State Economic Facts:
The following economic data sheet provides a snapshot of Missouri's economy, with specifics on the engineering industry's role, and public and private construction spending.

Sources include: U.S. Bureau of Economic Analysis (BEA), U.S. Bureau of Labor Statistics (BLS), the National Association of State Budget Officers (NASBO), and the U.S. Bureau of the Census.

GDP:
- The Missouri state GDP was $317.75 billion in 2018. Professional, Scientific, and Technical Services made up $22.75 billion (19.9%), while construction accounted for $11.63 billion (10.2%).

Construction Spending:
- In 2017 Missouri's private, non-residential construction put in place totaled $5.16 billion; state-and-local construction put in place totaled $3.80 billion. See chart.

Engineering Employment:
- In 2018, there were 38,390 employees in architecture and engineering occupations in Missouri.

Engineering Industry Pay:
- The average salary for employees in the A/E industry in Missouri was $79,840, which is 71.9% higher than the average salary of all employees in Missouri, which was $46,460 in 2018. See table.

State Transportation Spending:
- In FY18 Missouri allocated 7.9% of its state budget for transportation. States spent an average of 8% on transportation in FY18, according to NASBO. See chart.

Housing Permits:
- In 2018, there were 15,551 new housing units authorized by building permits.
- Of those, 7,104 permits (45.7%) were in the St. Louis, MO-IL metropolitan area. There were 9,740 permits in Kansas City, MO-KS.
Gas Taxes by State & Last Rate Increase

Decade of last gas tax increase: 1970s 1980s 1990s 2000s 2010s

* Note: This map does not reflect 2019 enacted legislation for increases not yet in effect in Alabama, Arkansas and Ohio.

Source: American Petroleum Institute (API)
As of April 1, 2019.

**Gas Tax Trends**

Since 2013, 30 states have increased user fees (i.e. gas taxes) to fund transportation programs. This bipartisan success occurred in majority Republican states like Georgia, Nebraska, and Utah; majority Democratic states like Massachusetts, New Jersey, Vermont, and California; and even competitive ‘purple’ swing states like Michigan and Virginia.

Such state revenue increases are essential because existing funding streams are not keeping pace with inflation. Exacerbating this shortfall, excise rates tied to fuel consumption are dwindling because of increased fuel efficiency and the increasing popularity of electric vehicles.

The general public largely supports infrastructure investment. The success rate for state and local ballot initiatives seeking to raise revenue for transportation projects was 78% from 2009 to 2018.

At the national level, business and labor leaders are expected to work closely in 2019 to support an increase of the federal gas tax, which is still 18.4 cents per gallon and has not been adjusted since 1993.

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1015 15th Street NW, 8th Floor, Washington DC 20005-2605 | P: 202.347.7474 | F: 202.898.0068 | E-mail: acec@acec.org*