

# Economic Impacts of Transit in Idaho

*CTAI Transit Day at the Capitol*

*Cameron Waite*



**CTAI** Community  
Transportation  
Association of Idaho

# Agenda

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- 1** Introduction
- 2** Summary of Public Transit Benefits
- 3** Transit Solutions to Idaho Challenges
- 4** Funding Opportunities
- 5** Q&A

# HDR services

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Architecture

Asset Management

Commissioning & Operations

Economics & Finance

Engineering

Environmental Sciences

Planning & Consulting

Program Management

Project Delivery

Research

Right of Way

Sustainability & Resiliency





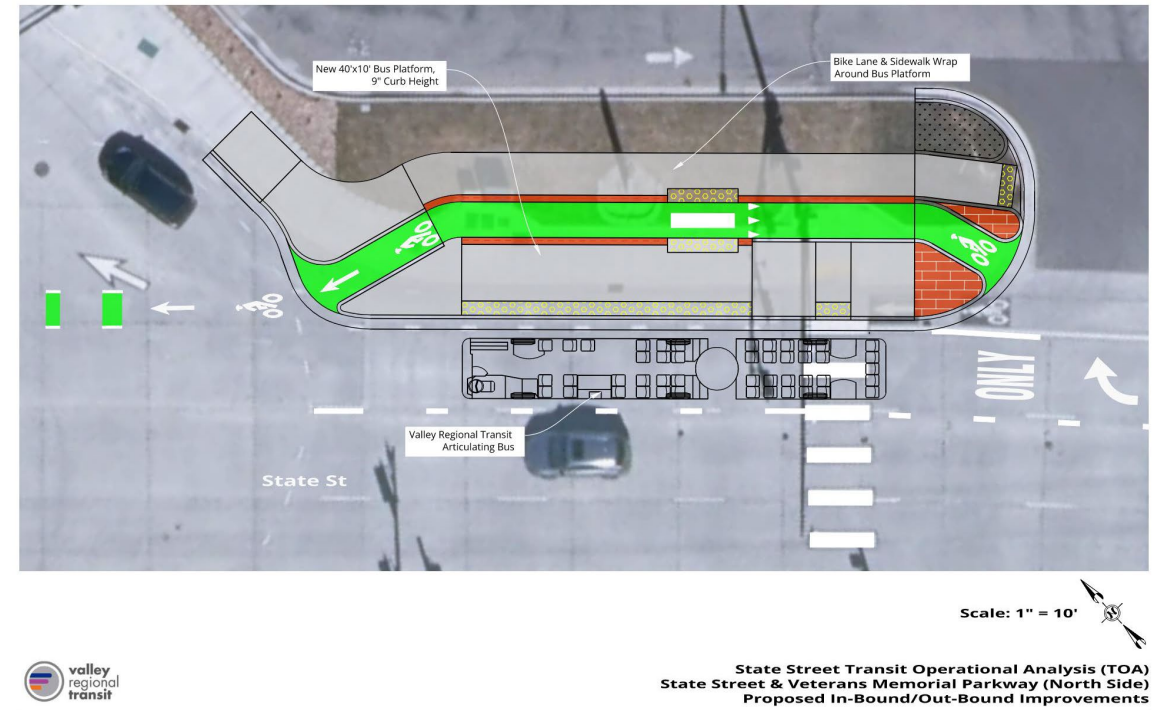
# HDR Idaho Transit Experience

- Planning

- Let's Ride Treasure Valley High-Capacity Transit Study
- State Street Transit Operational Analysis
- State Street Transit RAISE Grant
- Nampa –Caldwell Blvd. Transit Oriented Development Study

- Design & Construction

- Park & Ride Lots
- ADA Bus Stop Enhancements
- Fairview and Main Transit Platforms
- Happy Day Transit Center Parking Lot



# Funding and Finance Advisory for the Project Lifecycle



## Financial Planning

- Financial feasibility assessment
- Funding analysis
- Financial planning



## Economics

- Benefit cost analysis
- Economic impact analysis
- Decision analysis



## Real Estate

- Real estate finance
- Value capture analysis



## Operations

- Revenue/ expenditure estimation
- Tolling finance

## INFRASTRUCTURE PROJECT



## Grants

- Grants strategy development
- Competitive grant applications
- Grants management



## Project Delivery

- Privatization/P3 studies
- Project delivery strategy



## Business Process & Analytics

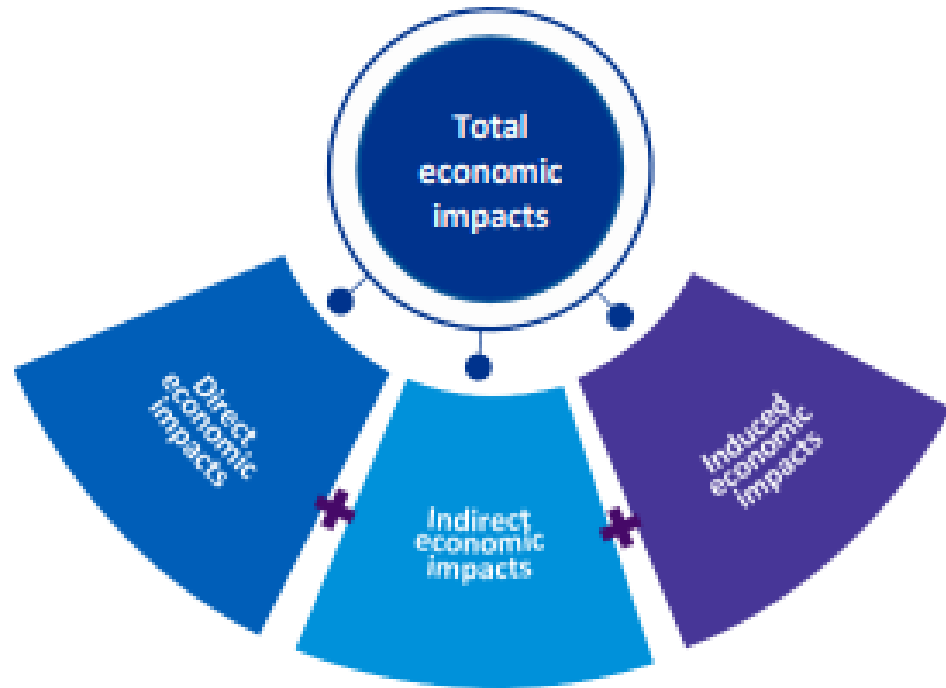
- Organizational assessments
- Process re-engineering

