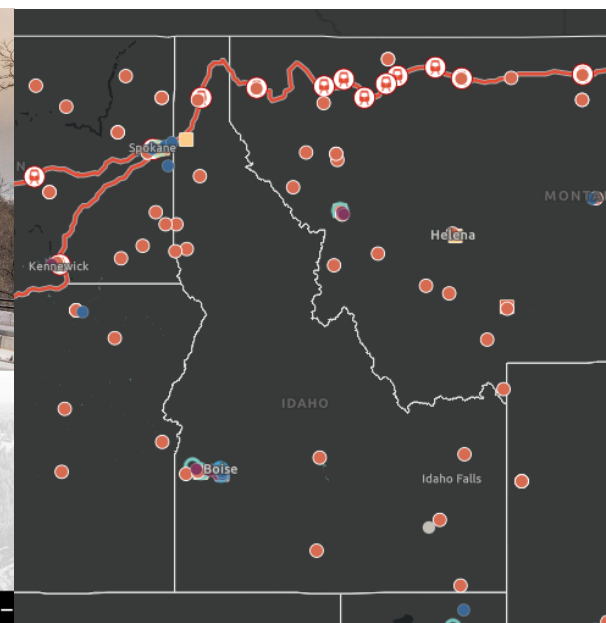


# Benefits of Transit in Idaho

*ITD Public Transportation Summit*

*Tim Thornton*



September 24<sup>th</sup>, 2024

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## 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

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Planning & Consulting

Program Management

Project Delivery

Research

Right of Way

Sustainability & Resiliency



# 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

# My background

## National experience, local to Idaho

- At the intersection of
  - transportation infrastructure
  - funding, financing, economics, and land use
- National experience in transit funding / economic analysis
- Now live in my wife's hometown in Idaho

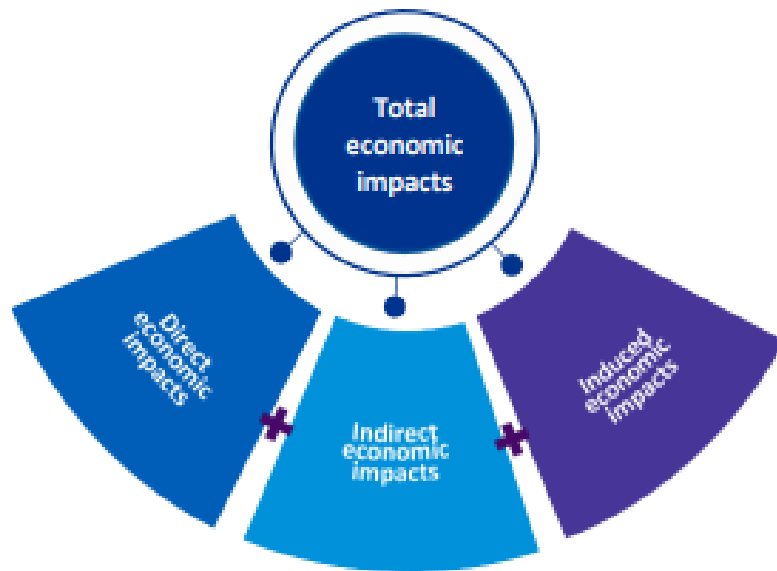


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# Benefits of transit – economic impacts of investment



- \$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



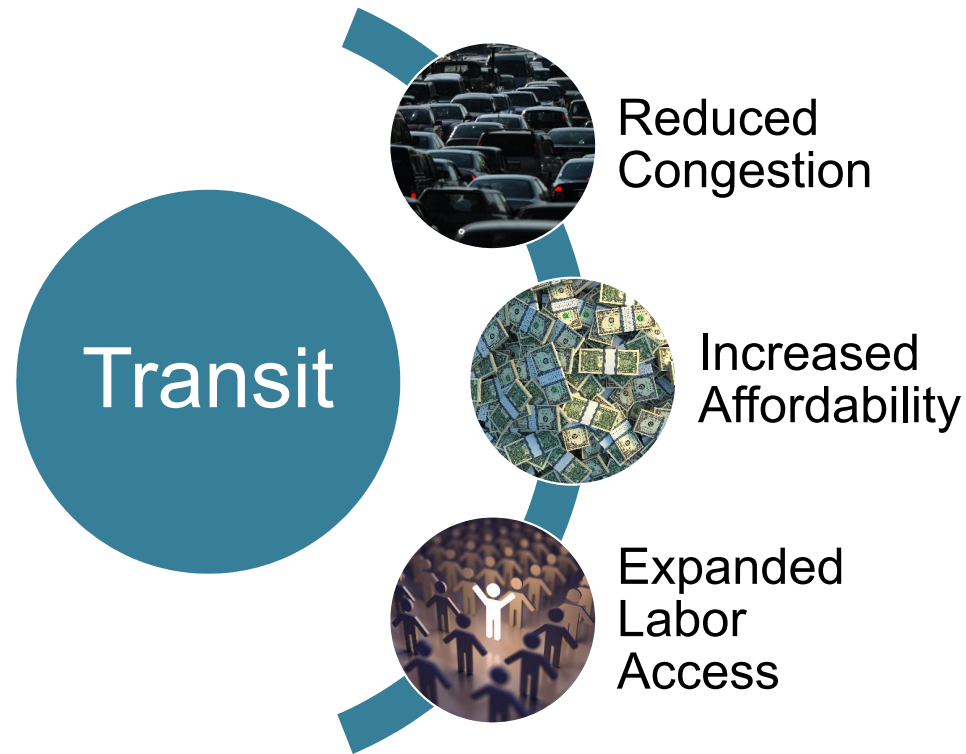
- Reduced transportation costs = reduced cost of living
- Better access to healthcare, education, and workforce development
- Better mobility and quality of life for *all* citizens

