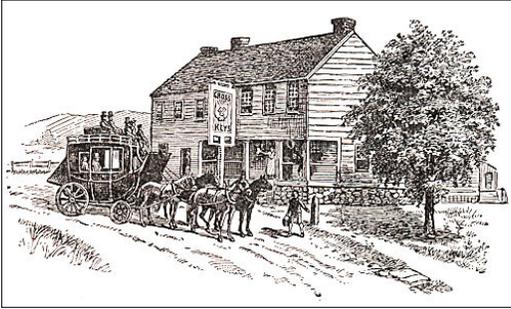
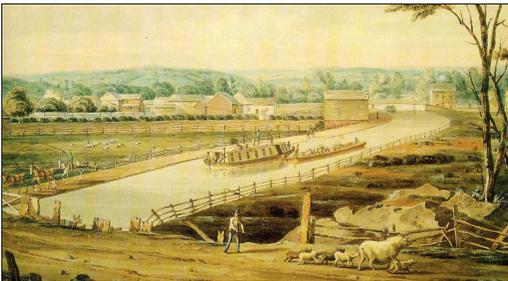


American Transportation: 236 years of subsidies *with no end in sight!*



Some of America's oldest, most wasteful uses of taxpayer dollars were roads like the National Road, Lincoln Highway and many, many others. Those paved the way for larger, more numerous roads that taxpayers must subsidize more heavily today.



Some projects like the Ohio & Erie Canal were so large they threatened to bankrupt entire states. They went ahead anyway and put taxpayers at risk of economic growth.



New car sales slowed in the 1920s and were a tougher sell to city liberals. So car and oil firms urged the 'guvmint' to pave roads. Investors should have bought roads instead and put tollbooths at every cross-street.

America has a long tradition of investing in transportation, infrastructure and creating mobility that provides more affordable ways of getting people and goods from place to place. We at the Institute for Real World Solutions are here to put a stop to that.

This nation, the world's most economically powerful on Earth, can no longer afford such frivolous investments in our future. Instead, we intend to shed light on these poor decisions America made throughout its 236-year history – not including those made by the God-less redcoats before we kicked them out.

So many streets, highways, airports, air traffic control systems, transit systems, waterways and ports can and should be sold to private enterprise. If there are no buyers, then what in the name of Mad Max do we need them for? We at the Institute for Real World Solutions urge common sense, not emotional thinking about America's future.

Only 7% of the nation's rail system was funded by federal land grants that railroads repaid with taxes many times over. We love that railroads used private money to build most of their networks. But if America really needed trains in the Wild West, then Daniel Drew ought to have financed those too!



Electric railways were private-sector, but also a communal (ie: communistic) form of travel. They were bought by car-makers and oil companies and replaced with buses to create demand for individual, American travel – cars.



When planes started needing places to land, governments stole the responsibility to build airports. And when planes started colliding with each other, government took control of the skies away from God.

Now Amtrak is in our crosshairs as a test case. Tell Congress to make an example of it for breaking seven annual ridership records in eight years, covering 85% of operating costs and using privately owned/operated rails. Then we'll target government-owned highways where owners of cars, trucks and buses pay less than 50% of its costs. Next we'll sell airports, air traffic control, transit systems, waterways and ports, then scrap whatever doesn't sell! The Institute for Real World Solutions says it's time we give transportation back to "The People!" Remember, corporations are people too.