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# Benefits of transit – economic impacts of investment



- \$1M invested in transit yields up to \$5M in direct, indirect, and induced impacts
  - \$3.2M from productivity effects of improved access
  - \$1.8M from transit spending (capital investments and operations)
  - supports 50 jobs / \$1M invested

# Benefits of transit – social and environmental



- Modal shift to transit = Reduced VMT =
  - Reduced congestion
  - travel time savings
  - Reduced roadway O&M
  - Reduced accidents = increased safety
  - Reduced emissions





## Benefits of transit – employers / industries

- Access to expanded labor force
- Increased visibility / foot traffic
- Improved freight movement on roadways
- Transportation cost savings spent in local economy

# Benefits of transit - livability



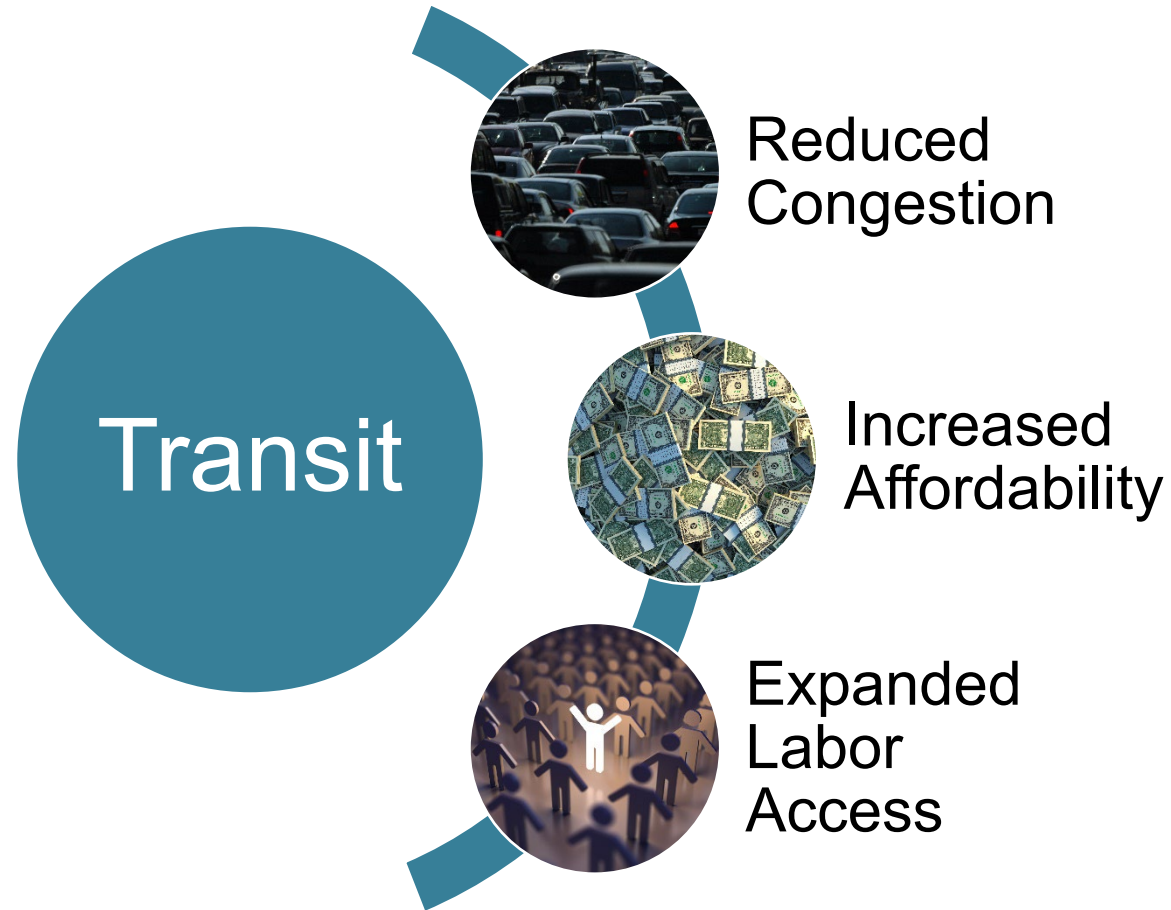
- Reduced transportation costs = reduced cost of living
- Better access to healthcare, education, and workforce development
- Better mobility and quality of life for *all* citizens