## Agenda

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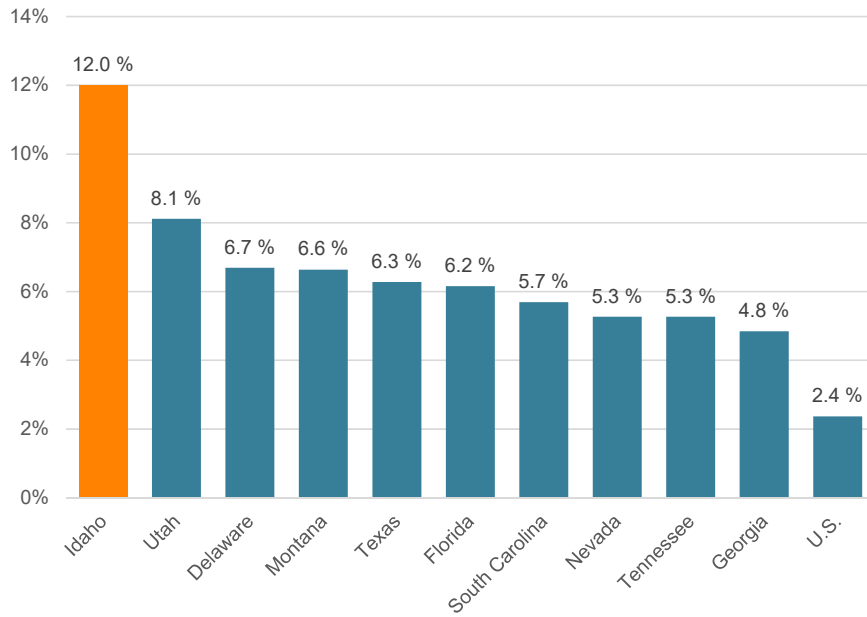
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# Transit investment helps with several of Idaho's most pressing, ongoing challenges

