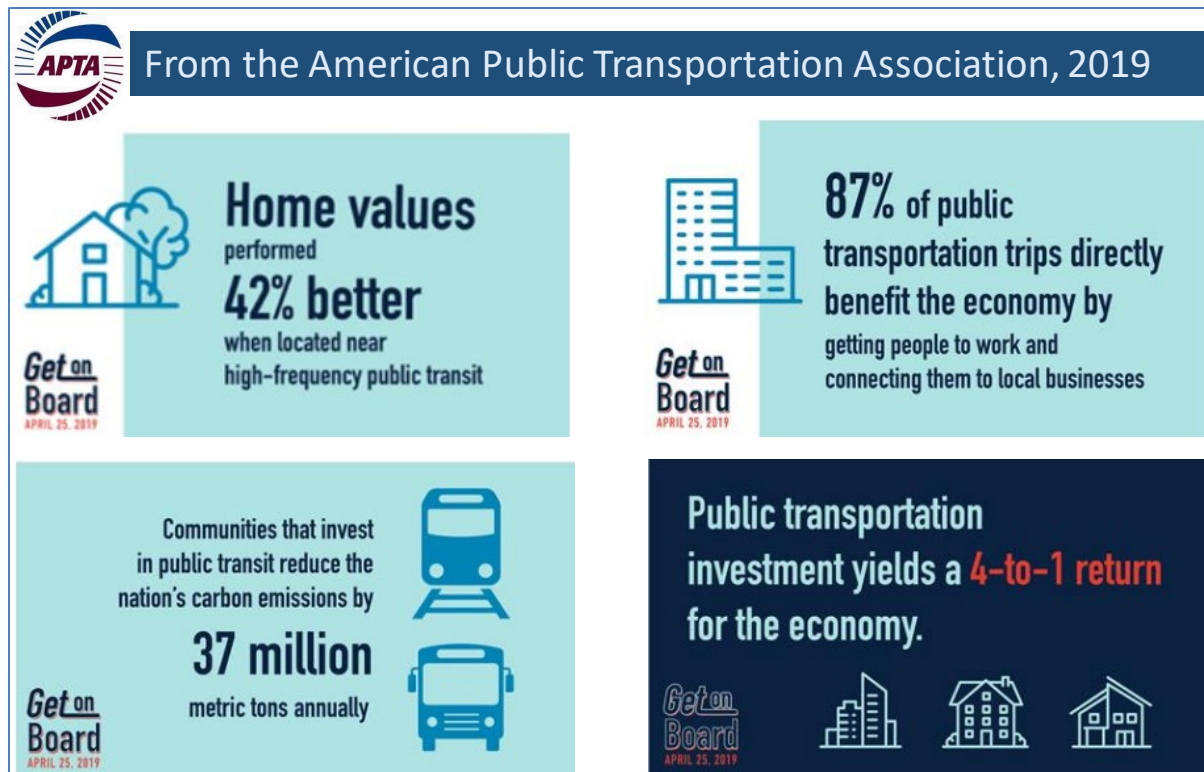
Partly because shared transportation, or transit, has become a public good or service that improves the quality of life and pursuit of economic gain, it is important that citizens and public decision makers be made aware of the economic impacts of transit. Of course, there are several ways to frame transit’s economic impact.

- One is to measure the value to each individual who uses transit to get to work, to attend entertainment events, to reach school, and so on. Such riders may not have, or at least may not need, personal vehicles,

In communities, public transportation is the link between people and possibility. It joins workers and jobs, consumers and businesses and entertainment venues, restaurants, and customers. Public transportation is a part of modern society; it provides a range of critical services for people and the communities in which they live. Communities are places where people share a connection with each other. And public transportation is a cornerstone on which these connections are built. Yet, when it comes to justifying and financing public investment in public transit facilities and services, community residents and public leaders need to be reminded of the value that communities receive from this investment. Additionally, public transit agencies themselves may wish to better understand the economic and societal implications of their internal decision-making.

... American Public Transit Association, *My Economic Impact: How to Talk About My Numbers*, No date

thus saving them operating and parking costs. Not spending money is an economic benefit for people who could use that money for other purposes.



- Another measure might be the economic value to non-riders of transit. While they may rely on personal vehicles or bicycles or walking, they should also see value in public transit because it helps their fellow citizens get to work or school and/or they recognize that more people riding transit means fewer cars and on the roadways. One can get to one's destination more quickly with less congestion—a factor, too, which can be translated to economic value if given the right assumptions and statistics.
- Business owners and employers should see economic benefits of transit. Employees can get to work with less stress, perhaps, and thus be more productive during working hours. There is a reduced need to provide parking spaces, thus saving the employer some money. Transit can carry many people at one time, thus potentially increasing foot traffic for street-level businesses.
- There can be economic benefits measured in terms of lower air pollution or even noise pollution. More rides per vehicle on buses or trains, for instance, can reduce the amount of emissions from cars and trucks. Again, given appropriate economic and financial statistics, it is possible to measure the extended benefits of environmental impacts resulting from more transit usage (public health improves, life expectancy and economic productivity increase, and people generally have a higher quality of life).
- Economic benefits of transit can also affect property values. Many studies show that homes and apartments located within easy walking distance of transit stations achieve higher values in the marketplace than those further away. In theory, renters and buyers of such dwellings are willing to pay more for housing due to the convenience of transit and reduced costs savings from owning fewer cars or lower maintenance costs for their cars.
- The U.S. Department of Housing and Urban Development defines “housing cost burden” as households that spend more than 30 percent of their incomes to pay for rent, mortgage, and utility expenses. This

burden is extended to 40 percent when the expense of job commuting is added. Thus, households using public transit typically pay less for commuting costs than automobile drivers and, therefore, reduce their risks of being overly burdened in housing expenses.

- In a related sense, transit also improves land use efficiency typically in the form of higher density of buildings. Transit reduces the need for parking lots, on-street parking, and on-site residential parking, thus increasing the amount of land that can be devoted to more productive land uses like occupied buildings. Denser land use patterns also reduce municipal and utility costs by decreasing the amount of space between buildings thus reducing infrastructure and/or increasing the use of infrastructure per building or per capita. In other words, transit can make infrastructure more cost-efficient.
- These property value impacts extend to employment centers. More transit usage means lesser reliance on parking spaces and parking structures. More land can be put to productive use where people can be employed. More productive land and real estate commands higher values in the market.
- The most traditional way to measure economic impacts of transit—indeed, of just about any economic activity—is to consider the multiplier effects of spending money. Transit providers are economic entities, even if they are public or quasi-public organizations. They raise money, they spend money. They spend money to pay employees, to buy necessary goods and services to support their operations, and to make long term capital improvements. The money they spend becomes income to the recipients of that money. Those recipients then spend the money again (and again and again. . .) to support their businesses or households. Thus, the initial spending to support a transit system not only provides a valuable service for a city or region; it also re-inserts money into the local economy which can continue to circulate in support of other economic activity.

