

**Scope and Work Program:
CAMPO Preferred Growth Concept**

**Capital Area MPO
March 24, 2006**

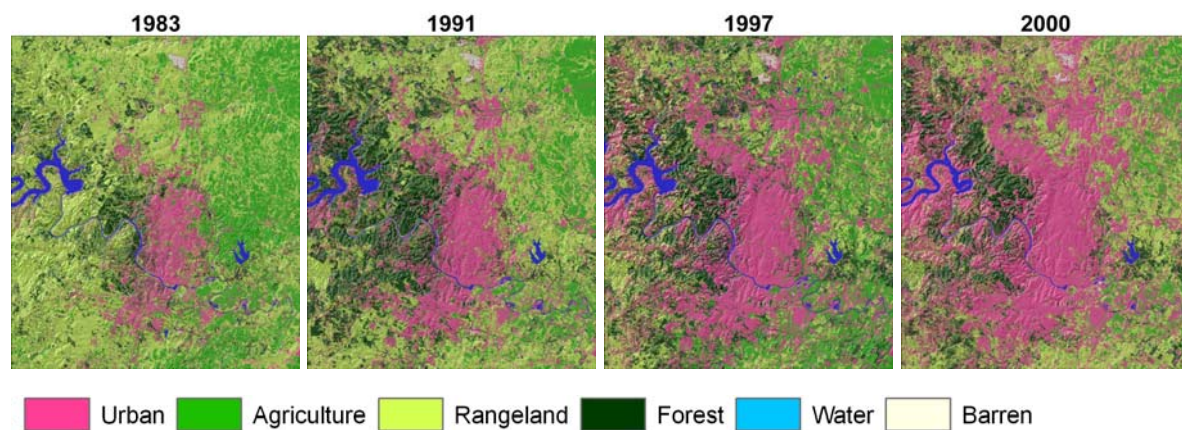
Introduction

When the CAMPO Transportation Policy Board adopted the *CAMPO Mobility 2030 Plan*, they also called for solicitation of plan amendments from Envision Central Texas, Liveable City, and others in response to concerns that the plan failed to adequately protect future quality of life in the region. The concerns relate to the underlying assumptions of the *CAMPO Mobility 2030 Plan*, including the future growth pattern.

CAMPO will explore options to the current plan through an in-depth and public process that considers land use as well as transportation. As an initial phase in this exploration, CAMPO will work with our regional partners and the public to develop a **Preferred Growth Concept** including a map and a set of implementation strategies. Once adopted, the CAMPO Preferred Growth Concept will provide a vision of what the desired future growth pattern is and how CAMPO can work with our partners to implement it over the next 25-50 years.

Growth Trends In Central Texas

Between 1980 and 2000, the population of the three-county CAMPO region increased by 115% from 538,000 to 1,160,000. Much of the new population was accommodated in low density single family development on the fringe of the existing urban area, and analysis of satellite data shows a high rate of land being converted to urban uses over the same 20 year period. Based on satellite data, the USGS estimates a 260% increase in the amount of urban land between 1983 and 2000 in the USGS study area.¹ This represents a tremendous loss of agricultural and rangeland in the region, and if this trend continues, the USGS study area will be almost entirely converted to urban uses by 2010.



Source: USGS. Rocky Mountain Geographic Science Center. *Landscape Change in the Austin, TX Region*.

¹ The USGS analysis is based on a study area defined by the rectangle shown in the graphics above, and does not include the growth in urban land cover that may have occurred in other parts of the CAMPO region.

Preparing for Trends to Continue: *CAMPO Mobility 2030 Plan*

The *CAMPO Mobility 2030 Plan* assumes that population and employment growth will continue in a pattern based on these trends, and includes a mix of transportation projects that support that pattern. Even after allocating projected available funds totaling \$22.8 billion dollars for future transportation projects, the plan falls short of funding the transportation infrastructure that would be needed to maintain current mobility levels in the face of population growth. This shortfall is due in part to the high rate of growth, but is also affected by the future assumed development pattern. During adoption of the plan, many expressed concerns that the development pattern and transportation system included in the plan would lead to reduced quality of life in the region by worsening vehicle congestion, impacting the Edwards Aquifer, requiring a car for most trips, and diluting the unique towns, cities, and rural landscape that define the region.