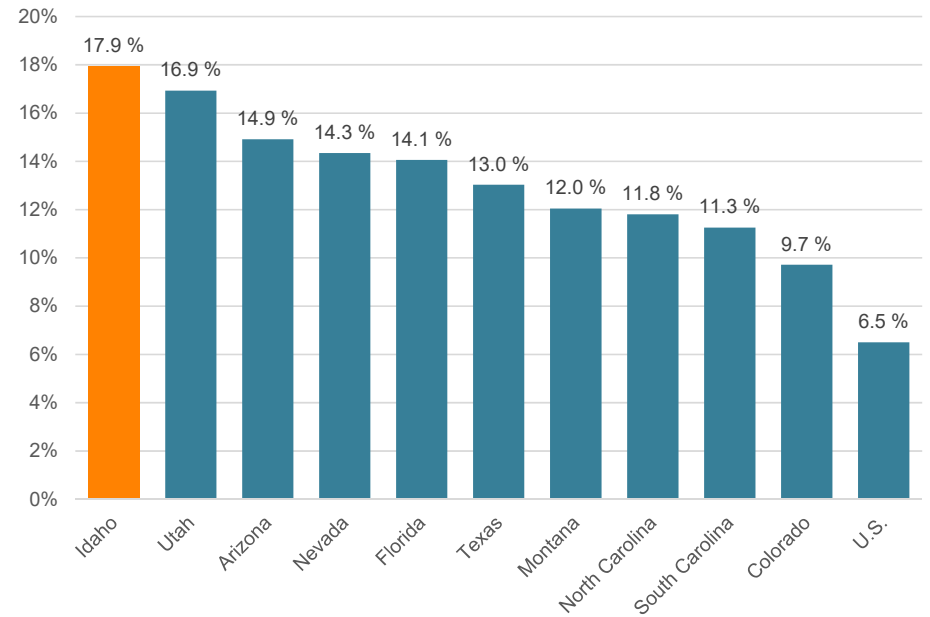


# Idaho's unprecedented growth

## State Population % Growth, 2018-2023

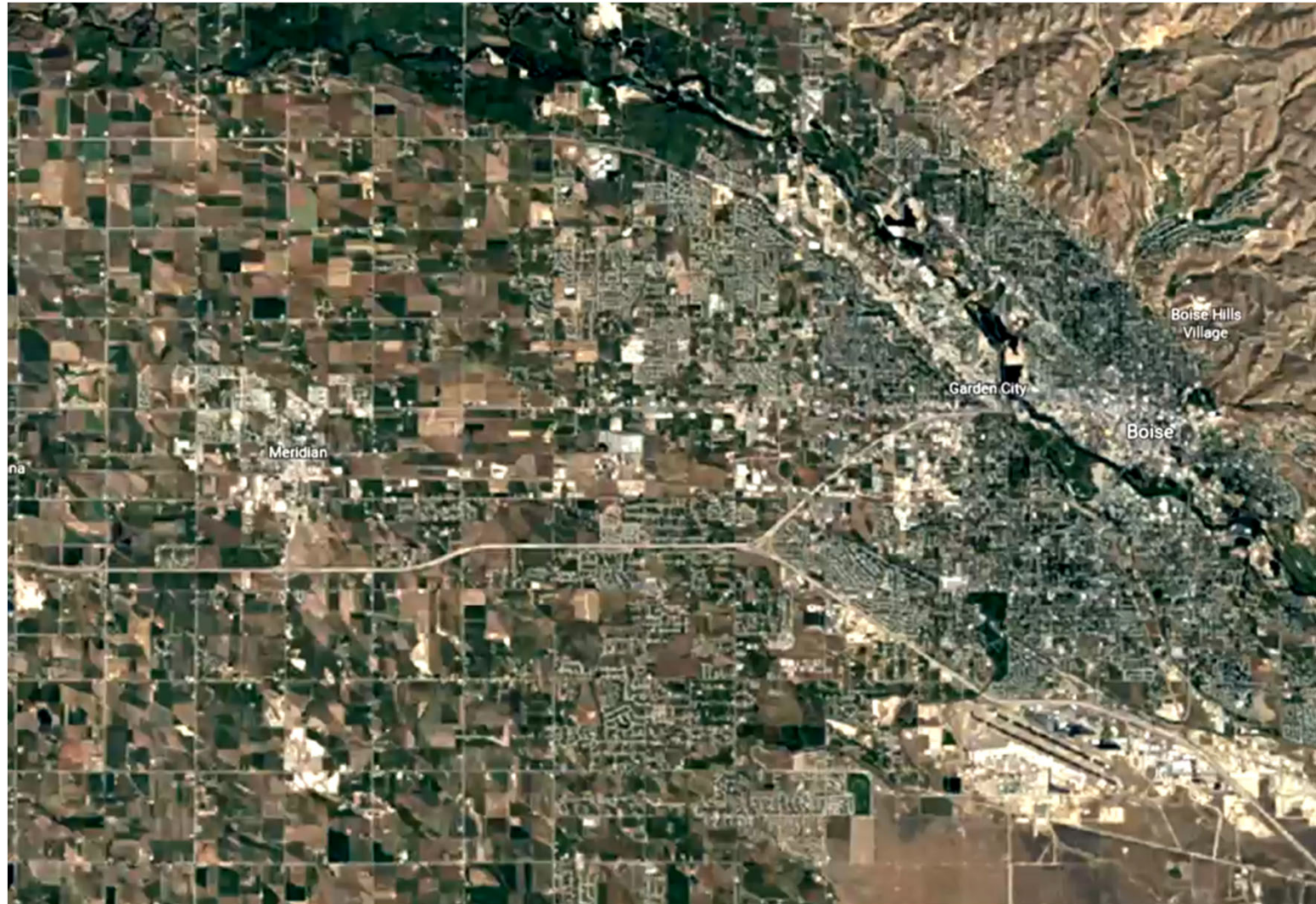


## State Employment % Growth, 7/2018 – 7/2024



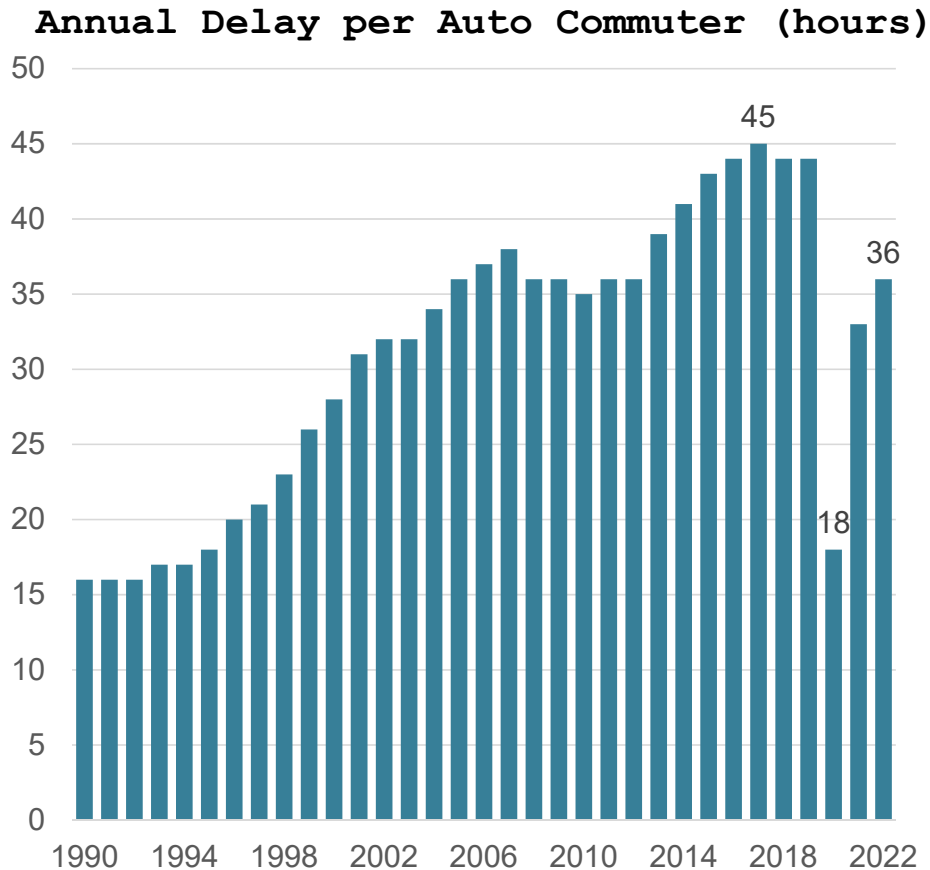
Source: Census Bureau, Bureau of Labor Statistics (BLS)