This latter measure is the primary basis of this report. St. Clair County Transit District officials provided information on how much money the district spends in an average year, how many people it employs, and how many riders it serves. With such information as “inputs,” it is possible to estimate the multiplier, or ripple, effects of the spending and continuous re-spending of dollars which, in this case, are first funneled into SCCTD (revenues, grants, taxes, fares, etc.) and are spent to provide transit services. Thus, in this report, the initial spending that triggers multiplier effects is the annual spending by SCCTD. The benefits, or impacts, are measured in terms of the amount of increased economic activity that takes place in the economy as a result of that initial spending.

But there is an important caveat. While SCCTD is the official provider of transit services in St. Clair County, most of those services are actually provided by the St. Louis region’s Bi-State Development Agency’s Metro Transit under contract to SCCTD. Metro Transit also serves the City of St. Louis and St. Louis County on the Missouri side of the Mississippi River. In the full scheme, SCCTD is itself relatively small (e.g., eight employees) yet it oversees Metro Transit’s services where it is herein estimated that St. Clair County supports about 440 Metro Transit jobs.

These jobs, and associated expenses, are estimated as St. Clair County’s share of all of Metro Transit’s services. A MetroLink driver, for instance, will work in both Missouri and Illinois when operating a MetroLink train. Using data from a Missouri state-wide transit survey from 2023 (see separate report, *Economic Impact of Public Transit in Missouri* completed in January 2024 by the Saint Louis University Community Planning Lab), it is estimated that St. Clair County’s share of Metro Transit’s services is about 22.2 percent of the entirety of Metro Transit’s expenses.

Note that there is no data on precisely where each employee is employed, other than the eight direct employees of SCCTD. These are assumed employed in St. Clair County. Employees of Bi-State Metro may, in fact, be considered employed in Missouri because Metro Transit is headquartered in Missouri. The estimate of St. Clair County jobs, and other expense, otherwise attributable to Bi-State/Metro is simply a pro-

rata share of all Bi-State/Metro transit jobs and expenses. In other words, SCCTD can be said to support almost a quarter of the jobs and to spend almost a quarter of the dollars of Metro Transit.

This report also estimates the economic impact of the users, or riders, of the various forms of public transit in St. Clair County. As pointed out on the cover of this report, one of the reasons people ride transit is to spend money. This spending, of course, becomes income for other entities and people which, in turn, triggers economic activity not directly from the transit agency but *because of the transit services*. Various national reports on how much a typical transit rider spends because of their transit ride were used in estimating spending-per-ride in this report. Such spending excludes the price of the ride itself (e.g., ticket) since the impact of those dollars is captured in the spending of the transit district itself.

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**The Bottom Line is This:** Public transportation connects and grows our communities. It helps support a thriving economy in communities large and small throughout our nation. It increases property values, creates destinations for businesses and forms the basis for livable, walkable communities. Public transit connects people to jobs, education, healthcare, and to restaurants, friends and many essential services. It is the most desirable option for some travelers, a backup option for others, and the only option for yet others. It provides basic mobility for people who cannot, should not, or do not have the option to drive. It can also offer efficiencies over other alternatives, including savings in time and travel-related expenses. Public transit can help ease congestion on roads and it helps limit carbon and other pollutant emissions. Sometimes it can enable government and the public to avoid further investment in auto-oriented infrastructure including roads and parking. It also plays a role in achieving strategic planning and sustainable development goals: it supports economic development through cost savings, broader market access, and facilitation of cluster development. Public transit can encourage investment in economically disadvantaged neighborhoods or communities, providing access to opportunity. It can further support public policy goals through encouragement of more efficient land development and more livable communities. And the public taxes spent on public transit are also returned to the community in the form of jobs and income that benefit residents and businesses.

. . . American Public Transit Association, *My Economic Impact: How to Talk About My Numbers*, No date

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### 3.0 Direct Economic Impacts of SCCTD

Officials of the St. Clair County Transit District were requested to provide several years' worth of data on employment, capital investments, employee compensation, operating expenditures, and ridership. With multiple years of data, an average or typical year is represented in this report with all dollars updated to 2025 dollar values using the U.S. Consumer Price Index. For example, actual dollar amounts from, say, 2022 and 2023 were "inflated" to their 2025 dollar values before calculating the multi-year average.<sup>3</sup>

These employment and dollar amounts are considered "direct economic impacts" because they are the triggering numbers behind the indirect, or multiplier, impacts described later. Employment is an average for each year, then averaged again for the impact analysis. Ridership is a total annual number for each year based on boardings. Thus, a student at Southwest Illinois College who rides MetroLink to and from SWIC for classes in a single day is counted twice for that day. If she rides back and forth to classes three times a week, she is counted six times. Likewise, workers commuting to and from jobs five days a week are counted ten times for that week. The total ridership annual average used in this report just for St. Clair County is 3,281,300, which is many more people than the population of the entire metropolitan area. That's because most riders are counted multiple times due to their multiple boardings.

Bi-State/Metro Transit reported 19,664,500 riders in the total system for 2023 for the January 2024 report, *Economic Impact of Public Transit in Missouri*. SCCTD, therefore, makes up roughly one-sixth of the Metro Transit ridership.<sup>4</sup>

For SCCTD, there are four types of riders.

- MetroBus riders make up about 51 percent of all SCCTD riders.
- MetroLink riders make up about 45 percent.
- Paratransit riders make up almost 3 percent.
- Microtransit riders make up 1 percent.

#### Average Annual Direct Spending and Impacts

Just over \$112.0 million is spent to support transit services in St. Clair County each year (again, in 2025 dollar values) to manage both SCCTD and Bi-State agencies and to make capital improvements. This averages to roughly \$34.00 per year per ride. Of the \$112.0 million in average annual spending:

- \$34.5 million goes toward capital expenditures (30.8%),
- \$29.3 million pays for non-labor operations (26.2%), and
- \$48.2 million pays employees (43.0%).

Approximately 452 employees are attributable to the provision of services. Average compensation for those employees (in 2025 dollars) is \$106,800 per year.

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<sup>3</sup> Data for the various items was not consistent for the same years. Thus, the averages reflect different periods of time but all in recent years.