Is There Another Way?

There is no one-size-fits-all approach to regional growth; however, national studies have found that regional land use patterns that incorporate areas of dense residential development, strong mixed use centers, a well connected street network, and a complimentary transit system, result in a reduction in per capita vehicle miles of travel and a higher level of usage of transit and other alternative modes.²

Envision Central Texas has analyzed the performance of multiple land use scenarios, and found that a scenario that relies heavily on infill development within existing town centers would result in less consumption of land over the aquifer, a reduction in vehicle miles of travel, a reduction in overall vehicle delay, and a reduction in the cost of local infrastructure.³

² The Impact of Urban Spatial Structure on Travel Demand in the United States. Bento, Antonio M. et al. January 14, 2004. University of Maryland.

An Assessment of the Influence of the Land Use-Transportation System on Travel Behavior. McNally, Michael G, et al. August 1996. University of California Irvine.

Measuring Sprawl and Its Impact. Ewing, Reid, et al. 2004. Smart Growth America.

Land Use and Site Design: Traveler Response to Transportation System Changes. TCRP Report 95, Chapter 15. 2003. Transportation Research Board.

³ CAMPO staff have tested the performance of the Envision Central Texas focused growth land use scenario ("Scenario D") on the transportation system adopted in the *2030 Plan* and found performance deficiencies that appear to result from a mismatch between the land use pattern and the transportation system assumed, and from limitations in the model's sensitivity to land use change.

Can We Get There?

A powerful combination of forces have come together to cause Central Texas growth occur in the way that it has, and many would question whether it is desirable or even possible to change these trends. A traditional transportation planning approach assumes that these forces are an unchangeable input and develops a future transportation system that responds to the demands of a trend-based population forecast. However, more dynamic planning approaches that view future land use patterns as changeable have become state-of-the-practice at MPOs around the country because the traditional approach is no longer sufficient to respond to the challenges of 21st century urban growth.

Opportunities

While the market forces driving growth may be difficult to change, the policy choices that are made at a regional and local level influence growth patterns by affecting the **supply** of land, the **cost** of land, and the **attractiveness** of land for development:⁴

- Within urban areas, local **comprehensive plans and zoning codes** affect the location and type of development by limiting the supply of land available for particular densities, uses and development types.
- **Water and sewer expansions and extensions** impact the location and intensity of development by affecting the cost and attractiveness of land for urban development.
- Extensions of **major transportation infrastructure** affect the location of development by increasing the accessibility of land. Whether the facility is a highway or major transit project and how the facility is designed will affect the type of development that occurs.
- **Economic development incentives and development fees** can affect the location of development by increasing or decreasing the cost of development in particular locations, and can be used to encourage a particular type of development.
- **Outside of the urban areas**, subdivision requirements, including minimum lot sizes, can impact the intensity of development.

Small, strategic changes in policies can be made that will shape future growth and reduce its negative impacts on the transportation system and overall quality of life. The Southern California Council of Governments has recently initiated the "Compass 2% Strategy" because they have found that strategic land use changes in as little as 2% of

⁴ *Land Use Impacts of Transportation: A Guidebook*. National Cooperative Research Program Report 423 A. Transportation Research Board, 1999.

the Los Angeles area could result in dramatic benefits for overall regional quality of life including improvement in the efficiency and performance of the transportation system.⁵