# Agenda

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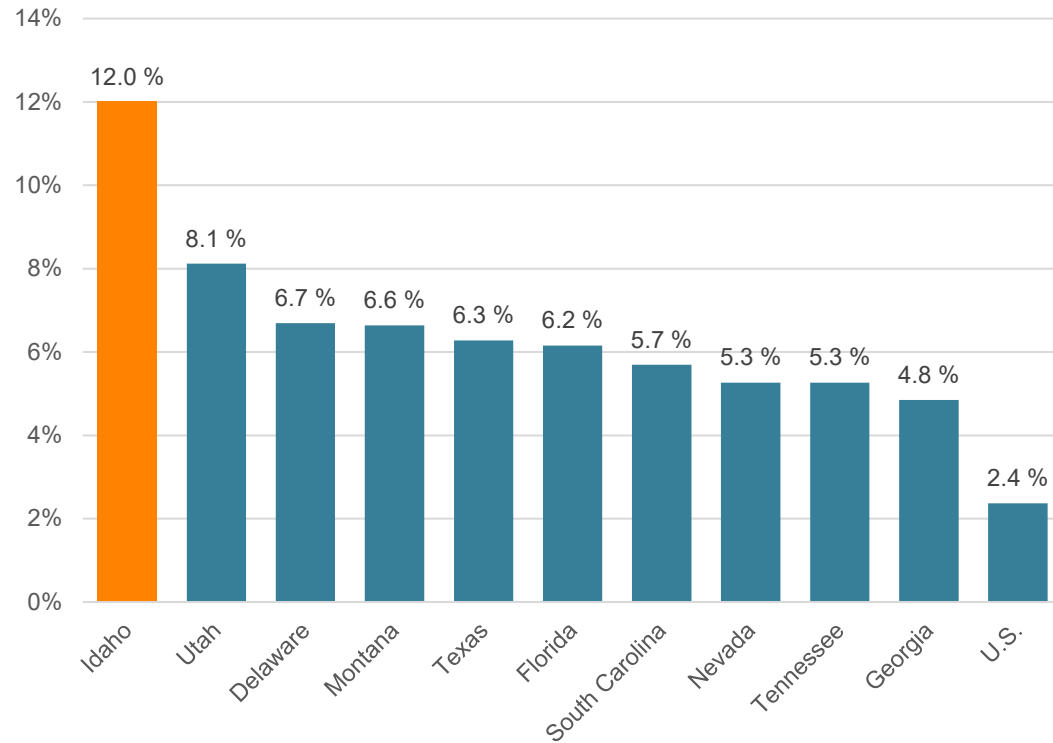
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# Transit investment helps with several of Idaho's most pressing, ongoing challenges