<sup>4</sup> The Bi-State/Metro total excludes other nearby transit systems, most notably Madison County Transit District which operates its own bus system, though some of those buses also serve parts of the Missouri side of the Mississippi River to help Madison County residents reach jobs, etc., across the state line.

There are some important qualifiers to these numbers, however.

1. The capital expenditures include about \$150 million to construct the extension of MetroLink from Scott Air Force Base to the front of MidAmerica St. Louis Airport. That work is reaching conclusion, so most of the capital money has been spent over the last few years and will phase out shortly. Still, it has contributed to the economic impact of transit in St. Clair County.
2. SCCTD estimates that it spends an average of about \$7.9 million per year in capital improvements in a more typical time period when huge expenses, like the MetroLink expansion, are not included. This number appears to exclude any additional, more routine, capital investments by Bi-State/Metro to support its bus and train service, so it may be an understatement.
3. The transit employment numbers do not include estimates of employment to construct the MetroLink extension. Typically, construction work of this type uses half the money to pay for workers contributing to the extension. The average Illinois construction worker is paid almost \$50,000 per year.<sup>5</sup> If half of the \$150 million is devoted to employee compensation, then \$75 million is/was paid to workers. At an average of \$50,000 per year, that compensation supports 1,500 employees over, say, three years, or an average of about 500 full-time-equivalent employees per year.

## Savings by Riders from Not Driving Automobiles

One of the advantages of riding transit for various purposes is that it saves on costs to own, rent, and operate a personal vehicle. For the year 2023, AAA estimates that it cost the average American between 69¢ and \$1.05 per mile to operate a new personal vehicle.<sup>6</sup> Lesser amounts per mile apply for more miles driven each year due to certain economies of scale. Such costs include the purchase price of the car, insurance, parking, normal maintenance, registration and licensing, and fuel.

Taking the average for driving 15,000 miles per year of \$0.81 per mile (national average), the cost of ownership would be \$12,150. Assume that a commuter works five days a week and has a commute of ten miles in one direction. There are 52 weeks in a year. That's 260 workdays. But subtract three weeks for vacation and another ten days for holidays (no commuting), a worker would commute 235 days. 20 miles x 235 workdays = 4,700 miles. At 81¢ per mile, that's an expense of \$3,800 per year.

A MetroBus single ride is presently priced at \$1.00.<sup>7</sup> The above commuter, taking the bus those ten miles each way, would spend \$2.00 per day, or \$470 per year. A MetroLink train ticket is \$2.50. Twice a day, that's a \$5.00 commuting expense, or \$1,175 per year. But such a frequent commuter would certainly buy a monthly pass at the present going rate of \$78.00 (there are other discounts). That pass is good for both buses and trains. With an average of, say, 20 commuting days per month, that pass averages \$3.90 per day. Over the course of a year, commuting costs would total about \$920. That is less than one-quarter the driving costs of \$3,800 per year.

Of course, there are costs in traveling from home to transit and from transit to work. Some of this might be driving, but a whole lot fewer miles than commuting all the way. But some of it will (and perhaps should be)

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<sup>5</sup> Though the employment contributing to the \$150 million extension includes a more diverse range of workers outside of "construction" such as engineers, lawyers, managers, and so on. This analysis is a rough estimate of the construction impact.

<sup>6</sup> *Your Driving Costs: How Much Does it Really Cost to Own a New Car?* By AAA (2023 Edition).

<sup>7</sup> [MetroRatesasofMarch2025.png \(561x892\)](#)

walking or biking, which adds to personal health and, from an economic perspective, greater productivity and less absenteeism. Moreover, the personal savings in commuting costs leaves more income for better housing options, more entertainment and enjoyment of life, more support for additional schooling, and so forth. . leading to a more diverse and sustainable economic environment.

## Spending by Riders Attributable to Their Rides

Those commuting savings, that is, allow for more spending as a purpose of each ride. Going out to lunch more often, perhaps. Paying for school and job training. Enjoying a movie or a play or a sporting event. Or simply having more to spend on necessities like children’s clothing or healthier groceries.

While there is scant data on this topic that is readily applied to the experience in Missouri, this report makes an informed assumption that an average of \$12.00 (2025 value) per ride can be safely and conservatively applied to the overall economic impact of transit. Where do the riders get this \$12.00 to spend *in addition to the spending they would have spent anyway?* It is well documented in transit research literature that transit riders save money by not using automobiles, as noted above. Thus, while transit riders are aware of their lower travel expenditures, they are also aware that they have a little extra household budget for non-transit purposes.

For the annual average of 3,281,300 rides by SCCTD users over the five-year year period, additional spending of \$12.00 per ride increases the direct economic impact of transit by almost \$39.4 million. Not all of that will be spent in St. Clair County, however, since a great many SCCTD riders work in or otherwise visit Missouri. For purposes of this report, it is estimated that such impact in St. Clair County (and, thus, the State of Illinois) is double the proportion of SCCTD’s expenditures within the entire Bi-State/Metro system: 44.4 percent (22.2% x 2). Thus, the direct impact in the entire metro area is the full \$39.4 million per year, but the direct impact in St. Clair County alone is \$17.5 million per year.

## Summary: Direct Economic Impacts

Annual Average Expenditures by and in support of St. Clair County Transit District:

