












North Texas Regional

Transit-Oriented Development Progress Report

Action Measures

Regional Transportation Council

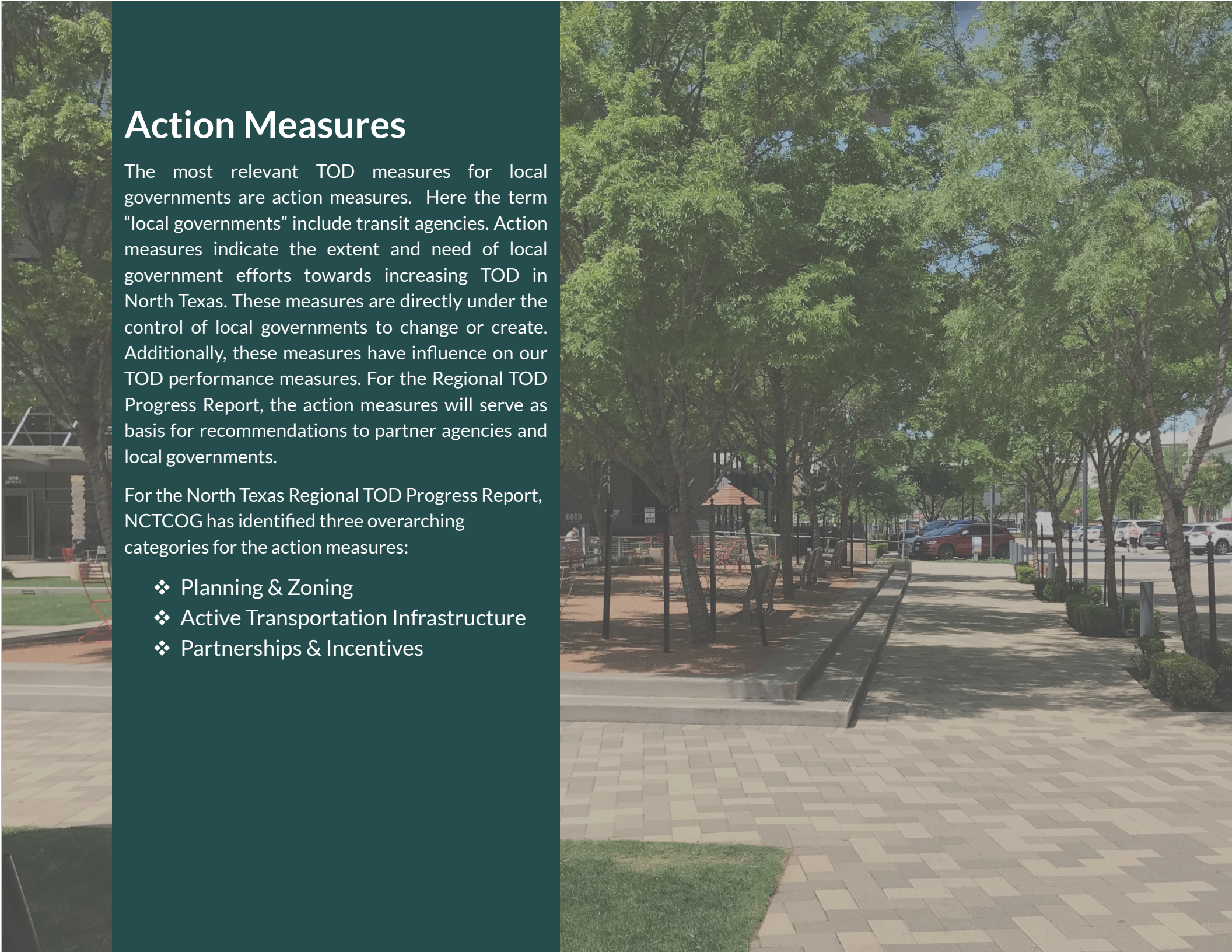
November 2026

Action Measures

The most relevant TOD measures for local governments are action measures. Here the term "local governments" include transit agencies. Action measures indicate the extent and need of local government efforts towards increasing TOD in North Texas. These measures are directly under the control of local governments to change or create. Additionally, these measures have influence on our TOD performance measures. For the Regional TOD Progress Report, the action measures will serve as basis for recommendations to partner agencies and local governments.

For the North Texas Regional TOD Progress Report, NCTCOG has identified three overarching categories for the action measures:

- Planning & Zoning
- Active Transportation Infrastructure
- Partnerships & Incentives



Planning & Zoning

As previously indicated, goals of TOD include increasing economic development within station areas, encouraging more non-car-dependent travel, and increasing rail transit ridership. However, these goals can only be achieved if TOD is allowed by zoning. Planning for TOD can help establish a vision and clarify needs and opportunities for the station area, increasing the likelihood of successful, well-designed developments. Zoning or related development codes can also promote TOD by regulating building characteristics, such as height, density, design, and parking requirements, to ensure dense, walkable, and mixed-use TOD.[1]

Two Measures of Planning & Zoning in the TOD Report

1. Station area planning documents published online
2. Zoning ordinances obtained from city websites or city staff contacts

For a more detailed review of station area plans and zoning conditions for each station, please visit NCTCOG.org/TOD for the **NCTCOG TOD Interactive Map**. Under the **Actions** tab, **select Planning and Zoning**.