# 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

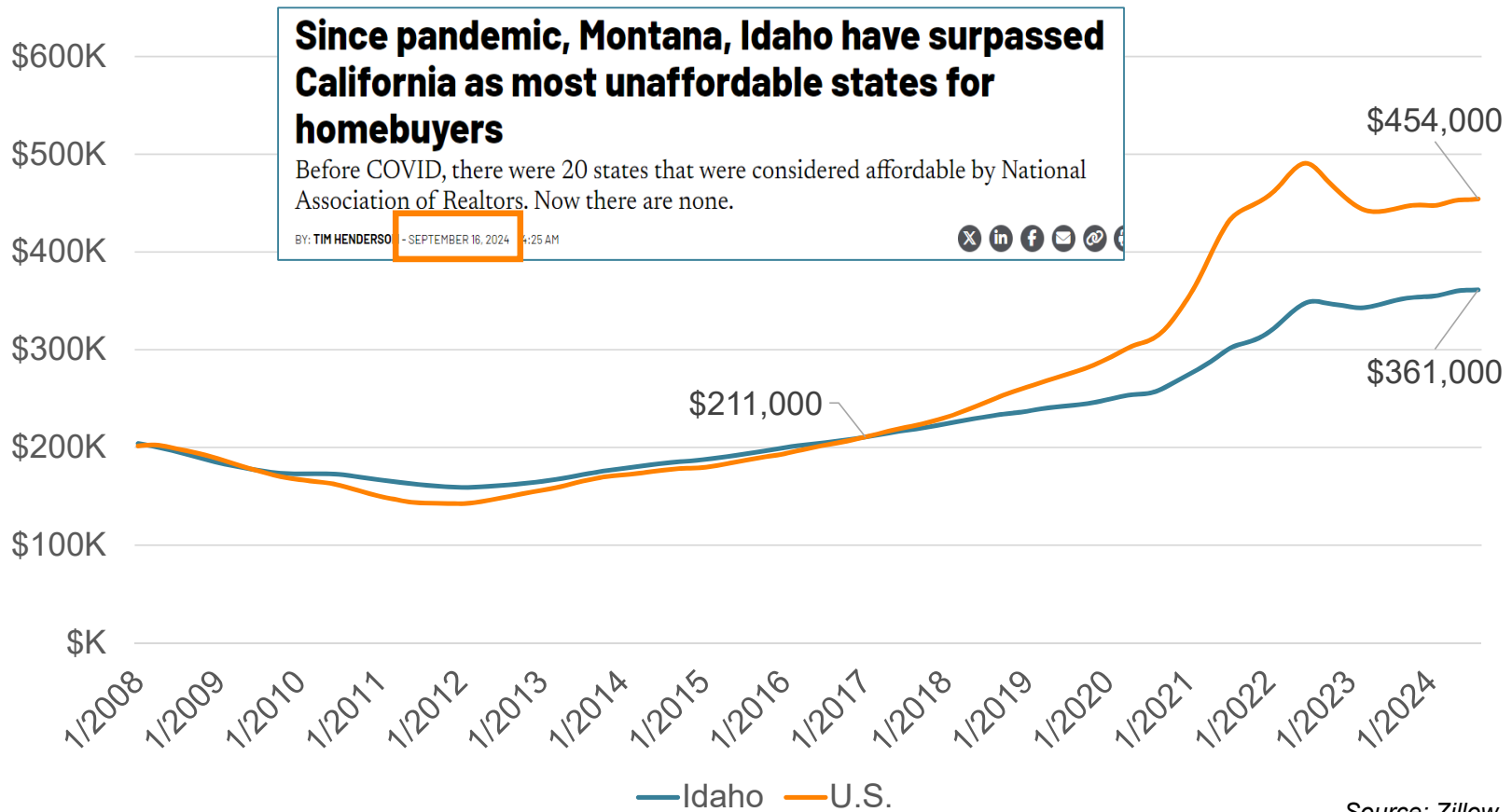
Including 655K wasted truck fuel and  
22 wasted gallons/commuter