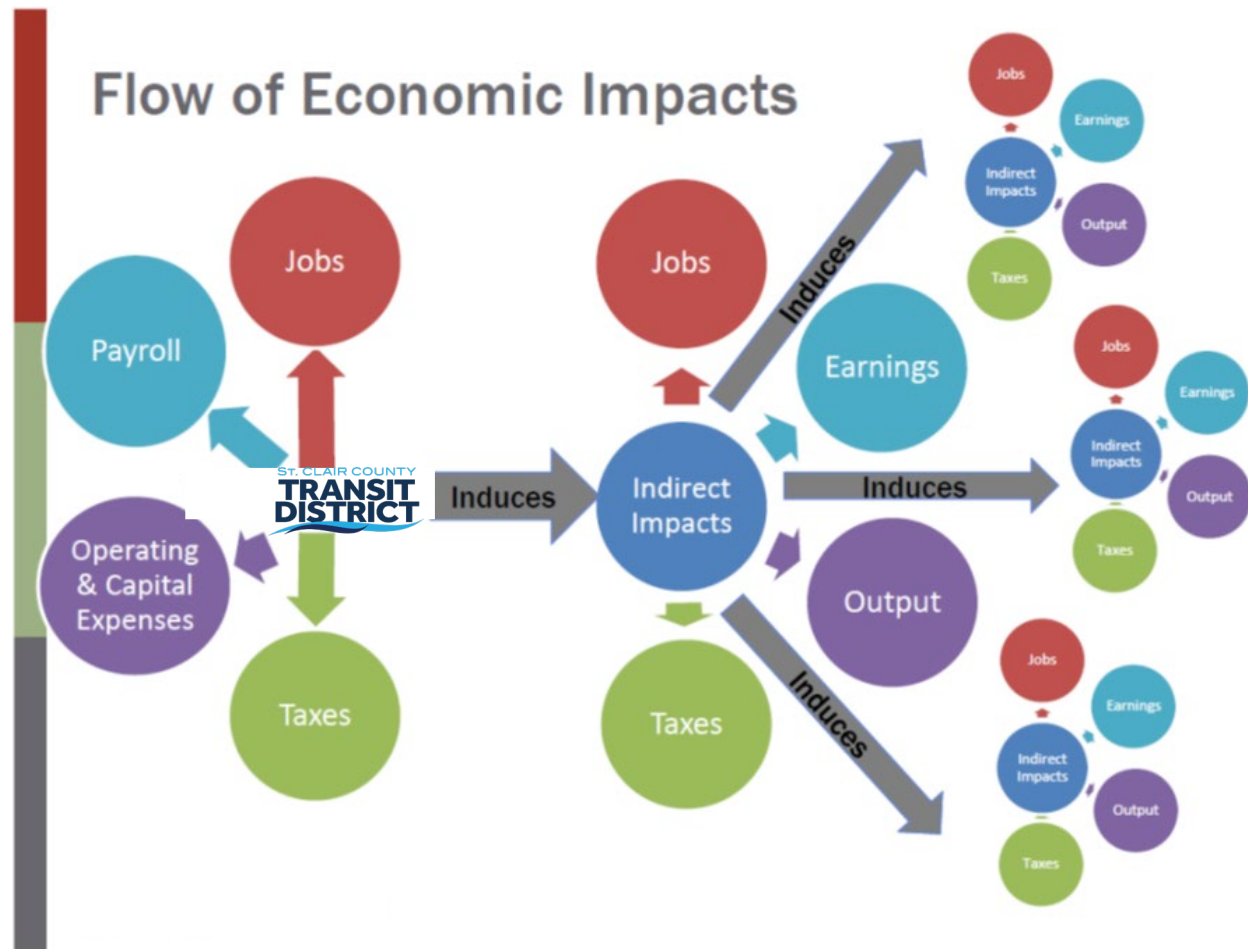
|   |               |
|---|---------------|
| • Capital Investments (including current MetroLink Extension    | \$ 34,514,000 |
| • Employee Compensation   | \$ 48,245,000 |
| • Transit Operations other than Compensation                    | \$ 29,254,000 |
| • Number of Employees (SCCTD and Bi-State/Metro pro-rata share) | 452           |
| • Number of Riders  | 3,281,300     |
| • Local Spending by Riders Attributable to Transit Usage        |               |
| ○ St. Clair County and State of Illinois                        | \$ 17,476,000 |
| ○ St. Louis Metropolitan Area                                   | \$ 39,376,000 |

The next section addresses the multiplier effects of these direct impacts.

## 4.0 Multiplier Effects: How They Work

When a person or an organization spends money, that money immediately becomes income for someone else. The recipient of that income is then free to spend their money and that spending, in turn, becomes income for others. When this spending and re-spending process is confined to a fixed geographic area (such as the St. Clair County), the amount that is spent during each round of re-spending declines within that geography. That is because some of the spending by individuals and organizations inevitably “leaks” from the geographic area. For instance, a transit district might buy vehicles from another state or even another country. Employees of the transit district spend some of their money on vacations out of state or even out of the country.

Eventually, all of the initial spending (i.e., the direct impacts summarized on the previous page) disappears from the subject geographic area, though the specific timing of that leakage depends on many factors, not least of which is how much there is to buy within the geographic area and how strong the economy is to encourage spending—or to discourage it.



As depicted above, the operations of public transit in St. Clair County trigger a “direct” round of spending (left side of diagram) by SCCTD employees, capital improvements, non-labor operations, and even taxes, though taxes are not a subject of this report given the complexities of taxation in multiple jurisdictions

throughout St. Clair County (cities, schools, special districts) and the State of Illinois.<sup>8</sup> This direct spending generates a first round of multiplier effects (middle of the diagram) and further rounds of multiplier effects (right side).

Because St. Clair County is a fixed geographic area and there are “leakages” of spending during each round of re-spending, it is possible to estimate the multiplier effects within the county (and other geographic areas<sup>9</sup>) that are initiated by SCCTD, its partners (notably Bi-State/Metro Transit), and its transit users.

The federal government’s extensive database of economic information is the source of “multiplier coefficients” applicable in each county of the United States or for groups of contiguous counties such as states or metropolitan areas. This database, known as the Regional Input-Output Multiplier System (RIMS), is managed and routinely updated by the U.S. Bureau of Economic Analysis ([www.BEA.gov](http://www.BEA.gov)) within the U.S. Department of Commerce. Multiplier coefficients are available for a wide range of industry sectors. These multipliers essentially demonstrate how big an impact that spending within one industry (in this case, the “transit and ground transportation” industry) benefits the rest of the county economy and a host of other sectors.

For instance, spending in the transit sector also benefits the legal services sector and various manufacturing sectors, both within St. Clair County and elsewhere. RIMS provides multipliers based on ever-changing and ever-growing economic data provided to BEA through many sources. And essentially all that data is coded by county, so BEA is able to determine the economic links between various industry sectors within counties and groups of contiguous counties.

For the current study, multipliers were obtained for St. Clair County, the State of Illinois, and the St. Louis metropolitan area,<sup>10</sup> details of which are presented in the next section of the report. The multipliers help to estimate indirect and induced<sup>11</sup> economic impacts. As detailed later, for instance, the \$129.5 million in average annual collective spending by SCCTD and its riders another \$157.4 million in additional economic activity (sales, transactions, etc.) within the county, for an overall net multiplier of 1.22.<sup>12</sup>

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<sup>8</sup> Still, the payment of taxes becomes income, or revenue, for the taxing jurisdictions which, in turn, spend that money for their employees and operations. Again, the money is spent and re-spent, so even government contributes to the multiplier effects. Later in this report, estimated state income and sales taxes paid by employees are described.

<sup>9</sup> This report addresses impacts of SCCTD in not only St. Clair County but also in the entire State of Illinois and, separately, in the 15-county bi-state metropolitan area.

