



Modeling Economic Inefficiency Caused by Public Transit Subsidies

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and R. Salento

Abstract. This paper presents a new modeling approach to estimate the economic inefficiency caused by public transit subsidies. The approach is based on the modeling of the public transit market as a multi-class system.

Keywords: public transit, economic inefficiency, modeling, multi-class system.

1. Introduction. Public transit subsidies are a common feature of public transit systems around the world. The subsidies are provided by the government to the public transit operator to cover the operating costs of the public transit system. The subsidies are provided in the form of a lump sum payment or a per passenger payment.

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Clifford Winston, Chad Shirley



Modeling Economic Inefficiency Caused By Public Transit Subsidies:

Modeling Economic Inefficiency Caused by Public Transit Subsidies Kofi Obeng,A.H.M. G. Azam,Ryoichi Sakano,1997-06-11 An empirical investigation into the distorting effects of subsidies on firm efficiency this book puts together and applies recent developments in econometric methods to explore efficiency consequences of government subsidy on firm operations Within the neoclassical framework the book provides analytical solutions capturing the effect of subsidy on cost output input demand and allocative distortions when the firm receives operating and capital subsidies By doing so the book avoids the ad hoc models that have been used to estimate the effect of subsidy on firm efficiency in the transit industry The book takes the analytical model and develops empirical models to estimate the effect of subsidy on firm efficiency in transit firms It applies a variety of techniques deterministic stochastic frontier estimation and Data Envelopment Analysis to capture various aspects of the effect of subsidy It separates allocative inefficiency into those due to subsidy and those due to internal factors The book s contribution is the consistency and thoroughness with which the authors deal with the topic and the rigor of the empirical estimation **Affordability and Subsidies in Public Urban Transport: What Do We Mean, What Can Be Done?** Nicolas Estupinan, *Urban and Regional Transportation Modeling* Der-Horng Lee,David E. Boyce,2004-01-01 This collection in honor of David Boyce contains genuinely interesting and quality papers that reflect the diversity of interests of the honoree David Boyce has made a number of significant contributions at the interface of transportation and regional science He has been a pioneer of injecting rigor and consistency into spatial analysis The papers here both reflect the ethos of this copious body of analysis and take it further in extensions and applications It will prove to be an enduring source of ideas and insight Kenneth Button George Mason University US Rational Choice and Democratic Deliberation Guido Pincione,Fernando R. Tesón,2006-07-24 This book offers a comprehensive and sustained critique of theories of deliberative democracy **Journal of Transport Economics and Policy** ,2001 Journal of Economic Literature ,1998 Journal of Urban Planning and Development ,2004 *Southern Economic Journal* ,2000 **Journal of Public Transportation** ,2000 Handbook of Research Methods and Applications in Transport Economics and Policy Chris Nash,2015-09-25 Transport economics and policy analysis is a field which has seen major advances in methodology in recent decades covering issues such as estimating cost functions modelling of demand dealing with externalities examining industry ownership and structure pricing and investment decisions and measuring economic impacts This Handbook contains reviews of all these methods with an emphasis on practical applications commissioned from an international cast of experts in the field **Public Transit Economics and Deregulation Policy** J. Berechman,2013-10-22 Drawing on transit experience from various countries and markets this book examines the economic environment of transit operations the cost and production properties of transit service supply and the policies and prospects of transit regulatory reform The principal objectives of the book are first to conduct theoretical and empirical analyses of the major factors which jointly determine the

economic structure and conditions of the transit sector and second to explore and suggest policies which could resolve the sector's present crisis and make it economically viable. The first objective is explored in Part One where major structural demand factors and regulatory and subsidy conditions are identified and examined. Analytical and empirical measurement of technical production characteristics of transit services supply is carried out in Part Two. Part Three focuses on transit regulatory reform policy issues. The book is aimed primarily at an audience of transportation professionals including economists and planners as well as public policy analysts. It requires in general a sound background in economics mainly microeconomics. Thus graduate students in economics, geography, urban planning and public policy and advanced undergraduates with good training in economics can best benefit from this book.

