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IMPACT FEE ASSESSMENT USING HIGHWAY COST ALLOCATION METHODS

Although local governments have traditionally borne the cost of local roadway improvements to accommodate traffic growth, there has been a growing interest in the assessment of impact fees on developers to finance such improvements. Impact fees have been assessed as flat fees based on the size of the development; variable fees depending on the type and location of the development; and negotiated fees determined by the required investments, the interests of the local communities, and the resources of the developer. Variable fees are analogous to roadway user taxes in that roadway costs vary with traffic and a desired revenue target is to be met. Techniques used in highway cost allocation studies can be directly applied to the design of equitable variable impact fees. Because highway cost allocation studies have received considerable attention and have been widely applied, these allocation methods might be usefully adopted for impact fee assessment. Economic implications of roadway cost allocation methods for impact assessment are discussed.

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Availability:

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Supplemental Notes:

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Publication Date: 1987

Media Info

Media Type: Print

Features: Figures; References; Tables;

Pagination: pp 73-80

Monograph Title: Private sector involvement and toll road financing in the provision of highways

Serial:

[Transportation Research Record \(/Results?q=&serial="Transportation%20Research%20Record"\)](#)

Issue Number: 1107

Publisher: Transportation Research Board

ISSN: 0361-1981

Subject/Index Terms

TRT Terms: [Cost allocation \(/Results?q=&datein=all&index="Cost%20allocation"\)](#); [Developers \(/Results?q=&datein=all&index="Developers"\)](#); [Financing \(/Results?q=&datein=all&index="Financing"\)](#); [Highways \(/Results?q=&datein=all&index="Highways"\)](#); [Impact fees \(/Results?q=&datein=all&index="Impact%20fees"\)](#); [Improvements \(/Results?q=&datein=all&index="Improvements"\)](#)

Candidate Terms: [Highway economics \(/Results?q=&datein=all&index="Highway%20economics"\)](#)

Subject Areas: Economics; Finance; Highways; Planning and Forecasting; Society; I10: Economics and Administration;

Filing Info

Accession Number: 00474891

Record Type: Publication

ISBN: 0309044553

Files: TRIS, TRB

Created Date: (/edit/288689)Oct 31 1987 12:00AM

The National Academies of Sciences, Engineering, and Medicine

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