

FY 2009 RESEARCH PROBLEM STATEMENT

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TITLE

PEA-09-01 Feasibility of "Reimbursement Districts" as a transportation funding mechanism.

PROBLEM (Description of need)

ODOT needs new funds for transportation construction, operations and maintenance. Developers generally do not pay their share to use a portion of *existing* highway capacity when the facility is paid for by tax payers. Commonly private developers pay a proportionate share toward new improvements needed to mitigate traffic generated by their site. In some cases a developer may pay to construct a public transportation facility with 20 year capacity, at a cost much greater than the proportionate share. In that case a "reimbursement district" may be established in which subsequent land developers are required to pay/repay the original financier their share of the facility cost in exchange for using a portion of the *existing* public infrastructure capacity. Is it fair and feasible for ODOT to apply the notion of a "reimbursement district" more generally to recapture the cost of transportation infrastructure whether it was initially paid for with private or tax payer funds?

PROPOSED RESEARCH, DEVELOPMENT OR TECHNOLOGY TRANSFER ACTIVITY

Need to determine feasibility and value of "reimbursement districts" as public transportation funding mechanism. For example, select one or more study areas and investigate relation between cost of highway construction, cost and/or value of highway capacity, how existing capacity is allocated to existing developments (traffic generators) and background traffic volume. Determine what kind of revenue stream "reimbursement districts" could generate for ODOT for construction, operations, maintenance and replacement. Investigate applicability to existing state highways and to new highway construction and reconstruction projects.

BENEFITS

ODOT needs new transportation funding mechanisms. Developers currently do not pay a proportionate share to use *existing* highway capacity when the facility is paid for by tax payers. "Reimbursements districts" could allow ODOT to recapture some of the construction costs by requiring traffic generators to pay/repay their share of the facility cost in exchange for using a portion of the *existing* highway capacity.

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