

考試科目	專業英文	所別	地政學系	考試時間	5月22日(六)第一節
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Please answer all questions in Part A and in Part B.

Part A:

Please use Chinese to answer two questions beneath after you have read the following excerpt:

- 1) Which is good for dealing with planning public infrastructure and protecting environmental resources, in terms of regionalized and localized governance systems? And why? (25%)
- 2) From “regionalism” perspective, is consolidating Taipei City and Taipei County good for the public? (25%)

Across America, interest in possible regional remedies to various problems has risen sharply in the past decade. Besides traffic congestion, these problems include air pollution, a widespread shortage of affordable housing, lack of open space, rising infrastructure costs and higher taxes to pay them, inadequate public schools in many large cities, and continuing isolation of the poorest households in deteriorating inner-city neighborhoods. More and more citizens, government officials, and other observers are becoming convinced that the predominant governance system in American regions of many small, highly fragmented local governments is not capable of dealing with these problems effectively. The problems are too spread over each region as a whole, and interconnected across too many localities in each region, to be effectively dealt with by individual governments acting separately. Since the dominant system is not working well, perhaps it is time to explore some other system. The major alternative is some type of “regionalism”—so interest in regional remedies has blossomed.

However, although it is clear that the present fragmented powers system is not working well, it is not yet clear that regional remedies will work any better. Moreover, tackling these problems at the regional level in a democracy involves extremely complex and difficult activities—more difficult than those required to operate our present fragmented governance system.

Governance systems based on many local governments tend to promote participation and have lower service costs than do regionalized systems. Evidence remains inconclusive that regionalized governance systems are necessarily superior to localized ones in achieving equity or economic growth, although conventional wisdom and perception favor regional arrangements.

(From Downs, Anthony, 2004, Still Stuck in Traffic: Coping with Peak-Hour Traffic Congestion, Washington, D.C.: Brookings Institution Press, pp.300-301.)

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Part B:

Please use Chinese to answer two questions beneath after you have read the following excerpt:

- 3) Based on the following excerpt, do you think form of development will affect travel behavior and bring about negative by-products? And why? (25%)
- 4) Do you believe planning intervention can be a remedy for the market failures? If not, why? If yes, then how to do? (25%)

Implicit to the social scientific debate over the transportation impacts of land use is a compound question that fuses scientific and policy dimensions: "Do alternative form of development improve travel behavior with sufficient magnitude and certainty to justify the policy interventions required to bring these forms about?" In evidence of reduced automobile use and increases in the nonmotorized modes associated with particular urban designs, analysts supportive of land-use alternatives find justification for such planning interventions. Others question these findings, pointing out that people's self-selection into neighborhoods may affect observed differences in travel behavior more than physical variables like density, mixing of land uses, or accessibility. This uncertainty is construed as evidence against policy interventions on behalf of these alternative development forms.

If urban sprawl is the product of market ordering, then any negative by-products might represent market failures. Congestion and pollution are classic externalities often associated with a low-density, auto-oriented development pattern; other negative effects may include energy consumption, surface water pollution, traffic accidents, and others. Under a market-driven view of sprawl, policies for compact development might be a justified response to these market failures if their effects on travel behavior can be shown to be sufficiently beneficial. A search for evidence on the transportation impact of alternative development forms, then, amounts to a test of whether intervention on behalf of these forms remedies a market failure. Conversely, absence of evidence of beneficial impacts—for example, ambiguity in the link between land use and travel behavior—would tend to undermine the claim that these policies are a remedy for the market failures of sprawl.

(From Levine, Jonathan, 2006, Zoned Out: Regulation, Markets, and Choices in transportation and Metropolitan Land-Use, Washington, D.C.: Resources for the Future, pp. 7-8.)

考試科目	土地政策分析	所別	地政學系	考試時間	5月22日(六)第2節
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- 一、94年5月，行政院核定我國「整體住宅政策」，並於96年11月核定「整體住宅政策實施方案」。以來，國內都會地區卻呈現房價高漲等現象。最近，行政院經濟建設委員會則進一步擬定「健全房屋市場方案」。若此情事，請就已見，針對我國現行住宅政策及相關措施予以評價，並闡析其主要癥結。（25分）
- 二、請評析現行公告土地現值制度之政策意義及作用。（25分）
- 三、學說上，一向認為我國土地登記制度為融合德國權利登記制（System of Registration of Title）及托崙斯登記制（Torrens Title Registration System）之特點，而成之新權利登記制。然而最近三年，施行近八十年之民法物權編經三次修正，增訂諸多關於債權關係得辦理登記之規定。請問：民法物權編之修正，對我國既有之土地登記制度有何影響？請析論之。（25分）
- 四、行政院農業委員會所揭示我國現行農業政策中，認為農業仍為整體經濟之重要一環，農業之角色由過去供應糧食，變為兼顧糧食安全、鄉村發展、生態保育等多面功能。若是如此，現行農地管理制度是否能符合此項政策目標？或應有如何之變革因應？請析論之。（25分）

考試科目	土地經濟分析	所別	地政所	考試時間	5月22日(六)第2節
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- 一、請比較台灣地區都市地區與非都市地區土地使用管制方式之差異？並說明其對台灣地區都市發展之影響。未來國土計畫應如何整合此兩種不同管制方式，請詳細說明之。(四十分)
- 二、請分析房地產價格與容積之關係。台灣地區目前房地產高漲，政府此時各種容積獎勵對目前之房地產價格之影響，請詳細分析之。(三十分)
- 三、請分析台灣地區之土地徵收補償制度對所有權人及資源配置效率之影響。(三十分)