[1] https://legalclarity.org/what-is-the-purpose-of-zoning-laws/

Station Area Planning

Area plans focus on neighborhood-level development and prioritize improvements and developments specific to a small area. A TOD supporting area plan will focus on needs and issues specific to rail station areas. Station area planning can be a valuable tool for:

- Promoting denser infill redevelopment
- Driving city-initiated re-zoning
- Identifying public/private partnership and incentive opportunities
- Engaging community stakeholders
- Preparing public project ideas for funding, design, and implementation
- Emphasizing urban design elements to create quality, walkable developments

Across the 14 cities with rail transit stations, there are approximately 31 completed area plans related to development around 51 station areas (see **Figure 21**). This does not include corridor plans or specific studies, discussed later in this section. These area plans vary widely in content, with some focusing less on TOD and more on other community use or development concerns. When they do address TOD, some are more in-depth with actionable implementation plans while others are more visionary or advisory.

Planning for TOD in North Texas has been ongoing for decades with many plans aging as indicated in **Table 14**. The list of planning documents inventoried by NCTCOG can be found in **Appendix 9** and **Appendix 10**.

Other TOD-supportive planning includes corridor plans and special studies which are not as complete for neighborhood development like area plans but do support TOD in various ways. Although city comprehensive plans may provide citywide support for TOD, they do not provide the station area specific recommendations attainable with station area TOD plans.

Table 14: Year of Plan Adoptions

Year of Adoption	Number of Plans
Within the Last 5 Years (2020 to Present)	10
Between 2015 to 2020	7
Before 2015	14

Source: Multiple Online Station Area Planning Documents from Cities with Rail Transit Stations (2003-2025). *See **Appendix 9** & **Appendix 10** for additional data and analysis.*

Station Area Planning Evaluation

As previously noted, station area planning documents in North Texas vary widely in both content and scope. Because of this variability, NCTCOG evaluated the region's station area planning documents based on elements typically included in area plans. The evaluation details and scores for the existing planning documents can be found in **Appendix 11** and **Appendix 12.**

Scores are based on the following features:

- The plan includes existing conditions assessment
- Uses public engagement during planning process
- Has a plan vision
- Visualizes concepts and recommendations through maps including the station area half mile
- Identifies implementation recommendations
- Focuses on TOD and promoting transit use

The score does not guarantee the plan's ability lead to new TOD within the station area; however, the key elements examined are important aspects of plans with greater potential to lead to change.

Figure 21: Station Area Planning

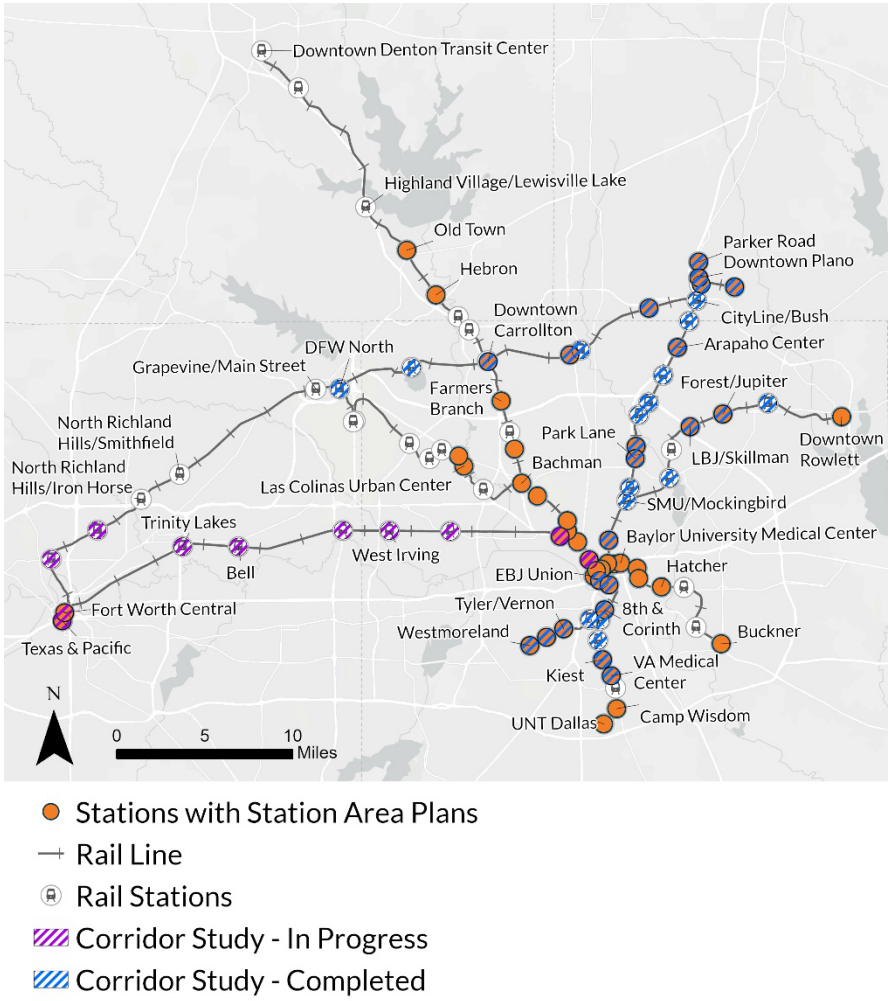


Figure Source: Multiple Online Station Area Planning Documents from Cities with Rail Transit Stations (2003-2025). *See **Appendix 9** & **Appendix 10** for additional data and analysis.*

Most station area plans in North Texas scored well, containing all key plan elements of typical station area plans. **Figure 22** shows the distribution of evaluation scores (0 to 6) for the 31 existing station area planning documents across the region. However, a notable number of plans are focused on areas away from station areas rather than focusing on promoting TOD and transit use.