44,000  
tons

## Excess CO2

Increased emissions reducing air  
quality

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



Source: Zillow, Idaho Capital Sun



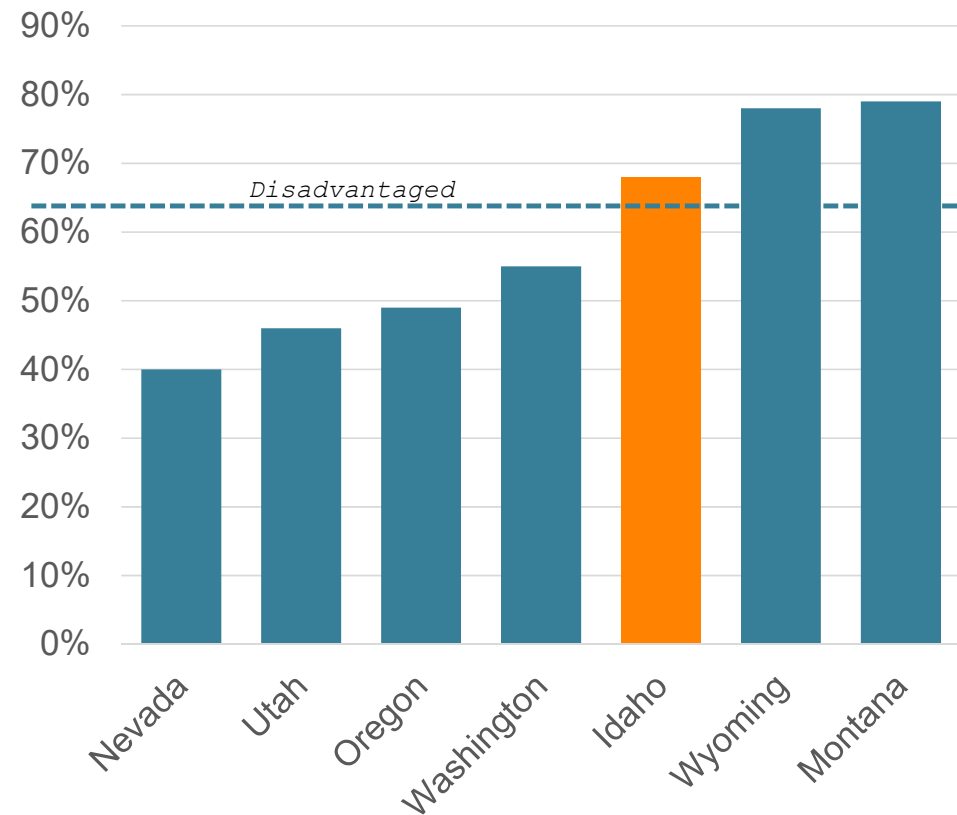
# Transit can't fix housing supply constraints, but it can reduce a household's second biggest expense

- 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 AMI	26%	40 <sup>th</sup> / 50	21%
Annual VMT / HH	21,100	47 <sup>th</sup> / 50	17,700
Annual Transportation Cost	\$14,900	45 <sup>th</sup> / 50	\$13,600

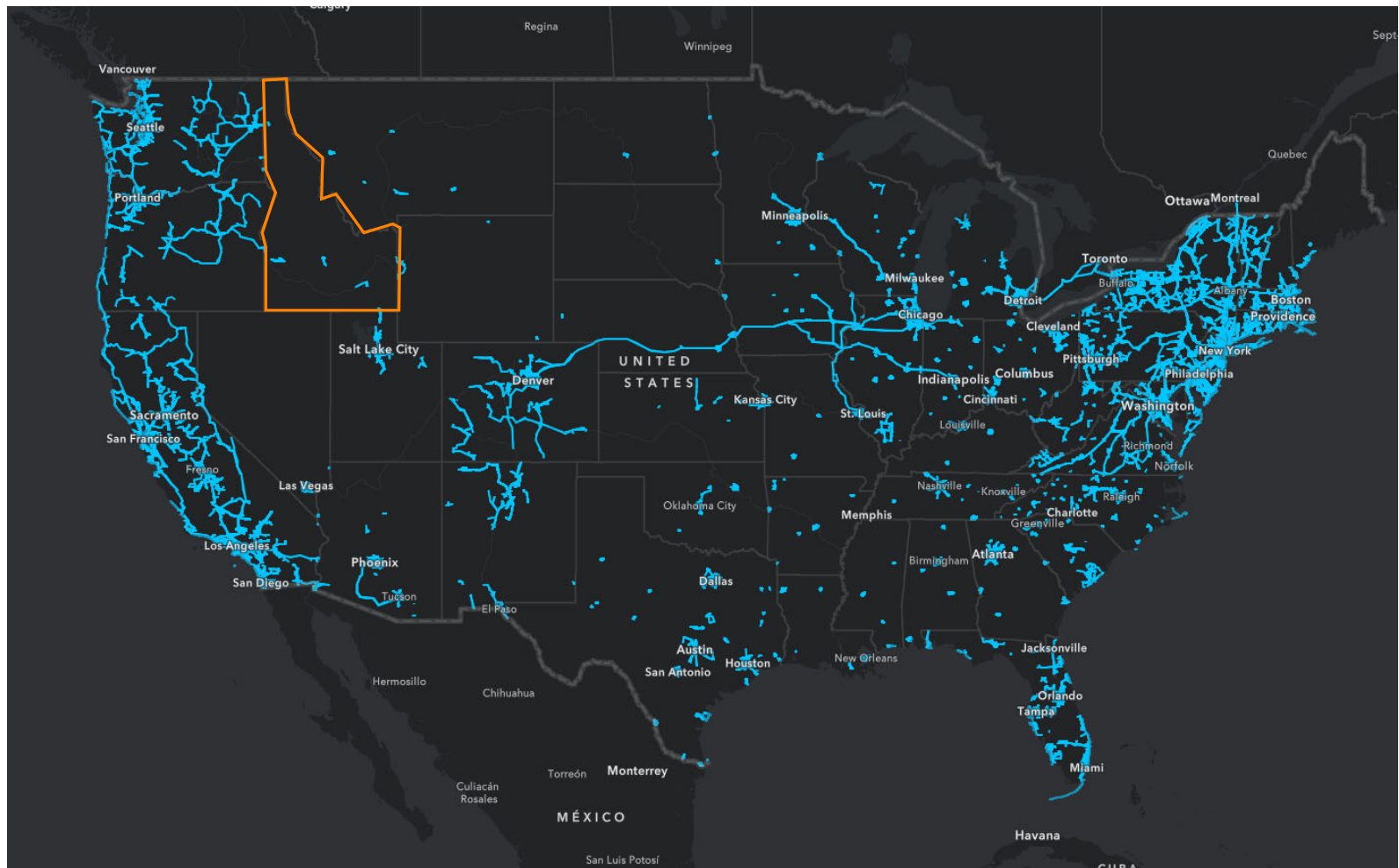
# Measures of transportation “insecurity” confirm limited accessibility...

