Curbing traffic-related externalities in urban areas has been a long-lasting policy challenge that, during the last decades, generated a voluminous literature. This dissertation examines the interactions of road taxes with the fiscal system and the local regulatory or institutional settings from a spatial, urban economic perspective. That is, road pricing is examined in conjunction with labor and housing property taxes, as well as local zoning and building height regulations. These interactions are explored within monocentric and polycentric spatial general equilibrium frameworks. Accounting for the long-run effect of different policies on the location of households and firms yields a series of new insights into the optimal design and performance of road pricing schemes.

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