<sup>10</sup> The St. Louis metropolitan statistical area (MSA) consists of eight counties in Illinois (St. Clair, Madison, Monroe, Calhoun, Macoupin, Clinton, Bond, and Jersey) and seven counties in Missouri (St. Louis, St. Charles, Warren, Lincoln, Franklin, Jefferson, and the independent City of St. Louis).

<sup>11</sup> Indirect effects are those triggered by the industry sector under study—in this case, the transit industry. Induced effects are those triggered by the spending by employees of their wages and salaries to support their households. In this report, indirect and induced effects are lumped together for simplicity in presentation, though their impacts are calculated separately in the Microsoft Excel model.

<sup>12</sup> Within this added economic activity are supported another 770 jobs in the county with average annual household earnings of \$45,100.

## 5.0 Multiplier Effects in St. Clair County, Illinois, and the St. Louis Metro Area

### Economic Impacts in St. Clair County (Table 1)

There are four major expense categories included in the multiplier impacts triggered by SCCTD's operations and the transit riders. Together, they add to some \$129.5 million each year (column 5 of Table 1). These dollar amounts are annual averages over the last several years, though not including calendar year 2025. Still, all dollar amounts have been converted to 2025-dollar values using the U.S. Bureau of Labor Statistics Consumer Price Index calculator.

- \$34.5 million goes toward capital investments (26.7%);<sup>13</sup>
- \$48.2 million pays employees (37.3%);
- \$22.6 million pays for non-labor occupancy and operations (43.7%); and
- \$17.5 million is spent in St. Clair County by riders of transit attributable to their transit rides (13.5%).

| Table 1<br>AVERAGE ANNUAL ECONOMIC IMPACT OF ST. CLAIR COUNTY TRANSIT DISTRICT<br>IN ST. CLAIR COUNTY, Calendar Years 2019-2024 |  |                              |                                 |               |                |
|---|--|------------------------------|---------------------------------|---------------|----------------|
| All Dollar Amounts in 2025 Dollar Values  | (1)<br>Capital Investment  | (2)<br>Employee Compensation | (3)<br>Occupancy and Operations | (4)<br>Riders | (5)<br>Total   |
| Direct Spending   | \$ 34,514,000  | \$ 48,245,000                | \$ 29,254,000                   | \$ 17,476,000 | \$ 129,489,000 |
| Average Annual Number of Riders   |  |                              |                                 |               | 3,281,300      |
| Multipliers   |  |                              |                                 |               |                |
| Output  | 1.48   | 0.74                         | 1.53                            | 1.48          | 1.22           |
| Earnings  | 0.36   | 0.17                         | 0.28                            | 0.34          | 0.27           |
| Employment  | 5.39   | 3.71                         | 8.34                            | 9.06          | 5.95           |
| ADDED ECONOMIC IMPACT IN ST. CLAIR COUNTY   |  |                              |                                 |               |                |
| Output  | \$ 50,998,000  | \$ 35,798,000                | \$ 44,738,000                   | \$ 25,863,000 | \$ 157,397,000 |
| Earnings  | \$ 12,370,000  | \$ 8,129,000                 | \$ 8,319,000                    | \$ 5,940,000  | \$ 34,758,000  |
| Indirect Jobs in St. Clair County   | 190  | 180                          | 240                             | 160           | 770            |
| TOTAL ECONOMIC IMPACT IN ST. CLAIR COUNTY   |  |                              |                                 |               |                |
| Output  | \$ 85,512,000  | \$ 84,043,000                | \$ 73,992,000                   | \$ 43,339,000 | \$ 286,886,000 |
| Earnings  |  |                              |                                 |               | \$ 64,012,000  |
| Direct Jobs SCCTD and Metro Transit in St. Clair County   |  |                              |                                 |               | 450            |
| Total Direct and Indirect Jobs in St. Clair County  |  |                              |                                 |               | 1,220          |
| Average Annual Earnings per Direct Transit Job  |  |                              |                                 |               | \$ 107,200     |
| Average Annual Earnings per Indirect Multiplier Job   |  |                              |                                 |               | \$ 45,100      |
| Multiplier Definitions:   |  |                              |                                 |               |                |
| Output:   | Total dollar change in the St. Clair County economy due to expenditures by St. Clair County Transit District and its transit riders.                           |                              |                                 |               |                |
| Earnings:   | Total dollar change in earnings of households in the St. Clair County economy due to expenditures by St. Clair County Transit District and its transit riders. |                              |                                 |               |                |
| Employment:   | Total change in the number of jobs in the St. Clair County economy per \$1,000,000 of added output.  |                              |                                 |               |                |

Column 5 shows that an average year results in total direct spending of the sum of the first four columns, or \$129.5 million. These are the numbers that trigger multiplier, or re-spending, effects throughout the county's economy.

The second data line of Table 1 shows the number of transit rides in an average year: 3,281,300. Not shown is the average annual spending per ride: \$12.00 as spent by the riders themselves.

<sup>13</sup> This amount is likely to drop dramatically in the near term because of the completion of the MetroLink extension from Scott Air Force Base to the front of MidAmerica St. Louis Airport. These capital investments have had an outsized impact on capital spending for transit in St. Clair County.

The next set of numbers are the multipliers obtained from the federal government for economic sectors relating to the particular spending categories. The “Occupancy and Operations” spending in column 3, for instance, relies on multipliers for the *transit and ground passenger transportation* sector.<sup>14</sup> There is no finer-grained sector for public transit primarily because of the limitations of the economic data. In other words, the spending by SCCTD and Bi-State/Metro for non-labor operations (which is titled here “occupancy and operations”) is multiplied in the St. Clair County economy through the *transit and ground passenger transportation* sector.

Multipliers for capital improvement spending (column 1), on another hand, are best obtained from the *construction* sector of the economy, more specifically *non-residential structures*. Again, there is no finer-grained capital improvements sector for transit because of national data limitations.

Similarly, the multipliers that best depict how employees will spend their money (column 2) in the Missouri economy are from the *households* sector. Yes, *households* is a separate and distinct economic sector because households spend their incomes differently than business enterprises.

The fourth spending category is a bit more complicated—spending by riders that can be attributed to their transit rides. In this case, nine multiplier sectors were selected where riders would most likely spend their average of \$12.00 per ride.