Environment and Transport in Economic Modelling Roberto Roson, Kenneth A. Small, 2013-06-29. The analysis of the relationship between transport and environmental policy invites an interdisciplinary treatment and a variety of approaches and rightly so. An important subset of the approaches used involves economic analysis. Economic approaches often consider pricing policies attempting to evaluate their effectiveness in comparison with more traditional measures such as command and control regulation and directed technological innovation. Another important subset of approaches involves simulation modelling where key relationships are presented mathematically so that their influence can be quantified and their interrelationships discerned precisely. This book treats the intersection of these two subsets: simulation models with a strong economic content. This intersection defines a broad but powerful way to study environment and transport. Its breadth is illustrated by the wide range of policies treated here from carbon taxes to speed limits. Its power derives from the way insights into interrelated actions and the role of markets: the strong points of economic theory are cast into a form suitable for making quantitative predictions about the results of policies. Case studies are used to show how simulation models can be designed and used to quantify the effectiveness of economic policies in terms of transport systems management and environmental protection: the emphasis being on the role of the markets in tracing the many effects that policies have both anticipated and otherwise.

Traffic Engineering & Control, 2001

The Economics of Urban Transportation Kenneth A. Small, Erik T. Verhoef, Robin Lindsey, 2024-06-10. This new edition of the seminal textbook *The Economics of Urban Transportation* incorporates the latest research affecting the design, implementation, pricing and control of transport systems in towns and cities. The book offers an economic framework for understanding the societal impacts and policy implications of many factors including congestion, traffic safety, climate change, air quality, COVID-19 and newly important developments such as ride hailing services, electric vehicles and autonomous vehicles. Rigorous in approach and making use of real world data and econometric techniques, the third edition features a new chapter on the special challenges of managing the energy that powers transportation systems. It provides fully updated coverage of well known topics and a rigorous treatment of new ones. All of the basic topics needed to apply economics to urban transportation are included. Forecasting demand for transportation services under various

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Analyse de Politiques, 1998 *The Philosophy of Causality in Economics* Mariusz Maziarz, 2020-05-13 Approximately one in six top economic research papers draws an explicitly causal conclusion But what do economists mean when they conclude that A causes B Does cause say that we can influence B by intervening on A or is it only a label for the correlation of variables Do quantitative analyses of observational data followed by such causal inferences constitute sufficient grounds for guiding economic policymaking The Philosophy of Causality in Economics addresses these questions by analyzing the meaning of causal claims made by economists and the philosophical presuppositions underlying the research methods used The book considers five key causal approaches the regularity approach probabilistic theories counterfactual theories mechanisms and interventions and manipulability Each chapter opens with a summary of literature on the relevant approach and discusses its reception among economists The text details case studies and goes on to examine papers which have adopted the approach in order to highlight the methods of causal inference used in contemporary economics It analyzes the meaning of the causal claim put forward and finally reconstructs the philosophical presuppositions accepted implicitly by economists The strengths and limitations of each method of causal inference are also considered in the context of using the results as evidence for policymaking This book is essential reading to those interested in literature on the philosophy of economics as well as the philosophy of causality and economic methodology in general

Monthly Labor Review United States. Bureau of Labor Statistics, 1998 Publishes in depth articles on labor subjects current labor statistics information about current labor contracts and book reviews

Alternate Route Clifford Winston, Chad Shirley, 2010-12-01 Urban transportation problems abound across America including jammed highways during rush hours deteriorating bus service and strong pressures to build new rail systems Most solutions attempt either to increase transportation capacity by building more roads and expanding mass transit or to manage existing capacity through HOV restrictions exclusive bus lanes and employer based policies such as flexible work hours This book develops an alternative solution to urban transportation problems based on economic analysis but well aware of the political constraints on policymakers The authors estimate that efficient pricing and service policies could save more than 10 billion in annual net benefits over current practices but argue that powerful entrenched political and institutional forces will continue to thwart efficient economic solutions to improve urban transportation They believe however that some form of privatization would likely improve social welfare more than an efficient public sector system Facing fewer operating restrictions greater economic incentives and stronger competitive

pressures private suppliers could substantially improve the efficiency of urban operations and offer services that are more responsive to the needs of all types of travelers The authors conclude that policymakers have bestowed huge benefits on the public by allowing the private sector to play a leading and unencumbered role in the provision of intercity transportation Public officials should take the next step and allow the private sector to play a leading role in the provision of urban transportation

Models in Urban Geography Chiranji Singh Yadav,1986

The Economics of Urbanization and Urban Policies in Developing Countries George S. Tolley,Vinod Thomas,1987

Urban problems in developing countries have become more acute in recent decades as people have flocked to cities and the largest cities have been affected the most In coming years as population growth continues throughout the developing world urban problems promise to become increasingly severe The volume seeks to promote better understanding and evaluation of policies designed to cope with these issues It draws together studies of the causes of observed urbanization patterns and builds on them to provide a better foundation for policy analysis

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