Challenges

- High quality of life is expected to continue to fuel an extremely high rate of regional **population growth** for the foreseeable future. This growth places extraordinary pressures on our ability prepare for the future.
- Texas counties have **limited tools** for managing growth. Under current state law, counties cannot regulate the use of land or charge development impact fees outside of urban areas.
- **Water and sewer service** is not dependent on the extension of municipal or public utility service areas. Even if the region chose to selectively locate public utility extensions in order to guide the location and phasing of future development, a private entity could still receive state authority to provide water or sewer service outside of the public service area through a Certificate of Convenience and Necessity (CCN). Existing CCNs can also impede the extension of public service to areas where growth is desired.
- While extensions of transportation infrastructure can impact the location of development, **transportation investments, by themselves, are imprecise tools** for shaping the direction of future growth.⁶
- Successfully shaping future growth in order to make efficient use of public investments and to support regional quality of life requires action by multiple public and private entities. Such collaborative action requires a **shared vision** of the preferred outcome. While Envision Central Texas has developed a "Preferred Growth Scenario" based on considerable public input, neither the CAMPO Board, nor CAMPO's regional partners, have analyzed or endorsed this scenario.

Developing a Preferred Growth Concept

CAMPO proposes to develop a CAMPO Preferred Growth Concept that can clearly articulate a desirable and realistic vision for a future growth pattern and to work together with our regional partners to enact the policy changes necessary to implement the concept. This Growth Concept will be used in four ways in CAMPO planning:

1. It will provide a clear public statement of the basis for the CAMPO 2035 Plan.
2. It will provide guidance to CAMPO as we work with local jurisdictions and transportation agencies and encourage them to take local policy actions that support the concept.

⁵ <http://www.socalcompass.org/2percent/>

⁶ Miller, John S. *Using Highway Investments to Shape Growth: Assessing Intentions and Reality in Virginia*. Presented to the Transportation Research Board. July 27, 2005.

3. In developing the next round of population and employment forecasts, CAMPO will factor in likely changes in policy that would result from specific jurisdictional commitments to implement the concept.
4. It will provide a framework for evaluating potential projects to be included in the CAMPO plan.

We have at our disposal a wealth of information that can be used to form the building blocks for this growth concept:

- **CAMPO's existing forecast and State Data Center county-level population forecasts** provide a good indication of the magnitude of growth expected and where that growth might locate if past trends continue.
- **Envision Central Texas** has recently approved a "Preferred Growth Scenario" based on the feedback received from community surveys during a major scenario planning initiative in 2003. This Scenario combines desirable elements from the four previous Envision Central Texas scenarios. This scenario provides a starting point for the CAMPO process.
- **Local comprehensive plans, land use plans, neighborhood plans, and land development/subdivision ordinances** have been adopted in many communities. These plans reflect local community desires and a detailed understanding of local development opportunities and constraints. While CAMPO's Preferred Growth Concept might ultimately encourage modifications to local land use planning in support of a regional growth scenario, CAMPO will work with the public and local communities to ensure that this effort is sensitive to the planning work that has been done at a local level.
- Capital Metro is moving toward implementation of many of the key elements of the **All Systems Go Plan**, including Northwest Commuter Rail and Rapid Bus. CAMPO's growth concept will likely rely on the major improvements included in this plan as a framework for future growth.
- Many of the **highway projects** included in the *CAMPO Mobility 2030 Plan* are already under construction or are far along in the project development pipeline. The Growth Concept process will consider those projects that are under construction or for which funding has already been committed under CAMPO's TIP as a minimal framework for future growth, and may consider additional projects as appropriate.
- CAPCOG is currently developing an **estimate of 2005 population** by location and a **vacant land inventory** for the region. This data will provide a baseline for development of a Growth Concept.

Goals and Objectives

The Goals and Objectives for this process have been derived from the vision and policies of the *CAMPO Mobility 2030 Plan* and the eight federal planning factors that guide the MPO Planning Process.⁷

Goal 1

Develop a plan for a future growth pattern that enhances regional quality of life, including the environment, the economy, equity, and neighborhood livability.

Objective 1.A: Minimize the development of impervious cover over the Edwards Aquifer.

Objective 1.B: Preserve more open space and land for rural uses.

Objective 1.C: Increase overall property values and encourage sustainable economic development.

Objective 1.D: Increase the housing choices available.

Objective 1.E: Increase the percentage of housing that is available near job sites.

Objective 1.F: Facilitate more regional job growth.

Objective 1.G: Encourage development of unique places and "neighborhoods of choice and connection."⁸

Objective 1.H: Preserve and enhance regional air quality and reduce energy consumption.