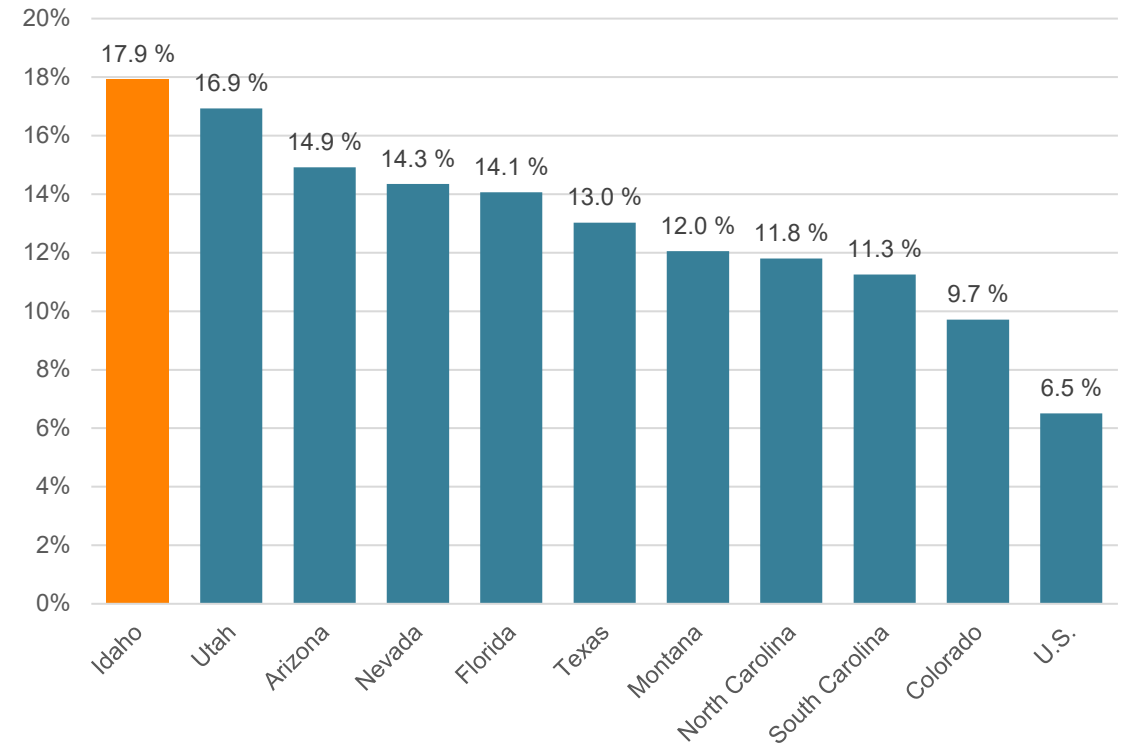


# Idaho's unprecedented growth

## State Population % Growth, 2018-2023



## State Employment % Growth, 2018 – 2024





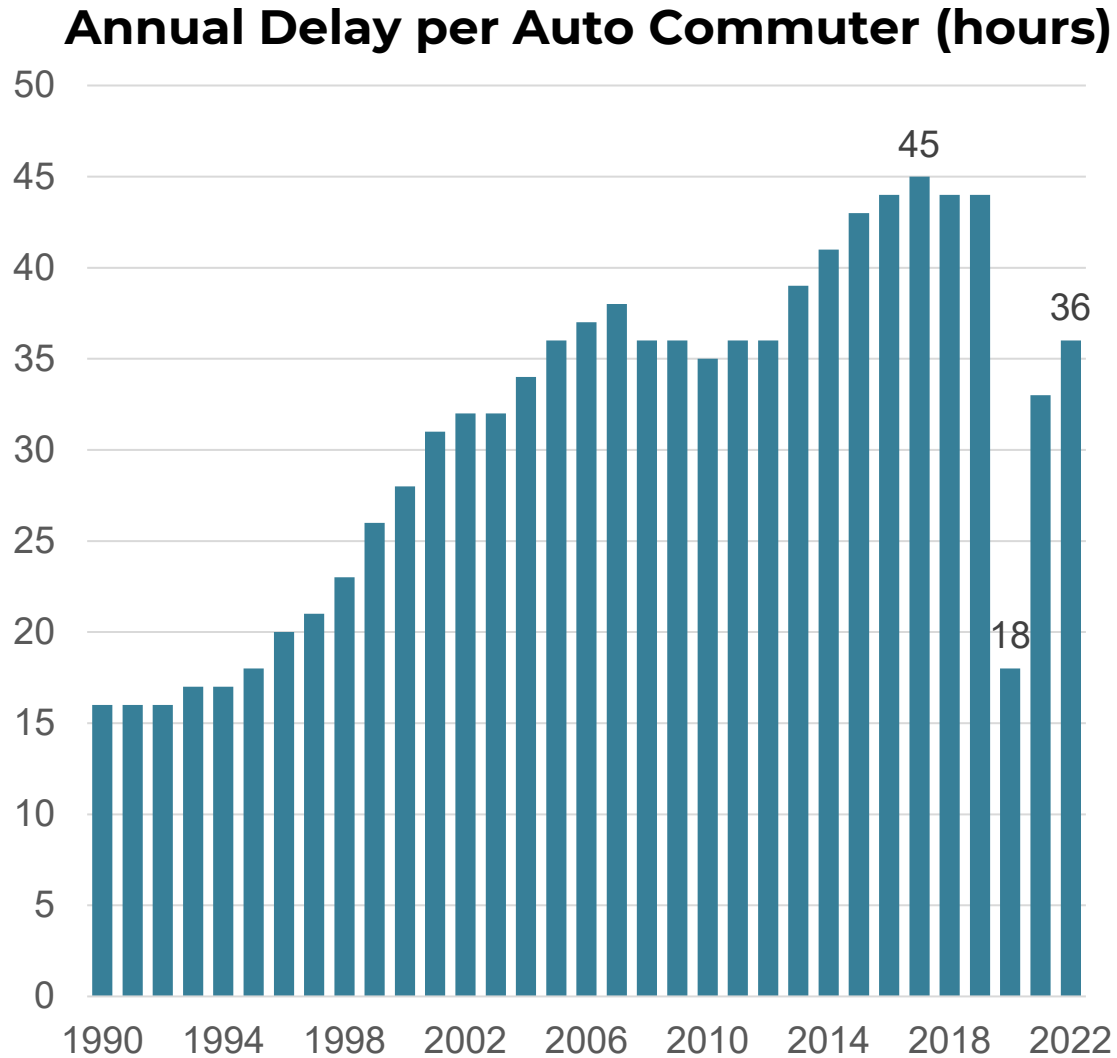
# Boise region: 1984 - 2022



Source: Google Earth



# Congestion: 10.2M hours of delay in Boise in 2022



\$268M

## Annual commuter congestion cost

Value of time and fuel in 2022

362,000  
hours

## Annual truck delay

annual congestion cost for trucks of \$24 million

4.5M  
gallons

## Excess fuel consumed

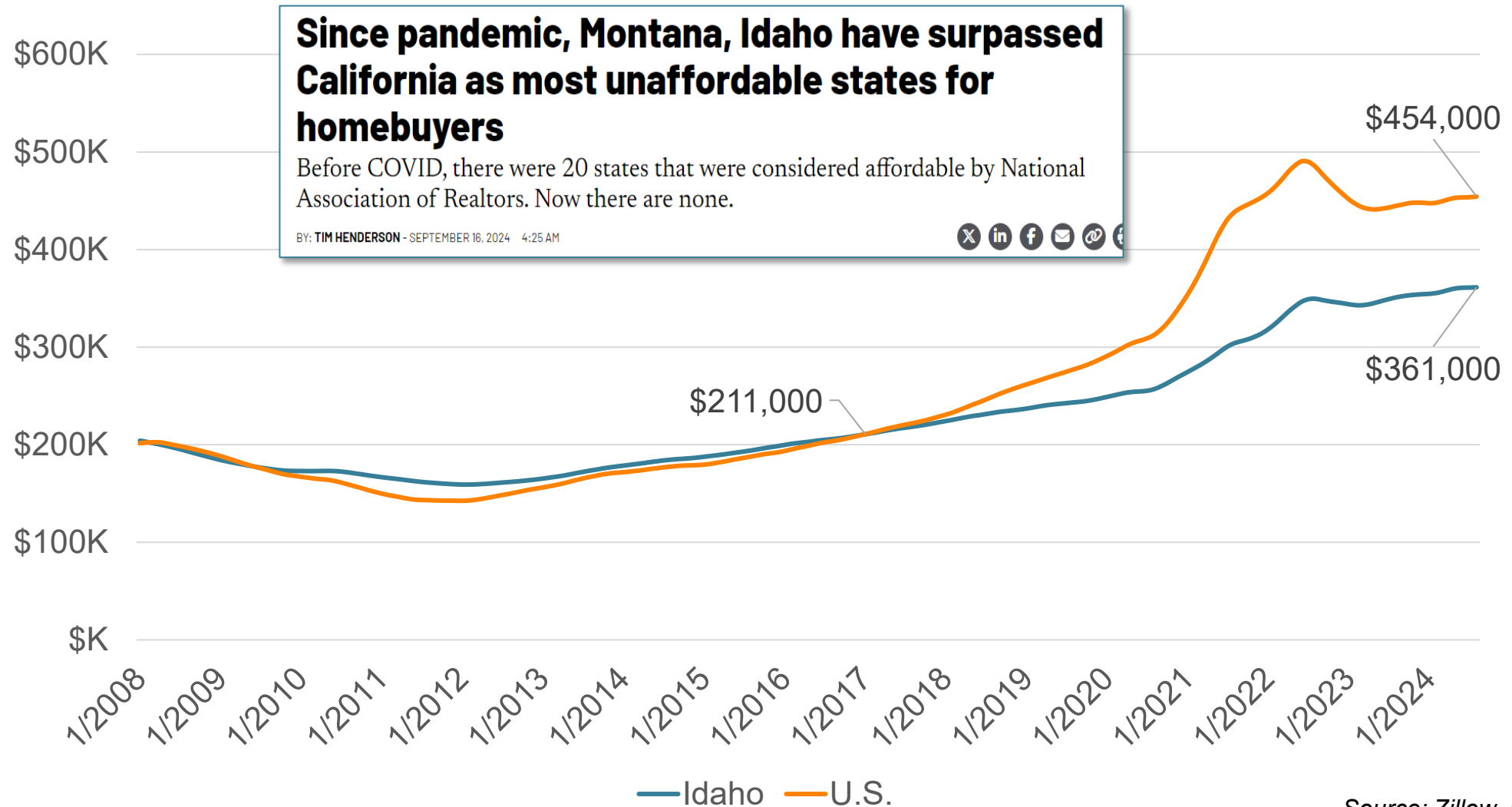
Including 655K wasted truck fuel and 22 wasted gallons/commuter