These nine sectors were then compared to the Consumer Expenditure Survey data of the U.S. Department of Labor to determine percentages of spending in those nine sectors assuming that the entire \$12.00 are spent in those sectors. The percentages were then used as statistical weights to determine an overall set of multipliers, shown on Table 1, for the rider spending category. The nine sectors and their percentages are:

|  |              |
|--|--------------|
| Food and beverage stores   | 29.0%        |
| General merchandise stores   | 12.2%        |
| Other retail   | 5.1%         |
| Educational services   | 9.9%         |
| Ambulatory health care services                                    | 5.8%         |
| Performing arts, spectator sports, museums, and related activities | 5.0%         |
| Amusements, gambling, and recreation industries                    | 4.0%         |
| Accommodation  | 6.7%         |
| Food services and drinking places                                  | <u>22.4%</u> |
| TOTAL  | 100.0%       |

Thus, the multiplier coefficients shown on Table 1 in column 4 represent a weighted average of the above nine sectors as they apply in St. Clair County.

There are three multipliers in each spending category: output, household earnings, and employment.

1. The first is the “output” multiplier. It is the overall economic activity multiplier. It is multiplied by the direct spending to determine overall indirect spending that the county’s economy should expect to be supported by the rounds of re-spending triggered by the initial spending. Thus, for example, the annual average of \$34.5 million in capital improvements is multiplied by 1.48 to determine that the additional impact in St. Clair County should be \$50,998,000 (\$51.0 million), shown on the rows just below the multiplier coefficients.

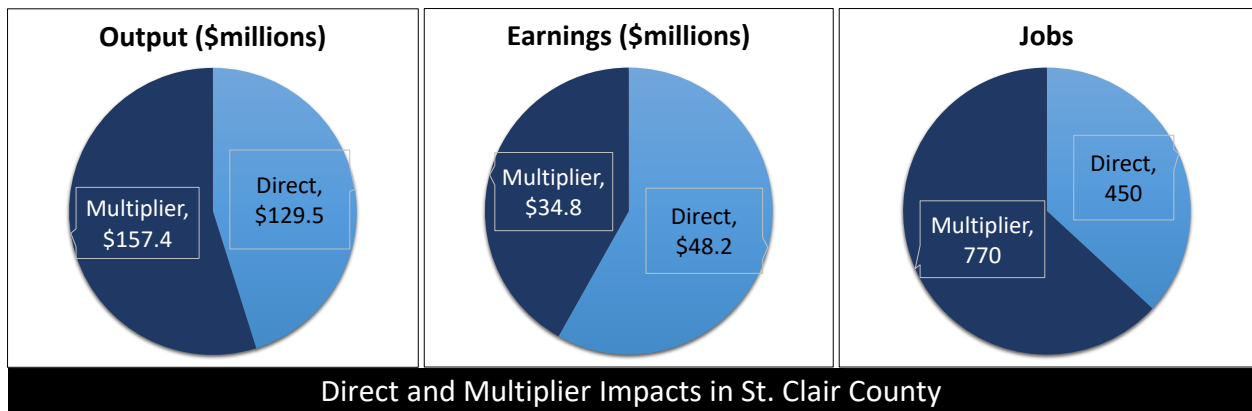
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<sup>14</sup> For this analysis, Type II multiplier coefficients are utilized from the Regional Input-Output Multiplier System (RIMS). There are 376 Type II economic sectors.

2. The second multiplier is for added “household earnings.” It, too, is multiplied by the initial direct spending to determine added earnings for St. Clair County residents that should result from the initial spending. Under capital investment, this amounts to \$12.4 million that will end up as household earnings during the re-spending rounds.
3. The third multiplier is for jobs supported because of the multiplier effects. The multiplier is actually “jobs per million dollars in initial spending.” So, the \$34.5 million in initial capital investments must first be divided by one million (= 34.5), then multiplied by 5.39 to determine that the initial capital spending that will help support about 190 additional jobs in the St. Clair County economy. These jobs may be in a great many sectors. The largest job benefits will be in the construction sector, of course. But spending for construction also requires goods and services (thus, jobs) from several manufacturing sectors, from wholesale trade, and even health services, and so on.

After all the multiplication is completed, the benefits of the various forms of initial spending are shown in column 5 under the subtitle “Added Economic Impact in St. Clair County.” This shows that additional economic output in the county within most or all other sectors, would reach almost \$157.4 million because of the initial annual spending. Of this added economic output, \$34.8 million would become added earnings for households in the county and there would be 770 additional jobs supported in the county (full or part time, even seasonal, not full-time equivalent). Dividing added jobs by added earnings indicates that the average multiplier job would be paid about \$45,100 per year, a figure shown further down Table 1.

Adding the direct spending to the multiplier effects yields the section of the table labeled “Total Economic Impact in St. Clair County.” With all the spending by SCCTD and Bi-State/Metro, by the transit riders, and the multiplier effects, **the transit sector in St. Clair County triggers some \$286.9 million in county-wide economic activity per average year. This activity also supports \$64.0 million in household earnings and 1,220 jobs** (the sum of the 450 jobs within the transit agencies themselves—mostly Bi-State/Metro but also eight jobs at SCCTD—plus the 770 multiplier jobs). As shown just below those numbers, the average transit worker in the county/Metro Transit is paid \$107,200 in wages or salaries while the average multiplier job is paid \$45,100. The much lower amount for multiplier jobs is primarily attributable to multiplier effects in lower paying sectors like retailing and many services.



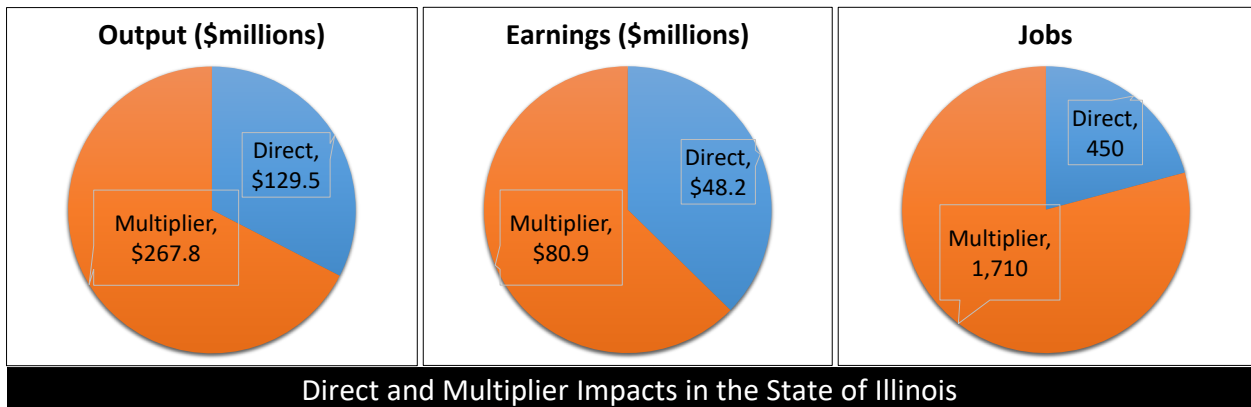
## Economic Impacts in the State of Illinois (Table 2)

Economic impacts of SCCTD also ripple throughout the state of Illinois. Most of those impacts are experienced locally. . . within southwestern Illinois, for example. They aren't evenly distributed across the state. Those impacts are shown on Table 2.