Objective 1.I: Remove geographic barriers.

⁷ SAFETEA-LU includes 8 factors that must be addressed in the transportation planning process. These factors are listed in detail under Attachment E.

⁸ Bruce Katz defines neighborhoods of choice and connection as: "*Neighborhoods of choice* are communities in which people of lower incomes can both find a place to start and, as their incomes rise, a place to stay. They are also communities to which people of higher incomes can move, for their distinctiveness or amenities or location.....*Neighborhoods of connection* are communities which link families to opportunity, wherever that opportunity is located." --Katz, Bruce. *Neighborhoods of Choice and Connection: The Evolution of American Neighborhood Policy and What It Means for the United Kingdom*. The Brookings Institution, July 2004.

Goal 2

Develop a plan for a future growth pattern that would enhance the performance of the transportation system, including accessibility, reliability, affordability, and the availability of viable transportation choices.

Objective 2.A: Reduce per capita vehicle miles of travel.

Objective 2.B: Increase the percentage of trips that occur by transit, walking or biking.

Objective 2.C: Encourage development that reduces the number of vehicle trips that need to access the regional arterial network by including a mix of uses, pedestrian-oriented design, and a connected local street network.

Objective 2.D: Increase the percentage of regional jobs and housing that are within 1/4 mile of a bus line or a commuter rail station.

Objective 2.E: Increase the percentage of major freight-related land uses that are adjacent to area freeways, railroads, and the airport.

Goal 3

Develop a plan for a future growth pattern that can be integrated into CAMPO's transportation planning process.

Objective 3.A: Develop performance measures that would enable assessment of whether proposed transportation projects support the concept.

Objective 3.B: Develop a growth concept by 2007 so that the concept can be used as an input in CAMPO's 2035 forecasting process.

Objective 3.C: Develop a growth concept that reflects existing and committed transportation projects in the region.

Objective 3.F: Develop a growth concept that can be used as guide for traffic serial zone-level forecasting.

Objective 3.G: Develop improvements to the CAMPO model, or off-model improvements, that will allow for an assessment of transportation system performance changes that could result from land use changes.

Objective 3.H: Develop a growth concept that reflects realistic assumptions about implementation.

Goal 4

Build on previous planning efforts.

Objective 4.A: Consider local comprehensive plans, neighborhood plans, and other adopted local policies.

Objective 4.B: Build on the ECT Preferred Scenario and support the ECT Vision.

Objective 4.C: Consider the CAMPO 2030 forecasts.

Objective 4.D: Incorporate All Systems Go transit projects as well as existing and committed highway projects as a possible framework for future growth in the region.

Goal 5

Develop regional consensus around a future growth pattern.

Objective 5.A: Meet with jurisdictions to request input on planning opportunities and constraints, input on local desires, and feedback on the implementability of various growth patterns.

Objective 5.B: Get jurisdiction commitments to implement policy strategies identified during the growth concept process.

Objective 5.C: Meet with water providers, state regulatory agencies, and others to get input on future infrastructure planning and possibilities for collaboration on implementation of a growth concept.

Objective 5.D: Host regional workshops and use other methods to engage the general public in a discussion of options and development of a preferred growth concept.

Objective 5.E: Meet with TxDOT, CTRMA, Capital Metro and others to request feedback and get commitments to develop transportation projects that support the concept.

Objective 5.F: Work with experts from academia and the development community to get feedback and to ensure that the Growth Concept would support continued economic development, job creation, and development of affordable, desirable housing opportunities without being overly burdensome on the real estate and development industry.

Goal 6

Develop a plan for a future growth pattern that can be implemented.

Objective 6.A: Incorporate realistic data regarding the impact of policies on growth.

Objective 6.B: Develop a growth concept that reflects jurisdiction commitments to initiate policy changes.

Objective 6.C: Consider the existing and future locations of urban and rural water service.

Objective 6.D: Include measurable implementation benchmarking.

Objective 6.E: Consider the existing location of development and growth anticipated in the near term.

Objective 6.F: Accommodate the regional population growth that is expected.