- 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



Source: USDOT Equitable Transportation Community (ETC) Exploratory

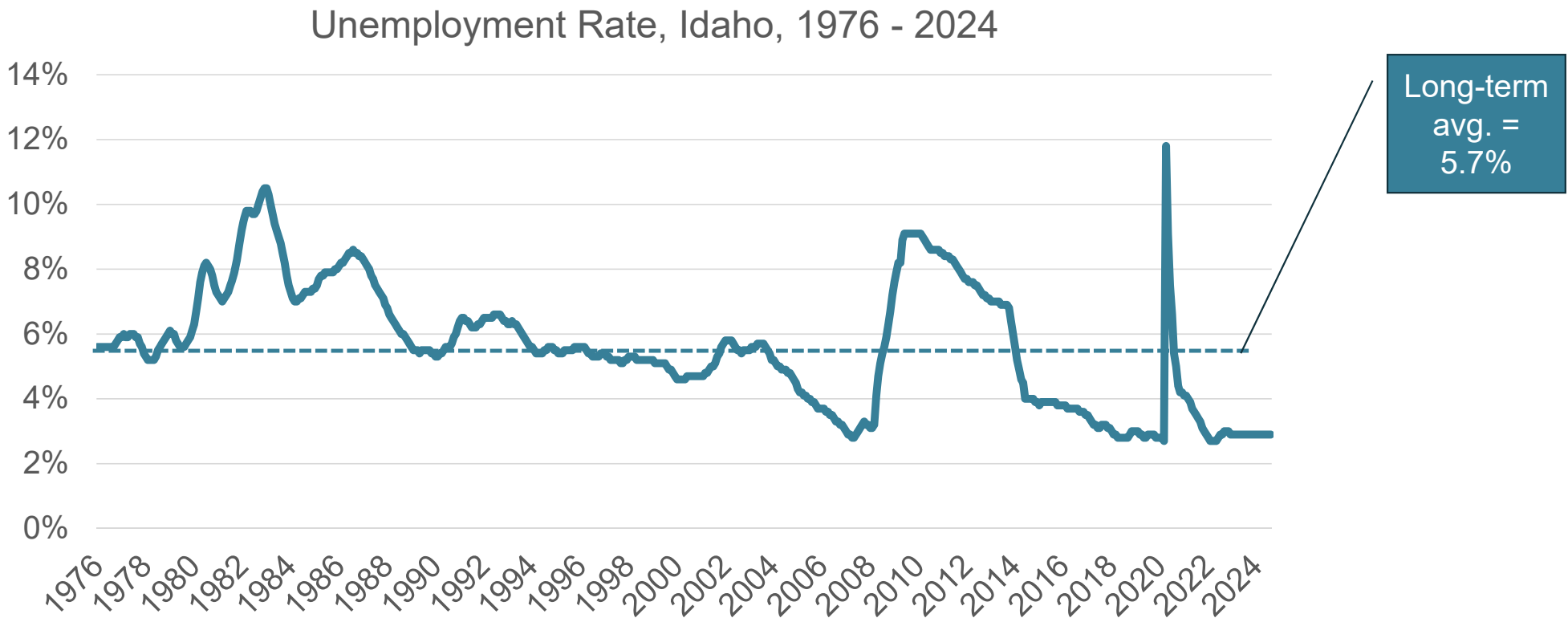
...as does the national map of fixed-route transit service



