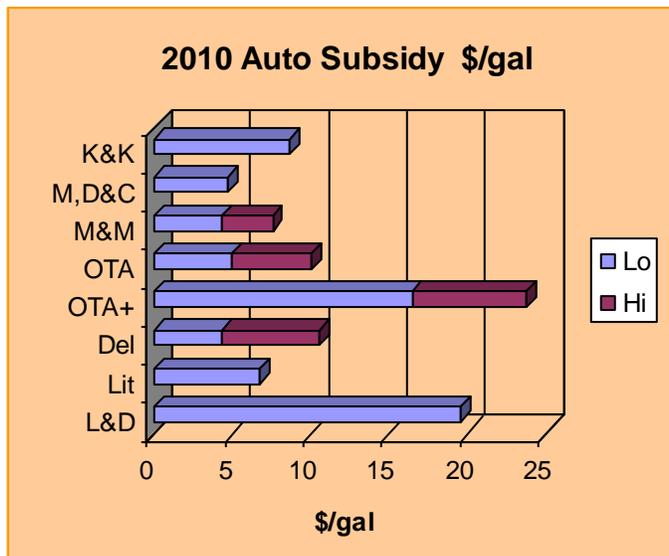


America's Autos On Welfare in 2010: A Summary of Subsidies

Some of these subsidies are paid by the poor thru pollution related illnesses, thru walking and biking crash risks, thru transit made infrequent by low ridership and slowed by congestion and thru higher taxes. Some of these subsidies, or externalities as the economists call them, are suffered by motorists who are delayed by the very congestion they cause, and thru crashes and ill health, and higher taxes; but these costs are not levied in a way to fund convenient alternatives or to encourage or incentivize them to avoid driving. Most motorists haven't a clue to the level of subsidies to driving.

	<u>\$/gal gas,diesel</u>	<u>Annual \$/household</u>	<u>Annual Total (\$billion)</u>
Ketcham & Komanoff	8.60	9,655	1,135
MacKenzie, Dower & Chen	4.71	5,290	622
Miller & Moffet	4.32 - 7.55	4,854 - 8,475	571 - 996
Office of Technology Assessment	4.99 - 10.02	5,597 - 11,256	658 - 1,323
OTA - incl non-\$ (primarily own accid. & travel time)	16.44 – 23.71	18,468 - 26,632	2,171 – 3,130
Delucchi	4.35 – 10.49	4,884 - 11,791	574 - 1,386
Litman	6.68	7,502	882
Litman & Doherty	19.61	22,690	2,667



- Categories of Subsidies**
1. Police, fire, ambulance; road construction & maintenance; other local gov't
 2. Property taxes lost from land cleared for freeways
 3. Parking
 4. Air, water, land pollution
 5. Noise, vibration damage to structures
 6. Global warming
 7. Petroleum supply line policing, security, petroleum production subsidies
 8. Trade deficit, infrastructure deficit
 9. Sprawl, loss of transportation options
 10. Uncompensated auto crashes
 11. Congestion

References

- Brian Ketcham & Charles Komanoff;** Win-Win Transportation: A No-Losers Approach To Financing Transport in New York City and the Region; KEA, 270 Lafayette #400, New York 10012; July 92
- James MacKenzie, Roger Dower & Donald Chen;** *The Going Rate: What It Really Costs To Drive*; World Resources Institute, 1709 New York Ave NW, Washington DC 20006; June 92
- Peter Miller & John Moffet;** *The Price of Mobility*; Natural Resources Defense Council, 71 Stevenson I #1825, San Francisco CA 94105, 415-777-0220; Oct 93
- Office of Technology Assessment;** *Saving Energy in U.S. Transportation*; U.S. Congress, OTA-ETI-589, 1994
- Mark Delucchi** (Inst. of Transportation Studies, UC Davis, CA 95616); *ATotal Cost of Motor-Vehicle Use*, Access, Spring 1996.
- Todd Litman;** *Transportation Cost Analysis; Techniques, Estimates and Implications*, Victoria Transport Policy Institute, 1250 Rudlin Street, Victoria, BC, V8V 3R7, Canada, 1998.
- Todd Litman & Eric Doherty;** *Transportation Cost and Benefit Analysis Techniques, Estimates and Implications*, VTPI, 2009.
<http://www.vtpi.org/tca/tca00.pdf>

Studies below cover only some of the Categories of Subsidies, as shown between [brackets].

NAS report. In 2005 motor vehicles produced \$56 billion in health and other nonclimate-related damages... nor counting harm to ecosystems, effects of some air pollutants such as mercury, and risks to national security ...operating the vehicle accounted for less than one-third of the quantifiable nonclimate damages. [part of 4] <http://dels.nas.edu/Report/Hidden-Costs-Energy-Unpriced-Consequences/12794>

USPIRG “highway “user fees” pay only about half the cost of building and maintaining the nation’s network of highways, roads and streets”; included no costs imposed by highways on non-users, including environmental damage, public health and encouragement of sprawl that imposes major environmental and government costs [1] <http://www.uspirg.org/home/reports/report-archives/transportation/transportation2/do-roads-pay-for-themselves-setting-the-record-straight-on-transportation-funding>

CDC study. ...medical care and productivity losses... of motor vehicle crashes averages out to nearly \$500 a year for every licensed driver... injuries exceeded \$99 billion nationwide. Factor in higher insurance premiums, taxes and travel delays and the price tag is \$230.6 billion. [part of 1 & 10] <http://tinyurl.com/2cw32r8>

Subsidyscope.com ... the value of tax-free parking will reach \$3 billion this year. [3] <http://subsidyscope.com/projects/transportation/tax-expenditures/employer-paid-benefits/>

Delucchi ... US current (2007) tax and fee payments to the government by motor-vehicle users fall short of government expenditures related to motor-vehicle use by approximately 20–70 cents per gallon of all motor fuel. [1] http://pubs.its.ucdavis.edu/publication_detail.php?id=1088

DeCorla-Souza...6 cents per mile to cover air pollution, noise, crashes... \$600 per 10,000 miles. [part of 4, 5 & 10] <http://www.fhwa.dot.gov/steam/smitemldoc.htm>

Edlin & Mandic...: in California... the increase in traffic density from a typical additional driver increases total state wide insurance costs of other drivers by \$1,725–\$3,239 per year... over \$220billion per year nationally. [10] http://works.bepress.com/aaron_edlin/21/

VTPI ...estimates average costs not paid by owners as: \$0.04/mi for environmental costs, 1.7 for road costs, 11 for providing parking (the best estimates are that there are 6-7 parking spaces provided for every vehicle on the road), 6.6 for crashes, 4 for light congestion... to 27 cents per mile or \$2700 per 10k miles, 2004. [1, 3-5, 10, 11] <http://www.vtpi.org/tm/tm82.htm>