The direct impacts remain the same. But the modeling "allows" the impacts to spread geographically wider than just St. Clair County. Thus, the multipliers are higher because Illinois is a bigger economy than St. Clair County alone.

Thus, the overall output impact in the state is \$397.3 million in an average year, about 1.4 times larger than St. Clair County. The earnings impact is even stronger at 1.7 times the county impact and the jobs impact in the state is 1.8 times stronger. In this case, some 1,710 additional jobs are supported in Illinois compared to 450 in St. Clair County by itself.

| Table 2<br>AVERAGE ANNUAL ECONOMIC IMPACT OF ST. CLAIR COUNTY TRANSIT DISTRICT<br>IN THE STATE OF ILLINOIS, Calendar Years 2019-2024 |  |                              |                                 |               |                |
|--|--|------------------------------|---------------------------------|---------------|----------------|
| All Dollar Amounts in 2025 Dollar Values   | (1)<br>Capital Investment  | (2)<br>Employee Compensation | (3)<br>Occupancy and Operations | (4)<br>Riders | (5)<br>Total   |
| Direct Spending  | \$ 34,514,000  | \$ 48,245,000                | \$ 29,254,000                   | \$ 17,476,000 | \$ 129,489,000 |
| Average Annual Number of Riders  |  |                              |                                 |               | 3,281,300      |
| Multipliers  |  |                              |                                 |               |                |
| Output   | 2.31   | 1.48                         | 2.67                            | 2.22          | 2.07           |
| Earnings   | 0.74   | 0.42                         | 0.79                            | 0.67          | 0.62           |
| Employment   | 11.77  | 8.65                         | 20.59                           | 16.23         | 13.21          |
| ADDED ECONOMIC IMPACT IN THE STATE OF ILLINOIS   |  |                              |                                 |               |                |
| Output   | \$ 79,676,000  | \$ 71,176,000                | \$ 78,228,000                   | \$ 38,751,000 | \$ 267,831,000 |
| Earnings   | \$ 25,696,000  | \$ 20,326,000                | \$ 23,154,000                   | \$ 11,747,000 | \$ 80,923,000  |
| Indirect Jobs in Illinois  | 410  | 420                          | 600                             | 280           | 1,710          |
| TOTAL ECONOMIC IMPACT IN THE STATE OF ILLINOIS   |  |                              |                                 |               |                |
| Output   | \$ 114,190,000   | \$ 119,421,000               | \$ 107,482,000                  | \$ 56,227,000 | \$ 397,320,000 |
| Earnings   |  |                              |                                 |               | \$ 110,177,000 |
| Direct Jobs SCCTD and Metro Transit in St. Clair County  |  |                              |                                 |               | 450            |
| Total Direct and Indirect Jobs in the State of Illinois  |  |                              |                                 |               | 2,160          |
| Average Annual Earnings per Direct Transit Job   |  |                              |                                 |               | \$ 107,200     |
| Average Annual Earnings per Indirect Multiplier Job  |  |                              |                                 |               | \$ 47,300      |
| Multiplier Definitions:  |  |                              |                                 |               |                |
| Output:  | Total dollar change in the Illinois economy due to expenditures by St. Clair County Transit District and its transit riders.                           |                              |                                 |               |                |
| Earnings:  | Total dollar change in earnings of households in the Illinois economy due to expenditures by St. Clair County Transit District and its transit riders. |                              |                                 |               |                |
| Employment:  | Total change in the number of jobs in the Illinois economy per \$1,000,000 of added output.  |                              |                                 |               |                |

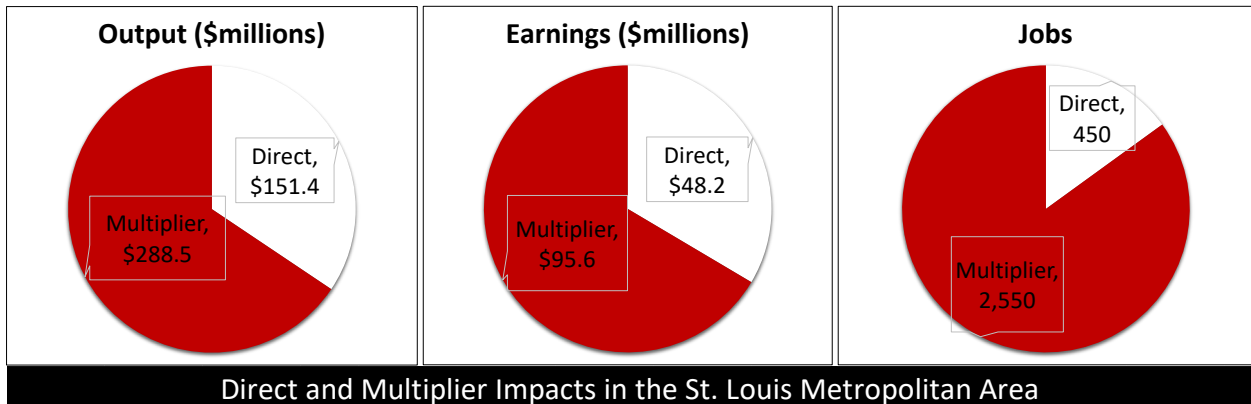


## Economic Impacts in the St. Louis Metropolitan Area (Table 3)

St. Clair County is also part of the 15-county St. Louis metropolitan area, the 23<sup>rd</sup> most populated metro area (of 383) in the United States. Metropolitan Statistical Areas are defined primarily by the economic interdependence of the contiguous counties. These impacts are shown on Table 3.