44,000  
tons

## Excess CO2

Increased emissions reducing air quality

# Affordability: housing production has not kept pace with rapidly increasing demand



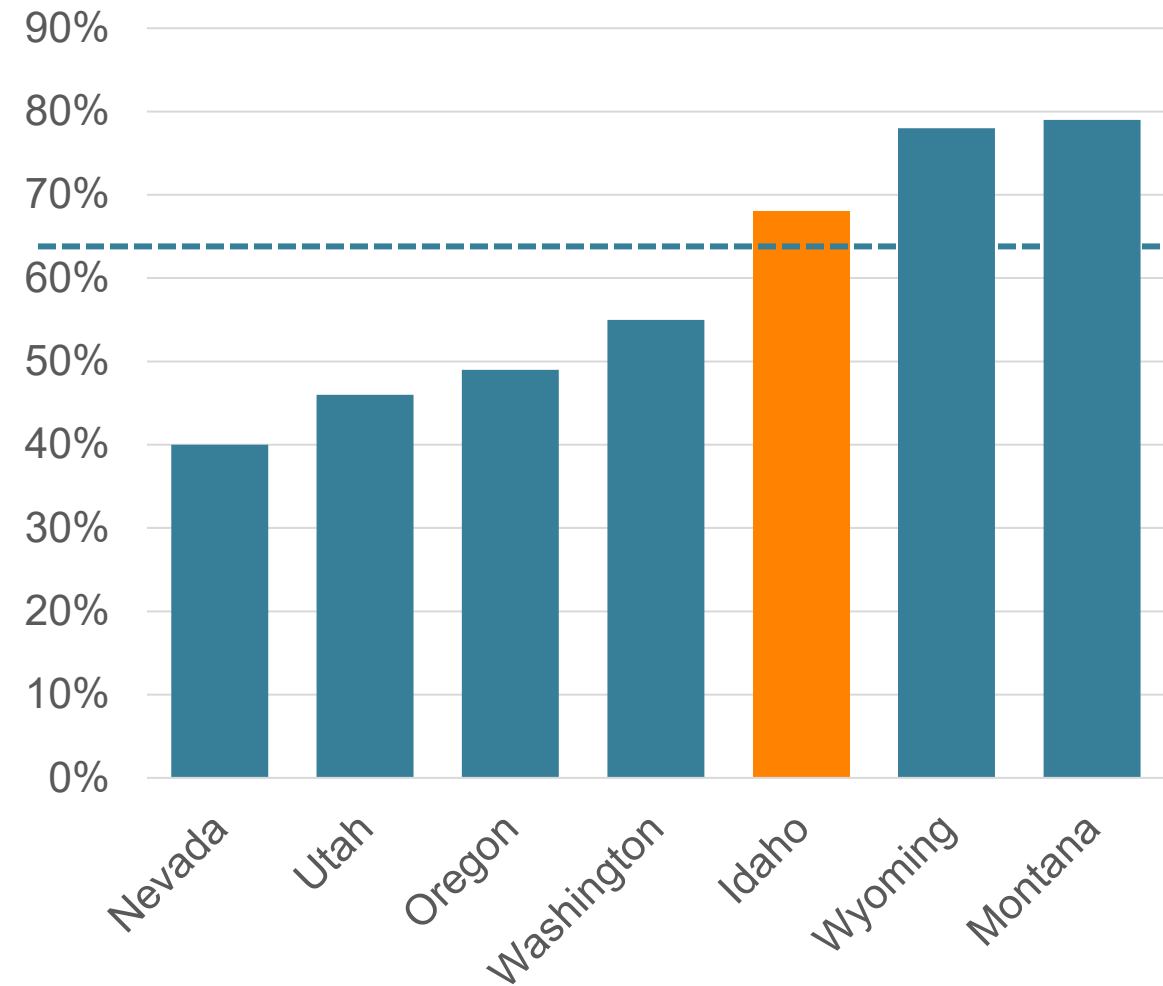
# Transit can't fix housing supply constraints, but it can reduce a household's second biggest expense

- Transportation is household's next biggest expense
- Auto-dependent locations with limited access / proximity to jobs and amenities = higher transportation costs
- Idahoans pay some of highest transportation costs in country
- Increased transit access can alleviate some pressure on households