Having a station area plan or having a high evaluation score does not always mean TOD will happen. Stations such as Grapevine/Main Street and Galatyn Park do not have area plans, but TOD has occurred around these stations.

Figure 22: Distribution of Station Area Plan Evaluation Scores

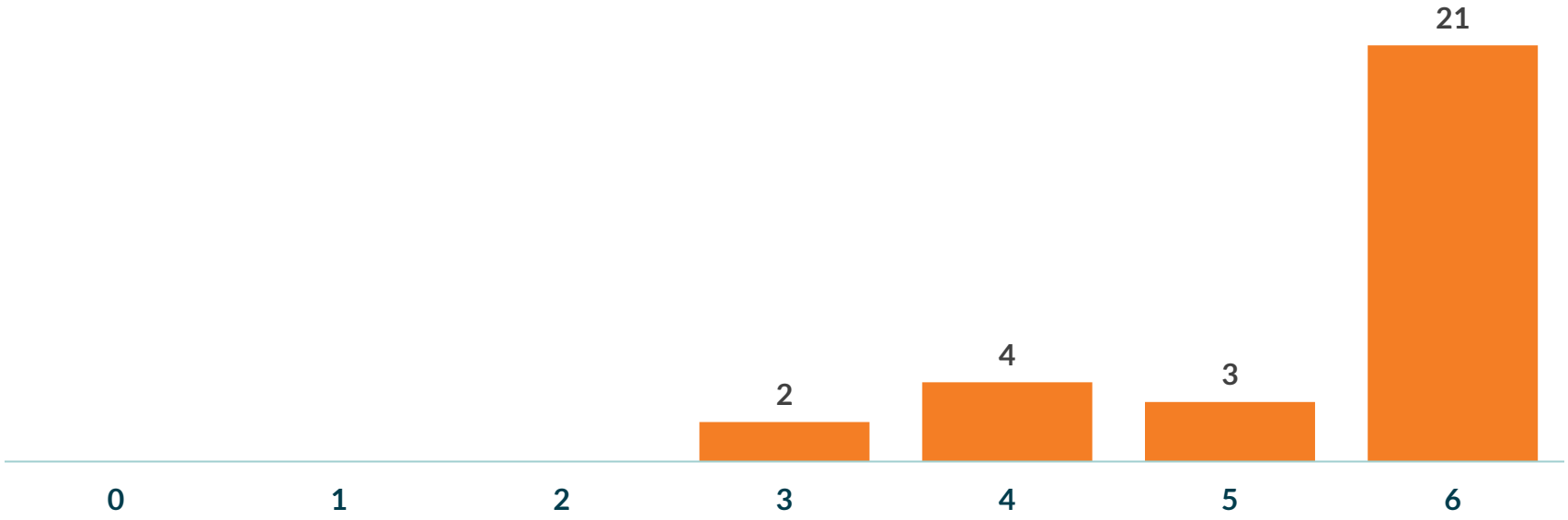


Figure Source: Multiple Online Station Area Planning Documents from Cities with Rail Transit Stations (2003-2025). *See **Appendix 16** & **Appendix 17** for additional data and analysis.*

Corridor and Special TOD Planning Studies

Although a notable number of stations lack station area specific plans, several are included in completed and ongoing corridor or special studies. Shown previously in **Figure 21**, roughly half of the region's rail transit stations have been studied through corridor-wide planning efforts. These corridor-wide planning studies have been funded through the Federal Transit Administration (FTA) Pilot Program for Transit-Oriented Development Planning. **Table 15** and **Appendix 10** lists these corridor studies. These studies help identify opportunities for additional TOD planning as well as ensure regional coordination across multiple jurisdictions.

Special studies also support elements of TOD at regional rail stations. These include a focus on special topics like zoning or active transportation infrastructure but are not a full area plan. See **Appendix 10** for a list of these special area studies.

Table 15: North Texas Rail Transit Corridor TOD Planning Studies

Corridor Planning Study	Implementing Agency	Status	Associated Transit Corridor
DART Red Line and Blue Line TOD Planning Study	NCTCOG	Completed (2021)	DART Red Line and DART Blue Line
Silver Line Corridor TOD Planning Study	NCTCOG	Completed (2025)	DART Silver Line
Trinity Railway Express TOD Strategic Plan	NCTCOG	In Progress	Trinity Railway Express (TRE)
TEXRail TOD Planning Study	Trinity Metro	In Progress	Trinity Metro TEXRail

Zoning

Zoning plays an essential role in allowing TOD to occur by influencing intensity and design within the region's rail transit station area. NCTCOG reviewed local zoning information and found only **34% of North Texas station-area zoning permits TOD by right**.

The NCTCOG Sustainable Development Guidebook identifies four key zoning characteristics that support walkable, transit-oriented development (TOD): higher density, high lot coverage, greater building height, and minimal setbacks. These characteristics were used to evaluate base zoning districts within a half-mile of each rail station.

Zoning districts meeting three or more of the four criteria were classified as TOD-by-right, while districts meeting two or fewer were classified as non–TOD-by-right. Additional zoning factors, such as parking requirements and design standards, may also influence TOD outcomes but were not included in this classification.

Appendix 11 includes the supporting analysis of each station. TOD-by-right zoning in the station areas typically include district types such as:

- Mixed-Use
- Multifamily
- Urban Core/TOD
- Retail/Office
- Some Special Zoning Approval areas

For additional details on the methodology and criteria, see **Appendix 12**.