Work Program: Resources Available for CAMPO Growth Concept Initiative

CAMPO Staff:

0.1 FTE: Executive Director

0.1 FTE: Assistant Director

0.5 FTE: Project Lead

0.1 FTE: GIS and Mapping

0.1 FTE: Administrative Support

Public Involvement Budget:

\$65,000: workshop facilitation, materials, and public outreach*

*CAMPO budget also includes additional limited resources for publications, direct mailings, etc.

Additional Support

CAMPO may look to joint sponsorship of events or publications related to this initiative and may seek in-kind services from technical staff in other agencies. Some data collection is covered under other CAMPO budget items.

Work Program: Process and Timeline

	Tasks and Meetings	Review Milestones
December 2005	<ul style="list-style-type: none"> Inventory Data Needs Growth Subcommittee Meeting 	<ul style="list-style-type: none"> Present overview of initiative to CAMPO Board
January 2006	<ul style="list-style-type: none"> Develop Scope and Goals/Objectives 	
February 2006	<ul style="list-style-type: none"> Collect Data Develop process and agenda for jurisdiction round table meetings Growth Subcommittee Meeting 	
March 2006	<ul style="list-style-type: none"> Collect Data Growth Subcommittee Meeting to Finalize Timeline, Goals and Objectives, Round Table Meetings Compile Materials for Round Table Meetings 	
April 2006	<ul style="list-style-type: none"> Send letter to jurisdictions setting up Round Table meetings Compile Materials for Round Table Meetings 	
May 2006	<ul style="list-style-type: none"> Round Table Meetings-Round 1 Individual Follow-Up Meetings with Jurisdictions Round Table Meetings-Round 2 Issue Public Involvement Consultant RFP Growth Subcommittee Meeting 	<ul style="list-style-type: none"> Status Report to CAMPO Board (tentative)
June 2006	<ul style="list-style-type: none"> Develop Summary of Jurisdiction Meetings Proposals due Review of proposals (multi-agency review committee) Develop draft growth concept including map, performance measures, and implementation strategies based on jurisdiction meetings Present Jurisdiction Meeting Summaries and Public Involvement Consultant Recommendation to TAC Growth Subcommittee Meeting to Review Draft Growth Concept and Consultant Recommendation 	<ul style="list-style-type: none"> TAC Recommendation on Public Involvement Consultant
July 2006	<ul style="list-style-type: none"> Present Jurisdiction Meeting Summaries and Public Involvement Consultant Recommendation to Board Hire public involvement consultant Growth Subcommittee meeting 	<ul style="list-style-type: none"> Board Decision on Public Involvement Consultant
August 2006	<ul style="list-style-type: none"> Finalize Draft Growth Concept Develop public involvement materials Compile agenda, maps, and materials for workshops Advertising and public outreach Growth Subcommittee meeting 	
September 2006	<ul style="list-style-type: none"> Growth Subcommittee Meeting Public Workshops 	
October 2006	<ul style="list-style-type: none"> Develop summary of public workshops Growth Subcommittee Meeting Modify Growth Concept to reflect public workshop input and subcommittee feedback 	
November 2006	<ul style="list-style-type: none"> Present Growth Concept to Board and TAC Growth Subcommittee Meeting 	<ul style="list-style-type: none"> CAMPO Board and TAC Reviews Draft Growth Concept
December 2006	<ul style="list-style-type: none"> Board Hearing TAC Recommendation 	<ul style="list-style-type: none"> CAMPO Board Hearing TAC Recommendation on Growth Concept
January 2007	<ul style="list-style-type: none"> Meetings with jurisdictions to identify strategy commitments Begin to develop 2035 forecasts 	<ul style="list-style-type: none"> CAMPO Board Adopts Growth Concept

Growth Concept Process



- Attachment A: Biscoe-McCracken Amendment
- Attachment B: Matrix of Available and Needed Data
- Attachment C: CAMPO Growth Subcommittee Membership
- Attachment D: Policy Tools Available to Implement a Growth Concept
- Attachment E. SAFETEA-LU Planning Factors



CAMPO

Capital Area Metropolitan Planning Organization

**McCracken and Biscoe Amendment to
Daugherty Motion to Adopt the *CAMPO Mobility 2030 Plan* with modifications
June 6, 2005**

- CAMPO orders a 12 month re-review of the Phase 2 plan through the study initiated by the City of Austin
- CAMPO shall participate in this re-review and
- CAMPO shall post on the CAMPO agenda in 12 months the study results for potential amendment of the Phase 2 Plan.