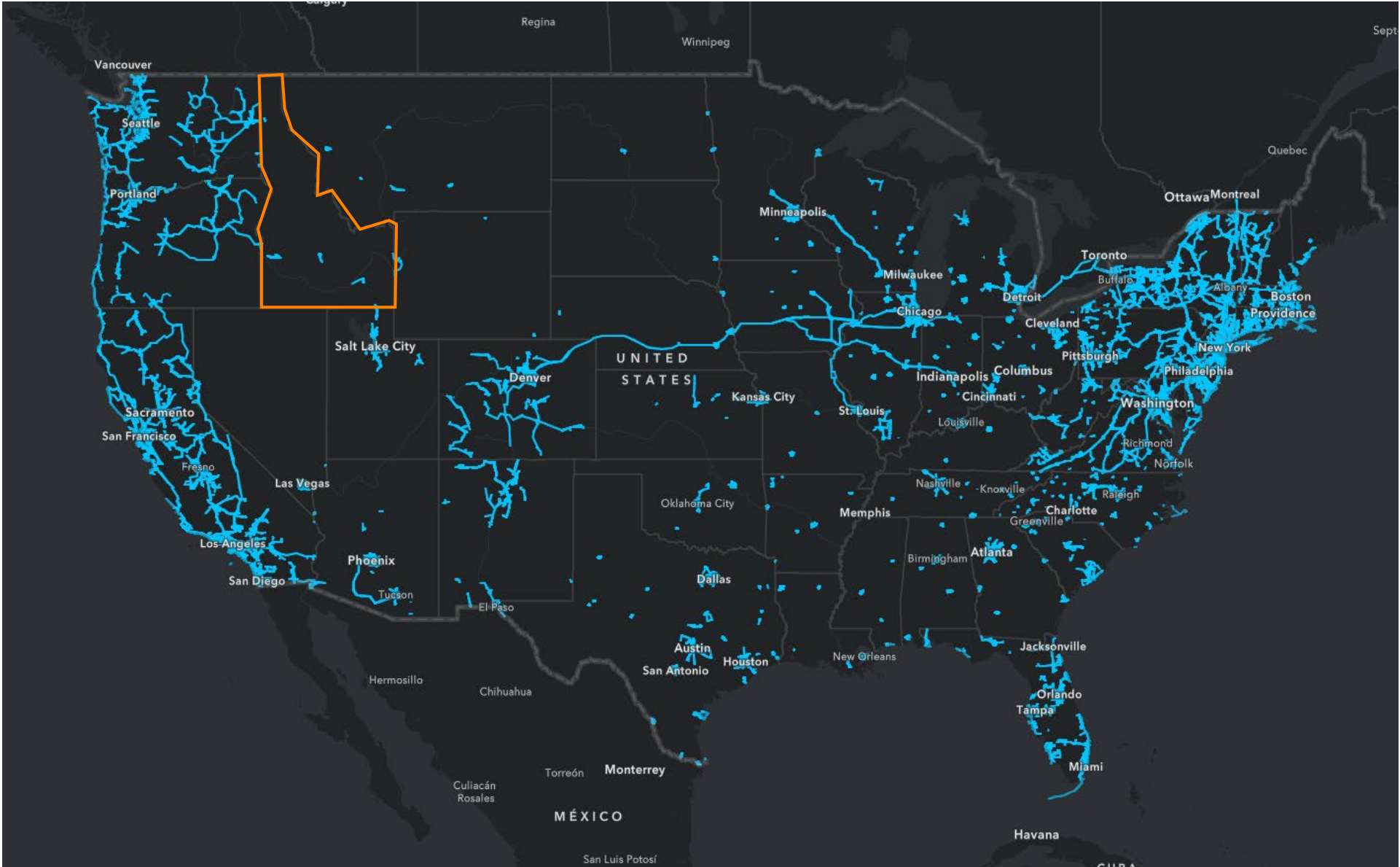
Category	Idaho	Rank	U.S. Avg.
Transportation cost % of Area Median Income	26%	40 <sup>th</sup> / 50	21%
Annual VMT / Household	21,100	47 <sup>th</sup> / 50	17,700
Annual Transportation Cost	\$14,900	45 <sup>th</sup> / 50	\$13,600

# Measures of transportation challenges confirm limited accessibility...

- Factors contributing to a weak score include
  - **Commute time** to work
  - ***Transit services / Sq Mi***
  - **Jobs** in a 45-min drive
  - **Drive time** to points of interest
  - **Walk time** to points of interest
  - **% of households with no car**