Figure 23 shows the proportion of generalized zoning types across TOD areas (each city may use different specific zoning district names). Most TOD areas are zoned under Special Zoning Approvals (which includes Planned Developments (PDs)) and comparable site-specific or customized zoning districts, with PDs representing the most common form of special zoning approval. This distribution highlights the dominance of PDs as an alternative to traditional by-right zoning within the Region. PDs are frequently involved in the approval of mixed-use projects likely due to flexibility and adaptability to unique design criteria.[2]

Figure 23: Zoning Types Across TOD Area

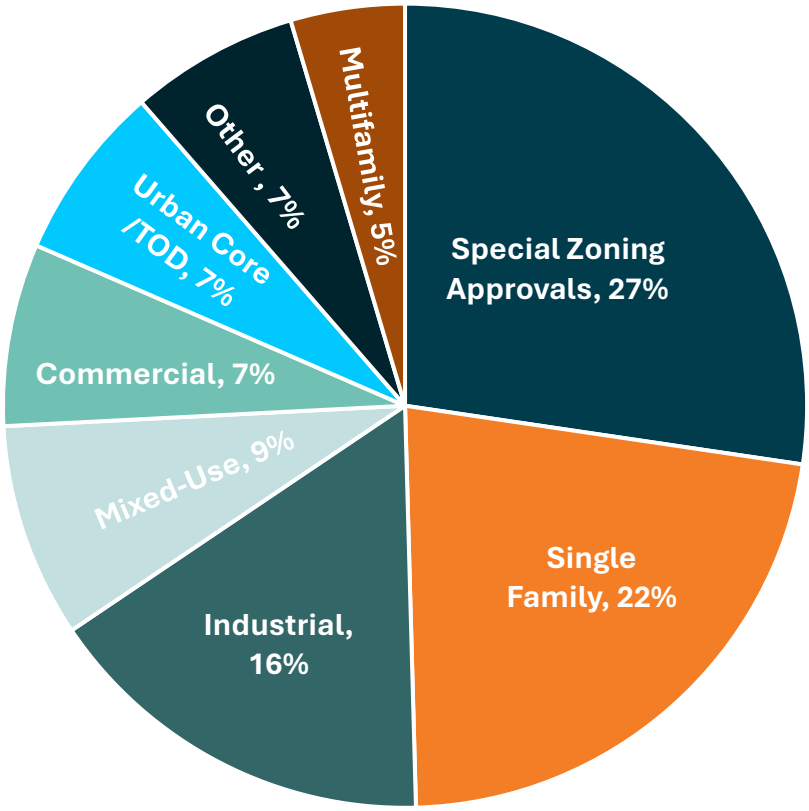


Figure Source: Multiple Online Zoning Documents from Cities with Rail Transit Stations (2025). *See **Appendix 11** for additional data and analysis.*

[2] Zoning for Mixed-Use Development. Daniel R. Mandelker. Washington University in St. Louis School of Law.2023

While PDs can offer greater flexibility and are more frequently involved in mixed-use projects, **most special approval zoning is not TOD-by-right**, as seen in **Figure 24**. This highlights the inherent uncertainty of PD zoning in supporting future TOD outcomes, as redevelopment could result in either TOD-by-right PDs or continued auto-oriented development. **In this context, adopted area land use plans should play a critical role in shaping future zoning outcomes by informing planned development entitlements**. Full tables on PD zoning classification can be found in **Appendix 11**.

Figure 24: North Texas TOD Area - PDs Supporting TOD-By-Right

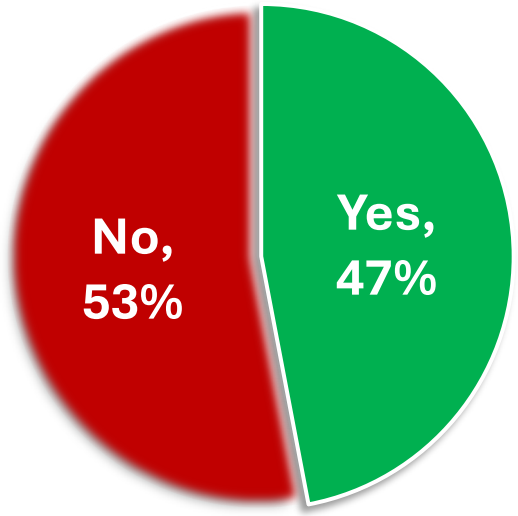


Figure Source: Multiple Online Zoning Documents from Cities with Rail Transit Stations (2025). *See **Appendix 11** for additional data and analysis.*

North Texas TOD Area Zoning Opportunities

To achieve TOD across the region, it must be enabled in city zoning regulations. Roughly one-fourth of the region's stations have almost no land (less than 5%) allowing TOD by-right. In many of these station areas, expanding TOD by-right zoning may be challenging due to established single-family residential districts that may limit opportunities for higher density or mixed-use developments. **Table 16** shows the most and least TOD by-right. These percentages represent a snapshot of municipal zoning ordinances in 2025. Rezoning may already be underway or planned in some station areas, and the analysis does not account for potential zoning changes associated with SB 840.