- The Board will solicit and consider any recommendations from any of the following initiatives:
 - City of Austin Consultant's Report
 - Envision Central Texas and
 - Liveable City and
- The Board will consider specific recommendations when presented (including a comparison between the current plan and the changed plan in terms of vehicle miles traveled, congestion, delay, capital requirements, operating and maintenance requirements, and resulting costs and savings to central Texas residents and businesses).
- Further, if the Board believes certain recommendations should be incorporated into the 2030 Plan, the Board will place the recommended change on the agenda and amend the Plan.
- The CAMPO Board reserves the right to determine the merit of each and every recommendation.

Data Needed	Source	"Tool Box"?
5-county vacant land inventory	CAPCOG	1
5-county constraints--flood plains	FEMA	1
5-county constraints--Edwards Aquifer Recharge and Conservation zones	TCEQ/City of Austin	1
5-county constraints--City of Austin Drinking Water Protection Zones	City of Austin	1
5-county constraints--critical habitat	I think we got this from a federal website last time...?	1
5-county Constraints—Parks and Public Conservation Land	TPWP, cities and counties, ECT	1
5-county 2005 Population by TSZ	CAPCOG	1
5-county 2005 Employment by TSZ	CAPCOG	1
5-county 2005 map of major employers	CAPCOG	1
5-county existing and planned water service provision + CCNs, MUDs, mapped, by provider	LCRA; TCEQ	1
5-county map of 2030 freeways w/ interchange locations and rail transit lines w/ transit station locations	we have this	1
5-county population and employment control totals	State Data Center	1
5-county city and ETJ boundaries	we have this	1
5-county agricultural land	We can get this from USDA for registered acreage	1
5-county landfill locations	TCEQ?	1
5-county Constraints—Steep Slopes	USGS?	2
5-county school district boundaries w/ school district data	We can get this from Census	2
5-county existing and planned sewer service provision, mapped, by provider	LCRA; cities and counties?	2
5-county building permit and septic hook up data geocoded	Cities and Counties	2
Federal lands (prisons, Camp Mabry, etc)	tax assessor	2
5-county zoning maps and designations	cities and counties	
Data Wish List:		
5-county Constraints—Conservation easements	?	
5-county, special economic incentive zones, tax increment financing zones, special taxing districts	economic development departments?	
Cemetaries	?	
Landfills and Gravel Pits	TCEQ	
Historical Landmarks	State Historical Society	
Covenants and Deed Restrictions	Tax Assessors?	
Sewage Treatment Plants	?	

Tool Box notations:

- 1--Priority Data that Should be available by time of Workshops
- 2--Data that would be nice to include in workshop tool box if it's available
- no number= data that won't be available prior to workshops

Members of CAMPO Growth Subcommittee _3/24/06

Organization	Representative	Comment
Round Rock	Joe Vining	
San Marcos	Carol Barrett	
Travis County	Joe Gieselman	Alt: LeRoy Click, Charlie Watts
TxDOT	Ed Collins	
Capital Metro	Lucy Galbraith	
CAPCOG	Sean Moran	
CATC	Bruce Byron	
ECT	Sally Campbell	
Private Sector/ECT	John Langmore	
ECT/Sustainability Indicator Project	Jim Walker	
City of Austin (Land Use)	George Adams	
City of Austin (Transportation)	Teri McManus	
Bastrop County	Judge Ronnie McDonald (or staff designee)	Invited, but no confirmation
City of Lockhart	Dan Gibson	
City of Leander	Jim Bechtol	
Real Estate/Development Community	Charles Heimsath	
CTRMA	Mike Heiligenstein	
LCRA	Becky Motal	
UT/Academic	Michael Oden	

CAMPO Growth Concept Subcommittee
Draft Policy Tool Box—Public policy decisions that influence growth patterns¹
12/15/05

Policies that affect the **supply** of land, the **cost** of land, or the **attractiveness** of land for development all influence future development patterns. These policy tools can be used to implement a preferred growth concept. Different policies will have different levels of effectiveness.