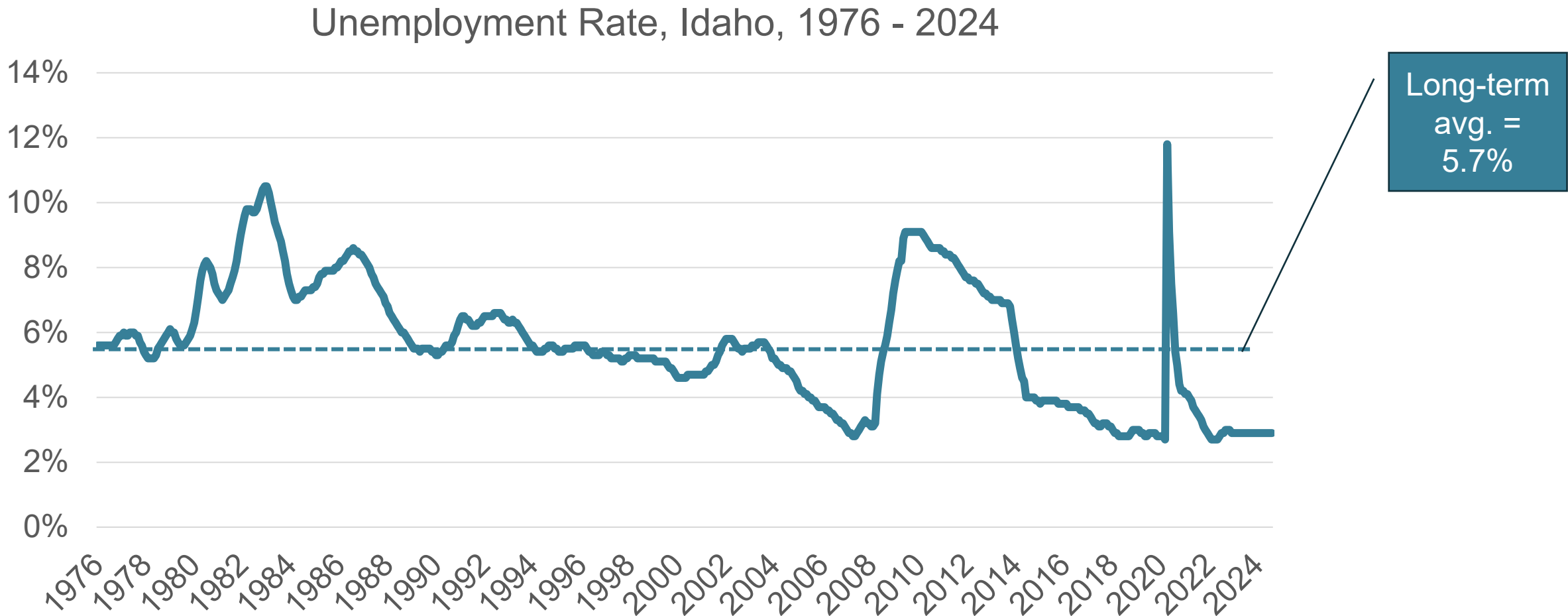
...as does the national map of fixed-route transit service



Source: USDOT Bureau of Transportation Statistics

# Labor force constraints

Very low unemployment by historical measures; positive economic indicator but also...