Table 16: Stations with the Most/Least TOD-By-Right Zoning

Station Name	City	Share of Station Area Allowing TOD-By-Right (%)
Highest TOD-By-Right Station Areas		
Deep Ellum	Dallas	99%
Baylor University Medical Center	Dallas	98%
Akard	Dallas	98%
Convention Center	Dallas	98%
EBJ Union	Dallas	98%
Pearl/Arts District	Dallas	98%
St. Paul	Dallas	98%
West End	Dallas	98%
Cedars	Dallas	95%
MedPark	Denton	90%
Lowest TOD-By-Right Station Areas		
Hampton	Dallas	0%
Illinois	Dallas	0%
Burbank	Dallas	0%
Ledbetter	Dallas	0%
Belt Line	Irving	0%
Lawnview	Dallas	0%
Mercantile Center	Fort Worth	0%
Shiloh	Plano	0%
Walnut Hill/Denton	Dallas	0%
West Irving	Irving	0%

Table Source: *Multiple Online Zoning Documents from Cities with Rail Transit Stations (2025). See* ***Appendix 11*** *for additional data and analysis.*

Active Transportation Infrastructure

Walking and biking, especially on safe and comfortable active transportation infrastructure connected to the transit station, is fundamental to the success of TOD.[3] **Well-connected sidewalk and bicycle facilities provide key first/last mile connections from transit to destinations.** These key connections may help increase non-car-dependent travel within the region and likely play a large role in TOD outcomes. Because of its importance, a detailed block by block analysis of the active transportation network has been prepared for this report.

Two Measures of Active Transportation Infrastructure in the TOD Report

1. Sidewalk network within the half-mile radius of the region's rail stations and associated walkable area.
2. Bicycle facilities connecting to stations.

For a more detailed, interactive assessment of sidewalk networks and bikeway facilities within each station area, please visit the **NCTCOG TOD Interactive Map**. Under the **Actions tab**, select **Active Transportation.**

[3] https://tod.itdp.org/tod-standard/tod-standard-framework.html

Sidewalks

This report mapped sidewalks within the half-mile radius of North Texas station areas to analyze connectivity between each property and the rail stations. Sidewalk data used in this report was compiled in Geographic Information System layers shared by cities, purchased from aerial imagery analysis, and edited by NCTCOG staff. The methods follow recent NCTCOG studies such as the 2021 DCTA A-Trail Routes to Rail Station Study.[4] Manual edits were completed to ensure the most up-to-date sidewalks were used.

Using GIS network analysis, NCTCOG estimated the half mile "walkshed" which is the area a person can reach on a connected sidewalk. This means no walking through the grass or having to cross a roadway without a crosswalk. It also conforms to the street grid. **Appendix 15** provides an overview of the sidewalk editing and walkshed calculations.

Additionally, NCTCOG used its edited county appraisal district parcel layer to map housing and commercial space for each property in the half-mile radius of each station. The half-mile walkshed was overlaid on the parcel map to identify how many accessible parcels or properties could be safely walked to on an existing connected sidewalk. This analysis provides a more detailed measure of pedestrian access to housing and commercial destinations within each station area. See **Figure 25** for an example comparison of station area sidewalk network to parcels accessible.

[4] https://www.nctcog.org/trans/plan/lumo/bikeped/active-transportation-routes-to-rail

Figure 25: Example Comparison of Sidewalk Walkshed and Accessible Parcel at Cityplace/Uptown



Sidewalk Walkshed Evaluation

Most of North Texas TOD areas are not accessible by walking. As **Table 17** indicates, less than half of the North Texas TOD developable area is connected to the existing sidewalk network, limiting the number of accessible parcels within walking distance of transit. Yet, more than half of the estimated housing units can be reached by current sidewalk walkshed. This is likely occurring because cities typically require sidewalks along public roadways with new development and recent apartment development has been trending towards higher density near transit.

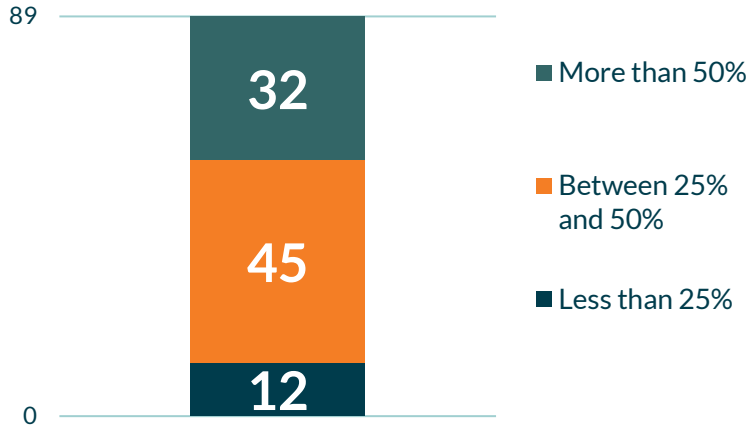
Table 17: TOD Accessible Parcels and Walkshed Coverage Statistics

Accessible by Sidewalk Walkshed	Percentage of North Texas TOD Areas
Number of Parcels:	29%
Parcel Acreage:	45%
Housing Units:	59%

Table and Figure Source: *NCTCOG Sidewalk Data and Walkshed, See* ***Appendix 13*** *for additional data and analysis.*

Figure 26 shows the distribution of stations by the area accessible by their respective sidewalk walkshed. Between 25 percent and 50 percent of most station areas are accessible by walking. While few stations have less than 25 percent of their station area accessible by walking, the lowest amount of station area accessible by the walkshed is 12 percent while the maximum amount of station area accessible by the walkshed is only 76 percent.

Figure 26: Stations by Area Accessible by Sidewalk Walkshed



Bicycle Facilities

This report uses the NCTCOG Trails and Bikeways database[5] composed of the Regional Veloweb, community paths and on-street bikeways to examine bicycle connectivity and access within the region's rail transit station areas. **Table 18** below outlines the scoring criteria used when evaluating station area bicycle facilities. A complete list of individual station area bikeway scores is provided in **Appendix 15**.

Bicycle facilities within the half-mile radius of North Texas station areas were scored through visual observations. For Bikeway Scoring eligibility, the bicycle facilities' status must be reported as "existing" or "funded" in the NCTCOG bikeways geodatabase before December 8, 2025. Additionally, facility types of "paved shoulders" or "shared lane markings" were excluded from the evaluation due to documented lack of desire by North Texans to use these types of facilities[6].