Land Use Controls

- **Comprehensive plans and zoning.** Regulates densities, uses, and development types. Not available outside of urban areas in Central Texas. No guarantee that development will build-out to what is allowed by zone.
- **Subdivision ordinances.** Regulates frontages and lot sizes. May indirectly affect densities and development types.
- **Transfer or purchase of development rights.** Can be used to prevent development in one area and encourage it in another. Government can purchase/ be granted a conservation easement or other development rights to prevent development of land or property owners can be allowed to transfer development rights to an area where development is desired. TDRs can take the form of a market-based system where development rights are bought and sold among private property owners.
- **Environmental and floodplain regulations.** Can be used to regulate impervious cover, setbacks, landscaping, etc. Generally needs to be tied to environmental purpose and there are limits under the US Constitution on how restrictive regulations can be without creating a regulatory takings.
- **Land acquisition and public ownership.** The most direct land use control in the policy tool box. Government determines whether and how property will be developed.

Infrastructure Development

- **Water and sewer expansions and extensions.** Water and sewer service are required in order for land to develop at urban densities. If developer must pay for extension/upgrade this will add to the cost of the land and make it less desirable than a similar location with adequate service.
- **Freeways (w/ interchanges and exits).** Increase the attractiveness of land by increasing its level of access. Certain industry types require freeway access. May encourage development far beyond the interchange.
- **High capacity transit.** Increases the attractiveness of land by increasing its level of access. Because of the nature of transit, effects tend to be focused within close proximity of station areas.

¹ This information is partially based on an national-level analysis contained in "Land Use Impacts of Transportation: A Guidebook." National Cooperative Highway Research Program Report 423 A. Transportation Research Board, 1999.

- **Access management.** The location of freeway interchanges, and the regulation of driveways and other points of access influence development locations, densities, and types by controlling the location and level of access provided.

Economic Development and Development Charges

- **Tax incentives.** Can encourage development by lowering the cost of land. Can be used as an incentive for particular uses/development types.
- **Tax increment financing.** Within a tax increment finance district, increased taxes due to development are used to leverage debt financing for local infrastructure. Tax increment financing is most commonly used where there are public-private development agreements in place to assure that the private development necessary to make the best use of the infrastructure investment and to repay the debt occurs. Tax increment financing can encourage development by lowering the cost to the developer of providing infrastructure, and by assuring that future taxes are staying in the district.
- **Public/private partnerships.** May take multiple forms. Can encourage development by using public resources to leverage private investment. Can also provide some public control over the type of development through development agreements.
- **Impact fees and exactions.** Developers can be assessed impact fees to cover the cost of providing public services for the development. These fees can affect the cost of land and can discourage development in particular locations, particularly in undeveloped areas where the infrastructure costs will be higher.
- **Expedited permit processes and permit fees.** Can influence development by reducing the cost and time of developing certain desired projects.
- **Parking requirements and other design standards.** Can lower the cost of development in particular locations. For example, lowering minimum parking standards around transit, lowers the cost of developing near transit.
- **Density bonuses.** Can encourage development in particular locations or of particular development types by providing additional development rights in particular locations/ in exchange for a particular development type.

Federal Planning Factors Under SAFETEA-LU

IN GENERAL.—The metropolitan planning process for a metropolitan planning area under this section shall provide for consideration of projects and strategies that will—

- (A) support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- (B) increase the safety of the transportation system for motorized and nonmotorized users;
- (C) increase the security of the transportation system for motorized and nonmotorized users;
- (D) increase the accessibility and mobility of people and for freight;
- (E) protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- (F) enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- (G) promote efficient system management and operation;
and
- (H) emphasize the preservation of the existing transportation system.