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# Inconvenient Truth About Boise Public Transportation

Benjamin Case

*Department of Political Science, Boise State University*

Kellen Hill

*Department of Political Science, Boise State University*

Lexy Leahy

*Department of Political Science, Boise State University*

Morgan Porter

*Department of Political Science, Boise State University*

Jesse Sonoda

*Department of Political Science, Boise State University*

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Benjamin Case, Kellen Hill, Lexy Leahy, Morgan Porter, Jesse Sonoda; Faculty Advisor: Samia Islam, Ph.D.

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**Background**  
 The Boise-Nampa metropolitan area is growing rapidly, and its transportation system must expand to account for this growth. However, in order for a public transportation system to be effective, citizens must have both the ability and the incentive to make use of it. This study will look at our current system and make recommendations for improvements where necessary.

**Benefits of public transportation**  
 •Can reduce traffic congestion  
 •Reduces vehicle emissions  
 •Reduces consumer costs for vehicle ownership and operations.

**Costs of private transportation**  
 •Average ownership costs range from 47.6 to 73.9 cents per mile.  
 •Average operation and maintenance costs range between 14.1 and 18.8 cents per mile.

**Sources of Funding**  
 •State/Local – Funding derived through gasoline and fuel taxes, vehicle/truck registrations, license plates, driver licenses and fines  
 •2005 figure shows 4.2 million

Year	Federal Funding	% of Federal Funding
2010	\$24,804,803	.18%
2011	\$23,778,030	.21%
2012	\$24,045,393	.21%

**Conclusion**  
 Based on studies conducted by ValleyRide and the state of Idaho, we have determined Boise would benefit from additional bus routes including routes to popular business places such as HP and Micron. Furthermore, Boise would benefit from an increased number of buses on routes as well as longer bus hours and weekend services.

These changes would have to be accompanied by a significant public relations campaign to persuade the general public to reconsider public transit as a viable transportation option. This campaign could include:

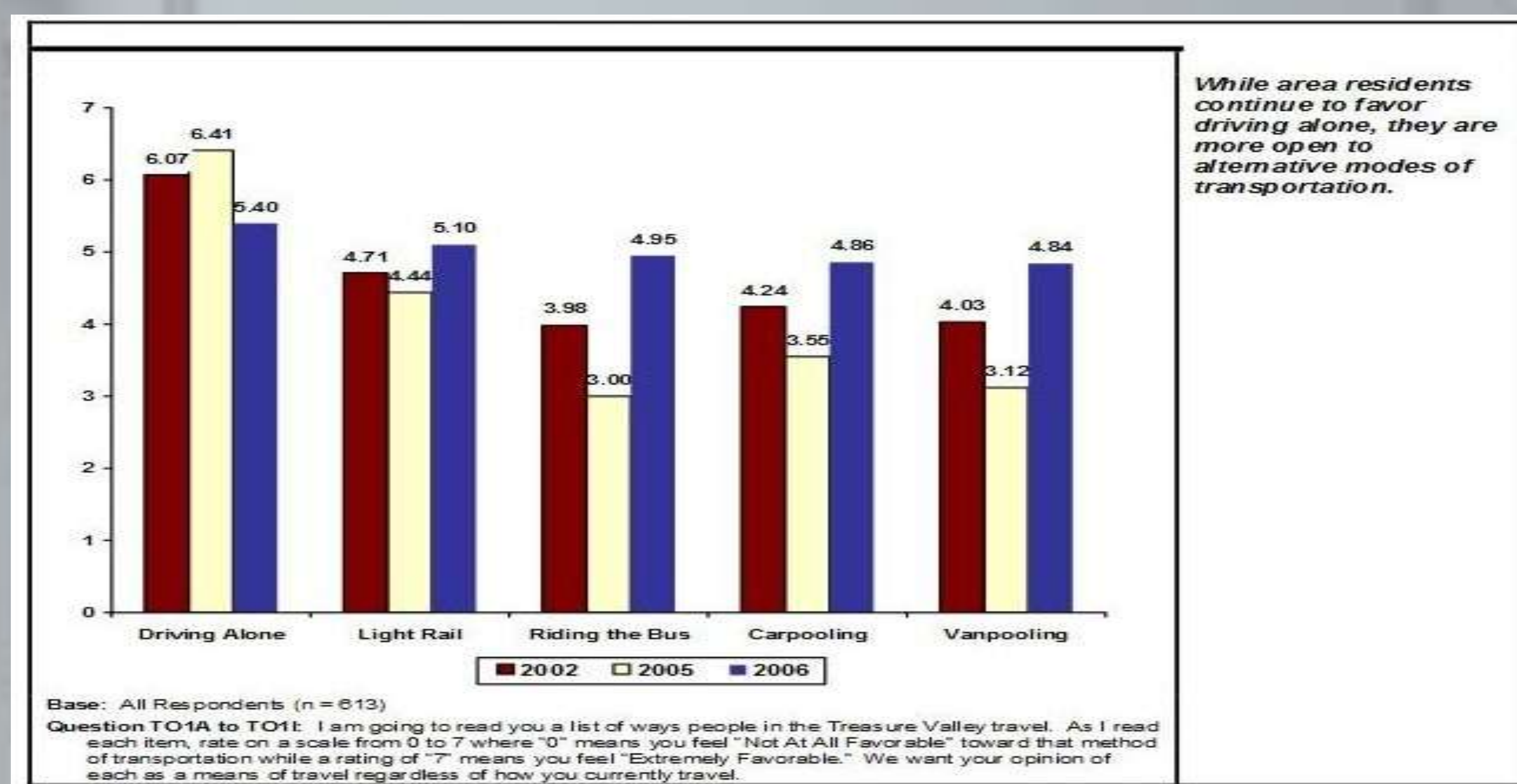
- Dissuade vehicle use by increasing fees associated with parking and registration.
- Increase fines for parking violations.
- Offer unique services during special events.
- A Free Ride Day to increase awareness of public transit options in the general population.

Currently, Idaho receives \$24 million from the federal government to fund public transportation (US Dept. of Transportation). We could fund the expanded bus system by combing this money with new forms of revenues generated by increasing taxes on vehicle-related amenities as well as money generated from the increased parking fees.

**Attributes the public finds most problematic about the current system**  
 •Bus frequency can be as long as an hour.  
 •Time commitment—it takes longer to get to your destination than driving.  
 •During the weekdays, the bus service ends around 7pm.  
 •Limited Caldwell Express—it runs each way just once a day.  
 •On the weekends, there is no service in Nampa/Caldwell and no inter-county service.  
 •Bus service in Boise on Saturday is about half of what it is on a weekday.  
 •There is no Sunday service in Boise.

Source: Mark Carnopis; Community Relations Manager, Valley Regional Transit

**Results**  
 Based on studies done by ValleyRide and the state of Idaho, we have determined that the current system is insufficient for the needs of the region. The current system will have to be expanded to allow it to compete with other modes of transportation.



As reported by ValleyRide, the above results indicate a more favorable attitude toward other modes of transportation following the growth and increased congestion in the region (ValleyRide).

Source of graph: [http://www.valleyregionaltransit.org/Portals/0/Surveys/VRT\\_Final\\_Survey\\_Report.pdf](http://www.valleyregionaltransit.org/Portals/0/Surveys/VRT_Final_Survey_Report.pdf)

**Figure 1: Favorability toward alternative modes of transportation**

**Sources**  
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 •<http://www.piercetransit.org/rideshare/costs.htm>  
 •<http://www.deq.idaho.gov/air-quality/air-pollution/vehicle-emissions.aspx>  
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