Table 18: Station Area Bikeway Scoring Criteria

Score of: "0"	No eligible bikeways reach the station
Score of: "1"	At least one bikeway reaches the station AND continues beyond the half-mile radius of the station
Score of: "2"	At least one bikeway reaches the station AND continues beyond the half-mile radius of the station area in at least two different cardinal directions (north, south, east, west)
Score of: "3"	At least one bikeway reaches the station AND continues beyond the half-mile radius of the station area in at least three different cardinal directions
Score of: "4"	At least one bikeway reaches the station AND continues beyond the half-mile radius of the station area in at least 4 different cardinal directions

[5] https://nctcog.org/trans/plan/lumo/bikeped/veloweb

[6] https://www.nctcog.org/trans/plan/lumo/bikeped/bicycle-opinion-survey

Existing and Funded Bicycle Facilities Evaluation

About half of the stations in North Texas lack bicycle facilities that reach the station (see **Table 19** for full list of these stations). However, if a station has a bikeway connection, it is likely to have more than one. A significant portion of stations have bicycle facilities that run through the station area half mile, connecting to the station before continuing onwards as demonstrated in **Figure 27**.

Figure 27: Number of Stations with Connected Bikeway Facilities

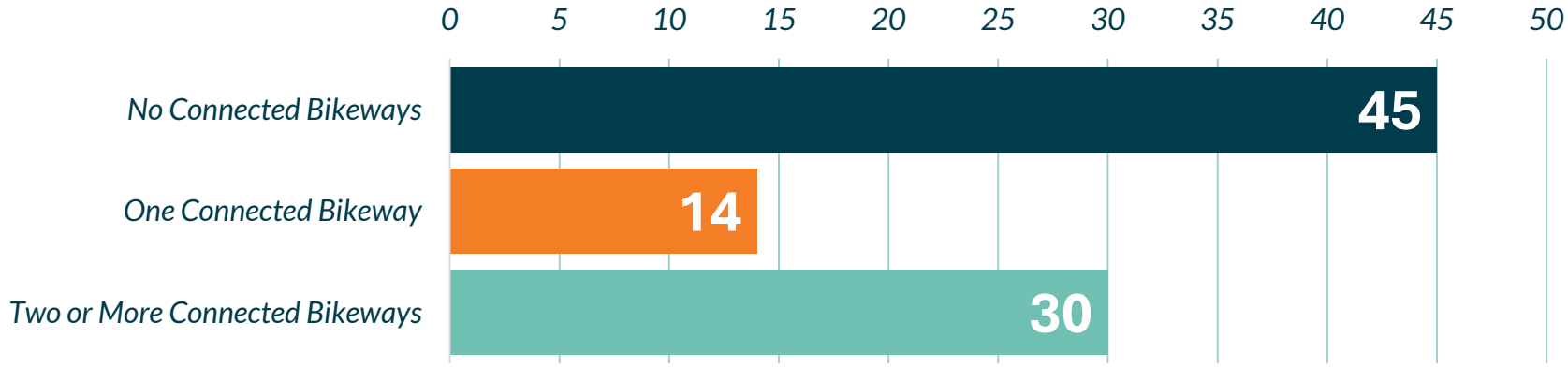


Figure Source: *NCTCOG Trails and Bikeway Database, See* ***Appendix 14*** *for additional data and analysis.*

Table 19: List of Stations with No Connected Bikeways

Station Name	City	Bikeway Connectivity Score
North Carrollton/Frankford	Carrollton	0
8th & Corinth	Dallas	0
Akard	Dallas	0
Bachman	Dallas	0
Baylor University Medical Center	Dallas	0
Burbank	Dallas	0
Cedars	Dallas	0
Cityplace/Uptown	Dallas	0
Convention Center	Dallas	0
Cypress Waters	Dallas	0
Dallas Zoo	Dallas	0
Deep Ellum	Dallas	0
EBJ Union	Dallas	0
Hampton	Dallas	0
Hatcher	Dallas	0
Kiest	Dallas	0
LBJ/Central	Dallas	0
LBJ/Skillman	Dallas	0
Ledbetter	Dallas	0
Lovers Lane	Dallas	0
Market Center	Dallas	0
Medical/Market Center	Dallas	0
Park Lane	Dallas	0
Pearl/Arts District	Dallas	0
VA Medical Center	Dallas	0
Victory	Dallas	0
Walnut Hill	Dallas	0
West End	Dallas	0
Westmoreland	Dallas	0
Bell	Fort Worth	0
Fort Worth Central	Fort Worth	0
Mercantile Center	Fort Worth	0
North Side	Fort Worth	0
Downtown Garland	Garland	0
Forest/Jupiter	Garland	0
DFW North	Grapevine	0
Belt Line	Irving	0
Downtown Irving/Heritage Crossing	Irving	0
Hidden Ridge	Irving	0
Irving Convention Center	Irving	0
Las Colinas Urban Center	Irving	0
North Lake College	Irving	0
University of Dallas	Irving	0
North Richland Hills/Iron Horse	North Richland Hills	0
Downtown Rowlett	Rowlett	0

Partnerships & Incentives

While TOD is desirable at every station, some may lack a strong enough real estate market to support it. Development is privately controlled and the public sector cannot always dictate where, when, and how much development will occur, so partnership and incentives are often needed. Additionally, TOD in some station areas can be financially risky, placing a heavy burden on developers, requiring public investment to catalyze development. This report will attempt to measure how much North Texas cities with rail stations have used economic incentives to catalyze TOD.