Source: USDOT Bureau of Transportation Stati

# Labor force constraints

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

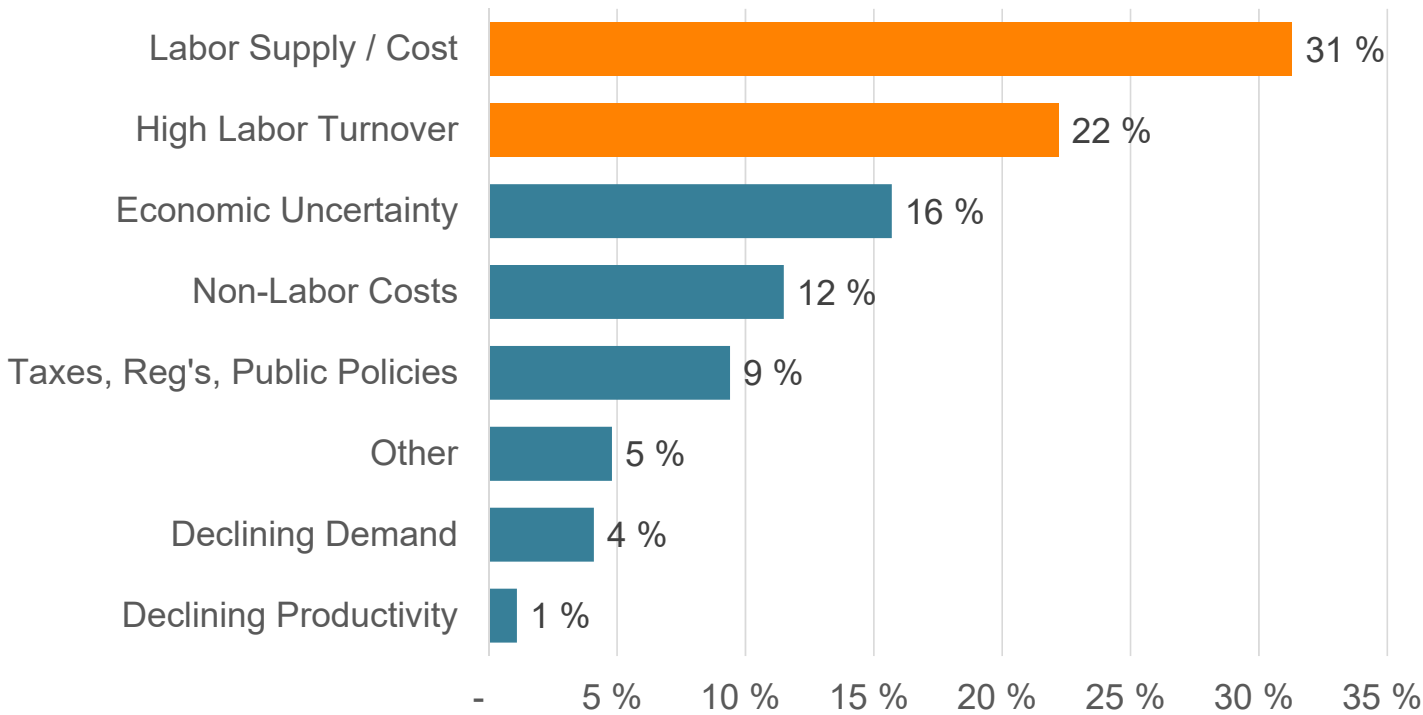


Source: BLS

# 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

Idaho Dept. of Labor

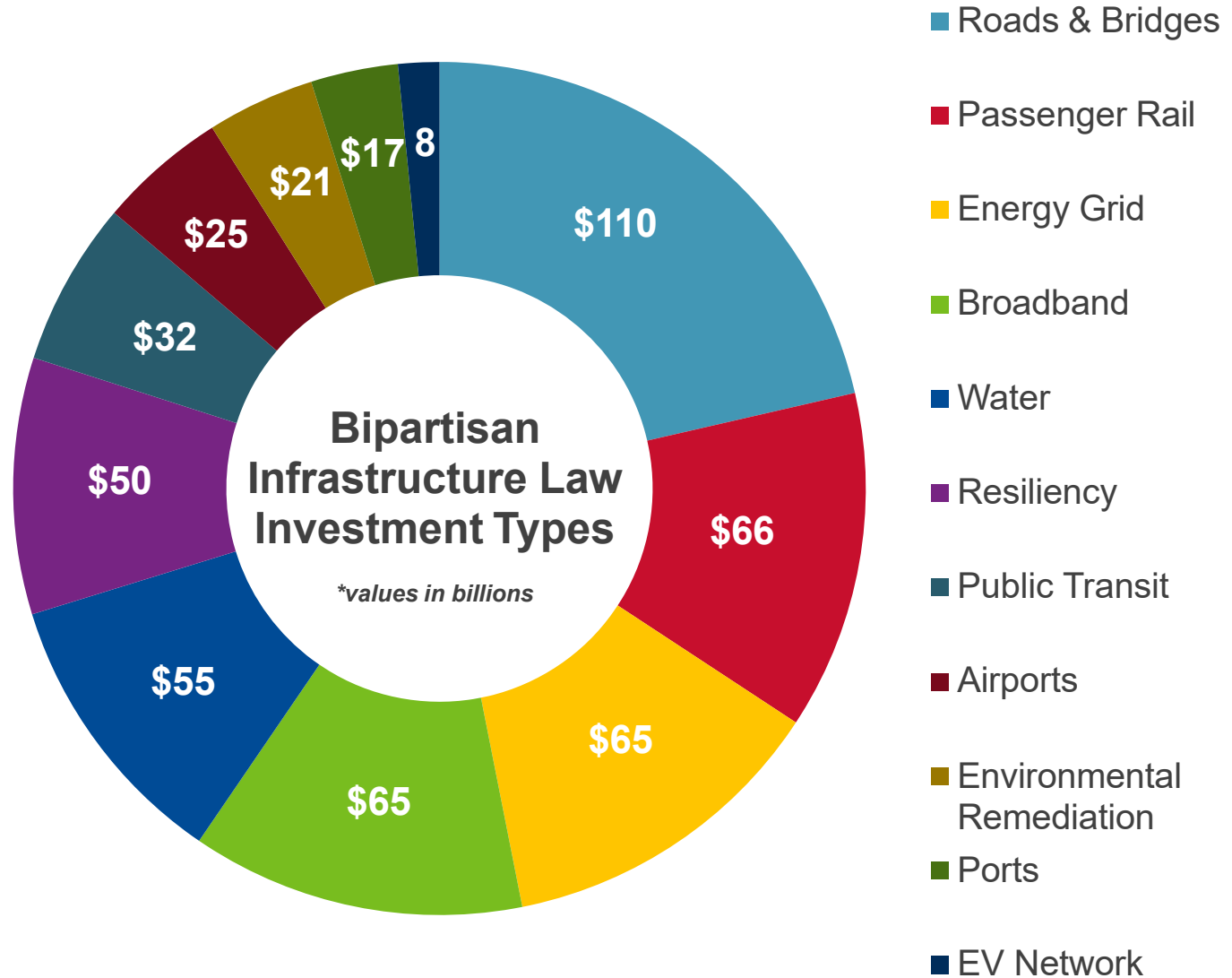
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# Generational Investment

- \$1.2 trillion
- \$18B discretionary funding
- \$550B for “new” investments and programs
- Inflation Reduction Act adds \$375B for climate and energy programs