Because of the scale and geographic density of the metro area's economy, the overall output impact triggered by SCCTD is about 1.5 times higher than St. Clair County alone, slightly more than for Illinois as a whole. Earnings impacts for metro area households are 2.0 times that of the county's impacts, a testament to the size and diversity of the metro labor force. And the jobs impact is almost 2.5 times that of the county. . . supporting some 3,000 jobs in the metro area in addition to the direct jobs assigned to SCCTD's transit operations.

| Table 3<br>AVERAGE ANNUAL ECONOMIC IMPACT OF ST. CLAIR COUNTY TRANSIT DISTRICT<br>IN THE ST. LOUIS METROPOLITAN AREA, Calendar Years 2019-2024 |  |                       |                          |                |                |
|--|--|-----------------------|--------------------------|----------------|----------------|
| All Dollar Amounts in 2025 Dollar Values   | (1)  | (2)                   | (3)                      | (4)            | (5)            |
|  | Capital Investment   | Employee Compensation | Occupancy and Operations | Riders         | Total          |
| Direct Spending  | \$ 34,514,000  | \$ 48,245,000         | \$ 29,254,000            | \$ 39,376,000  | \$ 151,389,000 |
| Average Annual Number of Riders  |  |                       |                          |                | 3,281,300      |
| Multipliers  |  |                       |                          |                |                |
| Output   | 2.27   | 1.24                  | 2.35                     | 2.07           | 1.91           |
| Earnings   | 0.87   | 0.38                  | 0.72                     | 0.67           | 0.63           |
| Employment   | 14.69  | 8.01                  | 32.26                    | 18.13          | 16.84          |
| ADDED ECONOMIC IMPACT IN THE ST. LOUIS METROPOLITAN AREA   |  |                       |                          |                |                |
| Output   | \$ 78,367,488  | \$ 59,876,870         | \$ 68,885,843            | \$ 81,377,000  | \$ 288,507,000 |
| Earnings   | \$ 30,058,243  | \$ 18,188,365         | \$ 21,159,224            | \$ 26,235,000  | \$ 95,641,000  |
| Indirect Jobs in Metropolitan St. Louis  | 510  | 390                   | 940                      | 710            | 2,550          |
| TOTAL ECONOMIC IMPACT IN THE ST. LOUIS METROPOLITAN AREA   |  |                       |                          |                |                |
| Output   | \$ 112,881,488   | \$ 108,121,870        | \$ 98,139,843            | \$ 120,753,000 | \$ 439,896,000 |
| Earnings   |  |                       |                          |                | \$ 130,155,000 |
| Direct Jobs SCCTD and Metro Transit in St. Clair County  |  |                       |                          |                | 450            |
| Total Direct and Indirect Jobs in the St. Louis Metro Area   |  |                       |                          |                | 3,000          |
| Average Annual Earnings per Direct SCCTD Job   |  |                       |                          |                | \$ 107,200     |
| Average Annual Earnings per Indirect Multiplier Job  |  |                       |                          |                | \$ 37,500      |
| Multiplier Definitions:  |  |                       |                          |                |                |
| Output:  | Total dollar change in the St. Louis metropolitan economy due to expenditures by St. Clair County Transit District and its transit riders.                           |                       |                          |                |                |
| Earnings:  | Total dollar change in earnings of households in the St. Louis metropolitan economy due to expenditures by St. Clair County Transit District and its transit riders. |                       |                          |                |                |
| Employment:  | Total change in the number of jobs in the St. Louis metropolitan area per \$1,000,000 of added output.   |                       |                          |                |                |



## 6.0 Illinois State Tax Revenues from St. Clair County Transit District Impacts

An estimate of the tax revenue benefits for the state government treasury can be made based on the strong statistical correlation between personal income and individual income taxes, and between individual income taxes and other major tax categories.

In this case, the fundamental independent variable is the amount of household earnings (i.e., personal income) that the direct and multiplier impacts generate in the state from the operations of public transit in St. Clair County. As Table 2, above, indicates, total household earnings based on annual average operations of SCCTD are \$110.2 million dollars.

Table 4, on the next page, shows how personal income in Illinois relates to actual tax collections by state government. Using the average annual personal income of Illinois taxpayers for the years 2022 and 2023, and annual tax collections for the same period,<sup>15</sup> 2.34 percent of personal income becomes individual income taxes. This is not the same as the tax rate. The tax rate in Illinois is higher than 2.34 percent, but not all income is taxed. The numbers on Table 4 represent a “gross effect” on all income based on actual collections.

Thus, Table 5 shows that the household earnings impact of SCCTD’s services in an average year should generate \$1,498,100 in individual income tax collections for state government. This is 2.34 percent of those household earnings.

Other major state revenue sources include corporate income and sales taxes. There is a strong correlation between individual income taxes and both of these taxes. Based on that relationship, annual operations of SCCTD should generate about \$372,800 in corporate taxes from multiplier effects on tax-paying corporations and \$551,100 million in sales taxes for state government. Finally, the statistical correlations continue regarding all other taxes collected by the state and the sum of the individual, corporate, and sales taxes.

In summary, the average annual operations and ridership of the St. Clair County Transit District help to support \$2,757,900 each year to support state government.

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<sup>15</sup> The sources is the last annual report from the Illinois Office of the Comptroller.

| <b>Table 4: Average Illinois State Taxes Collected, Fiscal Years 2022-2023 (2025 Dollars)</b> |                          |                                      |
|---|--------------------------|--------------------------------------|
| Individual Income Tax   | \$ 22,469,534,000        | 2.34% of personal income in Illinois |
| Corporate Income Tax  | \$ 5,592,243,000         | 24.89% of individual income taxes    |
| Sales and Use Taxes (State)   | \$ 8,266,521,000         | 36.79% of individual income taxes    |
| Other Taxes*  | \$ 5,038,246,000         | 13.87% of three taxes above          |
| <b>Total Collections</b>  | <b>\$ 41,366,544,000</b> | 4.31% of total state personal income |
| State Personal Income   | \$ 960,120,829,000       |                                      |

Sources: Illinois State Comptroller; U.S. Bureau of Economic Analysis.

| <b>Table 5: Illinois State Taxes From Direct and Multiplier Effects within St. Clair County Transit District, Annual Averages, 2025 dollars</b> |                     |  |
|---|---------------------|--|
| Individual Income Tax   | \$ 1,498,100        | 2.34% of direct & indirect earnings triggered by Forest Park |
| Corporate Income Tax  | \$ 372,800          | 24.89% of individual income taxes triggered by Forest Park   |
| Sales and Use Taxes   | \$ 551,100          | 36.79% of individual income taxes triggered by Forest Park   |
| Other General Revenue Sources   | \$ 335,900          | 13.87% of the three taxes above                              |
| <b>Total Collections</b>  | <b>\$ 2,757,900</b> | 0.96% of total economic impact from Forest Park              |