Texas cities have multiple options to incentivize economic development. This report will focus on those most connected to TOD and currently or previously used by North Texas cities.

Two Measures of Partnerships & Incentives in the TOD Report:

1. Tax Increment Financing (TIF) – TIF, or in Texas, Tax Increment Reinvestment Zones (TIRZ), which are one of the most visible and common tools.
2. Public-private partnerships (P3) and other Incentives – Tools where the public sector and private sector have an agreement or partnership on development such as: Tax Abatements, chapter 380 agreements, Public Facility Corporations, and Public Improvement Districts.

For more details on partnerships and economic incentives at each station area, please see appendix 17 of this report or visit the **NCTCOG TOD Interactive Map**. Under the **Actions tab**, select Partnerships & Incentives.

Tax Increment Reinvestment Zones

TIRZ (also known as TIF) is one of the most prominent methods used by local jurisdictions to pay for improvements that will incentivize private investment through the redirection of property taxes within designated districts.[7] Key benefits associated with TIRZs include funding public infrastructure, promoting development, and lessening the burden on private developments.[8] Under modern Texas law, TIF districts do not have to be contiguous.

TIRZ is only one of several tools local governments can use to incentivize developers to build TOD through public-private partnerships. Other city-level economic incentives are not uniformly reported and more difficult to track across the region but likely have a larger impact than TIRZ alone. Later sections will review these other incentives.

In North Central Texas, there are 15 cities with a total of 45 TIRZs that intersect with 68 station areas. This includes cities who are not part of a transit authority. Additionally, these TIRZs may not be focused on TOD efforts. These 45 TIRZs cover approximately 28.7 percent of the North Texas TOD area. A map of all the cities and their associated TIRZs is in **Figure 28**.

Figure 28: Map of TIRZs within Station Areas across North Texas

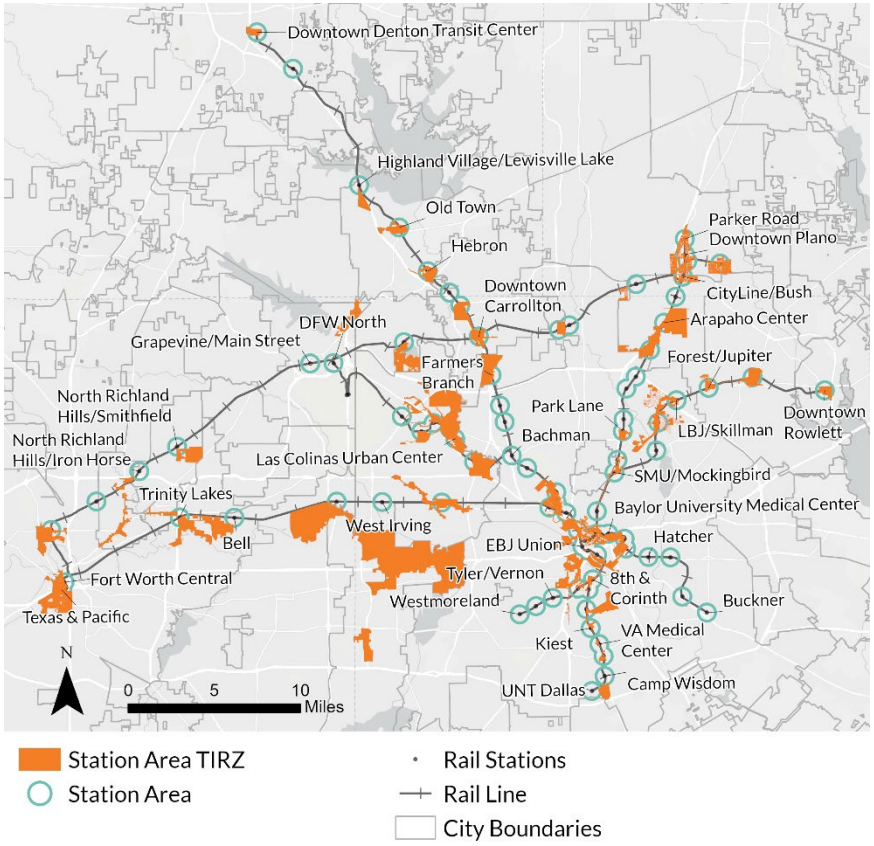


Figure Source: *Municipal TIF, P3 and other Economic Incentives (2024-2025), See* ***Appendix 15*** *for additional data and analysis.*

[7] https://comptroller.texas.gov/economy/development/prop-tax/ch311/. In Texas a TIF District is legally called a Tax Increment Reinvestment Zone (TIRZ). TIF district and TRIZ may be used interchangeably but mean the same thing.
[8] https://comptroller.texas.gov/economy/development/prop-tax/ch311/

Public-Private Partnerships and Other Incentives

Beyond TIRZ, cities use a variety of different incentives to support development around rail transit stations. **Table 20** on the next page describes some of the common economic development incentives used by cities in North Texas. It should be noted however, this is not a comprehensive list of all possible incentives and tools, just those most commonly used.

While cities that enter into economic development agreements under Local Government Code Chapters 380-381 and tax abatement agreements under Tax Code Chapter 312 are required to report new and amended agreements to the Comptroller's office, this information is not always conveniently documented or actively advertised.[9] While the Comptroller's office reports economic incentive information on a searchable database, the information does not provide addresses for the entities receiving incentives. This makes it difficult to determine whether the development is within the station area and/or TOD.