# Discretionary grant opportunities

## Idaho “playing the game” well

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



# Innovative funding options: value capture



- Value capture mechanisms
  - Tax-increment financing
  - Special districts
  - Developer contributions
- P3 / joint development opportunities
- Example: Potomac Yard Station

## Below fed / state level: local...options?

Upcoming ballot measures that add or maintain transit funding:

- Cobb County, GA
- Columbus, OH
- Flagstaff, AZ
- Gwinnett County, GA
- Maricopa County (Phoenix), AZ
- Nashville, TN
- San Francisco, CA

Upcoming measures that use part of funds for transit:

- Beaufort County, SC
- Charleston, SC
- Richland County, SC
- San Diego, CA
- Seattle, WA

***Idaho non-resort municipalities need the ability to at least hold a vote on local option taxes***

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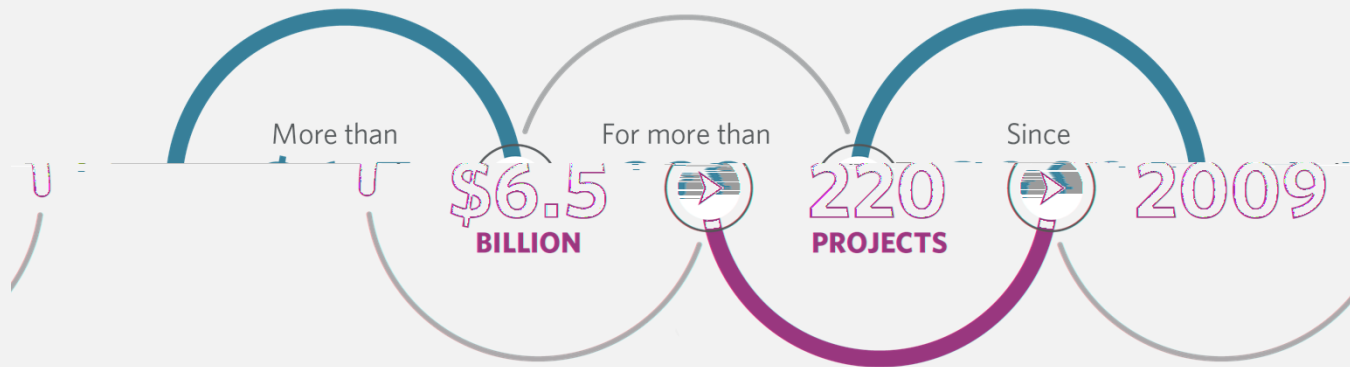


**Tim Thornton**  
Principal Financial Consultant

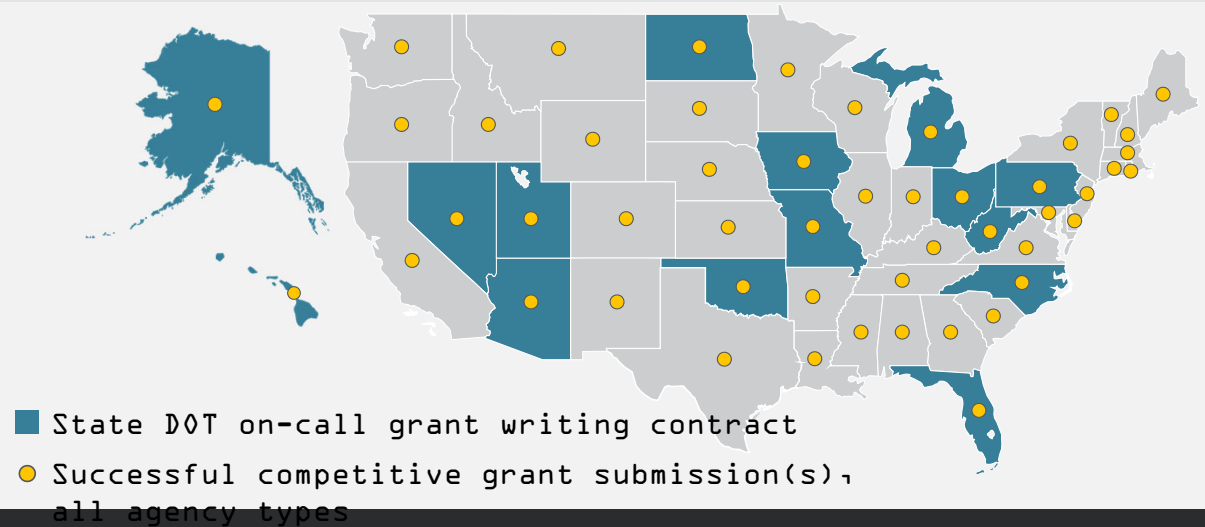
September 24<sup>th</sup>, 2024



# HDR-Supported Grants Success



Trusted by State DOTs and Other Transportation Agencies To Deliver Competitive Grant Opportunities



# HDR's Industry-Leading USDOT Grant Track Record

## 2022-2024

- Since passage of the Bipartisan Infrastructure Law in 2021, USDOT has awarded **\$3.9 BILLION** in discretionary grant funding to more than **120 PROJECTS** supported by HDR

## Since 2009

- More than 300 grant applications
- **220 PROJECTS** funded
- HDR-supported transportation applications received  
**\$6.5B IN FEDERAL FUNDS**

***\$1 out of every \$9 in key USDOT discretionary grant awards since 2009 was to an HDR-supported application***

# Over \$3.9 Billion in USDOT BIL awards

Assisted clients  
in successfully competing for  
**11% of total funds available 2009-2024**