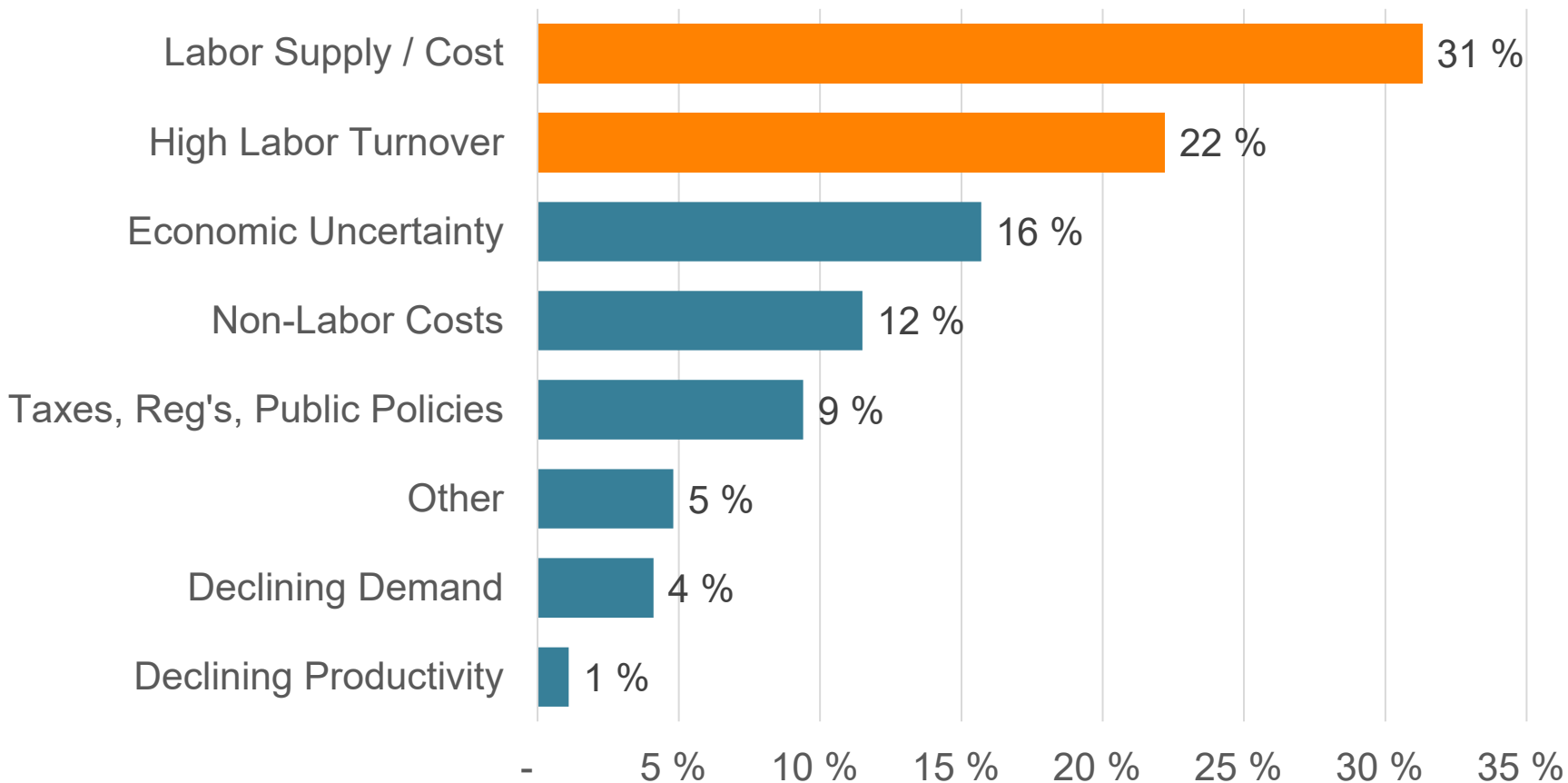




# Labor force constraints

...a problem for businesses seeking labor

Top Business Concerns - Idaho Employer Survey



*Increased transit access effectively expands an area's labor pool*

*Makes more jobs accessible to larger pool of potential workers*

Source: Idaho Employer Business Climate Survey 2023

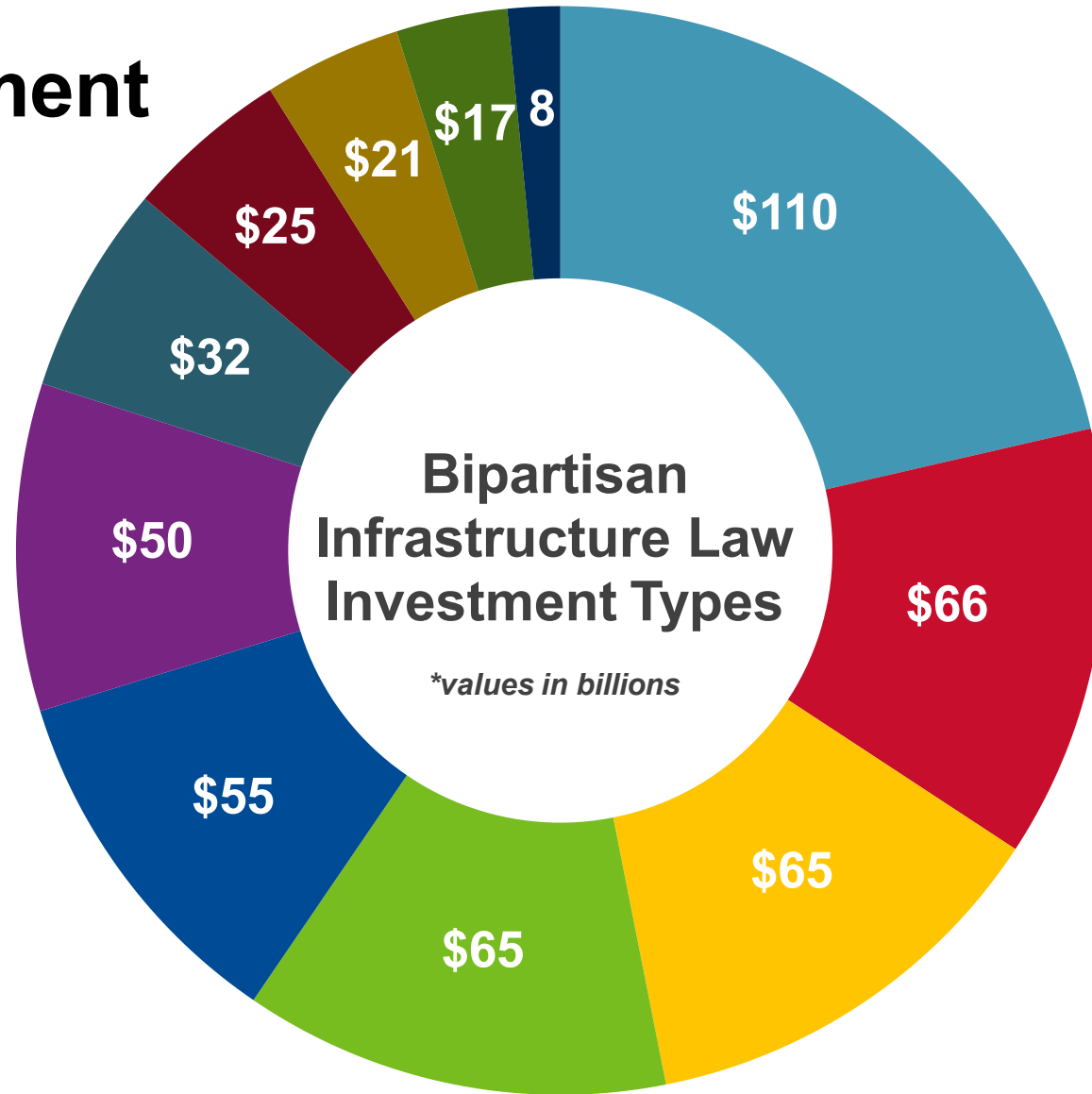
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# In year 3 of a 5-year generational Investment

- \$1.2 trillion
- \$18B discretionary funding
- \$550B for “new” investments and programs



- Roads & Bridges
- Passenger Rail
- Energy Grid
- Broadband
- Water
- Resiliency
- Public Transit
- Airports
- Environmental Remediation
- Ports
- EV Network

# Recent discretionary grants

Amt	Recipient	Project	Program	Year
\$17.4M	VRT	Electric Buses / equipment	Low/No Emission	2022
\$16.7M	VRT	Towne Square Mall Electrification / Rehab Project	Bus/Bus Facilities	2024
\$12.4M	ITD	Wood River Valley Mobility Corridor	RAISE	2022
\$8.5M	VRT	State Street Corridor	RAISE	2022
\$4.2M	MRTA	Electric Buses / equipment	Low/No Emission	2024
\$3.0M	VRT	Electric Buses / equipment	Low/No Emission	2019
\$2.5M	ITD	Electric Buses / equipment	Low/No Emission	2021
\$2.4M	ITD	Electric Buses / equipment	Low/No Emission	2020
\$1.5M	ITD	Electric Buses / equipment	Low/No Emission	2018
\$0.7K	Shoshone-Bannock Tribes	Bus replacement	Bus/Bus Facilities	2024

# Below fed / state level: recent voter-approved transit ballot initiatives

- Nationally, 18 of 26 transit ballot measures passed last November
- Over \$25 billion in investments
  - Columbus, OH
  - Nashville, TN
  - Maricopa County (Phoenix), AZ
  - San Francisco, CA
  - State of Washington
  - Denver, CO

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