The use of economic incentives is usually only broadcast with major, multi-million-dollar projects. This semi-transparency may give the impression that cities are not doing enough to support TOD.

This section of the Report is intended to highlight the economic development incentive use across North Texas TOD areas. For this report, data on economic incentives was obtained from cities with rail transit stations through an informal data request. Thirteen of the 14 cities with rail transit stations supplied NCTCOG staff with requested information.

Most economic incentives are reported publicly, but the information is typically buried within council agendas or otherwise difficult to access and interpret. When this information was requested for this report, many cities had to take time to compile the data since it was not readily available. Cities should take proactive steps to improve their record keeping and transparency with their use of economic incentives to avoid the perception they do not support TOD.

[9] https://comptroller.texas.gov/economy/development/search-tools/sb1340/

Table 20: Types of North Texas TOD Economic Incentives

Economic Incentive	Definition
Tax Abatement	A tax abatement exempts all or part of the increase in the value of property and/or tangible personal property from taxation for a period not to exceed 10 years.[10]
Chapter 380 & 381 Economic Development Agreements	Municipalities and counties are authorized to offer loans and grants of public money to promote state or local economic development and to stimulate, encourage and develop business locations and commercial activity.[11]
Public Improvement Districts (PIDs)	A PID allows property owners in an area to establish a funding source to pay for new or improved services or infrastructure.[12]
Land Use Public-Private Partnerships (PPP or LU P3)	**Using a P3 to Facilitate Development (Common with TOD in North Texas):** Development PPPs typically develop or redevelop public property, often underused or vacant near stations. The partnership may be proactively initiated by a municipality to achieve key public objectives, such as downtown revitalization, affordable housing, industrial and commercial development, transit-oriented development, or neighborhood services.[13]
Public Facility Corporation (PFC)	A Public Facility Corporation, or PFC, allows a housing development to access a property tax exemption in exchange for affordability, by entering into a long-term partnership with a PFC managed by a City or other government entity.[14] (NCTCOG considers this an incentive since it relies on a local tax exemption.)
Housing Finance Corporations (HFC)	A Housing Finance Corporation, or HFC, allows local governments to create and use public nonprofit corporations as a means to finance the cost of residential ownership and development that will provide decent, safe, and sanitary housing at affordable prices for residents.[15] (NCTCOG considers this an incentive since it involves local tax exemption.)
Other Incentives and Funding Mechanisms	Local jurisdictions can use a variety of other incentive programs to promote development. Examples include development bonuses, community development block grant programs, city funds, stormwater and infrastructure grant programs, etc.

[10] https://comptroller.texas.gov/economy/development/prop-tax/ch312/
[11] https://comptroller.texas.gov/economy/development/grants/ch380-381/
[12] https://statutes.capitol.texas.gov/?tab=1&code=LG&chapter=LG.372&artSec=
[13] https://uli.org/wp-content/uploads/ULI-Documents/Successful-Public-Private-Partnerships.pdf
[14] https://statutes.capitol.texas.gov/?tab=1&code=LG&chapter=LG.303&artSec=
[15] https://statutes.capitol.texas.gov/?tab=1&code=LG&chapter=LG.394&artSec=

P3 and Other Economic Incentives Evaluation

From the data provided, cities in North Texas TOD areas have invested over **$2 billion** in economic incentives across 195+ development projects. This includes projects completed from as early as 2000 to those planned 10+ years into the future. Approximately 30 percent of the projects tracked in this report are under construction or are being planned.

Most projects in this sample have received public support through Tax Increment Financing; however, over a quarter of the projects use Chapter 380 Agreements. This is only a limited sample based on data provided by cities who responded to NCTCOG's request. More study is needed.

Table 21 shows the variability in the use of economic incentive strategies across the cities in North Texas TOD areas. As demonstrated, some cities appear to rely mainly on one method while others have employed a combination. The City of Dallas is the only city to report using HFC or PFC as a TOD economic development strategy. Different city staff interpreted NCTCOG's request for "economic incentives" in different ways. Some may not have considered housing programs to fall in this group.

This data should not be considered comprehensive as cities have broad economic development capacities and different practices per city that make regional analysis complex. However, **this sample does show cities are trying to incentivize TOD** but could increase their efforts. Only 53 of the 89 rail station areas have an economic incentive used. It should also be acknowledged that different station areas exist in different market contexts. Some station areas are in very affluent areas and easily attract private capital for partnerships. Other stations with less favorable markets require extraordinary efforts by the city and often transit agencies to attract a limited number of investors and developers willing to take the risk. This may be the subject of later analysis.

Table 21: Economic Incentive Use within Station Areas by City

	Number of projects funded by the following economic incentive strategies:					
	TIF/TIRZ	380 Agreement	Tax Abatement	P3/PPP	HFC or PFC	Other
Addison	3	0	0	1	0	2
Carrollton*	1	4	1	3	0	0
Dallas	25	1	1	7	25	16
Denton	6	0	0	0	0	0
Farmers Branch	0	0	0	1	0	0
Fort Worth	11	3	0	2	0	2
Garland	0	7	2	0	0	0
Grapevine	1	2	0	1	0	0
Irving	0	0	0	0	0	18
Lewisville	1	7	0	1	0	2
North Richland Hills	0	3	0	2	0	0
Plano	14	0	0	0	0	0
Richardson	4	27	0	1	0	1
Rowlett	0	5	0	1	0	0

** Carrollton did not provide economic incentive data, but NCTCOG staff have used info found through online searches and available records.*

Table Source: *Municipal TIF, P3 and other Economic Incentives (2024-2025), See* ***Appendix 17*** *for additional data and analysis.*